

DICTIONARY OF DISASTERS AT SEA

DURING THE AGE OF STEAM

Including sailing ships and ships of war lost in action

1824 - 1962

by

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A. A. RAVEN

American Transportation Co.; 1912; Gréât Lakes Engineering Works; 2,459 tons; 247x43-7x29-3; 303 n.h.p.; triple-expansion engines.

The American steamship *A. A. Raven* was torpedoed and sunk by a German submarine on March 14th, 1918, off the Scilly Islands.

A. C. DODGE

Ira S. Sushey & Sons; 1942; R. T. C. Shipbuilding Corpn.; 1,147 tons; 243'7x37-1x14'1; 241 n.h.p.; oilengines. The

American tanker *A. C. Dodge* was in collision on May 25th, 1952. She caught fire, broke in two and sank on May 27th. Eight of the crew were lost.

A. D. MACTIER

Geo. Hall Corporation; 1913; Détroit S.B. Co.; 1,899 tons; 244X43x21-8; 146n.h.p.; triple-expansion engines. The American cargo ship *A. D. MacTier* was wrecked on October 21st, 1926, at Cap d'Espoir, Gaspe County.

A. W. PERRY

Canada Atlantic & Plant S.S. Co.; 1897; Workman, Clark & Co.; 1,601 tons; 255x34x22; 291 n.h.p.; triple-expansion engines. The Canadian freighter *A. W. Perry* was wrecked on June 8th, 1915, at Chebucto Head while on a voyage from Boston to Halifax with a général cargo.

AAGTEKERK

Vereenigde Nederl.; 1934; NederlandSchpv. Maats.; 6,811 tons; 460'1x60-2x27-3; 2,325 n.h.p.; Uknots; oil engines. The Dutch motor vessel *Aagtekerk* was one of Convoy WM 11 proceeding from Alexandria to Malta on June 14th, 1942. When N. of Tobruk the convoy was attacked by German dive bombers which sank the *Aagtekerk* with the loss of rive lives.

AAMOT

German Government; 1907; Akers Mek. Værks; 1,373 tons; 240-3x35'2x16-8; 132n.h.p.; triple-expansion engines. The *Aamot* was sunk in a collision on January 8th, 1922, off Cronstadt.

AARON WARD

United States Navy, destroyer; 1941; Féderal Shipbuilding Co.; 1,700 tons; 348x36x—; 50,000 s.h.p.; 36-5 knots; turbine engines; four 5 in. guns, four 40 mm. ; four 20 mm., 5 T.T. The United States destroyer *Aaron Ward* was badly damaged by Japanese bombers on the night of April 7th-8th, 1943. The battle, which was largely aerial, commenced on the 6th with a heavy air attack on the Japanese station at Vila in the New Georgia Islands. The Japanese retaliated on the night of the 7th with an attack in which they employed 50 bombers and 48 fighters. The target was the large concentration of shipping at Guadalcanal. The New Zealand corvette *Moa* and the U.S. fleet tanker *Kanawha*, 4,990 tons, were

sunk and the *Aaron Ward* damaged. The destroyer was taken in tow but sank shortly afterwards.

AASE

Knôhr & Burchard, Nfl.; 1925; F.Schichau; 952 tons; 222-4 X 32-5x11-3; 75 n.h.p.; triple-expansion engines.

The German cargo ship *Aase* was wrecked on March 16th, 1928, at Brims Ness.

AASE

DIS Torm A/S; 1924; Kjobnhavns Flydk. & Skibs.; 1,206 tons; 235'4x36-2x13-7; 83 n.h.p.; triple-expansion engines. The Danish steamship *Aase* was torpedoed and sunk by a submarine on February 17th, 1940, off the N.W. coast of France. Ail of the crew were killed.

ABBAS COMBE

Aid Shipping Co.; 1920; J. Lewis & Sons; 489 tons; 160-1x 25-2x9-7; 64 r.h.p.; triple-expansion engines. The British cargo ship *Abbas Combe* was sunk by German aircraft off Bardsey Island on September 5th, 1941.

ABBEKERK

Vereenigde Nederlandsche Scheep. Maats.; 1939; F. Schichau G.m.b.H.; 7,906 tons; 493-6x63-2x31-2; 2,274 n.h.p.; oil engines. The Dutch motorship *Abbekerk* was torpedoed and sunk on August 24th, 1942.

ABBOTSFORD

George Gibson & Co. ; 1924; Goole S.B. & R. Co.; 1,585 tons; 250-8x38x14-5; 240 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Abbotsford*, Capt. A. Watson, was homeward bound from Ghent when she was sunk on, or about, March 11th, 1940, by a German submarine. The vessel sank with ail hands, some 24 officers and men.

ABDIËL

British Navy, minelayer; 1940; British Isles; 2,650 tons; 410 X 39x11; 72,000 s.h.p.; 40 knots; turbine engines ; 3-drum boilers ; six 4 • 7 in. guns, several smaller, 100 mines.

The minelayer *Abdiel*, Capt. D. Orr-Ewing, D.S.O., was mined and sunk off Tarante on September 10th, 1943, two days after the Italian capitulation. Six officers and 42 ratings were killed. The *Abdiel* and her sister ships *Latona* and *Welshman* were all lost in the Mediterranean fighting between October 1941 and September 1943.

ABEL TASMAN

H.C.S.CoastersProprietaryLtd.; 1916; Jonker & Stans ; 2,047 tons ; 274 '9x40-2x16-8 ; 209 n.h.p. ; triple-expansion engines.

The Australian cargo ship *Abel Tasman* was wrecked on July 18th, 1936, at the mouth of Grey River, New Zealand.

ABEOKUTA

ABEOKUTA

Elder Dempster; 1901; R. Duncan & Co.; 1,817 tons; 280-2 x 40 • 1 x 18 • 2; 199 n.h.p.; triple-expansion engines. Sailing from Liverpool to W. Africa with a général cargo, the British steamship *Abeokuta* foundered in the Bay of Biscay on February 14th, 1915.

ABERDEEN

Canadian Government; 1894; Fleming & Ferguson; 674 tons; 180X 31-1x16-9; 196n.h.p.; quadruple-expansion engines. The *Aberdeen* was employed as a lighthouse supply ship. She was wrecked on Black Ledge, Seal Island on October 13th, 1923.

ABERHILL

M. Taylor; 1915; A. Vuijk&Zonen; 1,516 tons; 246-8X38-2 x 16-3; 180 n.h.p.; triple-expansion engines. The British cargo ship *Aberhill* went aground on August 6th, 1941, on Haisbro' Sand and broke her back.

ABERTAY

Soc. Bois et Charbons F. Le Brise; 1888; W. Simons & Co.; 1,088 tons; 221x33-1x12-9; 106 n.h.p.; triple-expansion engines. The French cargo ship *Abertay* was wrecked on October 14th, 1912, in Boskenna Bay near Penzance.

ABESSINIA

Hamburg-AmerikaPacketf.A.G.; 1900; Palmer's Co.; 5,753 tons; 451-3x51-9x28; 642 n.h.p.; triple-expansion engines. The German steamship *Abessinia* was wrecked on September 3rd, 1921, on Knavestone Rock, Farne Islands.

ABGARA

Latvian Shipping Co.; 1911; W. Gray & Co.; 4,422 tons; 374'7x51-3x26; 345n.h.p.; triple-expansion engines. The Latvian steamship *Abgara* was torpedoed and sunk on May 6th, 1942, 15 miles south-east of Gréât Inagua Island while on a voyage from Kingston, Jamaica, to Montréal.

ABHONA

British India S team Navigation Co.; 1910; A. Stephen & Sons; 4,066 tons; 390x50x22; 1,317n.h.p.; 14 knots; quadruple-expansion engines.

The British India liner, *Abhona*, was a new ship, having just completed her steam trials on the Clyde before proceeding to Plymouth, whence she sailed for Rangoon on November 4th, 1910. The ship was intended for service in eastern waters and did not carry any passengers on her voyage out from England. Her crew numbered 90 all told, of whom 13 were Europeans, and she was commanded by Capt. T. B. Tilling, an officer of long and proved service with the British India Line. On November 7th, when in lat. 44 N., long. 90 W., the *Abhona* was sighted by the Danish steamship, *Boscia*, which took her to be in difficulties as she had a heavy list to port. The Danish vessel was unable to render any assistance as the weather was very rough and she was some distance away. Shortly after sighting the liner sank, but a black ship's boat with a brown sail was seen for a time but eventually disappeared. Those on board the *Boscia* were not aware of the identity of the liner, but saw that she had a black funnel with a white ring. This circumstance and the black ship's boat led the British India Company to believe that this was the *Abhona*.

No tidings of the ship ever came to hand, but on November 27th a Spanish steam-trawler picked up flotsam from the *Abhona* off Gijon, Spain.

ABINGDON

British Navy, fleet-minesweeper; 1918; A Usa Shipbuilding Co.; 710 tons; 231x28-7x7-5; 2,200 i.h.p.; 16 knots; triple-expansion engines; Yarrow boilers; one 4 in. gun, 1 smaller. The fleet-minesweeper *Abingdon* was bombed and sunk at Malta on April 5th, 1941. The vessel's normal complement was 73.

ABISKO

Grängesberg-OxelosundTrafikA/B; 1913; Goteborgs M. V. A/B; 3,088 tons; 336-8x46-9x21; 220 n.h.p.; triple-expansion engines. The Swedish steamship *Abisko* struck a mine and sank on April 11th, 1943, near Borkum.

ABNER READ

United States Navy, destroyer; 1942; Bethlehem Co., San Francisco; 2,050 tons; 376-5x39-3x12-2; 60,000s.h.p.; 36-5 knots; turbine engines; Babcock & Wilcox boilers; five 5 in. guns, six 40 mm., ten 20 mm, 10 T.T.

The United States destroyer *Abner Read* was attacked by Japanese aircraft off Samar, in the Philippines, on November 1st, 1944. The vessel, which carried a complement of over 250, was hit and sunk.

ABOSSO

Elder Dempster Line; 1912; Harland & Wolff; 7,782 tons; 425-6x57-3x31-4; 516n.h.p.; 13 knots; triple-expansion engines.

The Elder Dempster liner *Abosso* was torpedoed and sunk by a German submarine 180 miles W. by N. of Fastnet on April 24th, 1917. Sixty-five persons lost their lives. The captain was among the survivors.

ABOSSO

Elder Dempster Lines; 1935; Cammell Laird; 11,330 tons; 457 X65x 32; 7,200 b.h.p. ; 15 knots; oil engines. The liner *Abosso*, Capt. R. W. Tate, was torpedoed and sunk by a submarine on October 29th, 1942, in the North Atlantic. Of those on board 168 crew, including Capt. Tate, were killed. The number of passengers killed is not known.

ABOUKIR

Clydesdale Shipowners' Co.; 1896; Short Bros.; 3,317 tons; 364 • 5 X 43 • 1 x 26 • 3; 416 n.h.p.; triple-expansion engines. The British steamship *Aboukir* was sunk in a collision in September, 1905, 25 miles off Polonio, River Plate, while on a voyage from Calcutta to Buenos Aires.

ABOUKIR

British Navy, armoured cruiser; 1900; FairfieldCo.; 12,000 tons; 454x69-5x28; 21,000i.h.p.; 21-6 knots; triple-expansion engines, Belleville boilers; two 9-2 in. guns, twelve 6 in., twelve 12pdr., three 3pdr., 2 T. T.

At the outbreak of the First World War the 7th Cruiser Squadron comprised the armoured cruisers *Bacchante*, flagship of Rear-Admiral Henry H. Campbell, *Aboukir*, *Cressy* and *Hogue*. The ships were all about 12 years old and their complements were drawn almost wholly from the Royal Naval Reserve. The group to which the squadron was attached was known as the "Southern Force", whose duty it was to protect the Belgian coast and to keep command of English East Coast waters. The patrol of the area was entrusted to the 1st and 3rd Destroyer Flotillas, which watched the Dogger Bank and the Broad Fourteens, the armoured ships, which were based on the Nore, being in support.

On September 19th, 1914, the 7th Cruiser Squadron was short of its flagship, which had gone into dock, Capt. Drummond of the *Aboukir* being left in command. The weather on that date was so bad that the destroyer flotillas were recalled to harbour and the cruisers were withdrawn from the Dogger Bank and confined to the Broad Fourteens. The gale continued throughout the 20th and 21st, so that the big ships were compelled to maintain their watch without a destroyer screen. It was imperative to keep at sea, however, for on the night of the 19th-20th the Marines, who were to figure later in the fighting around Antwerp, were being conveyed from Dover to Dunkirk. During this time the ships, acting upon the orders of Rear-Admiral Arthur H. Christian, commanding the "Southern Force", pursued a zig-zag course and kept a sharp look-out for submarines, although the weather was held to be too rough for such craft.

By the 22nd the sea had abated and the squadron, steaming at about ten knots, and no longer zig-zagging, was some 30 miles W. by S. of Ymuiden. At 6.30 a.m. came the first intimation of danger when a torpedo exploded under the *Aboukir*'s starboard side, causing that ship to take a list of 20 degrees. The order to "abandon ship" was given after a very short time, but only one boat, the cutter, was got away, and those in the water had to avail themselves of anything which would float. The first idea in the mind of Capt. Drummond was that his ship had struck a mine as no submarine was

visible. The *Aboukir* remained afloat for some 25 minutes, after which she capsized and lay for a time with her keel above water.

Meantime the other ships had stopped and lowered their boats, the *Hogue* also throwing overboard mess tables and stools to assist the drowning men. It was while this work of rescue was in progress that the *Hogue* was struck by two torpedoes in rapid succession, the submarine surfacing on the cruiser's port side a few minutes afterwards. For a short time the *Hogue's* guns kept up a hot fire, but gradually she began to turn over and sink.

The last of the trio, the *Cressy*, Capt. R. W. Johnson, still remained, her engines stopped and every one of her boats in the water. It was while in this helpless position that she was hit by a torpedo, which, at the time was, supposed to have come from a second submarine. The *Cressy* sank with frightful rapidity and within 15 minutes she was under the waves.

The *Cressy's* was the worst case of the three, for she had all her boats away and mostly filled with survivors, so that she had no means of safety for her own crew. The total loss of life in this triple disaster was over 1,400 officers and men, the saved numbering 60 officers and 777 men, among whom was Capt. Wilmot Nicholson of the *Hogue*.

Two Dutch steamships, the *Flora*, and the *Titan*, and two Lowestoft sailing-tracters, the *Coriander* and the *J. G. C.* rescued many hundreds of lives between them.

ABSIRTEA

Soc. Anon. di Nav. G. L. Premuda; 1913; Craig Taylor & Co.; 4,170 tons; 385-4x51-5x24-1; 361 n.h.p.; triple-expansion engines.*

The Italian steamship *Absirtea* was torpedoed and sunk by a British submarine on February 1st, 1942, six miles off Cephalonia.

ABUKIR

Ministry of Shipping (General Stm. Nav. Co.); 1920; Swan, Hunter & Wigham Richardson; 694 tons; 173-5x28-1x12-9; 97 n.h.p.; triple-expansion engines.

The Egyptian ship *Abukir* came under the British flag early in the Second World War and was managed for the Ministry of Shipping by the General Steam Navigation Co. She was torpedoed and sunk by a German motor torpedo boat on May 28th, 1940, in the North Sea.

ABUKUMA

Japanese Navy, light cruiser; 1923; Uraga Dock Co.; 5,170 tons; 535x46-7x15-9; 70,000 h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in. 2 m.g., 8 T.T., 1 aircraft.

The Japanese light cruiser *Abukuma* was a unit of the "Southern Force" which met the U.S. Seventh Fleet in the Surigao Strait during the battle of Leyte Gulf in October, 1944. The action commenced in the early hours of the 25th, when the Americans discovered a Japanese squadron of two battleships, one heavy cruiser and four destroyers entering the Strait without air cover. The northern exit from the strait, towards which the Japanese were steaming was sealed off by a formidable concentration of U.S. heavy ships while light forces were disposed on either flank of the approaching vessels so that, in the darkness, they ran into a trap from which there was no escape. A torpedo attack by destroyers and torpedo-boats severely damaged the battleships and before they had time to make adequate reply they were sunk by the gunfire of the U.S. heavy ships together with three of their escorting destroyers. On the following day the *Abukuma* was located S.W. of Negros Island by U.S. Army bombers from a newly established airfield. She was at once attacked and sunk by bombs.

The Japanese loss in the Surigao Strait action was overwhelming and included the battleships *Fuso* and *Yamashiro*, the heavy cruiser *Mogami* and the destroyers *Asagumo*, *Michishio* and *Yamagumo*. Other vessels belonging to the "Southern Force" which did not enter the strait, of which the *Abukuma* was one, were sunk or damaged by aircraft on the following day.

The Americans did not suffer the loss of any ship in this action, but the destroyer *Albert W. Grant* was badly damaged.

For the full story of the battle of Leyte Gulf see the Japanese battleship *Musashi*. For further particulars of the Surigao action see under *Yamashiro*.

ABUKUMAGAWA MARU

ToyoKaiunK.K.; 6,887 tons.

The steamship *Abukumagawa Mam* struck a mine and sank on June 1st, 1945, off Tokushima, Japan.

ABURI

Elder Dempster Line; 1906; Harland & Wolff; 3,730 tons; 370-6x49-3x21-8; 528 n.h.p.; 14 knots; triple-expansion engines.

The Elder Dempster liner *Aburi* was torpedoed and sunk by a German submarine 125 miles N.W. of Tory Island on April 17th, 1917. Twenty-five persons were killed. The captain was among the survivors.

ABYDOS

Raeburn & Verel; 1871; London & Glasgow S.B. Co.; 1,339 tons; 260x31-4x21-8; 150 h.p.; compound engines. The steamer *Abydos* of Glasgow was lost off the Isle of Man on December 22nd, 1894. Nineteen of the crew were drowned.

ABYSSINIA

British India S.N. Co.; 1868; Dumbarton; 1,126 tons; 249-8x30-2x18-8; 135 n.h.p.; compound inclined engines. The British steamship *Abyssinia* was wrecked near Mozambique on March 31st, 1886, while on a voyage from Bombay to Mozambique.

ACACIA

R.R.Rex; 1871; Ross & Co.; 225 tons; 118x24x12. The Australian barque *Acacia* with a general cargo left Port Esperance for Adelaide on June 20th, 1904. Soon after leaving port she encountered a succession of violent gales. Nothing was heard of her for nine months when the wreck was found near Mainwaring, Tasmania, together with the bodies of several of the crew.

ACACIA

Rederi A/B Svenska Lloyd; 1946; Eriksbergs M.V. A/B; 2,078 tons; 328x44-6x15-9; oil engines.

The Swedish ship *Acacia* struck a mine and sank on April 12th, 1947, off Falsterbo.

ACADIAN

Canada Steamship Lines; 1908; Clyde Shipbuilding Co.; 2,305 tons; 248-5x43x14; 162 n.h.p.; 8 knots; triple-expansion engines. The steamship *Acadian* was torpedoed and sunk by a German submarine 11 miles S.W. by W. of Trevoise Head on September 16th, 1918. Twenty-five men, including the captain, were killed.

ACARY

Government of Brazil; 1905; Flensburger Schiffsbau Ges.; 4,275 tons; 387-5x51-5x17; 447 n.h.p.; quadruple-expansion engines.

The Brazilian steamship *Acary* was torpedoed and sunk by a German submarine on November 2nd, 1917, near St. Vincent, C.V.

ACASTA

British Navy, destroyer; 1927; John Brown & Co.; 1,350 tons; 323x32-2x12; 34,000 i.h.p.; 35 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, two 2 pdr., 5 m.g., 8 T.T. The destroyer *Acasta*, Cdr. C. E. Glassford, together with the destroyer *Ardent*, was escorting the aircraft-carrier *Glorious* off Narvik when a German force consisting of the battleships *Gneisenau* and *Scharnhorst* surprised the British ships and sank all three. Some days later the German Admiralty announced that a very large number of survivors had been picked up. A statement in Parliament gave the number of survivors in British hands as 39, of whom 36 officers and ratings from the *Acasta* and *Glorious* were taken off a raft by a Norwegian vessel and brought to England. The action took place on June 8th, 1940.

Two merchantmen, the transport *Orama* and the tanker *Oil Pioneer*, were sunk at the same time.

The full story of the action is told under the aircraft-carrier *Glorious*.

ACCRA

Elder Dempster Line; 1926; Harland & Wolff; 9,337 tons; 451 x 62x31; 1,700 n.h.p.; 14-5 knots; oil engines. The Elder Dempster ship *Accra* was bound for West Africa in convoy when she was torpedoed by a German submarine off the

ACHAIA

W. coast of Ireland on July 26th, 1940. The disaster occurred at mid-day when the passengers were at luncheon and the vessel sank in half an hour. There was a choppy sea which made it difficult for the ship's lifeboats to get away and one, a motor boat, capsized, drowning 19 persons of whom 11 were passengers. The *Accra* was commanded by Capt. John J. Smith and carried 469 persons, passengers and crew. One of the vessels in company, a Norwegian, stood by at great risk to herself and picked up 137 survivors. There were no casualties other than those in the motor boat.

ACHAIA

Atlas Levante-Linte, A.G.; 1921; Nordd. Unionwerke A.G.; 1,778 tons; 283-2x39-8x17-8; 137n.h.p.; triple-expansion engines.

The German steamship *Achaia* was bombed by British carrier-based aircraft on March 17th, 1942, and while taking evasive action ran into a minefield and sank about 25 miles east of Tripoli, Libya.

ACHATES

British Navy, destroyer; 1929; John Brown & Co.; 1,350 tons; 323x32-2x12; 34,000 s.h.p.; 35knots; turbine engines; 3-drum boilers; four 4-7 in. guns, two 2pdr., 5m.g., 8 T.T. The destroyer *Achates*, Lt.-Cdr. A. H. Tyndall Johns, was part of a destroyer force under Capt. Robert StV. Sherbrooke, D.S.C., escorting a convoy to North Russian ports on December 31st, 1942. At about 9.30 a.m. when off Bear Island the *Achates* was fired on from astern by the German heavy cruiser *Hipper* and this was followed by salvos from the pocket battleship *Lutzw* (*ex-Deutschland*) and several destroyers. Capt. Sherbrooke in the *Onslow*, 1,550 tons, four 4-7 in. guns, at once turned his small force against the raiders and a sharp action commenced in the semi-darkness of the Arctic Circle and amid frequent snow squalls.

The *Achates* was hit forward by 8 in. shells early in the action, followed by a direct hit on the bridge which killed Lt.-Cdr. Johns and everyone stationed there, except a signalman and another rating, both of whom were wounded. The next hit was in the boiler room and the vessel could no longer maintain steam. She was then hit repeatedly, the firing having commenced at approximately 6,000 yards range and decreased gradually. The *Achates* finally turned over and sank in the short space of three minutes, taking with her seven officers and 106 ratings. There were only 80 survivors, who were picked up by the trawler *Northern Gem*, Lt. H. C. Aisthorpe.

The action, meanwhile, was continuing, the British ships laying a smoke-screen under cover of which the convoy turned away, and driving off four determined attacks by the enemy. During this phase of the action the German destroyer *Hermann Schoemann*, 1,625 tons, was sunk by gunfire. After two hours the cruisers *Sheffield*, 9,100 tons, twelve 6 in. guns, Capt. C. T. Addis, flagship of Vice-Admiral R. L. Burnett, and *Jamaica*, 8,000 tons, twelve 6 in. guns, Capt. J. Hughes-Hallet, D.S.O., came on the scene. The cruisers hit and damaged the *Hipper*, causing her to lose speed, and the *Sheffield* hit the destroyer *Friedrich Eckoldt*, 1,625 tons, with a salvo, causing her to catch fire and sink by the stern. The German force then broke off the action and retired. The convoy reached its destination without loss or damage to a single ship.

Capt. Sherbrooke was wounded during the action, losing the sight of one eye. In recognition of the bold and seamanlike manner in which he had handled his small force he was awarded the Victoria Cross.

ACHERON

British Navy, destroyer; 1927; Thornycroft & Co.; 1,350 tons; 323x32-2x12; 34,000s.h.p.; 35knois; turbine engines; 3-drum boilers; four 4-7 in. guns, two 2pdr., 5 m.g., 8 T.T. The destroyer *Acheron*, Lt. R. J. Wilson, hit a mine and sank off the Isle of Wight on December 17th, 1940, with the loss of six officers, including Lt. Wilson, and 145 ratings. Two officers and 13 ratings were wounded.

ACHILLE

M. Scuderi; 1890; Ropner & Son; 2,415 tons; 299-3x39-1 x 18-6; 217 n.h.p.; triple-expansion engines.
The Italian steamship *Achille* was bombed and sunk by British aircraft on October 23rd, 1941, N.W. of Ustia,

ACHILLE ADAM

South Eastern and Chatham Railway Co.; 1887; Samuda Bros.; 460tons; 190x27x11-8; 107n.h.p.; 10knots; triple-expansion engines.

The channel steamship *Achille Adam* was intercepted and sunk by a German submarine 31 miles S.E. by S. of Beachy Head on March 23rd, 1917. Six of the crew were killed.

ACHILLES

Alfred Holt & Co.; 1900; Scotfs Shipbuilding Co.; 7,043 tons; 442-5x52-8x32-1; 521 n.h.p.; 13 knots; triple-expansion engines.

The steamship *Achilles* was torpedoed and sunk by a German submarine 90 miles W.N.W. of Ushant on March 31st, 1916. Five men were killed. The captain was among the survivors.

ACHILLES

Koninklijke Nederlandsche Stoomboot Maats. N.V.; 1906; Nederlandsche Schps. Maats.; 1,815 tons; 286-9x40-2x18-8; 180 n.h.p.; triple-expansion engines.

The Dutch cargo ship *Achilles* was torpedoed and sunk on October 1st, 1942, on a voyage from Demerara to Trinidad.

ACROPOLIS

Antoniou & Katramados; 1917; Lobnitz & Co.; 1,393 tons; 255-9x35x15-4; 219 n.h.p.; triple-expansion engines. The Greek steamship *Acropolis* was destroyed by aircraft on April 6th, 1941, while lying at Piraeus.

ACTAEON

United States Government; 1909; J. C. Tecklenborg A.G.; 5,000 tons; 401-1x52-4x28-2; 474 n.h.p.; quadruple-expansion engines.

The American steamer *Act aeon* was torpedoed and sunk by a German submarine on November 24th, 1917, in the Bay of Biscay.

ACTON

Watts, Ward & Co.; 1874; C.Mitchell&Co.; 1,646 tons; 279-9 x33-3x24-6; 200 n.h.p.; compound engines. While on a voyage from Montreal to London with a cargo of timber and copper phosphate, the *Acton* was wrecked three miles W. of Cape Pine, NfL, on August 12th, 1886.

ACTON

Acton Steamship Co.; 1917; W. I. Yarwood & Sons; 207 tons; 99-9x22x9-9; 30 r.h.p.; 8-5 knots; triple-expansion engines. The small steamship *Acton* was torpedoed and sunk by a German submarine in the English Channel about the end of March, 1917* Six men, including the captain, were killed.

ADA

Rederi-A/B Amie; 1881; N. Pearse & Co.; 2,245 tons; 300-9x 36-1x25-5; 210 n.h.p.; compound engines. The Swedish steamship *Ada* was torpedoed and sunk by a German submarine on June 9th, 1917, in the North Sea.

ADA MELMORE

W. Porter & Sons; 1877; W. Hamilton & Co.; 591 tons; 175-7x 28-7x17-3.

The barque *Ada Melmore*, Capt. W. Millikan, was on voyage from Coquimbo to England with manganese ore when, at 3.25a.m. on January 20th, 1887, she ran into the ship *Kapunda*, south of Maceio in lat. 13° 45' S., long. 27° 20' W. She carried no lights at the time.

The *Kapunda* was badly damaged and sank within five minutes with the loss of 303 lives.

Sixteen survivors were taken aboard the *Ada Melmore* which, with bows stove in down to the forefoot, set course for Pernambuco.

On January 25th, 14 of these survivors were transfered to the French barque *Ulysse* and subsequently landed at Bahia.

The *Ada Melmore*, however, was making water and was abandoned on January 28th, her crew took to the boats and reached Maceio with the loss of two lives.

See also *Kapunda*.

ADALIA

Hamburg-Amerika Packet/ A.G.; 1921; Akt. Ges. "Neptun"; 3,199 tons; 337-6x48-2x20-9; 300n.h.p.; triple-expansion engines.

The German steamship *Adalia* was sunk in a collision with the *Mendoza* on December 7th, 1940, in Flushing Roads.

ADAMANDIOS GEORGANDIS

GeorgandisBros.; 1916; J. Blumer & Co.; 3,443 tons; 348-5 X 48-7x23-3; 313 n.h.p.; triple-expansion engines. The Greek cargo ship *Adamandios Georgandis* was sunk by a German submarine on June 19th, 1940, in the Atlantic.

ADAMANTIOS J. PITTHIS

Pithis Bros. & Co.; 1908; Napier & Miller, Ltd.; 4,537 tons; 385-2x51-2x26-4; 320 n.h.p.; triple-expansion engines. The Greek steamship *Adamantios J. Pithis*, Capt. Glykas, was wrecked on January 27th, 1940, near St. Ann's Head, Milford Haven. She was on a voyage from Rosario to Sharpness with grain.

ADAMAS

Adamas S.S. Co. (Lyras & LemosBros.); 1918; Craig, Taylor & Co.; 4,144tons; 370-1x51-4x24; 361 n.h.p.; triple-expansion engines.

The Greek steamship *Adamas* was involved in a collision in the N. Atlantic on February 8th, 1943, and was so badly damaged that she was sunk by gunfire.

ADAMASTOS

C.M.Lemos; 1919; Sun S.B. Co.; 5,889 tons; 434-3x57-7x27-2; 612 n.h.p.; triple-expansion engines. The Greek ship *Adamastos* was torpedoed and sunk by a German submarine on July 1st, 1940, in the Atlantic.

ADAM'S BECK

Gas, Light & Coke Co.; 1941; BurntislandS.B.Co.; 2,816 tons; 315x44-5x19-9; 240n.h.p.; triple-expansion engines. The *Adam's Beck* was bombed and sunk by German aircraft on July 30th, 1941.

ADANA

Deutsche Levante-Linie Hamburg, A.G.; 1922; Vulcan-Werke, A.G.; 4,205 tons; 360-7xSix26; 260n.h.p.; triple-expansion engines.

The German steamship *Adana* was shelled and sunk by British warships on April 16th, 1941, north of Tripoli.

ADANA

SadikogluFehmi; 1870; Laird Bros.; 1,158 tons; 258-2x29-7 x 20; 158 n.h.p.; compound engines.

The steering gear of the Turkish steamship *Adana* broke on January 27th, 1943, about 25 miles N.E. of the entrance to the Bosphorus. She foundered on the following day.

ADATO

Ocean Navigation Co.; 1899; W. Hamilton & Co.; 3,347 tons; 330-7x45-7x16-2; 299 n.h.p.; triple-expansion engines. Sailing from Seattle to Hong Kong in January, 1909, with a cargo of cotton, flour, etc., the *Adato* went aground at Oshima, Japan, and sank.

ADDA

Elder Dempster Lines; 1922; Norland & Wolff; 7,816 tons; 435x57x31; 1,300n.h.p.; 14knots; oilengines. The liner *Adda*, Capt. J. T. Marshall, was torpedoed and sunk by a submarine on June 8th, 1941, about 100 miles W. of Freetown. Two passengers and seven crew were killed. Capt. Marshall was among the survivors.

ADDAH

Elder Dempster Line; 1905; Palmer & Co.; 4,397 tons; 350x 48-3x20-7; 478 n.h.p.; 11-5 knots; triple-expansion engines. The *Elder Dempster liner Addah* was torpedoed and sunk by a submarine 35 miles S.W. of Penmarch on June 15th, 1917. The liner was struck on the port side and the captain immediately gave orders to "abandon ship". Ten minutes later the submarine surfaced and

began a systematic shelling of the two boats which had got afloat. The captain's boat was hit repeatedly, eight men being killed, the boat then sank. The captain and a few survivors were picked up by the first officer's boat which had escaped any fatal casualties, but had several men wounded. Shortly afterwards the submarine ceased fire and disappeared.

The *Addah* remained afloat for about ten minutes after being abandoned. The total number killed was nine men.

ADDER

Netherlands Navy, monitor-ram; 1871; Holland; 1,566 tons; 210 X 42 (approx.) x—; 9 knots; one 11 in. gun, several smaller. The Dutch monitor-ram *Adder*, Lt.-Cdr. E. S. van der Aa, foundered in a gale in the North Sea off Scheveningen on July 7th, 1882. The vessel probably capsized, as she was of low freeboard with a heavy gun turret of 9 in. thickness of iron forward. Her complement was about 150 officers and men, of whom 65 were drowned.

ADELA

TedcastleMcCormick&Co.; 1878; H. Murray & Co.; 685 tons; 199-8x32-2x14-5; 181 n.h.p.; 8 knots; compound engines. The steamship *Adela* was torpedoed and sunk by a German submarine 12 miles N.W. of the Skerries on December 27th, 1917. Twenty-four men were killed. The captain was among the survivors.

ADELE ANDALO

CalabroSicilianadiNav.S.p.a.; 1921; D. W.Kremer Sohn; 836 tons; 204-4x31-3x—; oilengines. This Italian ship foundered during a storm on January 27th-28th, 1959, about 45 miles S. of Malta. Six survivors and one body were picked up. Four of the crew were missing.

ADELE OHLROGGE

Karl Gross; 1894; Flensburger Schiffsb. Ges.; 1,371 tons; 231-6x33-4x13-8; 106 n.h.p.; triple-expansion engines. The German steamship *Adele Ohlrogge* struck a mine and sank on February 27th, 1941, 10 miles north of Wangerooze.

ADELFOUIS

M. J. Carras; 1917; Northumberland S.B. Co.; 5,838 tons; 400 x53x32-8; 465 n.h.p.; triple-expansion engines. The Greek ship *Adelfouis* was torpedoed, shelled and sunk on May 1st, 1943, about 500 miles south-east of St. Paul Rocks.

ADELFOUIS

Agelef Shipping Co. S.A.; 1925; New Waterway S.B. Co.; 2,310 tons; 290-8x44-9x19-4; 250n.h.p.; triple-expansion engines. The Costa Rican steamship *Adelfouis*, Capt. Hocken, went ashore during a fog on December 30th, 1956, near Quoin Point, S. Africa, and broke her back.

ADELLEN

John I. Jacobs & Co.; 1930; Blythswood S.B. Co.; 7,984 tons; 459-7x60-0x34-5; 653 n.h.p.; 11 knots; oilengines. The tanker *Adellen*, Capt. J. Brown, was torpedoed and sunk by a submarine in the North Atlantic on February 22nd, 1942. Twenty-nine men were killed. Capt. Brown was among the survivors.

ADEN

Peninsular & Oriental S.N. Co.; 1892; R. Dixon & Co.; 3,925 tons; 366x46-1x27-6; 471 n.h.p.; 14 knots; triple-expansion engines.

The P. and O. liner *Aden*, was a schooner-rigged screw steamship with a cargo capacity of 6,324 tons. She left Yokohama in May 1897 homeward-bound with a general cargo. She touched at Colombo and from there proceeded through the Indian Ocean on her way to Suez. The vessel carried a crew of 86 and 34 passengers under command of Capt. Hill. The voyage across the Indian Ocean was extremely bad, the *Aden* encountering continuous squalls and rainstorms and shipping a good deal of water, so that some passengers were driven from their cabins. The approach of land under such circumstances was fraught with great danger for, in addition to being a treacherous coast, it was not provided with lighthouses and at night was the dread of all ship masters. On June 8th Capt. Hill knew his ship was within a few hours steaming of the island of Socotra at the southern entrance to the Red Sea. It was his hope to

ADEN

find calmer waters once he had passed the island, but in the vile state of the weather he apprehended a period of some danger before his hope could be fulfilled.

On the night of the 8th-9th, in black darkness, the *Aden* neared the island, the local currents, strengthened by the gale, having swept her well out of her course. At about three o'clock in the morning the vessel struck three or four times on the rocks with great violence and then remained fast, the seas continually breaking over her. The electric light failed immediately and in the darkness the passengers were mustered on deck where they remained until daylight. There was an absence of panic and the Lascar crew behaved well. As soon as the dawn came attempts were made to launch the three starboard boats, those on the port side having been carried away. The first was swept out of reach before anyone could get into her, Mr. Garden, the first officer, losing his life in an attempt to reach her with a line. The second boat was driven away after launching, being only half full, and could not approach the ship again. The third was filled with women and children and managed to clear in safety, but was blown out of sight and lost.

In these efforts the four ship's officers were drowned, leaving only Capt. Hill, who shortly afterwards had both legs broken by a wave and was then washed overboard and not seen again.

There now remained a small company of survivors, consisting of nine passengers and 36 crew. After spending 17 days on the wreck, during which time they subsisted partly on Barcelona nuts and suffered great hardships, the party were rescued by the s.s. *Mayo*, of the Royal Indian Marine, and conveyed to Aden.

ADEN

Chargeurs Reunis; 1918; *Asano S.B. Co.*; 8,033 tons; 445X 58x40; 703 n.h.p.; triple-expansion engines. The French steamship *Aden Mam* was torpedoed and sunk by German aircraft on May 27th, 1940, during the operations at Dunkirk.

ADEN MARU

Ono Shoji Gomei Kaisha; 1919; *Kawasaki Dockyard Co.*; 5,824 tons; 385 X 51X 36; 437 n.h.p.; triple-expansion engines. The steamship *Aden Mam* was torpedoed and sunk by the U.S. submarine *Gurnard* on May 6th, 1944, in the Celebes Sea.

ADENWEN

W. & C. T. Jones Steamship Co.; 1913; *Bartram & Sons*; 3,798 tons; 350x50x23-7; 320n.h.p.; 10 knots; triple-expansion engines.

The steamship *Adenwen* was torpedoed and sunk by a submarine six miles S.E. by E. of the North Arklow Light-vessel on March 25th, 1917, and ten men were killed. The captain was among the survivors.

ADERNO

Italian Government; 1912; *Caledon S.B. & E. Co.*; 2,609 tons; 310• 2x44-2x18-5; 345 n.h.p. - triple-expansion engines. The British ship *Ardeola* (Yeoward Line) was picked out by a searchlight at Bizerta on November 9th, 1942, and ordered to stop. She was boarded by a French naval party and taken into Bizerta. The crew were sent to a camp at Sfax, but left there with other ships' crews on November 24th for Algiers. The ship's name was changed to *Aderno* and she left Bizerta in January, 1943, with an Italian crew. She was torpedoed and sunk by a British submarine on the 23rd July, 1943, about 2 miles from Civitavecchia.

ADBSE

Dampsk. A/S Lloyd I; 1890; *J. Priestman & Co.*; 2,235 tons; 290-4x39-1x19-7; 217n.h.p.; triple-expansion engines. The Norwegian steamship *Adine* was torpedoed and sunk by a German submarine on March 13th, 1918, in the North Sea.

ADJUTANT

Seater White & Co.; 1880; *Barclay Curie*; 2,275 tons; 285X — X—; 230 n.h.p.; 10 knots; compound engines. The steamship, *Adjutant*, was bound from Calcutta to London with a general cargo. On the morning of January 4th, 1884, when off Fort Pigne, Malta, she was driven ashore in a gale and became a total wreck. The tug *Escort* endeavoured to render assistance but without avail. Of the *Adjutant's* crew five men were drowned, the captain and all the officers being among the survivors.

Men from the Malta garrison and seamen from the fleet rendered great assistance, both with the rocket apparatus and individually.

ADLER

German Navy, gunboat; 1883; *Germany*; 884 tons; 177-2X 32-9x11-5; 724i.h.p.; 11 knots; compound engines; two 5-9 in. guns, two 4-7 in.

The German gunboat *Adler* was a unit of a small squadron lying in the harbour of Apia, during the crisis between the United States and Germany over the Samoan Islands in the early months of 1889. On March 15th-16th three American and three German men-of-war, together with all the merchant shipping in the harbour were destroyed by a hurricane which trapped them in their narrow and insecure anchorage. The *Adler*, which was commanded by Capt. Fritze, received serious damage to her steering gear and was flung bodily on to the top of a reef by a gigantic wave, which deposited her on her beam ends, where she lay safe from further disaster. Twenty men were drowned.

The full story of the hurricane is told under the *Trenton*, flagship of the U.S. squadron, which was lost.

ADLER

German Navy, destroyer; 1942; *Germany*; 1,200 tons; 313 X 31x9; 28,000s.h.p.; 33 knots; turbine engines; four 4-1 in. guns, four 37 mm., eight 20 mm., 6 T.T.

The German destroyer *Adler* was sunk in the Bay of Biscay on the afternoon of December 28th, 1943, by the British cruisers *Enterprise* and *Glasgow*. The full story of the action is told under the T-25 which together with the T-26 was also sunk in the same engagement.

ADMELLA

The Australian passenger steamship *Admella* was bound from Adelaide to Melbourne with 107 passengers and crew and a general cargo. No details of the vessel herself seem to be known, but her loss was one of the most tragic occurring on the Australian coast in the 19th century. On August 4th, 1859, when off Cape Northumberland, South Australia, she was wrecked with the loss of 83 of those on board.

ADMIRAL GRAF SPEE

German Navy, armoured ship (pocket-battleship); 1934; *Wilhelmshaven Dockyard*; 10,000 tons; 609-2x70-7x21-7; 50,000i.h.p.; 26 knots; diesel engines; electrically welded hull; six 11 in. guns, eight 5•9 in., six 4•1 in., eight 3pdr., 8 T.T., 2 aircraft. The German pocket-battleship, *Admiral Graf Spee*, was one of a group of three ships laid down by the German Government during the years 1929-32. Actually she was the last of the trio, being laid down in 1932. The design of the ships was influenced by the terms of the peace treaty of Versailles, which forbade the building by Germany of any warship exceeding 10,000 tons displacement. In order, therefore, to give the ships the maximum of fighting power it was decided to adopt a method of electrically welded hulls, thereby saving some hundreds of tons in rivets. This experiment turned out to be highly successful and as the ships were to carry as many heavy guns as possible the new design enabled six large 11 in. guns to be mounted in triple turrets fore and aft, in addition to which eight 5-9 in. guns, mounted singly, were carried. The ships had engines of 54,000 horsepower, which drove them at a speed of 26 knots, their radius of action being 10,000 miles at a speed of ten knots.

The armour protection of this class of ship was, however, weak, relying mainly upon a 4 in. belt extending roughly from the fore to the after 11 in. gun-turret and leaving bow and stern only lightly protected. Their speed of 26 knots meant that they could out-steam any battleship afloat, excepting the three British battle cruisers, while they had no reason to fear any ordinary cruiser, which they could easily sink with their superior weight of metal. That the German Admiralty hoped a great deal from them there is no gain-saying, and under favourable circumstances it was expected that they might hold their own with older and slower, but heavier, battleships.

The test was not long in coming. Three years after she was commissioned in 1936, the *Admiral Graf Spee* was at sea fully equipped for war and ready to engage her enemies.

On August 21st, 1939, the vessel left Wilhelmshaven, having on board a complement of 1,153 officers and men, being 227 more than she was intended to carry. The reason for this lay in the fact that if war broke out she could pursue a career as a commerce raider and

her extra hands could find employment as prize crews. Her commander was Capt. Hans Langsdorff, an officer of mark and ability in the new German navy. Lastly the German Admiralty had seen fit to include many hundreds of young sailors in the crew. It was probably intended that these youths should gain experience of actual war conditions while on the cruise and that the ship would not need to engage in any fighting of a nature that would demand a more seasoned type of seaman. Alternatively, it might be that the outbreak of hostilities was not regarded as likely and that after a short cruise the ship would return to home waters. As matters turned out war was declared between Britain and Germany on Sunday, September 3rd, 1939, and the *Admiral Graf Spee* continued on her course.

For several months no certain news of the raider's doings reached the British Admiralty, but the sinking of the small tanker *Africa Shell* was later reported in London, together with definite information that a pocket-battleship was at large on the high seas. Altogether the raider sank the following ships before she was brought to action:

September 30th	s.s. <i>Clement</i>	5,051 tons	off Pernambuco
October 5th	„ <i>Newton Beech</i>	4,651 „	700 miles off Africa
	7th „ <i>Ashlea</i>	4,222 „	700 miles off Africa
	„ 10th „ <i>Huntsman</i>	8,196 „	off Cape of Good Hope
	22nd „ <i>Trevannion</i>	5,350 „	off Cape of Good Hope
November 15th	„ <i>Africa Shell</i>	706 „	Mozambique Channel
December 2nd	„ <i>Doric Star</i>	10,093 „	off Africa, S. Atlantic
	3rd „ <i>Tairoa</i>	7,983 „	off Africa, S. Atlantic
	7th „ <i>Streonshal</i>	3,895 „	S. Atlantic

On December 13th the *Admiral Graf Spee*, having crossed the Atlantic to the coast of South America once again, was in the neighbourhood of the River Plate. At about 6 o'clock in the morning she sighted a French liner, the *Formose*, and bore up to capture her. It was while steaming in chase of this vessel that the raider's lookout aloft sighted the mastheads of the British 8 in.-gun cruiser, *Exeter*, Capt. F. S. Bell. Some few miles below the horizon were two other British men-of-war, the *Ajax*, Capt. C. H. L. Woodhouse, and the New Zealand cruiser *Achilles*, Capt. W. E. Parry, this squadron being under command of Cdre. H. Harwood, who flew his flag in the *Ajax*.

The fighting strength of the forces now rapidly closing each other was as follows:—

BRITISH			
<i>Ajax</i> (flagship)	6,985 tons	32-5 knots	8-6 in. guns, 8-4 in.
<i>Exeter</i>	8,390 „	32 „	6-8 in. „
<i>Achilles</i>	7,030 „	32-5 „	8-6 in. „
Combined weight of broadside 3,136 lb.			

GERMAN			
<i>Admiral Graf Spee</i>	10,000 tons	26 knots	6-11 in. guns
		8-5-9 in., 6-4 in.	Weight of broadside 4,700 lb.

From the above it will clearly be seen that the six 11 in. guns of the German vessel greatly outweighed and outranged anything which the much lighter British ships could bring against her. Nor was the armour of the cruisers comparable with that of their powerful adversary. There was one factor in favour of the British, however, as events were soon to show, and that was the long experience, discipline and training of the seamen.

At the time of the action the *Admiral Graf Spee* was presumed to be her sister-ship, the *Admiral Scheer*, and it was not until afterwards that her identity was established.

The raider had approached the mouth of the River Plate because she was in need of oil fuel. A German merchantman, the s.s. *Tacoma*, lay in Montevideo harbour, ostensibly taking refuge from the British cruisers until such time as it would be convenient to slip out, but actually loaded with a full supply of oil and stores for the *Graf*

Spee. It was to afford an opportunity for the supply ship to reach her with ease that the pocket-battleship ventured into the busy waters of the Plate.

At 6.18 a.m., four minutes after sighting, the German ship opened fire on the *Exeter* at a range of 25,000 yards, and for a time what was nothing less than a duel between the two ships took place. The raider scored hits with her fifth and seventh salvos and swept the *Exeter's* bridge and badly damaged the forward 8 in. gun-turret, killing eight marine gunners. In the next 45 minutes the British cruiser had her heavy guns put out of action one by one until only two of the six were fit for service. Despite this punishment she continued to close the enemy, having her sides and upperworks riddled with shells, her steering-gear damaged so that she had to be steered by hand, all orders being sent by a chain of seamen to the helmsman right aft, the same method having to be employed to convey orders to the engine room. Her casualties were high, there being five officers and 56 men killed and three officers and 20 men wounded, a total of 84 all told.

Meanwhile the *Ajax* and *Achilles* by skilful use of smoke screens steamed at times to within four miles of the enemy, their 6 in. guns inflicting great damage on her and driving her into shallow water, compelling Capt. Langsdorff to fight in a triangle. The *Ajax* managed to get between the German ship and the coast for a time and, with the *Achilles*, to get home a broadside. These two broadsides damaged the *Graf Spee's* stern and did much execution in the control-tower. Abandoning hope of shaking off her determined antagonists, the pocket-battleship turned toward Montevideo. She had received 27 hits, of which 15 were on the starboard side and 12 on the port side, the most vital damage of all being that wrought upon the control tower.

The action had fallen into two parts. In the first part the *Exeter* had taken the lion's share, whilst her consorts had come up and manoeuvred for position. In the second the badly damaged *Exeter* had remained to seaward, firing from her solitary 8 in. gun-turret at intervals, and the two light cruisers had fought out the battle at 6 in. gun range. In order to confuse the *Graf Spee's* gunnery officers the British ships adopted a ruse whereby, on the flash of the enemy's guns, they exploded a depth charge which threw up a column of water similar to that of a bursting shell. This would be observed from the control-tower of the German and the supposed range corrected accordingly, thereby creating a wide margin of error. The expert use of torpedoes also compelled the enemy to change course at vital moments, frustrating her attempts to break through.

At 7.40 a.m. the *Exeter's* remaining 8 in. gun-turret flooded, and the guns could no longer be fired. She therefore drew out of the fight and commenced very necessary repairs. In the meantime it had been reported to Cdre. Harwood that the two light cruisers were in danger of running short of ammunition, should the action become too prolonged. The commodore, therefore, decided that he would not seek a decision until nightfall, when it might be possible to close the range sufficiently to permit the use of torpedoes as well as his 6 in. guns. The position at 8 a.m. was that the *Graf Spee* was in flight to westward, with the *Ajax* on her port quarter and the *Achilles* on her starboard quarter, both British ships being about 15 miles distant from their quarry. The shadowing continued all day, the only incidents being at 10.5 a.m., when the raider fired two three-gun salvos from her after 11 in. turret at the *Achilles*, but without hitting, and at about 11 a.m. when a British merchant ship the s.s. *Shakespeare*, appeared to have been stopped by the raider. A decoy-message "*Ajax* and *Achilles* from *Admiral Graf Spee*—Please pick up lifeboats of English steamer", failed of its purpose, the *Ajax* observing that the *Shakespeare's* lifeboats were hoisted. On being asked by the cruiser if she was in need of assistance the merchantman replied that she was quite all right.

At 8.48 p.m. the *Graf Spee* was clearly silhouetted against the afterglow, and was closed by the *Achilles* both ships exchanging salvos. All three were now nearing Montevideo, and at intervals the raider fired her 11 in. guns with the object of keeping her pursuers at a distance.

At ten minutes past midnight the *Graf Spee* anchored in Montevideo roads.

The losses sustained were 84 on board the *Exeter* as already stated, the ship being hit nearly 50 times. Of the light cruisers the *Ajax* lost five marines and two seamen killed, and 13 others wounded, besides having two of her four 6 in. gun-turrets knocked out and

ADMIRAL HIPPER

other damage. The *Achilles* had four seamen killed and two seamen and one marine wounded, being the luckiest of all four combatants. The total British losses were 111 officers and men, of whom 72 were killed and 39 wounded. The Germans lost 36 killed and 40 wounded, all of whom were ratings.

The next phase of the struggle was in the diplomatic field. The *Graf Spee* having dropped anchor in the neutral Uruguayan port of Montevideo, her captain asked to be allowed to effect the necessary repairs. A request was forwarded to the Uruguayan Minister of Foreign Affairs from the German minister, Herr Otto Langmann, requesting that the ship be allowed 15 days for this purpose. The British minister, Mr. Eugen Millington Drake, requested that the ship be required to leave after a stay of 24 hours, while the French minister, Monsieur F. Gentil, requested on the following day that she be interned until the end of the war. In reply to these divergent notes the Uruguayan government appointed a small committee of experts to examine the damaged warship. The report of this committee was to the effect that the ship's injuries were not of a character to impair her seaworthiness, and that a long stay would be employed solely for the purpose of increasing the ship's fighting efficiency, which was in no way related to her fitness for sea. The Uruguayan government thereupon notified the German authorities that it would consent to a stay of 72 hours, which it considered to be ample time, in view of all the circumstances.

Meanwhile great activity had been noticeable on the pocket-battleship. She had been repairing at top speed and it was anticipated that she would leave on the night of Saturday, December 16th, or on the Sunday morning. On Saturday afternoon, however, there were indications that there was some disturbance on board, and later, after many appeals to them by their officers, it became known that the crew refused to put to sea. At about 7.30 p.m. Capt. Langsdorff made a final appeal to the men but they were very rowdy and the parade was dismissed, the captain going ashore to consult the German minister.

On the following Sunday goods which had been taken on board from the German merchantman *Tacoma* were transferred back again together with 900 of the crew of the pocket-battleship. Unknown to everyone except a few senior officers, Capt. Langsdorff, who had cabled the state of affairs to Herr Hitler, had received orders to scuttle the vessel rather than allow her to be interned. At 6.15 p.m. the *Graf Spee* left Montevideo harbour, having first put her wounded ashore. She was followed about half-an-hour later by the *Tacoma*, to which the remainder of the crew were transferred, leaving only a few men on board. At 8 p.m., the *Admiral Graf Spee* being then at anchor about four miles S. of Punta Yeguas, there was a terrific explosion and the ship gradually sank in a great cloud of smoke and flame.

There yet remains to be recounted the final act of Capt. Langsdorff. This officer felt the ignominy of his position very keenly. Having seen to the proper disposal of his officers and men, and to the destruction of his ship, he retired to his hotel and, wrapped in the Imperial Naval ensign, committed suicide by shooting himself. The manner of his end was deeply significant, as was also his avoidance of giving the Nazi salute, he being always careful to give the naval salute. Whatever may be said of others in this sorry affair, there is no doubt but that he endeavoured to uphold the same high naval traditions so jealously guarded by the famous admiral after whom his ill-fated vessel was named.

ADMIRAL HIPPER

German Navy, heavy cruiser; 1939; Blohm & Voss; 14,475 tons; 639-5 x 69-5 x 75-5; 32 knots; turbine engines; eight 8 in. guns, twelve 4-1 in., twelve 37 mm. A.A., 12 T.T., 3 aircraft. The German heavy cruiser *Admiral Hipper*, though classed as a "Washington Treaty", 10,000 ton cruiser, was considerably heavier than those in other navies, and carried a larger small-gun and torpedo-tube armament. When fully loaded the vessel displaced 18,500 tons, and was faster and more stoutly protected than foreign ships of the same class.

Before the outbreak of the Second World War the German Admiralty had made careful and extensive preparations for war against Allied shipping on the high seas by surface raiders. These raiders were pocket-battleships, battle-cruisers, heavy cruisers and a number of fast merchantmen armed with 5 • 9 in. guns and torpedo tubes, and acting as auxiliary cruisers. It was intended that these vessels should operate on the distant oceans beyond the scope of the

U-boats, which would cruise nearer to land and at distances which would enable them to return to port for repairs or to replenish their quota of torpedoes without too much difficulty. For the surface raiders a world-wide system of supply-ships was organised, and ports of call in friendly neutral countries were designated.

As a commerce-raider the *Hipper* met with only moderate success. She broke out from the North Sea and cruised in the Atlantic for four weeks, returning to Brest on December 27th, 1940, having captured one ship of 6,078 tons. Her next cruise was shorter but more profitable. Leaving Brest on February 1st, 1941, she took up a position between the Azores and the coast of Portugal, where she might hope to intercept some lightly-escorted convoys. On February 11th she captured one merchantman, but the next day had the good fortune to meet Convoy S.L.S. 64, which consisted of 19 vessels proceeding without a naval escort. Of these she sank seven, totalling 32,806 tons. Her outstanding defect, however, was her low fuel endurance and after her chase of the convoy she was obliged to put back to Brest, which she reached on the 14th, having been at sea for just a fortnight.

This raid was the *Nipper's* peak achievement. Aided by thick weather she left Brest and reached Kiel on March 28th. The German Admiralty did not use her as a commerce-raider again, and she served for the rest of the war in or around her home waters. On April 9th, 1945, when lying in Kiel harbour, she was attacked by British bombers and was so badly damaged that she had to be scuttled.

ADMIRAL KARPFANGER

Hamburg-Amerika Line; 1908; Rickmers; 2,85'3 tons; 278-2 x 44-8 x 26-5.

The training-ship *Admiral Karpfanger*, Capt. Walker, commenced her career in 1908 as the Belgian training-ship *U'Avenir*, a duty which she performed for over 20 years. She was a handsome four-masted steel barque, and her tall and graceful masts and sails attracted the attention of shiplovers wherever she went. In the 1930s she was sold to Gustaf Erikson, the Finnish shipowner who possessed a small fleet of sailing ships. Later, when the Hamburg-Amerika Co. was seeking a suitable vessel in which to train officer-cadets, she was acquired by that Line and reconditioned throughout, and in 1937 she put to sea under the German flag as the *Admiral Karpfanger*.

Her first voyage under her new name was to Australia, which she reached without incident. On February 8th, 1938, she left Port Germein, South Australia, on her homeward voyage with a cargo of 42,549 bags of wheat. She carried a crew of 27 with 33 cadets. So far as is known she was a fine well-found ship, with up-to-date equipment and fresh from dockyard hands. She had radio and was required by her owners to send fortnightly reports on her voyage home. Everything was as it should be, except that the radio generator was known to be faulty, and this was reported to Hamburg before the vessel sailed.

On March 12th, when 32 days out, she acknowledged a radio signal, but after that date nothing was ever heard from her. No signals of distress were picked up at sea or by shore stations. Around this time the m.y. *Durham* reported much ice in the Cape Horn area where the training-ship might be reckoned to be, yet of the several vessels in the vicinity none sighted her.

At the request of the owners the Argentine survey ship *Bahia Blanca* searched the adjacent coast and islands, but with no result. Some considerable time after the search ended wreckage which undoubtedly came from the *Admiral Karpfanger* was discovered on the shore at Windbound Bay, Navarin Island, near Cape Horn.

It is not possible to give any definite opinion as to the cause of the loss, but the most reasonable assumption is that the vessel struck an iceberg, probably at night, and foundered very suddenly.

ADMIRAL MOORSOM

London & North Western Railway Co.; 1860; Randolph Elder & Co.; 800 tons; 219x30-1x15; 400n.h.p.; 13 knots; engines, 2 cylinders 73 in. by 6 ft. stroke.

The L. and N.W. Railway Co.'s steamship, *Admiral Moorsom*, left Holyhead for Dublin on January 15th, 1885, with 35 passengers and crew all told under Capt. Weeks. The vessel was carrying as cargo a quantity of livestock. In the Irish Sea shortly after 8 p.m. she met another vessel and altered course to keep clear, but on passing the stern of this steamship was run down by the American

ship, *Santa Clara*. The port paddle-box, masts and funnel of the *Admiral Moorsom* were carried away and the ship completely disabled, having been struck on the port fore sponson and all port boats smashed. In the confusion the captain either fell or jumped overboard and was lost. The *Santa Clara* picked up one boat containing 14 men and conveyed them to Holyhead. Another boat with 11 persons was picked up by the Norwegian ship *Stanley*.

The *Admiral Moorsom* was subsequently discovered off the coast of Arklow with five people on board. These were taken off in safety, but the ship could not be saved and a short while afterwards she foundered.

The total number drowned was five, including Capt. Weeks.

ADMIRAL NAKHIMOFF

Russian Navy, armoured cruiser; 1888; Baltic Works; 8,524 tons; 330x61x25-7; 7,768 i.h.p.; 16-6 knots; triple-expansion engines; eight 8 in. guns, ten 6 in., two 2 in., twelve 3 pdr., 5 T.T. The Russian armoured cruiser, *Admiral Nakhimoff*, built in 1888 was a unit of the 2nd Division of the Baltic Fleet, under Rear-Admiral Folkersham. The other vessels of the division were the battleships *Ossliabya*, flagship, *Sissoi Veliki* and *Navarin*. The flagship was quite modern, but the two latter ships had each seen ten years' service. It was, however, next to the 1st Division, the best which the Russian navy could produce at that time, and in the battle of Tsu-Shima, which took place on May 27th, 1905, it was totally destroyed.

Throughout the fighting on the 27th the *Admiral Nakhimoff* maintained her position in the line and at nightfall was in company with the 3rd Division, under Rear-Admiral Nebogatoff, which was still intact. The ship was badly damaged and her speed greatly impaired, so that when the admiral signalled for 12 knots she could not comply and, with the *Sissoi Veliki* and *Navarin*, fell out of station and steered her own course. During the night she encountered a destroyer which, in the darkness, she assumed to be Russian. It was not until a torpedo had been discharged and had found its mark, that the mistake was discovered. The torpedo blew a large hole in the *Admiral Nakhimoff's* starboard side forward, causing her to be down by the bows. Three large collision mats were placed over the hole and the ship proceeded on her way. Several other attacks were made upon her but they were beaten off.

At daybreak the vessel was close to the island of Tsu-Shima, for which she steamed in the hope of running aground. Later in the morning she began to sink, two Japanese ships, the destroyer *Shiranui* and the auxiliary cruiser *Sado Maru*, arriving in time to rescue the crew.

The captain of the *Admiral Nakhimoff*, after ordering the sea-valves to be opened to hasten the end, went down with her, but was picked up unconscious some seven hours later by Japanese fishermen.

The full story of the battle of Tsu-Shima is told under the *Kniaz Suvaroff*, fleet flagship, which was among those lost.

ADMIRAL SCHEER

German Navy, pocket-battleship; 1934; Wilhelmshaven; 10,000 tons; 609x67-5x21; 54,000h.p.; 26 knots; diesel engines; six 11 in. guns, eight 5-9 in., six 4•1 in., eight 3pdr. A.A., 10 m.g., 8 T.T., 2 aircraft.

The German pocket-battleship *Admiral Scheer* acted as a commerce raider at the beginning of the Second World War. She left Germany on October 23rd, 1940, and cruised in the N. and S. Atlantic and the Indian Ocean. On November 5th she intercepted Convoy HX 84 homeward-bound from Halifax, N.S. The British Admiralty was extremely short of vessels suitable for escorting duties at the time and could only provide one, the *Jervis Bay* (which see) for a convoy of 37 merchantmen. The escorting ship put up a most gallant resistance and only five ships of the convoy were sunk.

On April 1st, 1941, the *Scheer* reached Kiel, having destroyed 16 Allied ships of 99,059 tons in a little over five months. She did not repeat this performance, and was held in hand by the German Admiralty as a threat to Allied commerce, but was never used effectively after her first cruise.

In the last weeks of the war, April-May, 1945, the *Scheer*, lying in Kiel harbour, became a target for heavy bombing attacks, and was ultimately sunk.

For a fuller description of a pocket-battleship, see *Admiral Graf Spee*.

ADMIRAL USHAKOFF

Russian Navy, coast defence battleship; 1894; Baltic Works; 4,126 tons; 265x52-5x17; 5,769i.h.p.; 16-1 knots; triple-expansion engines; four 9-4 in. guns, four 4-7 in., two 2 in., six 3pdr., 4 T.T.

The old coast defence battleship, *Admiral Ushakoff*, was one of a trio under Rear-Admiral Nebogatoff which had been sent to the Far East to reinforce the Baltic Fleet. The ships were totally unsuited to the task assigned to them, the squadron being fitted out against the wishes of Admiral Rojdestvensky, the commander-in-chief. At the battle of Tsu-Shima, on May 27th, 1905, the vessels escaped serious damage. At nightfall the *Admiral Ushakoff* was in position with the remnants of the Russian heavy ships, but was not capable of more than nine knots, consequently when the admiral signalled to increase speed to 12 knots she failed to keep station. Throughout the night, and until the afternoon of the 28th, she managed to avoid contact with enemy units and to make her way toward Vladivostok. At about 3 p.m. the *Admiral Ushakoff* was sighted by the Japanese cruisers *Iwate* and *Yakumo*, the former approaching her and signalling an invitation to surrender. Capt. Miklukha, her commander, now became aware that four of the ships under Rear-Admiral Nebogatoff had surrendered. These were the *Imperator Nikolai I* (flagship), the battleship *Orel* and the two coast defence vessels, *Apraxin* and *Senyavin*. In face of this stunning news Capt. Miklukha called a council of war of his officers at which it was decided to fight and sink the ship, sooner than surrender. The *Admiral Ushakoff* therefore replied to the summons by a shell from one of her 9-4 in. guns and the fight began.

The old guns of the coast defence ship's main armament were slow in loading, while the 4•7 in. guns were easily outranged by the Japanese. In less than an hour the ship was a battered wreck, with a heavy list to starboard and her guns no longer able to train on the target. She had been hit below the waterline several times and some of her ammunition had exploded. Despite these calamities there was no thought of surrender. The Japanese fire continued with great intensity and it was decided that the time had come to open the sea-valves and sink the ship. At about 6 p.m. the *Admiral Ushakoff* turned keel upwards and went down, taking with her the gallant Capt. Miklukha and 82 officers and men. The Japanese treated the survivors with marked respect in recognition of their devoted bravery. Considering the terrible battering their ship had received the number of the saved was remarkably high, being 339 all told.

The full story of the battle of Tsu-Shima is told under the *Kniaz Suvaroff*, fleet flagship, which was among those lost.

ADMIRAL WILEY

American Trading & Shipping Co. (John N. Raymond); 1920; Submarine Boat Corp.; 3,514 tons; 324x46-2x25; 386 n.h.p.; turbine engines.

The American steamship *Admiral Wiley* was wrecked on June 13th, 1940, on Kitava Island between Port Moresby and Salamaua.

ADOLF BRATT

Angfartygs A/B Adolf; 1924; Howaldtswerke; 1,323 tons; 263-1x37-1x14; 128 n.h.p.; triple-expansion engines. The Swedish steamship *Adolf Bratt* struck a mine and sank on

December 20th, 1939, off Terschelling.

ADOLPH WOERMANN

Woermann Linie, A.G.; 1922; Blohm & Voss; 8,577 tons; 433-5x58-2x37-4; turbine engines.

The German passenger ship *Adolph Woermann* was scuttled to avoid capture on November 22nd, 1939, in the S. Atlantic. She was trying to return to Hamburg from Mombasa where she had taken on a number of passengers.

ADONIS

Koninkl. Nederl. Stoomb. Maats.; 1905; Rijkee & Co.; 1,704 tons; 251-1x34-6x18-2; 156 n.h.p.; triple-expansion engines.

The Dutch steamship *Adonis* capsized and sank on August 3rd, 1929, about eight miles off Cap Ferrat. The loss was attributed to the grain cargo shifting.

ADOUR

ADOUR

Dampsk.-AISAda; 1904; *Short Bros.*; 1940 tons; 280-2x41-1 X18-3; 175 n.h.p.; triple-expansion engines. The Norwegian steamship *Adour* was torpedoed and sunk by a German submarine on December 9th, 1917, in the Mediterranean.

ADOUR

Cie. Nationale Beige de Transports Maritime; 1898; *Akt. Ges. "Neptun"*; 1,105 tons; 233-6x35-1x14-2; 92n.h.p.; triple-expansion engines.

The Belgian ship *Adour* struck on some rocks and sank at lies de Glenan near Brest on December 8th, 1939.

ADRIA I

Sicilia Societa di Nav.; 1877; *Fratelli Orlando*; 1,809 tons; 300-2x33-1x25-7; 317n.h.p.; triple-expansion engines. The Italian steamship *Adrialw&s* torpedoed and sunk by a German submarine on July 19th, 1918, in the Mediterranean.

ADRIANA

1909; *FlensburgerSchiffsb.Ges.*; 997tons; 226-3x33-3x15-2; 111 n.h.p.; triple-expansion engines.

The German steamship *Adriana* ex *Hermia* struck a mine and sank on December 29th, 1940, in the River Elbe.

ADRIAS

Epirotiki Steamship Nav. Co.; 1893; *Harland & Wolff*; 2,082 tons; 311-3x38-3x15-1; triple-expansion engines. The Greek steamship *Adrias*, carrying 700 passengers, was wrecked in heavy weather on October 6th, 1951, on the E. end of Falconera Island.

ADRIATIC

W. H. Cockerline & Co.; 1904; *Irvine's S.B. & D.D. Co.*; 3,028 tons; 325x47-1x13-7; 227 n.h.p.; triple-expansion engines.

Employed as an Admiralty collier the *Adriatic* left Newport, Mon. on October 21st, 1916, for Marseilles with a cargo of coal, but was not seen again.

ADRIATICO

Adriatico Societa Anonima di Navigazione; 1931; *Cantieri RiunitidelV Adriatico*; 1 £76 tons; 267x40x15-5; 3,300i.h.p.; 14 knots; oil engines.

The Italian passenger and cargo vessel *Adriatico* was carrying artillery, stores and ammunition to the Italian forces in Libya when she was sunk by a British squadron led by Capt W. G. Agnew in the light cruiser *Aurora* on December 1st, 1941. A few survivors were picked up by the British. For further details see *Alvise da Mosto*.

ADUATIEK

Antwerpsche Zeevaart Maats.; 1890; *S. P. Austin & Sons*; 2,221 tons; 284x39-1x18-2; 208n.h.p.; triple-expansion engines.

The Belgian steamship *Aduatiek* struck a mine and sank on February 12th, 1916, in the North Sea.

AEAS

Pateras Bros.; 1915; *Irvine's S.B. & D.D. Co.*; 4,729 tons; 385-1x52x27; 320 n.h.p.; triple-expansion engines. The Greek steamship *Aeas* was torpedoed and sunk by a submarine on September 7th, 1942, in the mouth of the River St. Lawrence.

AEGEON

AegeonS.S.Co.; 1919; *Napier & Miller*; 5,285 tons; 400-1x 52-3x28-5; 360n.h.p.; triple-expansion engines. The Greek ship *Aegeon* was torpedoed and sunk in April, 1941, S. of Freetown. She was on a voyage from Buenos Aires. Thirty-three survivors were landed.

AEGER

Norwegian Navy, destroyer; 1936; *Horten Dockyard*; 550 tons; 243-7x25-5x9; 12,500 Lh.p.; 30 knots; turbine engines; three 4 in. guns, one 40 mm., 2 m.g., 4 D.C.T., 4 T.T. The small

Norwegian destroyer *Aeger* was the sole unit of her country's navy available for the defence of Stavanger when the German invasion forces attacked the port on April 9th, 1940. The

little vessel put up a strenuous resistance and sank one large German supply ship loaded with anti-aircraft guns. She then engaged a force of enemy bombers but was unable to beat them off and they ultimately sank her. The *Aeger's* normal complement was 72.

AEGEUS

Pateras Bros.; 1917; *J. Priestman & Co.*; 3,792 tons; 350X 50-9x23-5; 351 n.h.p.; triple-expansion engines. The Greek ship *Aegeus* was in collision with the *Nashaba* and sank on May 9th, 1937, about 32 miles S.E. of Bornholm.

AEGEUS

Pateras Bros.; 1920; *A. McMillan & Son*; 4,538 tons; 400-4 X 52-5x24-7; 517n.h.p.; triple-expansion engines. The Greek steamship *Aegeus*, left Trinidad on October 9th, 1942, for Saldanha Bay and Durban, and was never heard of again.

AEGESIA

Norddeutscher Lloyd; 1922; *Akt. Ges. "Weser"*; 2,447 tons; 315'8x46-1x18-8; 228 n.h.p.; triple-expansion engines. The German steamship *Aegina* was sunk by British warships on April 16th, 1941, off the Kerkenna Islands, Tunisia.

AEGIR

Seereederi"Friggera" A.G.; 1923; *Reiherst.Schiffsw.*; 4,500 tons; 351-8x50-3x27-7; 334 n.h.p.; quadruple-expansion engines. The German ship *Aegir* struck a mine and sank on May 4th, 1943, off Juist.

AELYBRYN

Ambrose, Davies & Matthews; 1938; *Sir J. Laing & Sons*; 4,986 tons; 412-5x57-2x24; 353 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Aelybryn*, Capt. H. W. Brockwell, was off Natal, South Africa, on March 11th, 1943, when she was torpedoed and sunk by a submarine. Six men were killed. Capt. Brockwell was among the survivors. The *Aelybryn* was not in convoy at the time of the attack.

AENEAS

Alfred Holt & Co.; 1910; *Workman Clark*; 10,058 tons; 493 X 60x29; 640 n.h.p.; 14 knots; triple-expansion engines. The liner *Aeneas*, Capt. D. L. C. Evans, was in convoy 21 miles S.E. of Start Point on July 2nd, 1940, when she was attacked by German bombers and finally sank on July 4th. As the vessel was the largest in the convoy she received particular attention from the enemy, one bomb passing through the port side and another going down the after cross-bunker trunkway and blowing out the starboard side. This bomb, which exploded deep within the ship, is assumed to have killed nearly all of the engineers and stokers on duty. The number who lost their lives was 19, all crew. Capt. Evans was among the survivors.

AENOS

"Zephyros"S.S. Co.; 1910; *Bartram & Sons*; 3,554 tons; 390-5 X51x21-3; 434n.h.p.; triple-expansion engines. The Greek steamship *Aenos* was sunk by gunfire from a submarine on October 17th, 1940, in the N. Atlantic.

AEON

Howard Smith Co.; 1905; *Northumberland S.B. Co.*; 4,221 tons; 360-4x48x20-2; 373 n.h.p.; triple-expansion engines. The Australian steamship *Aeon* was wrecked on July 18th, 1908, on Christmas Island, Oceania, while on a voyage from San Francisco to Sydney.

AFFONSO PENNA

Lloyd Brasileiro; 1910; *Workman, Clark & Co.*; 3,540 tons; 340-3x45-1x24-8; 534n.h.p.; triple-expansion engines. In June, 1942, the German Admiralty decided to launch a U-boat campaign against Brazilian shipping, though Brazil was then still neutral. In July a flotilla of ten submarines left Vichy French ports for the Brazilian coast. These ten boats sank thousands of tons of

shipping during the ensuing months, and their depredations eventually brought Brazil into the Second World War on the side of the Allies. One of the more tragic disasters of the German campaign was the loss of the *Affonso Penna*.

This old passenger and cargo ship was off the coast of Bahia on March 2nd, 1943, when she was torpedoed by a U-boat. She sank quite quickly, taking with her 131 passengers and crew.

AFGHANISTAN

Strick Line Ltd.; 1897; *W. Gray & Co. Ltd.*; 2,753 tons; 306-3X 43-2x18-3; 240n.h.p.; triple-expansion engines. The British steamship *Afghanistan* went aground 40 miles N. of Suakim in January, 1904, and was totally wrecked. She was on a voyage from the Clyde to Karachi.

AFGHANISTAN

British & Eastern Shipping Co.; 1888; *Richardson, Duck & Co.*; 2,286 tons; 291-2x42-1x24-3.

The iron four-masted barque, *Afghanistan*, with a crew of 32 all told under Capt. J. Craigie, was bound from Hamburg to San Diego. On the night of June 3rd, 1905, the ship encountered dense fog when off Dungeness and dropped anchor and sounded her fog-bell. At about the same time the Channel Fleet, steaming at 12 knots in two columns six cables apart, ran into the fog. Before speed could be reduced with safety the battleship *Caesar*, flagship of the second-in-command, collided with the *Afghanistan* as she lay at anchor and sank her immediately. There was just time for the battleship to reverse her engines and to alter course, so that she struck the sailing ship a glancing blow. She also signalled to the fleet on her siren and searchlights were turned on and boats lowered.

The loss of life amounted to 18, including Capt. Craigie. The survivors were picked up by the *Caesar* and *Dido* and numbered 14 persons, including the first officer. The position of the ships when the collision occurred was 121 miles S. by E. of Dungeness. The crew of the *Afghanistan* was chiefly composed of Dutch and Scandinavian seamen.

At the same time the battleship *Hannibal* fouled the German schooner *Emma Louise*, and the battleships *Triumph* and *Swiftsure* came into collision, the latter sustaining slight damage. This was the worst series of accidents to a British squadron for many years.

AFON DULAIS

AfonLliediS.S.Co.; 1919; *Dundee S.B. Co.*; 988 tons; 208 X 33-1x13-1; 152n.h.p.; triple-expansion engines. The British coaster *Afon Dulais* struck a mine and sank on June 20th, 1942, while on a voyage from Seaham to Poole.

AFON TOWY

AfonLliediS.S.Co.; 1919; *DiblesLtd.*; 684 tons; 178x29x 11-3; 82rh.p.; triple-expansion engines. The British ship *Afon Towy* went ashore on Haisbro' Sand on August 6th, 1941, and broke her back.

AFOUNDRIA

Waterman S.S. Corpn.; 1919; *American International S.B. Corpn.*; 5,010 tons; 390x54-2x27-8; turbine engines. The American ship *Afoundria* was torpedoed and sunk by a German submarine on May 5th, 1942, in the Gulf of Mexico.

AFRIC

White Star Line; 1899; *Harland & Wolff*; 11,999 tons; 550 -2 X 63-3x39-9; 4,800i.h.p.; 13-5 knots; quadruple-expansion engines. The liner *Afric* was torpedoed and sunk by a submarine in the English Channel, 12 miles S.S.W. of the Eddystone, on February 12th, 1917. Five were killed by the explosion and 17 were drowned. There were 145 survivors, including the captain.

AFRIC STAR

Blue Star Line; 1926; *W. Palmer & Co.*; 11,900 tons; 475-8 X 67-3 x45-2; 1,581 n.h.p.; 15 knots; turbine engines. The liner *Afric Star*, Capt. C. R. Cooper, was intercepted and sunk by an enemy raider on January 29th, 1941, about 1,000 miles due W. of Monrovia, Liberia. One member of the crew was killed.

AFRICA MARU

Osaka ShosenK.K.; 1918; *Mitsubishi Zosen K.K.*; 9,476 tons; 475 X 61x40-7; 993 n.h.p.; triple-expansion engines. The steamship *Africa Mam* was torpedoed and sunk by the U.S. submarine *Finback* on October 20th, 1942, in the Formosa Strait.

AFRICA SHELL

Shell Co. of East Africa; 1939; *G. Brown & Co.*; 706 tons; 184-8x29-6x11-5; 162n.h.p.; oil engines. The British tanker *Africa Shell* was sunk by the *Admiral Graf Spee* on November 15th, 1939, six miles off Zabora Point.

AFRICAN STAR

American South African Line Inc.; 1942; *Federal S.B. & D.D. Co.*; 6,507 tons; 439x63-1x27-5; turbine engines. The American steamship *African Star* was torpedoed and sunk in July, 1943, between Rio de Janeiro and New York. A lifeboat was recovered.

AFRICANDER

United States Maritime Commission; 1921; *Cantiere San Rocco*; 5,441 tons; 404-1x53-9x29-5; 465 n.h.p.; triple-expansion engines.

The Panamanian steamship *Africander* was sunk by a torpedo from an aircraft off the Lofoten Islands on the 13th September, 1942.

AFRICANIC

Rederiaktieb. Transatlantic; 1913; *J. Priestman & Co.*; 3,921 tons; 346-5x50-8x24-4; 319n.h.p.; triple-expansion engines. The Swedish steamship *Africanic* was sunk in a collision on June 5th, 1925, near Cape Torinana.

AFRIDI

British Navy, destroyer; 1937; *Vickers-Armstrong*; 1,870 tons; 355-5x36-5x9; 44,000s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; eight 4• 7 in. guns, 8 smaller, 4 T.T. The destroyer *Afridi*, Capt. P. L. Vian, D.S.O., together with many other Allied cruisers and destroyers was engaged in escorting convoys of troops withdrawn from Norway on May 1st, 1940. The Germans made the most persistent attacks on the ships with dive-bombers, the escort suffering severely. The *Afridi* sank on the 3rd as a result of bomb hits.

The French destroyer *Bison*, 2,436 tons, and the Polish destroyer *Grom*, 2,144 tons were also sunk in the fighting in these waters.

AFRIKA

"Atlas" Reederei Akt. Ges.; 1915; *Akt. Ges. "Weser"*; 8,285 tons; 479x62-2x33; 750 n.h.p.; quadruple-expansion engines. The German steamship *Afrika* sprang a leak during heavy weather on December 21st, 1936, and sank off Halten Banks.

AFRIKA

East Asiatic Co.; 1920; *Burmeister & Wain*; 8,597 tons; 446X 60x39; 990n.h.p.; 12knots; oilengines.

The Danish liner *Afrika*, Capt. E. Broholm Jensen, was formerly of the East Asiatic Company's fleet. After the German occupation of Denmark in April, 1940, the vessel sailed under the British flag. On February 7th, 1943, when in convoy in the North Atlantic she was torpedoed and sunk by a German submarine. Of those on board 24 men, including Capt. Jensen, were killed.

AFRIQUE

Cie. des Bateaux a Vap. du Nord; 1911; *Ateliers et Chantiers de France*; 2,457tons; 295-1x41-4x20; 223n.h.p.; triple-expansion engines.

The French steamship *Afrique* was torpedoed and sunk by a German submarine on June 12th, 1918, in the North Sea.

AFRIQUE

Chargeurs Reunis; 1907; *Swan, Hunter & Wigham Richardson*; 5,404 tons; 408-5x48-3x27-7; 3,000i.h.p.; 11 knots; triple-expansion engines. The French liner *Afrique* was bound for West Africa when she

AGAMEMNON

developed engine trouble in the Bay of Biscay on the night of Saturday, January 10th, 1920. Wireless calls were sent out in response to which the *Ceylan*, also of the Chargeurs-Reunis, came to the rescue. There was a strong northerly wind and a boisterous sea which swept the *Afrique* toward the shallow water covering the Roche-Bonne Reefs about 50 miles from La Rochelle. Unfortunately the seas would not permit of the *Ceylon* taking the disabled steamship in tow and she could only stand by in the hope of rendering assistance when the weather moderated.

On Sunday evening, the 11th, the steamship *Lapland* came on the scene, as did the Belgian liner *Anversville*. None of these vessels could give any aid and at about 3 o'clock on the morning of the 12th the wireless messages from the *Afrique* ceased and after striking on the reef she gradually filled and sank.

The total number on board the liner, which was commanded by Capt. Le Du, was 585, of whom 105 were first-class passengers, 69 second-class, 70 third-class, 214 steerage (of whom 192 were Senegalese Tirailleurs returning to West Africa) and 127 crew. The survivors totalled 32, of whom three were third-class passengers and the remainder soldiers and crew, the number lost, therefore, amounted to 553, the largest in any French maritime disaster since the loss of *La Bourgoigne* in 1898.

AGAMEMNON

Koninkl. Nederl. Stoomb. Maats. N.V.; 1914; Dunlop, Bremner & Co.; 1,930 tons; 295-6x43-2x17-2; 218n.h.p.; triple-expansion engines.

The Dutch ship *Agamemnon* was bombed and sunk by German aircraft on November 8th, 1940, in the North Sea.

AGANO

Japanese Navy, cruiser; 1941; Japan; 6,000 tons; 560 X49-5 x —; 34 knots; turbine engines; six 6-1 in. guns, several 47 mm., 2 aircraft.

The new Japanese cruiser *Agano* was engaged in the defence of the island of Truk in the Carolines Group when the U.S. forces under Vice-Admiral R. A. Spruance delivered an attack on it in mid-February, 1944. The *Agano* was torpedoed and sunk by the U.S. submarine *Skate* north of Truk on February 16th. Other Japanese ships sunk in this operation were the cruiser *Naka*, 5,195 tons, the training cruiser *Katori*, 5,800 tons, and the destroyers *Fumitsuki*, 1,315 tons, *Maikaze*, 2,200 tons, *Oite*, 1,270 tons, and *Tachikaze*, 1,215 tons. All of these were sunk by bombs from carrier-borne aircraft, with the exception of the *Katori* which was disabled by bombing and was subsequently sunk by gunfire of a U.S. cruiser squadron.

The air fighting was exceedingly heavy, planes from the carriers destroying 127 Japanese aircraft in the air and 74 on the ground. In addition to the warships about 12 supply and auxiliary ships were sunk by bombing.

AGAPENOR

Alfred Holt & Co.; 1914; Scotts' Shipbuilding Co.; 6,148 tons; 455 x 56 X 33; 13-5 knots; triple-expansion engines. The liner *Agapenor*, Capt. P. W. Savery, was torpedoed and sunk by a submarine on October 10th, 1942, about 200 miles S.W. of Freetown. Seven members of the crew were killed. Capt. Savery, who commanded the *Helenus* when she was torpedoed in March of the same year, was among the survivors.

AGATA

AlfioNapoli; 1901; Craig, Taylor & Co.; 2,282 tons; 299x43-3 X18 • 7; 216 n.h.p.; triple-expansion engines. The Italian ship *Agata* was bombed and sunk by Allied aircraft on May 14th, 1943, off Olbia.

AGATE

W.Robertson; 1917; Scott & Sons; 824 tons; 199 > 4x30-1x 11-9; 139 n.h.p.; triple-expansion engines. The British steamship *Agate* was wrecked on December 30th, 1940, four miles N. of Oversay Lighthouse, Islay.

AGATHE

German Government; 1907; Wood, Skinner & Co.; 1,259 tons; 234'4x34-1x14-3; 141 n.h.p.; triple-expansion engines. The German steamship *Agathe*, formerly the Italian *Aprilia*, was bombed and sunk by British aircraft on July 2nd, 1944, W. of Rhodes.

AGATOCLE

Soc. di Nav. a Vap. Agatocle; 1888; Richardson Duck & Co.; 2,245 tons; 277x37-4x18-6; 202n.h.p.; triple-expansion engines.

The Italian ship *Agatocle* struck a mine and sank on October 19th, 1923, near Kara Burnu in the Gulf of Ismidt.

AGHIA PARASKEVI

S. Contsondantis & Papanastassopulo; 1890; J. L. Thompson & Sons; 2,795 tons; 316x40-5x20-8; 265n.h.p.; triple-expansion engines.

The Greek steamship *Aghia Paraskevi* was torpedoed and sunk by a German submarine on June 24th, 1917, in the Bay of Biscay.

AGHIA VARVARA

L. M. Logothetis & M. Fakis; 1913; Russell & Co.; 4,572 tons; 385x52x26-5; 361 n.h.p.; triple-expansion engines. The Greek steamship *Aghia Varvara* was wrecked on June 22nd, 1938, off Ushant.

AGHIOS GEORGIOS

A. G. Vlassopoulos; 1912; Earless Co.; 3,283 tons; 352x49-6 x22; 307 n.h.p.; triple-expansion engines. The Greek steamship *Aghios Georgios* struck a mine and sank on February 4th, 1941, in the Suez Canal.

AGHIOS MARKOS

G. Trilivas; 1919; W. Gray & Co.; 4,514 tons; 376x51-9X 26-5; 517 n.h.p.; triple-expansion engines.

The Greek ship *Aghios Markos* was bombed and sunk on April 25th, 1941, in the port of Piraeus.

AGHIOS SPYRIDON

J.Roussos&Sons; 1878; W. Gray & Co.; 1,618 tons; 258-6 X 34-7x19-3; 175 n.h.p.; compound engines. The Greek steamship *Aghios Spyridon* was torpedoed and sunk by a German submarine on February 12th, 1917, in the Bristol Channel.

AGINCOURT

Agincourt S.S. Co.; 1904; Northumberland S.B. Co.; 4,232 tons; 360-0x48-0x20-2; 372n.h.p.; triple-expansion engines.

The British steamship *Agincourt* was wrecked near Pelew Island in March, 1906, while on a voyage from Newcastle, N.S.W., to Hong Kong with a cargo of coal.

AGIOS GEORGIOS IV

N. G. Nicolaou; 1938; Bar tram & Sons; 4,847 tons; 417-9 X 56-6x24-8; 365 n.h.p.; compound engines and L.P. turbine. The Greek ship *Agios Georgios IV* was sunk by gunfire from a submarine between Aden and Table Bay on June 8th, 1942.

AGNE

Angf. A/B Svithiod; 1894; A. McMillan & Sons; 1,010 tons; 222x31-8x14-4; 127n.h.p.; triple-expansion engines. The Swedish steamship *Agne* was torpedoed and sunk by a German submarine on August 9th, 1918, in the North Sea.

AGNES

Rederi-AjB Agnes; 1883; E. Withy & Co.; 1,334 tons; 245-5x 34x17-3; 156 n.h.p.; compound engines.

The Swedish steamship *Agnes* was torpedoed and sunk by a German submarine on June 13th, 1918, in the North Sea.

AGNES

A/S Agnes; 1919; Wed.A.vanDuyvendijk; 1,311 tons; 239 -8 X 36-6x15-8; 127n.h.p.; triple-expansion engines.

The Norwegian ship *Agnes* struck a mine and sank on July 2nd, 1946, off Haiphong.

IAGNES ELLEN

John S. Monks Ltd.; 1908; Scott & Sons; 293 tons; 130-4x23' 1x10-1; 77r.h.p.; compound engines.

The British coaster *Agnes Ellen*, Capt. G. Robertson, left Holyhead on February 9th, 1940, for Workington. She was not seen again. The *Agnes Ellen* had a crew of seven.

AGNETE

The Shipping Controller (R. S. Dalgliesh); 1894; Howaldts-werke; 1,127 tons; 214-7x30-9x18-4; 66 n.h.p.; 8 knots; triple-expansion engines.

The steamship *Agnete* was torpedoed and sunk by a German submarine four miles S. by W. of Start Point on April 24th, 1918. Twelve men, including the captain, were killed.

AGNETE

Dampskolsk. Torm A/S; 1921; Helsingors Jernsk. & Msk.; 1,458 tons; 249-5x38-1x15; 150 n.h.p.; triple-expansion engines.

The Danish ship *Agnete*, under German control, was bombed and sunk by British aircraft on March 16th, 1942, eight miles N.E. of Terschelling.

AGNETE M^RSK

Ministry of Shipping (Mark Whitwill & Son, Mgrs.); 1921; Yarrow & Co.; 2,104 tons; 286x43-4x18-7; 208n.h.p.; triple-expansion engines.

The Danish ship *Agnete Mcersk*, sailing under the British flag, was sunk by gunfire from a German submarine on March 24th, 1941, in mid-North Atlantic while on a voyage from Ardrossan to St. John, N.B. All the crew, numbering 28, were lost.

AGNITA

Anglo-Saxon Petroleum Co.; 1931; Hawthorn, Leslie & Co.; 3,552 tons; 306-3x50-4x26-2; 476n.h.p.; oilengines. The British tanker *Agnita* was sunk by a raider after leaving Freetown on March 19th, 1941, for Caripito. All of the crew were made prisoners of war.

AGRA

British India S.N. Co.; 1872; W. Denny & Bros.; 1,907 tons; 298x33-6x25-7; 180 n.h.p.; compound inclined engines. The steamship *Agra* was wrecked on January 29th, 1887, near Vizagapatam on a voyage from Calcutta to Bimlipatam.

AGRA

Aktieb. Svenska Ostasiatiska Komp.; 1925; A.B. Gotaverken; 4,569 tons; 391-7x52-6x25; 623n.h.p.; oilengines. The Swedish ship *Agra* was torpedoed and sunk on April 20th, 1942, on a voyage from Philadelphia to Table Bay. The captain and 5 of the crew were killed.

AGU

Ed. Lass; 1885; W. Gray & Co.; 1,575 tons; 261-5x36-8x18-2; 173 n.h.p.; compound engines.

The Estonian steamer *Agu* left the Tyne on December 5th, 1939, for Gothenburg under Capt. J. Lambert and a crew of 18, and was never heard of again.

AGUILA

YeowardBros.; 1909; Caledon Shipbuilding Co.; 2,114 tons; 275-4 x 38 x 17; 278 n.h.p.; 14 knots; triple-expansion engines. The steamship *Aguila*, Capt. Bannerman, was bound for Lisbon and the Canary Islands with 46 persons, of whom three were passengers. At 6 p.m. on March 27th, 1915, the *Aguila* was sighted and chased by the German submarine U-28, Cdr. Baron von Forstner, some miles off Pembroke. The ship at once increased to full speed, but as she was not capable of more than 14 knots, she was soon overhauled by her pursuer which was of the latest type, mounted two 22 pdr. guns and had a surface speed of 16 knots. The *Aguila* was compelled to stop after a shot had been fired across her bows. She lowered her boats, the first of which capsized on launching drowning one woman passenger and a stewardess. Only four minutes elapsed between the launching of the boats and the submarine's shelling of the vessel. The chief engineer and two men were killed by the firing and altogether 20 shells struck the ship before she was

sent to the bottom by a torpedo which split her in two. At the time of the sinking she was 47 miles S.W. of the Smalls Light.

Eight lives were lost, the survivors, including Capt. Bannerman, were picked up shortly afterwards by the s.s. *St. Stephen* and the steam trawler *Ottillie*.

AGUILA

YeowardLine; 1917; Caledon S.B. & E. Co.; 3,255 tons; 315-3X 44-2x18-5; 395n.h.p.; triple-expansion engines. The British ship *Aguila* was torpedoed and sunk on August 19th, 1941, on a voyage from Liverpool to Gibraltar. The heavy loss of life included 65 of the crew, 5 gunners, the commodore and 4 of his staff and 89 passengers.

AGWIMONTE

New York & Cuba Mail S.S. Co.; 1941; Consolidated Steel Corp.; 6,679 tons; 396-5x60-1x25-8; turbine engines.

The American ship *Agwimonte* was torpedoed and sunk on May 25th, 1943, off Cape Agulhas. Eight lives were lost.

AHAMO

Standard Transportation Co.; 1926; Lithgows; 8,621 tons; 460x62-8x36-4; 666 n.h.p.; 11 knots; triple-expansion engines.

The tanker *Ahamo*, Capt. T. Potts, was in convoy off Wells, Norfolk, on April 8th, 1941, when she struck a mine and sank. Thirteen men were killed and seven were wounded. Capt. Potts was among the survivors.

AHMADI

Bombay & Persia Steam Navigation Co.; 1888; R. Stephenson & Co.; 2,519 tons; 290x40-2x18; 251 n.h.p.; triple-expansion engines.

The British steamship *Ahmadi* was wrecked on November 16th, 1909, at Ras Serani Point, Mombasa, while on a voyage from Zanzibar to Bombay with general cargo and carrying passengers.

AIAX

A/S D/S Bris; 1904; Framnes Mek. Verksted; 1,468 tons; 231-8x35-2x20-5; 111 n.h.p.; triple-expansion engines. The Norwegian steamship *Aiax* was sunk by a German submarine on February 22nd, 1917, in the Bay of Biscay.

AIDA LAURO

A. Lauro; 1923; Richardson, Duck & Co.; 4,538 tons; 412-7X 52x24-3; 425 n.h.p.; triple-expansion engines. The Italian steamship *Aida Lauro* was wrecked on July 1st, 1937, at Castle Point, St. Just, Cornwall.

AIGBURTH

A. Rowland & Co.; 1917; J. Fuller ton & Co.; 824 tons; 195 X 31 x2; 9 knots; triple-expansion engines.

The steamship *Aigburth* was torpedoed and sunk by a German submarine two miles N.E. by E. of South Cheek, Robin Hood Bay, on December 5th, 1917. Eleven men, including the captain, were killed.

AIKATERINI

Georgandis Bros.; 1913; Ropner & Sons; 4,929 tons; 390X 55-5x26-3; 450n.h.p.; triple-expansion engines. The Greek ship *Aikaterini* was sunk by a submarine on January 29th, 1941, on a voyage from Halifax to Dublin. There were 30 survivors.

AIKATERINI T.

Th.L. Teryazos; 1917; Forth S.B. & E. Co.; 2,560 tons; 305-3x 42-7x21-5; 226n.h.p.; triple-expansion engines. This Greek ship left Louisburg, Cape Breton, about January 23rd, 1944, for St. John, N.B., and was never heard of again. Bodies of the crew were washed ashore.

AIKOKU MARU

Oiye Shoji K.K.; 1920; Blyth S.B. & D.D. Co.; 3,212 tons; 331-3x46-7x23-2; 368n.h.p.; triple-expansion engines. The Japanese *Aikoku Mam* went ashore on January 12th, 1937, off Cape Shakotan, Hokkaido. She broke in two and sank.

AIKOKU MARU

AIKOKU MARU

Osaka Shosen K.K.; 1940; *Tama S.B. Co.*; 10,437 tons; 492 • 1 x 66-3x40-7; 2,490 n.h.p.; oil engines.
The liner *Aikoku Mam* was taken over for service as an auxiliary cruiser. On February 17th, 1944, she was sunk by U.S. carrier-based aircraft in harbour in the island of Truk.

AIN-EL-TURK

Cie. France-Navigation S.A.; 1925; *Swan, Hunter & Wigham Richardson*; 2,508 tons; 315-8x45-1x20-6; 28 3 n.h.p.; triple-expansion engines.

The French ship *Ain-el-Turk* was bombed and sunk by German aircraft on May 31st, 1940, during the evacuation of Dunkirk.

AINDERBY

Ropner Shipping Co.; 1925; *W. Gray & Co.*; 4,860 tons; 390 X 55x26-5; 4 39 n.h.p.; 11 knots; triple-expansion engines. The steamship *Ainderby* with a cargo of iron ore was in the North Atlantic on June 10th, 1941, when she was torpedoed and sunk by a submarine. Twelve men were killed.

AIREDALE

British Navy, destroyer; 1940; *John Brown & Co.*; 904 tons; 272-7x28-3x7-7; 19,000 s.h.p.; 27 knots; turbine engines; 3-drum boilers; four 4 in. guns, 8 smaller.

The escort-destroyer *Airedale*, Lt.Cdr. A. G. Forman, D.S.C., was a unit of the Eastern Convoy from Alexandria to Malta under Rear-Admiral P. J. Yian in mid-June, 1942. The convoy was sighted by enemy aircraft when some days out and an intensive and persistent attack by bombers, E-boats and U-boats developed, supported by Italian heavy units. On the 15th the *Airedale* sank as a result of enemy air attacks. One officer and 43 ratings lost their lives. The convoy was able to send a few ships into Tobruk, but was finally compelled to put about for Alexandria.

For full story of the convoy see under the light cruiser *Hermione* which was lost in the action.

AIRONE

Italian Navy, torpedo boat; 1937; *Ansaldo*; 679 tons; 276x26x 7-7; 19,000 s.h.p.; 34 knots; turbine engines; three 3-9 in. guns, four 37 mm., two 13 mm., 4 T.T.

The Italian seagoing torpedo boats *Airone* and *Ariel*, in company with another of the same class were surprised E. of Malta at 2.30 a.m. on October 11th, 1940, by the British cruiser *Ajax*. The torpedo boats put up a very resolute fight, one of them hitting the cruiser's bridge with two shells in quick succession, killing the plotting officer and several ratings. Later other hits were scored setting the cruiser on fire and causing more casualties. The *Airone* and the *Ariel* were then sunk by gunfire, the third torpedo boat escaping. Soon afterwards a heavy cruiser and four destroyers came into view for a short time and one destroyer, the *Artigliere*, 1,620 tons, was damaged but retired. Later she was overhauled by the heavy cruiser *York*, 8,250 tons, in the Sicilian Channel and was sunk by gunfire after having been abandoned by her crew.

In these two actions the *Ajax* lost 13 killed and 22 wounded. There were no casualties on board the *York*.

For full story of the action see under the *Artigliere*.

AIRY

Charles Turnbull & Co.; 1877; *Bartram, Haswell & Co.*; 1,813 tons; 275x35-4x24-2; 170 h.p.; compound inverted engines. The British steamship *Airy* was wrecked at Neshto, Arabia, on August 16th, 1883, while on a voyage from Bombay to Port Said with a cargo of wheat.

AISAKASAN MARU

Mitsui Sempaku; 6,923 tons.
The steamship *Aisakasan Mam* was torpedoed and sunk by the U.S. submarine *Peto* on November 18th, 1944, about 100 miles S.W. of Korea.

AITOKU MARU

Kita Nippon K.K.; 1924; *Harada Zosen K.K.*; 1,328 tons; 225 X 33x20-2; 138 n.h.p.; triple-expansion engines. The steamship *Aitoku Maru* was bombed and sunk by U.S. aircraft on May 11th, 1945, near the Kurile Islands.

AIYO MARU

Toyo Kisen K.K.; 2,746 tons.
The steamship *Aiyo Maru* was bombed and sunk by U.S. aircraft on March 3rd, 1943, off Lae, New Guinea.

AIZAN MARU

Miyachi Kisen K.K.; 2,221 tons.
The steamship *Aizan Maru* struck a mine and sank on June 12th, 1945, off Nagasaki.

AIZAWA MARU No. 20

Aizawalwakichi; 1919; *Aizawalwakichi*; 1,218 tons; 218x32-1 X19; 79 n.h.p.; triple-expansion engines.
The Japanese steamship *Aizawa Maru No. 20* sank on February 28th, 1922, in 124° 43' E., in 37° 45' N., while on a voyage from Moji to Dairen.

AIZAWA MARU No. 23

Aizawalwakichi; 1919; *Aizawalwakichi*; 677 tons; 178-7X 25-2x15-7; 42 n.h.p.; triple-expansion engines. This Japanese ship foundered on September 17th, 1926, near Omayezaki Lighthouse.

AJAX

F.Dultz; 1867; *J.Laing*; 882 tons; 206-3x32-1x18-4; 124 n.h.p.; compound engines.
The German steamer *Ajax* was sunk in a collision on August 9th, 1892, with the steamer *Rundeberg*. Of those on board the *Ajax* 35 were drowned.

AJAX

Dampskibsselskabet Ajax; 1889; *W. Dobson & Co.*; 1,018 tons; 210 X 30-1 x 16-3; 111 n.h.p.; triple-expansion engines. The Danish steamship *Ajax* was torpedoed and sunk by a German submarine on December 25th, 1917, in the Bay of Biscay.

AJAX

Koninkl. Nederl. Stoomb. Maats N.V.; 1923; *Hamburger-Elbe Schiffsw.*; 942 tons; 221-1x34-5x13-4; 126 n.h.p.; triple-expansion engines.

The Dutch ship *Ajax* was bombed and sunk by German aircraft on August 8th, 1940, between Southampton and Falmouth. Four of the crew were killed.

AJAX

Dampfschiffahrts Ges. "Neptun"; 1927; *Akt. Ges. "Weser"*; 2,297 tons; 287x46x23-2; 180 n.h.p.; triple-expansion & L.P. turbine engines.
The German ship *Ajax* was sunk in March, 1943, in operations off the Norwegian Coast.

AJIKAWA MARU

Osaka Shosen K.K.; 1944; *Kawaminami Kayo K.K.*; 780 tons; 178x31-2x17-9; 9 knots; oil engines.
The Japanese ship *Ajikawa Maru* ran aground in heavy weather on May 6th, 1954, off Goto Island, W. Japan and sank. One of the crew was killed, 14 were missing, and there were 13 survivors.

AJIRO

Japanese Navy; 1942; 720 tons; 239x25-5x8-5; 3,600 h.p.; 20 knots; diesel engines; three 4-7 in. guns. The minelayer *Ajiro* was sunk by a U.S. submarine on October 1st, 1944, about 150 miles N.W. of the Bonin Islands.

AKAGANE MARU

Nippon Kaiun K.K.; 1940; *Harima S.B. & E. Co.*; 3,121 tons; 318-4x45-9x24-6; triple-expansion engines. The steamship *Akagane Maru* was sunk by a U.S. warship on February 19th, 1943, off the Aleutian Islands.

AKAGI

Japanese Navy, aircraft carrier; 1925; *Kure Dockyard*; 26,900 tons; 763x92x21-2'; 131,200 s.h.p.; 28-5 knots; turbine engines; Kampon boilers; ten 8 in. guns; twelve 4-7 in.A.A., 22 m.g., 60 aircraft. The Japanese aircraft carrier *Akagi* was a unit of a carrier squadron

of four ships supported by battleships, cruisers and destroyers, engaged in convoying a large fleet of troop and supply ships for an intended landing on the island of Midway. The number of Japanese vessels was estimated at 80 and when first sighted by U.S. reconnaissance aircraft on June 3rd, 1942, the fleet was steaming in five columns in an eastward direction. Its position was about 700 miles distant from Midway.

In the ensuing action, in which the ships of both sides were, at the nearest, 100 miles apart, a number of fierce battles were fought between the ships and aircraft of the opposing fleets. The Americans pressed home their air attacks and the *Akagi* was hit with her aircraft on her flight deck. The petrol from these caught fire and later the ship became unmanageable. She sank before dawn on the 4th.

The Japanese losses were four aircraft carriers with 275 planes and one heavy cruiser. The Americans lost one aircraft carrier and one destroyer.

The full story of the battle of Midway Island is told under *Yorktown*.

AKAGI MARU

Nippon Yusen K.K.; 1940; *Harima S.B. & E. Co.*; 7,390 tons; 462-7x62-3x34-4; 2,248 n.h.p.; oilengines. The liner *Akagi Mam* was taken over for service as an auxiliary cruiser. On February 17th, 1944, she was sunk by U.S. carrier-based aircraft in the Caroline Islands area.

AKAGISAN MARU

MitsuiBussanKaisha; 1924; *MitsuiBussan Kaisha*; 4,634 tons; 375x50x30; 489 n.h.p.; oilengines. The motor vessel *Akagisan Mam* was bombed and sunk by U.S. land-based aircraft on December 7th, 1944, W. of Leyte, Philippines.

AKAMA MARU

Sangyo Setsubi Eidan; 5,600 tons. The steamship *Akama Mam* was sunk by the U.S. submarine *Pompano* on September 3rd, 1943, in the Tsugaru Strait.

AKANE MARU

Ishihara Risen K.K.; 10,241 tons. The tanker *Akane Mam* was torpedoed and sunk by the U.S. submarine *Whale* on October 6th, 1944, W. of Luzon Island.

AKAROA

D/S A/S Adine; 1881; *Osbourne, Graham & Co.*; 1,348 tons; 221x36-5x22-7. The Norwegian barque *Akaroa* was sunk by a German submarine on September 1st, 1917, in the English Channel.

AKASHI MARU

Shimatani Risen K.K.; 1918; *Irvine's S.B. & D.D. Co.*; 3,228 tons; 331-2x46-8x23-2; 429 n.h.p.; triple-expansion engines. The steamship *Akashi Mam* (or *Akasi Mam*) was torpedoed and sunk by the U.S. submarine *Bluefish* on September 28th, 1943, in the Banda Sea.

AKASHI MARU

Nishi Taiyo Gyogyo; 10,045 tons. The tanker *Akashi Mam* was torpedoed and sunk on January 12th, 1945, off Cap St. Jacques, Indo-China.

AKASHISAN MARU

Mitsui Bussan Kaisha; 1935; *Mitsui Bussan Kaisha*; 4,541 tons; 362-2x50x29-1; 453 n.h.p.; oilengines. The motor vessel *Akashisan Mam* (or *Akashisan Maru*) was torpedoed and sunk by the U.S. submarine *Sandlance* on March 3rd, 1944, N.E. of Hokkaido.

AKASI

Japanese Navy; 1938; *Sasebo*; 9,000 tons; 500x67-5x18-5; 10,000s.h.p.; 19 knots; turbine engines; four 5 in. A.A. guns, twelve m.g. The repair ship *Akasi* was sunk by U.S. carrier-borne aircraft on March 30th, 1944, off the Palau Islands.

AKASSA

Elder Dempster Line; 1910; *Irvine's Shipbuilding Co.*; 3,919 tons; 360-2x50-1x22-7; 370n.h.p.; 10• 25 knots; triple-expansion engines. The Elder Dempster ship *Akassa* was torpedoed and sunk by a German submarine eight miles S.E. of Galley Head, Co. Cork, on August 13th, 1917. Seven persons lost their lives. The captain was among the survivors.

AKATSUKI

Japanese Navy, destroyer; 1901; *Yarrow*; 363 tons; 220-3x 20-6x9; 6,000 i.h.p.; 31 - 3 knots; triple-expansion engines; two 12pdr. guns, four 6pdr., 2 T.T. The Japanese destroyer *Akatsuki* was one of a flotilla of four ships which fought a spirited action with a like number of Russian destroyers on the night of March 9th, 1904. The opposing vessels at one time came to within 50 yards of each other, but no ships were lost, the Russians eventually making for Port Arthur after Captain Matusevich, the commander of their flotilla, was killed.

The *Akatsuki* was constantly on patrol off the fortress, and on the night of May 17th she struck a mine and sank immediately. Her complement numbered 58, and all the officers and 16 of the men were drowned.

AKATSUKI

Japanese Navy, destroyer; 1932; *Sasebo*; 1,700 tons; 371-5x 33-7x9-7; 40,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A.m.g., 9 T.T. The Japanese destroyer *Akatsuki* was sunk in the first phase of the battle of Guadalcanal which covered the three days November | 13th-15th, 1942. On the night of the 13th a Japanese squadron steaming through the Lengo Channel, off Savo Island, ran into a squadron of U.S. cruisers and destroyers returning from escort of a convoy of transports which had disembarked their troops on Guadalcanal. The fighting which ensued was of a very determined character and salvos were exchanged at close range. The *Akatsuki* was disabled in the first 15 minutes and at daybreak was sighted by the U.S. heavy cruiser *Portland*, 9,800 tons, nine 8 in. guns, which sank her by gunfire.

The destroyer's normal complement was 197. The Japanese loss totalled two battleships, one heavy cruiser and three destroyers. The American loss was two cruisers and seven destroyers.

For full story of the battle see the battleship *Kirishima* and the U.S. cruiser *Atlanta*.

AKATSUKI MARU

Nippon Kaiun K.K.; 1938; *Harima S.B. & E. Co.*; 10,216 tons; 504-6x64-9x37-4; 2,497n.h.p.; oilengines. The motor tanker *Akatsuki Maru* (or *Akatuki Maru*) was torpedoed and sunk by the U.S. submarine *Saury* on May 28th, 1943, in the East China Sea.

AKEBONO

Japanese Navy, destroyer; 1930; *Hudinagata*; 1,700 tons; 371-5x33-7x9-7; 40,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A.m.g., 9 T.T. The Japanese destroyers *Akebono*, *Hatsuharu*, 1,368 tons, *Okinami* and *Akishimo*, 2,200 tons each, were lying in Manila Bay, Philippine Islands, when aircraft from a squadron of fast carriers of the U.S. Third Fleet, commanded by Vice-Admiral J. S. McCain, attacked the anchorage on November 13th, 1944. The raid created great havoc among the shipping, the four above-mentioned destroyers being sunk as well as the following merchantmen:—

<i>Aoki Maru</i> ...	3,710 tons	<i>Seiwa Maru</i> ...	7,210 tons
<i>Daitoku Maru</i> ...	6,923 tons	<i>Sekiho Maru</i> ...	5,402 tons
<i>Eikyu Maru</i> ...	6,862 tons	<i>Muro Maru</i> ...	1,606 tons
<i>Eiwa Maru</i> ...	6,968 tons	<i>Myogi Maru</i> ...	4,020 tons
<i>Hatsu Maru</i> ...	4,260 tons	<i>Nishi Maru</i> ...	2,655 tons
<i>Heian Maru</i> ...	5,346 tons	<i>Tatsura Maru</i>	6,420 tons
<i>Kakogawa Maru</i>	6,886 tons	<i>Teiyu Maru</i> ...	5,753 tons
<i>Kinka Maru</i> ...	9,305 tons	<i>Shinkoku Maru</i>	2,746 tons
<i>Ondo Maru</i> ...	6,500 tons		

The Japanese also lost 84 aircraft.

AKEBONO MARU

This was one of the most successful air raids in which carrier-borne aircraft were employed by the Americans. At one blow it deprived the Japanese of 17 merchantmen which they could ill spare.

AKEBONO MARU

Nippon Kaiun K.K.; 1939; *Harima S.B. & E. Co.*; 10,182 tons; 504-6x65x37-5; 2,497 n.h.p.; oil engines. The motor tanker *Akebono Mam* was sunk by U.S. carrier-based aircraft on March 30th, 1944, off Bahelthuap, Palan Islands.

AKEBONO MARU No. 6

Nichiro Gyogyo K.K.; 1947; *Mitsubishi Jukogyo K.K.*; 342 tons; 145-3x24-3x13-4; oil engines. The Japanese trawler *Akebono Maru No. 6* was in collision with the South Korean Frigate *No. 61* on February 14th, 1955, and sank eight miles N.E. of Ukushima. Twenty-two lives were lost.

AKELD

Tyne-Tees Steam Shipping Co.; 1922; *Yarrow & Co.*; 643 tons; 175-1x28-1x11-2; 120 n.h.p.; triple-expansion engines. The British steamship *Akeld* left Rotterdam on March 9th, 1940, for the Tyne. She is believed to have been sunk by an explosion and wreckage was found. There was no other trace.

AKI MARU

Nippon Yusen K.K.; 11,409 tons. The steamship *Aki Maru* was torpedoed and sunk by the U.S. I submarine *Creville* on July 26th, 1944, W. of Luzon Island, Philippines.

I

AKIBASAN MARU

Mitsui Bussan Kaisha; 1924; *Mitsui Bussan Kaisha*; 4,607 tons; 375 X 50 x 30; 496 n.h.p.; triple-expansion engines. The steamship *Akibasasan Maru* was sunk by U.S. carrier-based aircraft on January 30th, 1944, off Kwajalein in the Marshall Islands.

AKIGAWA MARU

Kawasaki Kisen K.K.; 5,244 tons. The steamer *Akigawa Maru* was torpedoed and sunk by the U.S. submarine *Seahorse* on April 27th, 1944, about 200 miles W. of Saipan Island.

AKIGAWA MARU

Kawasaki Kisen K.K.; 6,859 tons. The steamship *Akigawa Maru* was torpedoed and sunk by the U.S. submarine *Sea Devil* on December 2nd, 1944, E. of the Shichi-to Islands, Japan.

AKIGUMO

Japanese Navy, destroyer; 1941; *Japan*; 2,200 tons; 415 X 35 x—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm. A.A., 15 T.T. The Japanese destroyer *Akigumo* was torpedoed and sunk off Zamboanga, Mindanao, Philippine Islands, by the U.S. submarine *Redfin* on April 11th, 1944. The destroyer carried a complement of over 200.

AKIKAZE

Japanese Navy, destroyer; 1920; *Mitsubishi*; 1,215 tons; 336-5x29-2x9-5; 38,500 s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; four 4-7 in. guns, 2 A.A.m.g., 6 T.T. The Japanese destroyer *Akikaze* was torpedoed and sunk in the South China Sea by the U.S. submarine *Pintado* on November 3rd, 1944. The destroyer's normal complement was 148.

AKISHIMA MARU

Iino Kaiun K.K.; 1,993 tons. The steamship *Akishima Maru* struck a mine and sank on May 26th, 1944, off Kagoshima, Japan.

AKISHIMO

Japanese Navy, destroyer; 1942; *Japan*; 2,200 tons; 415 X 35 x—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm. A.A., 15 T.T. The Japanese destroyer *Akishimo* was bombed and sunk in Manila

Bay, Philippine Islands, by aircraft from fast carriers of the U.S. Third Fleet on November 13th, 1944. Three other destroyers as well as several merchantmen were sunk in the same attack. The *Akishimo* carried a complement of over 200. For further details see the destroyer *Akebono*.

AKITA MARU

Nippon Yusen K.K.; 1916; *Mitsubishi Dockyard*; 3,817 tons; 345 x 50 x 29 -1; 342 n.h.p.; triple-expansion engines. The steamship *Akita Maru* was torpedoed and sunk by a Dutch submarine on January 10th, 1942, off Malaya.

AKITSU MARU

Nippon Kaiun K.K.; 9,186 tons. The steamship *Akitsu Maru* was torpedoed and sunk by the U.S. submarine *Queenfish* on November 15th, 1944, off the Goto Islands, Japan, while serving as an aircraft ferry.

AKITSUKI

Japanese Navy, destroyer; 1942; *Japan*; 2,500 tons; 435 x 38 X—; 34 knots; turbine engines; eight 5 in. guns, several A.A., 4 T.T. The Japanese destroyer *Akitsuiki* was torpedoed and sunk by the U.S. submarine *Halibut* about 300 miles E.N.E. of the island of Luzon in the Philippines on October 25th, 1944. The destroyer carried a complement of over 200.

AKITSUSHIMA

Japanese Navy; 1942; 9,000 tons; 577-5x61-5X19; 15,000 h.p.; 20 knots; turbine engines; six 5 in. A.A. guns, 20 A.A.m.g. The seaplane tender *Akitsuishima* was sunk by carrier-based aircraft of the U.S. Navy on September 24th, 1944, off Busuanga, Philippines.

AKIURA MARU

Mitsubishi Shoji Kaisha; 1938; *Mitsubishi Jukogyo K.K.*; 6,304 tons; 437-4x58-5x32-8; 840n.h.p.; oilengines. The motor vessel *Akiura Maru* was torpedoed and sunk by the U.S. submarine *Balao* on February 28th, 1944, about 200 miles E. of Mindanao, Philippines.

AKIZUKI

Japanese Navy, destroyer; 1943 (circa); *Japan*; 2,700 tons. The Japanese destroyer *Akizuki* was bombed and sunk by American aircraft on October 25th, 1944. The attack took place 250 miles E. of Luzon Strait.

AKKA

Trafikaktieb Grdngesberg Oxelosund; 1942; *A/B Gotaverken*; 5,409 tons; 434-5x56-7x24-3; 12-5 knots; oil engines. The Swedish ship *Akka* ran ashore on April 9th, 1956, at the Gantocks, off Dunoon, and sank in a few minutes. Six were killed and there were 27 survivors.

AKTI

Kassos Stm. Nav. Co.; 1920; *Northumberland S.B. Co.*; 4,261 tons; 399-5x53x32-8; 517 n.h.p.; triple-expansion engines. The Greek ship *Akti* was in collision with the *La Plata* on December 4th, 1938, and sank off Ushant.

ALA

E.B. Aabys Rederi A/S; 1916; *Akt. Jarlso Vaerft.*; 933 tons; 200-4x31-9x12-7; 83 n.h.p.; triple-expansion engines. The Norwegian ship *Ala* was bombed by German aircraft on May 17th, 1941, and abandoned. She was later taken in tow, and while being taken to Southampton for repairs she struck a mine and sank on June 13th.

ALABAMA

Confederate States Navy, cruiser; 1862; *Laird*; 1,040 tons; 235x32x15; 300 n.h.p.; 13-6 knots; steam engines; one 100 pdr. Blakely m.l.r. gun, one 68 pdr. pivot gun, six 32 pdr. The famous Confederate cruiser *Alabama* was built at Laird's yard, Birkenhead, in 1862 as the "290", that being her number on the stocks. She was a wooden auxiliary steamship, barquentine-rigged and of 1,040 tons. Much latitude was allowed to the firm in the course of her construction, and the presence of Capt. James D.

Bulloch of the Confederate Navy, superintending her equipment, was known to the authorities. In order to avoid a definite charge that she was a warship, and thus liable to detention by the British government, no guns were mounted and she did not fly the Confederate flag. Nevertheless the United States ambassador, Charles Francis Adams, protested to Lord John Russell, Foreign Secretary, against the ship leaving port. After much pressure Russell was at last moved to consult the Law Officers of the Crown, but action was so tardy that the "290" was permitted to gain the high seas without hindrance, the writ for her detention arriving a few hours after she had sailed.

The date of her escape was July 28th, 1862, when she proceeded down the Mersey under command of Capt. M. J. Butcher, late of the Cunard Line, with her flags flying and a large company of guests on board to witness her steam-trials. Capt. Bulloch appears to have preserved a very proper circumspection in his difficult situation, for he gave his guests an excellent lunch and then to the surprise of those among them who were still unsuspecting, transferred them to a waiting tug and made for open sea.

Before finally leaving British waters the "290" picked up 30 men from another tug in Moelfre Bay, Anglesey, whence she proceeded to the Azores, still flying the British flag. Here she met two supply ships bringing guns, ammunition, coal and food, also a full complement of naval officers, including her commander, Capt. Semmes. Both steamships came from England, one from London and the other from Liverpool.

On August 24th Capt. Semmes hauled down the British flag and hoisted that of the Confederacy, read his commission to the assembled ship's company, announced that the number "290" was changed to the name *Alabama*, and sailed forth on his career of commerce-raiding. He first set a course for the West Indies, capturing 20 United States merchantmen on the way. Arrived in American waters he encountered the U.S. gunboat *Hatteras*, an old ship which he sent to the bottom with a few broadsides. Thereafter, for a period of nearly two years, the *Alabama* kept the seas, sinking a total of 68 merchant vessels, of which only one was a steamship.

Throughout his operations Capt. Semmes followed a policy of taking up a position on one of the main trade routes for two months at a time. Having sunk many ships, and allowed the news to be carried to the U.S. Navy Department, he would change his position before their cruisers arrived. Nearly all the captures were made between the Azores and the easternmost point of South America, the *Alabama* being able to coal freely in neutral ports as at that time there were no precedents to regulate this practice.

On June 11th, 1864, the raider put into Cherbourg, as she was badly in need of a refit. A few days later the United States sloop-of-war *Kearsage* entered the harbour without suspecting the presence of the *Alabama*, which she discovered as she steamed past the waterfront. The *Kearsage* thereupon continued her course without stopping to anchor and lay to beyond the three mile limit. The *Alabama* meanwhile proceeded with her repairs and came out to meet her antagonist on Sunday, June 19th, weighing anchor at about 10.30a.m. She was under surveillance of the French ironclad *Couronne*, which guarded the three mile limit throughout the action. At the same time the English steam yacht *Deerhound* came out with the intention of witnessing the action, and of affording any assistance which the course of events might make necessary. The contending vessels were both built of wood, but Capt. Winslow of the *Kearsage* conceived the happy idea of running his spare cable around the sides of his ship to break the impact of any shot. In armament and complement there was little to choose between them, the details being as follows:—

Kearsage 1 guns, 366 lb. broadside, 163 crew

Alabama 8 guns, 305 lb. broadside, 148 crew

At the commencement of the action the *Kearsage* was between seven and eight miles off shore. The fight was waged with great vigour by both parties, but it was not long before the *Alabama* found that the quality of her powder had deteriorated owing to her long period at sea, and that her shot could not penetrate her adversary. Fifteen minutes after opening fire this was proved when a large 100 lb. shell struck the *Kearsage* on her quarter near the screw, but failed to explode. This was the only hit which might have proved favourable to the Confederates throughout the action. They possessed a slight advantage in the range of their guns, which was, however, negated by the superior speed of the United States vessel, which avoided close action.

After 70 minutes fighting the *Alabama* was in a sinking condition, with her engines stopped and her fires out. Capt. Semmes thereupon hauled down his colours and passed the word to all hands to save themselves, the *Alabama* going down by the stern soon afterwards. The losses were as follows:—

Alabama 9 killed, 12 drowned, 20 wounded
Kearsage 3 men wounded, 1 fatally

Of the survivors 42 were picked up by the yacht *Deerhound*, among them being Capt. Semmes, who was wounded. The remaining 85 were rescued by the *Kearsage*. The assistant surgeon of the *Alabama*, a young Welshman named D. Herbert Llewellyn, stood by the wounded until all were got off in safety. He then went down with the ship as he could not swim. A memorial to his self-sacrifice has been placed in Charing Cross Hospital.

At the conclusion of the Civil War the United States government presented Britain with a claim for damages inflicted upon shipping by the *Alabama*. The British government admitted its liability in allowing her to leave Birkenhead, and after several years of negotiation a tribunal was convened, consisting of five persons nominated severally by Queen Victoria, President Grant, the King of Italy, the President of Switzerland and the Emperor of Brazil.

The Tribunal sat in 1871 and assessed the damages at £3,229,166 13s. 4d., being 15,500,000 United States dollars. The award was accepted by both parties and an acrimonious dispute was finally settled.

ALABAMA MARU

Osaka Shosen K.K.; 1920; *Mitsubishi Zosen Kaisha*; 9,617 tons; 475 X 61x40-7; 993 n.h.p.; triple-expansion engines. The Japanese ship *Alabama Maru* went ashore on February 22nd, 1930, near Cape Inuboye and broke into three.

ALACRITY

Harries Bros. & Co.; 1883; *Castle Steel & Iron Works*; 1,080 tons; 225-2x32-3x13-3; 99r.h.p.; compound engines. The British steamship *Alacrity* struck a mine and sank in March 1916, in the North Sea. The captain and 13 others were lost.

ALAMANCE

Garland S.S. Co.; 1902; *New York S.B. Co.*; 4,455 tons; 360•8x46-2x24-6; 465 n.h.p.; triple-expansion engines. The American steamship *Alamance* was torpedoed and sunk by a German submarine on February 5th, 1918, off north-east Ireland.

ALAMAR

Calmar Steamship Corpn.; 1916; *Union Iron Works*; 5,689 tons; 399-7x56-2x30-5; 2,500 s.h.p.; 9 knots; turbine engines. The American steamship *Alamar*, Capt. R. E. Nystrom, was 100 miles E. of Bear Island in convoy on May 27th, 1942, when she was bombed and sunk by German aircraft. Capt. Nystrom and 22 men were killed and two were wounded.

ALASKA

Alaska S.S. Co.; 1889; *Delaware River Co.*; 3,709 tons; 327X 45x18-8; 543 n.h.p.; triple-expansion engines. The American ship *Alaska* struck on Blunts Reef 40 miles south of Eureka, Calif. on August 6th, 1921, and sank. She was carrying passengers and general cargo.

ALASKA

Cie. Generate Transatlantique; 1922; *Sunderland S.B.Co.*; 5,399 tons; 425X55X26-6; 629 n.h.p.; triple-expansion engines. The French ship *Alaska* was in collision with the *Dotterel* on November 15th, 1939, and sank about 12 miles S.E. of Owers lightship. A ship's boat was washed ashore.

ALASKA MARU

Osaka Shosen K.K.; 1919; *Mitsubishi Zosen Kaisha*; 7,379 tons; 420x56x38-5; 574 n.h.p.; triple-expansion engines. The steamship *Alaska Maru* was sunk by U.S. aircraft on December 19th, 1943, off Rabaul.

ALASKAN

ALASKAN

American-Hawaiian Steamship Co.; 1918; Bethlehem S.B. Corpn.; 5,364 tons; 415x53-7x36-3; 2,500 Lh.p.; 10-5 knots; triple-expansion engines.

The American liner *Alaskan*, Capt. E. E. Greenlaw, was torpedoed and sunk by a German submarine 800 miles N.E. of Natal, Brazil, on November 28th, 1942. Six persons were killed. Capt. Greenlaw was among the survivors. The vessel was not in convoy at the time of the sinking.

ALASTAIR

Duncan & Leith; 1902; J. Duthie, Sons & Co.; 366 tons; 145-2x 24-3x11-3; 71 r.h.p.; triple-expansion engines. The British steamship *Alastair* struck a mine and sank on November 6th, 1915, 4 miles E. of Southwold. The captain and 6 others were lost.

ALAUNIA

CunardLine; 1913; Scotts'S.B.&E. Co.; 13,405tons; 520-3x 64x43-1; 14 knots; quadruple-expansion engines. The Cunard liner *Alaunia* carrying 180 passengers and 166 crew struck a mine and sank on October 19th, 1916, 2 miles S. of the Royal Sovereign lightship. Two members of the crew were missing, and their bodies were later washed ashore on the South Coast. The remainder came to land without further casualties.

ALAVI

Bombay & Persia Steam Navigation Co.; 1893; Tyne Iron Shipbuilding Co.; 3,627 tons; 335x43x27-6; 280n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Alavi* was intercepted by a German submarine six miles N.E. of Cape Palos, near Cartagena, on October 13th, 1917. The submarine opened fire from the surface and sank the vessel with shells. Thirteen men were killed. The captain was among the survivors.

ALBACHIARA

Renato Durante; 1904; Schiffsw. v. Henry Koch; 1,245 tons; 246-3x35-7x21-9; 140 n.h.p.; triple-expansion engines. The Italian ship *Albachiara* was torpedoed and sunk by a British submarine on September 5th, 1942, 25 miles from Ras el Tin.

ALBANIA

Rederiaktieb. Svenska Lloyd; 1903; Schomer & Jensen; 1,241 tons; 237-7x35-2x15-4; 186 n.h.p.; triple-expansion engines.

The Swedish ship *Albania* was sunk, probably by a mine, on October 23rd, 1939, in the North Sea.

ALBANO

Ellermarks Wilson Line; 1912; Earless Co.; 1,176 tons; 250-2 x 37-2x14-7; 168 n.h.p.; triple-expansion engines. The British ship *Albano*, Capt. Mutton, struck a mine and sank on March 2nd, 1940, four miles E. of Hartlepool. Nine lives were lost.

ALBANO

"Adriatica" Soc. Anon. di Nav.; 1918; S. P. Austin & Son; 2,364 tons; 293-5x42-1x19; 266n.h.p.; triple-expansion engines.

The Italian ship *Albano* struck a mine and sank on January 2nd, 1941, one mile W. of Cape Larghi, Albania.

ALBANY

John Warrack & Co.; 1882; A. Stephen & Sons; 2,276 tons; 310-9x38-1x25-3; 300 n.h.p.; compound engines. The British steamship *Albany* foundered in May, 1891, in the Inland Sea, when sailing from Yokohama to New York.

ALBATROS

German Navy, destroyer; 1926; Wilhelmshaven Dockyard; 800 tons; 277-7x27-5x9-2; 24,000 s.h.p.; 33 knots; turbine engines; Schulz-Thornycroft boilers; three 4-1 in. guns, two 1 pdr., 6T.T.

The German destroyers *Albatros* and *Kondor* in company with the cruisers *Blucher* and *Emden* and the gunnery training ship *Brummer*

accompanied by transports steamed into Oslo Fjord in the early hours of April 9th, 1940, to carry out the invasion of Norway. The force met with a stubborn resistance from the few Norwegian ships on guard and from the forts ashore. The *Blucher* was sunk early in the action and the *Albatros* and *Kondor* attempting to run down the fjord and through the narrows were driven back by the minelayer *Olav Tryggvason* which succeeded in sinking the *Albatros*. The vessel's normal complement was 121. For full story of the action, see the heavy cruiser *Blucher*.

ALBATROS

Italian Navy, torpedo boat; 1934; Cantieri Riuniti; 340 tons; 231-3x22-5x6; 4,000s.h.p.; 24-5 knots; turbine engines; two 3-9 in. guns, four 37 mm.A.A., 2 T.T.

The Italian torpedo boat *Albatros* was torpedoed and sunk by a British submarine S.E. of Messina on September 27th, 1941. The vessel carried a complement of about 80.

ALBATROS

French Navy, destroyer; 1930; Ch. Loire; 2,441 tons; 423-2 X 40x16; 64,000 s.h.p.; 36 knots; turbine engines; five 5-5 in. guns, four 37 mm.A.A., 6 T.T.

The French destroyer *Albatros*, Capt. de Frig. Peries, was stationed at Casablanca and participated in the defence of that port when the American forces made their landing on November 8th, 1942. The fighting was bitter and the French naval losses were extremely heavy. At about 8.20 a.m. in company with five other destroyers the *Albatros* made a sortie from the harbour to attack American landing-craft going in W. of Cape Fedhala. The attempt failed and most of the destroyers were sunk by the guns of the American heavy ships.

The *Albatros* was hit in quick succession by the guns of the U.S. cruisers *Augusta*, *Tuscaloosa* and *Wichita*, followed by bombs amidships from aircraft of the U.S. carrier *Ranger*. She was finally run ashore in a sinking condition outside the harbour. Of her complement often officers and 230 ratings 25 were killed and 80 were wounded.

The full story of the action is told under the cruiser *Primauguet* which was sunk on the same occasion.

ALBATROSS

German Navy, minelayer; 1907; Weser, Bremen; 2,165 tons; 262x39-5x16-5; 5,500i.h.p.; 21 knots; triple-expansion engines; eight 3-5 in. guns, 400 mines.

The German minelayer *Albatross* was very active in the first few weeks of the First World War when she laid minefields off the Tyne. She proved a most useful vessel to the Germans in operations both in the North Sea and the Baltic. On July 2nd, 1915, the ship formed one of a small squadron consisting of the armoured cruiser *Roon*, and the light cruisers *Augsberg* and *Bremen*. The ships were steaming through a dense fog off the island of Gothland in the Baltic when they suddenly fell in with a superior Russian squadron consisting of the cruisers *Admiral Makharoff*, *Bayan*, *Bogatyr* and *Oleg*. There was a brief engagement which, owing to the fog, did not produce any great results for the Russians. They did, however, cut off the *Albatross* from her consorts and drove her ashore badly damaged near the little village of Ostergard. She received 25 hits in her hull, her foremast was shot away and both funnels riddled. Her casualties amounted to 27 killed and 33 wounded out of a complement of 189.

The island of Gothland, being Swedish territory, the crew were taken off and interned. A statement by the Germans that the Russians continued to fire after the ship had surrendered may be true as the density of the fog and the damage to the *Albatross*'s wireless made the reception of signals difficult. The Swedish government protested to Russia and received a satisfactory explanation in return.

ALBAY

V. T. Navarro; 1916; Kruse & Banks; 1,129 tons; 206x42x—; triple-expansion engines.

The wooden Philippine steamer *Albay* was destroyed by fire on December 6th, 1951, at Adlay, Surigao.

ALBERICO DA BARBIANO

Italian Navy, light cruiser; 1930; Ansaldo; 5,069 tons; 555 -5 x 50-9x14-2; 95,000 i.h.p.; 37 knots; turbine engines; 3-drum boilers; eight 6 in. guns, six 3 • 9 in., eight 37 mm., eight 13 mm., 4 T.T.

At dawn on December 14th, 1941, a British destroyer division consisting of the *Sikh*, 1,870 tons, Cdr. G. H. Stokes, senior naval officer, *Maori*, 1,870 tons, *Legion*, 1,935 tons, and the Dutch destroyer *Isaac Sweers*, 1,628 tons, was cruising in the Central Mediterranean, off Cape Bon, when it surprised an Italian force consisting of the light cruisers *Alberico da Barbiano* and *Alberto di Giussano*, both of 5,069 tons, a torpedo boat and an E-boat. The British attacked immediately with guns and torpedoes blowing up one cruiser and damaging the other so severely that she sank later. The torpedo boat was badly damaged but escaped, and the E-boat was sunk.

The *Alberico da Barbiano* was credited with having achieved a speed of 42 knots, but on this occasion failed to out-steam the the 36 • 5 knot destroyers.

ALBERNI

*Canadian Navy, corvette; 1940; Canada; 925 tons; 193 x 32x16; 2,800 i.h.p.; 17 knots; quadruple-expansion engines; 3-drum boilers; one 4 in.A.A. gun, several smaller. The Canadian corvette *Alberni*, Lt.Cdr. Ian H. Bell, was mined and sunk in the English Channel on August 21st, 1944. Four officers and 55 ratings were killed.*

ALBERONI

*R.Turchi; 1920; Scheepswerf & Mchfbrk. de Liesbosch; 1,160 tons; 230 • 4 X 34 • 3 X 13 • 1; 120 n.h.p.; triple-expansion engines. The Italian ship *Alberoni* left Derna for Massowah with a cargo of munitions. She caught fire on April 23rd, 1937, blew up and sank.*

ALBERT C. FIELD

Upper Lakes & St. Lawrence Transportation Co.; 1923; Furness S.B.Co.; 1,764 tons; 252-5x43-3x17-8; 111 n.h.p.; triple-expansion engines.

The Canadian ship *Albert C. Field* was torpedoed by a German aircraft on June 18th, 1944, off St. Catherine's Point. She sank in 3 minutes. Four of the crew and some other personnel were lost.

ALBERT JENSEN

1922; Flensburger Schiffsb. Ges.; 5,290 tons; 454-9x60-1 X27-8; 1,178 n.h.p.; oil engines.

The German ship *Albert Jensen* ex *Flensburg* was sunk by Russian action off Hela, Poland, on April 9th, 1945.

ALBERT L. ELLSWORTH

RederiA/SAlse; 1937; Gotaverken A/B; 8,309 tons; 463-7X 59-2x35-9; 653 n.h.p.; oilengines.

The Norwegian ship *Albert L. Ellsworth* was torpedoed, set on fire and sunk on January 8th, 1943, in the Atlantic. She was on a voyage from Curacao to Gibraltar with 11,473 tons of fuel oil.

ALBERT WATTS

Sinclair Nav. Co.; 1917; Baltimore S.B.&D.D. Co.; 3,302 tons; 292-3x47-2x26-9; turbine engines.

The American steamship *Albert Watts* was torpedoed and sunk by a German submarine on November 28th, 1917, in the Mediterranean.

ALBERTA

*D. InglessiFils S.A. Nav de Samos; 1900; J. Brown & Co.; 1,193 tons; 270 x 35 • 6 X 14 • 6; 292 n.h.p.; triple-expansion engines. The Greek ship *Alberta* was bombed and sunk by German aircraft on April 23rd, 1941, at Salamis, during the invasion of Greece.*

ALBERTO

SocietaLigureComm.diNav.; 1884; Tyne Iron S.B.Co.; 2,011 tons; 291x37x21; compound engines.

The Italian steamship *Alberto* struck a mine and sank on October 6th, 1916, in the Mediterranean.

ALBERTO DI GIUSSANO

Italian Navy, light cruiser; 1930; Ansaldo; 5,069 tons; 555 -5 X 50-9x14-2; 95,000 i.h.p.; 37 knots; turbine engines; 3-drum boilers; eight 6 in. guns, six 3-9 in., eight 37 mm., eight 13 mm., 4 T.T.

At dawn on December 14th, 1941, a British destroyer division consisting of the *Sikh*, 1,870 tons, Cdr. G. H. Stokes, senior naval officer, *Maori*, 1,870 tons, *Legion*, 1,935 tons and the Dutch destroyer *Isaac Sweers*, 1,628 tons, was cruising in the Central Mediterranean, off Cape Bon, when it surprised an Italian force consisting of the light cruisers *Alberico da Barbiano* and *Alberto di Giussano*, both of 5,069 tons, a torpedo boat and an E-boat. The British attacked immediately with guns and torpedoes blowing up one cruiser and damaging the other so severely that she sank later. The torpedo boat was badly damaged but escaped, and the E-boat was sunk.

ALBERTO FASSIO

Villain & Fassio Soc. Anon. Italiana di Nav. Mercantile; 1914; Harlan & Hollingsworth Corp.; 2,289 tons; 295-9x45-1x18-6; 203 n.h.p.; triple-expansion engines.

The Italian tanker *Alberto Fassio* struck a mine and sank on July 26th, 1943, in the Gulf of Patras.

ALBERTO TREVES

*Societa VenezianadiNav. a Vap.; 1900; N. Otero & Co.; 3,838 tons; 340-5x45x19-8; 323n.h.p.; triple-expansion engines. The Italian steamship *Alberto Treves* was torpedoed and sunk by a German submarine on October 3rd, 1918, in the Western Atlantic.*

ALBERTVILLE

Cie. Maritime Beige (Lloyd Royal) S.A.; 1928; Atel. & Ch. de la Loire; 11,047 tons; 521-8x62x24; 1,556 n.h.p.; quadruple-expansion engines.

The Belgian steamship *Albertville* was bombed and sunk by German aircraft off Havre on June 11th, 1940.

ALBIA

*Cia. de Nav. Vizcaya; 1890; Tyne Iron S.B. Co.; 1,806 tons; 260 X36-7x16-8; 184 n.h.p.; triple-expansion engines. The Spanish ship *Albia* ran on to Alien Rock, Co. Antrim, on September 28th, 1929, and became a total wreck.*

ALBION

*Duffryn Shipping Co.; 1892; Ropner&Son; 3,650 tons; 343x45 X20-1; 266n.h.p.; triple-expansion engines. The British steamship *Albion* was wrecked in May, 1908, on Carromeiro Chico rock, at the entrance to Corcubion, on a voyage from Bahia Blanca to Rotterdam with a cargo of grain.*

ALBIONIC

W. H. Cockerline & Co.; 1924; G. Brown & Co.; 2,468 tons; 290-2x44-1x20-9; 265 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Albionic*, Capt. Thompson, left Wabana, N.F.L. on August 31st, 1940, for Liverpool with a cargo of iron ore. Nothing more was heard of the ship or her crew of 25.

ALBIS

"Albis" Allgemeine Verkehrs-u. Handelsges. m.b.H.; 1898; Schiffsw.v. Henry Koch; 993 tons; 224-6x33-2x15-2; 102 n.h.p.; triple-expansion engines.

The German steamship *Albis* ran aground on November 25th, 1922, on Amrun Island, and broke in two.

ALBUERA

Chr. Salvesen & Co.; 1921; Burnt island S.B. Co.; 3,477 tons; 331-3x48-6x25-1; 316n.h.p.; 9 knots; triple-expansion engines.

The steamship *Albuera*, Capt. A. Hood, was torpedoed and sunk by a German E-boat two miles S.W. of Lydd Light Float on June 24th, 1940, and seven men were killed. Capt. Hood was among the survivors.

ALCA

ALCA

RederiA/BVarma; 1919; A/B Ostersjovarvet; 439tons; 156-5X 28-9x11; 112n.h.p.; oil engines.
The Finnish motorship *Alca* was sunk by an explosion at 11 p.m. on August 26th, 1951, four miles outside Sodershav lighthouse.

ALCAMO

1916; Short Bros.; 9,036 tons; 470-5x58-3x37-8; 633 n.h.p.; quadruple-expansion engines.
The British ship *Hermes* was at Algiers in June, 1940, when she was taken over by the French Vichy authorities and renamed *St. Francois*. She later became *Alcamo* under the Italian flag and was bombed and sunk by British aircraft on February 25th, 1943, 62 miles N.N.E. of Marittimo.

ALCANTARA

Royal Mail Steam Packet Co.; 1914; Harland & Wolff; 15,831 tons; 570x67-2x33-2; 17 knots; triple-expansion & turbine engines; eight 6 in. guns, two 6pdr., 1 m.g. The R.M.S.P. Co.'s liner, *Alcantara*, was taken over by the Admiralty at the beginning of the First World War and converted into an auxiliary cruiser. The ship formed one of the 10th Cruiser Squadron and was commanded by Capt. T. E. Wardle, her chief duty being the maintenance of the patrol between Scapa Flow and the coast of Norway. At about mid-day on February 28th, 1916, the position of the *Alcantara* was 60 miles E. of the north of the Shet-lands, where she was to contact her relief ship, the *Andes*, also an ex R.M.S.P. liner, when a wireless message instructed her to remain thereabouts and keep a sharp look-out for a suspicious steamship coming out of the Skagerrak. At about 8.45 on the following morning Capt. Wardle descried smoke on the horizon on his port beam. He bore up for the steamship, receiving at the same time a wireless warning from the *Andes* that this was in all probability the ship he was seeking. The *Alcantara* signalled to the vessel to stop, and fired two rounds of blank ammunition.

The ships had approached to within 1,000 yards of each other, the *Alcantara* coming up astern and lowering a boarding boat, when the stranger, which had Norwegian colours painted on her side and her name, *Rena*—Tonsberg, distinctly visible, dropped her bulwarks and ran out her guns. The British ship was at a disadvantage, though all her guns were manned, and she sustained a tremendous salvo which destroyed her telemotor steering gear, engine-room telegraph and telephones, as well as killing many men, but her guns replied at a range at which it was almost impossible to miss. The action was short but intense, and after some 15 to 20 minutes both ships were in a bad way. The German, which proved to be the raider *Greif*, was on fire and sinking, while the *Alcantara* had a heavy list to port and was making water so rapidly that Capt. Wardle gave orders to "abandon ship". She had been hit by a torpedo and gradually capsized, lying keel uppermost for a time, thus affording her crew an opportunity to secure rafts and pieces of wreckage.

The *Andes*, followed by the cruiser *Comus* and the destroyer *Munster*, now came upon the scene and picked up the survivors. Meanwhile the *Greif* had also been abandoned and the cruisers sank her by gunfire. Thus ended one of the most fiercely-fought actions between merchant ships in the First World War.

The *Alcantara* lost two officers and 67 men, Capt. Wardle being among the survivors. The total rescued from the *Greif* was 220 out of a complement of about 300.

ALCEDO

United States Maritime Commission; 1937; Fredrikstad Mek. VerkstedA/S; 1,349 tons; 265x42-1x13-9; 130 n.h.p.; compound engines.
The *Alcedo*, registered under the Panamanian flag, was torpedoed and sunk on February 28th, 1945, off Reykjavik. Three lives were lost.

ALCHIBA

N.V. Van Nievelt, Goudriaan & Co.; 1920; New Waterway Ship Bldg. Co.; 4,427tons; 385-5x50-3x26-5; 459n.h.p.; 11knots; triple-expansion engines.
The Dutch steamer *Alchiba* was one of Convoy WM 11 sailing from Alexandria to Malta. On June 14th, 1942, when N. of Tobruk the convoy was attacked by German dive bombers. The *Alchiba* was sunk with the loss of five lives.

ALCIDES

D/S AJS Eikland; 1930; Barclay, Curie & Co.; 7,634 tons; 460-5x59-5x34-1; 687n.h.p.; oilengines. The Norwegian tanker *Alcides* left Bandar Abbas on July 14th, 1943, for Fremantle, and was torpedoed and sunk on July 23rd. Forty-nine of her crew were lost. The master, chief officer and wireless operator were later reported to be prisoners of war in Japan.

ALCIONE

Italian Navy, torpedo boat; 1937; Ansaldo; 679 tons; 254-7x 26x7-7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., two 13 mm.A.A., 4T.T.
The Italian seagoing torpedo boat *Alcione* was torpedoed and sunk by a British submarine off Suda Bay, Crete, on December 11th, 1941. The vessel carried a complement of about 100.

ALCIONE C.

Cisterne Italiane Soliani & Saltamerenda; 1915; W. Gray & Co.; 521 tons; 178-1x31-2x10-8; 383 n.h.p.; oil engines. The Italian tanker *Alcione C.* was shelled and sunk by an Allied submarine on April 14th, 1943, two miles N. of Corsica.

ALCIRA

MossgielS.S. Co.; 1923; L.Smit&Zoon; 1,387 tons; 239-2x36-2x16-7; 185 n.h.p.; triple-expansion engines. The British ship *Alcira*, Capt. Hugh McCracken, was sunk by bombs from seaplanes 20 miles S. of Badalona on February 4th, 1938, during the Spanish Civil War. She carried a crew of 20 and was on a voyage from Immingham to Gibraltar and Barcelona.

ALCOA CADET

Alcoa S.S. Co. Inc.; 1919; Downey S.B. Corp.; 4,823 tons; 386-8x52-2x27-4; 339 n.h.p.; triple-expansion engines. The American ship *Alcoa Cadet* was sunk by an explosion, probably a mine, at Murmansk on June 21st, 1942.

ALCOA CARRIER

5,588 tons;
Alcoa S.S. Co. Inc.; 1919; Newburgh Shipyards Inc.; 5,400-5x54-2x30; 645 n.h.p.; steam turbine engines. The American ship *Alcoa Carrier* was torpedoed and sunk on May 25th, 1942, in the Gulf of Mexico, while on a voyage from Mobile to Kingston, Jamaica.

ALCOA GUIDE

Alcoa S.S. Co. Inc.; 1919; Downey S.B. Corp.; 4,834 tons; 386-8x52-2x27-4; 339 n.h.p.; triple-expansion engines. The American ship *Alcoa Guide* was torpedoed and sunk on April 16th, 1942, while on a voyage from New York to Trinidad. Seven lives were lost.

ALCOA PARTNER

Alcoa S.S. Co. Inc.; 1919; Merchant S.B. Corp.; 5,513 tons; 400-7x54-2x30-4; turbine engines.
Ten lives were lost when the American ship *Alcoa Partner* was torpedoed and sunk on April 26th, 1942, in the Gulf of Mexico.

ALCOA PATHFINDER

Alcoa S.S. Co. Inc.; 1941; Bethlehem Steel Co.; 6,797 tons; 397X60-2X34•6; 666 n.h.p.; turbine engines. The *Alcoa Pathfinder*, American flag, was torpedoed and sunk on November 22nd, 1942, off Punta de Oro, S. Africa. Five of the crew were lost. The ship was sailing from Port Said and Beira to Port Elizabeth.

ALCOA PILGRIM

Alcoa S.S. Co. Inc.; 1941; Bethlehem Steel Co.; 6,759 tons; 397-2x60-1x34-9; 666 n.h.p.; turbine engines. The American ship *Alcoa Pilgrim* was torpedoed and sunk on May 27th, 1942, in the Gulf of Mexico. Three rafts got away, but one was lost.

ALCOA PURITAN

Alcoa S.S. Co. Inc.; 1941; Bethlehem Steel Co.; 6,759 tons; 397-2x60-1x34-9; 666n.h.p.; turbine engines. The American ship *Alcoa Puritan* was torpedoed and sunk on April 30th, 1942, in the Gulf of Mexico.

ALCOA RAMBLER

Alcoa S.S. Co. Inc.; 1919; *Merchant S.B. Corp.*; 5,500 tons; 400'7 x 54'2 x 30'4; 645 n.h.p.; turbine engines. The American ship *Alcoa Rambler* was torpedoed and sunk on December 15th, 1942, on a voyage from Trinidad to Santos.

ALCOA SHIPPER

Alcoa S.S. Co. Inc.; 1920; *Merchant S.B. Corp.*; 5,491 tons; 400'7 x 54'2 x 30'4; 645 n.h.p.; turbine engines. Seven of the crew were lost when the American ship *Alcoa Shipper* was torpedoed and sunk on May 30th, 1942, on a voyage from Trinidad to New York.

ALCOA TRANSPORT

Alcoa S.S. Co. Inc.; 1918; *Globe S.B. Co.*; 2,084 tons; 251 x 43-7 x 19-2; 276 n.h.p.; triple-expansion engines. The American ship *Alcoa Transport* was torpedoed and sunk on October 10th, 1942, in the Gulf of Mexico, between Trinidad and Demerara. Six lives were lost.

ALCYONE

Van Nievelt Goudriaan & Go's. Stoomv. Maats.; 1921; *Kuy & Ree's Mch. & Schpsw.*; 4,534 tons; 375x52-1x25-8; 484 n.h.p.; triple-expansion engines. The Dutch ship *Alcyone* was sunk off Cape Town on March 16th, 1942, by a mine laid by the *Speybank*, which had been captured by the Germans and used as a minelayer while masquerading as a British ship.

ALDBOROUGH

Woodfield S.S. Co.; 1888; *Russell & Co.*; 2,314 tons; 289-5x 38-1x19-4; 220n.h.p.; triple-expansion engines. The British steamer *Aldbrough* was wrecked on Acklin Island near Cuba in July, 1904, while on a voyage from Daiquiri to Baltimore with a cargo of iron ore.

ALDEBARAN

Italian Navy, torpedo boat; 1936; *Ansaldo*; 642 tons; 267 x 27x7; 19,000s.h.p.; 34knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., two 13 mm.A.A., 4 T.T. The Italian seagoing torpedo boats *Aldebaran* and *Altair* were together off Keos, in the approaches to the Gulf of Athens, on October 20th, 1941, when they ran into a minefield. Both struck mines and sank. The vessels carried complements of about 100.

ALDEN GIFFORD

Carrie Line; 1942; *Leathern D. Smith S.B. Co.*; 1,793 tons; 250-4x42-1x18-4; 242 n.h.p.; compound engines. The British ship *Alden Gifford* foundered during a gale on September 2nd, 1944, four miles N.N.W. of Longships. Four lives were lost.

ALDENHAM

British Navy, destroyer; 1941; *Cammell Laird*; 1,000 tons; 280x29x7-7; 19,000s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in. A.A., two 20 mm. A.A. The destroyer *Aldenhams*, Cdr. J. G. Farrant, was mined and sunk in the N.E. Adriatic on December 14th, 1944. Five officers and 116 ratings were killed. The ship was commissioned early in 1942 and escorted several of the Malta convoys.

ALDERAMESF

N.V. Van Nievelt Goudriaan & Co.; 1920; *Bremer Vulkan*; 7,886 tons; 475x60-7x32-8; 556 n.h.p.; 11 knots; triple-expansion engines. The Dutch steamship *Alderamin* was one of Convoy SC 122 from New York to Loch Ewe. On March 17th, 1943, when about 1,000 miles W. of the Fastnet the convoy was attacked by the German submarine U-221, which torpedoed and sank the *Alder amin* with the loss of 15 lives.

ALDINGTON COURT

Court Line; 1929; *W. Pickersgill & Sons*; 4,900 tons; 405-6 x 55-5x25-1; 482n.h.p.; 13-5knots; oilengines. The cargo liner *Aldington Court*, Capt. Stuart, was torpedoed and sunk by submarine in the South Atlantic about 900 miles W. of

Cape Town on October 31st, 1942. Capt. Stuart and 31 others were killed. The *Aldington Court* was not in convoy at the time of the attack.

ALECOS

N. A. Cottakis; 1906; *Richardson, Duck & Co.*; 4,395 tons; 355-2x51-1x26-8; 355 n.h.p.; triple-expansion engines. The Greek ship *Alecos* was wrecked on June 22nd, 1935. She broke in two and sank half a mile N. of Cape Veo in 20 fathoms.

ALECTO

Bristol Steam Nav. Co.; 1913; *G. Brown & Co.*; 919 tons; 210-2x33-2x13-3; 96r.h.p.; triple-expansion engines. The British steamship *Alecto* sank after a collision with the *Plavnik* on May 2nd, 1937, during a fog, about 16 miles off the Belgian coast.

ALERT

Huddart, Parker & Co.; 1877; *Glasgow*; 243 tons. The *Alert* was a small coasting steamer engaged in the Melbourne—Geelong trade. The ship was designed for short runs and not for heavy seas. When returning from Port Albert to Melbourne on December 28th, 1893, with a crew of 14 and 2 passengers, she experienced very rough weather. The seas flooded the engine room and extinguished the fires, the vessel soon becoming water-logged. Shortly after this the *Alert* sank by the stern, there being no time to take to the boats.

There was only one survivor, who was washed ashore unconscious and was revived by the local residents.

ALERT

Trinity House; 1911; *Ramage & Ferguson*; 777 tons; 198x 32-1x12-5; 98 r.h.p.; 10 knots; triple-expansion engines. The *Trinity House* yacht *Alert* was mined and sunk off Dover on April 15th, 1917. Eleven men were killed. The captain was among the survivors.

ALESSANDRIA

Italian Government; 1911; *Harland & Wolff*; 8,006 tons; 470 x 58-2x32-4; 697 n.h.p.; quadruple-expansion engines. The Italian steamship *Alessandria* was torpedoed and sunk by a submarine on May 4th, 1917, in the Mediterranean.

ALESSANDRO PODESTA

A. Lauro; 1897; *J. C. Tecklenborg A.G.*; 633 tons; 194-5X 26-1x13-3; 59 n.h.p.; compound engines. The Italian ship *Alessandro Podesta* struck a mine and sank on June 28th, 1940, in the Gulf of Asmara, Sardinia.

ALEUTIAN

Alaska S.S. Co.; 1898; *W. Cramp & Sons S. & E.B. Co.*; 5,708 tons; 360x50x32-2; 600 n.h.p.; triple-expansion engines. The American ship *Aleutian* struck a rock and sank on May 26th, 1929, in Uyak Bay, Amook Island, when on a voyage from Seattle to Alaska.

ALEX VAN OPSTAL

Cie. Maritime Beige (Lloyd Royal) Soc. Anon.; 1937; *Naksov Skibs. Ajs*; 5,965 tons; 420x57-1x26-4; 1,026n.h.p.; oil engines. The Belgian passenger ship *Alex van Opstal* struck a mine and sank on September 15th, 1939, five miles E. of the Shambles lightship. Capt. Delgoffe was the master and the ship was sailing from New York to Antwerp.

ALEXANDER

E.J. Odenius; 1882; *Goteborgs Mek. Verks.*; 432 tons; 149-6X 24-3x15-2; 29 n.h.p.; compound engines. The Swedish steamer *Alexander* was run down by the steamer *Goole* on October 8th, 1896. The collision took place in the Humber, the *Goole* being inward bound from Rotterdam. Ten of the *Alexander's* crew were drowned.

ALEXANDER MACOMB

ALEXANDER MACOMB

United States War Shipping Administration; 1942; Bethlehem Fairfield Shipyard Inc.; 7,191 tons; 423-1x57-1x34-8; 339 n.h.p.; triple-expansion engines.

The American cargo ship *Alexander Macomb* was torpedoed and sunk on July 3rd, 1942, on a voyage from New York to Archangel. Fifteen lives were lost.

ALEXANDER SHUKOFF

Dansk Russisk A/S; 1881; E. Withy & Co.; 1,652 tons; 257•5X34•6X17•9; 178 n.h.p.; compound engines. The Danish steamship *Alexander Shukoff* was torpedoed and sunk by a German submarine on August 22nd, 1917, in the North Sea.

ALEXANDER WENTZEL

Northern S.S. Co.; 1899; Irvine's S.B. & D.D. Co.; 2,838 tons; 320•5X45•9X20•4; 278 n.h.p.; triple-expansion engines. The Russian steamship *Alexander Wentzel* was sunk by a German submarine on February 29th, 1916, in the Mediterranean.

ALEXANDRA

C. Nielsen & Sons; 1906; W. Gray & Co.; 3,001 tons; 331 X 46-1x21-9; 280 n.h.p.; triple-expansion engines. The British steamship *Alexandra* was wrecked on January 21st, 1914, three miles N.E. of Sagres, while on a voyage from Odessa to Antwerp.

ALEXANDROS

M. A. Tachmindji; 1906; R. Stephenson & Co.; 4,343 tons; 355-2x50-1x27-5; 356n.h.p.; triple-expansion engines. The Greek cargo ship *Alexandros* was torpedoed and sunk by a German submarine on September 15th, 1940, about 320 miles N.W. of the Irish coast. Five of her crew were killed.

ALFA

J. Lauritzen; 1921; N.V. Werf "Zeeland"; 844 tons; 212-9x 31-4x13-2; 85 n.h.p.; triple-expansion engines. The small Danish ship *Alfa* was torpedoed and sunk on June 21st, 1940, off Helder.

ALFALFA

Buenos Ayres Great Southern Railway Co.; 1898; J. Blumer & Co.; 2,993 tons; 328x47-7x21-1; 300n.h.p.; 10 knots; triple-expansion engines. The steamship *Alfalpa* was torpedoed and sunk by the German submarine U.B. 2 on April 27th, 1917, off the Bay of Biscay. There were no survivors.

ALFHILD

Rederiaktieb Holland; 1876; A. McMillan & Son; 1,445 tons; 229-2x38-3x22-5.

The Swedish barque *Alfhild* was bound from Rio de Janeiro to Hobart with a general cargo. She carried a crew of 18. On October 10th, 1909, she was wrecked on the western coast of Tasmania. Of those on board five were drowned and seven perished from exposure after reaching shore.

ALFONSO

Strong, Reid & Page; 1878; Oswald, Mordaunt & Co.; 1,325 tons; 246-5x31-9x17-4; 163 n.h.p.; 9 knots; compound engines.

The steamship *Alfonso*, Capt. John Burnett, with a crew of 19 all told, was carrying a cargo of ore from Cartagena to Maryport when she collided with the Spanish collier *Hullera Espanola*, 943 tons, Aviles to Barcelona. The disaster took place in thick fog on the night of January 4th, 1902, the Spanish steamship sinking the British ship with every man on board save Capt. Burnett. The plight of the Spaniard was very serious and shortly afterwards she also sank with the loss of one man from her crew of 25. The survivors, including Capt. Burnett, were picked up by the Portuguese brigantine *Rodolphe* and brought to Oporto.

The ships were about 25 miles distant from the small Portuguese town of Aveiro when the collision occurred.

ALFRED D. SNOW

S. Watts; 1877; S. Watts; 1,987 tons; 232-7x42-3x29-1. The American wood sailing ship *Alfred D. Snow* was wrecked off Waterford, Ireland, on January 4th, 1888. Of those on board 28 were drowned.

ALFRED H. READ

Mersey Docks & Harbour Board; 1913; Murdoch & Murray; 457 tons; 140-1x27-6x12-7; 102n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Alfred H. Read* was mined and sunk at the entrance to the Mersey on December 28th, 1917. The captain and 38 members of the crew were killed.

ALFREDO

Hijos de Jose Tayd S. en C.; 1882; Birrell Stenhouse & Co.; 1,089 tons; 217x34-2x20.

The Spanish barque *Alfredo* sank during a gale on December 29th, 1924, off Ushant.

ALFREDO ORIANI

"Tirrenia" Soc. Anon di Nav.; 1918; Lloyd Royal Beige (Gt. Britain)Ltd.; 3,059 tons; 342x46-7x23-2; 433n.h.p.; triple-expansion engines.

The Italian ship *Alfredo Oriani* was bombed by British aircraft on September 11th, 1941, about 180 miles N. of Benghazi. Although badly damaged the ship drifted for two days and sank on the 13th.

ALGA

A. Lauro; 1917; Toledo S.B. Co.; 1,851 tons; 260-9x43-6x18-8; 260 n.h.p.; triple-expansion engines.

The Italian cargo ship *Alga* was torpedoed and sunk by a British submarine on October 10th, 1942, 12 miles from Djerba Island, Tunisia.

ALGARVE

Det Forenede Dampskibs Selskab.; 1899; Lobnitz & Co.; 1,274 tons; 229-4x33-9x15-1; 203n.h.p.; 9knots; triple-expansion engines.

The steamship *Algarve* was torpedoed and sunk by a German submarine 15 miles W.S.W. of Portland Bill on October 20th, 1917. The captain and 20 men were killed.

ALGARVE

Det Forenede Dampskibs Selskab.; 1921; Frederikshavns Vcerff & Flydedok; 1,355tons; 254-6x37-2x16; SOOih.p.; 10knots; triple-expansion & turbine engines.

The Danish steamship *Algarve*, Capt. J. Mikkelsen, was taken over by the Ministry of War Transport after the German occupation of Denmark in April, 1940. The vessel was managed for the Ministry by the firm of Chr. Salvesen and on February 19th, 1941, she was torpedoed and sunk by a German E-boat near Sheringham Light float. All hands, about 25 officers and men, were lost.

ALGERIA

Rederiaktieb Svenska Lloyd; 1921; OskarshamnMek.Verktsted; 1,619 tons; 270-9x41-2x22-6; 271 n.h.p.; triple-expansion engines.

The Swedish ship *Algeria* was bombed by German aircraft on January 18th, 1943, in the North Sea. She was taken in tow but broke in two and sank.

ALGERIE

Societe Generate de Trans. Mar. d Vap.; 1901; Forges et Chantiers de la Mediterranee; 4,035 tons; 331x46-5x22-5; 473 n.h.p.; triple-expansion engines.

The French steamship *Algerie* was torpedoed and sunk by a submarine on December 4th, 1916, in the Mediterranean.

ALGERIEN

Cie. de Navigation Mixte; 1881; A. McMillan & Son; 1,703 tons; 259-2x37x22-7; 232 n.h.p.; 11 knots; compound engines. The French steamship *Algerien* was torpedoed by a German submarine in the Mediterranean on, or about, November 29th, 1915. One boat containing eight persons came safely to land, one of the party having died when adrift. Twenty-nine persons were missing.

ALGERINE

British Navy, fleet minesweeper; 1942; Harland & Wolff; 950 tons; 235x35-5x10-5; 2,000h.p.; 16-5 knots; turbine engines; 3-drum boilers; one 4 in. A.A. gun, four 20 mm. The fleet minesweeper *Algerine* was torpedoed and sunk by a German submarine off the coast of Algeria on November 15th, 1942, during the North African landing operations.

ALGEROIS

Schiaffino, Nyer & Sitges; 1867; Palmers'Co.; 830 tons; 211-6 x 28x17-5; 110 n.h.p.; compound engines. The iron schooner rigged French steamer *Algerois* was lost near Bona, Algeria, on December 5th, 1898. Eleven of the crew were drowned.

ALGIER

Det Forenede Dampskibs Selskab; 1938; Helsingors Jernsk. & Msk.; 1,654 tons; 217-7x40-4x16-6; 338 n.h.p.; oilengines. The Danish motorship *Algier* was sunk by a German submarine on March 20th, 1940. A lifeboat containing 20 of the crew was picked up 15 miles N.N.W. of Foula, Shetlands, on March 21st. Five lives were lost.

ALGIERS

Franco-British Steamship Co.; 1882; Wigham Richardson; 2,361 tons; 300-2x37-2x26-8; 220n.h.p.; 9-5 knots; compound engines. The steamship *Algiers* was torpedoed and sunk by a German submarine three miles S. of the Owers Light vessel on February 26th, 1917. Eight were killed. The captain was among the survivors.

ALGOMA

Canadian Pad fie Railway Co.; 1883; Aitken & Mansell; 1,773 tons; 262-1x38-2x23-2; 300 h.p.; compound engines. The Canadian steamer *Algoma* was lost on Lake Superior on November 7th, 1885. Forty-five passengers and crew were drowned.

ALGORTA

Compania Naviera Sota y Aznar; 1898; W. Gray & Co.; 2,117 tons; 275x41-7x17-8; 208 n.h.p.; triple-expansion engines. The Spanish steamship *Algorta* was sunk by a German submarine on January 29th, 1917, off Ushant.

ALHAMA

Mossgiel S.S. Co.; 1938; Nylands Verksted; 1,352 tons; 250-7 x 41'2 x 14'8; 107 n.h.p.; compound engines. The British steamship *Alhama* was torpedoed and sunk on October 24th, 1941, about 300 miles W. of Gibraltar.

ALHAMBRA

The American sailing ship *Alhambra* came into collision with the London & North Western Railway's cattle steamer *Holyhead* at midnight on October 31st, 1883. The vessels met on the Holyhead—Dublin route, and both sank. The total number drowned was 15.

ALIAKMON

Theofano Maritime Co.; 1913; Northumberland S.B. Co.; 4,521 tons; 385-1x52x27-1; 320n.h.p.; triple-expansion engines. The Greek ship *Aliakmon* left Loch Ewe on November 11th, 1941, for Sydney, N.S., in convoy. She was last seen on November 20th, when the convoy dispersed in thick fog.

ALICANTE

R. M. Sloman, Jr.; 1934; Deutsche Werft A.G. Bet. Finkenwerder; 2,140 tons; 306-4x43-6x16-2; 309 n.h.p.; compound engines. The German steamship *Alicante* was sunk in Piraeus harbour on May 30th, 1941, by the explosion of the munitions ship *Knyaguinya Maria Luisa* (which see).

ALICE

Angf.A/BJernbarden; 1883; R.Dixon&Co.; 1,461 tons; 250 x 36x17-5; 145 n.h.p.; compound engines. The Swedish steamship *Alice* struck a mine and sank on October 22nd, 1914, in the North Sea.

ALICE DAVIES

D. W. Davies & Co.; 1868; R. & J. Evans & Co.; 590 tons; 172x28-5x18; The barque *Alice Davies* was leaving the Mersey for Adelaide on November 21st, 1878, with a general cargo, when she was run down by the steamship *Cherbourg*. She sank with the loss of five lives.

ALICE F. PALMER

U.S. War Shipping Administration; 1943; California S.B. Corpn.; 7,176 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines. The American steamship *Alice F. Palmer* was torpedoed and shelled by a submarine on July 10th, 1943, and sank in 26° 30' S., 44° 10'E. She was on a voyage from Colombo to Durban.

ALICE H.

Stoomv. Maats. Sophie H.; 1911; Rotterdam Droogdok Moats.; 3,052 tons; 325-3x47-3x21-8; 249n.h.p.; triple-expansion engines. The Dutch steamship *Alice H.* struck a mine and sank on August 20th, 1914, in the Baltic.

ALIDA GORTON

Rederiaktieb Activ; 1902; W. Gray & Co.; 2,373 tons; 302-4 x 43-2x19-8; 221 n.h.p.; triple-expansion engines. The Swedish ship *Alida Gorton* was torpedoed and sunk in August 1940. Fourteen of the crew were picked up. She was on a voyage from London to St. John's, Nfl.

ALINE MONTREUIL

Montreuil & Co.; 1900; Strand Slipway Co.; 1,624 tons; 258-9 X36-8X16-7; 159n.h.p.; triple-expansion engines. The French steamship *Aline Montreuil* was torpedoed and sunk by a German submarine on September 21st, 1917, in the English Channel.

ALIPORE

Peninsular & Oriental Steam Navigation Co.; 1920; Palmers' Co.; 5,273 tons; 400-1x52-3x28-5; 3,000i.h.p.; 11-5 knots; triple-expansion engines. The P. & O. cargo liner *Alipore*, Capt. E. Lee, was torpedoed, shelled and sunk by a German submarine at 2.30 a.m. on September 30th, 1942, off Demerara. Ten persons were killed and ten were wounded. Capt. Lee was among the survivors.

ALIX

AjSAlix; 1889; Gourlay Bros. & Co.; 1,584 tons; 257-5 x 36 x 16-9; 157n.h.p.; triple-expansion engines. The Norwegian steamship *Alix* was sunk by a German submarine on October 22nd, 1916, in the English Channel.

ALL SERENE

The Australian ship *All Serene* was bound from Puget Sound, U.S.A., to Sydney, N.S.W. with a general cargo and about 40 passengers and crew. In January 1864 in heavy weather the ship capsized. Her position at the time was about 50 miles S. of Tonga. Thirty-one persons took to the boats, of whom 17 eventually reached Fiji.

ALLAN

Harry Persson; 1903; G. Brown & Co.; 640 tons; 180-6x29-2x 11-1; triple-expansion engines. The Swedish steamship *Allan* struck a mine and sank on January 3rd, 1948, about 30 miles off Swinoujscie. Nine of the crew were saved.

ALLAN JACKSON

Standard Oil Co. of New Jersey; 1921; Bethlehem Shipbuilding Co.; 6,635 tons; 435x56x33-6; 2,800i.h.p.; 10-2 knots; triple-expansion engines. The American tanker *Allan Jackson*, Capt. Felix W. Kretchmer, left Cartagena, Colombia, for New York on January 11th, 1942, with 72,870 barrels of crude oil. In the early hours of Sunday, the 18th, when off Cape Hatteras, the vessel was struck on the starboard side by two torpedoes which exploded in quick succession. She caught fire immediately and then broke in two, going down with

ALLEGRA

a loss of 22 men out of a crew of 35. Capt. Kretchmer was adrift on some planks for seven hours before he was picked up by the U.S. destroyer *Roe*, which also rescued the men in the boats.

ALLEGRA

Cia. Armatoriale Italiana; 1928; *Furness S.B. Co.*; 4,350 tons; 374-3x52-2x27-6; triple-expansion engines. The Panamanian ship *Allegra* sprang a leak and was abandoned in a sinking condition on July 21st, 1958, in lat. 16° 43' N., long. 60° 16' E. Twenty-three of the crew were saved.

ALLENDE

Nolissement S.S. Co.; 1928; *Northumberland S.B. Co.*; 5,081 tons; 412-6x55-3x26-1; 442 n.h.p.; quadruple-expansion engines. The British ship *Allende* was torpedoed and sunk by a German submarine on March 17th, 1942, off the W. coast of Africa between Table Bay and Freetown.

ALLISTER

J. S. Webster & Sons; 1903; *Swan Hunter & Wigham Richardson*; 1,597 tons; 270-4x36x19-3; 238n.h.p.; triple-expansion engines. The British steamship *Allister* was torpedoed and sunk on May 29th, 1942, while on a voyage from Kingston, Jamaica, to Tampa, Fla.

ALLONBY

Allonby Steamship Co.; 1883; *Kish, Boolds & Co.*; 1,212 tons; 240x34-1x15-4; 140 h.p.; compound engines. The British steamer *Allonby* was lost in the Bay of Biscay on January 14th, 1894. Many of the crew were drowned.

ALMA DAWSON

Jubilee Steam Nav. Co.; 1917; *Tyne I.S.B. Co.*; 3,985 tons; 360-1x51-1x24-3; 348 n.h.p.; triple-expansion engines. The British ship *Alma Dawson* struck a mine and sank on November 24th, 1940, while on a voyage from Montreal to Ipswich.

ALMEDA STAR

Blue Star Line; 1926; *Cammell Laird*; 14,935 tons; 578-9X 68-3x42-7; 1,909 n.h.p.; 16 knots; turbine engines. The liner *Almeda Star*, Capt. H. C. Howard, was torpedoed and sunk by a German submarine about 350 miles W. of the island of Lewis in the Hebrides on January 17th, 1941. All on board, 194 passengers and 166 crew, were killed.

ALMENARA

Mossgiel S.S. Co.; 1922; *Osbourne, Graham & Co.*; 1,851 tons; 260-1x41-2x18-5; 195n.h.p.; triple-expansion engines. The British ship *Almenara* sank after striking a mine on September 20th, 1943. She was 20-25 miles S.S.E. of Taranto.

ALMERIA LYKES

U.S. Maritime Commission; 1940; *Federal S.B. & D.D. Co.*; 7,773 tons; 469x69-6x29-2; 1,417n.h.p.; turbine engines. Following an attack from the air on August 13th, 1942, the American steamship *Almeria Lykes* had to be abandoned near Pantellaria Island in the Mediterranean. She was later sunk by a torpedo fired from a German motor torpedo boat.

ALMIRANTE OQUENDO

Spanish Navy, armoured cruiser; 1891; *Bilbao Dockyard*; 6,889 tons; 340x65x21-5; 13,000 i.h.p.; 20 knots; triple-expansion engines; two 11 in. guns, ten 5-5 in., eight 2-2 in., eight 1-4 in., 2 m.g., 6 T.T.

The *Almirante Oquendo* was a unit of the Spanish Atlantic Squadron under Admiral Cervera which, during the American-Spanish War, left Santiago on the morning of July 3rd, 1898, in an attempt to run the gauntlet of the powerful U.S. blockading fleet and reach Havana. The ship had a complement of 487 and was commanded by Capt. Juan Lazaga. The squadron consisted of four armoured cruisers and two destroyers, the *Almirante Oquendo* being the last ship in the cruiser line. She thus became the target for the pursuing ships as they drew within range, and was hit repeatedly. Her forward 11 in. turret was destroyed and all the gun-crew killed and wounded. Two of her 5 • 5 in., guns were disabled and she was set on

fire in several places. Capt. Lazaga was killed by a shell and soon afterwards all further resistance became useless. The ship was turned shorewards and run aground, where her magazines exploded and she became a total wreck, having lasted through barely one hour of the action.

The whole of the Spanish Atlantic Squadron was destroyed. A full account of the battle will be found under the name of the flagship, the *Infanta Maria Teresa*.

The number killed on board the *Almirante Oquendo* approximated to 65 officers and men.

ALMKERK

Vereenigde Nederlandsche Scheepv. Maats.; 1934; *Nederlandsche Maats.*; 6,810 tons; 460-1x60-2x27-3; 2,325 n.h.p.; oil engines.

The Dutch motorship *Almkerk* was torpedoed and sunk on March 16th, 1941. She was on a voyage from Table Bay to Avonmouth.

ALMORA

Erling Mortensen A/S; 1905; *Murdoch & Murray*; 2,433 tons; 299-3x44-5x19-9; 238n.h.p.; triple-expansion engines. The Norwegian cargo ship *Almora* struck a mine and sank on May 6th, 1944, off Hustadvikja.

ALMSFORD

John Wood & Co.; 1883; *R. Thompson & Sons*; 1,449 tons; 240x36-2x15-4; 99 n.h.p.; compound inclined engines. The British steamship *Almsford* was sunk by collision in January, 1891, near Cape Cornwall while on a voyage from Swansea to Sables d'Olonne with a cargo of coal.

ALNE HOLME

Hine Brothers (Holme Line); 1876; *J. L. Thompson & Sons*; 1,036 tons; 220-3x31x16-9; 98 n.h.p.; compound engines. The British steamship *Alne Holme* was wrecked in May, 1895, off Burriana while sailing from Carthagen to Liverpool with ore and fruit cargo.

ALNMERE

Irismerie S.S. Co.; 1897; *J. Readhead & Sons*; 3,252 tons; 322X46-6X24-3; 283 n.h.p.; triple-expansion engines. The British steamship *Alnmere* was wrecked in January, 1909, at Abaco while sailing from Baltimore to Vera Cruz with a cargo of coal and coke.

ALNMOOR

Runciman Shipping Co.; 1922; *W. Doxford & Sons*; 6,573 tons; 420x54x34-3; 577n.h.p.; triple-expansion engines. The British steamship *Alnmoor* was on a voyage from New York and Halifax for Glasgow. She left Halifax in convoy on January 31st, 1941, but fell back during a gale on February 10th, and was not seen again.

ALNWICK CASTLE

Union-Castle Line; 1901; *W. Beardmore & Co.*; 5,900 tons; 400-4x50-2x26-8; 650n.h.p.; 14 knots; triple-expansion engines.

The liner *Alnwick Castle*, Capt. B. Chave, was an intermediate steamer of the Union-Castle Line. In 1914 she was taken over by the government as a troopship and in 1915 was at the Dardanelles. Later she returned to the company and continued to sail between Southampton and the Cape as a passenger vessel.

On March 17th, 1917, she left Plymouth for South Africa having on board 14 passengers and 100 crew. Next day she picked up 25 survivors from the Ham steamship *Trevoise*, which had just been torpedoed by a submarine.

At 6.10 on the morning of the 19th, when 310 miles W.£S. of the Bishop Rock, Scilly Isles, the *Alnwick Castle* was torpedoed without warning and sank within half-an-hour. The lifeboats, of which there were six, got away without mishap, but the weather worsened and the boats were separated. Two of them were never heard of again but the Chief Officer's boat, containing 31 persons, drifted about for nine days before being rescued by Spanish fishing boats and taken into Carino, near Cape Ortegal. Ten persons had died, some had lost their reason, and all were suffering from intense thirst, the water having given out some days before.

The captain's boat had fared little better. She was five days adrift and was picked up by the French Fabre liner *Venezia*. Four persons had died from exposure.

When a final muster of the survivors was made some weeks later it was found that out of 139 persons on board the *Almwick Castle* when she was torpedoed, 40, including three of the crew of the *Trevose*, had been drowned or had died.

ALOE

Union Govt. of S. Africa (Railways & Harbours Administration); 1925; R. Duncan & Co.; 5,047 tons; 404-9x53x27-6; 477 n.h.p.; triple-expansion engines.

The South African steamship *Aloe* was on a voyage from Bunbury to Durban on the 5th April, 1943, when she was torpedoed and sunk by a submarine.

ALOHA

International Union Maritime Corp.; 1920; Pacific Coast S.B. Co.; 6,063 tons; 402-5x53x —; triple-expansion engines. The Panamanian steamship *Aloha* was on a voyage from Mormugao to Murooran when she sprang a leak and sank on January 5th, 1958, off the N. coast of Luzon.

ALONDRA

Yeoward Bros.; 1899; D. J. Dunlop & Co.; 2,244 tons; 298-7x38-3x18; 380 n.h.p.; triple-expansion engines. The British steamship *Alondra* was wrecked on Kedge Rocks, near Baltimore, Ireland, on December 29th, 1916, while on a voyage from Las Palmas to Liverpool.

ALPHACCA

N.V. Van Nievelt Goudriaan & Go's Stoomv. Maats.; 1928; W. Gray & Co.; 5,759 tons; 409-9x56-2x27; 592 n.h.p.; 12 knots; triple-expansion engines.

The Dutch steamship *Alphacca* was on a voyage from Table Bay to Freetown when she was torpedoed and sunk by the German submarine U-505 in 1° 50' N., 7° 40' W. on the 4th April, 1942. Fifteen were killed.

ALPHARD

Van Nievelt Goudriaan & Co.'s. Stoomv. Maats.; 1915; Rotterdam Droogd. Maats.; 3,551 tons; 361-4x49-6x22-1; 301 n.h.p.; triple-expansion engines.

The Dutch ship *Alphard* was in collision with the *New York* and sank on May 7th, 1936, on a voyage from Rotterdam to Melilla.

ALPHERAT

Van Nievelt Goudriaan & Co.; 1928; W. Gray & Co.; 5,759 tons; 409-8x56-2x27; 592 n.h.p.; triple-expansion engines. The Dutch steamship *Alpherat* was bombed and sunk in the Mediterranean on December 21st, 1943, when returning from Port Said to the United Kingdom.

ALPHONSE CONSEIL

Societe les Affreteurs Reunis; 1884; Palmers'Co.; 1,591 tons; 241 x 34-3 x 17-1; 196 n.h.p.; compound engines. The French steamship *Alphonse Conseil* was torpedoed and sunk by a German submarine on January 6th, 1917, in the Bay of Biscay.

ALPINO

Italian Navy, destroyer; 1938; Riuniti (Ancond); 1,620 tons; 339x38-5x10-7; 48,000s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, six 37 mm. A.A., four 13 mm. A.A., 6T.T.

The Italian destroyer *Alpino* was bombed and sunk in shallow water at Spezia during an Allied air attack on April 19th, 1943. The vessel carried a complement of about 200.

ALSACE

Valoussiere, Brignaudy & Lieutaud; 1917; Howland & Nelson; 1,090 tons; 192-3x40-3x20-3; oil engines. The French motorship *Alsace* caught fire and sank on January 21st, 1924, 45 miles off the Balearic Islands.

ALSACIEN

Cie. des Bateaux a Vapeur du Nord; 1923; Furness S.B. Co.; 3,819 tons; 363-3x52x23-4; 538 n.h.p.; triple-expansion engines. The French cargo ship *Alsacien* was sunk by a German submarine on January 24th, 1940, on a voyage from Tunis to Rouen.

ALSTERUFER

Rob. M. Sloman, Jr.; 1939; Eriksbergs M.V. Aktieb.; 2,729 tons; 314-4x50-3x23-3; 608n.h.p.; oilengines. The German motor vessel *Alsterufer*, homeward-bound from the Far East with survivors from three German destroyers sunk in action, was bombed and sunk by British aircraft on December 27th, 1943, W. of Cape Finisterre.

ALTAIR

A/SAltair; 1884; T. Turnbutt & Son; 1,674 tons; 260x37-1 X 18-5; 170 n.h.p.; compound engines. The Norwegian steamer *Altair* was torpedoed and sunk by a German submarine on October 18th, 1917, in the Bristol Channel.

ALTAIR

Italian Navy, torpedo boat; 1936; Ansaldo; 642 tons; 269x27x 7; 19,000s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm., two 13 mm., 4 T.T. The Italian seagoing torpedo boats, *Aldebaran* and *Altair* were together off Keos, in the approaches to the Gulf of Athens, on October 20th, 1941, when they ran into a minefield. Both struck mines and sank. The vessels carried complements of about 100.

ALTENFELS

Deutsche Dampfs. Ges. "Hansa"; 1925; Vulcan Werke A.G.; 8,132 tons; 469-1x60-4x32-5; 996n.h.p.; oilengines. The motor vessel *Altenfels* was shelled and sunk by Norwegian warships on June 4th, 1943, south of Bergen.

ALTMORE

Thorn & Cameron; 1887; R. Duncan & Co.; 1,772 tons; 265-2 X 39x23-2. The four masted steel sailing ship *Altmore* was lost off the Fiji Islands on April 22nd, 1889. Twelve of the crew were drowned.

ALUDRA

U.S. War Shipping Administration; 1942; Permanente Metals Corp.; 7,181 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Aludra*, built as the *Robert T. Lincoln*, was taken over by the U.S. Navy on completion. On June 23rd, 1943, she was torpedoed and sunk by Japanese aircraft off the Solomon Islands.

ALUM CHINE

Alum Chine S.S. Co.; 1905; A. Rodger & Co.; 1,767 tons; 268-9x40-5x18-1; 189 n.h.p.; triple-expansion engines. The British steamship *Alum Chine* was blown up on March 7th, 1913, at Baltimore while loading a cargo of dynamite.

ALVA

Glen & Co.; 1934; Burntisland S.B. Co.; 1,584 tons; 265X 40-5x16-3; 127n.h.p.; triple-expansion engines. The British cargo ship *Alva* was torpedoed and sunk on August 19th, 1941, about 300 miles W. of Ushant.

ALVI

CompaniadeNav.Tulev.S.A.; 1913; W. Harkess & Son; 1,500 tons; 247x38x14-6; 175 n.h.p.; triple-expansion engines. The Panamanian cargo ship *Alvi* struck a mine and sank on January 7th, 1956, on a voyage from Soderhamn to Velsen.

ALVISE DA MOSTO

Italian Navy, destroyer; 1929; Quarnaro; 1,628 tons; 352 x 33-5x16-7; 71,000 s.h.p.; 44 knots; turbine engines; 3-drum boilers; six 4-7in. guns, four 37mm.A.A., six 13mm.A.A., 4 T.T. On December 1st, 1941, a British light force from Malta, known as Force K, led by Capt. W. G. Agnew in the light cruiser *Aurora*, 5,270 tons, with her sister-ship the *Penelope*, was sweeping the Central Mediterranean in the hope of intercepting Italian convoys

ALWAKI

to or from Libya. The force was successful in sinking the supply ship *Adriatico*, 1,976 tons, carrying artillery, stores and ammunition. Later on the same day the tanker *Iridio Mantovani* and the destroyer *Alvise da Mas to*, acting as escort, were attacked and sunk.

The destroyer defended its charge with great bravery, but was hit and blown up with great loss of life. The *Iridio Mantovani*, which was carrying 10,000 tons of oil fuel, also lost many of her crew. A number of survivors was picked up by the British, who suffered neither damage nor casualties.

ALWAKI

VanNieveltGoudriaan&Co.; 1922; *Werf "Maasdijk"*; 4,533 tons; 375x52-2x25-8; 497 n.h.p.; triple-expansion engines. The Dutch steamship *Alwaki* sank after an explosion in the engine room on July 10th, 1940, when ten miles N.E. of Cape Wrath.

ALYSSE

Free French Navy, corvette; 1942; *British Isles*; 925 tons; 193 x 32x16; 2,800 i.h.p.; 15-5 knots; triple-expansion engines; one 4 in.A.A. gun, one 40 mm.A.A., two 20 mm.A.A. The French corvette *Alysse* was originally the British *Alyssum*. On February 10th, 1942, the vessel was escorting a convoy in the West Atlantic when she was torpedoed and sunk by a submarine. Her normal complement was 85.

ALYSSUM

British Navy, sloop; 1915; *Earle's Shipbuilding Co.*; 1,250 tons; 267-7x33-5x11-7; 2,400 i.h.p.; 17 knots; triple-expansion engines; two 4-7 in. guns, two 3 pdr.

The sloop *Alyssum* was mined and sunk off the S.W. coast of Ireland on March 18th, 1917. At the time of her loss she was one of the vessels based on Queenstown under command of Admiral Sir Lewis Bayly for service as a convoy escort.

AMAGI

Japanese Navy; 1942; 18,500 tons; 800 (approx)x—X—; 30 knots; turbine engines; twelve 5 in.A.A. guns, 45 aircraft. The aircraft carrier *Amagi* was bombed and sunk by carrier-based aircraft of the U.S. Navy on July 24th, 1945, off Yawata, Japan.

AMAGIMARU

Nippon Yusen K.K.; 1924; *Yokohama Dock Co.*; 3,165 tons; 315-5x46x27; 284 n.h.p.; triple-expansion engines. The steamship *Amagi Maru* was torpedoed and sunk by a British submarine on May 3rd, 1944, N. of the Nicobar Islands.

AMAGIRI

Japanese Navy, destroyer; 1930; *Isikawaitima*; 1,700 tons; 371-5x33-7x9-7; 40,000s.h.p.; 34 knots; turbine engines; six 5 in. guns, 4 A.A.m.g., 9 T.T.

The Japanese destroyer *Amagiri* was sunk in a minefield sown by U.S. Army aircraft in the Macassar Strait on April 23rd, 1944. The destroyer's normal complement was 197.

AMAGISAN MARU

MitsuiBussanKaisha; 1933; *MitsuiBussan Kaisha*; 7,620 tons; 454x60x37; 1,230 n.h.p.; oilengines.

The motor vessel *Amagisan Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands area.

AMAHO MARU

Azuma Risen K.K.; 1898; *A. Rodger & Co.*; 2,769 tons; 314-4X44x20-7; 250 n.h.p.; triple-expansion engines.

The steamship *Amaho Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on April 17th, 1943, S.E. of Hokkaido.

AMAKASU MARU No. 1

Amakasu Sangyo Kisen K.K.; 1939; *Kawaminami Kogyo K.K.*; 1,913 tons; 271-6x40x20-3; 150n.h.p.; triple-expansion engines.

The steamship *Amakasu Maru No. 1* was torpedoed and sunk by the U.S. submarine *Triton* on December 24th, 1942, off Wake Island.

AMAKURA

BookerBros.McConnell&Co.; 1924; *Caledon Shipbuilding Co.*; 1,987 tons; 280-1x42-2x18-7; 250n.h.p.; 10-5 knots; triple-expansion engines.

The steamer *Amakura*, Capt. Thomas Orford, was in the Caribbean Sea some 90 miles S.E. of Morant Point, Jamaica, on August 25th, 1942, when she was torpedoed and sunk by a submarine. Fourteen men were killed and three were wounded. Capt. Orford was among the survivors. The *Amakura* was not in convoy at the time of the attack.

AMAKUSA MARU

Kita Nippon Kisen K.K.; 1901; *Akt. Ges. Neptun*; 2,345 tons; 279-3x40-6x14-4; 426n.h.p.; triple-expansion engines. The steamship *Amakusa Maru* was sunk by the U.S. submarine *Bang* on November 23rd, 1944, E. of Formosa.

AMALFI

Italian Navy, second class battleship; 1908; *Odero*; 10,118 tons; 461x69x24-3; 19,000 i.h.p.; 22-5 knots; triple-expansion engines; Belleville boilers; four 10 in. guns, eight 7-5 in., sixteen 14 pdr., two 12 pdr., 3 T.T.

The Italian battleship *Amalfi* has been described in various quarters as an armoured cruiser, a battle cruiser and a battleship. Probably the best definition is that of a lightly armed, lightly armoured second class battleship of the pre-dreadnought era. On July 7th, 1915, the ship was returning to Venice after a bombardment of the Austrian coastal defences near Trieste, under escort of two light cruisers and several destroyers. At dawn, when about 15 miles from Venice, the ship was attacked by a submarine, the U.B. 15, Cdr. H. von Heimburg. Only one torpedo was fired and this struck the *Amalfi* a mortal blow, and in a very short time she sank with about 150 of her complement of 550. The remaining 400 were taken off by the escorting vessels.

One remarkable incident which is probably unique in maritime annals occurred in this disaster. The engineer-commander of the *Amalfi* when swimming close to the sinking ship was drawn under and his arm severed by one of the screws. He came to the surface and was assisted by the ship's surgeon who was swimming nearby. The surgeon managed to make a tourniquet of his belt and affixed it to the wounded man's arm while still in the water. Later both were picked up by a boat from one of the other ships.

The U.B. 15 was a small-type submarine with a crew of 14, and had been sent overland in sections to Pola.

AMAMI MARU

Oshima Kisen K.K.; 1908; *Osaka Iron Works*; 747 tons; 180x27-2x18-1; 67n.h.p.; triple-expansion engines. The steamship *Amami Maru* left Kwannon on April 8th, 1941, for Korea and was never seen again.

AMANDA

P. Pedersen & Son; 1906; *Akers Mek. Vaerks.*; 1,170 tons; 225-3x33-7x19-1; 111 n.h.p.; triple-expansion engines. The Norwegian steamship *Amanda* was wrecked on March 4th, 1927, at Tamatave during a cyclone.

AMAPALA

Standard Fruit & S.S. Co.; 1924; *Swan Hunter & Wigham Richardson*; 4,148 tons; 350x50-2x29-3; 668n.h.p.; triple-expansion engines.

The Honduran steamship *Amapala* was on a voyage from New Orleans to La Ceiba on May 15th, 1942, when she was shelled by a German submarine and sank on the following day.

AMARYLIS

Amaryllis S.S. Co.; 1918; *North of Ireland S.B. Co.*; 4,328 tons; 370-4x51-2x25-8; 403 n.h.p.; triple-expansion engines. The Panamanian steamship *Amaryllis* was on a voyage from Kossair to Durban on December 2nd, 1942, when she was torpedoed and sunk by a submarine.

AMARYLLIS

Joseph Robinson & Sons; 1904; *Tyne I.S.B. Co.*; 4,064 tons; 350x48x17-9; 372 n.h.p.; triple-expansion engines. The British steamship *Amaryllis* was wrecked in February, 1908, at

Kalkudah, Ceylon, while on a voyage from Calcutta to Bombay with a cargo of coal.

AMATLAN

Petroleos Mexicanos S.A.; 1923; *Ansaldo S.A.*; 6,511 tons; 418 • 3 X 54 • 8 X 30 • 9; 399 n.h.p.; quadruple-expansion engines. The Mexican tanker *Amatlan* was torpedoed and sunk on September 4th, 1942, 60 miles off Tampico.

AMATO MARU

Ishihara Risen K.K.; 10,238 tons. The tanker *Amato Mam* was torpedoed and sunk by the U.S. submarine *Blenny* on February 26th, 1945, off Cana, Indo-China.

AMATSU MARU

Nippon Kaiun K.K.; 10,567 tons. The tanker *Amatsu Maru* was sunk by U.S. carrier-based aircraft on March 30th, 1944, off Babelthuap, Palau Islands.

AMATSUKAZE

Japanese Navy, destroyer; 1939; *Maizuru*; 2,000 tons; 364 x 35x11; 45,000 s.h.p.; 36 knots; turbine engines; six 5 in. guns, 2 m.g., 8 T.T.

The Japanese destroyer *Amatsukaze* was bombed and sunk off Amoy by U.S. Army bombers on April 6th, 1945. The destroyer carried a complement of over 200.

AMAZON

Royal Mail Steam Packet Co.; 1851; *R. & H. Green*; 2,256 tons; 300x41x32; *SOO* i.h.p.; 12 knots; engines, cylinders 96 in. diam. by 9 ft. stroke, paddles 41 ft. diam.

The R.M.S.P.Co.'s liner *Amazon* was a new ship sailing on her maiden voyage to the West Indies. She was a paddle-steamer, built entirely of wood and fully rigged.

The *Amazon* left Southampton on Friday, January 2nd, 1852, with 161 persons on board, of whom 110 were crew. A strong head-wind was blowing and in order to make a quick passage across the Bay of Biscay to pick up fine weather beyond, the master, Capt. Symons, drove his small 800 horse-power engines at full speed. As a result the bearings became overheated and there was considerable difficulty in the engine room.

On Sunday morning, January 4th, when about 110 miles W.S.W. of Scilly, Mr. Treweek, the second officer, observed flames coming from the direction of the engine room. He gave the alarm and the watch went to fire stations, an examination revealing that the outbreak had occurred in the ship's store, where a quantity of oil and tallow was kept. Despite every attempt to conceal the news from the passengers it leaked out, and on the orders of Capt. Symons they were confined to the saloon below, an action which had the effect of engendering such panic among them that they burst open the door^s swept aside the stewards, and rushed on deck.

The state of affairs was now very grave. The fire having started near the engine room it was found impossible to stay there, though the fourth engineer made an heroic attempt to stop the engines. From this moment until the end, the engines, quite out of control, continued to force the vessel through the water.

The hose-pipes were burned through and buckets proved useless. In the end the captain ordered the boats, of which there were nine, but two of these were found to be on fire. Panic had now descended upon crew as well as passengers, and with the ship running before the wind, her sails set and her engines going, she became nothing less than a raging furnace. Finally her small magazine of powder, kept for the guns in case of piracy, exploded, and she went to the bottom.

A large barque hove in sight just before the end, but probably from fear of approaching too near and becoming involved in the fire, rendered no assistance and sailed away into the darkness. Twenty-one persons were saved in one boat. Thirteen in another boat under the guidance of Lt. Grylls, R.N., a passenger, were picked up by a Dutch galliot in the Bay of Biscay after an adventurous voyage. The rest of the survivors were rescued by another Dutch vessel and taken to Brest.

In all 59 persons were saved and 102 drowned. Capt. Symons went down with his ship.

AMAZON

British Navy, screw sloop; 1865; *Pembroke Dockyard*; 1,081 tons; 187x36x9-2; 300 n.h.p.; 12 -4 knots; compound engines; 4 guns.

The sloop *Amazon*, Cdr. J. E. Hunter, was on her way from Spithead to Halifax, Nova Scotia. She was a new vessel just commissioned and was constructed of wood. Early on the morning of Tuesday, July 10th, 1866, the sloop was off Portland when she ran into the s.s. *Osprey*, Capt. Burtridge, of the Cork Steam Navigation Co., cutting her in two and causing her to sink in a few minutes with the loss of ten lives. The *Amazon* sustained vital damage and her crew, after picking up 22 survivors from the *Osprey*, were ordered to take to the boats. Fortunately there was sufficient room for all on board and there were no casualties among the sloop's complement.

A court-martial was held on board H.M.S. *Victory* at Portsmouth under presidency of Rear Admiral George C. Wellesley, C.B. Evidence was placed before the Court to the effect that the sloop was under command of Sub. Lt. Alfred C. Loveridge at the time of the collision which took place about 1 a.m., the *Amazon* striking the *Osprey* on the port quarter about one third of her length from the stern. The navigation lights on both vessels were burning brightly and the night was clear and calm. The steamship, which was under command of the first mate, sank within five minutes and the *Amazon* sank at about 3.30 a.m., just as the weather was beginning to thicken.

Sub. Lt. Loveridge was dismissed from the service, but recommended to the favourable consideration of the Lords Commissioners of the Admiralty "... on account of the high character given him for zeal in the service".

AMAZON

R. Hill; 1886; *Barclay, Curie & Co.*; 2,062 tons; 286-7x42-5 x 24-1.

The British four masted barque *Amazon*, Capt. A. Garrick, left Port Talbot on August 31st, 1908, for Chile with a cargo of coal. A heavy gale sprang up overnight and the ship anchored in Mumbles Roads. In the morning of September 1st, the anchor cables parted and the ship drove ashore on Port Talbot beach. The masts went by the board and the ship broke up amidships and settled into the sand. Seven of her crew of 25 were saved, 6 bodies were washed up at Port Talbot and the bodies of Capt. Garrick and 8 others were found at Porthcawl on the 9th.

AMAZONE

Koninkl. Nederlandsche Stoomboot Maats.; 1922; *J. Meyer's S.B.Co.*; 1,294 tons; 255-1x36-8x13-3; 138n.h.p.; 8-5 knots; triple-expansion engines.

The Dutch steamer *Amazone* was on passage from Curacao to New York on May 6th, 1942, when she was torpedoed by the German submarine U-333. The attack took place N.E. of Miami, and the *Amazone* sank with the loss of 14 lives.

AMBACA

Emp. Nacional de Nav. a Vap. para a Africa Portuguesa; 1889; *Earle's Co. Ltd.*; 2,868 tons; 340-8x41-1x18-7; 447n.h.p.; triple-expansion engines.

The Portuguese steamship *Ambaca* was torpedoed and sunk by a German submarine on December 23rd, 1917, off the coast of Portugal.

AMBASSADOR

T. & J. Harrison; 1872; *J. Laing*; 1,951 tons; 300-9x34-1x X23-6; 250 h.p.; compound engines.

The British steamer *Ambassador* with a crew of 43 was run down by the American ship *George Manson*, homeward-bound from Calcutta. The collision took place in the North Atlantic on December 25th, 1876, the steamer sinking with 23 of her crew.

AMBROSE FLEMING

Stephenson Clarke & Co.; 1941; *Burntisland S.B. Co.*; 1,555 tons; 247 x 39-6 x 16 • 6; 184n.h.p.; 9-5 knots; triple-expansion engines.

The collier *Ambrose Fleming*, Capt. M. Mackenzie, was managed for the London Power Company by the firm of Stephenson Clarke. On April 28th, 1941, the vessel was torpedoed and sunk by a German E-boat near the Dudgeon light vessel. Eleven men were killed. Capt. Mackenzie was among the survivors.

AMELIA

AMELIA

Mackintyre Bros. & Co.; 1873; *Softley*; 1,690 tons; 257x32-1 X19-8; 120 n.h.p.; compound inverted engines. The British steamship *Amelia* was wrecked on April 4th, 1880, on the Laccadive Islands, on a voyage from Cochin to London.

AMELIE

Armement Adolf Deppe; 1883; *G.Howaldt*; 1,135 tons; 226 x 32-8x14-9; 140 n.h.p.; compound engines. The Belgian steamship *Amelie* was torpedoed and sunk by a German submarine on November 13th, 1917, in the English Channel.

AMERICA

Pacific Mail Steamship Co.; 1869; *New York*; 4,560 tons; 400 x — x—; 1,000 h.p.; 11 knots.

The Pacific Mail paddle steamship *America* was lying at anchor in the harbour of Yokohama on the night of August 24th, 1872, when she caught fire. She had on board many hundreds of passengers, chiefly Chinese returning from California, and a valuable cargo, part of which was 1,600,000 Mexican dollars. The fire spread with terrible swiftness and within a few hours the vessel was burned to the water's edge. Boats from ships in the harbour rendered prompt assistance but between 60 and 70 persons lost their lives. Many of the unfortunate Chinese were drowned owing to their persistence in clinging to the wooden boxes containing the money they had saved while in California.

AMERICA

A/S Norge Mexico GulfLinjen; 1914; *Sorlandets Skibsbyggeri*; 3,706 tons; 357-5x48x27-2; 310n.h.p.; triple-expansion engines.

The Norwegian steamship *America* was torpedoed and sunk by a German submarine on May 2nd, 1915, in the North Sea.

AMERICA MARU

Osaka Shosen K.K.; 1898; *C. S. Swan & Hunter*; 6,070 tons; 423x51-1x29-5; 1,080n.h.p.; triple-expansion engines. The steamship *America Maru* was torpedoed and sunk by the U.S. submarine *Nautilus* on March 6th, 1944, midway between Iwojima and the Ladrone Islands, while in service as a transport.

AMERICAN

Union S.S. Co.; 1873; *Stephen*; 2,485 tons; 320x34-2x25¹; 320 h.p.; compound inverted engines.

The British steamship *American* foundered on April 23rd, 1880, in lat. 2° N. long. 10° W. while on a voyage from Southampton to Table Bay.

AMERICAN

American-Hawaiian S.S. Co.; 1916; *W. Cramp & Sons S. & E.B. Co.*; 4,846 tons; 404-6x53-9x26-2; 611 n.h.p.; quadruple-expansion engines.

Sailing from Santos to New Orleans, the American cargo ship *American* was torpedoed and sunk by a German submarine on June 11th, 1942.

AMERICAN LEADER

United States Lines; 1941; *Western Pipe & Steel Co.*; 6,778 tons; 395x60x37-7; 4,170 b.h.p.; 14 knots; turbine engines. The American steamship *American Leader*, Capt. H. A. Petersen, was shelled and sunk by a German raider about 800 miles W. of the Cape of Good Hope on September 10th, 1942. Twenty-three men were killed. The captain and 16 survivors were taken prisoners of war.

AMERIKA

"Atlas" Reederei A.G.; 1911; *Swan, Hunter & Wigham Richardson*; 7,463 tons; 467-9x58-3x32; 606 n.h.p.; quadruple-expansion engines.

The German steamer *Amerika* struck a mine and sank on February 21st, 1942, off Terschelling.

AMERIKA

East Asiatic Co.; 1930; *Burmeister & Wain*; 10,218 tons; 465 X 62x37; 1,200n.h.p.; 14 knots; oil engines. The Danish liner *Amerika*, Capt. Chr. Nielsen, was formerly of the East Asiatic Company's fleet. After the German occupation of Denmark in April, 1940, the vessel sailed under the British flag. On April 21st, 1943, when in the North Atlantic sailing in convoy she was torpedoed and sunk by a submarine. Capt. Nielsen and 85 others were killed.

AMERIKALAND

T. E. J. son Brostrom; 1925; *Deutsche Werft*; 15,355 tons; 561-3x72-2x44-1; 1,313 n.h.p.; 11 knots; oil engines. The Swedish motorship *Amerikaland* was, with her sister ship the *Svealand*, one of the largest cargo vessels afloat. She was built for the purpose of transporting ore from Chile to Maryland, U.S.A. On Monday, February 2nd, 1942, when off the Atlantic coast of the United States she was attacked by two German submarines which torpedoed her, with the loss of 28 of her crew. One boat with 12 survivors, including the captain, got away, and after drifting for four days, during which time one man died from exposure, was picked up by a passing vessel and the occupants landed at a U.S. port.

AMERSKERK

Vereenigde Nederl. Stoomv. Maats.; 1941; 7,900 tons; oil engines.

The motor vessel *Amerskerk*, under German control, was torpedoed and sunk by British aircraft on June 15th, 1944, N. of Schiemonnikoog.

AMICITIA

A/S D/S Amicitia; 1904; *Bergens Mek. Vcerks.*; 1,111 tons; 228-8x35-3x15-9; 106n.h.p.; triple-expansion engines. The Norwegian steamship *Amicitia* was sunk by a German submarine on December 6th, 1916, in the Bay of Biscay.

AMICUS

W. H. Seager & Co.; 1925; *Northumberland Shipbuilding Co.*; 3,660 tons; 362-5x50-9x22-5; 369 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Amicus*, Capt. T. Harries, was torpedoed and sunk by an enemy submarine on December 19th, 1940, about 240 miles W. of Blackspd Bay, Co. Mayo. Capt. Harries and 33 men were killed, in addition to 2 gunners.

AMIENOIS

Compagnie des Bateaux a Vapeur du Nord; 1932; *Furness S.B. Co.*; 3,713 tons; 331-7x53-2x25; 225 n.h.p.; triple-expansion engines.

The steamship *Amienois* was bombed and sunk by German aircraft on June 22nd, 1940, when leaving Bordeaux.

AMIENS

Harries Bros. & Co.; 1918; *Dublin Dockyard Co.*; 1,548 tons; 240-2x36-3x18-4; 167 n.h.p.; triple-expansion engines. The British cargo ship *Amiens* was bombed and sunk on April 16th, 1941, 15 miles off St. Ives Bay.

AMIRAL CHARNER

French Navy, cruiser; 1893; *France*; 4,750 tons; 8,700i.h.p.; 18-5 knots; triple-expansion engines; Belleville boilers; two 7-6 in. guns, six 5-5 in., 4 T.T.

On February 7th, 1916, the *Amiral Charner*, which had been patrolling off the coast of Syria, left for Port Said but failed to arrive. No answers to wireless signals came through and the patrol vessel *Laborieux* was sent in search of her. On the 13th a raft containing the dead bodies of 13 French ratings and one living man was picked up. From this solitary survivor it was learned that the cruiser had sunk within two minutes of being torpedoed by a submarine on the 8th, when 15 miles off the Syrian coast. No others were saved from her total complement of 375.

AMIRAL CHARNER

Char gems Reunis; 1902; Napier & Miller; 4,604 tons; 38 5 X 50x25-7; 446 n.h.p.; triple-expansion engines. The French steamship *Amiral Charner* was torpedoed and sunk by a submarine on September 13th, 1918, in the Mediterranean.

AMIRAL DE KERSAINT

Chargeurs Reunis; 1903; Atel. & Ch. Loire; 5,570 tons; 389-5 x 49-8x26-3; 2,900 i.h.p.; 12 knots; triple-expansion engines. The French merchant steamship *Amiral de Kersaint* was bound from Oran to Marseilles with a cargo of oats, wine and general merchandise, when she encountered the U-64, Cdr. Robert Wilhelm Moraht, off the coast of Spain, on September 14th, 1917. She did not wait to be attacked but seeing the submarine on the surface opened fire with her gun. As a fleet of Spanish fishing boats lay between her and her enemy she was greatly hampered in firing but nevertheless managed to put the submarine's gun out of action. This advantage did not last long for the Germans got the gun working again and managed to get in 15 direct hits on the plucky Frenchman. The colours were shot away but fresh ones were lashed to her rails and the fight proceeded. Finally, after eight men had been killed and the steamship was in flames and sinking, the order was given to abandon ship. The captain of the *Amiral de Kersaint* was taken prisoner but some of the crew escaped. Of these the first officer and a ship's boy died of wounds. The ship sank about five miles off shore.

AMIRAL GANTEAUME

Chargeurs Reunis; 1902; Napier & Miller; 4,590 tons; 385 X 50x25-7; 2,200 i.h.p.; 10 knots; triple-expansion engines. The French liner *Amiral Ganteaume* left Ostend for Havre with 2,000 Belgian refugees. On October 26th, 1914, she called at Calais and on the same day, when off Cap Gris Nez, was torpedoed without warning by the submarine U-24, Lt.Cdr. Schneider. Fortunately the liner did not sink and most of her 2,000 passengers were transferred to the South Eastern & Chatham Railway Co.'s steamship *Queen*, 1,650 tons. The *Amiral Ganteaume* was then taken in tow and brought safely to Boulogne.

Thirty of the refugees, who were mostly women and children, lost their lives.

AMIRAL MAGON

Chargeurs Reunis; 1904; Atel. & Ch. Loire; 5,566 tons; 389-5 X 49-8x26-3; 2,900 i.h.p.; 12 knots; triple-expansion engines. The liner *Amiral Magon* was carrying 900 French troops to Salonika when, on January 25th, 1917, she was torpedoed by a German submarine. The liner remained afloat for only ten minutes, going down with most of those on board.

AMIRAL OLRY

Chargeurs Reunis; 1904; Ateliers et Chantiers de la Loire; 5,567 tons; 389-5x49-8x26-3; 337n.h.p.; triple-expansion engines.

The French steamship *Amiral Olry* was torpedoed and sunk by a German submarine on September 1st, 1917, in the Mediterranean.

AMIRAL ZEDE

Chargeurs Reunis; 1912; Chantiers et Ateliers de St. Nazaire; 5,980 tons; 406-1x52-3x27-8; 359n.h.p.; triple-expansion engines.

The French steamship *Amiral Zede* was torpedoed and sunk by a German submarine on November 19th, 1917, in the Bristol Channel.

AMMERLAND

Frachtschiffahrt G.m.b.H.; 1923; Irvine's S.B. & D.D. Co.; 5,381 tons; 374-3x51-2x32-8; 412 n.h.p.; triple-expansion engines.

The steamship *Ammerland* was torpedoed and sunk by a British submarine on October 12th, 1943, in the North Sea.

AMOR

Becchi & Calcagno; 1902; Short Bros.; 3,472 tons; 352-1 X 45-1x18-7; 325 n.h.p.; triple-expansion engines.

The Italian steamship *Amor* was torpedoed and sunk by a German submarine on June 5th, 1917, off W. Ireland.

AMPHION

British Navy, light cruiser; 1911; Pembroke Dockyard; 3,440 tons; 385x41-5x14; 18,000 i.h.p.; 25-4 knots; turbine engines; Yarrow boilers; ten 4 in. guns, four 3 pdr., 2 T.T. The light cruiser *Amphion*, under command of Capt. C. H. Fox, carried a complement of 290 officers and men. At the outbreak of the First World War the ship was engaged in sweeping operations along the Dutch coast, being in company with the Second Destroyer Flotilla. On the morning of August 5th, 1914, at 10.40 the British ships sighted the German steamship, *Konigin Luise* (which see), engaged in minelaying about 30 miles E. of the Suffolk coast. The *Amphion* and the destroyers *Lance* and *Landrail* immediately brought the *Konigin Luise* to action and sank her at 12.20 p.m. without loss to themselves. Prior to this the German ship had laid her mines, 200 in number, being of the heavy variety anchored at 11 feet below the surface. The position of these mines was not known accurately to the British and in the course of the day two destroyers, steaming at 30 knots, passed over the minefield in safety.

The flotilla continued its operations for the rest of the day without incident and in the small hours of August 6th turned about for home. The course set led the *Amphion* immediately over the mines laid by the *Konigin Luise* and at about 6.30 a.m., when all on board thought themselves clear of the danger, the ship struck a mine which exploded below her fore-bridge. The fore part of the cruiser was wrecked and nearly all those in it were killed, including 18 prisoners from the German vessel. Capt. Fox was stunned by the explosion, but recovered consciousness in time to order "Abandon ship". While the boats were being lowered another explosion, caused either by the flames reaching the magazine or by a second mine, completed the *Amphion's* destruction.

The loss of life was one officer and 150 men, and 18 German prisoners. Capt. Fox was among the survivors, who numbered 139 officers and men.

AMPHITRITE

Hunter & Co.; British Isles; 200 tons.

The chartered convict ship *Amphitrite*, Capt. Hunter, left Woolwich for New South Wales on August 25th, 1833, with 108 female convicts and 12 children together with a surgeon, Dr. Forrester, his wife and a crew of 14, making 136 persons all told. The vessel, which was very small for the task laid upon her, was both overcrowded and undermanned. Off Dungeness she ran into a violent gale which carried her in a more or less helpless condition to the French coast near Boulogne. Here at about 4.30 on the afternoon of the 31st she was run aground by the deliberate act of her captain on a spit of sand some three-quarters of a mile from shore. The captain had hopes of getting his vessel off at the next high tide, but his subsequent conduct proved him to be a man of obstinate temper and indifferent ability. A crowd of onlookers lining the pier and shore made no attempt to give assistance and the local authorities, who should have taken a hand in the work of rescue, did not visit the scene until too late. Thus a disaster which, in its initial stages, was easily preventable was allowed to develop by all the parties concerned—a foolhardy and obstinate captain on the one hand and an apathetic, if not callous, crowd on the other.

One man, a pilot named Francois Heuret, ran his boat close to the doomed vessel and offered assistance which was declined by Capt. Hunter, who was concerned to keep his convict charges below deck at every cost least any of them should escape to the French shore. In this perverse resolution he was supported by the doctor and his wife. Heuret, therefore, returned to the shore and there was no further attempt to get into touch with the vessel until 6.30 when Pierre Henin, a French seaman and a strong swimmer, took a line from shore and succeeded in getting one from the *Amphitrite*, but such was the obstinacy of Capt. Hunter that he refused to allow this to be used and Henin, who was becoming exhausted, had to return to the shore.

Meanwhile matters on the convict ship had become desperate. The female convicts had broken the hatches and come on deck where they gathered in a helpless group. The seamen, believing there was no hope for the ship, took to the rigging. Even in this extremity the captain refused to allow the boats to put off. Finally, at just after seven in the evening, when she had been ashore less than three hours, the *Amphitrite* broke in two and all on board, with the exception of three seamen, were drowned.

The conduct of the onlookers was most discreditable as they

AMPLEFORTH

evinced no interest in resuscitating the still warm bodies of the shipwrecked but gave themselves up entirely to plunder. A French guard seems to have done little more than allow parties of stretcher-bearers and carts to convey the bodies to the local hospital.

The total loss of life in this disaster was 133.

At a later date the Royal Humane Society suitably recognised the heroism of the French seaman, Pierre Henin, whose brave action was one of the few bright spots in this sordid affair.

AMPLEFORTH

Charles Cravos & Co.; 1929; *Craig, Taylor & Co.*; 4,576 tons; 400-5x53-5x25; 417n.h.p.; triple-expansion engines. The British steamship *Ampleforth* was on a voyage from Hull to Jacksonville when she was torpedoed and sunk on August 18th, 1940.

AMSTEL

N.V. Houtvaart; 1925; *A. Vuijk & Zonen*; 2,115 tons; 281 -3 X 42-7x19-3; 248n.h.p.; triple-expansion engines. The Dutch ship *Amstel* struck a mine and sank on November 17th, 1945, in lat. 54° 36' N., long. 10° 49' E.

AMSTELLAND

Koninklijken Hollandschen Lloyd'; 1920; *Swan, Hunter & Wigham Richardson*; 8,156 tons; 470-1x61-5x32-1; 1,066 n.h.p.; turbine engines.

While on a voyage from the Clyde to Buenos Aires, the Dutch ship *Amstelland* was bombed by German aircraft on February 26th, 1941, and severely damaged. She was taken in tow on February 28th, but had to be abandoned and was presumed sunk.

AMSTERDAM

N.V. Petroleum Industrie Maats.; 1922; *Armstrong Whitworth & Co.*; 7,329 tons; 440x57-5x34-1; 627n.h.p.; triple-expansion engines.

On a voyage from Beaumont, Texas, to Freetown, the Dutch tanker *Amsterdam* was torpedoed and sunk by the German submarine U-66 on April 16th, 1942. The attack took place 100 miles S.W. of Port of Spain, and five of the crew were killed.

AMSTERDAM

Fratelli Rizzuto; 1921; *Lithgows*; 8,673 tons; 492-4x65-5x 31 • 7; 1,105 n.h.p.; turbine engines.

The Italian steamship *Amsterdam* was bombed by British aircraft on October 16th, 1942, N. of Misurata. The damaged hull was taken in tow but was torpedoed and sunk by a British submarine on the 23rd.

AMSTERDAM

London & North Eastern Railway Co.; 1930; *John Brown & Co.*; 4,220 tons; 350-8x50-1x26; 1,520 n.h.p.; 21 knots; turbine engines

The L. & N. E. Railway packet *Amsterdam*, Capt. H. Pickering, was taken over for service as an auxiliary hospital ship during the Second World War. On August 7th, 1944, the vessel was in Seine Bay, Normandy, when she struck a mine and sank. The dead numbered 33 and 26 persons were wounded. Capt. Pickering was among the survivors.

AMUR

Russian Navy, minelayer; 1898; *Baltic Works*; 3,017 tons; 300 x — X—; 4,890 i.h.p.; 17-4 knots; triple-expansion engines; five 12pdr. guns, seven 3pdr., 1 T.T.; 500 mines. The Russian minelayer, *Amur*, was attached to the Pacific Squadron at Port Arthur, at the beginning of the Russo-Japanese War.

As the war proceeded the investment of Port Arthur, both by sea and land, greatly restricted the work of the *Amur*, as she came constantly under fire from Japanese land batteries as well as from ships. On December 9th she was so badly damaged that she had to go into dock, where she was still under shell-fire. In all she was hit more than 30 times, being blown to pieces and sinking within the dock on December 18th, 1904.

The full story of the Pacific Squadron at Port Arthur is told under the *Peresvyet*, flagship of the rear-admiral, which was among those lost.

AMY DORA

Joseph Robinson & Sons; 1875; *Cole Bros.*; 1,708 tons; 265x34 x 24 • 4; 150 h.p.; compound inverted engines. The British steamship *Amy Dora* went aground on the coast of Virginia in October, 1889, and was totally wrecked, while on a voyage from Savannah to Genoa with a cargo of cotton.

AMY TURNER

L. J. D. Schutt; 1877; *Smith & Townsend*; 991 tons; 174 x 35-4x21-6.

The Australian wooden barque *Amy Turner* was bound from Newcastle, N.S.W., to Manila. She carried a crew of 15. On March 27th, 1923, she foundered in heavy weather off the island of Guam. Eleven of the crew were drowned.

ANADARA

Anglo-Saxon Petroleum Co.; 1935; *Harland & Wolff*; 8,009 tons; 465-1x59-4x33-9; 4,000 i.h.p.; 12-5 knots; oil engine. The motor tanker *Anadara*, Capt. W. T. Waimsley, strayed from her convoy while on voyage from Heysham to Curacao on February 26th, 1942, about 200 miles S.S.E. of Cape Race. She was never heard of again. There were 62 men in the crew.

ANADYR

Ministry of War Transport; 1930; *Northumberland S.B. Co.*; 5,321 tons; 412-8x55-3x26; quadruple-expansion engines. The British ship *Anadyr*, on a voyage from New York and Trinidad to Table Bay, was torpedoed and sunk on May 6th, 1944, in 10° 55'S., 27° 30'W.

ANASTASSIA

C. Choremis; 1905; *Bartram & Sons*; 2,883 tons; 331x48x 21-5; 291 n.h.p.; triple-expansion engines. The Greek ship *Anastassia* was sighted drifting and derelict in the N. Atlantic on December 20th, 1940. It was later learned that she had been torpedoed by a submarine, and that eight members of the crew were prisoners of war in Italy.

ANASTASSIOS PATERAS

Anastassios Pateras & Sons; 1914; *J. Blumer & Co.*; 3,382 tons; 348-5x48-7x22-9; 301 n.h.p.; triple-expansion engines. The Greek cargo ship *Anastassios Pateras* was sunk by a submarine on July 6th, 1942, soon after leaving the River St. Lawrence.

ANATOLI SEROV

U.S.S.R.; 1926; *Smiths Dock Co.*; 2,922 tons; 310x44-6x 24-3; triple-expansion engines.

The Soviet cargo ship *Anatoli Serov* was sunk by a mine in the Black Sea in 1949.

ANATOLIA

William Gray & Co.; 1878; *W. Gray & Co.*; 1,662 tons; 260-9 x 34-2x19-7; 150 n.h.p.; compound inverted engines. The British steamer *Anatolia* was sunk in a collision on November 4th, 1885, in lat. 42° T N., long. 9° 35' W., while on a voyage from Bussorah to London with a cargo of dates and barley.

ANATOLIAN

F. Leyland & Co.; 1877; *Leyland*; 1,763 tons; 312x31-3x 23-9; 220 h.p.; compound inverted engines.

The British steamship *Anatolian* was wrecked on February 12th, 1880, on Burbo Bank while on a voyage from Liverpool to the Mediterranean.

ANBO MARU

Osaka Shosen K.K.; 4,523 tons.

The steamship *Anbo Maru* was torpedoed and sunk on May 13th, 1944, by the U.S. submarine *Pogy*, E. of Kyushu, Japan.

ANBOTO MENDI

Compania Naviera Sota y Aznar; 1907; *Compania Euskalduna*; 2,114 tons; 275-2x41-5x17-5; 220 n.h.p.; triple-expansion engines.

The Spanish steamship *Anboto Mendi* was torpedoed and sunk by a German submarine on May 10th, 1918, in the North Sea.

ANCHISES

Alfred Holt & Co.; 1911; Workman Clark & Co.; 10,000 tons; 493x60-4x37-1; 640n.h.p.; 14 knots; triple-expansion engines.

The liner *Anchises*, Capt. D. W. James, was bombed and sunk by German aircraft on February 27th, 1941, about 180 miles W.N.W. of North Aran Island, Co., Donegal. Capt. James, 12 members of the crew and three passengers were killed. One hundred and fifty-six survivors were landed.

ANCHUSA

British Navy, sloop; 1917; Armstrong Whitworth; 1,290 tons; 262-2x35x12-5; 2,800i.h.p.; 17 knots; triple-expansion engines; two 4 in. guns, one 12 pdr.

The sloop *Anchusa* was torpedoed and sunk by a submarine off the north coast of Ireland on July 16th, 1918. The vessel carried a complement of about 100.

ANCONA

Italia Steamship Co.; 1908; Workman, Clark & Co.; 8,210 tons; 482-3x58-3x26-2; 1,221 n.h.p.; 15 knots; triple-expansion engines.

The Italian liner *Ancona* left Naples for New York at 11.45 p.m. on Saturday, November 6th, 1915, under command of Capt. Massardo. The liner called at Messina on Sunday and embarked 130 more passengers, leaving again at 5 p.m. with a total of 446 on board of whom 163 were crew. On Monday, November 8th, when the *Ancona* was off Cap Carbonara she was sighted by a submarine flying the Austrian flag which gave chase and fired about 100 rounds at the liner. Later, at about 1 p.m., the liner was torpedoed. The boats were then hurriedly launched, but as the *Ancona* was still steaming slowly they capsized as soon as they reached the water.

The death-roll was very heavy. One hundred and ninety-four persons, of whom 11 were American citizens, lost their lives and the U.S. government at once demanded satisfaction from Austria. After some delay the Austrians admitted that their submarine commander exceeded his instructions, but stated in extenuation of his action that he believed the *Ancona* to have been a transport. The shelling was admitted, but it was contended that only 16 rounds, and not 100 as stated by the Italians, were fired. The loss of life owing to the capsizing of the boats was due, not to any Austrian action, but to a foolhardy attempt to launch them whilst the liner was under way.

Several of the *Ancona's* boats were picked up by the French cruiser *Pluton*, which put out from Bizerta in the hope of rendering assistance.

A new light on the whole incident came later when it was discovered that the torpedoing was the work of the U-38, a German submarine flying the Austrian flag and commanded by Lt.Cdr. Max Valentiner, an exceptionally able, but very callous officer. At the time of the sinking Italy was not at war with Germany.

ANCUD

Tyrer & Co.; 1891; Southampton Naval Works; 489 tons; 387-5 X 55 X 20; 981 n.h.p.; turbine engines. The Chilean ship *Ancud* caught fire after an explosion on June 26th, 1926, at Valparaiso and was completely destroyed.

ANDALUCIA STAR

Blue Star Line; 1927; Cammell Laird & Co.; 14,943 tons; 578-9x68-3x42-7; 1,909 n.h.p.; 16 knots; turbine engines. The liner *Andalucia Star*, Capt. J. Hall, was torpedoed and sunk by a submarine on October 6th, 1942, about 400 miles W. by S. of Monrovia, Liberia. Three members of the crew and one passenger were killed.

ANDALUSIA

Rederiakt. Svenska Lloyd; 1916; Oskarshamns M.V. Aktieb.; 1,284 tons; 236-1 x 45-2 X 24-2; 204 n.h.p.; triple-expansion engines.

The Swedish ship *Andalusia* with a crew of 21 left Verdon on January 17th, 1940, for Gothenburg. She reported by wireless on January 21st, but was never heard of again.

ANDAMAN

A/B Svenska Ostasiatiska Kompaniet; 1947; A/B Gotaverken; 4,765 tons; 439x58-6x21-2; 1,260 n.h.p.; oil engines. The Swedish motorship *Andaman* collided with the *Fortune* in a fog on May 24th, 1953, near the South Goodwin lightship and sank in 25 fathoms. She was on a voyage from Gothenburg to Calcutta.

ANDANIA

Cunard Line; 1913; Scott's Shipbuilding Co.; 13,405 tons; 520-3x64x43-1; 1,324n.h.p.; 14 knots; triple-expansion engines.

The Cunard liner *Andania* was torpedoed and sunk by a German submarine two miles N.N.E. of Rathlin Island lighthouse on January 27th, 1918. Seven persons were killed. The captain was among the survivors.

ANDANIA

Cunard White Star Line; 1922; Hawthorn Leslie; 13,950 tons; 520-2x65-3x39-2; 1,660 n.h.p.; 15 knots; turbine engines. The Cunard White Star liner *Andania*, Capt. D. K. Bain, was taken over by the Admiralty early in the second World War for service as an auxiliary cruiser. On June 16th, 1940, when S.E. of Iceland she was torpedoed by a German submarine. She did not sink immediately and her crew were taken off in safety with only two men injured.

ANDELANA

E. F. & W. Roberts; 1889; R. Williamson & Son; 2,395 tons; 303-7x42-2x24-6.

The four masted sailing ship *Andelana*, Capt. Stalling, sailed from Shanghai for Tacoma in ballast in January, 1899. At Tacoma she discharged her ballast preparatory to taking on board a cargo of grain for England. Having been relieved of her ballast and being extremely high out of the water the ship was secured to huge luo-booms by chains. These booms lying on either side of her served to keep the ship upright pending the loading of her cargo.

On the following morning, the 15th, persons in the harbour noticed that the *Andelana* was not lying at her moorings. A tug went out to investigate and found the chains of the booms broken, and later the ship's gig with her stern torn out was found on the shore.

Two tugs were employed to drag the harbour and found the *Andelana's* hull in about 30 fathoms of water. A diver went down and at first reported that the vessel could be raised. At his second attempt his diving dress proved faulty and he lost his life. Altogether 20 men, including Capt. Stalling and the diver, were drowned. The *Andelana* was not raised.

ANDRA

"Socdeco" Soc. Anon.; 1922; Deutsche Werft A.G.; 1,385 tons; 234-5x36-8x17-9; 105n.h.p.; triple-expansion engines. The Panamanian steamship *Andra* was sunk by the insurgent cruiser *Almirante Cervera* during the Spanish Civil War on April 4th, 1937, off Castro Urdiales.

ANDREA

Angf. AfBLibra; 1883; J. Readhead & Co.; 1,412 tons; 249x36x17-5; 139 n.h.p.; compound engines. The Swedish steamship *Andrea* struck a mine and sank on November 16th, 1914, in the North Sea.

ANDREA BROVIG

Partrederiet "Brovigtank"; 1940; A/B Gotaverken; 10,173 tons; 496-1x64-4x38-7; 1,030n.h.p.; oilengines. The Norwegian tanker *Andrea Brovig* was torpedoed and sunk on June 19th, 1942, in lat. 12° 10'N., long. 59° 10'W.

ANDREA COSTA

Officina Comunale del Gas di Bologna; 1899; N. Otero & Co.; 3,991 tons; 342-7x45x19-7; 280 n.h.p.; triple-expansion engines.

The Italian steamship *Andrea Costa* was torpedoed and sunk by a German submarine on January 22nd, 1918, in the Mediterranean.

ANDREA DORIA

ANDREA DORIA

"ta/a" Soc. per Azioni di Nav.; 1953; Ansaldo; 29,083 tons; 656-5x90-2x45-4; 23 knots; turbine engines. The *Andrea Doria*, Capt. P. Calamai, was a new ship, completed in 1953. She was fitted with the most modern life-saving devices, as well as navigational aids, such as radar. Her hull was divided into eleven water-tight compartments and it was claimed that any two of these might be flooded without affecting her stability.

At just before midnight on July 25th, 1956, when steaming through dense fog some 45 miles S.E. of Nantucket Island, near New York, she was struck below the navigating bridge amidships by the Swedish-American liner *Stockholm*, 12,644 tons. At the moment of the collision the *Andrea Doria* was inward bound for New York from Genoa with 1,706 passengers and crew. The *Stockholm*, with about 750 passengers and crew, had shortly before left New York for Gothenburg.

Only one of the Italian liner's water-tight compartments was flooded but, contrary to the predictions of her designers, she at once took a heavy list which gradually increased until water was pouring in through some of her cabin port-holes.

Despite the gravity of the damage the *Andrea Doria* remained afloat for ten hours after the collision. She sank at about 10 a.m. on July 26th, being about 200 miles distant from New York at the time.

The heavy list greatly impeded the launch of the ship's lifeboats, though some managed to get away. Assistance came from the *Stockholm* which, though badly damaged, managed to take off 533 people before putting back to New York. Other ships contacted by radio were the French liner *He de France*, which took off 760, the U.S. transports *Cape Ann* and *Private William H. Thomas* which took off 129 and 156 respectively, and the U.S. destroyer *Edward H. Allen* which took off 76.

The loss of life amounted to 47 passengers and crew of the *Andrea Doria*, and five of the crew of the *Stockholm*.

Capt. Calamai, of the *Andrea Doria*, was among the survivors.

ANDREA F. LUCKENBACH

Luckenbach S.S. Co. Inc.; 1919; Bethlehem S.B. Corp.; 6,565 tons; 496x68-2x23-3; turbine engines. The American cargo ship *Andrea F. Luckenbach* was torpedoed and sunk by a submarine on March 10th, 1943, while on a voyage from New York to Belfast Lough.

ANDREAS

Ionian S.S. Co.; 1919; Harland & Wolff; 6,566 tons; 412-6 x 55-8x34-4; 517 n.h.p.; triple-expansion engines. The Greek ship *Andreas* was off the coast of Pernambuco on November 4th, 1942, when she was shelled by a German submarine and sunk.

ANDREW G. CURTIN

United States War Shipping Administration; 1943; Bethlehem Fairfield Shipyard Inc.; 7,200 tons; 423-1 X 57-1 X 34-8; 339 n.h.p.; triple-expansion engines. The American cargo ship *Andrew G. Curtin* was torpedoed and sunk by a German submarine on January 25th, 1944, in lat. 73° 25' N., long. 25° 16'E.

ANDREW JACKSON

Waterman S.S. Corp.; 1920; Merchant S.B. Corp.; 5,991 tons; 400 • 7 x 54 • 2 x 30 - 4; 645 n.h.p.; turbine engines. The American cargo ship *Andrew Jackson* was torpedoed and sunk by a German submarine in the Gulf of Mexico on July 12th, 1942.

ANDRIOS

I. N. Goulandris Bros. & Z. A. Vrondisis; 1901; Napier & Miller; 4,434 tons; 385-4x49-1x26-8; 415 n.h.p.; triple-expansion engines. On a voyage from Novorossisk to Falmouth the Greek ship *Andrios* was wrecked on the Burlings (Berlenga Island) on November 20th, 1926.

ANDROMEDA

Italian Navy, torpedo boat; 1936; Ansaldo; 642 tons; 267x27 x 7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., two 13 mm.A.A., 4 T.T. The Italian torpedo boat *Andromeda* was bombed and sunk by British aircraft at Valona on March 17th, 1941. The vessel carried a complement of about 100.

ANDROS

Hellenic Mediterranean Lines Co.; 1915; Sir Raylton Dixon & Co.; 2,068 tons; 260 x 40 • 2 x 29; 240 n.h.p.; triple-expansion engines. The Greek passenger ship *Andros* was being used as a hospital ship when she was bombed and sunk by German aircraft on April 23rd, 1941, at Loutraki.

ANDROS

Deutsche Levante-Linie Hamburg A.G.; 1910; Akt. Ges. "Neptun"; 2,995 tons; 320-9x46-2x24-1; 238 n.h.p.; triple-expansion engines. The steamship *Andros* was bombed and sunk by Allied aircraft on March, 12th, 1945, at Swinemunde.

ANERLEY

Britain S.S. Co.; 1881; Blumer & Co.; 1,887 tons; 270 X 37-2 X 24-2; 250 n.h.p.; compound inverted engines. Sailing in August, 1904, from Japan to Fusan with a cargo of railway sleepers, the *Anerley* went aground 25 miles from Fusan and was totally wrecked.

ANEROID

United States Maritime Commission; 1917; Harland & Wolff; 4,976 tons; 413-2x52-3x28-4; triple-expansion engines. The *Aneroid*, under Panamanian flag, was torpedoed and sunk by a German submarine on October 2nd, 1942, in the Gulf of Mexico.

ANGAMOS

Chilean Navy, transport; 1890; Swan Hunter, Wigham Richardson; 5,975 tons; 377x44-2x23-2; 3,350 i.h.p.; 14-5 knots; triple-expansion engines. The Chilean government transport *Angamos* was originally the Italian steamship *Citta di Venezia*. She was rebuilt in Chile some time after purchase and was refitted in 1925-26. On Friday, July 6th, 1928, the vessel left Punta Arenas under command of Capt. Izmael Suarez of the Chilean Navy. She carried a crew of 215 and 76 passengers, the latter comprising labourers and their families travelling at government expense, and a small number of conscripts. Her cargo consisted of coal for the Chilean fleet in North Chilean waters. Late on the same day the transport ran into a gale with dense fog. She was badly battered for some hours receiving such damage to her rudder that she became helpless. At about 10 p.m. she struck the rocks off Punta Morguillas, S. of Lebu, and was pounded to pieces. Efforts to launch the lifeboats proved fruitless as they were swamped by the seas as soon as they reached the water. The last message from the *Angamos* was picked up by the s.s. *Tarapaca* and was very faint. Apparently the transport was fast on the rocks about 300 yards from shore and at about one a.m. on the 7th broke up completely. Of the 291 persons on board eight were eventually rescued, four of them being conscripts.

ANGANTYR

A/S DfS Gefion; 1906; Howaldtswerke; 1,359 tons; 231-7 x 36-1 x 16-5; 96 n.h.p.; triple-expansion engines. The Danish steamship *Angantyr* was torpedoed and sunk by a German submarine on June 14th, 1917, in the North Sea.

ANGARSTROI

U.S.S.R.; 1927; Harland & Wolff; 4,761 tons; 412-1x55-1x 25; 452 n.h.p.; triple-expansion engines. The Russian cargo ship *Angarstroi* was stopped by a Japanese warship on April 24th, 1942, about 130 miles off the coast of Japan, and ordered to go to a Japanese port for examination. She was released some days later and on May 1st, some 32 miles out, was torpedoed and sunk by a submarine. The Japanese afterwards denied that the submarine belonged to them.

Shortly after the sinking two Japanese submarines surfaced and escorted the survivors in the boats until they were picked up by a Russian ship.

ANGELA MADRE

A. Donnamma & Co.; 1904; G. Irrera; 122 tons; 91-6X 22-6x10-7.

The sailing vessel *Angela Madre* was mined and sunk three miles S.E. of the Tyne on May 5th, 1917. Five men were killed. The captain was among the survivors.

ANGELE MABRO

G.&T.Mabro; 1898; W. Gray & Co.; 3,154 tons; 330-lx 48-5x21-6; 292n.h.p.; triple-expansion engines. The Egyptian ship *Angele Mabro*, Capt. Alexander Kilikas, left Bilbao on July 3rd, 1940, bound for Cardiff with a cargo of iron ore, and was not heard of again.

ANGELINA

S.Mangeri; 1870; W. Pile & Co.; 1,260 tons; 230-7x30-9x 23-6; 116n.h.p.; triple-expansion engines. The Italian steamship *Angelina* was torpedoed and sunk by a German submarine on June 1st, 1918, in the Mediterranean.

ANGELINA

A. H. Bull & Co.; 1934; Newport News Shipbuilding Corpn.; 4,772 tons; 390x55x30-6; 3,150s.h.p.; 13-5 knots; turbine engines.

The American steamship *Angelina*, Capt. William Goodman, was in convoy in the North Atlantic on October 17th, 1942, when she was torpedoed and sunk by a submarine. Capt. Goodman and 45 men were killed. Eight survivors were landed.

ANGELO BASSINI

Italian Navy, torpedo boat; 1916; Odero; 635 tons; 238 x 24x9-2; 15,500 s.h.p.; 32 knots; turbine engines; Thorny croft boilers; four 4 in. guns, two 3 in.A.A., 4 m.g., 4 T.T. The Italian sea-going torpedo boats *Angela Bassini* and *Antares* were lying in Leghorn harbour on May 28th, 1943, when they were bombed and sunk by British aircraft. Both vessels carried complements of about 100.

ANGLIA

Anchor Line (Henderson Bros.); 1869; Stephen Works; 2,253 tons; 325-3x35x29-4; 470 h.p.; compound inverted engines. The British steamship *Anglia* was sunk in a collision on September 6th, 1880, in lat. 46° N., long. 48° W., while on a voyage from Boston to London with cattle and general cargo.

ANGLIA

Anchor Line; 1888; D. & W. Henderson & Co.; 3,287 tons; 340X43x27-8; 300 h.p.; 11 knots; triple-expansion engines. The Anchor liner *Anglia* with 47 persons on board left Calcutta on August 24th, 1892, homeward-bound. The ship was anchoring in the Jellingham Channel, at the mouth of the Hooghly, between Mud Point and Sangor, when she swung round and hit a sandbank which caused her to heel over to such a degree that she capsized. She lay for a short while on her beam-ends and then went down.

Fortunately she had only two passengers on board or the loss of life might have been much heavier. In all 15 persons were drowned, the survivors being picked up by the boats of the British India steamship *Goa*. Two members of the crew got away in one of the lifeboats, but several men were trapped within the ship and could not escape as the portholes were too small. An attempt was made to enlarge these and cut away part of the side, but the vessel sank so quickly that this was not completed in time to save the men.

Mr. J. Gourlay, the second engineer, was the only officer lost.

ANGLIA

London & North Western Railway Co.; 1900; W. Denny & Bros.; 1,862 tons; 329x39-1x15-7; 424 n.h.p.; 21 knots; triple-expansion engines.

The auxiliary hospital ship *Anglia*, Capt. L. J. Manning, was crossing the Channel from France on November 17th, 1915, with a large number of wounded, when she was mined and sunk one mile E. of

Folkstone Gate. The steamship was struck on the port side, forward of the bridge, the violence of the explosion blowing Capt. Manning from his position on the bridge to the deck below. Fortunately he remained in possession of his faculties and at once ordered out the boats, the first of which, with about 50 occupants, got away safely. After this the ship took a heavy list and within ten minutes she sank, taking with her four military officers, one nurse and 129 soldiers and crew. The total number of wounded on board was 13 officers and 372 other ranks, in addition to whom were the usual medical staff and crew.

The disaster occurred about 12.30 p.m. and was observed by the collier *Lusitania*, 1,834 tons, London to Lisbon, which steamed to the *Anglia's* assistance and lowered two boats. These had scarcely left the side when the *Lusitania* herself struck a mine and began to sink, her boats therefore returned and took off the remainder of her company, there being no loss of life.

Capt. Manning of the *Anglia* was among the survivors.

ANGLIA

Rederiaktieb Svenska Lloyd; 1914; Lindholmens V.A.; 1,750 tons; 283 X 43x16-4; 254 n.h.p.; triple-expansion engines. The Swedish ship *Anglia* collided with the Spanish cargo ship *Agire-Mendi* on June 18th, 1931, and sank off San Nicolas near Buenos Aires.

ANGLO AFRICAN

Nitrate Producers' S.S. Co.; 1900; Short Bros.; 4,186 tons, 370-2x48-7x19-0; 418 n.h.p.; triple-expansion engines. The British steamship *Anglo African* was wrecked in January, 1909, four miles S. of Cape Charles while on a voyage from Tocopilla to Baltimore with a cargo of nitrate.

ANGLO AUSTRALIAN

Nitrate Producers' S.S. Co.; 1927; Short Bros.; 5,456 tons; 426 x 58 x 26 • 1; 453 n.h.p.; 10-5 knots; quadruple-expansion engines.

The steamship *Anglo Australian* left Cardiff in ballast just after noon on March 8th, 1938, for British Columbia, via the Panama Canal, to load a cargo of lumber. The vessel carried a crew of 38 all told. On the 14th a wireless message was received by the owners as follows:—

"Passed Fayal this afternoon nine knots. Twenty-six tons bunker consumption. Rough weather. All well."

Later it was known that gale conditions prevailed, but no more was heard of the *Anglo Australian* and it can only be assumed that she foundered somewhere 60 miles northward and westward of Fayal. The captain was Frederick Parslow.

Shi's in the vicinity of the vessel at 6 p.m. on the 14th were the *Athelfoam*, 90 miles distant, and the *Scottish Heather*, *Cerinthusand San Amado* about 170 miles distant. None of these received any message from the *Anglo Australian*.

ANGLO CANADIAN

Nitrate Producers' S.S. Co.; 1928; Short Bros.; 5,268 tons; 426x58x24-7; 598 n.h.p.; oilengines.

The British motorship *Anglo Canadian*, Capt. D. J. Williams, was torpedoed and sunk on June 25th, 1942, while on a voyage from Ascension Island to Baltimore.

ANGLO

A. P. Moller; 1949; Eriksbergs Ml V; 11,647 tons; 557 x 69-8x —; oilengines.

The Danish tanker *Anglo Mcersk* was about 170 miles N.W. of Barbados on April 23rd, 1962, when there was an explosion in the engine room, and the ship caught fire. The fire was extinguished on April 26th, but the ship sank two days later.

ANGLO PERUVIAN

Nitrate Producers' S.S. Co.; 1905; Short Bros.; 5,494 tons; 418-2x54-4x29-3; 544 n.h.p.; quadruple-expansion engines. The British steamship *Anglo Peruvian* foundered after striking an iceberg in April, 1906, in the N. Atlantic while sailing from the Tyne to Philadelphia in ballast.

ANGLO PERUVIAN

ANGLOPERUVIAN

Nitrate Producers' S.S. Co.; 1926; Short Bros.; 5,457 tons; 426 x 58 x 26 • 1; 453 n.h.p.; quadruple-expansion engines. The British ship *Anglo Peruvian*, on a voyage from the Tyne to Boston, Mass., was torpedoed and sunk on February 23rd, 1941. There were only 17 survivors.

ANGLO SAXON

Allan Line; 1856; W. Denny & Bros.; 1,700 tons; 283x35-2x16-2; 250 h.p.; 13-5 knots; compound engines. The *Anglo Saxon* was one of the early Allan liners, and as a transatlantic passenger ship was both speedy and popular, achieving a record passage of nine days, five hours, in 1859.

On April 16th, 1863, she left Liverpool under Captain Burgess, bound for Quebec via Londonderry with a total number of 445 persons on board. Most of the passengers were emigrants bound for the Canadian West. The *Anglo Saxon* was to rendezvous off Cape Race, N.F.L., with the Associated Press News boat in order to hand over mails and despatches, but on the morning of the 27th April in a thick fog she struck on the rocks at Clam Cove, 4 miles N. of Cape Race. Some of the crew got ashore by dropping from the jibboom on to the rocks below and fixed a hawser. A basket was rigged in which 130 of the passengers were carried ashore. Four boats also succeeded in getting away. Within less than an hour the ship slipped off the rocks into deep water and all those left on board were drowned.

Lloyd's Agents at Quebec reported that 227 persons were lost. Later it was learned that some of the cargo had been recovered by means of a diving bell.

ANGLO SAXON

Nitrate Producers' S.S. Co.; 1929; Short Bros.; 5,596 tons; 426 X 55 X 26; 453 n.h.p.; quadruple-expansion engines. The British ship *Anglo Saxon* was sunk by a German raider on August 21st, 1940, while on a voyage from Newport, Mon., to Bahia Blanca. Two survivors landed on Eleuthera Island.

ANGLOMAN

British & N. Atlantic S.N. Co. (Dominion Line); 1892; Laird Bros.; 4,892 tons; 403-5x45-6x25; 524n.h.p.; triple-expansion engines.

The British steamship *Angloman* was wrecked on the Skerries Rocks, Anglesey, in February, 1897, while on a voyage from Boston to Liverpool carrying cattle, grain and provisions.

ANGOLA

W.H.Mosher; 1890; W.H.Mosher; 1,672 tons; 219-2x41x23-9.

The Canadian barque *Angola* ran on a reef in the Pacific in October, 1900. Only two of the crew were saved.

ANGOLA

Elder Dempster Shipping; 1891; R. Dixon & Co.; 2,831 tons; 312x39-2x24-6; 257n.h.p.; triple-expansion engines. While on a voyage from Vera Cruz to Montreal the steamship *Angola* was wrecked in July, 1906, near Louisburg, C.B.

ANGOLA

Emp. Nacional de Nov. a Vap. para a Africa Portuguesa; 1906; Russell & Co.; 4,297 tons; 385x49-8x18-4; 435 n.h.p.; triple-expansion engines.

The Portuguese steamship *Angola* was torpedoed and sunk by a German submarine on March 10th, 1917, off Ushant.

ANGULARITY

F. T. Everard & Sons; 1934; G. Brown & Co.; 501 tons; 160-5x26-7x9-4; 72n.h.p.; oilengines.

The British motorship *Angularity* was intercepted by a German torpedo boat and sunk on February 6th, 1941. Eight lives were lost. One member of the crew was reported to be a prisoner of war.

ANGY

Monrovia Shipping Co.; 1937; Deutsche Werft; 9,937 tons; 492-9x66-1x36-4; 11 knots; oilengines.

The Liberian ship *Angy* caught fire, exploded and broke in two on March 10th, 1953, about 1,000 miles E. of New York. The afterpart was taken in tow on March 12th but sank on the next day.

Twenty-eight survivors were picked up by the s.s. *Claiborne*.

ANHALT

Norddeutscher Lloyd; 1921; Frd. Krupp A.G.; 5,870 tons; 393-2x54-3x23-3; 410n.h.p.; triple-expansion engines. The steamship *Anhalt* was sunk during a British naval raid at Vaagso, Norway, on December 27th, 1941. She had previously struck a mine prior to May 13th, 1940, and was beached on the Swedish coast, but was later refloated and repaired.

ANINE

Dampsksselsk.Heimdal; 1907; Wood Skinner & Co.; 1,299 tons; 234 -5x35-7x16-3; 141 n.h.p.; triple-expansion engines. The Danish ship *Anine* left Newcastle on March 3rd, 1925, bound for Civitavecchia with coal, and was not heard of after passing Gibraltar.

ANITA

German Government; 1899; Rykee & Co.; 1,165 tons; 228x32 X18 • 5; triple-expansion engines.

The steamship *Anita* was formerly the Greek *Maria Nomicou*, seized by the Italians and renamed *Arezzo*, later taken over by the Germans. On July 10th, 1944, she was torpedoed and sunk by a British submarine near Andros Island.

ANJO MARU

Japanese Government; 1931; Nederlandsche Dok Maats.; 2,086 tons; 260-2x48-1x14-9; 286n.h.p.; oilengines. The tanker *Anjo Mam* was formerly the Dutch *Angelina*. She was scuttled at Sourabaya in February, 1942, and raised and repaired by the Japanese. She was torpedoed and sunk by the U.S. submarine *Bonefish* on September 28th, 1944, W. of Mindoro Island, Philippines.

ANKARA

Atlas Levante-Linie A.G.; 1937; Nordseewerke Emden G.m.b.H.; 4,768 tons; 408-5x56-7x21-4; 797n.h.p.; oil engines. The motorship *Ankara* struck a mine and sank on January 18th, 1943, near Bizerta.

ANKE

German Government; 1912; R. Duncan & Co.; 3,811 tons; 354 -3x51-1x23-8; 338 n.h.p.; triple-expansion engines. The steamship *Anke* was formerly the Latvian *Dole*, seized by the Germans. On September 11th, 1943, she was torpedoed and sunk by Norwegian motor torpedo boats off Christiansund.

ANKING

China Nav. Co.; 1925; Scotts S.B. & E. Co.; 3,472 tons; 338-4x49-2x24-1; turbine engines.*

The British ship *Anking*, on British Admiralty service, left Batavia on February 27th, 1942, for Fremantle. On March 3rd, she was intercepted by Japanese cruisers and sunk by gunfire about 200 miles E. of Christmas Island. Sixteen survivors were picked up 4 days later.

ANKO MARU

2,821 tons.

The steamship *Anko Mam* struck a mine and sank on May 15th, 1945, off Tokushima, Japan.

ANNA

D/S Vesterhavet; 1914; Kjobenhavns Flydedok & Skibsværft; 1,211 tons; 239-9x35-7x14-5; 98 n.h.p.; triple-expansion engines.

The Danish steamship *Anna* was torpedoed and sunk by a German submarine on August 27th, 1917, in the North Sea.

ANNA BULGARI

C. Th. Bulgaris; 1912; Richardson, Duck & Co.; 4,603 tons; 390x52-5x25-6; 409 n.h.p.; triple-expansion engines. The Greek ship *Anna Bulgari* left Milford Haven on June 13th, 1941, for Montreal and was sunk by a German submarine on or about June 24th. None of the crew survived.

ANNA C. MINCH

Western Nav. Co.; 1903; American S.B. Co.; 4,139 tons; 387-1x50-2x23-9; 213 n.h.p.; triple-expansion engines. The Canadian ship *Anna C. Minch* foundered on November 11-12th,

1940, 1½ miles S.S.W. of Pentwater Pier, Lake Michigan, during a gale

ANNA FOSTENES

A/S Fostenes D/S; 1902; *Scheepsw. v. Jan Smit, Czrn.*; 2,577 tons; 320-2x44x20-7; 236 n.h.p.; triple-expansion engines. The Norwegian steamship *Anna Fostenes* was torpedoed and sunk by a German submarine on April 2nd, 1917, in the North Sea.

ANNA MARIA GUALDI

S.A.L.P. Soc. Anon Industria Pesca; 1908; *Workman, Clark & Co.*; 3, 289 tons; 339-5x42-6x15-9; 486n.h.p.; triple-expansion engines. The Italian ship *Anna Maria Gualdi* was destroyed by an internal explosion on December 1st, 1942, at Palermo.

ANNAGHER

I. Kelly, Ltd.; 1923; *J. Lewis & Sons*; 586 tons; 165-2x27x 11-2; 83r.h.p.; 10 knots; triple-expansion engines. The small cargo steamship *Annagher* left the Abercorn Basin, Belfast, at five p.m. on Saturday, December 1 1th, 1937, for Llanelly, South Wales, with 619 tons of mixed scrap iron and steel, including 16 tons of lead. The vessel carried a crew of nine all told and was under command of Capt. James McCalmont. The weather was fresh with a N.E. wind and a rough sea. Soon after passing the Pile Light at 6 p.m. the ship developed a list to starboard, to counteract which the captain instructed the engineer to put pumps on to the tanks and bilges, but it was immediately ascertained that the ship was dry. Nevertheless the list increased and it was decided to bring the vessel round so that the strong wind might bear on the other side and correct the list, but this manoeuvre met with no success. As a last resort an attempt was made to beach her, but she foundered before reaching shallow water. No steps appear to have been taken to make use of the ship's lifesaving appliances, particularly the lifeboat. The captain and eight members of the crew were drowned when the vessel sank.

ANNAM

Messageries Maritimes; 1899; *Burmeister & Wain*; 6,075 tons; 408-4x55-2x35-4; 572 n.h.p.; triple-expansion engines. The French steamer *Annam* was torpedoed and sunk by a submarine on June 10th, 1917, in the Mediterranean.

ANNAN MARU

Kita Nippon Risen K.K.; 1911; *Armstrong, Whitworth & Co.*; 2,940 tons; 305-2x44-1x24-9; 279 nh.p.; triple-expansion engines. The steamship *Annan Mam* was bombed and sunk by U.S. aircraft on September 6th, 1943, off Rangoon.

ANNAVORE

A/S Vore; 1921; *Murdoch & Murray*; 3,324 tons; 333-1 x 49x22-4; 287 n.h.p.; triple-expansion engines. The Norwegian ship *Annavore* was torpedoed and sunk on December 21st, 1941, in 43° 55' N., 19° 50' W. Twenty-nine of her crew were killed.

ANNE HUTCHINSON

United States War Shipping Administration; 1942; *Oregon S.B. Corp.*; 7,176 tons; 422-8x57x34-8; triple-expansion engines. The American ship *Anne Hutchinson* was torpedoed and shelled on October 26th, 1942, by a submarine. Her stern portion up to No. 4 hatch was blown off. The forepart was towed into Algoa Bay on October 31st. Three lives were lost.

ANNELIESE ESSBERGER

John T. Essberger; 1935; *Deutsche Werft A.G.*; 5,173 tons; 418-5x57-2x25-3; 885 n.h.p.; oil engines. The German motorship *Anneliese Essberger* left Bordeaux on November 4th, 1942, bound for Japan. At daybreak on November 21st, she was intercepted by British warships and sunk by gunfire about 400 miles E. of St. Paul Rocks.

ANNETTE FRITZEN

I. Fritzen & Sohn; 1903; *J. Blumer & Co.*; 2,774 tons; 314X 46-5x20-7; 272 n.h.p.; triple-expansion engines. The German steamship *Annette Fritzen* was chartered by the Japanese during the Second World War. On July 26th, 1945, she struck a mine and sank off Pusan, Korea.

ANNIBAL BENEVOLO

Lloyd Brasileiro; 1905; *Reiherstieg Schiffswerf & Maschfbk.*; 1,905 tons; 269 x37-8x11-5; 156 n.h.p.; triple-expansion engines. This Brazilian passenger ship was sunk by a German submarine off the coast of Brazil on August 16th, 1942. Only four out of a total of 136 persons were saved.

ANNIE

R. Gordon & Co.; 1877; *J. L. Thompson & Sons*; 1,177 tons; 230-4x31-8x17-5; 110 n.h.p.; compound engines. While on a voyage from Ursviken to Sutton Bridge with a cargo of timber, the *Annie* was wrecked near Umea in July, 1891.

ANNIE HUGO STINNES 6

Hugo Stinnes G.m.b.H.; 1910; *Flensburger Schiffsb. Ges.*; 1,486 tons; 243-6x37-6x17-6; 135 n.h.p.; triple-expansion engines. The steamship *Annie Hugo Stinnes 6* struck a mine and sank on November 14th, 1942, between Hamburg and Emden.

ANNIE JANE

Holderness; 1853; *Quebec*; 1,294 tons; 240X — X. The emigrant ship *Annie Jane*, Capt. W. Mason, left Liverpool for Canada with over 500 persons on board. For three weeks she battled with violent gales and eventually put back to port with the loss of her mizzen-mast and several spars. About 100 of the emigrants left her as soon as she reached Liverpool. Having completed her repairs she again proceeded to sea with a total of 450 passengers and crew. The emigrants were chiefly Scots, with a number of Irish, French and Germans.

The ship again encountered rough weather and on the night of September 28th, 1853, when off Barra Island, in the Hebrides, she was struck by a huge wave. The poop-deck collapsed immediately, crushing 200 people to death, and in ten minutes more the ship went to pieces. A portion of the deck remained afloat and on this nearly 100 survivors were safely washed ashore.

At daybreak a roll-call was taken when it was found that 102 persons were saved and that 348 had lost their lives during the brief 15 minutes that the ship remained afloat after the disaster.

ANNIE OGLE

T. Rountree; 1874; *Rountree*; 210 tons; 116-4x25-4x10-9. The brig *Annie Ogle* engaged in the Australian coasting trade was wrecked near Smoky Cape, N.S.W. The brig drove ashore in heavy weather in March, 1875. Nine persons were drowned.

ANNITSA

I. G. P. Livanos; 1918; *J. Readhead & Sons*; 4,324 tons; 400-2 x52-1x25-2; 425 n.h.p.; triple-expansion engines. The Greek ship *Annitsa* was torpedoed and sunk on January 15th, 1943, by a submarine off Tobruk.

ANNOULA

G. P. Cicellis & G. A. Kambitsis; 1908; *Russell & Co.*; 4,853 tons; 400 X 52 • 1 x 27 • 3; 502 n.h.p.; triple-expansion engines. The Greek ship *Annoula* foundered during a cyclone on October 7th, 1933, off Cape Lookout. Some survivors were landed at Philadelphia.

ANRI GO No. 2

Japanese Government; 1,026 tons. *Ami Go No. 2* was the name given by the Japanese to a captured ship. She was sunk by U.S. carrier-based aircraft on January 16th, 1945, about 100 miles S.E. of Macao.

ANRIMARU

Japanese Government; 1905; *Schiffsw. v. Henry Koch*; 1,668 tons; 265-7x37-8x18-3; 164n.h.p.; triple-expansion engines. The steamship *Ami Maru* was formerly the Chinese *An Lee*, seized by the Japanese. She struck a mine and sank on June 25th, 1945, off Shimonoseki.

ANSELM

ANSELM

Booth Line; 1935; W. Denny & Bros.; 5,954 tons; 412 -3 x 55-7x25-8; 696n.h.p.; 14 knots; turbine engines. The Booth liner *Anselm*, Capt. A. Elliott, O.B.E., serving as an auxiliary transport was in convoy some 300 miles N. of the Azores when she was torpedoed and sunk by a submarine. The attack took place on July 5th, 1941, and four members of the crew were killed and two wounded, besides casualties among the troops on board.

ANSHIN MARU

Kusakabe Kisen Kabushiki Kaisha; 1892; *Nederlandsche Stoomb. Maats*; 1,567 tons; 254-7x33x16-7; 197n.h.p.; triple-expansion engines.

The *Anshin Mam* was wrecked on August 18th, 1925, during a typhoon off East Kamchatka.

ANSHU MARU

Chosen YwenK.K.; 1937; *Uraga Dock Co.*; 2,601 tons; 295x45 X23-8; 223 n.h.p.; compound engines and L.P. turbines. The steamship *Anshu* (or *Ansyu Mam*) was taken over for service as an auxiliary gunboat. On May 29th, 1944, she was torpedoed and sunk by the U.S. submarine *Rasher S.W.* of Burn Island, Celebes.

ANTARES

Argo Reederei Richard Adler & Co.; 1937; *Lubecker Maschb. Ges.*; 2,593 tons; 319-7x47x18-5; 342n.h.p.; compound engines.

The German ship *Antares* was carrying troops for the invasion of Norway on April 10th, 1940, when she struck a mine and sank off Lysekil.

ANTARES

Italian Navy, torpedo boat; 1936; *Ansaldo*; 642 tons; 267x27x7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., two 13 mm.A.A., 4 T.T. The Italian torpedo boats *Angela Bassini* and *Antares* were lying in Leghorn harbour on May 28th, 1943, when they were bombed and sunk by British aircraft. Both vessels carried complements of about 100.

ANTARTICO

Soc. Anon. Ganadera y Comercial Menendez Behetv; 1911; *Van Vliet & Co.*; 605 tons; 169-5x28-1x11-6; 86n.h.p.; triple-expansion engines.

The Chilean ship *Antartico* had gone to assist the *Yero Carras*, which had drifted from her moorings during a heavy gale on February 4th, 1932, off Magallanes. She collided with the *Yero Carras* and sank in 100 fathoms.

ANTE MATKOVIC

Eugen Matkovic; 1920; *Atel. & Ch. de Bretagne*; 2,710 tons; 290x43-3x20-2; turbine engines.

The Yugoslav cargo ship *Ante Matkovic*, Capt. Niko Ivanovic, was shelled and sunk by a German submarine on June 19th, 1942, in the Gulf of Mexico. Six lives were lost.

ANTEO

A. & G. Fratelli Sturlese; 1890; *Strand Slipway Co.*; 2,774 tons; 302-3x40-7x18-5; 272n.h.p.; triple-expansion engines.

The Italian steamship *Anteo* struck a mine and sank on November 12th, 1917, in the Mediterranean.

ANTHIPHI

M. Michalos; 1872; *Palmers'Co.*; 1,166 tons; 256-8x30x17-2; 154 n.h.p.; compound engines.

The Greek steamship *Anthipi* was torpedoed and sunk by a submarine on December 29th, 1915, in the Adriatic.

ANTIIGONE

New Egypt & Levant Shipping Co.; 1928; *Napier & Miller*; 4,545 tons; 401-4x54-2x25-3; 418 n.h.p.; triple-expansion engines.

The British ship *Antigone* was torpedoed and sunk on May 11th, 1943, while on a voyage from Halifax to Avonmouth. Three lives were lost.

ANTILLES

Southern Pacific Co.; 1907; *W. Cramp & Sons*; 6,878 tons; 410x53-2x25-6; 860n.h.p.; 16 knots; triple-expansion engines.

The liner *Antilles*, acting in the capacity of a United States auxiliary transport, was returning from Europe when she was torpedoed on October 17th, 1917. The submarine was not seen by those on the transport and their first knowledge of its presence came when a torpedo struck the vessel amidships, near the engine-room. Many of the engine-room staff and a number of men asleep below were killed by the explosion.

The *Antilles* was carrying 167 persons, including some soldiers returning to the United States. Of these 16 soldiers, three ship's officers and 48 of the crew were either killed or drowned. The survivors were picked up and landed in France. The gun crewing on to the last in the hope of hitting the submarine, and were too late to escape when the transport foundered.

ANTINOE

Egypt & Levant Steamship Co.; 1907; *Craig Taylor & Co.*; 2,396 tons; 306x44-4x20-1; 239n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Antinoe* was torpedoed and sunk by a submarine 150 miles W.S.W. of Bishop Rock, Scilly Isles, on May 28th, 1917. The captain and 20 men were killed.

ANTINOE

New Egypt & Levant Steamship Co.; 1902; *Bartram & Sons*; 3,747 tons; 382-5x46-1x26-2; 352n.h.p.; 10-5 knots; triple-expansion engines.

On January 14th, 1926, the *Antinoe* left New York for Queenstown for orders under command of Capt. Harry Tose. Her crew numbered 25 all told and her cargo consisted of 5,127 tons of grain. The weather was fine until January 23rd when she ran into a W.S.W. gale with a heavy sea. On this date at 6.20 a.m. an extremely large wave was sighted approaching from S.S.W. by Mr. J. Price, the second officer, who immediately ordered the helm to be put hard-a-starboard. Before this order could be executed the wave burst upon the *Antinoe* with terrific violence, carrying away a dinghy, ice-chest and teak bulwarks around the captain's bridge. The ice-chest was hurled against the connecting-rod of the steering gear, which it put out of commission for a time, and also damaged the engine-room telegraph. The latter damage made it necessary for messages to the engine-room to be taken by messenger.

The gale continued without abatement and the *Antinoe* gradually became more and more unmanageable. She developed a list of six degrees to starboard immediately after the tidal-wave and on the 24th her No. 3 hatchway covers were washed away. This occurred about 3 a.m., but the heroic exertions of the crew repaired the damage and things were improving when at 4 a.m. the starboard after bunker hatchway was stove-in by the weight of the seas.

An hour later Capt. Tose decided to send out an S.O.S. call which was received by the Newfoundland shore-station and relayed, being picked up by the R.M.S. *Aquitania* which passed it on to the *President Roosevelt* of the United States Line. At 12.30 p.m. on the 24th the latter vessel made contact with the *Antinoe* and after pumping much oil into the sea attempted to launch a boat. This ended in tragedy for no sooner did the boat get away from the side than it was hurled back by the waves and smashed, two of the crew being drowned. At 9 p.m. on the same evening the area was swept by violent snowsqualls and the two vessels lost touch for 184-hours, but at 3.40 p.m. on the 25th the good reckoning of Capt. Fried of the *President Roosevelt* brought him back to the derelict once more.

In the meantime the situation had grown steadily worse. A 45-ton derrick on the forward deck of the *Antinoe* had broken loose and was causing vital damage. The ship's engines had stopped and Capt. Tose, after a magnificent struggle against dreadful odds, decided to "abandon ship". Five successive attempts were made by the *President Roosevelt* to drift lifeboats down upon the *Antinoe* attached to a line. The Lyle rocket-gun on board the liner also fired lines to the derelict, but they either snapped or fell short, only one reaching its target and parting soon after.

On the 27th, the weather having improved, a boat from the *President Roosevelt* took off a party from the *Antinoe* without loss, and just after midnight another successful trip brought away the gallant Capt. Tose and the remaining members of his crew. At

1.35a.m. on the 28th the *President Roosevelt* left the sinking *Antinoe*, having rescued every man on board, and proceeded on her way to Plymouth.

The captain and crew of the *President Roosevelt* were the recipients of the thanks of the British government and the congratulations of the Admiralty. The occasion was also marked by a letter of thanks from King George V to President Coolidge to which the President replied. The owners of the *Antinoe* made a presentation to Capt. Fried and his officers.

ANTIOCO ACCAME

Fratelli S. & E, Accame; 1895; London & Glasgow Co.; 4,439 tons; 391-8x46-6x27-9; 350 n.h.p.; triple-expansion engines. The Italian steamship *Antioco Accame* was torpedoed and sunk by a German submarine on March 4th, 1918, W. of Gibraltar.

ANTIOPE

New Egypt & Levant Shipping Co.; 1930; Napier & Miller; 4,545 tons; 400-8x54-2x25-3; 418 n.h.p.; triple-expansion engines. The British ship *Antiope* was bombed and sunk on October 27th, 1941, when on a voyage from London to New York. A lifeboat was washed ashore.

ANTIJE FRITZEN

Johs.Fritzen&Sohn; 1916; W. Pickersgill & Sons; 4,330 tons; 365 X51 X25-9; 361 n.h.p.; triple-expansion engines. The steamship *Antje Fritzen* was torpedoed and sunk by a British submarine on September 21st, 1943, off North Norway.

ANTOLIN DEL COLLADO

Empresa Naviera de Cuba, S.A.; 1881; Scott & Co.; 995 tons; 210-4x32-4x14-3; 235 n.h.p.; compound engines. The Cuban ship *Antolin del Collado* sank after colliding with the *Hallmoor* on October 15th, 1930, 2 miles off Mariel, Cuba.

ANTON

A/B Skagerack; 1882; Oswald, Mordaunt & Co.; 1,568 tons; 258-9x36x18; 173 n.h.p.; compound engines. The Swedish steamship *Anton* was torpedoed and sunk by a German submarine on June 6th, 1917, in the North Sea.

ANTON SCHMITT

German Navy, destroyer; 1937; Deschimag; 1,811 tons; 384 x 38x9-5; 55,000s.h.p.; 36knots; turbine engines; five 5 in. guns, four 37 mm., 8 T.T.

The *Anton Schmitt* was one of the flotilla of German destroyers sunk in the first battle of Narvik on April 10th, 1940. A full account of both battles is given under the flotilla leader, *Hardy*, which was sunk in the first action. There is also a short account under the Norwegian coast defence ship, *Norge*.

ANTONICO

Manoel Leonidas de Albuquerque; 1919; Ch. & At el. de St. Nazaire; 1,223 tons; 218-6x34-2x13-2; 81 n.h.p.; compound engines.

The Brazilian ship *Antonico* was shelled and sunk by a German submarine on September 28th, 1942, at the entrance to the Maro- wyne River, Brazil. Sixteen of the crew of 40 were killed.

ANTONIETTA

G. Bozzo fu L.; 1895; Russell & Co.; 4,434 tons; 388-5X 47-1x21-7; 350 n.h.p.; triple-expansion engines.

The Italian ship *Antonietta* was wrecked on December 8th, 1928, on the Susan Rock, Morocco.

ANTONIETTA LAURO

A.Lauro; 1928; P.Smit, Jr.; 5,428 tons; 435-5x55-2x26-5; 500n.h.p.; triple-expansion engines.

The Italian steamship *Antonietta Lauro* was torpedoed and sunk by the British submarine *Upholder* on April 25th, 1941, off the Kerkenna Islands, Tunisia.

ANTONIO

Egypt & Levant Steamship Co.; 1905; J. Blumer & Co.; 2,652 tons; 314x46-5x20-6; 287n.h.p.; 95knots; triple-expansion engines.

The steamship *Antonio* was mined and sunk seven miles off Dartmouth on March 7th, 1917. The captain and ten men were killed.

ANTONIO

Maritime Shipping & Trading Co.; 1918; J. L. Thompson & Sons; 5,225 tons; 400-3x52-3x28-4; 517n.h.p.; triple-expansion engines.

The *Antonio* was damaged in a collision with the *Fort Moose* on March 28th, 1945, off Milford Haven. She capsized and sank on March 31st, about five miles off St. Ann's Head.

ANTONIO DA NOLI

Italian Navy, destroyer; 1929; Tirreno; 1,628 tons; 352 X 33-5x16-7; 50,000s.h.p.; 38 knots; turbine engines; Odero boilers; six 4 • 7 in. guns, four 37 mm., 4 T. T., 50 mines.

The Italian destroyer *Antonio da Noli* was mined and sunk off Maddalena on September 9th, 1943. The vessel's normal complement was 185.

ANTONIO GARCIA

F. Gar da; 1883; Short Bros; 2,051 tons; 275x38-6x20-6; 211 n.h.p.; compound engines.

The Spanish ship *Antonio Garcia* was sunk in a collision off Vigo on December 14th, 1929.

ANTONIO LOCATELLI

Soc. Anon. Cooperativa diNav. "Garibaldi"; 1920; Western Pipe & Steel Co.; 5,691 tons; 427x54-3x27-1; 359n.h.p.; triple-expansion engines.

The Italian ship *Antonio Locatelli* was intercepted by a British warship and sunk by gunfire on November 12th, 1940, 12 miles from Valona. The body of one of the crew was found; there were no survivors.

ANTONIO PIGAFETTA

Italian Navy, destroyer; 1929; Quarnaro; 1,628 tons; 352 X 33-5x16-7; 50,000s.h.p.; 38 knots; turbine engines; Yarrow boilers; six 4 • 7 in. guns, four 37 mm., 4 T.T., 50 mines.

The Italian destroyer *Antonio Pigafetta* was bombed by Allied aircraft at Trieste on February 17th, 1945. The vessel was among those which had fallen into German hands at the time of the Italian surrender in September 1943. Her normal complement was 185.

ANTONIOS

D.Lemos; 1896; Richardson, Duck & Co.; 2,720 tons; 300X 42-1x17-2; 246n.h.p.; triple-expansion engines.

On September 15th, 1923, there was an explosion in the hold of the Greek ship *Antonios*. She caught fire and sank in 49° 36' N., 6° 08' W.

ANTONIOS CHANDRIS

J. D. Chandris; 1918; Kawasaki Dkyd. Co.; 5,867 tons; 385 x51x 36; 440 n.h.p.; triple-expansion engines.

The Greek ship *Antonios Chandris* was intercepted and sunk by a German raider on September 8th, 1940, in 12° N., 35° W. The chief officer and nine men reached shore.

ANTONIOS J. DRACOULIS

G. A. Dracoulis; 1906; Swan, Hunter & Wigham Richardson; 3,301 tons; 331-3x49x22-7; 295 n.h.p.; triple-expansion engines.

The Greek steamship *Antonios J. Dracoulis* was torpedoed and sunk by a submarine on January 24th, 1918, in the Mediterranean.

ANTONIOS M. MAVROGORDATOS

A.M.Mavrogordatos; 1901; Ropner&Son; 3,771 tons; 340 X 49-6x25-6; 332n.h.p.; triple-expansion engines.

The Greek steamship *Antonios M. Mavrogordatos* was torpedoed and sunk by a German submarine on June 17th, 1917, off the Scilly Islands.

ANTONIOS N. THEOPHILATOS

ANTONIOS N. THEOPHILATOS

C. A. Theophilatos; 1889; *Palmers' Co.*; 2,282 tons; 290x40-2x21-2; 289n.h.p.; triple-expansion engines. The Greek steamship *Antonios N. Theophilatos* was torpedoed and sunk by a submarine on March 20th, 1918, in the Mediterranean.

ANTONIOSSTATHATOS

C. Stathatos; 1901; *J. Blumer & Co.*; 2,743 tons; 319-6x46-1x21; 261 n.h.p.; triple-expansion engines. The Greek steamship *Antonios Stathatos* struck a mine and sank on December 1st, 1917, in the Bay of Biscay.

ANTONIOTTO USODIMARE

Italian Navy, destroyer; 1929; *Odero*; 1,628 tons; 352x33-5x16-7; 50,000s.h.p.; 38 knots; turbine engines; *Odero boilers*; six 4" 7 in. guns, four 37 mm.A.A., eight 13 mm.A.A., 4 T.T. The Italian destroyer *Antoniotto Usodimare* was mined and sunk about 80 miles N. of Cape Bon on August 8th, 1942. The vessel carried a complement of about 200.

ANTONIS

Antonis G. Lemos' Sons; 1915; *R. Thompson & Sons*; 3,729 tons; 350x50-5x22-8; 346 n.h.p.; triple-expansion engines. The Greek ship *Antonis* left St. Vincent, C.V., on January 4th, 1941, bound for Rosario. She was intercepted and sunk by a German raider on January 7th. It was afterwards learned that the crew were prisoners of war in Germany.

ANTONIS G. LEMOS

S. A. Lemos & P. A. Lemos; 1911; *Bar tram & Sons*; 4,410 tons; 385x52x25-1; 401 n.h.p.; triple-expansion engines. The Greek steamship *Antonis G. Lemos* was on a voyage from Danzig to Buenos Aires when, on August 24th, 1936, she collided in a fog with the British warship *Keith* in lat. 49° 56' N., long. 2° 17' W., and sank on the same afternoon.

ANTONIS GEORGANDIS

Georgandis Bros.; 1915; *Rotterdam Droogd. Maats.*; 3,557 tons; 345-6x48-8x23-2; 361 n.h.p.; triple-expansion engines. The Greek ship *Antonis Georgandis* left St. Vincent, C.V., on June 5th, 1940, for Limerick with a grain cargo. On June 14th, she was shelled and sunk by a German submarine. No lives were lost.

ANTONY

Booth Line; 1907; *Hawthorn Leslie & Co.*; 6,446 tons; 418-5X52-3x27-2; 850 n.h.p.; 14 knots; triple-expansion engines. The Booth liner *Antony* was torpedoed and sunk by a German U-boat 19 miles W. by N. of Coningbeg lightship on March 17th, 1917. Fifty-five persons lost their lives. The captain was among the survivors.

ANTUNG

China Nav. Co.; 1926; *Taikoo Dkyd. & Eng. Co.*; 3,509 tons; 338-5x49-3x24" 1; 12 knots; turbine engines. The British ship *Antung*, Capt. Ashby, went ashore in a fog on March 6th, 1933, about 3½ miles S. of Mofu Point, Hainan Island. There were 420 passengers and 111 crew on board, and altogether 70 lost their lives.

ANIVERPIA

Cia. de Nav. Sud-Atlantique Beige; 1908; *Swan, Hunter & WighamRichardson*; 4,933 tons; 401-2x52-5x20-2; 470n.h.p.; quadruple-expansion engines. The Belgian steamship *Aniverpia* was bombed by German aircraft in Boulogne harbour on May 23rd, 1940. She was beached and burned out.

ANU

A. Saarna & G. H. Dalgren; 1883; *J. Readhead & Co.*; 1,421 tons; 250x36-2x17-6; 135 n.h.p.; compound engines. The Estonian steamship *Anu* struck a mine and sank on February 6th, 1944, off the River Tay. Six of her crew were killed,

ANUBIS

James Moss & Co.; 1890; *Aitken & Mansel*; 2,300 tons; 320x39x20; 290 n.h.p.; triple-expansion engines. The British steamship *Anubis* was wrecked in November, 1900, at Cape Torinana on the N.W. coast of Spain while sailing from Alexandria to Liverpool with a cargo of cotton.

ANVERS

Cie. Royale Belgo-Argentine; 1908; *Flensburger Schiffsb. Ges.*; 4,398 tons; 383-3x52-1x25-3; 306n.h.p.; triple-expansion engines. The Belgian ship *Anvers* was bombed and sunk by German aircraft in the N. Atlantic on November 13th, 1940. One man was killed.

ANYO MARU

Inui Gomet Kaisha; 1888; *Palmers'Co.*; 2,147 tons; 275-3X37-6x21-4; 225n.h.p.; triple-expansion engines. The Japanese ship *Anyo Mam* left Keelung on August 27th, 1922, for Yokohama with a cargo of rice and was never heard of again.

ANYO MARU

Nippon Yitsen K.K.; 1913; *Mitsubishi Dockyard*; 9,257 tons; 460X59-7X32-5; 1,157 n.h.p.; turbine engines. The steamship *Anyo Mam* was torpedoed and sunk by the U.S. submarine *Barb* on January 8th, 1945, near the Pescadores Islands.

ANZAN MARU

Dairen Risen K.K.; 1915; *Irvine's S.B. & D.D. Co.*; 3,890 tons; 350-2x51-1x24; 302 n.h.p.; triple-expansion engines. The steamship *Anzan Mam* was torpedoed and sunk by the U.S. submarine *Scorpion* on July 3rd, 1943, in the Yellow Sea.

ANZAN MARU

Kokoku Risen K.K.; 1919; *Columbia River S.B. Corp.*; 5,493 tons; 410x54-2x27-6; turbine engines. The steamship *Anzan Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on March 16th, 1944, off Okinawa Island.

AOBA

Japanese Navy, heavy cruiser; 1926; *Mitsubishi*; 7,100 tons; 580x50-7x14-7; 95,000 s.h.p.; 33 knots; turbine engines; *Kanpon boilers*; six 8 in. guns, four 4-7in., 10m.g., 12 T.T., 3 aircraft.

The Japanese heavy cruiser *Aoba* was one of a group of vessels of war, comprising three battleships, two heavy cruisers and one light cruiser lying in Kure harbour on July 28th, 1945, when a concentrated attack was made upon shipping by British and American naval aircraft. Every ship was sent to the bottom, the *Aoba* and the battleship *Hyuga* sinking in shallow water. This was the last large-scale air attack prior to the cessation of hostilities between Japan and the Allies on August 15th, 1945.

The full story of the attack is told under the battleship *Haruna*.

AOBA MARU

Kawasaki Risen K.K.; 1948; *Kawasaki Jukogyo K.K.*; 599 tons; 157-6x26-2x11-8; triple-expansion engines. The Japanese ferry *Aoba Maru* sank during a typhoon on June 21st, 1949, about ten miles off Himeshima, Kuyushu.

AOBASAN MARU

Sato Shoten; 1917; *Ishikawajima S.B. Co.*; 2,181 tons; 268X40-7x23-5; 169n.h.p.; triple-expansion engines. The *Aobasan Maru* was wrecked on May 7th, 1924, at Cape Ashizuri.

AOBASAN MARU

Mitsui Bussan K.K.; 1935; *Mitsui Bussan K.K.*; 8,812 tons; 450x62x39-2; 1,230n.h.p.; oilengines. The motor vessel *Aobasan Maru* was bombed and sunk by U.S. aircraft on December 30th, 1944, W. of Luzon Island.

AOKIMARU

Teikoku Sempaku; 3,710 tons. The steamer *Aoki Maru* was sunk by U.S. carrier-based aircraft on November 13th, 1944, off Manila.

AOTAKA

Japanese Navy, minelayer; 1940; Harima; 2,000 tons; 320 x — X —; 20 knots.
The Japanese minelayer *Aotaka* was torpedoed and sunk off North Borneo by the U.S. submarine *Pargo* on September 26th, 1944. The vessel carried a complement of over 200.

APALOIDE

LloydBrasileiro; 1917; Helsingors Jernsk. & Msk.; 5,766 tons; 361 • 9 X 50 • 2 X 23 • 7; 237 n.h.p.; triple-expansion engines.
The Brazilian ship *Apaloide* was torpedoed and sunk by a submarine on November 22nd, 1942. She was on a voyage from Pernambuco to New York. Five lives were lost.

APAPA

Elder Dempster & Co.; 1914; Harland & Wolff; 7,832 tons; 425-7x57-3x31-3; 516n.h.p.; 14 knots; quadruple-expansion engines.
The Elder Dempster liner *Apapa*, Capt. Toft, one of the largest in the company's fleet at that time, was returning home from West Africa when she was torpedoed by a German submarine. The vessel had reached a position three miles N. by E. of Lynas Point, near Liverpool, when she was attacked at 4.10 a.m. on Wednesday, November 28th, 1917, when steaming at 13 knots. No sign of the submarine was visible to those on board. The torpedo exploded on the starboard side nearly amidships, extinguishing the electric light and making the work of mustering the passengers much more difficult, but fortunately the sea was calm, with brilliant moonlight. Capt. Toft managed to launch a number of boats without mishap, but ten minutes after the first attack a second torpedo struck one of the boats containing from 20 to 30 people and killed or drowned the majority.
There were 249 persons on board the *Apapa*, of whom 129 were passengers, and 40 passengers and 37 crew were lost. Capt. Toft went down with the ship, but came to the surface and was rescued.

APAPA

Elder Dempster Lines; 1927; Harland & Wolff; 9,333 tons; 451x62x31; 1,651 n.h.p.; 14-5 knots; oilengines.
The liner *Apapa*, Capt. Vaughan Davies, was bombed and sunk by German aircraft on November 15th, 1940, at a position about 200 miles W. of Achill Head, Co. Mayo, five passengers and 18 crew being killed. Capt. Davies was among the survivors.

APARIMA

Union Steamship Co. of New Zealand; 1902; W. Denny & Bros; 5,704 tons; 430-5x54-3x28-5; 389n.h.p.; 12 knots; triple-expansion engines.
The liner *Aparima*, Capt. Doorly, was bound from London to Barry, in ballast, and carried a party of cadets training for the New Zealand mercantile marine. The vessel left the Downs on the night of November 18th, 1917, having on board 24 European crew, 62 native crew, 29 cadets and the pilot. At about 50 minutes past midnight on the 19th, when six miles S.W.f.W. of Anvil Point the liner was torpedoed aft by an unseen submarine. The night was very dark with a slight sea and the ship at once settled by the stern, the wireless cabin being flooded so that all messages ceased. In from six to eight minutes of being torpedoed the *Aparima* had sunk with her stern on the seabed and her bow in the air, remaining thus for a time and then rolling over with flames pouring from her funnel.
The loss of life was very heavy, totalling 56 persons, of whom 17 were cadets, nine European members of the crew and 30 native seamen. The pilot was among the survivors. Capt. Doorly, who dived overboard at the last moment was rescued by one of the boats. One boat containing 26 men was picked up by the Norwegian steamship *Gulhang*.

APOLLON

Soc. Anon. "Les Affreteurs Reunis"; 1912; Dundee S.B. Co.; 1,129 tons; 200-2x35-1x12-2; 159n.h.p.; triple-expansion engines.
The French ship *Apollon* caught fire on October 26th, 1925, in Beirut harbour. She had a cargo of dynamite and benzine, and to prevent the fire from spreading, she was sunk by gunfire.

APOLLONIA

Sicilia Societa di Nav.; 1891; Reiherstieg Schiffswerft; 2,861 tons; 334-3x40x23-6; 276n.h.p.; triple-expansion engines.
The Italian steamship *Apollonia* struck a mine and sank on March 1st, 1917, in the North Sea.

APOLLONIA

Nederl. Indische Tankstoomboot Moats.; 1931; Rijkee & Co.; 2,086 tons; 260-5x48-1x15; 286n.h.p.; oilengines. The Dutch tanker *Apollonia* was attacked by the German destroyers *Hans Lody*, *Karl Galster* and *Richard Beitzen* and sunk by shell fire and torpedoes on November 25th, 1940, between the Lizard and Wolf Rock. Fourteen of the crew were killed.

APPALACHEE

Anglo-American Oil Co.; 1930; Palmers'Co.; 8,826 tons; 477X 63-8x34-8; 785 n.h.p.; oilengines.
The British oil tanker *Appalachee* was torpedoed and sunk by a submarine in 54° 30' N., 20° W. on December 1st, 1940. Thirty-two of the crew were saved.

APSCHERON

Soc. Anon. a"Arm. a"Industrie et de Commerce; 1887; Palmers" Co.; 1,850 tons; 271x37-2x15-2; 203 n.h.p.; triple-expansion engines.
The Belgian steamship *Apscheron* struck a mine and sank on October 15th, 1915, in the Black Sea.

AQUEITY

F. T. Everard & Sons; 1945; A. & J Inglis; 890 tons; 193 X 32x14-5; 125n.h.p.; oilengines.
The British ship *Aqueity* struck a mine and sank on November 11th, 1947, near Terschelling.

AQUIDABAN

Brazilian Navy, turret ironclad; 1885; Thames Ironworks; 4,950 tons; 280 x 52x18-6; 6,200 i.h.p.; 15 knots; triple-expansion engines; four 9 • 4 in. guns, four 5 • 5 in., 13 m.g., 5 T.T.
The Brazilian ironclad *Aquidaban* first came into prominence when she bombed and silenced the forts at Santa Cruz in 1892. In the rebellion of September, 1893, she was torpedoed and sunk in shallow water by the *Sampaio*, but was afterwards raised and refitted. Owing to her activities in these revolutions she became one of the best-known fighting ships of her time. After over 20 years' service she was still accounted one of the most formidable units in the navies of South America.
On Sunday, January 21st, 1906, she was lying off Jacarapagua, a little port some miles S. of Rio de Janeiro. She was at the time accompanying the cruiser *Barroso*, which had the Minister of Marine on board, the object of the cruise being the selection of a suitable site for a naval dockyard. The *Aquidaban* had an official complement of 350, to which must be added a commission consisting of three rear-admirals and several lesser officers, and she was crowded beyond her normal sleeping capacity.
At 11.15 a.m. the ship blew up and sank in three minutes, 212 being drowned, 36 injured and 98 rescued. Rear-Admirals Rodrigo Darocha, Calheiros de Graca and Candido Brasil, with the commander, Capt. Alvas del Arros, were among the drowned.

AQUILA

T.B. Heistein & Sonner AIS; 1888; R. Dixon & Co.; 2,191 tons; 288-7x38-4x19-1; 217n.h.p.; triple-expansion engines. The Norwegian steamship *Aquila* was sunk by a German submarine on June 18th, 1916, in the Mediterranean.

AQUILA

German Government; 1908; Chantiers Navales Anversois; 3,495 tons; 346-8x48-1x23-1; 317n.h.p.; triple-expansion engines. The steamship *Aquila* was formerly the Panamanian *Alba*, seized by the Germans. On November 8th, 1944, she was bombed and sunk by British aircraft off North Norway.

AQUILONE

AQUILONE

Italian Navy, destroyer; 1927; Odero; 1,092 tons; 307-5 x 30-5 x 10-7; 40,000s.h.p.; 36 knots; turbine engines; Express boilers; four 4-7 in. guns, four 37 mm., two 13 mm., 6 T.T.
The Italian destroyer *Aquilone* was mined and sunk in Benghazi harbour on September 17th, 1940. The normal complement of the vessel was 142.

AQUINO

Italian Government; 1932; Swan, Hunter & Wigham Richardson; 5,079 tons; 381-7x53-8x23-4; turbine engines. The steamship *Aquino* was formerly the French *El Kantara*, taken over by the Italians. She was bombed and sunk on April 23rd/24th, 1943, N.W. of Marittimo.

AQUITANIA

Ditta Luigi Pittaluga Vapori; 1924; Blythsw'd S.B. Co.; 4,971 tons; 414-6x53-2x26-9; 425n.h.p.; triple-expansion engines.
The Italian steamship *Aquitania* was torpedoed, bombed and sunk by British aircraft on July 15th, 1943, 60 miles S.W. of Civitavecchia.

ARAB

A.R. BurkhW&Sons; 1890; Palmer & Co.; 4,191 tons; 375'X 46-3x20-4; 434 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Arab* was torpedoed and sunk by a German U-boat 18 miles N. by E. of Cape Serrat on January 7th, 1918. Twenty-one men were killed. The captain was among the survivors.

ARABIA

Peninsular & Oriental Steam Navigation Co.; 1898; J. Caird & Co.; 7,933 tons; 499-7x54-3x24-5; 11,000 i.h.p.; 18 knots; triple-expansion engines.
The P. & O. liner *Arabia*, under command of Capt. Palmer, left Sydney for England on September 30th, 1916, calling at various ports en route. At about noon on November 6th she was in the Mediterranean, 112 miles W. by S. of Cape Matapan, with 723 persons on board when she was torpedoed by a German submarine. The *Arabia* sank in 20 minutes but so good was the discipline on board that 721 persons were transferred to the boats and got away in safety. The only loss was that of two members of the crew who were killed by the explosion.

The *Arabia* was carrying a very large mail from Australia, all of which was lost.

ARABIA MARU

Osaka ShosenK.K.; 1936; W. Hamilton & Co.; 9,480 tons; 475 X 61 X 40 • 7; 319 n.h.p.; triple-expansion engines.
The liner *Arabia Maru* was torpedoed and sunk by the U.S. submarine *Bluegitt* on October 18th, 1944, about 100 miles E. of Manila, while serving as a transport.

ARABIC

White Star Line; 1903; Harland & Wolff; 15,801 tons; 600-7X 65-5x47-1; 1,228 n.h.p.; 16 knots; triple-expansion engines.
The White Star liner *Arabic* with 434 passengers and crew under Capt. W. Finch was approaching the dangerous submarine area off the Old Head of Kinsale on the morning of August 19th, 1915, when she was torpedoed by the submarine U-24 at close range. She was struck on the starboard side about 100 feet from the stern and sank in about ten minutes, but thanks to the good discipline and seamanship of the officers and crew 390 persons were saved. Nevertheless there was a death-roll of 44, of whom several were United States citizens.

In the exchange of notes between the U.S. and Germany the Germans maintained that the *Arabic* attempted to ram the submarine and that the torpedo was fired in self-defence. The commander of the U-24, Lt. Cdr. Schneider, had received orders not to sink passenger liners without warning, but he mistook the zig-zag course of the *Arabic* for a deliberate attempt to confuse him and then run him down. He therefore felt justified in using his torpedo armament. Ultimately the Germans dropped their contention that the torpedoing was necessary and on October 5th Count Bernstorff, German ambassador, addressed a letter to Mr. Lansing, American Secretary of State, announcing that orders to submarine com-

manders to avoid passenger ships "... had been made so stringent that a recurrence of incidents similar to the *Arabic* case is considered out of the question".

This statement had the effect of allaying public alarm in America and diplomatic relations between the two countries were precariously maintained for another year.

ARABIS

British Navy, sloop; 1915; Great Britain; 1,175 tons; 267-7X 33-5x11; 2,000 i.h.p.; 16-5 knots; triple-expansion engines; cylindrical boilers; two 4 in. guns, two 12pr.

The British mine-sweeping sloop *Arabis* was a unit of the 10th Sloop Flotilla engaged in the work of keeping the North Sea channels free during the First World War. Her captain was Lt.Cdr. Hallowell-Carew and she carried a complement of 98 officers and men. On February 10th, 1916, the flotilla was engaged in sweeping operations in the North Sea preparatory to a concentration of the British Grand Fleet, as there were signs that the German High Seas Fleet might come out at any moment. So likely was the possibility that the Admiralty closed down all wireless communication and, although the flotilla was unaware of enemy activity, it was thought inadvisable to warn it. Just before midnight the little ships were attacked by destroyers, but, with the exception of the *Arabis* managed to escape.

The action that ensued commenced with an attack by three of the enemy on the British ship, which had her steam-pipe cut and her wireless disabled. So well did she fight, however, that her attackers were driven off for the time. Later another attack was made, this time by six destroyers, and the *Arabis*, still fighting gallantly, was sunk by torpedoes.

The only survivors were Lt.Cdr. Hallowell-Carew and another officer. They were treated with great courtesy by the Germans who were deeply impressed by the stout-hearted resistance of all on board the *Arabis*.

ARABIS

Flower Motor Ship Co.; 1914; Swan, Hunter & Wigham Richardson; 3,928 tons; 350x47-1x24-6; 302n.h.p.; 10 knots; oil engines.
The motor vessel *Arabis* was torpedoed and sunk by a German U-boat 210 miles W. by S. of Ushant on September 16th, 1917. The captain and 19 men were killed.

ARABISTAN

F. C. S. trick & Co.; 1929; J. Readhead & Sons; 5,874 tons; 425-7x55x28-5; 787n.h.p.; 13-5 knots; reciprocating and turbine engines.
The liner *Arabistan*, Capt. E. R. Barrett, was sunk by a German raider on, or about, August 18th, 1942, approximately 500 miles due E. of Aracaju, Northern Brazil. She carried a crew of 57 and 10 gunners. The chief officer was later reported to be a prisoner of war in Japan.

ARABUTAN

PedroBrando; 1917; Union Iron Works Co.; 7,874 tons; 410 X 56x38; 609n.h.p.; triple-expansion engines.
The Brazilian ship *Arabutan* was torpedoed and sunk by a German submarine on March 7th, 1942, when she was 70 miles from Newport News.

ARACATACA

Elders&Fyffes; 1911; Workman Clark & Co.; 4,154 tons; 376-3X 48 • 5 X 29 • 1; 413 n.p.h.; triple-expansion engines.
While on a voyage from Liverpool to Dunkirk with a cargo of frozen meat, the *Aracataca* sank in a collision off Beachy Head on April 18th, 1917.

ARACATACA

Elders&Fyffes Line; 1924; Cammell Laird; 5,378 tons; 400 -5 x 51-4x30-4; 447 n.h.p.; 13 • 5 knots; triple-expansion engines.
The Elders and Fyffes ship *Aracataca*, Capt. S. Browne, was torpedoed and sunk by a submarine in the North Atlantic on November 29th, 1940. Eight persons were killed. Capt. Browne was among the survivors.

ARAGON

Royal Mail Steam Packet Co.; 1905; *Borland & Wolff*; 9,588 tons; 513-2x60-4x30-8; 827n.h.p.; 15 knots; quadruple-expansion engines.

The liner *Aragon*, Capt. F. Bateman, was taken over by the British government from the R.M.S.P. Co. during the First World War. She was employed as an auxiliary transport and in December, 1917, was bringing reinforcements to the army operating in Palestine under General Allenby. The ship was full to capacity, having no less than 2,700 persons on board, of which number about 2,500 were troops.

On her arrival at Alexandria on December 30th, 1917, the ship was permitted to enter the harbour, but later was ordered out again. She anchored outside without any protection from submarine attack, for which she was an easy target. This piece of indiscretion on the part of the authorities did not remain long unpunished, for the *Aragon* was torpedoed and sunk by a submarine with a total loss of 610 persons, of whom 19 were crew, including Capt. Bateman.

ARAKAKA

Booker Bros., McConnell & Co.; 1933; *Lithgows*; 2,379 tons; 322•5x43•5X18•5; 221n.h.p.; 10•5 knots; triple-expansion engines.

The steamer *Arakaka*, Capt. William Walker, was on service in the North Atlantic carrying out meteorological duties for the Admiralty. She was last heard of on June 23rd, 1941, and it is assumed that she was the victim of a submarine attack. The vessel carried a crew of 45 including Admiralty personnel.

ARAMIS

Skibs A/S "Aramis"; 1931; *Burmeister & Wain*; 7,984 tons; 457-2x59-7x34-9; 624n.h.p.; oil engines.

The Norwegian tanker *Aramis* was intercepted in the South Atlantic by a German raider with attendant motor torpedo boats on July 16th, 1942. She was torpedoed by a torpedo boat but was able to continue on her course. For some hours she was shelled by the torpedo boat until, early on the 17th, the latter was able to board her. She was then sunk with explosive charges. Nineteen of her crew were killed.

ARANDA

A/S Aranda; 1890; *Richardson, Duck & Co.*; 1,838 tons; 270x36-6x16-5; 193 n.h.p.; triple-expansion engines. The Norwegian steamship *Aranda* struck a mine and sank on August 5th, 1916, off the west coast of Scotland.

ARANDORA STAR

Blue Star Line; 1927; *Cammell Laird*; 15,501 tons; 512-8 X 68-3x42-5; 2,080 n.h.p.; 16 knots; turbine engines.

The Blue Star liner *A random Star* was torpedoed and sunk by a German U-boat about 75 miles W. of Bloody Foreland, Ireland, at about 6 o'clock on the morning of Tuesday, July 2nd, 1940. The liner was under command of Capt. Moulton and carried 1,178 German and Italian internees proceeding to Canada, the remainder consisting of 176 crew and 254 troops charged with the duty of guarding the prisoners. Immediately the torpedo exploded there was panic among the Germans and Italians, who fought each other with ferocious savagery. In attempting to rush the boats scores were forced overboard and drowned.

The number of internees who lost their lives was 613, of whom 143 were German and 470 Italian. In addition 57 of the crew and 91 soldiers were lost.

ARASAN MARU

Mitsui Sempaku; 6,886 tons.

The steamship *Araosan Mam* was torpedoed and sunk by the U.S. submarine *Hardhead* on April 6th, 1945, in the Gulf of Siam.

ARARA

Cia. "Serras" de Navegacao o Comercio; 1907; *Hawthorn Leslie & Co.*; 1,075 tons; 240•2X35X12-8; 143 n.h.p.; triple-expansion engines.

The Brazilian ship *Arara* was sunk by a German submarine on August 16th, 1942, off the coast of Brazil. Twenty of the crew of 35 were lost.

ARARAQUARA

Lloyd Nacional S.A.; 1927; *Cant. Nav. Triestino*; 4,872 tons; 378x53-7x24-4; 1,008n.h.p.; oil engines.

On a voyage between Bahia and Pernambuco, the Brazilian passenger liner *Araraquara* was torpedoed and sunk by a submarine on the 16th August, 1942. Twelve persons were missing.

ARARE

Japanese Navy, destroyer; 1937; *Maiduru*; 1,500 tons; 356 X 33-3x9; 39,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.

The Japanese destroyer *Arare* was engaged in operations around the Aleutian Islands following upon a Japanese landing early in June, 1942. An American task force under Rear-Admiral R. A. Theobald was constantly attacking Japanese shore establishments and intercepting sea-borne supplies. The fighting was carried on amid almost continuous fog and bad weather, and on July 5th, when the *Arare* was off Kiska, she was torpedoed and sunk by the U.S. submarine *Growler*.

The destroyer's normal complement was 180.

ARASHI

Japanese Navy, destroyer; 1940; *Maiduru*; 2,000 tons; 364 X 35x11; 45,000s.h.p.; 36 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.

The Japanese destroyers *Arashi* and *Hagizake* both of 2,000 tons, and *Kawakaze*, 1,368 tons, in company with a cruiser were escorting a convoy of troops and supplies into Vella Gulf, between Kolombangara and Vella Lavella islands, Solomons Group, on the night of August 6th, 1943. An American destroyer flotilla under command of Cdr. Frederick Moosbrugger surprised the convoy shortly before midnight and after a sharp engagement lasting about 45 minutes all three Japanese destroyers were sunk. One destroyer lay burning for a considerable time before she sank and by the light of the blaze the Americans were enabled to rescue many survivors from the transports, nevertheless the Japanese loss amounted to some thousands.

The *Arashi* and *Higizake* carried complements of over 200 apiece. The normal complement of the *Kawazake* was 180, but it was probably in excess of this figure at the time of the action. The American flotilla sustained no loss or casualties.

The action was known as the battle of Vella Gulf.

ARASHIO

Japanese Navy, destroyer; 1939; *Kawasaki*; 1,500 tons; 356x33-3x9; 39,000s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.

The Japanese destroyer *Arashio* was escorting a convoy carrying the 20th and 51st Divisions of the Japanese Army from Rabaul to New Guinea. When crossing the Huon Gulf on March 2nd-3rd, 1943, an attack was made on the ships by 136 Allied aircraft of all classes. Nearly all the transports were sunk as well as four destroyers, including the *Arashio*. The Japanese loss in personnel approximated to 15,000 troops.

For full details, see the Japanese destroyer *Tokitsukaze*.

ARATAMA MARU

Tamai Shosen K.K.; 1938; *Tsurumi Seitetsu Zosen K.K.*; 6,784 tons; 446-5x59-1x33-8; 398n.h.p.; turbine engines.

The steamship *Aratama Mam* was taken over by the Japanese Navy for service as a submarine tender. She was torpedoed and sunk by the U.S. submarine *Seahorse* on April 8th, 1944, between Guam and Yap Island.

ARAYAT

Philippine Government; 1931; 903 tons.

The revenue cutter *Arayat* was bombed and sunk by Japanese aircraft on December 27th, 1941.

ARBEECO

T. M. Kirkwood; 1894; *S. McKnight & Co.*; 745 tons; 190X 27-1x13-2; 99 n.h.p.; triple-expansion engines.

The small British ship *Arbeeco* was wrecked on May 10th, 1922, on Renew's Rock, near Cape Race, N.F.L., while on a voyage from Liverpool to Quebec.

ARBOREA

ARBOREA

"Tirrenia" Soc. Anon. diNav.; 1929; Soc. Odero-Terni; 4,959 tons; 377-1x50x24-5; 1,511 n.h.p.; oil engines.

The Italian motorship *Arborea* was bombed and sunk by Allied aircraft on January 17th, 1944, at Sibenik.

ARBUTUS

British Navy, sloop; 1917; Armstrong Whitworth; 1,290 tons; 262 x 35x13-7; 2,500 i.h.p.; 17 knots; triple-expansion engines; cylindrical boilers; two 4 in. guns, two 12 pdr.

The sloop *Arbutus*, acting as a special service vessel, was torpedoed by a German submarine in St. George's Channel in very rough weather on December 16th, 1917. The sloop, which was under command of Cdr. Charles H. Oxlade, R.D., R.N.R., carried a complement of 93. Had the weather moderated it is possible that the vessel might have been saved. She foundered with the loss of Cdr. Oxlade and another officer and seven ratings.

ARBUTUS

British Navy, corvette; 1940; W. Simons & Co.; 925 tons; 193x32x16; 17 knots; quadruple-expansion engines; one 4 in. gun, several smaller.

The corvette *Arbutus*, Lt. A. L. W. Warren, D.S.C., was torpedoed and sunk by a German submarine in the North Atlantic on February 5th, 1942. Lt. Warren and three other officers as well as 39 ratings were killed.

ARCA

Anglo-Saxon Petroleum Co.; 1912; Palmers"Co.; 4,839 tons; 374-6x50-8x27-4; 453 n.h.p.; 11 knots; triple-expansion engines.

The tanker *Area* was torpedoed and sunk by a German submarine 40 miles N.W. by W. of Tory Island on October 2nd, 1918. The captain and 51 men were killed.

ARCA

Leonardo Arrivabene Soc. Anon.; 1885; Oswald Mordaunt & Co.; 2,222 tons; 284-9x40-4x22-9; 281 n.h.p.; oil engines.

The Italian motorship *Area* was sunk by a submarine on October 26th, 1942, in the Aegean Sea.

ARCADIAN

Ellerman Lines; 1891; Short Bros.; 2,855 tons; 320x42x17-8; 266 n.h.p.; 10 knots; triple-expansion engines.

The Ellerman ship *Arcadian* was bound from London to Glasgow to complete her cargo before proceeding to the Persian Gulf. She carried a crew of 51 all told. At 12.51 a.m. on January 2nd, 1910, when in St. George's Channel some 40 miles N. of the Smalls, in thick fog, she was run down by the liner *Ayrshire*, 7,749 tons, Liverpool for Australia. The *Arcadian* was struck on the starboard side abaft the bridge and sank very rapidly. Of her crew 12 Lascars were drowned.

ARCADIAN

Royal Mail Steam Packet Co.; 1899; Vickers, Sons & Maxim; 8,939 tons; 500x55-3x33-7; 506n.h.p.; 15 knots; triple-expansion engines.

The liner *Arcadian*, Capt. C. L. Willats, was taken over from the R.M.S.P. Co. during the First World War and converted into a transport. On April 15th, 1917, the ship with a company of 1,335 troops and crew was proceeding from Salonika to Alexandria, and was in the southern Aegean, 26 miles N.E. of Milo. The troops had just completed boat-drill when a submarine approached unseen and discharged a torpedo which inflicted such extensive damage that the vessel sank in six minutes. Fortunately the men's recent exercise at the boats imparted steadiness and confidence and 1,058 were rescued, either through their own efforts or by the escorting destroyer.

The number drowned was 277 and, had it not been for the sudden capsizing of the vessel, many more would have been saved. Those lost included 19 army officers and 214 other ranks, as well as ten naval ratings and 34 members of the crew. A considerable amount of wreckage and spars was sucked down and this, coming to the surface with great force, killed many who were swimming in the water.

ARCATA

HammondLumber Co.; 1919; Albina Eng. & Machine Works; 2,722 tons; 289x44-1x19-2; 233 n.h.p.; triple-expansion engines.

The American steamship *Arcata* was shelled by a Japanese submarine off Kamchatka on July 15th, 1942. Two of her crew died of injuries and six from exposure.

ARCHANGEL

London & North Eastern Railway Co.; 1910; John Brown & Co.; 2,448 tons; 330-8x43-2x17-8; 10,692 s.h.p.; 21 knots; turbine engines.

The L. & N.E. Railway steamship *Archangel*, Capt. A. P. Sutton, was taken over for service as an auxiliary transport during the Second World War. On the night of May 16th/17th, 1941, the vessel was off the coast of Aberdeenshire when she was attacked by German bombers which scored several hits. The ship was beached. Capt. Sutton was among the survivors but 17 of the crew were killed and 15 wounded.

ARCHANGELSK

U.S.S.R.; 1929; BurntislandS.B. Co.; 2,480 tons; 300 x43-9x21-3; 259n.h.p.; triple-expansion engines.

The Soviet steamship *Archangelsk* was torpedoed and sunk by a German submarine on October 5th, 1943, in the Kara Sea, while in a westbound convoy.

ARCHON

R. Yiadikiaroglou, B. Kalogheras & Th. Vranas; 1921; N.V. Schipsw. de Merwede; 1,364 tons; 238•6X36•6X15•6; 127nhp.; triple-expansion engines.

The Greek ship *Archon* was bombed and sunk by German aircraft on April 21st, 1941, at Euboea, Greece.

ARCOLA

William Thomson & Co.; 1897; W. Gray & Co.; 2,599 tons; 314 X 44 • 1 x 20 - 7; 244 n.h.p.; triple-expansion engines.

The British steamship *Arcola* was wrecked on July 9th, 1908, in Hay Cove, St. Paul's Island, C.B., when sailing in ballast from Preston to Chatham, N.B.

ARCOT

British India S.N. Co.; 1871; W. Denny & Bros.; 1,782 tons; 298 X33-2x25-4; 200 h.p.; compound inverted engines.

The steamship *Arcot* was wrecked in the River Hooghly on October 22nd, 1887, on a voyage from Bombay to Calcutta.

ARCTIC

Collins Line; 1849; William Brown; 2,850 tons; 282 x 45 x 31[• 5 ; 800 i.h.p.; 12-5 knots; side-lever engines; paddles 35-5 ft. diam.

The *Arctic* was a wooden paddle steamship, one of a group of four all of which were identical in design and belonged to the same owner, Mr. E. K. Collins, an enterprising American who desired to found in the United States a steamship line which would be a worthy rival of the Cunard Line of the United Kingdom. The three other ships were the *Baltic*, *Atlantic* and *Pacific* (which see).

These four were the transatlantic marvels of their day. They were installed with a steam heating system, which included the steerage, and were equipped with bath rooms, smoking rooms and barbers' shops. Their speed in fine weather was 12-5 knots and they carried the U.S. mails.

On September 21st, 1854, the ship left the Mersey bound for New York with 246 passengers and 135 crew under Capt. Luce. On the 27th at just after noon, the vessel was 65 miles S.W. by W. of Cape Race, steaming through a dense fog, when she collided with the small French steamship *Vesta*, Capt. Duchesne. The given speed of the *Arctic* was 12 knots and that of the *Vesta* eight knots. Both ships were damaged by the impact but the Frenchman appeared to be the worse. Her passengers were in a panic and the *Arctic* lowered a boat to effect a rescue, but the bulkhead of the *Vesta*, reinforced by the passengers' mattresses and other goods, stood up to the seas and she was able to proceed to St. John's.

The *Arctic* had been struck on the starboard side about 60 feet from the bow and was holed in three places and making water fast. It was therefore decided to set a course for Cape Race, a matter of five hours steaming but already the water was rising in the furnaces

and after 30 minutes the fires were swamped. There was a heavy sea running and the boats, which might have been launched earlier without mishap, were now either carried away or smashed, only two being fortunate enough to reach the shore.

A raft, hurriedly constructed by the sailors, was pushed off with 72 men and four women on it or clinging to its sides. Two days later one man, the sole survivor of the party, was picked up by a passing ship.

The number drowned was 322, including the wife, son and daughter of Mr. E. K. Collins, the head of the line. The saved numbered 59, including Capt. Luce, who went down with the ship with his young son. He came to the surface and clung to some wreckage, but his son died from exposure. The second officer was also among the saved.

The *Vesta* had one man killed by the collision, and 12 persons lost when two of her boats were launched in panic. One was swamped and the other went adrift and was never heard of again.

ARCTIC VIKING

Boyd Line; 1937; *Cochrane & Sons*; 533 tons; 166 • 7 x 27 • 6 X —; triple-expansion engines.

The Hull trawler *Arctic Viking*, Skipper P. Garner, was returning from a 22-day trip to the White Sea with 1,400 kits of fish on Wednesday, 18th October, 1961. At 8.30 a.m. when about 20 miles N.E. of Flamborough Head, with a 50-mile gale blowing from astern, she was struck aft of the bridge by two huge waves in succession. She keeled over and capsized within two minutes, floating bottom upwards for nearly four hours and then sinking by the stem.

Of the crew of 19 men a number were on deck at the time and managed to avail themselves of rafts, but two men were washed overboard and three were drowned below deck when the vessel capsized.

Rockets were fired from the rafts and were seen by the Polish trawler *Derkacz*, 158 tons, which picked up the survivors about an hour later, and brought them to Hull on October 20th.

ARCTURUS

Det Bergenske D/S; 1910; *Bergens M/V*; 1,277 tons; 229-9X 35-2x16; 132n.h.p.; triple-expansion engines.

The Norwegian ship *Arcturus* struck a mine and sank on December 1st, 1939, off the E. Coast of Scotland. Nine of her crew were killed.

ARCTURUS

Argo Reederei, Richard Adler & Co.; 1937; *LUbecker Maschb. Ges.*; 2,596 tons; 319-7x47x18-5; 342n.h.p.; compound engines.

The German steamship *Arcturus* was sunk by a mine or torpedo on May 1st, 1941, two miles E. of the Kerkenna Islands, Tunisia.

ARCTURUS

1892; *Wood, Skinner & Co.*; 1,682 tons; 250-5x36-1x16-8; 156 n.h.p.; triple-expansion engines.

The Norwegian steamship *Arcturus*, which had been taken over by the German authorities, was bombed and sunk by British aircraft on November 22nd, 1943, at Stadthavet. Five of her crew were killed.

ARCTURUS

Luria Bros.; 1906; *West Bay City S.B. Co.*; 6,490 tons; 520 -5 X 54 x—; triple-expansion engines.

This American ship was bought by Luria Bros, of New York for re-sale to Norwegian shipbreakers. She sailed from Quebec to Oslo in tow with a cargo of scrap iron, but broke away from the tow on January 11th, 1962, and sank in lat. 46° 10' N., long. 8° 50' W. An empty lifeboat was picked up.

ARDANBHAN

Ardan S.S. Co.; 1929; *D. & W. Henderson & Co.*; 4,980 tons; 402 • 9X 52 • 2X 27 • 3; 249 n.h.p.; triple-expansion engines.

The British ship *Ardanbhan* was torpedoed by a German submarine and sunk on December 27th, 1940, in the Atlantic. Forty lives were lost.

ARDENA

Navigation Const. Toyias; 1915; *A. McMillan & Son*; 1,092 tons; 250-1x33-1x17-3; 350 n.h.p.; triple-expansion engines.

The Greek steamship *Ardena* was bombed and sunk in June, 1941,

during the German invasion of Greece. She was raised and repaired by the Germans. On September 27th, 1943, she struck a mine and sank off Argostoli with 1,000 Italians on board, 700 of whom were drowned.

ARDENT

British Navy, destroyer; 1912; *Denny Bros*; 950 tons; 266X 27x9; 25,000 i.h.p.; 32 knots; turbine engines; three 4 in. guns, 4 T.T.

The destroyer *Ardent*, Lt.Cdr. A. Marsden, was a unit of the 4th Flotilla at Jutland on May 31st, 1916. The flotilla was badly mauled, losing one of its leaders and four of its destroyers. During the day the ships managed to escape with the loss of one of their number, the *Shark*, but between 11 p.m. and 12 midnight the flotilla, proceeding in line ahead, ran into a squadron of German dreadnoughts and came under a devastating fire. The *Sparrowhawk* was run down and sunk by the *Broke* (out of control) and the *Fortune* was blown to pieces by gunfire. The flotilla leader *Tipperary* had been sunk just previously, and so great was the general damage to the flotilla that the *Ardent* was the only ship which could be said to be battle-worthy.

At 12.19 a.m., when steaming alone, the *Ardent* saw the smoke caused by the blowing up of the *Black Prince* and, thinking it betokened the presence of the rest of the flotilla, made towards it. Actually she ran into the German battle-squadron which had sunk the *Black Prince* and within a few seconds she was the centre of a blaze of searchlights and a target for every gun which the enemy could bring to bear. Nevertheless she got off two torpedoes before she went down with all her crew, save Lt.Cdr. Marsden and one man, both of whom were wounded.

Four officers and 74 ratings were lost.

ARDENT

British Navy, destroyer; 1927; *Scott's Shipbuilding Co.*; 1,350 tons; 323x32-2x12; 34,000 s.h.p.; 35 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, two 2pdr., 5 m.g., 8 T.T.

The destroyer *Ardent*, Lt.Cdr. J. F. Barker, D.S.C., together with the destroyer *Acasta*, was escorting the aircraft carrier *Glorious* off Narvik on June 8th, 1940. A German force consisting of the battleships *Gneisenau* and *Scharnhorst* surprised the British ships and sank all three, as well as the troopship *Orama* and the tanker *Oil Pioneer*. Later the German Admiralty stated that a very large number of survivors had been picked up.

The full story of the action is told under the aircraft carrier *Glorious*.

ARDENTE

Italian Navy, torpedo boat; 1942; *Italy*; 860 tons, 274-2X 31x8; 16,000 s.h.p.; 28 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, six 20 mm. A.A., 2 T.T.

The Italian seagoing torpedo boat *Ardente* was sunk in collision with the destroyer *Grecale*, 1,449 tons, off Punta Barone on January 12th, 1943. The number lost, if any, is not known.

ARDENVOHR

Australind Steam Shipping Co.; 1940; *Win Denny & Bros.*; 5,025 tons; 414-8x56-2x26; 688n.h.p.; oilengines.

The British motorship *Ardenvohr* was torpedoed and sunk on the 10th June, 1942, while on a voyage from New York to Melbourne via Panama.

ARDEOLA

Yeoward Bros.; 1888; *Caledon S.B.*; 1,204 tons; 260x34-2X 15 • 7; 234 n.h.p.; triple-expansion engines.

The British steamship *Ardeola* was sunk in collision in December, 1903, in the Bay of Biscay while on a voyage from Las Palmas to Liverpool with a cargo of fruit.

ARDGLASS

Ardgarry Steamship Co.; 1918; *Russell & Co.*; 4,617 tons; 385x52x26-5; 474n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Ardglass* was torpedoed and sunk by a German submarine six miles E. of the Maidens on April 1st, 1918. Six men were killed. The captain was among the survivors.

ARDINGTON

ARDINGTON

Lee, Finch & Co.; 1879; *Palmer*; 1,253 tons; 235x32-2x17-8; 120 n.h.p.; compound inverted engines.

On a voyage from Carthage to Porman with a cargo of iron ore the *Ardington* was wrecked near Carthage on February 14th, 1880.

ARDITO

Italian Navy, destroyer; 1942; *Italy*; 860 tons; 293x31x11-5; 16,000 s.h.p.; 28 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, six 20 mm., 2 T.T.

The small Italian destroyer *Ardito* was bombed and sunk by German aircraft off Bastia on September 9th, 1943, the day after Italy's surrender to the Allies. All ships of the Italian fleet had been ordered to place themselves under Allied control and it was whilst on her way to comply with this order that the *Ardito* was sunk.

The *Ardito* was afterwards raised by the Germans and re-commissioned as the TA-25, and was finally sunk at Rapallo in June or July 1944.

ARDMORE

City of Cork Steam Packet Co.; 1909; *Caledon Shipbuilding Co.*; 1,304 tons; 260-1x36x17-2; 226n.h.p.; 9 knots; triple-expansion engines.

The steamship *Ardmore* was torpedoed and sunk by a German submarine 13 miles W.S.W. of Coningbeg lightship, off Co. Wexford, on November 13th, 1917. Nineteen persons were killed. The captain was among the survivors.

ARDMORE

British & Irish Steam Packet Co.; 1918; *Caledon Shipbuilding Co.*; 1,023 tons; 254-5x36-1 16; 347n.h.p.; 14 knots triple-expansion engines.

The Irish Channel cargo steamship *Ardmore*, Capt. T. Ford, left Cork for Fishguard on November 11th, 1940. Nothing more was heard of the ship or her crew of 18 until the body of the captain was washed up some days later.

ARDOR

"L# Columbia"¹¹ *Soc. Marit. per Trasporto di Petrolio e Denvati*; 1927; *Ansaldo*; 8,960 tons; 489-6x63x34-6; 1,000 n.h.p.; oil engines.

The motor tanker *Ardor* was bombed and sunk by British aircraft on September 12th, 1943, five miles N. of the Gulf of Kotor.

AREQUIPA

Pacific Steam Navigation Co.; 1889; *Barrow*; 2,953 tons; 350x45-2x22-5; 610n.h.p.; 14 knots; triple-expansion engines.

The P. S. N. Cp's ship *Arequipa* was lying moored to buoys off Valparaiso loading cargo on June 2nd, 1903. During the day the weather worsened to such a degree as to stop all work and the hands were turned to in order that the ship might be prepared to meet the gale. The violence of the seas increased with every hour and at one o'clock on the morning of the 3rd the captain gave orders to raise steam and put to sea, but the ship was now almost helpless, being swept by tremendous waves at frequent intervals.

The head moorings parted and the ship was driven on to her stern buoy. The buoy holed her plates and the cable fouled the propeller. It was impossible to keep the water under control and only 15 minutes after striking the buoy the *Arequipa* sank.

It was at first feared that there had been a very heavy loss of life but, contrary to early reports, the owners stated that there were no passengers on board at the time. Nevertheless, the captain and ten of the crew were lost, the third officer and 31 others being saved by the s.s. *Laurel Branch* while 13 persons were picked up by an unnamed sailing vessel.

ARES

Koninkl Nederl. Stoombs. Maats. N.V.; 1921; *N.V. Werf Conrad*; 3,981 tons; 340x48x28-5; turbine engines.

The Dutch ship *Ares* caught fire on April 28th, 1931, at Lisbon. She was beached and scuttled to extinguish the fire and became a total loss.

ARETE

Rederi A/B Unda; 1928; *A/B Lodose Varf*; 569 tons; 166-9 X 28-1x11-4; 50 n.h.p.; compound engines.

The Swedish steamship *Arete* struck a mine and sank on April 20th, 1942, off Langeland. Four of her crew were killed.

ARETHUSA

British Navy, light cruiser; 1913; *Chatham Dockyard*; 3,520 tons; 450 x — x —; 30,000 i.h.p.; 30 knots; turbine engines; Yarrow boilers; two 6 in. guns, six 4 in., 4 T.T.

The light cruiser *Arethusa* was the flagship of Cdre. R. Y. Tyrwhitt, commanding the Harwich Force of light cruisers and destroyers during the First World War. She was officially flagship of the 5th light cruiser squadron and in this capacity made a name for herself in the first half of the war. In February, 1916, there were signs of great activity in the German High Seas Fleet and Cdre. Tyrwhitt was ordered to maintain a watch at the mouth of the Texel. Within a few days the German activity died away and on the 11th the light forces were returning to Harwich when the *Arethusa* ran upon a mine in the Sledway channel, which had been regarded as clear. There was a heavy sea at the time and the force of the explosion stopped the ship's engines, rendering her helpless. Her position when she struck was near the North Cutler buoy, and after vain attempts by the destroyers *Loyal* and *Lightfoot* to tow her to port, she ran on the Cutler shoal and became a total loss.

All the crew, with the exception of some ten men, were taken off in safety.

ARGENTINA

Det Forenede Djs; 1921; *Kjøbenhavns Flydk & Skbs*; 5,375 tons; 378x52-2x32-6; 629n.h.p.; oil engines.

The Danish ship *Argentina* left Copenhagen on March 13th, 1940, for S. America, with a crew of 33. She last reported on March 17th, and was never heard of again.

ARGENTINA

Rederi A/B Nordstjernen; 1935; *Gotaverken A/B*; 5,277 tons; 420-7x55-9x23-9; 945 n.h.p.; oil engines.

The Swedish motorship *Argentina* struck a mine and sank on July 6th, 1942, about 30 miles S.W. of Christiansand.

ARGO

H.M. Wrangell & Co. AIS; 1883; *Martens, Olsen & Co.*; 1,261 tons; 234-9x34-1 X16-8; 142 n.h.p.; compound engines.

The Norwegian steamship *Argo* struck a mine and sank on January 28th, 1917, in the North Sea.

ARGO

Rederi A/B Ponape; 1898; *R. Napier & Sons*; 2,513 tons; 311-6x44-2x20-4; 245 n.h.p.; triple-expansion engines.

The Finnish ship *Argo* was torpedoed and sunk on June 16th, 1942, between Bogskar and Uto. Nine of the crew were lost.

ARGO

Argonauts Shipping Co.; 1920; *Wood, Skinner & Co.*; 1,995 tons; 302-6x42-2x17-9; 225 n.h.p.; triple-expansion engines. The Greek ship *Argo* was torpedoed and sunk by a German submarine on November 29th, 1942, off the Cape of Good Hope. Twelve of her crew and six passengers were lost.

ARGO

D/S A/S Anglo; 1942; *G. T. Davie & Sons*; 507 tons; 153-6X 27-6x14; oil engines.

The Norwegian motorship *Argo* struck a mine and sank on January 27th, 1948, in the Kvarner Channel in the Adriatic. Only one survived of her crew of 12.

ARGONAUT

Jason Nav. Corp.; 1893; *Harland & Wolff*; 4,826 tons; 397-7X 47-6x27-4; 483 n.h.p.; triple-expansion engines.

The American steamship *Argonaut* was torpedoed and sunk by a German submarine on June 5th, 1918, in the English Channel.

ARGONAUT

Friedr. Krupp; 1921; *N.V. Lobithsche Scheepsb. Maats. Gebr. Bodewes*; 4,575 tons; 385-2x50-1x25-9; 518 n.h.p.; triple-expansion engines & L.P. turbine.

The Swedish ship *Grangesberg* became German property during the Second World War and was later reported to be sailing as the *Argonaut*. She collided with the *Ceuta* on December 29th, 1942, off Kirkenes and sank.

ARGUN

U.S.S.R.; 1917; *R. Thompson & Sons*; 3,487 tons; 330-5x48x21-9; 293 n.h.p.; triple-expansion engines.

The Soviet ship *Argun* was torpedoed and sunk on October 18th, 1941, five miles from Gorodetske.

ARGUN MARU

Osaka Shosen K.K.; 1920; *Osaka Iron Works*; 6,662 tons; 415 X 55 • 5 X 34 • 6; 552 n.h.p.; triple-expansion engines.

The steamship *Argun Mam* was torpedoed and sunk by the U.S. submarine *Trigger* on September 21st, 1943, 100 miles N.W. of Formosa.

ARGUS

Corporation of Trinity House; 1909; *Ramage & Ferguson*; 661 tons; 171 X 30 • 1 x 12 • 9; 93 n.h.p.; triple-expansion engines.

The Trinity House lighthouse tender *Argus* struck a mine and sank on November 12th, 1940. The crew of 33 and 1 gunner were lost.

ARGUS

Argo Reederei Richard Adler & Co.; 1939; *Nordseewerke Emden G.m.b.H.*; 3,360 tons; 339-5x50x18-8; 223 n.h.p.; quadruple-expansion engines.

The German ship *Argus* was lying in Hambakkt, near Porsanger, with a cargo of war supplies from Bremen, when fire broke out on board on August 13th, 1943. Shortly afterwards the ship was wrecked by a violent explosion and sank.

ARGYLL

British Navy, armoured cruiser; 1905; *Greenock Foundry Co.*; 10,850 tons; 450x68-5x25-5; 21,000 i.h.p.; 22-2 knots; triple-expansion engines; *Babcock boilers*; four 7-5 in. guns, six 6 in., two 12pdr., twenty 3pdr., 2 m.g., 2 T.T.

The armoured cruiser *Argyll* was a unit of the 3rd cruiser squadron during the First World War. She had an official complement of 655 officers and men and was under command of Capt. J. C. Tancred.

The ship became a total loss on October 28th, 1915, when she ran on the Bell Rock, near Dundee, in thick weather. In spite of the heavy sea running at the time the whole of the crew was rescued by destroyers. The *Argyll* had just undergone a refit at Devonport and was making her way to Scapa to rejoin her squadron.

ARGYLL

Sutherland Steamship Co.; 1901; *W. Doxford & Sons*; 3,547 tons; 340-3x45-6x24-6; 300n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Argyll* was torpedoed and sunk by a German submarine 110 miles W. of Bishop Rock on April 13th, 1917. Twenty-two men were killed. The captain was among the survivors.

ARGYLLSHIRE

Hull Northern Fishing Co.; 1938; *Smith's Dock Co.*; 540 tons; 175-8x28-6x15; 99n.h.p.; triple-expansion engines.

The British trawler *Argyllshire* was sunk in June, 1940, during the evacuation from Dunkirk.

ARIADNE

German Navv, light cruiser; 1900; *Weser, Bremen*; 2,660 tons; 328x40-5x17-2; 8,500 i.h.p.; 21-1 knots; triple-expansion engines; *Schulz-Thornycroft boilers*; ten 4-1 in. guns, fourteen 1 pdr., 2 m.g., 2 T.T.

The light cruiser *Ariadne* was one of the older German ships which took part in the battle of the Heligoland Bight on August 28th, 1914. The cruiser was under command of Capt. Seebohm and carried a complement of 275 officers and men. She came into the battle just after midday when she was sighted by the British submarine E 4 and was again sighted by the same submarine shortly before 1 p.m. when she was steering eastward, probably on learning from her flagship, the *Ko'ln*, of the presence of British battle cruisers. The warning came too late as the *Ariadne* appeared out of the mist at the moment that the *Lion* was destroying the *Ko'ln*. She was well within range but, according to German accounts, she was not hit for the first ten minutes of the chase, after which the *Lion* got home two salvos which commenced her destruction and reduced her speed to .15 knots. Other ships of the British battle cruiser squadron joined in the fighting which terminated as suddenly as it commenced. The *Ariadne*, on fire and sinking, was left to her fate while the British returned to the destruction of the *Ko'ln*.

Capt. Seebohm managed to transfer what was left of his ship's company to the cruisers *Danzig* and *Stralsund*, which arrived at an opportune moment. His losses were 76 killed and 76 wounded.

ARIADNE

British Navy, protected cruiser; 1898; *J. Brown & Co.*; 11,000 tons; 462-5x69x27-5; 18,000 i.h.p.; 20-75 knots; triple-expansion engines; *Belleville boilers*; sixteen 6 in. guns, twelve 12pdr., 2 T.T.

The old protected cruiser *Ariadne* was built at a period when Russia was placing in service a number of large, fast and (for those days) heavily-armed cruisers to act as commerce destroyers. The Admiralty's answer to this was the building of the 14,000 ton cruisers *Powerful* and *Terrible*, followed by lighter ships of the *Ariadne* class. Long before the outbreak of the First World War the causes for their design had ceased to operate and a new class of cruiser much lighter and faster, such as the *Emden*, had been developed by Germany. The *Ariadne* and her sisters were therefore relegated to odd jobs in the fleet. Owing to their size and armament they made good minelayers and it was in this capacity that the *Ariadne* was serving when she was torpedoed and sunk by a German submarine off Beachy Head on July 26th, 1917.

The ship was not carrying so large a complement as she did when serving as a cruiser. The number drowned totalled 38 officers and ratings.

ARIADNE

Del Bergenske D/S; 1930; *Nylands Vcerksted*; 2,029 tons; 271-3x38-2x19-4; 234 n.h.p.; triple-expansion engines.

The Norwegian ship *Ariadne* was bombed and sunk by German aircraft on June 9th, 1940, 70-80 miles E. of Rost Island. Nine of her crew were killed.

ARIAKE

Japanese Navy, destroyer; 1934; *Kawasaki*; 1,368 tons; 337-7x32-5x8-7; 37,000s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; five 5 in. guns, 2 m.g., 6 T.T.

The Japanese destroyers *Ariake* and *Mikatsuki* were off Cape Gloucester, New Britain, July 28th, 1943, when they were attacked and sunk by U.S. Army bombers. The destroyers carried normal complements of 180 and 150 respectively.

ARIAKE MARU

Nippon Kaiun K.K.; 5,000 tons.

The steamship *Ariake Mam* was torpedoed and sunk by the U.S. submarine *Tambor* on February 3rd, 1944, off Formosa.

ARICA

Ministry of War Transport (T. & I. Harrison); 1921; *Sunderland S.B.Co.*; 5,431 tons; 425x55x26-6; 627n.h.p.; 13 knots; triple-expansion engines.

The steamship *Arica*, Capt. B. Worthington, was torpedoed and sunk by a submarine off Trinidad on November 6th, 1942. Twelve

men were killed and one was wounded. Capt. Worthington was among the survivors.

ARIEL

British Navy, destroyer; 1911; Thorny croft; 773 tons; 252 -2 X 26-3x9-2; 15,500 i.h.p.; 29 knots; turbine engines; Yarrow boilers; two 4 in. guns, two 12 pdr., one 3 pdr.A.A., 1 m.g., 2 T.T. The destroyer *Ariel* was mined and sunk in the North Sea on August 2nd, 1918. Her official complement was 72, but she was probably carrying more than this number at the time of her loss.

ARIEL

Italian Navy, torpedo boat; 1938; Ansaldo; 679 tons; 267X26x7-7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 m.m., two 13 mm., 4 T.T. The Italian seagoing torpedo boats *Air one* and *Ariel* in company with another of the same class were surprised E. of Malta at 2.30 a.m. on October 11th, 1940, by the British cruiser *Ajax*, 6,985 tons. Both torpedo boats were sunk by gunfire, the third escaping. Later the *Ajax* and the *York* sank the destroyer *Artigliere* in the Sicilian Channel. For full story of the action see *Artigliere*.

ARIJON

Cie. de Navigation d'Orbigny; 1938; W. Gray & Co.; 4,374 tons; 410-8x55x22-7; 553 n.h.p.; triple-expansion engines. The French steamship *Arijon* was torpedoed and sunk by a German submarine on November 22nd, 1939, in the Bay of Biscay.

ARIMA MARU

Nippon Yusen K.K.; 1936; Mitsubishi Jukogyo K.K.; 7,390 tons; 462-7x62-3x34-4; 2,248 n.h.p.; oil engines. The motor vessel *Arima Maru* was torpedoed and sunk by the U.S. submarine *Haddock* on April 3rd, 1943, N. of the Caroline Islands.

ARINIA

Anglo-Saxon Petroleum Co.; 1936; Lithgows; 8,024 tons; 465 x 59-2x33-8; 4,000 i.h.p.; 12-5 knots; oil engines. The motor tanker *Arinia*, Capt. B. J. Bannister, was mined and sunk eight miles E.S.E. of Southend Pier on December 19th, 1940. Capt. Bannister, 53 of the crew, the pilot and five gunners were lost. Only one man survived.

ARIO

Socony-Vacuum Oil Co.; 1920; Bethlehem S.B. Corp.; 6,952 tons; 435-6x56-2x31-7; 2,600 i.h.p.; 10-5 knots; triple expansion engines. The American tanker *Ario*, Capt. Thorolf R. Hannevig, was torpedoed and sunk by a submarine about 100 miles off Cape Fear, South Carolina, on March 15th, 1942. Capt. Hannevig was among the survivors, but eight men were killed and seven wounded.

ARIOSTO

R. Mc Andrew & Co.; 1887; Russell & Co.; 2,920 tons; 320 -3 X 40-2x19-4; 291 n.h.p.; triple-expansion engines. The steamship *Ariosto* was lost off the coast of North Carolina on December 24th, 1899. Twenty-one of the crew were drowned.

ARIOSTO

Ellerman's Wilson Line; 1940; Swan, Hunter & Wigham Richardson; 2,176 tons; 295-2x44-2x17-9; triple-expansion engines & L.P. turbine. The British cargo ship *Ariosto* was torpedoed and sunk on October 24th, 1941, while on a voyage from Lisbon to Liverpool. Five of the crew and a gunner were killed.

ARIOSTO

"Tirrenia" Soc. Anon, di Nav.; 1902; Wigham Richardson & Co.; 4,116 tons; 365-3x48-2x17-8; 361 n.h.p.; triple-expansion engines. The Italian steamship *Ariosto* was torpedoed and sunk by a British submarine on February 15th, 1942, 12 miles off the coast of Tunisia.

ARIS

Michael M. Xylas; 1914; Richardson Duck & Co.; 4,810 tons; 380-2x50-9x28; 385 n.h.p.; triple-expansion engines. The Greek steamship *Arts* was shelled and sunk by a German submarine on October 12th, 1939, in the N. Atlantic.

ARISAN MARU

Mitsui Sempaku; 6,886 tons. The steamship *Arisan Maru* was sunk by the U.S. submarine *Snook* on October 24th, 1944, about 200 miles N.W. of Luzon Island, Philippines.

ARISTIDES

Aberdeen White Star Line (G. Thompson & Co.); 1876; W. Hood; 1,661 tons; 260x39-4x24-4. The clipper ship *Aristides*, Capt. Poppy, was at the time of her going into service in 1876, the flagship of the Aberdeen White Star fleet. She had a famous career as a fast clipper on the Australian run, and in addition to cargo she also carried some hundreds of passengers. Her maiden voyage was notable for the fact that she ran from London to Port Phillip, Australia, in 74 days; the fastest run she ever made. On a subsequent occasion she ran 320 miles in 24 hours.

On 28th May, 1903, she left Caleta Buena, Chile, for San Francisco with a cargo of nitrate of soda. She became overdue and search was made by the British light cruiser *Amphion* and the naval sloop *Shearwater*, but without success, and she was posted missing.

ARITA MARU

Ishihara Risen K.K.; 10,238 tons. The tanker *Arita Maru* was torpedoed and sunk by the U.S. submarine *Flasher* on December 22nd, 1944, off the coast of Indo-China.

ARIZONA

E. Smid; 1939; van Diepen; 398 tons; 143-4x26-2x8-9; 70 n.h.p.; oil engines. The small Dutch coaster *Arizona* was bound from Methil to Holland on September 29th, 1940, when she struck a mine near Elie Point and sank with five of her crew.

ARIZONA

United States Navv, dreadnought battleship; 1915; New York Navy Yard; 32,600 tons; 608x106x33-5; 32,000 i.h.p.; 21 knots; turbine engines; Bureau-Express boilers; twelve 14 in. guns, twelve 5 in., eight 5 in.A.A., four 3 pdr., 3 aircraft. On the morning of December 7th, 1941, the U.S. Pacific Fleet, comprising 86 warships of all types, excluding small craft, was moored in Pearl Harbour. The chief units of this force were eight battleships, seven cruisers, 28 destroyers and five submarines, all of which were ready for action. It was known that diplomatic relations between Japan and the United States were strained, but there was no reason to assume any sudden outbreak of hostilities, though Japan's surprise attack on the Russians at Port Arthur in February, 1904, provided an example of her methods when engaging a stronger power. Nevertheless, assuming that thought to be in the minds of those responsible for the conduct of American naval affairs, it was highly improbable that Japan could achieve any large measure of surprise across so great a distance as the 3,370 miles which lay between her own coasts and Pearl Harbour. One factor appears to have been overlooked, or if not overlooked then at least discounted, and this was the striking power of aircraft borne across the ocean by large and speedy aircraft carriers. At 7.55 a.m. 51 Japanese aircraft (30 dive-bombers and 21 torpedo-bombers) swept down upon the army air base at Hickham Field, the naval air station at Ford Island, the naval air station at Kaneohe Bay and the lines of warships moored in Pearl Harbour. The suddenness of the attack gave the Japanese a tremendous advantage and it was while the anti-aircraft fire was developing that they scored their most vital hits. There was a lull of about a quarter-of-an-hour until 8.40 a.m. when a second attack by horizontal bombers commenced and lasted until 9.45 a.m. when the Japanese finally withdrew.

The U.S. reports showed that there were 105 aircraft employed in the attack (21 torpedo-bombers, 48 dive-bombers and 36 horizontal bombers) with deadly effect. Their losses amounted to 28 shot down by the navy and more than 20 shot down by the army air force. The U.S. losses in ships amounted to one battleship, the *Arizona*,

bombed and sunk with no hope of salvage; one battleship the *Oklahoma*, capsized but possible to raise and re-commission; three battleships, the *California*, *Nevada* and *West Virginia* severely damaged; three battleships, the *Pennsylvania*, *Maryland* and *Tennessee* and three cruisers, the *Helena*, *Honolulu* and *Raleigh*, damaged. Besides these three destroyers, the *Cassin*, *Downes* and *Shaw* were bombed and sunk, as well as the old target-ship *Utah*, and the seaplane tender *Curtis* and the repair ship *Vestal* damaged.

The Japanese loss in ships was limited to three midget submarines of 45 tons apiece.

The Americans had 157 aeroplanes lost or damaged out of a total of 273. Their losses in personnel amounted to 2,117 officers and men of the navy and marine corps killed, 960 missing, believed drowned and 876 wounded. The army had 226 officers and men killed and 396 wounded, making a total of 4,575 casualties all told.

ARIZONA MARU

Osaka Shosen K.K.; 1920; *Mitsubishi Zosen Kaisha*; 9,684 tons; 475 x 61x40-7; 993 n.h.p.; triple-expansion engines.

The steamship *Arizona Maru* was sunk by U.S. land and carrier-based aircraft on November 14th, 1942, off the Solomon Islands.

ARK ROYAL

British Navy, air craft carrier; 1938; *Cammell Laird*; 22,000 tons; 800x94-7x22-8; 103,000 s.h.p.; 31 • 75 knots; turbine engines; 3-drum boilers; sixteen 4-5 in. guns, four 3pdr., 14 A.A.m.g., 60 aircraft.

The aircraft carrier *Ark Royal*, Capt. L. E. H. Maund, achieved much fame in the Second World War before her loss in 1941. She participated in the chase of the German battleship *Bismark*, which her aircraft attacked and torpedoed, and she served with the well-known "Force H" under Vice-Admiral Somerville, steaming 205,000 miles on war operations. On several occasions her loss was falsely announced in enemy newspapers and broadcasts. The ship bore a complement of 1,600, the largest carried by any British man-of-war up to that time, her complement of 60 aircraft was also the largest among British carriers.

On November 13th, 1941, at about 4.30 p.m. when returning to Gibraltar after a cruise in the Mediterranean the ship was attacked by a German submarine. She was struck by a torpedo on the starboard side below the water-line and immediately developed a heavy list, but was taken in tow for 12 hours until 4.30 a.m. on the 14th when she turned over and sank. At the time of her loss she was 25 miles E. of Gibraltar.

Of the *Ark Royal's* very large complement one man was lost and one was seriously injured, all the crew being transferred to the escorting destroyers when it was realised that there was no chance of saving her.

ARKADIA

Atlas Levante Linie A.G.; 1927; *Akt. Ges. "Neptun"*; 1,756 tons; 276 • 1X 42 • 2 X 15 • 9; 247 n.h.p.; triple-expansion engines. The German ship *Arkadia* struck a mine and sank on April 29th, 1943, in the Black Sea.

ARKLESIDE

Smith Hogg & Co.; 1924; *Osbourne Graham & Co.*; 1,567 tons; 258X38-2X17-4; 202 n.h.p.; triple-expansion engines.

The *Arkleside* was shelled and sunk by a German submarine on September 16th, 1939, on a voyage from the Tyne to Gibraltar.

ARLETTA

Arlon S.S. Co.; 1925; *R. Duncan & Co.*; 4,870 tons; 375-1 x 51-7x29; 470 n.h.p.; triple-expansion engines.

On a voyage from Grangemouth to Halifax the oil tanker *Arietta* was torpedoed and sunk on August 5th, 1942. Six gunners and 28 crew were lost.

ARLINGTON COURT

Court Line; 1924; *Workman Clark & Co.*; 4,915 tons; 396-6 x 53-1x26-5; 414 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Arlington Court*, Capt. Hurst, was torpedoed by a German submarine in the Atlantic 320 miles S. W. of Start Point on November 16th, 1939. The vessel was struck by two torpedoes, the first of which wrecked the wireless. The second was not discharged

until after the crew had taken to the boats. The vessel sank in 30 minutes. Of the 34 men who had formed the crew 22 were picked up by the Dutch steamship *Alengib* and landed at an Irish port. The chief engineer, Mr. H. Pearson, died from exposure during the time that the boats were adrift, and three others were lost from various causes. Another boat was piloted by an 18 year-old apprentice, Malcolm Morrison, for six days until close to land where she was picked up by a Norwegian vessel. Morrison worked out his course with a small compass and steered the boat himself, though suffering severely from frostbite. There were five men in the boat beside Morrison and all survived.

ARLITA

J. Marr & Son; 1916; *Cochrane & Sons*; 326 tons; 138-5X 23-7x12-8; 87n.h.p.; triple-expansion engines.

The steam trawler *Arlita* was shelled and sunk by a German submarine off St. Kilda on September 18th, 1939.

ARLON

Arlon S.S. Co. (J. German & Co.); 1925; *Greenock Dockyard Co.*; 4,903 tons; 375 x 51 • 7 x 29; 461 n.h.p.; triple-expansion engines.

The British tanker *Arlon* was bombed and set on fire at Valencia by insurgent aircraft on June 27th, 1938, during the Spanish Civil War. She was so badly damaged that she had to be towed out to sea and sunk.

ARLYN

A.H. Bull & Co.; 1919; *Pusey & Jones*; 3,304 tons; 321 -6x 49-10x24-9; 1,650 i.h.p.; 9 • 5 knots; triple-expansion engines.

The American steamship *Arlyn*, Capt. Eylof Wennesland, was in convoy off Sydney, Nova Scotia, on August 27th, 1942, when she was torpedoed and sunk by a submarine. Twelve men were killed. Capt. Wennesland was among the survivors.

ARMADALE

Australind Steamship Co.; 1909; *Chas. Cornell & Co.*; 6,153 tons; 395-5x51-9x27; 495 n.h.p.; 12 knots; triple-expansion engines.

The liner *Armada*, serving as an auxiliary transport in the First World War, was torpedoed and sunk by a German submarine 160 miles N.W. of Tory Island on June 27th, 1917. Eleven persons were lost, of whom five were crew. The captain was among the survivors.

ARMAGH

Union Steamship Co. of New Zealand; 1917; *Swan, Hunter & WighamRichardson*; 12,269 tons; 530-5x63x39-9; 14 • 5 knots; turbine engines.

The New Zealand ship *Armagh* belonging to the Union Steamship Co. left Liverpool on the afternoon of Saturday, December 15th, 1923, with a heavy cargo for Adelaide. The number on board was 99 crew and three passengers, in addition to whom four stowaways were discovered when the ship grounded. The weather was clear but very dark and about 5.10 p.m. the ship ran over the revetment, on which she lodged for part of her length. This revetment was a submerged wall running alongside the Mersey channel for the purpose of regulating the flow of the tide and preventing silting. It had been constructed by order of the Mersey Docks and Harbour Board and was well-known to navigators. The *Armagh* at once sent up signals of distress, in response to which the New Brighton lifeboat put out and took off all on board by 1.30 a.m. on Sunday. The liner did not sink but on the fall of the tide her heavy cargo caused her to break and she became a total loss.

ARMANDO DIAZ

Italian Navy, light cruiser; 1932; *Odero-Terni-Orlando*; 5,008 tons; 554 -5x50-7x14; 95,000 s.h.p.; 37 knots; turbine engines; 3-drum boilers; eight 6 in. guns, six 3-9 in., eight 37 mm., eight 13 mm., 4 T.T., 2 aircraft.

The Italian light cruiser *Armando Diaz* was torpedoed and sunk by the British submarine *Upright* off the coast of Tripoli on February 25th, 1941. The vessel was reported to have reached a speed of 39-78 knots when on trial. It is not known how many of her complement of about 550 were lost when she sank.

ARMENIAN

ARMENIAN

African Steamship Co.; 1855; Glasgow; 763 tons; 239-2X 29-3x20-2; 300 n.h.p.; 10 knots; steam engines.

The steam barque *Armenian* with the monthly mails for West Africa left Liverpool on the morning of Tuesday, January 24th, 1865. She was under command of Capt. Thomas Leamon and carried 28 first-class passengers, two second-class passengers and eight deck passengers with a crew of 40. The weather was foggy and in the course of the afternoon the ship stopped twice to take soundings. At midnight, when under full steam and canvas, the *Armenian* ran on the Arklow Bank off the coast of Wicklow. Shortly afterwards she caught fire in the after deckhouse, but this was soon extinguished by the heavy seas. The boats were got out, one of which was stove-in, but the others were launched without mishap. During the night the foremast and the main-topmast carried away and the ship broke in two, the remaining passengers and crew taking to the main and mizzen rigging. The steamship *Montague* now came to the rescue and picked up two of the *Armenian's* boats. The lightship also sent a boat manned by four men, but this unfortunately capsized and the men were drowned.

By good seamanship the crew of the *Montague* managed to take off all those clinging to the masts by means of a line and lifebuoys.

The total loss of life was eight persons, including the rescue party from the lightship.

ARMENIAN

L. T. Morrow; 1871; R. Thompson, Jnr.; 1,123 tons; 230-4x 30-2x16-6; 100 h.p.; compound engines.

The Liverpool steamship *Armenian* was lost in the Baltic on August 23rd, 1882. Twenty-three of the crew were drowned.

ARMENIAN

Leyland Line; 1895; Harland & Wolff; 8,825 tons; 512-5X 59-2x35; 718 n.h.p.; 14 knots; quadruple-expansion engines.
The Leyland ship *Armenian*, Capt. Trickery, was transporting 1,414 mules from Newport News to Liverpool when at shortly after 7 p.m. on Tuesday, June 28th, 1915, she was attacked off Trevoise Head, Cornwall, by the German submarine U-38, Lt.Cdr. Max Valentiner. The *Armenian* endeavoured to escape and a chase of about an hour ensued. Finally at 8.6 p.m. the liner was hit by a torpedo and sank very rapidly, taking with her 29 men, of whom 12 were negro muleteers—all United States subjects. Capt. Trickery was among the survivors.

ARMIDALE

Australian Navy, fleet minesweeper; 1940; Australia; 733 tons; 186 X 31 X 8 - 5; 1,800 i.h.p.; 16 knots; triple-expansion engines; one 3 in. gun, one 20 mm., 4 m.g.

The Australian fleet minesweeper *Armidade*, Lt.Cdr. D. H. Richards, R.A.N.R.(S), was bombed and sunk by Japanese aircraft off Timor on December 1st, 1942. Of the 83 officers and ratings who composed her crew two officers and 38 ratings were killed. At the time of the attack the *Armidade* was carrying Dutch troops to Timor and of these 60 soldiers were killed. The survivors were picked up from lifeboats and taken to Australia suffering from exposure.

Before she sank the *Armidade* shot down one bomber and one fighter. The Japanese airmen machine-gunned the men swimming in the water.

ARMONIA

R. Lawrence Smith; 1891; Fairfield Shipbuilding Co.; 5,226 tons; 415-3x48-2x29-5; 593 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Armonia* was torpedoed and sunk by a German submarine 38 miles S.E. by S.A.S. of He de Porquerolles in the Mediterranean on March 15th, 1918. Seven men were killed. The captain was among the survivors.

ARNA

A. Zdenkovic; 1905; Northumberland S.B. Co.; 3,049 tons; 325X48x21-8; 279 n.h.p.; triple-expansion engines.

The Czechoslovak steamship *Arna* struck on some rocks off Cabo de Gata on February 16th, 1928, and sank.

ARNABAL-MENDI

Cia. Nav. Sota y Aznar; 1906; Cia. Euskalduna de Const, de Buques; 1,735 tons; 250-1x37-2x16-9; 158 n.h.p.; triple-expansion engines.

The propeller of the Spanish steamship *Arnabal-Mendi* broke on November 26th, 1928. She drifted and was wrecked on Les Briguettes.

ARNDALE

T. Smailes & Son; 1906; R. Thompson & Sons; 3,583 tons; 340x48-5x23-2; 321 n.h.p.; triple-expansion engines.

The steamship *Arndale* struck a mine on June 11th, 1915, while on a voyage from Cardiff to Archangel with a cargo of coal, and later went aground 12 miles S. of Cape Orloff and was totally wrecked.

ARNE KJODE

A/Singer; 1938; Deutsche Werft A.G.; 11,019 tons; 508-1 X 69-2x36-5; 1,360 n.h.p.; oil engines.

The Norwegian motor tanker *Arne Kjode* was badly damaged by a torpedo from a German submarine on November 12th, 1939, on a voyage from Aruba to Nybprg. Five of her crew were lost. The tanker was later sunk by British naval ships.

ARNEL

Empresa Insulana de Navegacao; 1955; Est. Nav. de Viana do Castelo; 1,026 tons; 195-9x33x —; oil engines.

The Portuguese ship *Arnel* was wrecked on September 19th, 1958, about 1 mile off Santa Maria Island, Azores. There were passengers on board and more than 20 people were drowned.

ARNO

J. Westoll; 1871; J. Laing; 1,089 tons; 232-1x30-1x17-1; 98 h.p.; compound engines.

The steam collier *Arno* was lost near Selsey Bill on February 11th, 1899. Thirteen of the crew were drowned.

ARNO

Det Forenede D/S; 1898; Helsingors Jernskib & Maskinbyggeri; 1,386 tons; 229-2x33-9x14-3; 169 n.h.p.; triple-expansion engines.

The Danish steamship *Arno* was torpedoed and sunk by a German submarine on December 19th, 1917, in the North Sea.

ARNO

British Navy, destroyer; 1914; Great Britain; 550 tons; 225 x 23-5x12; 27 knots; turbine engines; four 12 pdr. guns, 3 T.T.

The destroyer *Arno* was sunk in collision off the Dardanelles on March 23rd, 1918. Her official complement was 70, but it is probable that a larger number than this was on board at the time of her loss.

ARNO

Lloyd Triestino Soc. Anon, di Nav.; 1912; W. Beardmore & Co.; 8,024 tons; 428-5x56-7x34-1; 1,374 n.h.p.; quadruple-expansion engines.

The Italian ship *Arno* was torpedoed and sunk by Allied aircraft on September 10th, 1942, 40 miles from Tobruk.

ARNO-MENDI

Campania Naviera Sota y Aznar; 1897; C. S. Swan & Hunter; 2,827 tons; 312-5x41x20-4; 244 n.h.p.; triple-expansion engines.

The Spanish steamship *Arno-Mendi* was torpedoed and sunk by a German submarine on March 12th, 1918, in the Irish Channel.

ARNOLD MAERSK

D/S aff 912 (A. P. Moller); 1914; W. Gray & Co.; 1,966 tons; 280 X 40 X 19 • 1; 188 n.h.p.; triple-expansion engines.

The Danish ship *Arnold Maersk* came under the control of the German authorities after the occupation of Denmark. She was wrecked on Grune aux Dardes, Jersey, on May 22nd, 1943.

ARNUS

Cia. Nav. Martiartu; 1898; R. Thompson & Sons; 3,383 tons; 340-2x45x15-3; 286 n.h.p.; triple-expansion engines.

The Spanish ship *Arnus* sprang a leak and sank on April 27th, 1921, 50 miles off Penmarc'h.

ARRILUZE

Catalana Maritima S.A.; 1892; *Wood, Skinner & Co.*; 2,127 tons; 275x37-5x18-1; 179n.h.p.; triple-expansion engines. The Spanish ship *Arriluze* was destroyed by gunfire from an insurgent warship during the Spanish Civil War on August 16th, 1936, near Aviles.

ARROGANTE

French Navy, ironclad; 1864; *Nantes*; 1,000 tons (circa); 118x38x8; 120n.h.p.; 7 knots; compound engines; three 9-4 in. guns, four 4-7 in.

The French warship *Arrogante* was one of the early ironclads, having been built in 1864 at a cost of 1,352,000 francs. On March 19th, 1879, in company with a small squadron consisting of the *Implacable*, *Fanus* and *Flore*, she was engaged in gunnery practice off the island of Hyeres, near Toulon. While this was in progress there was a sudden squall which sent very heavy waves over the low freeboard of the ship, sweeping four officers from the bridge and sending a cascade of water into her hold. A lieutenant attempted to turn the *Arrogante* shorewards and run for the beach, but she was too badly swamped to answer to her helm and foundered in six fathoms, taking with her 47 officers and men. Her full complement was 122, but of this number Capt. Artiguenave was on board the *Implacable*, and there were probably others absent with him. The ship's surgeon and four other officers escaped by swimming.

The other ships of the squadron weathered the storm in safety, but were unable to afford the *Arrogante* any assistance.

ARSTERTURM

Deutsche Dampfs. Ges. Hansa; 1944; 1,923 tons.

The German steamship *Arsterturm*, carrying munitions, was bombed by British aircraft and sunk by torpedo on February 26th, 1945, off Ballaatskaeja, Norway. Thirty-six of her crew were killed.

ARTA

Atlas Levante Linie A.G.; 1922; *Akt. Ges. "Weser"*; 2,452 tons; 315-8x46x18-8; 228n.h.p.; triple-expansion engines.

The German steamship *Ana* was carrying military stores to Tunisia when, on April 16th, 1941, she was attacked by British warships and sunk by gunfire.

ARTEMIS PITTA

Y. N. Pittas Bros. & Co.; 1906; *Stettiner Oderwerke*; 1,433 tons; 240-9x36x16-2; 128 n.h.p.; triple-expansion engines.

The Greek steamship *Artemis Pitta* was bombed and sunk during the German invasion of Greece, and afterwards raised and repaired by the Germans. On February 21st, 1943, loaded with petrol and explosives, she was torpedoed by British aircraft in Milos harbour and blew up. Sixteen of her crew were killed.

ARTEMISIA

H. M. Thomson; 1920; *W. Doxford & Sons*; 6,507 tons; 420 x 54x34-3; 565 n.h.p.; triple-expansion engines.

The British ship *Artemisia* was bombed and set on fire by German aircraft on March 14th, 1941. She sank in shallow water two miles off Haisboro', Norfolk, England.

ARTESIEN

Cie. des Bat. a Vap. du Nord; 1921; *J. Readhead & Sons*; 3,152 tons; 331-2x47-2x22-1; 307n.h.p.; triple-expansion engines.

The French steamship *Artesien* was torpedoed and sunk by an Allied submarine on February 29th, 1944, off Toulon.

ARTHUR

Charlton S.S. Co.; 1872; *Readhead, Soffley & Co.*; 1,228 tons; 242X31-2x17-3; 110n.h.p.; compound engines.

The British steamship *Arthur* was wrecked in the Kara Sea in September, 1899, on a voyage from London (via the Tyne) to the Obi River with a cargo of tea.

ARTHUR F. CORWIN

Oriental Tankers; 1938; *Blohm & Voss*; 10,516 tons; 490-3x70x37; 912n.h.p.; 12 knots; oil engines.

The tanker *Arthur F. Corwin* was in the North Atlantic, about 200 miles due N. of Rockall, on February 13th, 1941, when she was

torpedoed and sunk by a German submarine. There were no survivors.

ARTHUR MIDDLETON

United States War Shipping Administration; 1942; *Alabama D.D. & S.B.Co.*; 7,176 tons; 422-8x57x34-5; 339n.h.p.; triple-expansion engines.

The American steamship *Arthur Middleton* was carrying explosives and war materials from New York to North Africa when, on January 1st, 1943, she was blown up by an explosion and sank three miles outside Oran. About 42 of the crew and 24 armed guards were killed.

ARTHUR W. SEWALL

Skibs A/S Garm; 1926; *Armstrong Whitworth & Co.*; 6,030 tons; 352-1x60x33; 626n.h.p.; triple-expansion engines.

The Norwegian oil tanker *Arthur W. Sewall* was torpedoed and shelled on August 7th, 1942. She was again attacked on the following day and sank in 8° 28' N., 34° 2' W.

ARTIGLIERE

Italian Navy, destroyer; 1937; *Odero-Terni-Orlando*; 1,620 tons; 350x38x10-7; 48,000 s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, six 37 mm., four 13 mm., 6 T.T.

On October 11th, 1940, at 2.30 a.m. the British cruiser *Ajax*, 6,985 tons, Capt. E. D. B. McCarthy, sighted three small Italian torpedo-boats E. of Malta and sank two of them—the *Airone* and *Ariel*, both of 679 tons. Before daylight she ran into a heavy cruiser escorted by four destroyers and engaged them, damaging one destroyer, the *Artigliere*. At daybreak the *Ajax* was joined by the heavy cruiser *York*, 8,250 tons, six 8 in. guns, Capt. R. H. Portal, and both ships proceeded in search of the enemy. Later British reconnaissance aircraft signalled the whereabouts of the *Artigliere*, which was in the Sicilian Channel in tow of another destroyer. The latter vessel slipped away on the near approach of the *York* and the crew of the *Artigliere* were ordered by Capt. Portal to "abandon ship", which they did, the *York* dropping Carley rafts to assist men in the water. The destroyer was then sunk by gunfire.

A message to the Italian Admiralty gave the whereabouts of the *Artigliere*'s company and a British naval plane guided an Italian hospital ship to the spot.

The *Ajax* had 13 killed and 22 wounded in both actions. There were no casualties aboard the *York*.

ARTIST

T. & J. Harrison & Co.; 1909; *Chas. Cornell & Co.*; 3,570 tons; 350-1x46x27-3; 300 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Artist* was torpedoed and sunk by a German U-boat 58 miles W. of the Smalls on January 27th, 1917. The captain and 34 men were killed.

ARTURO

Italian Navy, torpedo boat; 194-; *Italy*; 706 tons; 265-7x27-2x9; 22,000 s.h.p.; 31-5 knots; turbine engines; 3-drum boilers; two 3-9 in. guns, six 20mm. AA., 6 T.T.

The Italian seagoing torpedo boat *Arturo* fell into the hands of the Germans upon the capitulation of Italy on September 8th, 1943. The vessel had been sunk in shallow water at that time, but was raised and repaired. She was commissioned with a German crew under the name TA-24. On the night of March 17th-18th, 1945, when patrolling off Genoa in company with the *Eridano*, 706 tons, commissioned by the Germans as the TA-29, both ships were brought to action by the British destroyers *Lookout* and *Meteor*, both of 1,920 tons, six 4-7 in. guns. The fighting was brief, the *Arturo* being sunk by gunfire and the *Eridano* so badly damaged that she had to be scuttled by her crew. The number lost is not known.

ARUNDO

N.V. Maats. Zeevaart; 1930; *Northumberland S.B. Co.*; 5,163 tons; 412x55-3x26; 442n.h.p.; quadruple-expansion engines. The Dutch steamer *Arundo* was on passage from New York to Alexandria on April 28th, 1942, when she was torpedoed by the German submarine U-136. The attack took place off the New Jersey coast, near the Ambrose lightship. The *Arundo* sank with the loss of six lives.

ARY

J.E. Van Castricum; 1904; Nederl. Schps. Maats.; 642 tons; 180x28-9x13-1; 97h.p.; triple-expansion engines.
The Panamanian ship *Ary*, Capt. Edward Kelk, foundered on February 8th, 1947, off Waterford. Somebodies were washed ashore. The captain was among the survivors.

ASABA

Elder Dempster Line; 1900; Caledon Shipbuilding Co.; 972 tons; 220x36-2x13-2; 114n.h.p.; 8-5 knots; triple-expansion engines.
The steamship *Asaba* was torpedoed and sunk by a German submarine two miles W.S.W. of the Lizard on December 6th, 1917. The captain was killed together with 15 of the crew.

ASAGIRI

Japanese Navy, destroyer; 1929; Sasebo; 1,700 tons; 371 -5 x 33-7x9-7; 40,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A.m.g., 9 T.T.
The Japanese destroyer *Asagiri* was engaged in the operations known as the battle of the Eastern Solomons. On August 28th, 1942, when off the island of Santa Isabel she was bombed and sunk by dive bombers of the U.S. Marine Corps.
The destroyer's normal complement was 197.

ASAGUMO

Japanese Navy, destroyer; 1937; Kawasaki; 1,500 tons; 356 x 33-3x9; 39,000s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.
The Japanese destroyer *Asagumo* was one of nine such vessels sunk at the battle of Leyte Gulf, October 23rd-27th, 1944. The particular action in which the *Asagumo* was sunk was that fought in the Surigao Strait on the night of the 25th. An advance group of the Japanese Southern Force, consisting of two battleships, one heavy cruiser and four destroyers encountered an American fleet of five battleships and many cruisers and destroyers. All the Japanese ships, except one solitary destroyer, were sunk without the loss of any American vessel.

The *Asagumo* carried a complement of over 200.
For details of the Surigao Strait action, see the battleship *Yamashiro*. For Leyte Gulf action, see the battleship *Musashi*.

ASAHI

Japanese Navy; 1899; 11,441 tons; 425-5x75-5x27-5; 18 knots; triple-expansion engines.
The repair ship *Asahi* was formerly a battleship. On May 25th, 1942, she was torpedoed and sunk by the American submarine *Salmon* about 150 miles S.E. of Cana, Indo-China.

ASAHI MARU

Shimatani Kisen Kabushiki Kaisha; 1917; Ono Shipyard; 2,205 tons; 270x39x20-9; 150n.h.p.; triple-expansion engines.
The Japanese steamship *Asahi Mam* left Karafuto for Wakayama, and was last reported passing the Kinkwazan lighthouse on August 22nd, 1922. She is supposed to have foundered on August 24th.

ASAHI MARU No. 2

Hokkaido Tanko K.K.; 1919; Nitta Zosenshp; 1,323 tons; 220 X 35x18-5; 117n.h.p.; triple-expansion engines.
The steamship *Asahi Mam No. 2* was bombed and sunk by U*S. aircraft on August 13th, 1944, S.E. of Hongkong.

ASAHISAN MARU

Mitsui Bussan Kaisha; 1935; Mitsui Bussan Kaisha; 4,551 tons; 360x50x29; 453n.h.p.; oilengines.
The motor vessel *Asahisan Mam* was bombed and sunk by U.S. army aircraft on July 24th, 1944, off Halmahera Island, Celebes.

ASAKA MARU

Nippon Yusen K.K.; 1937; Mitsubishi; 7,399 tons; 462-7x62-3x34-4; 8,000b.h.p.; 19knots; oilengines.
The liner *Asaka Mam* was taken over by the Japanese Admiralty during the Second World War for service as an auxiliary cruiser. On October 12th, 1944, when in the Formosa Strait, she was bombed and sunk by U.S. carrier-borne aircraft. The number of officers and ratings killed was not disclosed.

ASAKA MARU

Hamane Shoten K.K.; 1909; W. Hamilton & Co.; 4,681 tons; 376-8x52-3x25-5; 320 n.h.p.; triple-expansion engines.
The steamship *Asaka Maru* was sunk by U.S. carrier-based aircraft on October 12th, 1944, S.E. of Formosa.

ASAKASAN MARU

Mitsui Bussan Kaisha; 1937; Mitsui Bussan Kaisha; 8,702 tons, 455-1x62x39-4; 1,230 n.h.p.; oilengines.
The motor vessel *Asakasan Maru* was bombed and sunk by U.S. aircraft on February 27th, 1943, off the coast of Burma.

ASAKAZE

Japanese Navy, destroyer; 1922; Mitsubishi; 1,270 tons; 320 X 30x9-6; 38,500s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T.
The Japanese destroyer *Asakaze* was torpedoed and sunk off Cape Bolinao, Luzon, Philippine Islands, by the U.S. submarine *Haddo* on August 23rd, 1944. The destroyer's normal complement was 148.

ASAKAZEMARU

Todai Kissen K.K.; 1938; Osaka Iron Works; 6,517 tons; 424-1x57-4x34-4; 500n.h.p.; turbine engines.
The Japanese transport *Asakaze Maru* with troops and a cargo of ammunition was lying in the Kwajalein lagoon, Marshall Islands, when she was bombed by aircraft from the American aircraft carriers *Essex* and *Lexington*. The attack took place on December 5th, 1943, the transport blowing up with the loss of nearly everyone on board.

ASAMA MARU

Nippon Yusen K.K.; 1929; Mitsubishi Zosen; 16,975 tons; 560x72x42-5; 4,008n.h.p.; 21 knots; oilengines.
The liner *Asama Maru* was taken over by the Japanese government during the Second World War for service as a transport. On November 1st, 1944, when about 100 miles S. of the island of Pratas in the South China Sea, she was torpedoed and sunk by the I U.S. submarine *Atule*.

ASANAGI

Japanese Navy, destroyer; 1924; Hudonagata; 1,270 tons; 320x30x9-6; 38,500s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T.
The Japanese destroyer *Asanagi* was torpedoed and sunk N.W. of the Bonin Islands by the U.S. submarine *Pollack* on May 22nd, 1944. The destroyer's normal complement was 148.

ASANAGI MARU

Nippon Kaiun K.K.; 5,142 tons.
The steamship *Asanagi Maru* was torpedoed and sunk by the U.S. submarine *Redfin* on June 11th, 1944, E. of North Borneo.

ASASHIMO

Japanese Navy, destroyer; 1940; Japan; 2,000 tons; 364x35x 11; 45,000s.h.p.; 36 knots; turbine engines; six 5in. guns, 2m.g., 8T.T.
The Japanese destroyers *Asashimo*, *Hamakaze* and *Isokaze* of 2,000 tons each, and the *Kasumi* of 1,500 tons, were all sunk in a sea-air action which took place S.W. of Kyushu on April 7th, 1945. The squadron to which the destroyers were attached consisted of several heavy units of the Japanese fleet. It was located by aircraft from a fast carrier squadron of the U.S. Fifth Fleet under command of Vice-Admiral M. A. Mitscher, which was cruising in the East China Sea as part of the operations connected with the American landing on Okinawa on April 1st. A determined attack was made upon the Japanese ships and in addition to the above-mentioned destroyers the battleship *Yamato*, 42,500 tons, and the cruiser *Yahagi*, 6,000 tons, were sent to the bottom by bombing.
The Americans sustained some damage and casualties on board the aircraft-carrier *Hancock*.
The three large destroyers carried complements of over 200 apiece, and the normal complement of the *Kasumi* was 190.
The full story of the battle is told under the battleship *Yamato**

ASASHIO

Japanese Navy, destroyer; 1936; Sasebo; 1,500 tons; 356 X 33-3x9; 39,000 s.h.p.; 34 knots; turbine engines; six 5 in. guns, 2m.g., 8T.T.

The Japanese destroyer *Asashio* was escorting a convoy carrying the 20th and 51st Divisions of the Japanese Army from Rabaul to New Guinea. When crossing the Huon Gulf on March 2nd-3rd, 1943, an attack was made on the ships by 136 Allied aircraft of all classes. Nearly all the transports were sunk as well as four destroyers including the *Asashio*. The Japanese loss in personnel approximated to 15,000 troops.

For full details, see the Japanese destroyer *Tokitsukaze*.

ASASHIO MARU

Nippon Kaiun K.K.; 5,111 tons.

The steamship *Asashio Maru* was sunk by U.S. carrier-based aircraft on March 30th, 1944, off Babelthup, Palau Islands.

ASAYAMA MARU

1,917 tons.

The steamship *Asayama Maru* was bombed and sunk by U.S. aircraft on November 6th, 1943, off Bougainville.

ASBJORN

A/STo; 1899; W. Gray & Co.; 3,459 tons; 330x47x24-8; 276n.h.p.; triple-expansion engines.

The Norwegian steamship *Asbjorn* was torpedoed and sunk by a German submarine on March 10th, 1917, off Ushant.

ASBORG

A/S To; 1896; Short Bros.; 2,750 tons; 321x43-1x21-9; 252 n.h.p.; triple-expansion engines.

The Norwegian steamship *Asborg* was torpedoed and sunk by a German submarine on January 3rd, 1918, in the English Channel.

ASCAIN

Plissonet Cie.; 1913; Wood, Skinner & Co.; 1,686 tons; 260-3 x37-7x16-4; 207n.h.p.; triple-expansion engines.

The French steamship *Ascain* was torpedoed and sunk by a German submarine on July 13th, 1917, off Ushant.

ASCALON

William Milburn & Co.; 1882; Campbell, Macintosh & Bowsted; 2,351 tons; 290 x 37-2 x 27-4; 300 h.p.; compound inverted engines.

The British steamship *Ascalon* was wrecked on October 13th, 1887, 14 miles N. of Galle on a voyage from Aden to Calcutta with a cargo of salt.

ASCANIA

Cunard S.S. Co.; 1911; Swan, Hunter & Wigham Richardson; 9,121 tons; 466x56-1x29-4; 976 n.h.p.; triple-expansion engines.

The liner *Ascania* was wrecked on June 13th, 1918, 20 miles E. of Cape Ray while on a voyage from Liverpool to Montreal in ballast.

ASCARI

Italian Navy, destroyer; 1938; Odero-Terni-Orlando; 1,620 tons; 350x38-5x10-7; 48,000s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4 - 7 in. guns, six 37 mm., four 13 mm., 6 T.T.

The Italian destroyer *Ascari* was torpedoed by the Polish submarine *Sokolin* in Navarino Bay on November 19th, 1941. She was refloated and repaired and on April 25th, 1943, when 25 miles N.W. of Zembetta Island, Tunisia, was mined and sunk. The destroyer carried a normal complement of 165.

ASCARO

E. Mazza; 1891; Short Bros.; 3,245 tons; 339x42x17-7; 281 n.h.p.; triple-expansion engines.

The Italian steamship *Ascaro* was torpedoed and sunk by a German submarine on April 30th, 1917, off S.W. Ireland.

ASCOT

British Navy, minesweeper (paddle); 1916; Ailsa Shipbuilding Co.; 810 tons; 245-7x29x6-7; 1,400i.h.p.; 15 knots; diagonal compound engines; one 3 in. gun, one 6pdr., two 2pdr.

The minesweeper *Ascot* was one of a flotilla of such vessels laid

down by the Admiralty in 1915. They were all paddle steamers of shallow draught which enabled them to perform their duties close inshore or wherever there was little depth of water. In all 32 of them were built and named after racecourses within the United Kingdom. They served a useful purpose, but owing to the danger of mines getting under the paddles no new units were added and those of the class which survived the war were sold out of the service. On November 10th, 1918, when off the Farn Islands the *Ascot* was torpedoed and sunk by a German submarine.

ASCOT

Britain S.S. Co.; 1942; Caledon S.B. & E. Co.; 7,005 tons; 419-2x56-8x34-4; 453 n.h.p.; triple-expansion engines.

The British cargo ship *Ascot*, on a voyage from Colombo to Diego Suarez, was torpedoed by a Japanese submarine on February 29th, 1944. The crew took to the boats and the ship was sunk by gunfire. The captain was taken aboard the submarine for interrogation and then thrown overboard. The submarine then rammed and machine-gunned the boats and rafts. Eight survivors were eventually picked up by the Dutch ship *Straat Soenda*.

ASDRUBAL

Hall Brothers; 1877; Palmers'Co.; 1,844 tons; 264-5x34-2x24-2; 140 h.p.; compound inverted engines.

The British steamship *Asdrubal* was wrecked on June 21st, 1882, off Cape Race, while sailing from St. John, N.B., to Bristol with a timber cargo.

ASGERD

D/S A/S Asgerd; 1924; Stavanger Stoberi & Dok; 1,308 tons; 243-4x37-2x16; 144n.h.p.; triple-expansion engines.

The Norwegian ship *Asgerd* was torpedoed and sunk on September 27th, 1940, 350 miles W. of the Hebrides. Seventeen of her crew were lost.

ASHANTI

T. E. Evans & Co.; 1936; Goole S.B. & Repg. Co.; 534 tons; 183-6x27-1x8; 102n.h.p.; oil engine.

The motorship *Ashanti* was torpedoed and sunk by a German motor torpedo boat on June 10th, 1944, off St. Catherine's Point, Isle of Wight. All 10 crew and 7 gunners were lost.

ASHANTIAN

United Africa Co.; 1935; W. Hamilton & Co.; 4,917 tons; 404-1x56-7x23; 397n.h.p.; 10 knots; triple-expansion engines.

The steamship *Ashantian*, Capt. C. Cartmer Taylor, was in convoy in mid-Atlantic on April 21st, 1943, when she was torpedoed and sunk by a German submarine. Capt. Taylor and 15 others were killed.

ASHBURY

Alexander Shpg. Co.; 1924; W. Gray & Co.; 3,901 tons; 356-5x50x24-7; 415n.h.p.; triple-expansion engines.

The British steamship *Ashbury* was wrecked on January 8th, 1945, at the entrance to the Kyle of Tongue. All of the crew were lost.

ASHBY

Ropner Shipping Co.; 1927; Cowpen Shipbuilding Co.; 4,868 tons; 405-1x53-6x26-4; 349n.h.p.; 11 knots; triple-expansion engines.

The steamship *Ashby*, Capt. T. V. Frank, outward bound in ballast was in the North Atlantic on November 30th, 1941, when she was torpedoed and sunk by a submarine. Capt. Frank, 11 crew and 5 gunners were lost.

ASHCREST

Crest Shipping Co.; 1920; Northumberland S.B.; Co.; 5,652 tons; 399-6x53x32-8; 517n.h.p.; triple-expansion engines.

On December 7th, 1940, the British ship *Ashcrest* reported that she was in distress and her rudder broken in 54° 35' N., 9° 20' W., but aircraft were unable to find her. She had left Sydney, N.S., on November 22nd, for the Tees.

ASHEVILLE

United States Navy, gunboat; 1918; Charleston Navy Yard; J,270 tons; 241 -2x41 -2x11 -3; 800 n.h.p.; 12 knots; turbine engines; Bureau boilers; three 4 in. guns, two 3 pdr., three 1 pdr.

The U.S. gunboat *Asheville* was one of the vessels forming the Allied East Indies Squadron which met with total destruction at the battle of the Java Sea on February 27th/28th, 1942. The *Asheville* did not take part in the battle but at its conclusion was ordered to make for Australia independently. She was intercepted and sunk by the Japanese on March 3rd. Her normal complement was 185, but it is probable that a larger number was on board at the time of her loss.

The full story of the battle of the Java Sea is told under the Dutch cruiser *De Ruyter*, flagship of Rear-Admiral K. Doorman.

ASHIGARA

Japanese Navy, heavy cruiser; 1928; Kawasaki; 10,000 tons; 640x62-3x16-5; 100,000s.h.p.; 33 knots; turbine engines; Kanpon boilers; ten 8 in. guns, eight 4 • 7 in., eight 47 mm., 2 m.g., 8 T.T., 4 aircraft.

The Japanese heavy cruiser *Ashigara* was torpedoed and sunk by the British submarine *Trenchant* north of Banka Strait on June 8th, 1945. She was one of the very few Japanese warships sunk by the British in the Pacific operations. Her normal complement was 692.

ASHIHARU MARU

Azuma Risen Goshi Kaisha; 1899; W. Gray & Co.; 3,122 tons; 325x47-1x22-4; 264n.h.p.; triple-expansion.

The *Ashiharu Maru* was wrecked on January 28th, 1929, at Mo-Fu Point, Hainan Strait.

ASHIZURI MARU

2,166 tons (approx.).

The tanker *Ashizuri Maru* was torpedoed and sunk on June 5th, 1944, by the U.S. submarine *Puffer*, E. of North Borneo.

ASHKHABAD

U.S.S.R.; 1917; Harland&Wolff; 5,284 tons; 400-7x52-3x28-5; 489 n.h.p.; triple-expansion engines.

The Soviet ship *Ashkhabad* was torpedoed by a German submarine on April 30th, 1942, about 100 miles off North Carolina. The ship remained afloat in a waterlogged condition and was sunk by gunfire on May 3rd.

ASHLEA

Cliff side Shipping Co.; 1929; Sir J. Priestman & Co.; 4,222 tons; 367-4x51-5x25-1; 375 n.h.p.; triple-expansion engines.

The British cargo ship *Ashlea* was intercepted and sunk by the armed raider *GrafSpee* on October 7th, 1939, between Cape Town and Freetown.

ASHLEY

North of Ireland S.S. Co.; 1891; Craig, Taylor & Co.; 2,297 tons; 289x37-9x19-3; 197n.h.p.; triple-expansion engines.

The British steamship *Ashley* was wrecked near Galle in September, 1904, while sailing from Sourabaya to Suez with a cargo of sugar.

ASHMOUNT

Ashmount S.S. Co.; 1904; A. Rodger & Co.; 3,109 tons; 319-6x46-5x23; 275 n.h.p.; triple-expansion engines.

Sailing from Adelaide via Natal to Liverpool with a cargo of sugar the *Ashmount* was wrecked in April, 1905, on Stalwart Point near East London.

ASHMUN J. CLOUGH

Stephenson Clarke & Assoc. Cos.; 1943; W. Butler Shipbuilders Inc.; 250-6x41-3x18-4; 188n.h.p.; 9knots; triple-expansion engines.

The collier *Ashmun J. Clough*, Capt. E. Hodge, was managed for the Ministry of War Transport by the firm of Stephenson Clarke. On August 26th, 1944, when some miles E.N.E. of Cherbourg, the vessel was torpedoed and sunk by a submarine. Ten men were killed. Capt. Hodge was among the survivors.

ASHTON

W. & E. S. Lamplough; 1898; J. L. Thompson & Sons; 3,196 tons; 325x44-5x19-7; 280 n.h.p.; triple-expansion engines.

Sailing with a cargo of coal from Muroran to Hong, the *Ashton* was wrecked in February, 1901, at Oma, Tsugaru Straits.

ASHWORTH

R.S.Dalgliesh; 1920; W. Pickersgill & Sons; 5,227 tons; 400 x 53x29; 425 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Ashworth*, Capt. W. Mouat, was sailing in convoy in the North Atlantic on October 13th, 1942, when she was torpedoed and sunk by a German submarine. Capt. Mouat, 41 crew and 7 gunners were lost.

ASIA

J.Ellis; 1872; J. & R. Swan; 662 tons; 210-7x25-1x15-5; 90hp; compoundinvertedengines.

The steamer *Asia* was employed in the Canadian N.W. transit service. On September 14th, 1882, under Capt. W. Turnbull, she was wrecked near Lonely Island, Georgian Bay, about 20 miles from Point au Barrie. Of those on board about 98 passengers and crew were drowned.

ASIA

Taylor Bros.; 1883; Pittfield; 1,398 tons; 201-3x38-8x24.

The *Asia* was one of the famous sailing ships belonging to St. John, New Brunswick. In September 1897 the vessel left Manila for Boston with a cargo of hemp. The voyage was a long one and at its close, when 167 days out, on February 20th, 1898, she took soundings off Cape Cod and found herself in 40 fathoms. The weather was bad in a heavy snowstorm and a rough sea. This prevented an accurate placing of her whereabouts and her officers did not realise that she was so far south of her destination.

During the afternoon when upon a northerly course the *Asia*, running under shortened sail, struck on the dreaded Nantucket Shoal. Orders were immediately given to set more sail and if possible force through the sand-bank and gain the open sea. This effort succeeded but shortly afterward with a gale blowing at full blast and under press of sail the ship struck another shoal.

It was now dark and no friendly vessel within hearing of the *Asia's* minute-gun. The seas were breaking over her and tearing away deckhouses, standing-gear and eventually destroying the ship herself. Capt. George Dakin, in command, was flung on the deck by a huge wave and killed instantly. The first officer ordered all hands below in order to avoid the seas but in a short time the wreck went to pieces.

Only three seamen were picked up out of a company of 25 persons, including the captain's wife and little girl. So furious were the seas that on the next day no remains of the *Asia* were visible.

ASIA

Asia S.S. Co.; 1883; Harland&Wolff; 4,680 tons; 440-9X44-2x29-2; 471 n.h.p.; triple-expansion engines. On a voyage from Hong Kong to San Francisco the British steamship *Asia* struck the Finger Rock at Taichow Island on April 23rd, 1911, and sank.

ASIA

Cie. Francaise de Nav. a Vap.; 1907; Russell & Co.; 5,890 tons; 415-3x49-6x25-1; 757n.h.p.; triple-expansion engines.

The French ship *Asia* was bound from Jeddah to Djibouti with 1,500 pilgrims. She caught fire and burned out on May 21st, 1930, in Jeddah outer harbour.

ASIAN

F.Leyland&Co.; 1898; Caird & Co.; 5,514 tons; 420-6X49-1x21-9; 555n.h.p.; triple-expansion engines.

The British steamship *Asian* was wrecked on September 17th, 1924, on Stag Rocks, Galley Head. She was on a voyage from New Orleans to Liverpool.

ASIATIC PRINCE

Rio Cape Line; 1926; Deutsche Werft A.G.; 6,734 tons; 441-7x60x29-1; 1,313 n.h.p.; oil engines. ^

The British motorship *Asiatic Prince* left Los Angeles on March 16th, 1928, for Yokohama but was not seen again.

ASIEN

"Atlas" *Reederei A.G.*; 1905; *J. L. Thompson & Son*; 3,894 tons; 344-7x49-3x26-8; 329 n.h.p.; triple-expansion engines. The German ship *Asien* was torpedoed and sunk by an Allied submarine on April 7th, 1944, off Lister.

ASIMINA

S. G. Embiricos; 1894; *C. S. Swan & Hunter*; 2,878 tons; 312-5x41x20-6; 250 n.h.p.; triple-expansion engines. The Greek steamship *Asimina* was torpedoed and sunk by a submarine on January 26th, 1918, in the Mediterranean.

ASKA

British India Steam Navigation Co.; 1939; *Swan Hunter*; 8,323 tons; 444-6x61-2x25-2; 2,155 n.h.p.; 19 knots; turbine engines. The liner *A ska* left Bathurst, West Africa, for Liverpool on September 7th, 1940, with 350 French troops on board, some of whom were to land in France and others to join the Free French forces then forming in Britain. The vessel was not in convoy as she was capable of maintaining a speed of 17 knots. At 2.30 a.m. on Monday, the 16th, when between Rathlin Island and Maiden's Rock the liner was attacked by a German bomber which scored two hits with heavy bombs in, or near, the engine-room. A third bomb hit the fore-castle, after which orders were given to "abandon ship" and the boats were got away. The ship drifted ashore. Six officers and six lascars were killed. The survivors were picked up by trawlers and transferred to a naval ship, which took them to Greenock.

ASKILD

A/S Vesterhav; 1892; *R. Thompson & Sons*; 2,540 tons; 295x41x18-5; 238 n.h.p.; triple-expansion engines. The Norwegian steamship *Askild* was torpedoed and sunk by German submarine on May 19th, 1917, off Ushant.

ASLACOE

Bennetts & Co.; 1889; *R. Dixon & Co.*; 2,524 tons; 295-5x42-2x18-7; 220 h.p.; triple-expansion engines. The British steamship *Aslaco*e was wrecked in August, 1890, in Trepassy Bay (Nfld.) while on a voyage from Montreal to Grimsby with a cargo of timber.

ASLAN

Turkish Transport; 1872; *Barclay, Curie & Co.*; 2,541 tons; 350-4x36-9x27-5; 427 n.h.p.; 9-5 knots; compound engines. The Turkish transport *Asian*, carrying troops through the Red Sea, was wrecked near Yembo on April 1st, 1901, 180 troops and crew losing their lives.

ASMARA

Operated by *Garibaldi S.A. Co-op. di Nav. for Italian Navy*; 1915; *Russell & Co.*; 7,192 tons; 454-8x56-2x35-6; 887 n.h.p.; quadruple-expansion engines. The steamship *Asmara* was torpedoed and sunk by an Allied submarine on August 10th, 1943, off Brindisi.

ASOMARU

Toa Kaiun K.K.; 1923; *Mitsubishi Zosen Kaisha*; 3,028 tons; 315-5x46x27; 284 n.h.p.; triple-expansion engines. The steamship *Aso Maru* was torpedoed and sunk by the U.S. submarine *Redfin* on June 24th, 1944, in the Surigao Strait.

ASOKAWA MARU

Kawasaki Kisen K.K.; 6,925 tons. The steamship *Asokawa Maru* was bombed and sunk by U.S. Army aircraft on March 28th, 1945, near Camranh Bay, Indo-China.

ASOSANMARU

Mitsui Bussan K.K.; 1935; *Mitsui Bussan Kaisha*; 8812 tons; 453x62x30-5; 1,230 n.h.p.; oil engines. The motor vessel *Asosan Maru* was torpedoed and sunk by the U.S. submarine *Bluegill* on May 1st, 1944, about 100 miles E. of Mindanao Island, Philippines.

ASPASIA

J. Th. Galakis; 1914; *Sunderland S.B. Co.*; 4,211 tons; 370X53-5x24-5; 363 n.h.p.; triple-expansion engines. The Greek ship *Aspasia* left Takoradi on July 14th, 1940, for St. Vincent, C.V. She left St. Vincent on August 5th for Workington and was not seen again. It was thought that she had been torpedoed by a German submarine in the N. Atlantic about the 12th August.

ASPASIA STAVRONDIS

E. Stavrondis; 1885; *Ramage & Ferguson*; 1,323 tons; 210-2X31-2x12; 106 n.h.p.; compound engines. The Greek cargo ship *Aspasia Stavrondis*, with a cargo of petroleum, caught fire on January 12th, 1921, and sank on the following day 8 miles E. of Carpathos Island.

ASPEN

O. F. Ahlmark & Co. Efr. A/B; 1918; *Stavanger Stoberi & Dok.*; 1,305 tons; 239-9x37-1x15-5; 132 n.h.p.; triple-expansion engines. The Swedish cargo ship *Aspen* was sunk by aircraft on July 16th, 1941, outside Rotterdam.

ASPHODEL

British Navy, corvette; 1941; *W. Simons & Co.*; 925 tons; 193x32x16; 17 knots; quadruple-expansion engines; one 4 in. A.A. gun, several smaller. The corvette *Asphodel*, Lt. A. M. Halliday, R.N.Z.N., was torpedoed and sunk by a German submarine off Cape Finisterre on March 9th, 1944. Five officers, including Lt. Halliday, and 87 ratings were killed.

ASPS

Rederi A/BRex; 1920; *Kockums M/V A/B*; 1,331 tons; 235-5X37-7x16-5; triple-expansion engines. The Swedish ship *Aspo* left Kalmar on January 26th, 1953, for Hartlepool. She was reported by wireless to be in distress on February 1st and nothing more was heard of ship or crew until the wreck was located several miles W. of Jutland.

ASPROMONTE

Italian State Railways; 1921; *Government Dockyard, Castellamare*; 976 tons; 271-6x34-8x12-7; 159 n.h.p.; triple-expansion engines. The ferry *Aspromonte* was sunk by gunfire from a British warship on December 2nd, 1942, in the Straits of Messina.

ASSAM

1,668 tons. The Japanese steamship *Assam* was bombed and sunk by U.S. aircraft on December 3rd, 1943, off the coast of Burma.

ASSAR-I-TIEWFIK

Turkish Navy, ironclad; 1867; *La Seyne*; 5,000 tons; 272 X52x25; 3,560 i.h.p.; 13 knots; horizontal engines; cylindrical boilers; three 6 in. guns, seven 4-7 in., six 6 pdr. The old Turkish ironclad, *Assar-I-Tewfik*, had been overhauled and reamed at Krupp's Germania Yard during 1903-7. She proved most useful to the Turks in landing operations and coastal fighting during the Balkan War of 1913. In this capacity she covered the landing of some Turkish irregulars at Tcherkess on February 11th, 1913, but stood in too close to shore when firing at the Bulgarian batteries and ran on a submerged rock. Unfortunately the weather was stormy and hope of getting the ship off in a short time had to be abandoned. As she was well within range of the Bulgarian artillery her ship's company of 30 was transferred to the escorting torpedo boats and the Turkish force withdrew. There was no loss of life.

ASSAYE

Elder, Dempster & Co.; 1891; *Harland & Wolff*; 5,129 tons; 401x45-3x28-1; 390 n.h.p.; triple-expansion engines. The steamship *Assaye* was wrecked in April, 1897, on Blonde Rock, S. of Seal Island at the entrance to the Bay of Fundy while on a voyage from Liverpool to St. John, N.B.

ASSIMACOS

ASSIMACOS

M. D. Assimacos; 1907; *Rickmers Akt. Ges.*; 4,175 tons; 367-2x47-7x27-4; 261 n.h.p.; triple-expansion engines.
The Greek ship *Assimacos* was wrecked on September 2nd, 1930, at Vilasasu, three miles S. of Silleiro Light.

ASSIMESFA BAIKA

P. E. Baikas; 1895; *Wigham Richardson & Co.*; 1,334 tons; 254-1x33-5x17-1; 195 n.h.p.; triple-expansion engines.
The Greek ship *Assimina Baika* was sunk by aircraft on April 20th, 1941, at Politika, N. of Chalkis.

ASSUNTA DE GREGORI

Soc. Anon di Nav. "Assunta di Gregori"; 1914; *Northumberland S.B. Co.*; 4,219 tons; 400x53x23-8; 433 n.h.p.; triple-expansion engines.
The Italian steamship *Assunta de Gregori* was torpedoed and sunk by a British submarine on April 19th, 1942, off the Kerkenna Islands, Tunisia.

ASSUNZIONE

T. Gazzolofu A.; 1889; *Schlesinger, Davis & Co.*; 3,770 tons; 370-5x44-2x27-2; 413 n.h.p.; triple-expansion engines.
The Italian steamship *Assunzione* was torpedoed and sunk by a submarine on June 15th, 1917, in the Mediterranean.

ASSYRIAN

F. Leyland & Co.; 1897; *Furness Withy & Co.*; 2,890 tons; 350 x 42x23-2; 288 n.h.p.; triple-expansion engines.
Sailing from Antwerp to Montreal with a mixed cargo, the *Assyrian* went aground in June, 1901, at Cape Race, NFL, and was totally wrecked.

ASSYRIAN

Ellerman Lines; 1914; *Blohm & Voss*; 2,962 tons; 332 x 44-8 x 23-1; 280 n.h.p.; triple-expansion engines.
The British cargo ship *Assyrian* was torpedoed by a German submarine on October 19th, 1940, in 57° 12' N., 10° 43' W., and sank on the following day. Seventeen lives were lost.

ASTA

A/B Maritime; 1883; *Palmers' Co.*; 1,623 tons; 257-2x36-2x 17-5; 143 n.h.p.; compound engines.
The Swedish ship *Asta* was sunk in a collision on December 15th, 1927, eight miles E. of May Island.

ASTER

British Navy, sloop; 1916; *Earless Shipbuilding Co.*; 1,250 tons; 267-7x33-5x11-7; 2,000 i.h.p.; 16-5 knots; triple-expansion engines; cylindrical boilers; two 4-7 in. guns.
The sloop *Aster*, Lt. Cdr. Hodson, in company with her sister ship the *Azalea*, was escorting a hospital ship through the Central Mediterranean. On July 4th, 1917, when approaching Malta, the hospital ship took a wrong course which led her over a known enemy minefield. She got through unscathed, however, but her two escorts were not so fortunate. The *Aster* was sunk and the *Azalea* badly damaged.

Of the *Aster's* complement of 93 officers and ratings, ten lost their lives as a result of the explosion.

ASTERIA

/A. Jachmindji; 1904; *J. Priestman & Co.*; 3,313 tons; 336-5x46-5x23-9; 325 n.h.p.; triple-expansion engines.
The Greek ship *Asteria* struck a mine and sank on January 17th, 1940, 9½ miles from Haisbro' light. Thirteen of the crew were lost.

ASTI

Italian Government; 1896; *J. L. Thompson & Sons*; 5,642 tons; 409x50-5x27-1; 393 n.h.p.; triple-expansion engines.
The Italian steamship *Asti* was torpedoed and sunk by a German submarine on August 13th, 1917, in the North Atlantic.

ASTIR

Th. F. Stafilopatis; 1896; *Helsingors Jernsk. & Msk.*; 1,335 tons; 240-6x34-2x14-1; 124 n.h.p.; triple-expansion engines.
The Greek ship *Astir* was bombed and sunk by German aircraft on April 27th, 1941, at Kapsalion.

ASTORIA

Beaver Shipping Co.; 1901; *Craig Taylor & Co.*; 4,262 tons; 360x48-3x20-3; 348 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Astoria* was torpedoed and sunk by a German submarine 120 miles N.W. by W. of Vardo, Norway, on October 9th, 1916. Seventeen men were killed. The captain was among the survivors.

ASTORIA

United States Navy, heavy cruiser; 1933; *Puget Sound Navy Yard*; 9,950 tons; 588x61-7x23-5; 107,000 s.h.p.; 32-7 knots; turbine engines; Babcock & Wilcox boilers; nine 8 in. guns, eight 5 in., two 3 pdr., 10 smaller, 4 aircraft.
On August 7th, 1942, the Americans commenced their offensive for the recapture of the Solomon Islands from the Japanese. Very large naval forces, accompanied by a great fleet of transports, arrived off the island of Guadalcanal during the night of the 6th/7th. The weather on the preceding days had been overcast, effectively preventing air reconnaissance by the Japanese, as a result of which the first landing took them completely by surprise. There was some bombing by Japanese aircraft later in the day and on the following day, but large naval forces did not meet until early in the morning of August 9th.

At about 1.45 a.m. Japanese aircraft located the position of the U.S. transports by means of flares, while at the same time a force of cruisers and destroyers from the shelter of Savo Island made a high-speed sortie. This was met by the U.S. heavy cruisers *Astoria*, *Quincy* and *Vincennes* and the Australian heavy cruiser *Canberra* all over 9,000 tons, 8 in. guns, with other cruisers and destroyers. The Allied ships were in two groups. The first group which included the *Canberra* compelled the Japanese to alter course to proceed through the N.E. channel past Savo. In doing so they ran into the American heavy units and there was a stiff engagement within torpedo-range. The *Astoria* was set on fire and otherwise damaged so that by morning it was impossible to save her and she sank with the loss of some, but not many, of her complement of about 700.

The *Canberra*, *Quincy* and *Vincennes* were also lost, but it proved possible to save most of the crews from them. The Japanese did not press home their attack upon the transports which suffered no damage or casualties.

ASTRA II

Ministry of Shipping; 1920; *Clyde S.B. & Eng. Co.*; 2,393 tons; 296-1x44-3x20-3; 250 n.h.p.; triple-expansion engines.
The cargo ship *Astra II* was torpedoed and sunk by a submarine on August 29th, 1940, in 56° 09' N., 12° 14' W. Five lives were lost.

ASTRAL

Socony-Vacuum Oil Co.; 1916; *United States*; 7,524 tons; 439-5x58x33; 3,300 i.h.p.; 11 knots; quadruple-expansion engines.
The American tanker *Astral*, Capt. Chris. Alsager, was lost with all hands, 37 officers and men. The vessel left the Dutch island of Aruba, off the coast of Venezuela, for Lisbon in November, 1941, and was sunk by a submarine on December 2nd, 1941, S.W. of the Azores.

ASTRID

Rederi A/B Nanna; 1901; *J. Hauge*; 603 tons; 171x27-9x15-3; 52 n.h.p.; triple-expansion engines.
The Finnish ship *Astrid* struck a mine and sank on October 21st/22nd, 1940, at the E. end of the Gulf of Finland. Ten lives were lost.

ASTRIDA

Cie. Maritime Beige (Lloyd Royal) Soc. Anon.; 1929; *Rotterdam Droogd. Maats.*; 3,310 tons; 399-9x48-5x23; triple-expansion engines.
The Belgian steamship *Astrida* reported on March 19th, 1945, that she was in distress in heavy weather 75 miles S.E. of Port Elizabeth. She was carrying passengers. Twenty-nine survivors were eventually landed.

ASTROLOGER

G. Gibson & Co.; 1890; *W. Dobson & Co.*; 912 tons; 210 X 30-1 X 17-2; 127 n.h.p.; triple-expansion engines.
The British steamship *Astrologer*, Capt. J. G. Wood, struck a mine

and sank 5 miles S.S.E. from Lowestoft on June 26th, 1916. The captain and 10 of the crew were killed.

ASTRONOMER

T. & J. Harrison; 1917; D. & W. Henderson; 8,401 tons; 483 x 58 X 33; 700 n.h.p.; 13-5 knots; quadruple-expansion engines.
The Harrison liner *Astronomer* was taken over by the Admiralty during the Second World War for service as an auxiliary. The special duty of the ship was that of a boom-carrier, and on June 1st, 1940, she was sunk by a submarine about 75 miles due N. of Kinnaird Head. Four of the crew and a number of naval ratings lost their lives.

ASTURIAS

Royal Mail Steam Packet Co.; 1908; Harland & Wolff; 12,002 tons; 520x62-3x31-8; 924n.h.p.; 16-5 knots; quadruple-expansion engines.
The R.M.S.P.Co.'s liner *Asturias* was taken over by the Admiralty during the First World War for service as a hospital ship. In March, 1917, she returned with wounded from Salonika, and disembarked them safely at Avonmouth. On the night of the 20th, when continuing her voyage up Channel with all lights burning and the red crosses on her sides clearly visible, she was torpedoed by a German submarine 6 miles off Start Point. The number of persons on board at the time was 206, of whom 49 were nurses. The explosion killed several men outright and there were subsequent deaths amounting to 45, of which number 29 were crew.
The *Asturias* was eventually run ashore at Bolt Head and was refloated some time afterwards and again placed in service.

ASUKAMARU

Nippon Yusen K.K.; 1924; D. & W. Henderson & Co.; 7,523 tons; 440-4x57x38-5; 1,111 n.h.p.; oilengines.
The motor vessel *Asuka Mam* was torpedoed and sunk by the U.S. submarine *Seawolf* on January 10th, 1944, E. of Formosa.

ASUKAZAN MARU

Mitsui Sempaku; 6,886 tons.
The steamship *Asukazan Mam* was torpedoed and sunk by the U.S. submarine *Tang* on July 4th, 1944, W. of Mokpo, Korea.

ASUNCION

Hamburg-Sud-Amerik. Dampfschiffahrts Ges.; 1921; Deutsche Werft A.G.; 4,626 tons; 414-4x50-3x26-9; 438 n.h.p.; triple-expansion & L.P. turbine engines.
The German ship *Asuncion* struck a mine and sank on May 23rd, 1942, N. of Tromso.

ATACAMA

Pacific Steam Nav. Co.; 1870; J. Elder & Co.; 1,822 tons; 290 x 38-3x22-8; 300 h.p.; compound inverted engines. The steamship *Atacama* was lost 22 miles S. of Caldera, Chile, about the end of November, 1877. Of those on board it was estimated that 104 were drowned.

ATACAMA

S. Wakeham & Son; 1890; R. & J. Evans & Co.; 1,147 tons; 224x34-5x20-1.
The Liverpool barque *Atacama* was bound from Newcastle, N.S.W., to San Francisco with a general cargo and a crew of 18. On February 9th, 1898, in very rough weather she foundered in the Tasman Sea. The crew took to the boats, one of which with 5 men was picked up. The rest of the crew were never heard of again.

ATAGO

Japanese Navy, heavy cruiser; 1930; Kure; 9,850 tons; 650 x 62-3x16-5; 100,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; ten 8 in. guns, four 4-7 in., eight 47 mm., 4 m.g. 8 T.T.
The Japanese heavy cruisers *Atago* and *Maya*, sister ships of 9,850 tons, formed part of the Japanese "Central Force" at the battle of Leyte Gulf, October 23rd-26th, 1944, consisting of five battleships, 11 cruisers of various types and 15 destroyers. In the early hours of the 23rd, the day prior to the main action, when steaming through the Palawan Passage in the Philippines both ships

were torpedoed and sunk by U.S. submarines. The *Atago* was sunk by the *Darter* and the *Maya* by the *Dace*, four torpedo hits being scored on each ship. A third heavy cruiser was disabled by torpedo hits. For full story of the battle see under the battleship *Musashi*.

ATAGO MARU

Nippon Yusen K.K.; 1924; Lithgows; 7,543 tons; 440x57-2x 35-8; 997 n.h.p.; oilengines.
The motor vessel *Atago Mam* was bombed and sunk by U.S. land-based aircraft on November 28th, 1944, off Miri, Sarawak.

ATAKA MARU

Teikoku Sempaku; 5,248 tons.
The steamship *Ataka Mam* was torpedoed and sunk by the U.S. submarine *Paddle* on August 23rd, 1943, off Katsuura, Japan.

ATALAIA

LloydBrasileiro; 1910; Bremer Vulkan; 5,555 tons; 419-7x 54-5x28; 388n.h.p.; quadruple-expansion engines.
On a voyage from Lourenco Marques to Buenos Aires the *Atalaia* radioed on May 25th, 1941, that she had lost a rudder and was in distress in a storm in 39° 55' N., 2° W. The last S.O.S. was received at 3.34 p.m.

ATALANTA

British Navy, training frigate (sail); 1844; British Isles; 923 tons; 131x40-2x10-8; 26guns.
The sailing frigate *Atalanta* was converted into a training ship for young seamen after the loss of the *Eurydice* (which see) and like that ill-fated vessel was sunk on the return voyage from the West Indies. On November 7th, 1879, she left Portsmouth under command of Capt. Francis Stirling, having a complement of 15 officers and 265 men and boys. It was the *Atalanta's* third voyage in the capacity of a training ship and early in the cruise yellow fever broke out and the captain decided to run for Bermuda, where he arrived on January 29th, 1880. Two days later the ship sailed for home, having considerably shortened her timetable which originally provided for her arrival on, or about, April 4th, 1880.

From the date of her leaving Bermuda, January 31st, 1880, the *Atalanta* was never heard of again. A terrific gale raged from the 12th to the 16th of February and it is possible that the vessel was overwhelmed by this. The Channel Squadron under Admiral Hood made an exhaustive search over a wide area but without result, and in May the Admiralty was compelled to conclude that the *Atalanta* was lost.

The *Atalanta* belonged to a class of frigates which were the broadest ships, in proportion to their length, ever built for the navy. They were considered by expert naval opinion to be very safe vessels, which made the loss of the *Atalanta* all the more inexplicable.

ATALANTA

N.Hill; 1885; R. Duncan & Co.; 1,753 tons; 265-1x39-7x 23-4.
The iron sailing ship *Atalanta* was wrecked off Newport, Oregon, on November 18th, 1898. Twenty-eight of the crew were drowned.

ATHABASKAN

Canadian Navy, destroyer; 1941; Halifax, N.S.; 2,000 tons; 355-5x37-5x9-5; 44,000s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; six 4• 7 in. guns, two 4 in.A.A., ten 20 mm., 4 T.T.
The Canadian destroyers *Athabaskan* and *Haida* encountered a German force of two destroyers N.W. of Brest on April 29th, 1944. A sharp engagement ensued during which one German destroyer, the T-26, was set on fire and forced to run ashore. The *Athabaskan* was hit by gunfire and also torpedoed. She sank with about half her complement of 240. Most of the survivors were picked up by the Germans and became prisoners of war.

ATHELBEACH

United Molasses Co.; 1931; Cammell, Laird & Co.; 6,568 tons; 426-1x55-9x32-2; 489n.h.p.; 11 knots; oilengines. The tanker *Athelbeach*, Capt. M. McIntyre, was torpedoed and sunk by a German submarine on March 7th, 1941, about 200 miles S.W. of the Faroe Islands. Capt. McIntyre and six men were killed.

ATHELCREST

ATHELCREST

United Molasses Co.; 1940; Sir J. Laing & Sons; 6,825 tons; 426-3x59-3x34-3; 256 n.h.p.; 11 knots; oilengines.
The tanker *Athelcrest*, Capt. V. J. Evans, was torpedoed by a German submarine on August 25th, 1940, at a position about 170 miles W. of the island of Lewis in the Hebrides. Thirty men were killed. Capt. Evans was among the survivors. The ship was later sunk by gunfire.

ATHELCROWN

United Molasses Co.; 1929; Furness Shipbuilding Co.; 11,999 tons; 526-2x68-8x38-9; 945 n.h.p.; 12 knots; oilengines.
The tanker *Athelcrown*, Capt. I. Burkill, was torpedoed and sunk by a submarine in the North Atlantic on January 22nd, 1942. Six men were killed. Capt. Burkill was among the survivors.

ATHELDUCHESS

United Molasses Co.; 1929; W. Hamilton & Co.; 8,940 tons; 475x63-3x35; 709 n.h.p.; oilengines.
The tanker *Athelduchess* was wrecked on August 20th, 1943, on Southern Rocks, The Smalls. She broke in two. The after part was salvaged and joined to a new fore-part in December, 1947.

ATHELEMPRESS

AthelLine; 1930; W. Hamilton & Co.; 8,941 tons; 475 x63-3 x 35; 709 n.h.p.; oilengines.
The motor tanker *Athelempress* was torpedoed and shelled on April 29th, 1942. She sank in 13° 21' N., 56° 15' W.

ATHELFOAM

AthelLine; 1931; Cammell Laird & Co.; 6,554 tons; 426-lx 55-9x32-2; 476n.h.p.; oilengines.
The tanker *Athelfoam*, on a voyage from Liverpool to Pastelillo, in ballast, was intercepted by the German raider *Scharnhorst* on March 15th, 1941, and sunk by gunfire about 500 miles S.E. of Cape Race.

ATHELKING

AthelLine; 1926; Swan, Hunter & Wigham Richardson; 9,557 tons; 474-9x64-4x36-5; 709n.h.p.; oilengines.
The motor tanker *Athelking* was intercepted by a German raider on September 9th, 1940, and sunk by gunfire. Four were killed.

ATHELNIGHT

AthelLine; 1930; R. Duncan & Co.; 8,940 tons; 475x63-9x35; 709n.h.p.; oilengines.
The motor tanker *Athelknight*, Capt. Roberts, was torpedoed and shelled by a German submarine on May 26th, 1942, in 26° N., 46° W., and sank on the following day. Five gunners were killed.

ATHELSULTAN

United Molasses Co.; 1929; W. Hamilton & Co.; 8,882 tons; 475x63-3x35; 710 n.h.p.; 11 knots; oilengines.
The tanker *Athelsultan*, Capt. J. D. Donovan, was torpedoed and sunk by a submarine in the North Atlantic on September 22nd, 1942. Thirty-seven crew, 7 gunners, the convoy commodore and 5 of his staff were lost. Capt. Donovan, who later in the war was awarded the O.B.E. and the Lloyd's Medal, was among the survivors.

ATHELEMPLAR

AthelLine; 1930; Lithgows; 8,992 tons; 475x63-3x35; 709 n.h.p.; oilengines.
The motor tanker *Atheltemplar* on a voyage from Reykjavik to North Russia with 9,400 tons of fuel oil was torpedoed and set on fire by a German submarine on September 14th, 1942, N.W. of Jan Mayen Island, and sank some time later, still burning. Three lives were lost.

ATHELVIKING

AthelLine; 1926; Furness S.B. Co.; 8,779 tons; 471-2x62-4x 35-3; 709n.h.p.; oilengines.
The motor tanker *Athelviking* was torpedoed and sunk by a submarine on January 14th, 1945, between Boston and Halifax. Four lives were lost.

ATHENA

W. Lowden & Co.; 1899; Short Bros.; 3,427 tons; 352- 6x45-1 x 18 • 7; 313 n.h.p.; triple-expansion engines.
The steamship *Athena*, Capt. Jones, was wrecked off Campana Island, Patagonia, on, or about, March 22nd, 1902. Of those on board Capt. Jones and 16 others were drowned.

ATHENE

A/S Athene (Jorgen Bang); 1928; Armstrong Whitworth & Co.; 4,681 tons; 345-6x53-5x27-8; 580 n.h.p.; oil engines.
The motor vessel *Athene* was torpedoed and sunk by a German submarine on June 10th, 1942, off Alexandria. Twelve crew and a gunner were killed.

ATHENIA

Donaldson Line; 1904; Vickers Sons & Maxim; 8,668 tons; 478x56x32-5; 855n.h.p.; 12-5 knots; triple-expansion engines.
The Donaldson liner *Athenia* was torpedoed and sunk by a German submarine seven miles N. of Inishtrahull Island, off Co. Donegal, on August 16th, 1917. Fifteen persons lost their lives. The captain was among the survivors.

ATHENIA

Donaldson Atlantic Line; 1923; Fair field Co.; 13,581 tons; 526-3x66-4x38-1; 15-5 knots; turbine engines.
The liner *Athenia* left Glasgow on Friday, September 1st, 1939, at about noon, for Montreal. The ship called at Liverpool and Belfast to embark passengers and on the evening of the 3rd was some 250 miles W. of Inishtrahull, Donegal, when she was torpedoed by a German submarine. War with Germany had broken out only a few hours before.

The number of persons on board the *Athenia* was 1,418, of whom 1,103 were passengers, 311 of this number being American citizens. The ship, which was under command of Capt. James Cook, was torpedoed at 7.45 p.m., being struck on the port side abaft the engine-room. Shortly after the explosion of the torpedo the submarine broke surface at from 800 to 1,000 yards distance and fired two shells at the ship's wireless gear. Many people had been killed by the explosion of the torpedo and it was at once realised that the ship would sink. The boat accommodation was for 1,830 persons, and was ample for those on board at the time, but the ship began to list, making the task of launching extremely difficult. One boat, crowded with people, fell from the davits and threw all its occupants into the sea. Another capsized some time later and a third ran foul of the screw of a Norwegian steamship when coming alongside. These accidents considerably increased the death-roll and when, after some days, all the survivors had been landed it was announced by the Donaldson Line that 128 persons had lost their lives.

In reply to the German Government's propaganda about the sinking, and denial of responsibility, the British Government announced that certain assurances, including the following, had been conveyed to the United States Government:—

1. The s.s. *Athenia* carried no bullion or securities, and no guns, munitions of war, or explosives, either as cargo or stores.
2. She was not sunk either by contact with a British mine, by a British submarine, by gunfire of British destroyers, or by an internal explosion, but, in accordance with the evidence in the possession of H.M. Government, by a submarine.
3. She was neither armed nor stiffened to receive armament of any kind.
4. It was not intended to use the vessel as an armed raider, armed merchant cruiser, or in any other offensive capacity at the end of the voyage on which she was sunk.

ATHENIC

Sir Walter H. Cockerline; 1937; W. Gray & Co.; 5,351 tons; 413-3x57x27; 400n.h.p.; triple-expansion engines.
The cargo ship *Athenic* was torpedoed and sunk by a submarine on April 4th, 1941, in the North Atlantic.

ATHENS

Union Line; 1856; W. Denny & Bros.; 739 tons; 224-6x30-lx 16-5; 130h.p.; 11 knots; steam engines.
The *Athens* was purchased by the Union S.S. Co. from the Liverpool firm of Schillizzi in 1858. For six years she ran regularly as a mail

steamship between Southampton and the Cape. On Tuesday, May 16th, 1865, the vessel was lying in the roadstead at Table Bay. The weather was terrible and several sailing ships had already been blown ashore. During the day the gale increased and towards the evening the *Athens*, which could be plainly discerned by those on shore, was observed to have parted her cables and was endeavouring to make open sea.

The vessel managed to round Mouille Point, but was repeatedly swept by mountainous waves which eventually extinguished her boiler fires. She now became helpless and was driven on to the rocks between Mouille Point and Green Point. Although she was only a short distance from those who lined the shore it was not possible to render any aid, except to light flares for the guidance of any boats or swimmers, but none came. By morning it was apparent that the *Athens* had foundered with every person on board. The total number lost was 29, including her commander, Capt. Smith.

It was established that there was no rocket-apparatus at the lighthouse at Mouille Point, nor were there such necessary things as ropes and lanterns. Except for the flares all efforts at rescue had to be carried out in pitch darkness.

ATHINALWANOS

N.G.Livanos; 1936; *W. Gray & Co.*; 4,824 tons; 419-2x 56-7x25-3; 460 n.h.p.; triple-expansion engines. The Greek cargo ship *Athina Livanos* was torpedoed and sunk by a German submarine on November 29th, 1943, in the Gulf of Aden. Nine of her crew and two passengers were lost.

ATHOS

Messageries Maritimes; 1914; *Ateliers & Chantiers de France*; 12,644 tons; 513-4x61-8x41-8; 904 n.h.p.; triple-expansion engines.

The French liner *Athos* was torpedoed and sunk by a German submarine on February 17th, 1917, in the Mediterranean.

ATHOS

A/S Martens & Co.; 1913; *Nylands Vcerksted*; 1,708 tons; 264-9x40-2x18-6; 236 n.h.p.; triple-expansion engines. The Norwegian steamship *Athos* was torpedoed and sunk by a German submarine on January 26th, 1918, in the North Sea.

ATIET ROHOMAN

Bebee of Cannanore; 1840 (circa); 500 tons (approx.). The Indian sailing ship *Atiet Rohoman*, owned by the Bebee of Cannanore, was officered and manned by a crew of 75 Lascars. In June, 1851, she was bringing between three and four hundred pilgrims from Jeddah to Bombay, together with a cargo of coffee, salt and treasure. On the night of the 10th, she was off the island of Kenery, near Bombay, and sighted the lighthouse just before sunset. She made signals to the shore which were answered by the outer lightship, but when darkness fell she was overtaken by a succession of squalls, and being in shallow water the captain let go his anchors. During the night the ship lost her rudder and later her cables parted and she drove ashore on the island. Her bottom fell out and all her boats were smashed.

At daylight the wreck was seen to be lying close alongside the wall of the fort to which many of the passengers managed to scramble, though many lost their lives in the attempt. Later the steamer *Medusa*, Lt. King, towing two pilot boats, came on the scene and rescued the survivors. The total number drowned was 175, chiefly pilgrims. Half a lakh of rupees was recovered from the wreck.

ATLAND

Angfartygs Ajb Tirfing; 1910; *W. Doxford & Sons*; 5,203 tons; 388-9x52-4x26-1; 320 n.h.p.; triple-expansion engines.

The Swedish ship *Atland* collided with the s.s. *Carso* on March 25th, 1943, and sank off Peterhead. Nineteen lives were lost.

ATLANTA

United States Navy; anti-aircraft cruiser; 1941; *Federal Ship-building Co.*; 6,000 tons; 541X 52 X —; 38 knots; turbine engines; twelve 5 in. guns, 12 smaller; 6 T.T., 2 aircraft.

On the morning of November 12th, 1942, U.S. reconnaissance aeroplanes off the island of Guadalcanal in the Solomons Group reported a strong Japanese naval force approaching. To meet this

threat the Americans had the following vessels under command of Rear-Admiral D. J. Callaghan in the *San Francisco*. Cruisers:—

San Francisco (flagship) 9,050 tons 9—8 in. guns

Portland 9,800 " " " " " "

Helena 10,000 " " 15—6 in. "

Atlanta (flagship) 6,000 " 12—5 in. "

Juneau 6,000 " " " " "

Destroyers:—

Fletcher 2,100 tons 8—5 in guns

O'Bannon " " " " " "

Aaron Ward 1,700 " " 4 " " 10 T.T

Barton " " " " " "

Laffey " " " " " "

Monssen 1,630 " 5 " " " "

Sterrett 1,500 " 4 " " " 16 "

Cushing 1,465 " 5 " " " 12 "

The object of this force was to cover the withdrawal of the transports and merchantmen landing troops and supplies, and to fight a delaying action in order to afford time for Rear-Admiral W. A. Lee to intercept the Japanese with his heavy squadron, consisting of the battleships *Washington* and *South Dakota*, 35,000 tons, nine 16 in. guns apiece, and the aircraft carrier *Enterprise*, 19,900 tons. The transports and merchantmen were convoyed by three destroyers and covered by the squadron under Rear-Admiral Callaghan and got clear of the area without loss. The squadron then put about and steamed in single column with four destroyers leading, followed by the five cruisers with the remaining four destroyers in the rear. When steaming in this formation through the Lengo Channel at just before midnight, it being very dark, the squadron ran into the Japanese. The rival forces were very close and for 25 minutes there was a terrific exchange of salvos and ships on both sides were destroyed very quickly. The *San Francisco* sank a destroyer within a few minutes of making contact. The *Atlanta* kept up a punishing fire but was hit by a torpedo which jammed the rudder and caused her to circle helplessly under a hail of shell which killed Admiral Scott and many others. The ship then caught fire and burned until morning when she was sunk by ships in company, as she was still out of control.

The Japanese squadron, part of a much larger force employed, consisted of the battleships *Hiei* and *Kirishima*, both of 29,330 tons, eight 14 in. guns, six cruisers and about a dozen destroyers. The *San Francisco* engaged one of the battleships but was hit by a salvo which smashed her bridge, killing Admiral Callaghan and Capt. C. Young, her commander, and many officers and ratings. The destroyers *Barton* and *Laffey* were sunk and every American cruiser was more or less badly damaged. Only two destroyers came through the first action unscathed.

The Japanese losses amounted to two destroyers, the *Akatsuki*, 1,700 tons, and the *Yudachi*, 1,368 tons. The action was continued next day but was of a more desultory nature, both sides having been too badly knocked about to sustain such intensive fighting. On this day, the 13th, the destroyers *Monssen* and *Gushing* could no longer be kept afloat and sank in the forenoon. The anti-aircraft cruiser *Juneau* was torpedoed by a submarine and also sank during the morning. The Japanese battleship *Hiei* had been torpedoed in the night fighting and was located by aircraft from the *Enterprise* in a disabled state and steaming at about five knots. She was hit many times by bombs and aerial torpedoes and eventually sank.

Meanwhile the second force under Admiral Lee was making every effort to reach the scene of the action, but it was not until the evening of the 14th that it managed to do so, though aircraft from the *Enterprise* had already been active. In addition to the Japanese warships a fleet of transports, convoyed for the purpose of reinforcing Guadalcanal, was located by American planes during daylight on the 14th. It was subjected to heavy bombing and six of the transports were sunk. This fleet now became the object of Admiral Lee's squadron, which was escorted by the destroyers *Benham*, *Gwin*, *Preston* and *Walke*.

Contact with the covering Japanese warships was made early on the morning of the 15th, N. of Savo Island. The big American battleships immediately opened fire and the battleship *Kirishima* was hit and blown up, but not before she had inflicted some damage on the *South Dakota*. The American destroyers then attacked a mixed force of cruisers and destroyers, but with unfortunate results. The

ATLANTIC

Preston was sunk by gunfire and the *Benham* and *Walke* were both sunk by torpedoes, though they remained afloat in a helpless state for some time. The Japanese destroyer *Ayanami*, 1,700 tons, was their only loss in this sharp action between the light forces.

The Japanese heavy cruiser *Kinugasa*, 7,100 tons, six 8 in. guns, came out of the action with little damage but was sunk by bombs and aerial torpedoes from aircraft from the *Enterprise*, thus bringing the total Japanese loss to two battleships, one cruiser and three destroyers. The American loss was two cruisers and seven destroyers.

See also under the Japanese battleship *Kirishima*.

ATLANTIC

White Star Line; 1871; *Harland & Wolff*; 3,707 tons; 420 X 41x32; 600n.h.p.; 14 knots; compound engines.

The *Atlantic* and her sister ships the *Adriatic*, *Baltic*, *Celtic* and *Republic*, were the vessels with which the famous White Star Line began its career. The *Atlantic* was a ship of 3,707 tons, with a speed of 14 knots, and in the 1870's she was regarded as a crack liner. On March 20th, 1873, she left Liverpool with 931 persons all told, most of the passengers being of the emigrant class. She was an extremely full ship, and being very narrow, although fast for those days, she was liable to roll badly in rough weather, as her hundreds of passengers were soon to discover.

From the commencement of the voyage the vessel met a head gale, which continued all the way across the Atlantic. So bad did it become that ultimately the commander, Capt. J. A. Williams, decided to alter course for Halifax, N.S. The ship was now many days out and on her altered course was approaching a very dangerous coast. What was not realised by the captain and officers was that they were considerably out in their reckoning.

At about 3 o'clock on the morning of April 1st, in pitch darkness, the vessel running at the full power of her engines crashed upon the rocks off Meagher Island, near Halifax, N.S. The position in which the *Atlantic* had been wrecked exposed her to the fury of the seas on both port and starboard sides and her boats were torn from their lashings and smashed to pieces. She had a list to starboard, and as the seas pounded her the plates along that side burst open. The fore-boom broke loose and swung to and fro across the deck, striking down all within reach.

With all her boats smashed, her standing gear everywhere breaking loose, and swept by enormous seas the plight of the *Atlantic* was almost beyond hope. Capt. Williams, who maintained great calm and presence of mind, instructed the passengers to climb the rigging out of reach of the waves. Once there, it became a question of holding on or succumbing to the intense cold.

The third officer, Mr. Brady, and two seamen swam to a rock about 150 yards distant with a line, which they managed to secure. Eventually five lines in all were connected with the rock, and a succession of people were hauled to safety. The cold and exhausted condition of the others made the journey too difficult and they were swept away.

At daybreak the islanders, with the few boats they could muster, came to the rescue and brought the survivors to shore. In all 560 persons lost their lives, and there were 371 saved, including Capt. Williams.

ATLANTIC GULF

Wallem & Co.; 1919; *American S.B. Co.*; 2,639 tons; 251 x 43-6x26-1; 352 n.h.p.; triple-expansion engines.

The Panamanian ship *Atlantic Gulf*, Capt. Sverre Urvik, was torpedoed and sunk by a submarine on June 5th, 1942, in Mozambique Channel. Survivors were landed at Lourenço Marques.

ATLANTIC MARU

Kokusai Kisen K.K.; 1920; *Kawasaki Dockyard Co.*; 5,873 tons; 385 X 51 X 36; 440 n.h.p.; triple-expansion engines.

The steamship *Atlantic Maru* was torpedoed and sunk by the U.S. submarine *Picuda* on March 30th, 1944, off the Ladrone Islands.

ATLANTIC SUN

Sun Oil Co.; 1941; *Sun S.B. & D.D. Co.*; 11,355 tons; 524-6X 70-2x39-7; 1,590n.h.p.; 11 knots; oil engines.

The motor tanker *Atlantic Sun*, Capt. William B. Longtin, was sailing in convoy in the Atlantic on February 17th, 1943, when she was torpedoed and sunk by an enemy submarine. One man was

taken prisoner by the submarine. He was the only survivor of the crew of 46,19 gunners and one passenger.

ATLANTICOS

Kulukundis Shipping Co. S.A.; 1919; *J. Coughlan & Sons*; 5,446 tons; 410-5x54-1x27-5; 510 n.h.p.; triple-expansion engines.

The Greek steamship *Atlanticos* struck a mine in Barrow Deep on February 21st, 1942, broke in two and sank.

ATLANIS

A/S Svolder; 1906; *Nylands Varksted*; 1,171 tons; 225 -1 x 33-7x19; 121 n.h.p.; triple-expansion engines. The Norwegian steamship *Atlantis* was torpedoed and sunk by a German submarine on October 3rd, 1918, in the English Channel.

ATLANIS

German Navy, auxiliary cruiser; 1937; *Bremer Vulkan*; 7,862 tons; 486x61x31; 1,830 n.h.p.; 18 knots; diesel engines; six

5-9 in. guns, 7 smaller; 4 T.T., 93 mines, 2 aircraft. The German commerce raider *Atlantis*, Capt. B. Rogge, was formerly the *Goldenfels* of the Hansa Line. She was a fast cargo ship, admirably suited for the purpose to which she was converted. On March 31st, 1940, she left Germany with a complement of 347 officers and ratings, many of whom were to serve as prize crews on the vessels she expected to capture. For a year and nine months she preyed on Allied shipping, sinking 22 merchantmen totalling 135,697 tons. Her operations extended over the Atlantic, Indian and Pacific Oceans and she was, for a time, a supply-ship to U-boats.

It was on the morning of November 22nd, 1941, when engaged in re-fuelling the U-126, about 500 miles S.E. of the St. Paul Rocks, that she was sighted by an aircraft from the heavy cruiser *Devonshire*, 9,850 tons, eight 8 in. guns, Capt. R. D. Oliver. The Germans signalled to the aircraft that their ship was the British s.s. *Polyphemus*. Meanwhile the submarine had cut the fuelling-hose and had dived immediately, leaving her captain and a few others on board the *Atlantis*.

Capt. Oliver was suspicious of the ship's identity, but forbore to fire until he was reassured by Admiral Willis, C.-in-C., South Atlantic, at Freetown, that she was not what she claimed to be. On receipt of this information he opened fire, sending several salvos into the raider, which tried to take avoiding action but failed. Finally she was hit in the magazine and blew up, but not before her crew had taken to the boats.

The *Devonshire's* aircraft had discovered the presence of the submarine, hence Capt. Oliver took his ship away as soon as the action, which was very short, terminated. The U-126 arrived in time to take the boats in tow, and also to take about 100 officers and men on board. The German Admiralty also radioed to the supply ship *Python* and to three submarines in the area, and so well was the rescue operation organised that only seven men were missing.

The *Atlantis* had been known to the British Admiralty as "Raider C.". During her lengthy cruise she captured the following vessels:—

<i>Scientist</i> ...	6,200 tons	British	3 May '40
<i>Tirrana</i> ...	7,230	Norwegian	10 June '40
(which see)			
<i>City of Bagdad</i> ...	7,506	British	11 July '40
<i>Kenmendale</i>	7,769	British	13 July '40
<i>Tallyrand</i>	6,731	Norwegian	13 July '40
<i>King City</i>	4,744	British	25 Aug. '40
<i>Athelking</i>	9,700	British	9 Sept. '40
<i>Benarty</i> ...	5,800	British	10 Sept. '40
<i>Commissaire Ramel</i>	10,061	French	19 Sept. '40
<i>Durmator</i>	5,623	Yugoslav	22 Oct. '40
<i>Teddy</i>	6,750	Norwegian	9 Nov. '40
<i>Ole Jacob</i>		Norwegian	10 Nov. '40
<i>Automedon</i>	7,528	British	11 Nov. '40
<i>Mandasor</i>		British	24 Jan. '41
<i>Speybank</i> ...	5,154	British	31 Jan. '41
<i>Ketty Brovig</i>	7,031	Norwegian	2 Feb. '41
<i>Zamzam</i>	8,299	Egyptian	17 Apr. '41
<i>Rabaul</i>	5,618	British	14 May '41
<i>Trafalgar</i>	4,530	British	23 May '41
<i>Tottenham</i>	4,650	British	17 June '41
<i>Balzac</i>	5,372	British	22 June '41
<i>Silvaplana</i>	4,793	Norwegian	10 Sept. '41

ATLAS

Soc. Anon. Hellenique Maritime "Transpetrol"; 1909; R. Craggs & Sons; 4,009 tons; 345x48x28-5; 326n.h.p.; triple-expansion engines.

The Greek tanker *Atlas* was torpedoed and sunk by an enemy submarine on September 6th, 1940, in the Red Sea. She had a full cargo of oil.

ATLAS

Socony-Vacuum Oil Co. Inc.; 1916; W. Cramp & Sons S. & E.B. Co.; 7,137 tons; 430x58-2x33-3; 565n.h.p.; triple-expansion engines.

The American tanker *Atlas* was torpedoed and sunk on April 9th, 1942, on a voyage from Houston to New York.

ATLAS

DampfschiffahrtsGes. Neptun; 1927; Act. Ges. "Weser"; 2,297 tons; 287x46x23-2; ISON.h.p.; triple-expansion engines.

The German steamship *Atlas* was torpedoed and sunk by a British submarine on April 13th, 1942, in the Gulf of Sidra, Libya

ATLAS

J. Beck; 1938; Sanders; 335 tons; 130-4x24-1x8-3; oil engines.

The small Dutch coaster *Atlas* was bound from Hayle to Newport on October 10th, 1942. When in the Bristol Channel she struck the rocks off Lundy Island and sank with eight of her crew.

ATLASMARU

Osaka Shosen K.K.; 1920; Mitsubishi Zosen Kaisha; 1,347 tons; 420X56x38-5; 574 n.h.p.; triple-expansion engines.
The steamship *Atlas Mam* was torpedoed and sunk by the U.S. submarine *Pomfret* on November 2nd, 1944, about 100 miles N. of Luzon Island.

ATLE

Angf.AIBThule; 1901; W. Harkess & Son; 1,183 tons; 225 x 34-2x17-7; 131 n.h.p.; triple-expansion engines.

The Swedish steamship *Atle* struck a mine and sank on November 8th, 1914, in the North Sea.

ATOS

A. Borjesson; 1902; Helsingors Jernsk. & Msk.; 2,161 tons; 291-6x42-6x19-1; 270n.h.p.; triple-expansion engines.

The Swedish steamship *Atos* was torpedoed by a German submarine on August 3rd, 1940, and sank some time afterwards, in the North Sea.

ATSUTA MARU

Nippon Yusen K.K.; 1909; Mitsubishi; 7,983 tons; 459-9x 55-8x34-5; 973 n.h.p.; 16 knots; triple-expansion engines.

The Japanese transport *Atsuta* (or *Atutd*) *Mam* was torpedoed and sunk by the U.S. submarine *Pompano*. The attack took place in the East China Sea on May 30th, 1942.

ATSUTAMARU

Nipponkai Risen K.K.; 2,750 tons.

The steamship *Atsuta Maru* was bombed and sunk by U.S. land-based aircraft on November 12th, 1944, off Palawan Island, Philippines.

ATSUTASAN MARU

Mitsui Bussan Kaisha; 1937; Tama Zosenho K.K.; 8,663 tons; 451-1x62x39-5; 1,230 n.h.p.; oil engines.

The motor vessel *Atsutasan* (or *Autasari*) *Maru* was sunk by the U.S. submarine *Swordfish* on December 16th, 1941, south of Hainan.

ATTACK

British Navy, destroyer; Yarrow; 785 tons; 252-2x26-3x9-2; 15,500i.h.p.; 29 knots; turbine engines; Yarrow boilers; two 4in. guns, two 12pdr., one 3pdr. A.A., 1 m.g., 2 T.T.

The destroyer *Attack* was torpedoed and sunk by a German submarine off Alexandria on December 30th, 1917. Her official complement was 72, but it is probable that a larger number than this was on board at the time of her loss.

ATTIKI

Hellenic Mediterranean Lines Co.; 1896; A. Stephen & Sons; 2,561 tons; 281-5x39x14-7; 345 n.h.p.; triple-expansion engines.

The Greek passenger ship *Attiki* was being used as a hospital ship when she was bombed by German aircraft and sunk on April 11th 1941, off Karystos. Twenty-eight lives were lost.

ATTILIO DEFFENU

"Tirrenia" Soc. Anon. di Nav.; 1929; Soc. Anon. Ansaldo; 3,510 tons; 324x43-8x21-4; 1,170n.h.p.; oil engines.

The motor vessel *Attilio Deffenu* was torpedoed and sunk by a British submarine on November 25th, 1941, near Brindisi.

ATTUALITA

Soc. Anon. Lloyd del Pacifico; 1900; J. L. Thompson & Sons; 4,791 tons; 390x49-9x20; 431 n.h.p.; triple-expansion engines.

The Italian steamship *Attualita* was torpedoed and sunk by a submarine on December 20th, 1917, in the Mediterranean.

ATXERI-MENDI

Compania Naviera Sola y Aznar; 1899; W. Gray & Co.; 2,424 tons; 290-5x42-2x18; 246 n.h.p.; triple-expansion engines.

The Spanish steamship *Atxeri-Mendi* was torpedoed and sunk by a German submarine on August 29th, 1918, in the St. Georges Channel.

AUCKLAND

British Navy, sloop; 1938; W. Denny & Bros.; 1,200 tons; 276 x 27-5x8-3; 3,600s.h.p.; 19-25 knots; turbine engines; 3-drum boilers; eight 4 in. guns, 5 smaller.

The sloop *Auckland*, Cdr. M. S. Thomas, D.S.O., was engaged in the operations of the Eastern Mediterranean Fleet along the coast of Libya. On June 24th, 1941, the vessel was attacked by aircraft when off Tobruk. The *Auckland* sank with the loss of one officer and 36 ratings killed or drowned.

AUCKLAND CASTLE

Auckland Castle Steamship Co. (Mordev, Jones & Co.); 1883; S. P. Austin & Son; 1,084 tons; 225x32-1x16; 99r.h.p.; 9 knots; compound engines.

The steamship *Auckland Castle* was torpedoed and sunk by a German submarine five miles E. by S.£ S. of the Farn Islands on August 24th, 1918. The captain and 11 men were killed.

AUCKLAND STAR

Blue Star Line; 1939; Harland & Wolff; 13,212 tons; 535-Sx 70-4x32-1; 2,463 n.h.p.; 16 knots; oil engines.

The liner *Auckland Star*, Capt. D. R. Macfarlane, was torpedoed and sunk by a German submarine on July 28th, 1940, about 100 miles due W. of Dunmore Head, Co. Kerry. There were no casualties among passengers or crew.

AUDACE

Italian Navy, torpedo boat; 1915; Yarrow; 629 tons; 283 X 27-5x9-5; 22,000s.h.p.; 31 knots; turbine engines; Yarrow boilers; seven 4 in. guns, two 40 mm., 4 m.g., 4 T.T.

The Italian torpedo boat *Audace* was originally the Japanese *Kawaze* and was purchased from Japan after the First World War. On the night of November 1st/2nd, 1944, when off Pag Island, between Fiume and Zara, she was on patrol accompanied by the corvettes *Melpomene* and *Spingarna*, both of 565 tons, armed with two 3-9 in. guns apiece. All were manned by German crews and the two latter vessels were at first mistaken for destroyers. They were sighted at a range of two miles by the British destroyers *Wheatland* and *Avon Vale*, both of 1,025 tons, six 4 in. guns, which engaged the two corvettes with a rapid and well-directed fire which overwhelmed them in the first ten minutes. The British destroyers then turned in chase of the *Audace*, which the Germans had renamed the TA-20. She endeavoured to escape under the cover of a smoke-screen, but this proved ineffective and she was overhauled and sunk within half-an-hour. Shortly afterwards both corvettes sank.

A number of survivors was picked up from the three vessels, whose normal complement ran to about 100 apiece. On the British side there were no casualties and only superficial damage to the ships.

AUDACIOUS

AUDACIOUS

British Navy, dreadnought battleship; 1913; Cammell, Laird; 23,000 tons; 596x89x27-5; 31,000 i.h.p.; 22-4 knots; turbine engines; Yarrow boilers; ten 13-5 in. guns, sixteen 4 in., four 3pdr., 3 T.T.

The battleship *Audacious* was the first capital ship of any nation to become a casualty in the First World War. She was a unit of the 2nd Battle Squadron and was commanded by Capt. C. F. Dampier. On the morning of October 27th, 1914, when steaming in line ahead some 20 miles N. E. from Tory Island, Northern Ireland, preparatory to engaging in squadron target practice, the *Audacious* struck a mine. The damaged battleship, which had been struck on the port side aft, managed to keep afloat and made for Lough Swilly under her own steam. The sea was very rough and later the *Audacious* became quite unmanageable. In this plight she was approached by the White Star liner, *Olympic*, 46,359 tons, and taken in tow. The towline parted and another attempt was made, this time by the collier, *Thornhill*, but with the same result. Later the battleship *Exmouth* arrived on the scene, but too late to be of any assistance as the stem of the *Audacious* was awash and her crew were being taken off by the *Olympic*. At 9 p.m., after 12 hours of buffeting by the seas the battleship blew up and sank. Everyone of her complement of 900 officers and men was taken off in safety.

It was afterwards discovered that the mines had been laid by the Norddeutscher Lloyd liner *Berlin*, which had been fitted out as an auxiliary cruiser and minelayer early in August.

AUDACITY

British Navy, auxiliary aircraft carrier; 1936; Bremer Vulkan; 5,537 tons; 428x56x23; 5,200 h.p.; 15 knots; oil engines.

The auxiliary aircraft carrier *Audacity*, Cdr. D. W. Mackendrick, was formerly the Norddeutscher Lloyd liner *Hannover* which had been captured in March, 1940. The vessel carried a number of Hurricane fighters which were flown off the deck by means of a catapult. In December, 1941, the ship was escorting a convoy of over 30 merchantmen across the Atlantic, the commodore being Vice-Admiral Raymond Fitzmaurice, D.S.C. On the 17th, when nearing British waters, the convoy was attacked by a German submarine pack, three of which were afterwards identified as the U-131, U-434 and U-574. The escort at once went into action and the U-131 was disabled to such an extent that she was compelled to surface in order to permit her company to escape. She was sunk by gunfire and a number of survivors were picked up. This attack was followed by a raid by two Focke-Wulf bombers which were driven off. On the 18th there was a fresh attack by the U-boats which was again frustrated, the U-434 being forced to the surface and her crew of 44 officers and ratings taken prisoner. She was then sunk by the destroyer *Stanley*. The following morning a combined attack by bombers and U-boats was made, again with disastrous results for the Germans. Two of the three bombers were shot down by the Hurricanes and the U-574 was depth-charged and damaged by the sloop *Stork*, though not before she had sent a torpedo into the *Stanley*, which sank shortly afterwards. The U-574 was compelled to surface and was rammed by the *Stork* after the crew had abandoned ship. Of the submarine's complement four officers and 12 ratings were picked up. The battle was by no means at an end, however, for on the two succeeding days most determined attacks were pressed home by the U-boats, though the bombers failed to put in an appearance. On the 21st, when on the last lap of the voyage, the *Audacity* was torpedoed and sunk.

The number lost on the *Audacity* was ten officers, including Cdr. Mackendrick, and 62 ratings.

AUGUSTBOLTEN

Aug. Bolten Wm. Millers Nachf.; 1936; Neptunwerft Rostock G.m.b.H.; 3,665 tons; 363-1x51-7x22-1; triple-expansion engines & L.P. turbine.

The German ship *August Bolten* was engaged by British motor torpedo boats off Korsfjord on November 20th, 1944. In the course of the action the *August Bolten* ran ashore out of control and sank.

AUGUSTLEONHARDT

Leonhardt & Blumberg; 1922; Stettiner Oderwerke; 2,593 tons; 329 X 46 • 1 X 18 • 7; 210 n.h.p.; triple-expansion engines. The German ship *August Leonhardt* was torpedoed and sunk by the British submarine *Sealion* on April 11th, 1940, in the Kattegat.

AUGUSTINA

Nederl. Indische Tankstoomboot Maats.; 1927; Swan, Hunter & Wigham Richardson; 3,110 tons; 305 • 1 x 50 • 2 x 19 - 3; 379 n.h.p.; oil engines.

The Dutch tanker *Augustina* left Batavia on February 27th, 1942, for Fremantle. On March 1st she was intercepted by a Japanese destroyer. The crew opened the sea cocks to scuttle the ship and took to the boats, but they were ordered by the Japanese to return to their ship. While they were doing this the destroyer fired on the lifeboats. Some survivors were picked up by another Japanese destroyer on the night of March 3rd. Thirty-nine of the crew were killed.

AUGVALD

Skibs A/S Corona; 1920; A. McMillan & Sons; 4,811 tons; 400 - 4x52-6x25-7; 444 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Augvald* was torpedoed and sunk on March 2nd, of Loch Ewe. Twenty-nine 1941, 150-200 miles N.W. -- -- lives were lost.

AUK

Cork Steamship Co.; 1871; T. Roy den & Sons; 920 tons; 229-2 X 29x17-4; 120 h.p.; compound inverted engines. The steamship *Auk* left Liverpool on December 8th, 1883, for Rotterdam. She was found burned and wrecked on the morning of the 13th on the inner edge of the Hinder Bank, River Maas. All the crew were lost.

AUNG TEZA

Union of Burma Shipping Board; 1960; Ujina Zosensho; 999 tons; 200 x 32x --; oil engines.

The Burmese ship *Aung Teza* capsized and sank in heavy seas on June 7th, 1961, 80 miles S. of Moulmein. Sixty-seven were drowned, mostly passengers.

AURANIA

Cunard Line; 1917; Swan, Hunter & Wigham Richardson; 13,936 tons; 520-5x65-3x42-6; 15-5 knots; turbine engines. The Cunard liner *Aurania* was torpedoed and sunk by a German submarine 15 miles N. W. of Inishtrahull, off Donegal, on February 4th, 1918. Eight persons were killed. The captain was among the survivors.

AURICULA

British Navy, corvette; 1940; W. Simons & Co.; 925 tons; 193 X 32x16; 2,750 i.h.p.; 17 knots; quadruple-expansion engines; one 4 in. A.A. gun, several smaller.

The corvette *Auricula*, Lt. Cdr. S. L. B. Maybury, was part of a force under Rear-Admiral E. N. Syfret engaged in covering the British landing at Courier Bay, near Diego Suarez, the French naval base in Madagascar, on May 5th, 1942. The object of the expedition was to forestall any attempt on the part of the Japanese naval forces to seize the island as a base of operations on the African coast and for possible control of the Persian Gulf and the Indian Ocean. The British force comprised the battleship *Ramillies*, 29,150 tons, eight 15 in. guns (flagship), the aircraft carrier *Illustrious*, 23,000 tons, the light cruiser *Hermione*, 5,450 tons, ten 5.25 in. guns, and six destroyers. In addition, there was a convoy escort consisting of the heavy cruiser *Devonshire*, 9,850 tons, eight 8 in. guns, and two destroyers. This powerful concentration was further increased by the arrival of the aircraft carrier *Indomitable*, 23,000 tons, flagship of Rear-Admiral D. W. Boyd, and two destroyers, two days before the time fixed for the landing.

The fighting, which was not sustained with any vigour by the Vichy French troops, ended on the 7th with the occupation of the town of Antsirane and the naval dockyard. The assault force totalled just over 5,000 officers and men and consisted of Royal Marines with battalions of the Royal Scots Fusiliers, Royal Welch Fusiliers, East Lancashire Regiment and some batteries of artillery. The British casualties amounted to 105 killed or died of wounds, 284 wounded and four missing. The official surrender by the French took place at the Residency at 11 a.m. on the 8th.

The *Auricula* was engaged on minesweeping operations and struck a mine at 11.38 a.m. which broke her back, but she continued to float and remained anchored to her sweep. Several members of her ship's company were wounded but none was killed. Later she was taken in tow by the corvette *Freesia* but broke in two and sank at

8.23 a.m. on the 6th. She was the sole naval loss on the British side during the operation. The French submarine *Le Heros* was sunk by an aerial torpedo and the auxiliary cruiser *Bougainville*, 4,200 tons, was sunk by torpedoes from aircraft of the *Illustrious*. The submarine *Monge* made an unsuccessful attack on the *Indomitable* but was driven off and sunk by the destroyer *Active*. In addition the sloop *D'Entrecasteaux* was bombed by aeroplanes from the *Indomitable*, which set her on fire and she was finally put out of action by gunfire from the destroyers.

AURIGA

Italian Navy, torpedo boat; 1943; Italy; 706 tons; 265-7x27-2x9; 22,000 s.h.p.; 31-5 knots; turbine engines; 3-drum boilers; two 3-9 in. guns, six 20 mm.A.A., 6 T.T.
The Italian seagoing torpedo boat *Auriga* was bombed and sunk by British aircraft at Elba sometime between May 15th and June 10th, 1944. The vessel carried a complement of about 100.

AURIS

Anglo-Saxon Petroleum Co.; 1935; Cantieri Riuniti de W Adriatico; 8,030 tons; 460x59x34; 4,000i.h.p.; oilengines.
The motor tanker *Amis*, Capt. N. R. Reed, was torpedoed and sunk by a submarine on June 28th, 1941, about 200 miles due W. of Rabat, Morocco. Thirty-four men were killed. Capt. Reed was among the survivors.

AURORA

Emigrant ship; 1845 (circa); about 400 tons.
The sailing ship, *Aurora*, Capt. Joshua Cherry, left Hull for New York on April 26th, 1853, with a crew of 18 and 24 passengers. When well out into the Atlantic the ship encountered bad weather and on May 17th she sprang a leak. Crew and passengers manned the pumps continuously until the 20th, when the ship was in a sinking condition. Nearly all the boats were stove-in but the long boat got away and rode off the ship at the end of a line. Later the line parted and the long boat, though she made repeated efforts, could not approach the ship. The jolly boat with a few persons also got away. The *Aurora* then sank, taking with her 26 of the passengers and crew, the time being about 8 a.m. and her position lat. 46° N., long. 38° W.

The survivors, including the captain, were picked up by the *Volusia* of Belfast.

AUSONIA

Medici Lucotti Cerrano; 1883; R. & J. Evans & Co.; 1,438 tons; 256-2x33x15-7; 125 n.h.p.; compound engines.
The Italian steamship *Ausonia* was torpedoed and sunk by a submarine on September 14th, 1917, in the Mediterranean.

AUSONIA

Cunard Line; 1909; Swan, Hunter & Wigham Richardson; 8,153 tons; 450-6x54-2x29-2; 888n.h.p.; 15 knots; triple-expansion engines.
During the First World War the *Ausonia* was torpedoed and sunk by a German submarine with the loss of 44 lives. The attack took place on May 30th, 1918, when she was 620 miles W. by S.f.S. of Fastnet.

AUST

D/S A/S Carolvore; 1920; Ropner S.B. & Repairing Co.; 5,630 tons; 390x52-5x32-6; 475 n.h.p.; triple-expansion engines.
The Norwegian ship *Aust* left Pemambuco on March 28th, 1942, for Bombay, but she was intercepted by a German raider and sunk in the S. Atlantic on April 3rd, 1942.

AUSTRALDALE

Commonwealth Govt. Line; 1907; Napier & Miller; 4,379 tons; 376-3x52-2x17-5; 366n.h.p.; 10 knots; triple-expansion engines.
The Australian government steamship *Australdale* with a cargo of coal from Wales to Gibraltar was sailing in convoy when she was torpedoed and sunk by a German submarine. The attack occurred off the N.W. coast of Spain on October 19th, 1917. Three boats got away, of which the lifeboat with 27 men was never heard of again. The other boats managed to make a landing in France, but two men died while the boats were adrift.

AUSTRALIA

Peninsular & Oriental S.N. Co.; 1892; Laird & Co.; 6,901 tons; 465-6x52-2x26-4; 1,356n.h.p.; triple-expansion engines.
Sailing from London to Sydney, N.S.W., the *Australia* was wrecked in June, 1904, at Point Nepean, near Melbourne.

AUSTRALIA

The Texas Company; 1928; Sun S.B. & D.D. Co.; 11,628 tons; 509-7x70-3x39-9; 1,110n.h.p.; oilengines.
The American tanker *Australia* was on a voyage from Port Arthur to New Haven (Conn.). She was torpedoed by a submarine on March 16th, 1942, and sank after an internal explosion.

AUSTRALIAN

Eastern & Australian S.S. Co.; 1896; R. Napier & Sons; 2,838 tons; 341-7x42-2x22-5; 400n.h.p.; triple-expansion engines.
The British steamship *Australian* was wrecked on November 17th, 1906, on Vashon Head, N. Australia, while sailing from Melbourne to Kobe.

AUSTRALIAN

Messageries Maritimes; 1889; Messageries Maritimes; 6,377 tons; 482-3x49-2x24-1; 818n.h.p.; 12 knots; triple-expansion engines.
The French liner *Australien* was one of a quartet of vessels with which the Messageries Maritimes developed its Australian trade in 1889-1891. For 25 years the ship was a regular caller at Australian ports and despite the rivalry of newer vessels kept up her popularity over this long stretch of time. On July 19th, 1918, the *Australien* was passing through the Mediterranean when she was torpedoed by a German submarine. At the time of the disaster she had the large total of 951 passengers on board, besides crew. Fortunately it was possible to get nearly everyone off in safety before she sank. The total number lost was 20, of whom three were passengers.

AUSTRALIER

Lloyd Royal Beige; 1906; Bartram & Sons; 3,687 tons; 346 x 50-8x22-9; 315 n.h.p.; 10 knots; triple-expansion engines.
The Belgian steamship *Australier* was torpedoed and sunk by a German submarine six miles S.W. by S. of Dungeness on April 29th, 1918. Five men were killed. The captain was among the survivors.

AUSTRALIND

Australind Stm. Shipping Co.; 1929; W. Denny & Bros.; 5,020 tons; 410-5x54-2x25-7; 582n.h.p.; oilengines.
The British motorship *Australind* left Adelaide on July 8th, 1941, for Balboa and the United Kingdom. She was intercepted by the German auxiliary cruiser *Komet* on August 14th, 200 miles W. of the Galapagos Islands and sunk by gunfire.

AUSTRIA

Hamburg-Amerika Line; 1857; Caird & Co.; 2,383 tons; 320 X 40x17-5; SOO i.h.p.; 12 knots; steam engines.
The *Austria* was one of the early Hamburg-Amerika liners and in a very brief career proved a most unlucky ship. She was first chartered for the Indian Mutiny, but broke down twice, having to return to port for the repair of her engines on each occasion. In 1858 the *Austria* went into service on the North Atlantic run as a passenger and emigrant ship. She sailed from Hamburg on September 2nd, 1858, calling at Southampton on the 4th, where she made up her total of passengers and crew to 538 persons. The bulk of the former were poor German emigrants, with some Hungarians.

On September 13th, the ship's surgeon, with the consent of the captain, gave instructions for the steerage to be fumigated. At about 2 p.m. the fourth officer and a seaman with a bucket of tar and a red-hot chain went below, the intention being to place the end of the chain into the tar in order to cause smoke. Unfortunately the tar caught fire and the seaman dropped the chain owing to the heat and upset the bucket. Within a short time the flaming tar had set mattresses and berths alight and the whole of the steerage was ablaze. There was instant panic among the hundreds of emigrants, scores throwing themselves overboard in their hysteria. A passenger, in the absence of officers, suggested to the helmsman that the ship should be turned broadside-on to the wind in order that the flames should be blown clear of the deck. The man hesitated to obey but eventually did so, but then became aware that no officers were

AUSTVARD

present and abandoned the wheel and allowed the vessel to go before the wind without control or guidance. The engines, which had been put at half-speed as soon as the fire was discovered, continued to run and the ship swept on, a mass of flames, the engineers having been suffocated by the smoke. Efforts to get the fire hose to function failed owing to the fire having melted the lead pipes which ran down to the water.

Meanwhile a crowd of people were gradually driven along the quarterdeck until, with the explosion of the magazine, they fell into the sea in a body.

Capt. Heydtmann, in command of the *Austria*, fell overboard and was drowned when superintending the launching of the boats. A pitiful few got away in one of these and only 67 survived. The French barque *Maurice*, Capt. Ernest Renaud, picked up nearly 60, the remainder being rescued by a Norwegian vessel. The number of persons drowned or burned was 471.

AUSTVARD

Kloster's Rederi A/S; 1925; Akt. Burmeister & Wain; 3,677 tons; 368x51-5x21-7; 540 n.h.p.; oil engines.

The Norwegian motorship *Austvard* was bombed and sunk by German aircraft on January 30th, 1941, about 130 miles W. of Iceland. Twenty-three of her crew were killed.

AUTOCRAT

Mississippi River steamboat.

The Mississippi River steamboat *Autocrat* was run down by another steamboat on, or about, February 10th, 1851. Of those on board 30 were drowned.

AUTOLYCUS

Alfred Holt & Co.; 1922; Hawthorn, Leslie & Co.; 7,621 tons; 459-7x58-3x32-6; 14-5 knots; turbine engines.

The liner *Autolycus*, Capt. R. C. G. Neville, was intercepted and sunk by a Japanese warship in the Bay of Bengal on April 6th, 1942. The attack took place about 50 miles due S.E. of Puri. Eighteen members of the crew were killed. Capt. Neville was among the survivors.

AUTOMEDON

Alfred Holt & Co.; 1922; Palmers' Co.; 7,528 tons; 459-4x58-4x32-6; 6,000 s.h.p.; 14-5 knots; turbine engines.

The liner *Automedon*, Capt. W. B. Ewan, was intercepted and sunk by an enemy raider in the Indian Ocean, midway between Ceylon and the Nicobar Islands, on November 11th, 1940. Capt. Ewan, six of the crew and one gunner were killed.

AVA

British India Steam Navigation Co.; 1873; W. Denny & Bros.; 2,600 tons; 350x36-4x28; 300 n.h.p.; 12 knots; compound engines.

The British India liner *Ava* left Calcutta on May 22nd, 1879, for Madras, Colombo and London, via Suez, with about 123 persons on board under command of Capt. Dickinson. She carried a general cargo of an estimated value of £100,000. At about 2 o'clock on the morning of May 24th the ship was some 70 miles from Sandheads at the mouth of the Hooghly and had just parted with her pilot, when she was run down by the sailing ship *Brenhilda*, 1,393 tons, Capt. J. Scurr. The *Ava* was struck amidships and almost cut in two. Of her five boats, one was smashed by the collision, one was stove in when launching and the remaining three got away in safety with 53 persons. The night was clear and fine, with no moon, but there was a heavy swell. Unfortunately the *Brenhilda* drifted away from the stricken liner and it was two hours before the boats containing the survivors reached her.

The drowned numbered 70, including Captain Dickinson, Dr. E. W. Deare, the purser, and the fourth engineer, with the majority of the deck passengers and crew.

AVA

British & Burmese S.N. Co.; 1895; W. Denny & Bros.; 3,895 tons; 360x43-1x27-3; 316 n.h.p.; triple-expansion engines.

The steamship *Ava* was wrecked in January, 1905, nine miles below Maulmain, while on a voyage from Barrow to Maulmain.

AVA

British & Burmese S.N. Co. & Burmah S.S. Co.; 1906; W. Denny & Bros.; 5,076 tons; 411-4x52-2x28-1; 424 n.h.p.; triple-expansion engines.

The steamship *Ava* left Liverpool for Dakar and Rangoon on January 26th, 1917, with coal and general cargo, but was not seen again. She was presumed to have been sunk by a submarine. She had a crew of 92 including the captain.

AVALANCHE

Shaw, Savill & Co.; 1874; A. Hall & Co.; 1,210 tons; 214-6x36x21-1.

The iron sailing ship *Avalanche* left London in September, 1877, for Wellington, New Zealand, under command of Capt. E. Williams. She carried 63 passengers, with a crew of 34. At about 9.30 on the evening of Tuesday, the 11th, the ship being in charge of a pilot, she was run down by the sailing ship *Forest*, 1,488 tons, of Windsor, N.S., in ballast for Sandy Hook, New York. The position of the ships at the time was about 15 miles S. by W. of Portland. Of those on board only three, John Sherrington, the third officer, and two seamen, managed to save themselves by clambering on to the other ship.

The impact was of such violence that the *Forest* was unable to keep the water under control and about an hour after the sinking of the *Avalanche* she also foundered. At the time the sea was very high with violent squalls of wind and three boats were swamped so that out of 24 on board, including the three from the *Avalanche*, only 12 got ashore. Capt. Ephraim Lockhart and eight of the crew of the *Forest* were among the survivors with the three men from the *Avalanche*.

AVANCE

Rederi A/B Urania; 1883; J. L. Thompson & Sons; 1,585 tons; 256-4x35-9x16-9; 200 n.h.p.; compound engines.

The Swedish steamship *Avance* was torpedoed and sunk by a German submarine on June 22nd, 1918, in the North Sea.

AVANTI

Det Forenede Dampskibsselsk.; 1912; Burmeister & Wain; 2,128 tons; 272-7x40x21-1; 181 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Avanti* was torpedoed and sunk by a German submarine four miles S.E. by E. of St. Alban's Head on February 2nd, 1918. The captain and 21 men were killed.

AVANTI

Rederi A/B Praternitas; 1946; Oresundsvarvet A/B; 10,034 tons; 504-3x65-9x37-2; 1,079 n.h.p.; oil engines.

The Swedish motor tanker *Avanti* was on a voyage from Sorong to Iwakuni with a cargo of fuel oil when she broke in two on January 7th, 1953, off Yokushima Island. Eight lives were lost. The after part of the ship was subsequently taken in tow.

AVEIRO

Portuguese Government; 1894; Flensburger Schiffsbau Ges.; 2,209 tons; 279-4x39-9x14-6; 251 n.h.p.; triple-expansion engines.

The Portuguese steamship *Aveiro* was torpedoed and sunk by a German submarine on April 10th, 1918, in the Mediterranean.

AVELONA STAR

Blue Star Line; 1927; J. Brown & Co.; 13,376 tons; 510-2x68-2x42-6; 1,842 n.h.p.; 16 knots; turbine engines.

The liner *Avelona Star*, Capt. G. E. Hopper, was torpedoed by a submarine on June 30th, 1940, in the North Atlantic. The vessel did not sink until the following day. Four men were killed.

AVENGER

British Navy, steam frigate; 1845; Devonport Dockyard; 1,445 tons; 236-7x39x25-6; 650 i.h.p.; 11 knots; steam engines; two 68 pdr. m.l. guns, four 56 pdr., four 32 pdr.

The steam frigate *Avenger* was a unit of the Mediterranean Fleet, having only joined about a month before her loss. On the afternoon of December 17th, 1847, she left Gibraltar for Malta, being sighted on the 20th at about 2 p.m. by the mail steamship *Pasha*. During the night the mail steamship was carried off her course in a southerly

direction and at daybreak found herself close inshore. This experience was probably that of the *Avenger* which crashed on the Sorelli Rocks off the Island of Galita on the night of December 20th. It was proved later that for three days there had been a set of the sea to the southward varying from 17 to 34 miles daily.

The ship broke up soon after striking, the mainmast, funnel and mizzen-topmast going over the side and killing a number of men as they were endeavouring to launch the boats. The foremast and bowsprit followed immediately and within 20 minutes the ship was a complete wreck.

The number on board was 256, of whom only four officers and five men were saved. Capt. C. E. Napier, stepson of Admiral Napier, was in command of the *Avenger* and went down with the ship as did Lt. Marryat, son of Capt. F. Marryat, the famous novelist.

AVENGER

Union Steamship Co. of New Zealand; 1915; Fairfield Co.; 14,744 tons; 548x68-2x34; 20 knots; turbine engines. This ship was built for the Union Steamship Co. of New Zealand as the *Aotea-Roa*, but on her completion in 1915 she was taken over by the Admiralty for service as an auxiliary cruiser. Her name was changed to *Avenger* and she was placed in the 9th Cruiser Squadron.

On the night of June 13th/14th, 1917, the *Avenger* was in the North Atlantic when she was torpedoed by a German submarine. One man was killed by the explosion, but with this exception all the crew were taken off in safety.

The ship, which had a speed of 20 knots, would have been one of the fastest employed in Australian waters. She was designed with a view to service on the Australian-Canadian route.

AVENGER

British Navy, escort aircraft carrier; 1940; United States; 13,785 tons; 496x69-5x28-5; 8,500b.h.p.; 16-5knots; diesel engines; one 4 in. A.A. gun, four 40 mm., eight 20 mm.; 20 aircraft. The escort aircraft carrier *Avenger*, Cdr. A. P. Colthurst, was constructed in the United States as the liner *Rio Hudson*, but was converted to the purpose of an aircraft carrier before completion. She was lent to the British Navy with others of the same class and took part in the North African landings in November, 1942. On the 15th, when W. of the Straits of Gibraltar, she was torpedoed and sunk by a submarine. Sixty-seven officers, including Cdr. Colthurst, and 438 ratings were killed. This was the heaviest British naval loss connected with the North African landings.

The following units of the Royal Navy were lost in these operations:—

<i>Avenger</i> , escort-carrier	...	13,785 tons
<i>Hecla</i> , depot ship	... ..	10,850
<i>Broke</i> , destroyer	... ..	1,480
<i>Martin</i>, "	... ..	1,920
<i>Hartland</i> , sloop	... ..	1,546
<i>Walney</i>, "	... ..	1,546
<i>Ibis</i>, "	... ..	1,250
<i>Tynwald</i> , escort ship	... ..	2,376
<i>Algerine</i> , fleet-minesweeper	940	

For details of the landings at Algiers, see under the destroyer *Broke*; for details of the landing at Oran, see under the sloop *Hartland*.

AVENTINO

"Tirrenia" Soc. Anon. di Nav.; 1907; Lloyd Austriaco; 3,794 tons; 368-4x44-2x23-3; 243n.h.p.; triple-expansion engines. The steamship *Aventino* was sunk by gunfire from a British warship on December 2nd, 1942, in the Straits of Messina.

AVERILL

Christopher Furness; 1878; W. Gray & Co.; 1,690 tons; 260x34x23-1; 160 n.h.p.; compound inverted engines. The British steamship *Averill* was wrecked on June 21st, 1883, at Ingonish, C.B., while on a voyage from Barrow to Montreal with a cargo of steel rails.

AVERSA

1933; Ch. & Atel. de Provence S.A.; 3,723 tons; 324-8x48-6x 30-4; 294 n.h.p.; triple-expansion engines. The Italian steamship *Aversa* was previously the *Kakoulima*, owned

by the Chargeurs R6unis. She was torpedoed and sunk by a British submarine on October 19th, 1943, off Rapallo.

AVIEMORE

Johnston Warren Lines; 1920; Irvines S.B. & D.D. Co.; 4,060 tons; 360x52x24-5; 370 n.h.p.; triple-expansion engines. The British cargo ship *Aviemore*, Capt. H. Forsyth, was torpedoed and sunk by a German submarine on September 16th, 1939, about 250 miles W. of Ushant. Twenty-three were lost.

AVIERE

Italian Navy, destroyer; 1937; Odero-Terni-Orlando; 1,620 tons; 350x38-5x10-7; 48,000s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, six 37 mm. A.A., four 13 mm. A.A. 6T.T.

The Italian destroyer *Aviere* was torpedoed and sunk by a British submarine in the Central Mediterranean on December 17th, 1942. The vessel carried a complement of about 200.

AVBLA STAR

Blue Star Line; 1927; John Brown & Co.; 14,443 tons; 598 x 68x28; 1,840 n.h.p.; 16 knots; turbine engines. The Blue Star liner *Avila Star* left Buenos Aires early in July, 1942, for England with 196 persons on board, including British men and women volunteers who were coming home to join the forces. On July 12th the wireless station at Lisbon received news that a British liner had been torpedoed and sunk some 500 miles to the westward. Five naval aircraft and a destroyer were despatched by the Portuguese Government to search for the ship. In addition, military aircraft from the Azores were sent out to search. As a result the destroyer managed to pick up many survivors. It was learned that on July 5th the *Avila Star* had been torpedoed by two submarines, and sank in about 20 minutes. The ship had taken a heavy list, making it difficult to launch the lifeboats, one of which capsized. Fortunately the sea was calm and the remaining six boats got away in safety, but three were still unaccounted for.

A further search was undertaken by the Portuguese air and sea forces and on July 23rd, one boat was sighted by a seaplane which dropped food and water. This boat, which had drifted to within 350 miles of the coast, was picked up by the sloop *Pedro Nunes*, and was found to contain 28 persons out of an original company of 39, the others having died from exposure. Later another person died on the sloop. Out of a total of 171 crew and 25 passengers on board, 126 of the crew and 8 passengers were saved by the Portuguese navy and air force.

AVILIMAH

Turkish Navy, frigate; 36 guns. On the morning of November 30th, 1853, in thick fog, a Russian squadron under Vice-Admiral Nakhimoff forced the entrance to the harbour of Sinope in the Black Sea. War between Russia and Turkey, which later developed into the Crimean War had begun in July. The Turkish ships were lying at anchor and the Russian attack came as a complete surprise. The Turkish commander was Admiral Osman Pasha.

The strength of the rival squadrons was as follows:—

TURKISH		RUSSIAN	
<i>Avilimah</i> (flagship)	36 guns	<i>Grossfurst Constantin</i> (flagship)	120 guns
<i>Navik</i> ...	52	<i>Tri Sviatitela</i> ...	120
<i>Nessim</i> ...	52	<i>Paris</i> ...	120
<i>FaisliHah</i>	38	<i>ZvolfApostel</i> ...	120
<i>GulSefit</i>	24	<i>Rostislau</i> ...	84
<i>Dimiat</i> , Egyptian	56	<i>Sviatoslan</i> ...	84
<i>Nedge Jesan</i>	24		
<i>Kaid</i> ...	50		
<i>Nagaimiah</i>	60		
<i>Fairi Marbout</i> ...	22		

In addition the Turks had two steamers, the *Taif* and the *Kegli*; and the Russians two steamers, the *Vladimir* and the *Odessa*. After an action of little over an hour the much heavier Russian squadron sank all the Turkish ships except one, the steamer *Taif* which escaped to Constantinople. The Turkish loss amounted to 2,841, killed and missing. The Russian loss was also very heavy in personnel, but they managed to save their badly damaged ships.

AVNILLAH

Turkish Navy, ironclad; 1869; Blackball; 2,400 tons; 236-5 x 35x16-5; 2,400i.h.p.; 12 knots; compound engines; four 6 in. guns, six 3 in., ten 6 pdr., two 1 pdr., 1 T.T.
 The old Turkish ironclad *Avnillah* was built on the Thames in 1869 and was reconstructed by Ansaldo of Genoa in 1904. The ship was of little fighting value when the Turco-Italian War broke out in 1911. On February 25th, 1912, the *Avnillah* in company with a small torpedo boat of the *Antalia* class, 165 tons, was lying in the harbour of Beirut, in Syria. The Turkish Government at that date was evacuating all Italian residents from Syria and the war which had been confined to Libya, had not spread into Asia Minor. At dawn an Italian squadron of armoured cruisers under command of Rear-Admiral Direvel, consisting of the *Giuseppe Garibaldi*, *Francesco Ferruccio* and *Volturmo* arrived off the port and demanded the surrender of the Turkish ships, giving them until 9 a.m. to haul down their flags. The Turks did not comply with this demand and the Italians opened fire, silencing the guns of both Turkish ships and setting the *Avnillah* on fire within twenty minutes.

The *Garibaldi* then steamed into the harbour and torpedoed the torpedo boat but did not sink her, and she was finally sent to the bottom by gunfire from the *Ferruccio* on the afternoon of the same day.

The complement of the *Avnillah* was 220, and that of the torpedo boat about 40. Of this number the Turks announced that over 200 had become casualties, but it is thought that this included soldiers on shore and civilians killed or wounded when the Ottoman Bank and the Bank of Salonica were damaged by shells.

AVOCETA

YeowardLine; 1923; Caledon S.B. & E. Co.; 3,442 tons; 319X 44' 2 X 26 • 5; 395 n.h.p.; triple-expansion engines.
 Sailing from Gibraltar for Liverpool, the British cargo-passenger ship *Avoceta* was torpedoed and sunk on September 25th, 1941. Casualties included 43 of the crew, 4 gunners and 76 passengers killed.

AVON RIVER

Avon S.S. Co.; 1918; W. Doxford & Sons; 5,286 tons; 400-3x 52-4x28-5; 517n.h.p.; triple-expansion engines.
 The British ship *Avon River* was wrecked on September 16th, 1936, on the W. coast of Mansel Island, in the Hudson Bay. She was on a voyage from Montreal to Churchill.

AVONDALE

Macintyre Bros. & Co.; 1875; Dixon; 1,862 tons; 280-2x 33-8x24-1; 150 n.h.p.; compound inverted engines.
 The British steamship *Avondale* was wrecked on August 5th, 1882, off Nova Scotia while sailing from Coosaw to London with a cargo of phosphate.

AVONDALE PARK

Canadian Government; 1944; Foundation Maritime; 2,878 tons; 315 • 5 X 46 • 5 X 22 - 9; 269n.h.p.; triple-expansion engines.
 The Canadian ship *Avondale Park* was torpedoed and sunk by a German submarine one mile S.E. of May Island, Firth of Forth, on May 7th, 1945.

AVONWOOD

Joseph Constantine; 1934; Burntisland Shipbuilding Co.; 1,056 tons; 199-8x33-2x13-6; 105i.h.p.; 9-25knots; triple-expansion engines.
 The steamship *Avonwood*, Capt. Wood, was lying with a convoy off Lowestoft on December 12th, 1942, when she was torpedoed and sunk by a German E-boat. Thirteen men were killed. Capt. Wood was among the survivors.

AVRA

Ellingsen & Johannesen; 1892; J. Priestman & Co.; 2,133 tons; 206-6x39-2x18-2; 256n.h.p.; triple-expansion engines. The Norwegian steamship *Avra* struck a mine and sank on March 19th, 1917, in the Bay of Biscay.

AWA MARU

11,600 tons.
 The steamship *Awa Mam* was torpedoed and sunk by the U.S. submarine *Queenfish* on April 1st, 1945, in the Formosa Strait.

AWA MARU

1925; Swan, Hunter & Wigham Richardson; 1,960 tons; 255-2X 38-2x18-9; 263 n.h.p.; triple-expansion engines.
 The steamship *Awa Mam* was formerly the Panamanian *Wawa*, scuttled at Hong Kong and raised and repaired by the Japanese. She was sunk by U.S. carrier-based aircraft on July 14th, 1945, off the N.E. coast of Honshu, Japan.

AWAJIMARU

Nippon Yusen K.K.; 1906; Grangemouth & Greenock Dockyard Co.; 1,948 tons; 285-3x38-2x13-8; 214n.h.p.; triple-expansion engines.
 The steamship *Awaji* (or *Awazi*) *Mam* was torpedoed and sunk by the U.S. submarine *Picuda* on September 21st, 1944, N. of Luzon Island.

AWAJISANMARU

Mitsui Bussan Kaisha; 1939; Tama S.B. Co.; 9,794 tons; 482-9 X 64x40-7; 1,646 n.h.p.; oil engines.
 The liner *Awajisan* (or *Awazisan*) *Mam* was sunk by Australian aircraft on December 8th, 1941, off the east coast of Malaya.

AWATA MARU

Nippon Yusen K.K.; 1937; Mitsubishi Jukogyo K.K.; 7,398 tons; 462-7x62-3x34-4; 2,248 n.h.p.; oil engines.
 The liner *Awata Mam* was taken over for service as an auxiliary cruiser. On October 22nd, 1943, she was torpedoed and sunk by the U.S. submarine *Grayback* off Keelung.

AWATEA

Union Steamship Co. of New Zealand; 1936; Vickers Armstrong; 13,482 tons; 538x74x36; 22,500s.h.p.; 23 knots; turbine engines.
 The *Awatea* was assigned to the task of transporting commando troops to Algiers to take part in the North African landing in November, 1942. This task was accomplished on the 8th and on the 11th she was at Bougie under orders for Gibraltar. At 4.50 p.m. soon after leaving Bougie the *Awatea* became the target for an attack by six large bombers of which she shot down two, before being badly damaged and set on fire, after which she was abandoned. Despite the intensity of the bombing only four men were wounded. For their service in North African waters the crew of the *Awatea* who were mainly New Zealanders, received the following awards. Capt. Morgan, the D.S.O., Mr. Harold Simmonds, chief engineer, Mr. William McGarry, chief officer, Mr. William S. Muir, third officer, the D.S.C. There were also four D.S.M.s awarded to members of the crew.

AXEL

1878; W. Gray & Co.; 1,587 tons; 260-8x34-2x19-6; 178n.h.p.; compound engines.
 The German steamship *Axel*, formerly the Swedish *Edda*, was bombed and sunk by British aircraft on July 24th, 1944, at Kiel.

AXPE-MENDI

Compania Naviera Sota y Aznar; 1897; Ropner & Son; 2,873 tons; 320X46x21-2; 246 n.h.p.; triple-expansion engines.
 The Spanish steamship *Axpe-Mendi* was torpedoed and sunk by a German submarine on June 7th, 1918, in the English Channel.

AYAGIRI MARU

Ishihara Kisen K.K.; 2,854 tons.
 The tanker *Ayagiri Mam* was sunk by U.S. carrier-based aircraft on November 14th, 1944, N. of Palawan Island, Philippines.

AYANAMI

Japanese Navy, destroyer; 1929; Hudinagata; 1,700 tons; 35-5X 33-7x9-7; 40,000s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A.m.g., 9 T.T.
 The Japanese destroyer *Ayanami* was sunk in the second phase of the battle of Guadalcanal which covered the three days November 13th-15th, 1942. The first phase of the battle began on the night of the 13th when a Japanese squadron steaming through the Lengo Channel, off Savo Island, ran into a squadron of U.S. cruisers and destroyers. Two short but distinct actions fought with great determination by both sides ensued and several ships were sunk or disabled. On the 15th, after a certain amount of bombing by U.S.

carrier planes, the main fleets met again, the Americans having been reinforced by two new battleships and an aircraft carrier. The Japanese were intercepted on the night of the 14th/15th N. of Savo Island and a second action took place. In this the battleship *Kirishima* and the *Ayanami* were both sunk.

The latter's normal complement was 197.

The Japanese loss totalled two battleships, one heavy cruiser and three destroyers. The American loss was two cruisers and seven destroyers.

For full story of the battle see the battleship *Kirishima* and the U.S. cruiser *Atlanta*.

AYANAMI MARU

Ishihara Kisen K.K.; 2,864 tons.

The tanker *Ayanami Mam* was sunk by U.S. carrier-based aircraft on January 12th, 1945, off Cap St. Jacques, Indo-China.

AYATOSAN MARU

Mitsui Bussan Kaisha; 1939; *Tama S.B. Co.*; 9,788 tons; 476-2 X 64x40-7; 1,646 n.h.p.; oil engines.

The motor vessel *Ayatosan Mam* was bombed and sunk by U.S. aircraft on July 22nd, 1942, S.E. of Guam, while in service as a transport.

AYAYUKI MARU

Ishihara Kisen K.K.; 2,854 tons.

The tanker *Ayayuki Mam* was sunk by U.S. carrier-based aircraft on January 12th, 1945, S. of Kana, Indo-China.

AYAZONO MARU

Ishihara Kisen K.K.; 2,854 tons.

The tanker *Ayazono Mam* was sunk by U.S. carrier-based aircraft on September 12th, 1944, off Cebu.

AYLEVARROO

Limerick Steamship Co.; 1903; *Swan, Hunter*; 908 tons; 227-5 X 31-8x13-8; 245 n.h.p.; 10 knots; triple-expansion engines. The steamship *Aylevarroo* was torpedoed and sunk by a German submarine off Southern Ireland on, or about, October 7th, 1917. Twenty men, including the captain, were killed.

AYMERIC

Andrew Weir & Co.; 1919; *R. Thompson & Sons*; 5,196 tons; 400x52x29; 520 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Aymeric* was in the North Atlantic on May 17th, 1943, when she was torpedoed and sunk by a submarine. She carried a crew of 78, of whom 53 were killed.

AZALEA CITY

Waterman Steamship Corp.; 1920; *Merchant S.B. Corp.*; 5,976 tons; 400-7x54-2x30-4; 3,000 s.h.p.; 10 knots; turbine engines.

The American cargo liner *Azalea City*, Capt. George R. Self, left

Trinidad for Philadelphia on February 13th, 1942. She was not in convoy and was never seen again. The *Azalea City* carried a crew of 38 all told.

AZTEC

Pacific Mail S.S. Co.; 1894; *Edwards S.B. Co.*; 3,727 tons; 349-2x43x26-6; 299 n.h.p.; triple-expansion engines.

The American steamship *Aztec* was torpedoed and sunk by a German submarine on April 1st, 1917, off Ushant.

AZUCHISAN MARU

Mitsu Sempaku; 6,888 tons.

The steamship *Azuchisan Mam* was torpedoed and sunk by the U.S. submarine *Aspro* on October 2nd, 1944, W. of Luzon Island, Philippines.

AZUL

Buenos Avres Great Southern Railway Co.; 1898; *W. Gray & Co.*; 3,074 tons; 324-5x48-7x21-6; 296 n.h.p.; 11 knots; triple-expansion engines.

The steamer *Azul* was torpedoed and sunk by a German submarine 180 miles W. EN. of Fastnet on February 5th, 1917. Eleven men were killed. The captain was among the survivors.

AZUMA MARU

Nippon Yusen K.K.; 1938; *Mitsubishi Jukogyo K.K.*; 6,646 tons; 461-6x62-3x31-5; 2,248 n.h.p.; oil engines.

The motor vessel *Azuma Mam* was torpedoed and sunk by the U.S. submarine *Tinosa* on December 3rd, 1943, S.W. of the Caroline Islands.

AZUMASAN MARU

Mitsui Bussan Kaisha; 1933; *Mitsui Bussan Kaisha*; 7,623 tons; 454 X 60x 37; 1,230 n.h.p.; oil engines.

The motor vessel *Azumasan Mam* was bombed and sunk by U.S. aircraft on October 15th, 1942, W. of Eniwetok.

AZUSA MARU

Ishihara Kisen K.K.; 11,177 tons.

The tanker *Azusa Mam* was torpedoed and sunk by the U.S. submarine *Barb* on September 16th, 1944, about 300 miles E. of Hainan.

AZUSA MARU

Nittiei Kisen K.K.; 1939; *Urabe Zosen Tekkosho K.K.*; 1,370 tons; 227-9x34x19-5; triple-expansion engines.

The steamship *Azusa Mam* was torpedoed and sunk by the U.S. submarine *Shad* on June 7th, 1945, off Mokpo, Korea.

B.F.

C. N., G. E. & R. Bernier; 1915; Canada; 592 tons; oilengines.
The Canadian motorship *B.F.*, left Ste. Anne des Monies, Quebec, on May 13th, 1952 with a crew of ten including the three brothers who owned the ship, and a cargo of pulpwood. The *B.F.* was reported to have foundered on the south shore of the lower River St. Lawrence and wreckage was found.

B. O. BORJESON

*Rederi A/B Gefjon; 1907; Akt. Ges. "Neptun"; 1,585 tons; 261*4X38*1X16*5; 132n.h.p.; triple-expansion engines.*
The Swedish steamship *B. O. Borjeson* struck a mine and sank on November 19th, 1939, 4½ miles off Spurn Head. Six lives were lost.

B. P. NEWTON

SkibsA/SNavales; 1940; Kockums Mek. Verks.; 10,324 tons; 512-3x63-2x39-0; 1551 n.h.p.; oil engines.
The Norwegian tanker *B. P. Newton*, on a voyage from Curacao to Table Bay with aviation spirit, was torpedoed by a German submarine on July 8th, 1943, off the coast of French Guiana. The tanker caught fire and eventually sank. Twenty-two of her crew died on board and one man died of injuries soon after being picked up.

BAALBECK

Soc. de Nav. a Vap. Daher; 1923; Schiffsw. v. H. Koch A.G.; 2,115 tons; 281-9x45x21-1; 212 n.h.p.; triple-expansion engines.

The French steamship *Baalbeck* was torpedoed and sunk by a submarine on February 21st, 1943, off the Kerkenna Islands, Tunisia.

BABIN CHEVAYE

Bureau Freres & Baillergeau; 1901; Chant. Nantais de Const. Mar.; 2,174 tons; 277x40-4x22-5.

The French sailing ship *Babin Chevaye* was sunk by a German submarine in the Bay of Biscay on January 14th, 1918.

BACCHUS

Soc. les Affreteurs Reunis; 1917; Detroit S.B. Co.; 2,045 tons; 251 x43-8x18-2; 274n.h.p.; triple-expansion engines.

The French steamship *Bacchus* was torpedoed and sunk by a submarine in the Mediterranean on July 11th, 1918.

BACHI

Hijos de Astigarraga; 1893; Elyth S.B. Co.; 2,184 tons; 283X 39x17-1; 207 n.h.p.; triple-expansion engines.

The Spanish steamship *Bachi* was torpedoed and sunk by a German submarine in the Bay of Biscay or* July 1st, 1917.

BADALONA

Cia. Arrendataria del Monopolio de Petroleos; 1922; Swan, Hunter & Wigham Richardson; 4,202 tons; 365x49x28-7; 600 n.h.p.; oilengines.

The Spanish tanker *Badalona* was torpedoed and sunk by a German submarine on December 13th, 1941, 15 miles S. of Almeria, on a voyage from Valencia to Aruba.

BADORA

Rivers S.N. Co.; 1914; W. Denny & Bros.; 279 tons; 150x 25-6x8-8; compound engines.

The Indian river steamship *Badora*, carrying over 200 passengers and a general cargo from Chittagong to Sandwip, was sunk by heavy seas on June 2nd, 1956, in the River Meghna off Sandwip Island. There were only six survivors.

BAEPENDY

LloydBrasileiro; 1899; Blohm&Voss; 4,801 tons; 375-6x 46-3x27-5; 2,200 i.h.p.; 12knots; quadruple-expansion engines.

The Brazilian liner *Baependy*, serving as a transport, was between Rio de Janeiro and Manaus on August 15th, 1942, when she was torpedoed and sunk by a submarine. The number of troops on board was estimated at over 700, of whom nearly 300 were drowned. Three other Brazilian vessels, the *Araraquara*, 4,872 tons, the *Annibal Benevolo*, 1,905 tons and the *Arara*, 1,075 tons, were torpedoed about the same time, bringing the total loss of life to over 400.

Brazil had previously severed diplomatic relations with the Axis powers, but was not at war with them. These sinkings precipitated matters, however, and war was declared on August 22nd, attended by angry demonstrations on the part of the Brazilian people.

BAGDALE

T. Smalles & Sons; 1904; R. Thompson & Sons; 3,045 tons; 325x48-5x12-5; 298n.p.h.; 10knots; triple-expansion engines.
The steamer *Bagdale* was torpedoed and sunk by a submarine 13 miles N. by E. of Creach Point, Ushant, on May 1st, 1917. The captain and 22 men were killed.

BAGE

Lloyd Brasileiro; 1912; Akt. Ges. "Vulcan"; 8,235 tons; 439-2 x 56x35-1; 600 n.h.p.; triple-expansion engines.

The Brazilian steamship *Bage* was torpedoed, shelled and sunk by a German submarine on July 31st, 1943, off the Brazilian coast. There were 87 survivors of the crew of 107 and 28 passengers.

BAGHDAD

FredOlsen&Co.; 1936; AIS Akers Mek.Vcerks.; 2,161 tons; 315-2x44-3x16-7; 471 n.h.p.; oil engines.

The Norwegian motorship *Baghdad* was torpedoed and sunk by a German submarine on May 30th, 1942, about 400 miles W. of Barbados, on a voyage from New York to Pernambuco. Nine of her crew of 30 were lost.

BAHIA

Hamburg-Sudamerikanische Dampfschiffahrts Ges.; 1927; Kockums M.V. Atieb.; 4,117tons; 376-2x54-2x23-2; 438n.h.p.; oil engines.

The motorship *Bahia* was torpedoed and sunk by a British submarine on April 22nd, 1942, north of the Naze, Norway.

BAHIA

Brazilian Navy, light cruiser; 1909; Armstrong, Elswick; 3,150 tons; 401x39x13-6; 23,000 s.h.p.; 28-5 knots; turbine engines; Thorny croft boilers; ten 4-7 in. guns, four 3 in. A.A., four 3 pdr., 4 T.T.

The old Brazilian light cruiser *Bahia* was torpedoed by a submarine off the N.E. coast of Brazil on July 4th, 1945. The vessel carried a complement of 368, of whom 333 were reported as missing.

BAHIA CAMARONES

Hamburg-Sudamerikanische Dampfschiffahrts Ges.; 1918; Palmers'Co.; 8,551 tons; 448-1x57-2x39-2; 667 n.h.p.; quadruple-expansion engines.

The German steamship *Bahia Camarones* was shelled and sunk by British warships on January 12th, 1945, off Egersund.

BAHIA CASTILLO

Hamburg-Sudamerikanische Dampfschiffahrts Ges.; 1918; Short Bros.; 8,580 tons; 449-2x57-2x39-3; 663 n.h.p.; quadruple-expansion engines.

The German steamship *Bahia Castillo* was torpedoed and sunk by a British submarine on May 1st, 1940, S.E. of Skagen.

BAHIA LAURA

Hamburg-Sudamerikanische Dampfschiffahrts Ges.; 1918; Palmers' Co.; 8,561 tons; 447-9x57-2x39-2; 667 n.h.p.; quadruple-expansion engines.

The German steamship *Bahia Laura* was torpedoed and sunk by a British submarine on August 30th, 1941, W. of Seloen Island, Norway. She was a unit of a troop-carrying convoy which included, among others, the steamship *Donau*, 2,931 tons, which was also sunk. Some 1,700 German troops were lost on the two ships.

BAIDAR

Samuel Hough; 1871; Humphry s & Co.; 1,010 tons; 232x28x 15-6; 95 r.h.p.; compound engines.

The British cargo ship *Baidar* was wrecked in November, 1897, off Schouwen Island, Holland, while on a voyage from Rotterdam to Dunkirk in ballast.

BAIEI MARU

Nitto Risen K.K.; 2,858 tons.
The tanker *Baiei Mam* struck a mine and sank on October 27th, 1944, off Brunei, North Borneo.

BAIGORRY

Cie. des Chargeurs Francais; 1889; *W. Doxford & Sons*; 2,161 tons; 280x38-3x18-3; 197n.h.p.; triple-expansion engines.
The French steamship *Baigorry* was sunk by a German submarine in the Bay of Biscay on April 25th, 1917.

BAIKAL

U.S.S.R.; 1919; *Dunlop Bremner & Co.*; 2,554 tons; 302-9X 42-9x20-7; 175 n.h.p.; triple-expansion engines.
The steamship *Baikal* struck a rock and sank on November 15th, 1939, near Spitsbergen.

BAINSIZZA

Soc. Anon. E. V. Parodi; 1930; *Stabilimento Tecnico*; 7,933 tons; 446-8x58-4x29-3; 407n.h.p.; compound engines.
The Italian steamer *Bainsizza* was torpedoed and bombed by British aircraft on October 15th, 1941, and sank the next day about 100 miles N.N.W. of Tripoli.

BAJA CALIFORNIA

Mayan S.S. Corp.; 1914; *R. Thompson & Sons*; 1,648 tons; 265-6x38-5x18; 175n.h.p.; triple-expansion engines.
The Honduran steamship *Baja California* was torpedoed and sunk by a German submarine on July 19th, 1942, in the Gulf of Mexico.

BAKANA

British & African S.N. Co.; 1894; *Naval Constr. & Arm. Co.*; 2,802 tons; 336x39-3x22-3; 265 n.h.p.; triple-expansion engines.
The British cargo ship *Bakana* was carrying a cargo of wood from the W. coast of Africa to Liverpool. She was wrecked on August 27th, 1913, at Half Assinie.

BAKUSTANDARD

Associated Oil Carriers; 1903; *Armstrong Mitchell & Co.*; 3,708 tons; 330-6x43x32; 293 n.h.p.; 9-5 knots; triple-expansion engines.
The tanker *Baku Standard* was torpedoed and sunk by a submarine 5 miles S. by W. i. W. of Tod Head, Kincardineshire, on February 11th, 1918. Twenty-four men were killed. The captain was among the survivors.

BAKUIN

William Keswick; 1886; *W. Gray & Co.*; 1,669 tons; 260-4X 36x17-5; 203 n.h.p.; triple-expansion engines.
The British oil tanker *Bakuin* was burned in September, 1902, in Callao Bay where she had arrived from Talara with a cargo of petroleum.

BALAGUIER

Soc. Charbons Agglomerés Littoral Méditerranien; 1904; *Rop-ner & Son*; 2,293 tons; 300x43-1x19-5; 233 n.h.p.; triple-expansion engines.
The French steamship *Balaguier* was torpedoed and sunk by a German submarine off S. Ireland on March 15th, 1917.

BALAKANI

Petroleum Steamship Co.; 1899; *Sir J. Laing & Sons*; 3,696 tons; 335 x 45x28; 326 n.h.p.; 10 knots; triple-expansion engines.
The tanker *Balakani* was mined and sunk half-a-mile S.W. of the South Longsand Buoy on September 9th, 1915. Six men were killed; The captain was among the survivors.

BALCLUTHA

1860; *Greenock*; 456 tons; 145x26x9-5 (approx.); steam engines.
The Australian steamship *Balclutha* was one of four small vessels which inaugurated a steamer service between Australia and San Francisco in the early 1860's. Later she was taken over by the Australian Steam Navigation Co., and ran under that company's

flag for many years. She was sold shortly before her loss, which occurred in October 1881.

The *Balclutha* left Melbourne for Sydney with a crew of 22, and a very heavy cargo of blue stone. Shortly after leaving port she encountered a violent S.W. gale, and was last seen off Gabo Island, N.S.W., swept by tremendous seas. She foundered with all hands.

BALDUR

German Government; 1920; *J. Blumer & Co.*; 3,594 tons; 356-3x48-7x23-9; triple-expansion engines.
The German steamship *Baldur*, formerly the Norwegian *Jacob Christensen*, was torpedoed and sunk by a British submarine on May 23rd, 1944, off Castro Urdiales.

BALEARES

Spanish Nationalist Navy, heavy cruiser; 1931; *Ferrol Dockyard*; 10,000 tons; 636x64x17-3; 90,000 i.h.p.; 33 knots; turbine engines; Yarrow boilers; eight 8 in. guns, eight 4 • 7 in., eight 2pdr., 12 T.T.; 2 aircraft.

The *Baleares* was one of two 10,000 ton, 8 in.-gun cruisers, possessed by Spain at the outbreak of the Civil War, 1936-39. They were built at Ferrol Dockyard to the designs of Sir Philip Watts, and carried an official complement of 765 officers and men. The *Baleares* and her sister ship, the *Canarias*, fell into the hands of the Nationalists. A battleship, the *Espana* (which see) and two medium cruisers formed the bulk of this fleet, the Government having one cruiser less, but many more destroyers and submarines.

On March 6th, 1938, when 70 miles off Cape Palos, the *Baleares* was engaged with several Government cruisers and destroyers. One of the latter hit the *Baleares* with a torpedo, causing her to sink with about 300 of her crew. The British destroyers *Boreas* and *Kempenfelt*, on patrol duty, saved about 400 officers and men, in the course of which they lost one of their own men who was killed and four wounded. This was due to the Government bombers attacking the sinking cruiser after their ships which failed to press home their advantage had steamed away.

A more detailed account of the fighting at sea is given under the *Jaime Primo*, the Government battleship which blew up in Cartagena harbour.

BALENO

Italian Navy, destroyer; 1931; *Quarnaro*; 1,220 tons; 315-5X 30-5x10-2; 44,000 s.h.p.; 38 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 37 mm., four 13 mm., 6 T.T.
On April 16th, 1941, an Italian convoy of five merchantmen escorted by destroyers *Luca Tarigo* and *Baleno* was proceeding from Sicily to Tripoli when it was intercepted by the British 14th Flotilla comprising the destroyers *Jervis*, *Janus*, *Mohawk* and *Nubian*. All the merchant ships as well as the escorting destroyers were sunk with a heavy loss of life.
The only British loss was the *Mohawk* which was torpedoed and sank later. I The full story of the action is told under the *Luca Tarigo*.

BALHOLM

J. M. Johannessen; 1917; *J. Meyer's S.B. Co.*; 1,044 tons; 214-9x33-3x14-2; 116n.h.p.; triple-expansion engines.
The Norwegian steamship *Balholm* was wrecked at Akra, Faxø Bay, Iceland, on the night of December 6th, 1926, in a severe storm. There were no survivors.

BALKAN

Cie. Marseillaise de Nav. a Vap.; 1882; *A. M. Millan & Son*; 1,709 tons; 260 x 37-1x23; 231 n.h.p.; compound engines.
The French steamship *Balkan* was torpedoed and sunk by a submarine in the Mediterranean on August 16th, 1918.

BALKAN

Soc. Commercial Bulgare de Nav. a Vap.; 1914; *Ch. & Atel. de Provence*; 3,838 tons; 353-5x46-6x23-1; 295 n.h.p.; triple-expansion engines.
The Bulgarian steamship *Balkan* was torpedoed and sunk by a British submarine on December 23rd, 1943, S. of Lemnos.

BALKIS

BALKIS

Den Nor she Middelhavslinje A/S; 1939; A/S Akers Mek. Verks.; 2,161 tons; 315-2x44-3x16-7; 472 n.h.p.; oil engines.
The Norwegian motorship *Balkis* was torpedoed and sunk by a German submarine on April 10th, 1942, off the north-east coast of Brazil. Seven of her crew were killed.

BALLADIER

U.S. War Shipping Administration; 1919; Submarine Boat Corp.; 5,279 tons; 324X46' • 2X25; 386 n.h.p.; turbine engines.
The steamship *Balladier* was torpedoed and sunk by a German submarine on August 15th, 1942, on a voyage from New York to Reykjavik. Eleven of her crew of 35 were lost.

BALLARAT

Peninsular & Oriental Steam Navigation Co.; 1911; Caird & Co.; 11,120 tons; 500-1x62-8x37-8; 9,000 i.h.p.; 14 knots; quadruple-expansion engines; 6 in. guns.
The troopship *Ballarat*, taken over from the P. & O. company, was approaching the entrance to the Channel on April 25th, 1917, when she was torpedoed by a German submarine. Including troops, who were all reinforcements from Victoria for the 2nd and 4th Australian Brigades, there were some 1,750 persons on board at the time. The day being Anzac Day the men were parading for a memorial service on board when, at 2.5 p.m., the torpedo struck the ship. One propeller was smashed, a 6 in. gun destroyed, the main steam pipe fractured and the after watertight bulkhead blown in. The *Ballarat* at once began to settle in the water but admirable discipline was maintained and the men, who had been exercised at boat drill repeatedly by the colonel of the Victorian Scottish who was in command of the draft, went to their places in splendid order.

There was no loss of life, all the troops and crew being taken off by their own boats or by escorting destroyers. The captain of the *Ballarat*, Cdr. G. W. Cockman, R.N.R., D.S.O., received the congratulations of the Admiralty on this splendid feat, and the Australian troops were congratulated by King George V.

BALLOGIE

J. & A. Davidson; 1889; Short Bros.; 1,207 tons; 240x33-2x14-5; 202 n.h.p.; 8 knots; triple-expansion engines.
The steamship *Ballogie* was torpedoed and sunk by a German submarine 1¹ miles N.E. of Filey, Yorkshire, on November 9th, 1917. The captain and twelve men were killed.

BALMORE

John Bruce & Co.; 1920; Grangemouth Dockyard Co.; 1,925 tons; 280-2x41-9x19; 230 n.h.p.; triple-expansion engines.
The British steamship *Balmore* was bombed and sunk by German aircraft on November 11th, 1940, about 300 miles S.W. of Ireland. All of the crew of 27 were lost.

BALNACRAIG

Grampian S.S. Co.; 1882; Hall, Russell & Co.; 1,629 tons; 250-1x34-2x18-2; 150 n.h.p.; compound inverted engines.
The British cargo ship *Balnacraig* foundered on December 10th, 1886, off the North Foreland while on a voyage from Antwerp to Odessa.

BALTALINN

United Baltic Corporation; 1920; Ailsa Shipbuilding Co.; 1,303 tons; 245x39x15; 292 n.h.p.; 13 knots; triple-expansion engines.
The steamship *Baltalinn*, Capt. C. W. Brown, was torpedoed and sunk by a submarine on September 20th, 1941, when in convoy in the North Atlantic. Eighteen men were killed. Capt. Brown was among the survivors.

BALTARA

United Baltic Corporation; 1909; Harland & Wolff; 2,379 tons; 300-7x38-2x22-9; 240 n.h.p.; quadruple-expansion engines.
The British ship *Sahara* was wrecked on January 11th, 1929, at the mouth of the River Vistula while on a voyage from Libau to London.

BALTENLAND

German Government; 1904; Bar tram & Sons; 3,042 tons; 339X48 • 1X22; triple-expansion engines.
The German steamship *Baltenland*, formerly the Latvian *Valdona*, was torpedoed and sunk by a Russian submarine on December 27th, 1944, in the Eastern Baltic.

BALTIMORE CITY

Furness, Withy & Co.; 1888; A. Stephen & Sons; 2,334 tons; 290X39-1x22-8; 189 n.h.p.; triple-expansion engines.
The cargo ship *Baltimore City* was wrecked in July, 1897, in the Straits of Belle Isle. She was on a voyage from Montreal to Manchester.

BALTISTAN

F. C. Strick & Co.; 1937; J. Readhead & Sons; 6,803 tons; 453-9x58-5x29-6; 914 n.h.p.; 13 knots; triple-expansion engines & L.P. turbine.
The steamship *Baltistan*, Capt. J. H. Hedley, was torpedoed and sunk by a submarine on February 27th, 1941, about 400 miles W. of Valentia Island, Ireland. Capt. Hedley, 46 of her crew and four passengers were killed.

BALTONIA

United Baltic Corporation; 1925; Akers Mek. Verks.; 2,013 tons; 303x42-2x17-1; 317 n.h.p.; 12 knots; triple-expansion engines.
The steamship *Baltonia*, Capt. J. Prosser, was mined and sunk on February 7th, 1943, in the neighbourhood of Tangier. Capt. Prosser and ten of the crew were killed.

BALUCHISTAN

Strick Line; 1940; J. Readhead & Sons; 6,992 tons; 454x58-5X29 • 5; 706 n.h.p.; triple-expansion engines & L.P. turbine.
The British steamship *Baluchistan* was torpedoed, shelled and sunk by a German submarine on March 26th, 1942, on a voyage from Table Bay to Freetown.

BALZAC

Akties. Bonheur; 1913; Nylands Vcerksted; 1,720 tons; 264-9X 40-2x18-6; 153 n.h.p.; triple-expansion engines.
The Norwegian steamship *Balzac* was torpedoed and sunk by a German submarine in the North Sea on July 12, 1917.

BALZAC

Lampart & Holt Line; 1920; D. & W. Render son & Co.; 5,372 tons; 400-3x52-3x28-4; 517 n.h.p.; triple-expansion engines.
The British steamship *Balzac* was intercepted and sunk by a German raider on June 22nd, 1941, about 400 miles E. of Maceio, Brazil. Three lives were lost.

BALZAC

Italian Government; 1928; Burntisland S.B. Co.; 1,947 tons; 291-7x43-2x19-1; 217 n.h.p.; triple-expansion engines.
The Italian steamship *Balzac*, formerly the British *Tadorna*, was bombed and sunk by U.S. aircraft on March 7th, 1943, 20 miles N.N.E. of Zembra Island.

BAMAKO

Cie. de Nav. Paquet; 1930; Akt. Burmeister & Wain; 2,357 tons; 281-9x45-1x21-1; 271 n.h.p.; oil engines.
The French motorship *Bamako* was torpedoed and sunk by a submarine on April 9th, 1943, soon after leaving Dakar. Seventeen of her crew were killed.

BAMBORO

J. E. Bowser & Son; 1890; Palmers' Co.; 2,016 tons; 265-5x39-7x15-9; 200 n.h.p.; triple-expansion engines.
The British steamship *Bamboro* was wrecked in April, 1894, near Barrington, N.S. She was on a voyage from Palermo to Boston.

BAMSE

Blow Richards & Co.; 1881; Strand Slipway Co.; 1,001 tons; 226-3x32x16-1; 125 n.h.p.; 8 knots; compound engines.
The Norwegian steamship *Bamse* was managed for the British Shipping Controller by the firm of Blow Richards & Co. On

October 2nd, 1918, when 5½ miles E.N. of the Lizard the vessel was torpedoed and sunk by a submarine. Eleven men were killed. The captain was among the survivors.

BAN HO GUAN

N.V. Handel Maats. Tjin Liong; 1908; Maats. Fyenoord; 1,693 tons; 270-3x40-2x16-9; 66 n.h.p.; triple-expansion engines.

The Dutch steamship *Ban Ho Guan* was sunk by the Japanese on March 1st, 1942, shortly after leaving Padang, Sumatra, for Australia.

BANDAR SHAHPOUR

StrickLine; 1927; W. Gray & Co.; 5,236 tons; 400X53-5x27-2; 590n.h.p.; triple-expansion engines.

The British steamship *Bandar Shahpour* was torpedoed and sunk by a German submarine on April 30th, 1943, between Takoradi and Freetown.

BANDERAS

Compañia Naviera Vascongada; 1899; W. Pickersgill & Sons; 2,140 tons; 286x42-9x18-7; 950i.h.p.; 9-5 knots; triple-expansion engines.

On February 18th, 1940, when 6 miles off Cape Villano the *Banderas* was torpedoed by a German submarine and sank with 22 out of her crew of 29. A Corunna fishing smack picked up the seven survivors, of whom the second officer and one seaman were badly injured. Spain was not at war with Germany.

BANDOENG MARU

Nanyo Kaiun K.K.; 1920; Yokohama Dock Co.; 4,003 tons; 345x50x29; 327 n.h.p.; triple-expansion engines.

The steamship *Bandoeng Maru* was torpedoed and sunk by the U.S. submarine *Grouper* on December 17th, 1942, W. of Bougainville Island.

BANDON

City of Cork Steam Packet Co.; 1910; Swan Hunter; 1,456 tons; 266x37-2x17-4; 394n.h.p.; 14-5 knots; triple-expansion engines.

The Irish packet *Bandon* was torpedoed and sunk by a German submarine 2½ miles S.W. of Mine Head, Waterford, on April 13th, 1917. Twenty-eight persons were killed. The captain was among the survivors.

BANEI MARU No. 2

Hokkaido Tanko K.K.; 1917; Nitta Co.; 1,186 tons; 220x33-5x18-5; 88 n.h.p.; triple-expansion engines.

The steamship *Banei Maru No. 2* was torpedoed and sunk by the U.S. submarine *Tautog* on May 12th, 1944, off Tamagawa, Japan.

BANEI MARU No. 3

Hokkaido Tanko K.K.; 1919; Nitta Co.; 1,778 tons; 265x36x20-9; triple-expansion engines.

The Japanese steamship *Banei Maru No. 3* struck a mine and sank on July 22nd, 1945, off Funakawa, Japan.

BANEI MARU No. 6

Hokkaido Tanko K.K.; 1917; Nitta Co.; 1,191 tons; 220x33-5x18-5; 88n.h.p.; triple-expansion engines.

The steamship *Banei Maru No. 6* was sunk by a U.S. carrier-based aircraft on November 25th, 1944, in the Lingayen Gulf.

BANFFSHIRE

British & South American S.S. Co.; 1912; W. Doxford & Sons; 6,479 tons; 430x53-5x34-6; 575n.h.p.; triple-expansion engines & L.P. turbine.

The British steamship *Banffshire* was torpedoed and sunk by a German submarine on September 30th, 1943, on a voyage from Colombo to Aden.

BANGKOK MARU

Osaka Shosen K.K.; 1937; Mitsubishi Jukogyo; 5,351 tons; 376-3x55-8x32-8; 488 n.h.p.; oil engines.

The *Bangkok Maru*, serving as an auxiliary cruiser of the Japanese Navy, was carrying 1,200 troops to Tarawa, Gilbert Islands, when

she was torpedoed and sunk by the U.S. submarine *Pollack*, Cdr. B. E. Lewellen, U.S.N. The attack took place off the island of Jaiuit on May 20th, 1943. About one third of those on board the auxiliary cruiser were drowned. The survivors landed on Jaiuit, where they were marooned for the rest of the war.

BANJOEWANGI

Koninkl. Paketv. Maats.; 1938; N.V. Boele's Scheepsw.; 1,279 tons; 215x39-7x15-8; 168n.h.p.; oil engines.

The Dutch motor vessel *Banjoewangi* was on passage from Calcutta to Karachi on April 6th, 1942. She was intercepted by a Japanese cruiser near Vizagapatam and sunk by gunfire, with the loss of 13 lives.

BANSEI MARU

Kusakabe Kisen K.K.; 1900; W. Gray & Co.; 3,120 tons; 324-5x47-1x22-4; triple-expansion engines.

The steamship *Bansei Maru* struck a mine and sank on March 17th, 1945, off Shanghai.

BANSEI MARU No. 6

Nakamura Mannosuke; 1918; 1,269 tons; 220-8x34x19-4.

The wooden schooner *Bansei Maru No. 6* foundered in heavy weather on December 23rd, 1921, on a voyage from Wakamatsu to Nanao, with coal.

BANSEI MARU No. 10

Nakamura Mannosuke; 1918; 1,039 tons; 223-2x34-5x19.

The wooden schooner *Bansei Maru No. 10* left Kushiro on November 23rd, 1921, for Tshihama, with coal and was never heard of again.

BANSHU MARU No. 2

Nishi Taiyo Gyogyo K.K.; 1,000 tons.

The *Banshu Maru No. 2* was torpedoed and sunk by the U.S. submarine *Tautog* on December 25th, 1942, off the west coast of Timor.

BANSHU MARU No. 7

1920; Harbour Marine; 5,430 tons; 399-8x52-2x28-5; 839 n.h.p.; oil engines.

The motor vessel *Banshu Maru No. 7* was torpedoed and sunk by the U.S. submarine *S 35* on July 2nd, 1943, 150 miles N.W. of Alaid, Kurile Islands.

BANTRY

J. Kelly, W. Clint & Sir Samuel Kelly; 1904; Murdoch & Murray; 602 tons; 180-3x27x10-7; 80 n.p.h.; compound engines.

The British ship *Bantry*, Capt. Henry C. Ryding, was carrying cement from London to Poole. On March 25th, 1934, she was in collision with the *Cardito* and sank about 3½ miles W. of Owers lightship. Six lives were lost.

BANYEI MARU

Sugaya Kisen Kaisha; 1891; R. Dixon & Co.; 2,779 tons; 312x39-2x24-6; 258 n.h.p.; triple-expansion engines.

The steamship *Banyei Maru*, on voyage from Muroran to Saikoshin with coal, ran into heavy weather. S.O.S. calls were picked up on February 19th, 1934, but these ceased at noon and nothing more was ever heard of the ship.

BAOULE

Chargeurs Reunis; 1921; Atel. & Ch. de la Loire; 5,874 tons; 393-6x55-9x29; 325n.h.p.; triple-expansion engines.

The French steamship *Baoule* was torpedoed and sunk by a German submarine on October 31st, 1939, about 45 miles W.N.W. of Corunna. Thirteen of her crew were killed.

BARBACENA

Lloyd Brasileiro; 1909; J. C. Tecklenborg A.G.; 4,772 tons; 392-5x51-9x27-3; 639 n.h.p.; quadruple-expansion engines.

The Brazilian steamship *Barbacena* was torpedoed and sunk by a German submarine on July 28th, 1942, on a voyage from Santos to Trinidad. Six of her crew were killed.

BARBARA

BARBARA

A.H. Bull & Co.; 1913; W. Cramp & Sons; 4,637 tons; 384X 50-2x26-6; 2,650 i.h.p.; 10 knots; triple-expansion engines.

The American steamship *Barbara*, Capt. Walter Hudgins, was torpedoed and sunk by a submarine off Santo Domingo, Dominican Republic, on March 7th, 1942. Nineteen men were killed. Capt. Hudgins was among the survivors. The vessel was not in convoy at the time of the sinking.

BARBARA MARIE

I. Morrison & Son; 1928; Sir John Priestman & Co.; 4,223 tons; 365x52x25; 375 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Barbara Marie*, Capt. A. S. Smith, was torpedoed and sunk by a submarine on June 12th, 1940, about 225 miles W.N.W. of Cape Finisterre. Capt. Smith and 30 of his crew were killed.

BARBARIGO

"to/w" Soc. Anon, di Nov.; 1930; Cant. Nav. Triestino; 5,293 tons; 440-7x56-2x23-5; 1,219 n.h.p.; oilengines.

The motor vessel *Barbarigo* was torpedoed and sunk by a British submarine on July 15th, 1941, 8 miles S. of Pantelleria.

BARBERRYS

Runciman; 1920; Uchida S.B. & Eng. Co.; 5,170 tons; 399-9 X 54-7x27-6; 513 n.h.p.; triple-expansion engines.

The British steamship *Barberrys* was torpedoed and sunk by a German submarine on November 26th, 1942, on a voyage from New York to Glasgow. The Commodore, five of his staff, 22 crew and four gunners were lost.

BARBRO

Dmpsk. Akties. Segelfoss; 1891; E. Withy & Co.; 2,356 tons; 288-6x38x19-8; 217 n.h.p.; triple-expansion engines.

The Norwegian steamship *Barbro* was torpedoed and sunk by a German submarine in the English Channel on October 14th, 1917.

BARBRO

Rederi A/S Mascot; 1934; Gotaverken A/B; 6,325 tons; 408-1x55-2x33-9; 489 n.h.p.; oilengines.

The Norwegian tanker *Barbro* was torpedoed and sunk by a German submarine on September 20th, 1941, on a voyage from New York to Stanlow with 9,000 tons of petrol. All 34 men of her crew were lost.

BARCELONA

Westcott & LauranceLine; 1882; J.Laing; 2,232 tons; 295-7X 37-9x20; 261 n.h.p.; compound engines.

The British freighter *Barcelona* foundered on November 28th, 1912, in the Bay of Biscay. She was carrying a cargo of barley from Braila to Leith.

BARENFELS

Deutsche Dampfschiff. Ges. Hansa; 1921; J.C. Tecklenborg A.G; 7,569 tons; 468-5x58-6x32-5; 692 n.h.p.; triple-expansion engines & L.P. turbine.

The German steamship *Barenfels* was torpedoed and sunk by a British submarine on April 14th, 1944, at Takseraag, Norway.

BARFONN

SigvalBergesen; 1931; Gotaverken A/B; 9,739 tons; 475-6X 64-2x37-8; 724 n.h.p.; oil engines.

The Norwegian motor tanker *Barfonn*, sailing from New York to Stanlow with 13,000 tons of gas oil, was torpedoed and sunk by a German submarine on October 17th, 1941. Sixteen of her crew of 38 were killed.

BARHAM

British Navy, dreadnought-battleship; 1914; John Brown & Co.; 31,000 tons; 643-7x104x33-5; 75,000 s.h.p.; 25 knots; turbine engines; 3-drum boilers; eight 15 in. guns, twelve 6 in., eight 4 in., four 3pdr., 15 m.g., 2 T.T., 1 aircraft.

In 1941 the battleship *Barham*, Capt. G. C. Cooke, was the flagship of Vice-Admiral H. O. Pridham-Whippell, commanding in the Eastern Mediterranean.

On November 25th, 1941, at about 4.25 p.m. the battle-squadron consisting of the *Barham*, *Queen Elizabeth* and *Valiant* was carrying out exercises off the Egyptian coast. The vessels were in the act of altering course together, the speed being 17 knots, when a submarine was sighted from the *Valiant* at a distance of 700 yards. Four torpedoes were discharged at the *Barham*, all of which appeared to strike. The battleship rolled over on her side and sank in five minutes, her magazines exploding as she went down.

Only about 300 were saved, including Admiral Pridham-Whippell. Those lost numbered 56 officers, including Capt. Cooke, 658 ratings and 134 marines, a total of 848. The *Valiant* made an unsuccessful attempt to ram the submarine.

BARITA

Porteous & Senior; 1873; J.Laing & Co.; 1,178 tons; 233-5 X 30-5x17-8; 120 h.p.; compound engines.

The steamship *Barita* was sunk in a collision with an Australian mail steamship on April 9th, 1880. The collision took place near Galatz, the *Barita* sinking with the loss of 16 lives.

BARNBY

James Westoll; 1906; J. Priestman & Co.; 3,868 tons; 350X 49x19-1; 357 n.h.p.; triple-expansion engines.

The British steamship *Barnby* was wrecked on May 11th, 1911, at East Point, Maldonado, while on a voyage from Cardiff to Buenos Aires with a cargo of coal.

BARNBY

Rowland and Marwood'sS.S. Co.; 1940; Short Bros.; 4,813 tons; 427 X 54x23-7; 359 n.h.p.; triple-expansion engines.

The British steamship *Barnby* was torpedoed and sunk by a German submarine on May 22nd, 1941, on a voyage from Halifax to Hull.

BARNTON

Barnton Steamship Co. (Gillespie & Nicol); 1904; Mackie & Thomson; 1,858 tons; 280-3x40-1x18-3; 192 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Barnton* was torpedoed and sunk by a submarine 40 miles W. by S. of the Chassiron Light on April 24th, 1917. Fourteen men were killed. The captain was among the survivors.

BARON AILSA

Kelvin Shipping Co. (H. Hogarth & Sons); 1912; Greenock & Grangemouth Dockyard Co.; 1,836 tons; 279-2x40-1x18-8; 175 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Baron Ailsa* was torpedoed and sunk by a submarine 18 miles W.N.W. of the Smalls, off Pembrokeshire, on May 9th, 1918. Ten men were killed. The captain was among the survivors.

BARON ARDROSSAN

Peter Rowe & Sons; 1881; T. Turnbull & Son; 1,376 tons; 243-5x34x17-9; 168 n.h.p.; compound engines.

The British collier *Baron Ardrossan* was wrecked in August, 1898, on rocks off Porthgain, Pembrokeshire, while on a voyage from the Clyde to St. Malo.

BARON ARDROSSAN

H. Hogarth & Sons; 1932; D. & W. Render son & Co.; 3,896 tons; 360-9x51-7x23-4; 249 n.h.p.; triple-expansion engines.

The *Baron Ardrossan* was on a voyage from Calcutta and Table Bay to Hull when, on December 30th, 1940, she went aground at Sandray Island and broke her back.

BARON BLYTHSWOOD

Kelvin Shipping Co. (H. Hogarth & Sons); 1929; Lithgows; 3,668 tons; 350-7x50-2x23-3; 249 n.h.p.; 11 knots; triple-expansion engines.

The cargo ship *Baron Blythswood*, Capt. J. M. Davies, was in the North Atlantic in convoy when she was torpedoed and sunk by a German submarine on September 20th, 1940. Thirty-four, including Capt. Davies, were killed.

BARON CARNEGIE

Kelvin Shipping Co. (H. Hogarth & Sons); 1925; DunlopBrenner & Co.; 3,178 tons; 336-3x48-5x22-2; 225 n.h.p.; 11 knots; triple-expansion engines.

The cargo ship *Baron Carnegie*, Capt. G. S. Gumming, was in

convoy off the Mumbles on June 11th, 1941, when she was bombed by German aircraft. Twenty-five men were killed. Capt. Cumming was among the survivors. The ship was taken in tow but sank before reaching port.

BARON COCHRANE

Hogarth Shipping Co.; 1927; Ayrshire Dockyard Co.; 3,385 tons; 341-8x48-6x22-7; 240 n.h.p.; triple-expansion engines. The British steamship *Baron Cochrane*, Capt. Anderson, was torpedoed and sunk by a German submarine on December 28th, 1942, about 300 miles N. of the Azores.

BARON DE CATELIN

Christos M. Vlassis; 1872; Schlesinger Davis & Co.; 1,278 tons; 234 • 3 x 30 • 5 x 21 • 6; 167 n.h.p.; compound engines. The Greek steamship *Baron de Catelin* dragged her anchors during a heavy storm on January 18th, 1931, and was wrecked against the breakwater at Zonguldak.

BARON DECHMONT

Hogarth Shipping Co.; 1929; Ardrossan D.D. & S.B. Co.; 3,675 tons; 350-6x50-2x23-2; 249 n.h.p.; 11 knots; triple-expansion engines. The cargo ship *Baron Dechmont*, Capt. D. MacCallum, was off the north coast of Brazil on January 3rd, 1943, when she was torpedoed and sunk by a submarine. The vessel was not in convoy at the time. Seven of her crew were killed; the captain was taken prisoner. Thirty-six survivors landed N.W. of Ceara the next day.

BARON ERSKINE

Kelvin Shipping Co. (H. Hogarth & Sons); 1930; D. & W. Henderson & Co.; 3,657 tons; 350x50-2x23-2; 249 n.h.p.; 10 knots; triple-expansion engines. The cargo ship *Baron Erskine*, Capt. G.S. Cumming, in convoy in the North Atlantic, was unable to maintain her speed owing to bad coal and fell out of convoy on January 1st, 1942. She was never seen again and was assumed to have been sunk by a submarine on or about the 10th. Capt. Cumming commanded the *Baron Carnegie* when she was bombed and sunk off the Mumbles in June, 1941.

BARON GAUTSCH

Lloyd Austriaco; 1908; Gourlay Bros.; 2,069 tons; 270x39-lx 17-1; 565 n.h.p.; 16 knots; triple-expansion engines. The *Baron Gautsch* left Lussinpiccolo, S. of the Gulf of Quarnero, for Trieste on Thursday, August 11th, 1914. The ship was carrying a little over 300 persons and on the 13th struck a mine which exploded and killed 20 men and damaged the ship to such an extent that she sank soon after. About 150 were drowned.

BARON GLAMIS

Hogarth Shipping Co.; 1894; A. Rodger & Co.; 2,432 tons; 301-2x40-6x16-7; 206 n.h.p.; triple-expansion engines. The British cargo ship *Baron Glamis* was wrecked in January, 1903, at Corsewall Point, Wigtown, while on a voyage from the Clyde to Buenos Aires.

BARON GORDON

Hogarth Shipping Co.; 1903; C. Cornell & Co.; 4,236 tons; 375x49-5x26-5; 320 n.h.p.; triple-expansion engines. The British cargo ship *Baron Gordon* was wrecked in August, 1904, on Bombay Reef. She was on a voyage from Hong Kong to Sourabaya in ballast.

BARON HUNTLY

Kelvin Shipping Co.; 1894; A. Rodger & Co.; 1,398 tons; 235-9x33-4x15; 144 n.h.p.; triple-expansion engines. The British cargo ship *Baron Huntly* foundered in October, 1906, near Cascaes. She was carrying a cargo of pyrites from Huelva to Dublin.

BARON INNERDALE

Hogarth Shipping Co.; 1896; A. Rodger & Co.; 3,344 tons; 335x43-5x27-2; 292 n.h.p.; triple-expansion engines. The *Baron Innerdale* sank in a collision on October 27th, 1914, 100 miles N. of Gebelteir. She was on a voyage from Port Said to Calcutta with a cargo of salt.

BARON JEDBURGH

Hogarth Shipping Co.; 1936; Lithgows; 3,656 tons; 386-4x 53-2x22-5; 250 n.h.p.; triple-expansion engines. The British steamship *Baron Jedburgh* was torpedoed and sunk by a German submarine on March 10th, 1945, on a voyage from Trinidad to Table Bay.

BARON KELVIN

Kelvin Shipping Co. (H. Hogarth & Sons); 1924; Chas. Cornell & Co.; 3,081 tons; 332-2x48-2x22-1; 225 n.h.p.; 10 knots; triple-expansion engines. The cargo ship *Baron Kelvin*, Capt. W. Ewing, was in convoy near Gibraltar on October 19th, 1941, when she was torpedoed and sunk by a submarine. Twenty-six men were killed. Capt. Ewing was among the survivors.

BARON KINNAIRD

Hogarth Shipping Co.; 1927; Napier & Miller; 3,355 tons; 340-1x48-7x22-7; 225 n.h.p.; 10 knots; triple-expansion engines. The cargo ship *Baron Kinnaird*, Capt. L. Anderson, on a voyage from Loch Ewe to Macoris with a crew of 36 and six gunners, straggled from convoy on March 6th, 1943, about 700 miles E. of Newfoundland. On the 12th, when she was about 300 miles N.W. of her last sighted position, she was torpedoed and sunk by a German submarine with the loss of all on board. Capt. Anderson was in command of the *Baron Cochrane* when she was torpedoed some months previously.

BARON LOUDOUN

Kelvin Shipping Co.; 1925; Lithgows; 3,164 tons; 336-1x 48-5x22-4; 225 n.h.p.; triple-expansion engines. The British steamship *Baron Loudoun* was torpedoed and sunk by a German submarine on June 19th, 1940, on a voyage from Bona to Barrow.

BARON LOVAT

Hogarth Shipping Co.; 1926; Ayrshire Dockyard Co.; 3,395 tons; 342-1x48-6x22-7; 225 n.h.p.; triple-expansion engines. The British steamship *Baron Lovat* was torpedoed and sunk by a German submarine on June 6th, 1941, on a voyage from the Tyne to Huelva.

BARON NAIRN

Kelvin Shipping Co.; 1925; Lithgows; 3,164 tons; 336-lx 48-5x22-4; 225 n.h.p.; triple-expansion engines. The British steamship *Baron Nairn* was torpedoed and sunk by a German submarine on June 7th, 1941, on a voyage from the Clyde to Nuevitas.

BARON NEWLANDS

Hogarth Shipping Co.; 1928; Ayrshire Dockyard Co.; 3,386 tons; 341-8x48-6x22-7; 240 n.h.p.; 10 knots; triple-expansion engines. The cargo ship *Baron Newlands* was off the coast of Liberia, West Africa, on March 16th, 1942, when she was torpedoed and sunk by a submarine. Eighteen men were killed.

BARON OGILVY

Hogarth Shipping Co.; 1926; Ayrshire Dockyard Co.; 3,391 tons; 342x48-6x22-7; 225 n.h.p.; 10 knots; triple-expansion engines. The cargo ship *Baron Ogilvy*, Capt. H. Steven, was some distance S. of Cape Palmas, Liberia, on September 29th, 1942, when she was torpedoed and sunk by a submarine. Eight men were killed and three wounded. Capt. Steven was among the survivors. The *Baron Ogilvy* was not in convoy at the time.

BARON POLWARTH

H. Hogarth & Sons; 1929; Napier & Miller; 3,661 tons; 350-9x50-1x23-2; 249 n.h.p.; triple-expansion engines. The British ship *Baron Polwarth*, Capt. G. S. B. Moore, was carrying ore from Vizagapatam to Wokington when, on January 29th, 1937, she went ashore on Juan de Nova Reef, Mozambique, and broke her back.

BARON SEMPLE

BARON SEMPLE

Kelvin Shipping Co. (H. Hogarth & Sons); 1939; Chas. Cornell & Co.; 4,573 tons; 416-1x58-2x24-6; 250n.h.p.; 10 knots; triple-expansion engines.

The cargo ship *Baron Semple*, Capt. P. J. Carnie, left Rio de Janeiro for Freetown and the United Kingdom on 25th October, 1943. She was not heard of again and it is assumed that she was torpedoed and sunk by a submarine. The *Baron Semple* carried a crew of 52 and ten gunners.

BARON VERNON

Kelvin Shipping Co.; 1929; D. & W. Henderson & Co.; 3,642 tons; 350-1x50-2x23-2; 249 n.h.p.; triple-expansion engines.
The British steamship *Baron Vernon* was torpedoed and sunk by a German submarine on October 30th, 1942, on a voyage from Free-town to Belfast Lough.

BARRDALE

Reardon Smith Line; 1925; Greenock Dockyard Co.; 5,072 tons; 400-3x54-4x26-3; 475n.h.p.; triple-expansion engines.
The British steamship *Barrdale* was torpedoed and sunk by a German submarine on May 17th, 1942, on a voyage from New York to Table Bay.

BARREIRO

Portuguese Government; 1911; Schiffsw. V. Henry Koch; 1,738 tons; 277.7x39.2x17.9; 181 n.h.p. Triple expansion engines.
The Portuguese steamship *Barreiro* was sunk in the Bay of Biscay by a German submarine on May 1st, 1917.

BARRHILL

Barr Shipping Co.; 1912; R. Duncan & Co.; 4,972 tons; 405X 53x27-2; 415 n.h.p.; triple-expansion engines. The British steamship *Barrhill* was bombed and sunk by German aircraft on June 27th, 1941, off Great Yarmouth Roads.

BARRISTER

Charente S.S. Co. (T. & J. Harrisori); 1915; Chas. Cornell & Co.; 3,679 tons; 253-2x47-7x26-9; 367n.h.p.; triple-expansion engines.
The *Barrister* was torpedoed and sunk by a submarine on May 11th, 1917, seven miles S.W. of Mine Head, Waterford, while on a voyage from Pernambuco to Liverpool.

BARRISTER

Charente S.S. Co. (T. & J. Harrisori); 1916; Russell & Co.; 4,952 tons; 404-8x52-2x27-4; 474 n.h.p.; 13 knots; triple-expansion engines.
The steamship *Barrister* was torpedoed and sunk by a submarine 9 miles W. i N. of Chicken Rock, off the Isle of Man, on September 19th, 1918. Thirty men were killed. The captain was among the survivors.

BARRISTER

Charente S.S. Co. (T. & J. Harrisori); 1939; Lithgows; 6,348 tons; 445-5x56-5x29-6; 867n.h.p.; triple-expansion engines.
The British ship *Barrister* went ashore on January 4th, 1943, on Inishark Island, Co. Galway, and broke in two. Wreckage was sighted seven miles E. of the stranding.

BARROWMORE

Johnston Line; 1911; Richardson, Duck & Co.; 3,832 tons; 360-4x50x24-2; 302n.h.p.; 9-5 knots; triple-expansion engines.
The steamship *Barrowmore* was torpedoed and sunk by a German submarine 53 miles N.W. by W. i W. of Bishop Rock, on February 19th, 1918. The captain and 24 of his crew were killed.

BARRWHIN

Barr, Crombie & Co.; 1929; Greenock Dockyard Co.; 4,998 tons; 405-5x55-7x25-4; 473n.h.p.; 10-5 knots; triple-expansion engines & L.P. turbine.
The steamship *Barrwhin*, Capt. T. S. Dixon, was in the North Atlantic on October 29th, 1942, when she was torpedoed and sunk by a German submarine. Twelve men were killed. Capt. Dixon was among the survivors.

BARRY

United States Navy, destroyer; 1920; New York S.B. Corp.; 1,190 tons; 314x30x9-5; 26J)OOh.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in., 12 T.T.
The United States destroyer *Barry* was badly bombed by the Japanese in operations off Okinawa on May 25th, 1945. Thirty of the crew were wounded and the destroyer so damaged as to be of no further use as a fighting unit. She was patched up and sent out with a skeleton crew to act as a decoy for Japanese bombers. On June 21st she was on her way to her decoy station in tow of the *LSM 59*, when a flight of Japanese aircraft bombed and sunk both ships. Fortunately there was little loss of life.

BARSAC

Worms & Cie.; 1902; Chant. Nav. Anversois; 1,806 tons; 260X38-1x20-2; 196 n.h.p.; triple-expansion engines.
The French steamship *Bar sac* was torpedoed and sunk by a German submarine in the English Channel on January 11th, 1918.

BARSAC

Worms & Cie.; 1923; Atel. & Ch. de la Seine Maritime; 1,049 tons; 215-9x30-6x12-6; 143 n.h.p.; triple-expansion engines.
The French steamship *Barsac* was taken over by the French Navy for use as an armed patrol ship. On January 6th, 1940, she ran ashore and was wrecked near Vigo, with the loss of 18 lives.

BARTOLOMEO COLLEONI

Italian Navy, light cruiser; 1930; Ansaldo; 5,069 tons; 555 -5 X 50-1x14-2; 95,000 i.h.p.; 40-9 knots; turbine engines; 3-drum boilers; eight 6 in. guns, six 3-9 in., eight 37 mm., eight 13 mm., 4 T.T.

On July 19th, 1940, two British destroyers, the *Hyper ion*, Cdr. H. St. L. Nicolson, and *Ilex* of 1,340 and 1,370 tons respectively, were cruising in the Mediterranean N.W. of Crete, when they sighted the fast Italian light cruisers *Bartolomeo Colleoni* and *Giovanni delle Bande Nere*, sister ships of 5,069 tons. The Italian vessels turned S.W. at a high speed, keeping out of range of the 4-7 in. guns of their enemy. Cdr. Nicolson was aware that the Australian cruiser *Sydney*, 6,830 tons, eight 6 in. guns, Capt. J. A. Collins, was about 40 miles distant and he at once called her up. About an hour later the *Sydney* put in an appearance and brought the *Bartolomeo Colleoni* under fire, compelling her to slow down so that she was overhauled by the two destroyers which found her badly damaged and in flames. They took off 545 survivors of the action and then sank her with torpedoes. Her commander, Capt. Umberto Novaro, died of his wounds on board a British hospital ship a short time afterwards.

Meanwhile the *Sydney* continued in chase of the *Giovanni delle Bande Nere* which she hit several times but failed to disable. Eventually the Italian cruiser made good her escape.

BARTON

United States Navy, destroyer; 1941; Bethlehem Steel Co., Quincy; 1,700 tons; 348-5x36x—; 50,000 s.h.p.; 36-5 knots; turbine engines; four 5 in. guns, four 40 mm., four 20 mm., 5 T.T.
The destroyer *Barton* of the United States Navy took part in the first phase of the battle of Guadalcanal, fought off that island on the night of November 12-13th, 1942. The Japanese were encountered in the Lengo Channel shortly before midnight and were engaged at close range. Early in the action the *Barton* was torpedoed and sunk.

The full story of the battle is told under the U.S. cruiser *Atlanta* and the Japanese battleship *Kirishima*.

BASIL

Booth S.S. Co.; 1895; Workman, Clark & Co.; 3,223 tons; 338 x 43 • 7 X 26 • 1; 334 n.h.p.; triple-expansion engines. The British steamship *Basil* was sunk in a collision on November 11th, 1917, S.E. of the Owen Light. She was carrying ammunition from Southampton to Boulogne.

BASILAN

Cia. Maritima; 1902; Gourlay Bros. & Co.; 2,969 tons; 335 X 43-2x20-6; 521 n.h.p.; triple-expansion engines. The Philippine steamship *Basilan* was sunk by Japanese action during the invasion of the Philippine Islands, December, 1941, to February, 1942.

BASILICATA

Italian Navy, light cruiser; 1914; Castellamare Dockyard; 2,480 tons; 272x41-7x16-7; 5,000i.h.p.; 16-5 knots; triple-expansion engines; cylindrical boilers; six 6 in. guns, five 14 pdr., 2 T.T.

The Italian light cruiser *Basilicata* was blown up at the entrance to the Suez Canal in Port Said harbour on August 13th, 1919. The canal was blocked but prompt measures were taken to ensure its clearance and after about three days the wreck was removed from the path of shipping. The *Basilicata* carried a crew of 250 among whom there were many casualties.

BASILISK

British Navy, destroyer; 1930; John Brown & Co.; 1,360 tons; 323x32-2x12; 34,000s.h.p.; 35 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, two 2pdr., 5 m.g., 8 T.T.

The destroyer *Basilisk*, Cdr. M. Richmond, was among the very large number of ships engaged in evacuating the British Army from Dunkirk. At about 8.30 on the morning of June 1st, 1940, when off La Panne in company with the destroyer *Keith* and the minesweepers *Salamander* and *Skipjack*, the force was subjected to intensive bombing by about 40 German aircraft. The *Keith* and *Skipjack* were sunk, the latter with very heavy loss of life, and the *Basilisk* was badly damaged. She made for Dover, but sank on the way.

The exact number of troops and crew on board the *Basilisk* at the time of her loss is not known.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

BASSA

Elder Dempster Lines; 1918; Armstrong Whitworth & Co.; 5,267 tons; 400-1X52-3X28-4; 2,800 i.h.p.; 11 knots; triple-expansion engines.

The cargo liner *Bassa*, Capt. G. E. Anderson, was torpedoed and sunk by a submarine on September 29th, 1940, in the North Atlantic about 500 miles W. of Achill Head, Co. Mayo. Capt. Anderson and 49 men were killed.

BASSANO

Ellemarfs Wilson Line; 1937; Swan, Hunter & Wigham Richardson; 2,687 tons; 401-5x55-8x25-7; 786n.h.p.; triple-expansion engines & LP turbine.

The British steamship *Bassano* was torpedoed and sunk by a German submarine on January 9th, 1941, on a voyage from New York to Glasgow.

BASSE INDRE

Soc. Anon. Chargeurs de VQuest; 1915; Campbelltown S.B. Co.; 1,329 tons; 230-8x35-8x15-6; 139n.h.p.; triple-expansion engines.

The French steamship *Basse Indre*, on a voyage from Cardiff to Corunna with coal, was sunk by an internal explosion on November 15th, 1927, in the Bay of Biscay.

BATAVIA

Koninkl. Paketv. Maats.; 1938; N.V. Scheepsw. Gebr. Pot; 1,279 tons; 215x39-7x15-8; 167n.h.p.; oilengines.

The Dutch motor vessel *Batavia* was bound from Calcutta to Karachi on April 6th, 1942, when she was intercepted and sunk by a Japanese cruiser 14 miles E. of Calingapatam.

BATAVIAMARU

Osaka Shosen K.K.; 1919; Osaka Iron Works; 4,392 tons; 345x49-8x28-1; 390n.h.p.; triple-expansion engines.

The steamship *Batavia Mam* was sunk by U.S. carrier-based aircraft on June 12th, 1944, about 150 miles W. of the Ladrone Islands.

BATAVIER V

Wm. H. Muller & Co.'s. Algemeene Scheepv. Maats.; 1902; Gourlay Bros. & Co.; 1,569 tons; 260-2x35-1x15-6; 231 n.h.p.; triple-expansion engines.

The Dutch steamship *Batavier V* struck a mine and sank in the North Sea on May 16th, 1916.

BATAVIER V

Wm. H. Muller & Co. N.V.; 1921; Wilton's E. & Slpwy. Co.; 1,573 tons; 260-1x35x15-5; 231 n.h.p.; triple-expansion engines.

The Dutch steamship *Batavier V*, under German control, was torpedoed and sunk by a British motor torpedo boat on November 3rd, 1941, off Cap Gris Nez.

BATEAU

U.S. Maritime Commission; 1926; Cant. Nav. Riuniti; 4,687 tons; 406-4x51-7x34-6; 335n.h.p.; triple-expansion engines.

The Panamanian steamship *Bateau* was torpedoed and sunk by gunfire from three German destroyers on March 29th, 1942, on a voyage from Iceland to Murmansk. Forty of her crew were killed. Six survivors were picked up by the destroyers.

BATH

Norwegian Navy, destroyer; 1918; Newport News Shipbuilding Co.; 1,060 tons; 314-3x30-5x8-5; 25,000s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in., 12 T.T.

The Norwegian destroyer *Bath* was originally the U.S.S. *Hopewell*, one of the 50 destroyers handed over to Britain under the Lease-Lend agreement. The vessel was lent to the Norwegian navy by the British Admiralty. On August 28th, 1941, she was escorting a convoy bound to North Russia when she was torpedoed and sunk by a submarine. The normal complement of the *Bath* was 122.

BATH CITY

Chas. Hill & Sons; 1880; Richardson, Duck & Co.; 1,724 tons; 260X34•5X22•5; 180hp.; compoundinvertedengines.

The British freighter *Bath City* foundered on December 3rd, 1881, 180 miles S.E. of St. John's, N.F.L. She was carrying a general cargo from Bristol to New York. Eleven persons were drowned.

BATH CITY

Chas. Hill & Sons; 1899; J. L. Thompson & Sons; 2,431 tons; 310x40-5x22-8; 312 n.h.p.; triple-expansion engines.

Charles Hill's second *Bath City* sank in March, 1900, after striking the Needle Rock, Lundy Island, while carrying grain and general cargo from New York to Bristol.

BATHAMPTON

Christie & Co.; 1896; J. L. Thompson & Sons; 3,090 tons; 325 X 44 • 5 X 19 • 7; 271 n.h.p.; triple-expansion engines.

The British steamship *Bathampton* was wrecked on February 27th, 1916, one mile from Hambantota. She was carrying a cargo of salt from Torreejeja to Calcutta.

BATNA

Cory & S'trick Steamers; 1928; J. Readhead & Sons; 4,399 tons; 370x52-3x25-9; 341 n.h.p.; triple-expansion engines.

The British steamship *Batna* was torpedoed and sunk by a German submarine on May 12th, 1942, on a voyage from Newport to Halifax.

BATOPAHA MARU

Nippon Kaiun K.K.; 5,953 tons.

The *Batopaha Mam* was torpedoed and sunk by the U.S. submarine *Redfish* on August 25th, 1944, Philippines.

BAUS

Dampskibs. Akties Baus; 1901; Nylands Vcerksted; 1,287 tons; 219-8x32-9x21-6; 101 n.h.p.; triple-expansion engines.

The Norwegian steamship *Baus* was torpedoed and sunk by a submarine in the English Channel on April 5th, 1916.

BAVARIA

W. Kunstmann; 1888; R. Duncan & Co.; 1,795 tons; 259-8X 37-2x15-5; 147n.h.p.; triple-expansion engines.

The German steamship *Bavaria* left Oxelosund on March 14th, 1915, for Stettin with ore. She was assumed to have been lost with all hands during a violent snowstorm.

BAY STATE

BAY STATE

White Diamond S.S. Co. (G. Warren & Co.); 1898; Harland & Wolff; 6,824 tons; 490-3x52-2x32-2; 755n.h.p.; triple-expansion engines.

The British freighter *Bay State* was wrecked in October, 1899, at Cape Ballard, N.F.L. She was on a voyage from Liverpool to Boston.

BAY OF PANAMA

J.Bulloch; 1883; Harland & Wolff, Belfast; 2,365 tons; 294 x 42-3x24-3.

The *Bay of Panama*, Capt. D. Wright, was one of the largest steel sailing ships of her day. She left Calcutta on or about November 20th, 1890, for Dundee with 17,000 bales of jute. For the first ten weeks of her voyage everything was normal, but after that period she experienced bad weather for 42 days in succession. On March 10th, 1891, when 111 days out of Calcutta, she was approaching the Lizard in one of the worst snowstorms ever known on the coast of Cornwall. The sea was rough and it was bitterly cold.

The vessel rounded the Lizard safely but was off course, and shortly afterwards drove ashore at Nare Point slightly W. of the mouth of Helford River, where she lay exposed to the full fury of the seas. Capt. Wright, his wife and 16 others were lost from the 40 on board.

Six men who took refuge in the rigging were frozen to death though close to the shore, it being impossible for the lifeboats to reach them.

BAYAN

Russian Navy, armoured cruiser; 1900; Forges et Chantiers, Toulon; 7,726 tons; 443x55-7x22; 16,500 i.h.p.; 21 knots; triple-expansion engines; two 8 in. guns, eight 6 in., two 2 in., twenty 12 pdr., eight 3 pdr., 2 m.g., 2 T.T.

The Russian armoured cruiser *Bayan* was based on Port Arthur at the beginning of the Russo-Japanese War in February, 1904. The arrival of Admiral Makharoff in March to take over command at Port Arthur caused great activity in the cruiser division. The *Bayan* frequently went to sea at the orders of this energetic officer, and, with the possible exception of the *Novik*, had more encounters with the enemy than any other Russian ship. She was engaged on the 10th and 22nd March and again on April 13th, when Admiral Makharoff was lost in the blowing up of the *Petropavlosk* (which see), and the fleet sortie of June 23rd.

On July 27th, when bombarding the Japanese infantry advancing to attack the defences, the *Bayan* struck a floating mine, which exploded under her bow. Her bulkheads held, however, and she was able to make harbour and go into dock. In consequence of this the ship did not take part in the battle of the Yellow Sea on August 10th.

As the siege lengthened the ship lent more and more of her armament to strengthen the shore defences until, by mid-September, she had landed one 8 in., eight 6 in., eight 12 pdr. and 10 smaller guns. The *Bayan* was now almost impotent, save for her solitary 8 in. gun, and was repeatedly struck as she lay in dock. On October 16th she moved to an anchorage under cover of Golden Hill, but this proved no safer than her former position, and she was hit five times by 11 in. howitzer shells.

On December 8th she was damaged beyond repair and sank at her moorings.

The full story of the Pacific Squadron at Port Arthur is told under the *Peresvyet*, flagship of the Rear-Admiral, which was among those lost.

BAYANO

Elders & Fyffes; 1913; A. Stephen & Sons; 5,948 tons; 416-6 X 53-2x30-1; 584 n.h.p.; 14 knots; triple-expansion engines.

The liner *Bayano* was taken over early in the First World War for service as an auxiliary cruiser. On March 11th, 1915, the vessel, under the command of Cdr. H. C. Carr, was on her way to Liverpool to coal when she was intercepted ten miles N.W. by W. of Corsewall Point by the submarine *U-27*, Lt.Cdr. Wegener. The attack took place at 5.15 a.m. The *Bayano* sank very rapidly and only four officers and 22 ratings were saved. Fourteen officers, including Cdr. Carr, and 181 ratings were killed. The s.s. *Castlereagh*, Capt. McGarrick, arrived on the scene

shortly after, but although she saw much wreckage and many dead bodies she was chased away by the submarine and prevented from making a search.

BAYARD

DeniNorskeMiddelhavslinjeAIS; 1936; A/S Akers Mek. Vcerks; 2,160 tons; 315-2x44-3x16-7; 471 n.h.p.; oil engines.

The steamship *Bayard* was torpedoed and sunk by a German submarine on July 6th, 1942, in the Gulf of Mexico. Eleven of her crew were killed.

BAYNAEN

Bay Steamship Co.; 1904; W. Doxford & Sons; 3,227 tons; 332-1x46-6x22; 265 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Baynaen* was torpedoed and sunk by a German submarine 20 miles N.W. by W. of Belle He on March 25th, 1917. Five men were killed. The captain was among the survivors.

BAYNESK

The Bay S.S. Co.; 1906; W. Doxford & Sons; 3,286 tons; 322X46-6X22-1; 265 n.h.p.; triple-expansion engines.

The British steamship *Baynesk* was torpedoed and sunk by a submarine on January 9th, 1917, 130 miles N. by W. from Alexandria. Seven of the crew lost their lives.

BAYNYASSA

Sale & Co. (Bay S.S. Co.); 1915; Bar tram & Sons; 4,937 tons; 400X52-4x28; 476n.h.p.; triple-expansion engines.

The British cargo ship *Baynyassa* on a voyage from Santos to Gibraltar was wrecked on September 15th, 1918, ten miles S. of Agadir.

BAYO

LaMaritimaEsperanza; 1892; T. Turnbull & Son; 2,776 tons; 312-4x40-7x21-9; 255 n.h.p.; triple-expansion engines.

The Spanish steamship *Bayo* struck a mine and sank in the Bay of Biscay on January 13th, 1916.

BAYOU

Sud-Americano de Vapores S.A.; 1919; American S.B. Co.; 2,606 tons; 251x43-6x26-1; 225n.h.p.; triple-expansion engines.

The Panamanian steamship *Bayou* was torpedoed and sunk by a German submarine on February 28th, 1942, about 300 miles S. of Trinidad. There was only one survivor, who was picked up from a raft five days later.

BAYRONTO

Sale & Co. (Bay S.S. Co.); 1905; Armstrong, Whitworth & Co.; 4,756 tons; 400x52x27; 495 n.h.p.; triple-expansion engines.

The British cargo ship *Bayronto* foundered on September 13th, 1919, in 26°45'N., 83°W., while on a voyage from Galveston to Marseilles with a cargo of wheat.

BAYROPEA

Sale & Co. (Bay S.S. Co.); 1905; Armstrong, Whitworth & Co.; 4,671 tons; 400x52x27; 494 n.h.p.; triple-expansion engines.

The British cargo ship *Bayropea* sailed from Cardiff to Archangel with a cargo of munitions. She caught fire at Archangel and burned out on January 26th, 1917.

BEACHY

Clyde Shipping Co.; 1936; A. Stephen & Sons; 1,600 tons; 272-5x38-4x17-2; 196n.h.p.; 12-5 knots; triple-expansion engines.

The steamship *Beachy*, Capt. Augustus Banning, D.S.O., was acting as rescue ship to a convoy in the North Atlantic, on January 11th, 1941, when, about 500 miles W. of Ireland, the ships were attacked by German aircraft and the *Beachy* was hit and sunk. Five men were killed and six, including Capt. Banning, wounded.

BEACON GRANGE

Houlder Bros.; 1938; Hawthorn Leslie & Co.; 10,119 tons; 447-5x65-5x35-3; 1,006n.h.p.; 15 knots; oil engines.

The liner *Beacon Grange*, Capt. A. B. Friend, left Loch Ewe on the north-west coast of Scotland on April 26th, 1941. At about 2.20

on the following morning she was attacked by enemy aircraft which presumably radioed her position to a submarine as she was intercepted at 2.30 on the following afternoon (27th) and hit with three torpedoes. The submarine then surfaced at a distance of approximately 500 yards and members of her crew took photographs. Meanwhile those on board the liner went to the boats as she was sinking rapidly. The *Beacon Grange* was finally sunk by gunfire.

Two boats got away. The captain's, containing 41 all told, was picked up by the British corvette *Gladiolus* two days later. The second boat with the first officer and 38 others was picked up six days later by the Belgian steam trawler *Edward Anseele*. Two engineers were killed by the explosion of the torpedoes and several men were wounded, but there were no fatalities during the time that the boats were adrift.

BEACONLIGHT

Bear Creek Oil & Shipping Co. (C. T. Bowing & Co.); 1890; Armstrong Mitchell & Co.; 2,763 tons; 311x40-2x28-2; 225 n.h.p.; 9 knots; triple-expansion engines.

The tanker *Beacon Light* was torpedoed and sunk by a submarine 15 miles S.E. of the Butt of Lewis on February 19th, 1918. The captain and 32 men were killed.

BEACONLIGHT

Panama Transport Co.; 1920; Bethlehem S.B. Corp.; 6,926 tons; 435x56x32; 421 n.h.p.; triple-expansion engines.

The Panamanian steamship *Beaconlight* was torpedoed and sunk by a German submarine on July 16th, 1942, in the South Atlantic.

BEAR

J. Watson & Co.; 1877; R.Dixon & Co.; 596 tons; 174-4X 25-6x14-3; SOh.p.; compound engines.

The steamer *Bear* was sunk in collision off St. Abb's Head, Berwickshire, on January 11th, 1891. Thirteen of the crew were lost.

BEARN

Deves, Chaumet & Co.; 1894; Sir Raylton Dixon & Co.; 1,288 tons; 232-7x34-5x16-8; 133 n.h.p.; triple-expansion engines.

The French steamship *Beam* was torpedoed and sunk by a German submarine in the Bay of Biscay on June 19th, 1917.

BEATRICE

Thomas Turnbull & Son; 1879; T. Turnbull & Son; 1,385 tons; 240-3x34-1x17-9; 140 n.h.p.; compound inverted engines.

The British iron steamship *Beatrice* foundered on December 18th, 1883, near Tunis. She was on a voyage from Cardiff to Odessa with a cargo of patent fuel.

BEATRICE

Cleeve's Western Valleys Anthracite Collieries; 1890; Richardson Duck & Co.; 712 tons; 208x29-1x13-4; 99r.h.p.; 9 knots; triple-expansion engines.

The steamship *Beatrice* was torpedoed and sunk by a submarine ten miles E. by S. of the Lizard on July 20th, 1917. Eleven men were killed. The captain was among the survivors.

BEATRICE

A. H. Bull Steamship Co.; 1917; Bethlehem Steel Co.; 3,451 tons; 327-2x46-2x22-9; 293 n.h.p.; triple-expansion engines.

The American steamship *Beatrice* was sunk by gunfire from a German submarine on May 24th, 1942, in the Gulf of Mexico.

BEATRICE C.

G. Costa fu Andrea; 1920; Stabilimento Tecnico Triestino; 6,132 tons; 451-6x54-2x27-6; 529 n.h.p.; triple-expansion engines.

The Italian steamer *Beatrice C.* was bombed and sunk by British aircraft on June 4th, 1941, about 20 miles N.E. of the Kerkenna Islands, Tunisia.

BEATTY

United States Navy, destroyer; 1941; Philadelphia Navy Yard; 1,700 tons; 348-5x36x10; 50,000 s.h.p.; 36-5 knots; turbine engines; Babcock & Wilcox boilers; four 5 in. guns, four 40 mm., seven 20 mm., 5 T.T.

The United States destroyer *Beatty* was attacked by German dive-bombers when off the coast of Algeria on November 6th, 1943. The

destroyer was hit and sank shortly afterwards. She carried a normal complement of 210.

BEATTY ROSE

R. Hughes & Co.; 1920; J. Fullerton & Co.; 1,119 tons; 220-2X34-2x13-1; 96r.h.p.; triple-expansion engines.

The *Beatty Rose* foundered on April 1st, 1927, about 17 miles off the Casquets. She was carrying coal from Swansea to Rouen.

BEATUS

Tempus Shipping Co.; 1925; Ropner S.B. & R. Co.; 4,885 tons; 390X55•5X26•4; 436 n.h.p.; triple-expansion engines.

The British steamship *Beatus* was torpedoed and sunk by a German submarine on October 18th, 1940, on a voyage from Three Rivers to the Tyne.

BEAULIEU

Bidrnbjornstad; 1930; Armstrong Whitworth & Co.; 6,114 tons; 396-2x55-1x32-3; 583 n.h.p.; oilengines.

The Norwegian tanker *Beaulieu* was shelled and sunk by a German raider on August 4th, 1940, between the Azores and Aruba.

BEAVERDALE

Canadian Pacific Railway Co.; 1928; Armstrong Whitworth & Co.; 9,957 tons; 502-5x61-9x37-5; 1,578 n.h.p.; 15-5 knots; turbine engines.

The liner *Beaverdale*, Capt. Charles Draper, was crossing the Atlantic in convoy when she was torpedoed and sunk by a submarine. The attack took place on April 1st, 1941. Twenty-one persons were killed, and 37 wounded. Capt. Draper was among the survivors.

BEAVERFORD

Canadian Pacific Railway Co.; 1928; Barclay, Curie & Co.; 10,042 tons; 503x61-8x37-5; 1,574 n.h.p.; 15-5 knots; turbine engines.

The liner *Beaverford*, Capt. E. Pettigrew, was crossing the Atlantic in a homeward-bound convoy when the ships were attacked by the German pocket battleship *Admiral Scheer* on November 5th, 1940. The auxiliary cruiser *Jervis Bay* (which see) immediately engaged the raider in order to afford time for the convoy to scatter. This was carried out with success, most of the 37 ships escaping, but the *Beaverford* was overhauled and although she made the best defence possible with her meagre armament she was sent to the bottom with 77 of her crew. Capt. Pettigrew was among the killed.

BECKTON

Gordon S.S. Co.; 1880; J. L. Thompson & Sons; 1,448 tons; 248x35-3x17-6; 203 n.h.p.; triple-expansion engines.

The British iron steamship *Beckton* was wrecked in January, 1904, on Kratzsand, near Cuxhaven. She was carrying a cargo of coal from the Tyne to Hamburg.

BEDFORD

British Navy, armoured cruiser; 1901; Fairfield Shipbuilding Co.; 9,800 tons; 448x66x24-5; 22,000 i.h.p.; 23 knots; triple-expansion engines; Belleville boilers; fourteen 6 in. guns, nine 12 pdr, three 3 pdr.; 2 T. T.

The armoured cruiser *Bedford* was a unit of the China squadron. The ship was commanded by Capt. E. S. Fitzherbert and carried a complement of 537. She was carrying out full speed trials in the Straits of Korea on August 21st, 1910, when she stranded on the Samarang Rocks, off the island of Quelpart. The weather was very rough. The ship was steaming at 19 knots at the time and so great was the impact that the water flooded the stokeholds in one tremendous rush, drowning 18 petty officers and men instantly. This was the only loss of life, but the ship's position was precarious as she was afloat for part of her length and was swung and pounded to and fro by the seas. The Japanese government dispatched salvage vessels to the scene, but these were unable to approach the wreck and it was apparent that the ship would be a total loss.

BEDOUIN

British Navy, destroyer; 1939; Denny Bros.; 1,870 tons; 355-5X36-5x9; 44,000 s.h.p., 36-5 knots; turbine engines; eight 4-7 in. guns, eight smaller; 4 T.T.

The destroyer *Bedouin*, Cdr. B. G. Scurfield, was leader of a small

BEECHGROVE

flotilla which formed part of a force escorting a convoy to Malta in June, 1942. The force, which had left Britain on the 5th, was known as the 'Harpoon Convoy'. On the 15th, when about 30 miles S. of Pantelleria, British aircraft reported the presence of two Italian cruisers and five destroyers some 15 miles to the northward. The *Bedouin* and her flotilla were despatched to engage this force which was superior to them, both in number and gun power.

The action began at about 6.45 a.m., the 6in. guns of the Italian cruisers outranging the lighter weapons of the British destroyers. The *Bedouin* and the *Partridge* were hit and badly damaged, but the three remaining destroyers managed to get within range and scored hits on an Italian destroyer. Meanwhile the light cruiser *Cairo* 4,200 tons, five 6in. guns, with four 'Hunt-class' destroyers had joined in the action and forced the Italians to turn away.

This engagement, though very brief, deprived the convoy of its naval escort, and during this time it suffered a succession of bombing attacks in which two merchantmen were sunk.

The *Bedouin* was taken in tow by the *Partridge*, but, as both ships were disabled, their progress was slow. Later the Italian squadron returned and the *Partridge* was compelled to cast off the tow and the *Bedouin* was left to face both warships and torpedo bombers. She was hit by an aerial torpedo and sank at 2.45 p.m.

Cdr. Scurfield and 208 survivors were picked up by the Italians, and eventually reached a prisoner of war camp in Germany. In 1945, shortly before the termination of hostilities, the camp was evacuated, and the prisoners were machine gunned by British aircraft in mistake for German troops as they marched along the road. Cdr. Scurfield was hit and killed.

BEECHGROVE

Alexander & Mair; 1880; J. Readhead & Sons; 1,221 tons; 250x32-7X17-8; 123 n.h.p.; compound engines.

The British iron steamship *Beechgrove* was wrecked in January, 1905, off Newcastle, Co. Down, while on a voyage from Ardrossan to Barry.

BEECHGROVE

Alexander & Mair; 1880; R. Irvine & Co.; 1,602 tons; 257-4 X 34-6x17-9; 170 n.h.p.; compound engines.

The British freighter *Beechgrove* was carrying a cargo of iron ore from Musel Harbour to Ardrossan in May, 1907, when she was wrecked at Gijon. This was the second ship of this name to be lost by the owners Alexander & Mair.

BEECHWOOD

J. Jacobs & Co.; 1940; Sir J. Laing & Sons; 4,897 tons; 415-1x58-2x24-8; 365 n.h.p.; triple-expansion engines.

The British steamship *Beechwood* was torpedoed and sunk by a German submarine on August 26th, 1942, about 200 miles S. of Freetown.

BEEMSTERDIJK

Nederlandsch-Amerikaansche Stoomb. Maats.; 1922; Fyenoord; 6,869 tons; 400-6x54-3x36-6; 648 n.h.p.; 12 knots; turbine engines.

The Dutch steamship *Beemsterdijk* struck a mine in the Bristol Channel, 12 miles W.N.W. of the Smalls, on January 26th, 1941. She sank on the 27th, with a loss of 39 lives. Three survivors were rescued from a raft.

BEGONA No. 3

Cia. de Nav. Begona; 1884; A. Stephen & Sons; 2,699 tons; 300-3x42-1x25-3; 269 n.h.p.; compound engines.

The Spanish steamship *Begona No. 3* was torpedoed and sunk by a German submarine in the English Channel on May 23rd, 1917.

BEGONIA

British Navy, sloop; 1915; Barclay Curie; 1,250 tons; 267-7X 33-5x11-7; 2,400 i.h.p.; 17 knots; triple-expansion engines; two 4-7in. guns, two 3pdr.

The sloop *Begonia*, Lt.Cdr. Basil S. Noake, was one of a class of vessel built during the First World War to serve two purposes as need might arise. The first purpose was that of a convoy escort; the second and more adventurous service was that of a Q-ship, the vessels having been built upon lines which permitted of their rapid and easy conversion into semblance of an ordinary merchantman.

In October, 1917, the *Begonia* set forth on a cruise in merchantman's guise from which she never returned. Her crew numbered about 100 officers and men.

BEGUM

Asiatic Steam Navigation Co.; 1907; Chas. Connell & Co.; 4,646 tons; 400x52x17-4; 427n.h.p.; 11 knots; triple-expansion engines.

The steamer *Begum* was torpedoed and sunk by a German submarine 270 miles W. by S. of Bishop Rock, Scilly Isles, on May 29th, 1918. Fifteen men were killed. The captain was among the survivors.

BEHAR

Hain S.S. Co.; 1928; Harland & Wolff; 6,100 tons; 436x57-6 X29-6; 1,245 n.h.p.; 15 knots; turbine engines.

At the beginning of March, 1944, the Japanese sent out a small squadron of three cruisers from Singapore to raid shipping in the Indian Ocean. Vice-Admiral Takasu was in over-all command, and his orders to his captains were that they take no prisoners. On March 9th one of the cruisers, the *Tone*, sank the Hain Line steamship *Behar*. Eighty survivors were picked up and taken to the cruiser. Here, in accordance with orders, 65 of them were killed.

The remainder of the prisoners escaped with their lives, and at the conclusion of the war with Japan information was given to the Allied authorities. Investigations were made and, as a result, the captain of the *Tone* was tried and sentenced to a long term of imprisonment.

The *Behar* was the last Allied merchantman to be sunk by a surface raider in the Second World War.

BEHERA

Maclay & McIntyre; 1864; Mar shall Bros.; 1,384 tons; 239-5 X 32-7x17; 127 h.p.; compound engines.

The British iron steamship *Behera* was wrecked at Alderney in March, 1895. She was carrying a cargo of coal from Sunderland to St. Nazaire.

BEIGNON

Morel Ltd.; 1880; Richardson, Duck & Co.; 1,332 tons; 250 X 35x15-2; 99 n.h.p.; compound engines.

The British iron steamship *Beignon* was sunk in a collision in March, 1899, at Villez Martin, three miles from St. Nazaire. She was on a voyage from Nantes to Bilbao.

BEIGNON

Nolissement S.S. Co.; 1939; W. Doxford & Sons; 5,218 tons; 427-6x56-5x26-5; 516n.h.p.; oil engines.

The British motorship *Beignon* was torpedoed and sunk by a German submarine on June 30th, 1940, on a voyage from Freetown to the Tyne. ^

BELCREST

Crest Shipping Co.; 1925; Northumberland S.B. Co.; 4,517 tons; 399-7x52-9x24-8; 427 n.h.p.; triple-expansion engines.

The British ship *Belcrest*, Capt. Brockwell, left Halifax in a convoy on January 31st, 1941, but was lost from the convoy during a gale on February 10th. She was not seen again.

BELFAST

T. Dixon & Sons; 1870; Palmers' Co.; 1,638 tons; 265-6X 33-2x24-3; 120 h.p.; compound engines.

The British iron steamship *Belfast* was wrecked in March, 1895, at the Island of Iona. She was carrying timber from Sapele to Belfast.

BELFORD

Christie & Co.; 1901; J. Priestman & Co.; 3,216 tons; 325 X 47x25-6; 272n.h.p.; triple-expansion engines.

The British steamship *Belford* was wrecked on February 9th, 1916, at Smaul, Islay. She was on a voyage from Barry to New York in ballast.

BELGIAN AIRMAN

Belgian Government; 1942; Harland & Wolff; 6,959 tons; 432-7x56-3x34-3; 490 n.h.p.; oil engines.

The motorship *Belgian Airman* was torpedoed and sunk by a German submarine on April 14th, 1945, in the North Atlantic.

BELGIAN FIGHTER

Belgian Government; 1921; Merchant S.B. Corp.; 5,403 tons; 401-6x54-2x30-2; 661 n.h.p.; turbine engines.
The steamship *Belgian Fighter* was torpedoed and sunk by a German submarine on October 9th, 1942, in the South Atlantic. Five of her crew were lost.

BELGIAN KING

G. B. Hunter & C. S. Swan; 1881; Sunderland S.B. Co.; 3,393 tons; 350-5x41x19-5; 303 n.h.p.; triple-expansion engines.
The British iron steamship *Belgian King* foundered on September 20th/21st, 1914, near Cape Kureli. She was sailing from Trebizonde to Constantinople with passengers and a cargo of sheep and

BELGIAN PRINCE

Prince Line; 1901; Sir J. Laing & Sons; 4,765 tons; 391-1x51-2x28-5; 492n.h.p.; 10-5 knots; triple-expansion engines.
The *Belgian Prince* was torpedoed and sunk by a submarine 175 miles N.W. by W. of Tory Island on July 31st, 1917. Thirty-nine persons were killed. The captain was taken prisoner.

BELGICA

Sola y Aznar; 1891; Richardson, Duck & Co.; 2,068 tons; 282x37-6x16-8; 201 n.h.p.; triple-expansion engines.
The Spanish steamship *Belgica* struck a mine and sank on the 15th January, 1916, in the Bay of Biscay.

BELGIUM MARU

Kokusai Risen K.K.; 1920; Kawasaki Dockyard Co.; 5,838 tons; 385 X 51X 36; 437 n.h.p.; triple-expansion engines.
The steamship *Belgium Maru* was sunk by U.S. carrier-based aircraft on October 18th, 1944, off Manila.

BELGRAVIA

Anchor Line (Henderson Bros.); 1881; D. & W. Render son & Co.; 4,977 tons; 400x44-8x33; 495 h.p.; compound engines.
The British iron steamship *Belgravian* was wrecked in May, 1896, at Mispeck Point near St. John, N.B. She was on her way to Liverpool with a cargo of timber.

BELGRAVIAN

Ellerman Lines; 1937; W. Gray & Co.; 3,136 tons; 345-6X50-1x20-7; 606 n.h.p.; triple-expansion engines & L.P. turbine.
The British steamship *Belgravian* was torpedoed and sunk by a German submarine on August 5th, 1941, on a voyage from Port Harcourt to Hull.

BELITA

Skibs A/S Oiltank HI; 1933; Gotaverken A/B; 6,323 tons; 408-1x55-2x33-9; 489 n.h.p.; oilengines.
The Norwegian tanker *Belita* was torpedoed and shelled by a German submarine, caught fire and sank on December 3rd, 1942, about 400 miles E. of Trinidad.

BELIZE

Rederi A/S Nidaros; 1919; Manitowoc S.B. Co.; 2,153 tons; 250-5x43-7x20-1; 269n.h.p.; triple-expansion engines.
The Norwegian steamship *Belize* left New York on January 15th, 1942, for St. John, New Brunswick. Nothing more was heard of the ship until one of her boats, containing four bodies, was picked up on January 24th.

BELL

Akties Bell; 1901; Russell & Co.; 3,765 tons; 352-5x49-1x28-2.
The Norwegian sailing ship *Bell* was sunk by a German submarine off Ushant on March 30th, 1916.

BELLATRIX

A/S Klosters Rederi; 1907; Howaldtswerke; 2,568 tons; 285-9X43-2X24-5; 175 n.h.p.; triple-expansion engines.
The Norwegian steamship *Bellatrix* was sunk by a submarine in the Mediterranean on March 23rd, 1917.

BELLCAIRN

Jackson Bros. & Cory; 1883; Irvine & Co.; 1,315 tons; 244-6x33-3x15-8; 130 h.p.; compound engines.
The British cargo ship *Bellcairn* sank in a collision in October, 1894, at Kingsdown, near Deal. She was on a voyage from Sfax to West Hartlepool with a cargo of barley.

BELLE OF CLARKSVILLE

Mississippi River steamboat.
The Mississippi River steamboat *Belle of Clarksville* was in collision with another steamboat on the night of December 14th, 1844. The collision took place on the lower Mississippi, both vessels being in their proper navigational positions. Just before the impact the *Belle of Clarksville* ran into shallow water, and in endeavouring to avoid this she steered across the bows of the oncoming steamboat and was badly holed. She sank with the loss of 36 lives.

BELLE OF FRANCE

Belle of France Steamship Co.; 1905; W. Doxford & Sons; 3,876 tons; 352x48.1x23.4; 313 n.h.p.; 10 Knots; triple expansion engines.
The British steamship *Belle of France* was torpedoed and sunk by a submarine 126 miles N.W. by W. of Alexandria on February 1st, 1916. Nineteen men were killed. The captain was among the survivors.

BELLEROCK

Verano S.S. Co.; 1909; Ailsa S.B. Co.; 1,199 tons; 240-2X34-1x14-7; 251 n.h.p.; triple-expansion engines.
The British steamship *Bellerock* struck a mine and sank on July 15th, 1940, off Porlock, Bristol Channel, with the loss of 17 lives.

BELLINGHAM

Waterman S.S. Corp.; 1920; Los Angeles S.B. & D.D. Co.; 5,345 tons; 410x54-4x27-2; 422n.h.p.; triple-expansion engines.
The American steamship *Bellingham* was torpedoed and sunk by a German submarine on September 22nd, 1942, between North Russia and Iceland.

BELLO

Skibs. A/S Oiltank; 1930; Swan Hunter & Wigham Richardson; 6,125 tons; 420-8x58-5x31-2; 1,010n.h.p.; oil engines.
The Norwegian tanker *Bello*, on a voyage from the Clyde to New York, was torpedoed and sunk by a German submarine on December 16th, 1942. Thirty-three of her crew of 41 were lost.

BELLOVA

Bell Bros. & Co.; 1889; D. & W. Render son & Co.; 2,671 tons; 310x39-2x23-8; 225n.h.p.; triple-expansion engines.
In February, 1899, the British steamship *Bellova* was wrecked near Maldonado. She was on a voyage from New York to the River Plate.

BELLUCIA

Bell Bros. & McLelland; 1888; D. & W. Henderson & Co.; 2,728 tons; 310x39-2x23-8; 253 n.h.p.; triple-expansion engines.
The British freighter *Belinda* was wrecked in February, 1903, on the Guarapary Rocks. She was on a voyage from Santos to New Orleans, with a cargo of coffee, etc. A later ship of this name owned by Bell Bros, was torpedoed and sunk in July, 1917, with the loss of four lives.

BELMONT

British Navy, destroyer; 1919; Bethlehem Shipbuilding Co.; 1,190 tons; 314x30x10; 26,000s.h.p.; 35 knots; turbine engines; four 4in. guns, one 3in.A.A.; 12 T.T.
The destroyer *Belmont*, Lt.Cdr. G. B. O'B. Harding, was the ex-U.S.S. *Satterlee*, transferred to the Admiralty under the Lend-Lease agreement. The vessel was engaged in convoy duties when she was torpedoed and sunk by a German submarine in the West Atlantic on January 31st, 1942. Lt.Cdr. Harding, seven officers and 130 ratings were killed.

BELVIDERE

R. & C. Allan; 1896; Workman, Clark & Co.; 1,517 tons; 255 X 34x22; triple-expansion engines.
The British cargo ship *Belvidere* was wrecked in May, 1898, five miles south of Cape Maysi, Cuba. She was carrying a cargo of fruit from Port Antonio, Jamaica, to Boston.

BEMPTON

W. & E. S. Lamplough; 1885; E. Withy & Co.; 2,013 tons; 272 - 7 x 36 -1 x 20; 170 h.p.; compound engines.
The British cargo ship *Bempton* was wrecked in August, 1889, near Guia. She was on a voyage from Ibrail to Antwerp with a cargo of grain.

BEN CRUACHAN

John Morrison & Son; 1879; J. Laing; 1,366 tons; 237x31 -7X 19 • 7; 99 h.p.; compound inverted engines.
The British steamship *Ben Cruachan* was sunk in a collision on October 23rd, 1885, off Wolf Rock, Cornwall. She was on a voyage from Swansea to Savona with a cargo of patent fuel.

BEN EARN

Straightback S.S. Co.; 1909; A. McMillan & Son; 3,911 tons; 318-4x49-3x21 -7; 274 n.h.p.; triple-expansion engines.
The British cargo ship *Ben Earn* was wrecked on June 16th, 1911, near Bacarro Point, N.S., while on a voyage from Sydney, C.B., to St. John, N.B., with a cargo of coal.

BEN LOMOND

Morrison Shipping Co.; 1906; W. Gray & Co.; 2,814 tons; 320X46 -8x21; 287 n.h.p.; 9 knots; triple-expansion engines.
The steamship *Ben Lomond* was torpedoed and sunk by a submarine 30 miles S.E. of Daunt's Rock, off Co. Cork, on July 7th, 1918. The captain and 22 men were killed.

BEN-MY-CHREE

Isle of Man Steam Packet Co.; 1908; Vickers Sons & Maxim; 2,550 tons; 375x46-2x17-5; 2,000 r.h.p.; 24 knots; turbine engines.
The popular Isle of Man steamship *Ben-My-Chree* served in the Dardanelles campaign as a seaplane carrier. The ship, which at the time of her loss was under command of Wg. Cdr. C. R. Samson, D.S.O., of the Royal Naval Air Service, was taking part in operations on the coast of Asia Minor. On January 11th, 1917, when in Kastelorgio Harbour she was shelled by the shore batteries and sunk. There was no loss of life, but one officer and four ratings were wounded.

BEN SHERROD

Mississippi River steamboat; 400 tons.
The Mississippi River steamboat *Ben Sherrod* was coming up river to Louisville in early May, 1837, with a very large number of passengers. The captain was competing in a race with another steamboat, and the firemen were encouraged by lavish supplies of whisky, of which there was an open barrel in the stokehold. In some fashion the stack of wood fuel near the furnaces became ignited and this, together with the whisky, set the steamboat on fire.
The disaster which took place on, or about, May 9th, was one of the most dreadful of all the tragedies on the Mississippi. A committee appointed to investigate after the fire estimated that not less than 150 persons lost their lives.

The steamboat *Columbus* saved many people, but another, the *Alton*, steamed past without stopping to render assistance. The captains of the *Ben Sherrod* and the *Alton* were severely censured by the authorities.

BEN VENUE

Watson Bros.; 1884; Birrell, Stenhouse & Co.; 2,033 tons; 289-2x42-4x24-1.
In November, 1891, the British sailing ship *Ben Venue* was being towed from London to begin a voyage to Sydney, N.S.W. When off Sandgate, Kent, she drifted ashore and became a total wreck. Many of her crew were drowned.

BENAKAT

N.V. Nederlandsche Koloniale Tankvaart Maats.; 1935; N.V. Rotterdam Droogd. Maats.; 4,763 tons; 365 • 7 X 64 -2 X18; 400 n.h.p.; triple-expansion engines.
The Dutch tanker *Benakat* was torpedoed and sunk by a German submarine on May 20th, 1943, N.E. of Ascension Island.

BENALBANACH

Ben Line; 1940; Chas. Cornell & Co.; 7,153 tons; 436-3X 56-7x35-3; 700 n.h.p.; 13-5 knots; triple-expansion engines.
The Ben liner *Benalbanach*, Capt. D. K. C. Macgregor, was taken over for service as an auxiliary transport late in 1941 and in November, 1942, she took part in the landing at Oran in the North African campaign.
The ship's second journey to North Africa ended in tragedy. On Christmas Eve, 1942, she left the Clyde with a crew of 74 and 389 officers and men of the Motor Transport, as well as a cargo of tanks, motor vehicles, ammunition, petrol and general military stores. At just after six o'clock on the evening of January 6th, 1943, the *Benalbanach*, which was in convoy, was attacked E. of Algiers by a German aircraft with two torpedoes, which hit the ship in No. 3 and No. 5 holds. She sank almost immediately with 57 crew and 340 troops, Capt. Macgregor dying from exhaustion after three hours in the water and just as he was about to be rescued by a destroyer.

BENARES

Ganges River steamer; 1847; 400 tons; 12 knots.
On March 20th, 1848, the paddle steamer *Benares*, under command of Capt. Townsend, with over 150 persons on board together with a number of horses and various conveyances, was returning from Calcutta when she caught fire. The limits of the vessel's run were Benares and Calcutta and she was from three to four miles below Rajmahal when the outbreak occurred. From subsequent investigation it was established that the fire originated aft where the carriages and horses were stowed, and was attributable to the native syces who were smoking among the straw. The ship was in shallow water, and this induced many persons to jump overboard, but the strength of the current swept most of them away and they were drowned. Capt. Townsend did his utmost to allay the panic, but in spite of his efforts there was a heavy loss of life.
The after portion of the *Benares* up to the engine room was burned out, and had the passengers remained calm and gathered forward they would have been in no danger and it is probable that there would have been no fatalities.

Later, the *Benares* was run on a sandbank and the survivors were taken off without further mishap. Between 20 and 30 persons lost their lives.

BENAVON

Ben Line; 1930; Lithgows; 5,872 tons; 425x56x29; 576 n.h.p.; 12 knots; triple-expansion engines.
The cargo ship *Benavon*, Capt. A. Thomson, was homeward bound from Hongkong via South Africa when she was intercepted by the German raider *Pinguin* in the Indian Ocean. A determined action ensued, the British ship replying with great spirit to the salvos from the raider's 5 • 9 in. guns. The ships met at about 6.45 on the morning of September 12th, 1940, and the firing continued for more than an hour, after which time the *Benavon*, with her captain and many men dead and the ship herself a blazing wreck, was obliged to surrender.

The survivors took to the only remaining lifeboat and a few rafts and were ultimately picked up by the Germans. Out of a crew of 48 only seven British and 18 Chinese men were saved.

BENBRACK

Joseph Hoult & Co.; 1862; Smith & Rodger; 1,944 tons; 300-3 x34 -2x24-3; 220 h.p.; compound engines.
The British steamship *Benbrack* was wrecked in January, 1889, at Texel. She was on a voyage from Savannah to Bremen, carrying a cargo of cotton.

BENCOOLEN

E. Bates; 1855; St. John, N.B.; 1,415 tons; 235 (approx).
The wooden sailing ship *Bencoolen*, Capt. W. Chambers, was bound from Liverpool to India when she was wrecked in Boda Bay. The disaster occurred on October 10th, 1862. Of those on board 26 were lost.

BENDIGO

Joseph Hoult & Co.; 1877; *Barrow S.B. Co.*; 1,414 tons; 250 X 32 X 20; 150 h.p.; compound inverted engines.

The British cargo ship *Bendigo* foundered on October 1st, 1882, 140 miles S.W. of Tuskar. She was on a voyage from Liverpool to Demerara.

BENEDETTO BRIN

Italian Navy, 1st class battleship; 1901; *Castellamare*; 13,427 tons; 455x78x27-2; 19,000 i.h.p.; 20 knots; triple-expansion engines; *Belleville boilers*; four 12 in. guns, eight 8 in., twelve 6 in., twenty 12pr., 4 T.T.

The Italian battleship *Benedetto Brin*, flagship of Rear-Admiral Rubin de Cervin, was lying in Brindisi Harbour on September 28th, 1915, when fire suddenly broke out near the after magazine. Within a very short space of time the magazine exploded and the battleship sank. She carried a complement of 720, but it is not likely that this number was on board at the time of the disaster. The survivors numbered eight officers and 379 ratings. Rear-Admiral de Cervin went down with the vessel.

Although the *Benedetto Brin* became a total loss it was possible to salvage most of her heavy guns.

BENEFICIENT

Westoll Steamships; 1931; *W. Pickersgill & Sons*; 2,944 tons; 316'5x45-2x20-3; 277n.h.p.; triple-expansion engines.

On December 17th, 1940, the steamship *Beneficient*, Capt. P. Kirkaldy, was in convoy off Southend when she struck a mine and sank. Six men were killed by the explosion. Capt. Kirkaldy was among the survivors.

BENEVENTO

Italian Government; 1918; *Craig, Taylor & Co.*; 5,229 tons; 400x52-2x28-5; 517 n.h.p.; triple-expansion engines.

The Italian steamship *Benevento*, formerly the French *Fort de Souville*, was sunk by gunfire from Allied warships on April 1st, 1943, south of Cani Rocks, off Bizerta.

BENEVOLENCE

United States War Dept.; 1944; 11,800 tons.

The American steamship *Benevolence* had been fitted out as a hospital ship and was running trials in San Francisco Bay when, on August 25th, 1950, she collided with the steamship *Mary Luckenbach* during a fog. The *Benevolence* sank with the loss of 23 lives.

BENGAL

Gellatly Hankey & Co.; 1853; *Tod & McGregor*; 2,103 tons; 310 X39• 2 X25• 4; 275 h.p.; compound inverted engines.

The British iron steamship *Bengal* was on a voyage from Saigon to Java, with a cargo of rice, when she was wrecked on Bawean Island, off Java, on March 2nd, 1885.

BENGAL

Glover Brothers; 1874; *R. Dixon & Co.*; 1,673 tons; 270x33x 24-4; 140 h.p.; compound inverted engines.

On January 1st, 1888, the British freighter *Bengal* was carrying coal from Cardiff to Port Said, when she foundered off Cape Finisterre.

BENGAL MARU

Nippon Yusen K.K.; 1921; *Mitsubishi Zosen Kaisha*; 5,399 tons; 400X54-5x30; 490 n.h.p.; triple-expansion engines.

The steamship *Bengal Maru* was torpedoed and sunk by the U.S. submarine *Bowfin* on March 24th, 1944, off the Sarangani Islands.

BENGAR

Steam Transport Co.; 1890; *E. Withy & Co.*; 2,531 tons; 290x40• 1X19• 3; 219 n.h.p.; triple-expansion engines.

The British cargo ship *Bengar* was wrecked in January, 1909, at the entrance to Garston Dock. She had just arrived from Huelva with a cargo of bar copper and ore.

BENGASI

"*Tirrenia*" *Soc. Anon. di Nov.*; 1912; *Cant. Nav. Riuniti*; 1116 tons; 277-2x36-4x18-2; 191 n.h.p.; triple-expansion engines.

The Italian passenger ship *Bengasi* was torpedoed and sunk by British aircraft on May 6th, 1941, three miles from Caroli Island, Sardinia.

BENGASI

German Government; 1933; *Naksov Skibs A/S*; 1,554 tons; 270-7x41-2x15-7; 271 n.h.p.; oilengines.

This ship was originally the Danish *Almena*, taken over by the Vichy Government and renamed *St. Philippe*. She was later seized by the Germans and renamed *Bengasi*. On November 11th, 1942, she was torpedoed and sunk by a British submarine off Cape Carbonara, Sardinia.

BENGE0

Joseph Hoult & Co.; 1882; *Whitehaven S.B. Co.*; 1,217 tons; 220•5x33•3x15•8; 120n.h.p.; compound engines.

The British iron steamship *Bengeo* was wrecked on August 24th, 1884, at Trinidad. She was on a voyage from Demerara to Puerto Cabello.

BENGL0E

W. Thomson & Co.; 1895; *Barclay, Curie & Co.*; 3,006 tons; 341 X41•8X24•3; 293n.h.p.; triple-expansion engines.

The British cargo ship *Bengloe* was wrecked on September 21st, 1914, on Balabac Island, in the Philippines. She was on a voyage from Cebu to London with a cargo of hemp and copra.

BENGORE HEAD

Ulster S.S. Co.; 1922; *Irvine's S.B. & D.D. Co.*; 2,609 tons; 310-2x45x20-7; 292 n.h.p.; triple-expansion engines.

The British steamship *Bengore Head* was torpedoed and sunk by a German submarine on May 8th, 1941, on a voyage from the Clyde to Montreal.

BENGT STURE

Rederi A/B Eruths; 1917; *Schiffb. Ges. Unterweser*; 872 tons; 212-3x31-6x13-2; 62 n.h.p.; triple-expansion engines.

The Swedish steamship *Bengt Sture* left Danzig on October 28th, 1942, for Oxelosund with coal. She was never heard of again.

BENGUELA

British and African S.N. Co.; 1874; *J. Elder & Co.*; 1,796 tons; 302-6x33-9x23-9; 186n.h.p.; triple-expansion engines.

The British iron steamship *Benguela* was wrecked in May, 1905, at Nanna Kroo, on the west coast of Africa. She was on a voyage to Hamburg with palm kernels and oil.

BENHAM

United States Navy, destroyer; 1938; *Federal Shipbuilding Co.*; 1,500 tons; 341-7x34-7x9-9; 42,800s.h.p.; 36-5 knots; turbine engines; *Express boilers*; four 5 in. guns; 4 m.g.; 16 T.T.

The United States destroyer, *Benham*, was lost in action against the Japanese at the battle of Guadalcanal on November 15th, 1942. The ship was one of a division of four destroyers, three of which were lost in a torpedo attack.

The details of the operation in which the *Benham* was lost are given under the *Preston*. The full story of the battle is told under the *Atlanta* and the *Kirishima*.

BENHOLM

Joseph Hoult & Co.; 1887; *Craig, Taylor & Co.*; 1,438 tons; 236x33-6x16-7; 120h.p.; triple-expansion engines.

The British steamship *Benholm* was sunk in a collision with the s.s. *Klondyke* off Point Lynas on May 14th, 1898. She was sailing from Liverpool to Cardiff in ballast. Ten of her crew were drowned.

BENHOPE

Joseph Hoult & Co.; 1882; *Caird & Purdie*; 1,601 tons; 246-3 X 34-2x17; 160 h.p.; compound inverted engines.

The British steamship *Benhope* was burned on April 28th, 1887, in 31° N., 81° W., while on a voyage from New York to Vera Cruz. She was carrying a cargo of petroleum.

BENIN

African S.S. Co.; 1869; *Glasgow*; 1,530 tons; 284-3x33-lx 23-6; 200 h.p.; compound inverted engines.

The British freighter *Benin* was sunk in a collision on March 12th, 1881, in 50° N., 3° W. She was on a voyage from the west coast of Africa to Liverpool.

BENISAF

English & American Shipping Co.; 1889; W. Doxford & Sons; 1,934 tons; 269-5x37x17-4; 160 h.p.; triple-expansion engines.
The British steamship *Benisaf* was wrecked in December, 1894, near Cape Bonavista, N.F.L. She was carrying iron pyrites from Pilley's Island to New York.

BENJAMIN BREWSTER

Standard Oil Co. of New Jersey; 1917; Harlan & Hollingsworth Corpn.; 5,950 tons; 411-6x53-4x29-8; 2,500 i.h.p.; 10-2 knots; triple-expansion engines.
The American tanker *Benjamin Brewster*, Capt. Peter G. J. Hammel, was proceeding from Baytown to Port Tampa on July 9th, 1942, with a cargo of 70,578 barrels of various grades of oil. The vessel anchored for the night about two-and-a-half miles off Grand Isle beach on the coast of Louisiana. At about 11.30p.m. she was struck on the port side forward by two torpedoes, the explosion of which set her on fire and caused her to sink within three minutes. There was no time to launch the lifeboats, some of which floated free of the tanker when she sank owing to the falls having burned through. A number of the crew swam to these boats and managed to make a search for other survivors. The *Benjamin Brewster* carried 35 mercantile crew and five naval gunners, of whom 15 were saved. Capt. Hammel and all the officers, with the exception of two engineers, went down with the vessel.

BENJAMIN FRANKLIN

A/S Ganger Rolf; 1927; Ch. & Atel de St. Nazaire; 7,034 tons; 452-0x59-5x27-9; 948 n.h.p.; oil engines.
The Norwegian motor vessel *Benjamin Franklin* was torpedoed and sunk on February 19th, 1941, in the North Atlantic. Twenty-nine survivors were picked up by the Egyptian steamship *Memphis* which, unfortunately, foundered some days later with the loss of all on board.

BENJAMIN HARRISON

U.S. Maritime Commission; 1942; Bethlehem Fair field Shipyard; 7,191 tons; 423-1x57-1 X34-8; 339 n.h.p.; triple-expansion engines
The American steamship *Benjamin Harrison* was torpedoed and sunk by a German submarine on March 16th, 1943, on a voyage from New York to North Africa.

BENJAMIN SMITH

U.S. War Shipping Administration; 1942; North Carolina S.B. Co.; 7,177 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.
The American steamship *Benjamin Smith* was torpedoed and sunk by a German submarine on January 23rd, 1943, off Cape Palmas, Liberia.

BENKOELEN

Koninkl. Paketv. Maats.; 1921; H. Bernard Nzn. Scheeps. Het Jacht; 1,003 tons; 229-3x38-2x13-5; 96 n.h.p.; triple-expansion engines.
The Dutch steamship *Benkoelen* was torpedoed and sunk by a Japanese submarine on January 9th, 1942, in the Java Sea.

BENLAWERS

Petrograd Steamers (W. Thomson & Co.); 1930; Chas. Cornell & Co.; 5,943 tons; 429x53-9x30; 675 n.h.p.; 12 knots; quadruple-expansion engines.
The cargo ship *Benlawers*, Capt. W. S. Campbell, acted as an auxiliary transport during the first months of the Second World War. She helped to evacuate the British army from Calais, leaving that port under heavy fire with 700 wounded on board. Later she returned to her normal duties and on Sunday, October 6th, 1940, was in the North Atlantic when she was torpedoed by a German submarine. She sank in 17 minutes but the crew got away in the boats with the exception of a Chinese fireman who was drowned. One boat was picked up by the s.s. *Bengore Head* and later two other boats were sighted by the motor vessel *Forest*. In getting alongside the *Forest* a tragedy occurred, one of the boats being swamped by the heavy swell with the loss of 23 lives. Capt. Campbell was among the survivors.

Prior to the submarine attack the *Benlawers* had been in a convoy, but bad weather had compelled the ships to separate.

BENLEDI

W. Thomson & Co.; 1871; Barclay, Curie & Co.; 1,557 tons; 274-7x32-3x24-3; 160h.p.; compound inverted engines.
The British cargo ship *Benledi* was wrecked on June 18th, 1887, 47 miles from Swatow, while on a voyage from Swatow to Chefoo with a cargo of sugar and paper.

BENLOMOND

Ben Line; 1922; Irvine's S.B. & D.D. Co.; 6,630 tons; 420 X55 X36-3; 705 n.h.p.; 12 knots; triple-expansion engines.
The cargo ship *Benlomon*, Capt. J. Maul, left Cape Town for Paramaribo, in Dutch Guiana, on November 10th, 1942. On the 23rd she was within six days of her destination when, at 11.45 in the morning, she was torpedoed by a submarine. She was struck in the engine room and as she carried no cargo the water flooded her below decks very quickly and she sank in a few minutes. Of the 24 British and 23 Chinese who formed her crew only one man, a Chinese steward named Poon Lim, survived the disaster. This man swam to a raft on which he existed for 133 days, living partly upon the provisions stowed on the raft and partly on fish and seagulls which he occasionally caught. He was eventually picked up by a Brazilian negro fisherman after having been about four months adrift. He was in the last stages of exhaustion and was taken to the Beneficiencia Portuguese Hospital at Belem where he reported the loss of the *Benlomon* with all her crew save himself. The experience of the Chinese sailor is one of the most remarkable in the records of survival after shipwreck. He said that he passed close to the submarine after the torpedoing and by his description of the colours painted on her she was identified as Italian. He also stated that shortly after the sinking of the *Benlomon* he saw five men on a raft whom he recognised as the gun's crew. He was swept out of sight of these men and never saw them again.

BENMACDHUI

Ben Line; 1911; Russell & Co.; 6,869 tons; 420 X 55x36-3; 603 n.h.p.; triple-expansion engines.
The British steamship *Benmacdhui* struck a mine and sank on December 21st, 1941, at the entrance to the River Tees.

BENNEKOM

Koninkl. Nederl. Stoomb. Maats.; 1917; Flensburger Schiffsb. Ges.; 5,998 tons; 449-7x58-1x26-9; 791 n.h.p.; triple-expansion engines.
The Dutch steamship *Bennekomp* was in Convoy OS 10 bound from Liverpool to the United States. On October 31st, 1941, the convoy was attacked by the German submarine *U-96* 560 miles W. of Fastnet. The *Bennekomp* was hit by a torpedo and sank with the loss of nine of her crew.

BENNESTVET

Th. Brovig; 1937; Moss Vcerft & Dokk A/S.; 2,438 tons; 304-7x47-7x18-5; 228 n.h.p.; compound engines & L.P. turbine.
The Norwegian steamship *Bennestvet* was torpedoed and sunk by a German submarine on June 15th, 1942, in the Gulf of Mexico. Twelve of her crew were lost.

BENNINGTON

United States Navy, gunboat; 1890; Chester, U.S.A.; 1,710 tons; 230x36x16-5; 3,392 i.h.p.; 17-5 knots; triple-expansion engines; six 6in. guns, two 6pdr., two 1 pdr., 2 m.g.
The United States gunboat *Bennington* was lying in the harbour of San Diego on July 21st, 1905, when the top of the lower furnace of one of the boilers exploded, forcing the boiler astern into another boiler, which was also driven astern and exploded. The vessel's machinery was destroyed and she blew up. The explosion occurred at about 10.30 in the morning. Small boats were quickly on the scene and saved many lives. Captain Lucien Young, the *Bennington's* commander, was ashore at the time of the explosion.
The vessel carried a complement of 195, of whom Ensign Perry and 29 ratings were killed and about 80 injured.

BENNO

German Government; 1939; A/B Gotaverken; 8,306 tons; 465-1x59-4x35-9; 653n.h.p.; oilengines.

The tanker *Benno* was formerly the Norwegian *Ole Jacob*, captured in the Indian Ocean on November 10th, 1940, by a German auxiliary cruiser using P. & O. markings and taken to Kobe. She left Kobe on December 6th, and eventually reached Bordeaux.

On December 24th, 1941, she was bombed and sunk by British aircraft off Puerto Carina, near Ferrol.

BENONA

Joseph Hoult & Co.; 1879; Whitehaven S.B. Co.; 1,357 tons; 240-2x33-2x17-3; 120h.p.; compound inverted engines.

The British freighter *Benona*, carrying coal from North Sydney, C.B., to Montreal, was wrecked on July 11th, 1886, one mile S. of Cape North light, Cape Breton.

BENSHAW

Town Line; 1895; J. Scott & Co.; 1,724 tons; 250-0x38-1x19-5; 189n.h.p.; triple-expansion engines.

The British steamship *Benshaw* was wrecked on December 18th, 1916, on South Rock, Co. Down. She was carrying a cargo of iron ore from Bilbao to Ayr.

BENVENUE

Ben Line; 1927; C. Connell & Co.; 5,920 tons; 429 x 53 -9 x 30; 675 n.h.p.; quadruple-expansion engines.

The British steamship *Benvenue* was torpedoed and sunk by a German submarine on May 15th, 1941, on a voyage from London to Gibraltar and Table Bay.

BENVORLICH

Ben Line; 1919; Chas. Connell & Co.; 5,193 tons; 400-6X52-2x28-5; 517n.h.p.; 12 knots; triple-expansion engines.

The *Benvorlich*, Capt. E. D. Copeman, left Middlesbrough on March 10th, 1941, with a cargo of munitions, to join a convoy for the Far East. At 7.55 on the morning of the 19th, two days out from Oban, she was attacked by a four-engined Condor bomber which scored a direct hit on No. 1 hatch setting light to some cordite and blowing lifeboats and other gear overboard. Capt. Copeman gave orders to abandon ship in the two after lifeboats which were still seaworthy as an explosion might take place at any moment.

A second explosion occurred at about 8.5. This rendered Capt. Copeman insensible and he was picked up about an hour and a half later having been sent afloat on some wreckage by an able seaman. At 8.20 a.m. the *Benvorlich* sank.

The survivors were picked up by the rescue ship *Zamalek*, which was quite close at the time of the bombing, and by the naval escort ship *Hesperus*. Of the 24 men rescued by the *Zamalek*, four died of wounds. The *Hesperus* rescued 12. The total killed was 19, with several of the survivors wounded.

BENVRACKIE

Ben Line; 1922; D. & W. Render son & Co.; 6,434 tons; 400-4 x 52-5x35; 626 n.h.p.; 12 knots; quadruple expansion engines.

The *Benvrackie*, Capt. W. E. R. Eyton-Jones, left the Tyne for Cape Town and Beira in convoy on April 15th, 1941. The convoy dispersed in mid-Atlantic, the *Benvrackie* thereafter sailing alone. On the afternoon of May 9th, when some 200 miles S.W. of the Cape Verde Islands, the vessel picked up the lifeboat of the *Lassell* which had been torpedoed nine days previously. The boat contained 25 persons four of whom, including one woman, were passengers. Reports by wireless of the torpedoing of other vessels in the vicinity came in on the 9th and 10th and survivors of the *Lassell* were posted to increase the number of lookouts for submarines. Despite the utmost vigilance, however, the *Benvrackie* was torpedoed at about 6.30 on the morning of the 13th. There were two explosions and the vessel sank in just under three minutes.

The number on board including the people from the *Lassell* was 85, of whom 58 managed to get away in the boats, or on pieces of wreckage. A roll-call in the boats established that 15 men of the *LasseWs* company and 12 from the *Benvrackie* were lost.

The 58 survivors were crowded into one lifeboat which was much overloaded, nevertheless although 13 days at sea and sailing 520 miles no further casualties occurred. On the morning of May 26th

the boat was picked up by the hospital ship *Oxfordshire* and the survivors brought into Freetown. One other man, a steward, was taken off a raft by a Blue Star liner.

BENWYVIS

Ben Line; 1929; Chas. Connell & Co.; 5,920 tons; 429 X 53-9 X 30; 675 n.h.p.; 12 knots; quadruple expansion engines.

The cargo ship *Benwyvis*, Capt. H. J. Small, was with a homeward-bound convoy on the night of March 20th, 1941, when she was torpedoed and sunk by a submarine. The attack took place at about 10.35 p.m., the vessel being 160 miles due N. of the island of St. Vincent. She did not remain long afloat and within 10 minutes had vanished from sight, leaving behind two lifeboats and a raft crammed with survivors. One lifeboat capsized in the wave caused by the sinking vessel as she plunged under and five men were drowned. The remaining lifeboat with the survivors from the first now took the raft, on which there were eight men, in tow.

The next morning two lifeboats from the s.s. *Clan Ogilvy* were sighted. This ship had also been torpedoed. The overcrowded lifeboat of the *Benwyvis* transferred some of her occupants to one of the *Clan* lifeboats and the men on the raft were taken off by the other. The boats then agreed to separate, all steering due east as it was decided that they had missed the Cape Verde Islands.

The first *Clan* boat was picked up on April 1st by the Spanish steamer *Cabo Villano*, Capt. Sagardui, bound for Santos, Brazil. The second *Clan* boat was picked up on the same day by the motor vessel *King Edgar* bound for Freetown, where the survivors were landed. The *Ben* boat under Capt. Small with 33 British and Chinese seamen was adrift for 27 days during which time all the occupants, save one cadet, John Ross, died from privation or exposure. On April 17th this boat was picked up by the French steamer *Ville de Rouen* which put young Ross ashore at Tamatave, Madagascar.

BEPPE

G. & F. Fratelli Bozzo; 1912; A. McMillan & Son; 4,859 tons; 414-2x52-1x27-3; 458n.h.p.; triple-expansion engines.

The Italian steamship *Beppe* was torpedoed and sunk by a British submarine on October 19th, 1942, 300 miles from Lampedusa.

BERAKIT

N.V. Nederlandsch-Indische Maats voor Zeevaart. I; 1924; Blohm & Voss; 6,608 tons; 449x58-1x27-2; 590 n.h.p.; diesel-electric engines.

The Dutch ship *Berakit* was torpedoed and sunk by a German submarine on May 7th, 1943, on a voyage from Colombo to Durban.

BERENGARIA

Hendry, Ferguson & Co.; 1874; Barclay & Co.; 1,318 tons; 239-9x36-9x22-2.

The sailing ship *Berengaria* was bound from Melbourne to Sunderland with a cargo of wheat. She made a good passage but on December 1st, 1884, she struck on the Galloper Sand, off the Nore and became a total wreck. Twelve of her crew were drowned.

BERENICE

Koninkl. Nederl. Stoomb. Maats.; 1919; Lobithsche Scheepsb.; 1,177 tons; 256-4x37x13-5; 138 n.h.p.; 8-5 knots; triple-expansion engines.

The Dutch steamship *Berenice* was on voyage from Bordeaux to Falmouth on June 21st, 1940, when she was torpedoed and sunk by the German submarine *U 25*, 40 miles from the French coast. Eighteen of her crew and 21 passengers were lost.

BERGAMOT

British Navy, sloop; 1917; Armstrong Whitworth; 1,290 tons; 262-2x35x12-5; 2,800 i.h.p.; 17 knots; triple-expansion engines; two 4in. guns, one 12pr.

The sloop *Bergamot* was disguised as a merchant ship (Q-ship) and was torpedoed and sunk by a submarine in the Atlantic on August 13th, 1917. Her official complement was 98.

BERGANGER

Westfal-Larsen & Co. AJS; 1932; Nederl. Schps. Maats.; 6,826 tons; 464-4x61-2x27-4; 1,842h.p.; oilengines.

The Norwegian motorship *Berganger* was torpedoed and sunk by a

BERGENHUS

German submarine on June 2nd, 1942, on a voyage from Buenos Aires to Boston.

BERGENHUS

Det Forenede Dampskibsselskab; 1912; Helsingors Jernsk. & Msk.; 1,017 tons; 226-2x35-1 X21-1; 150 n.h.p.; triple-expansion engines.

The Danish steamship *Bergenhuss* was sunk by a German submarine in the North Sea on April 2nd, 1917.

BERGENSGUT

F.Zetterstrom; 1916; Chicago S. B. Co.; 2,029 tons; 251x43-8 X18; 274 n.h.p.; triple-expansion engines.

The Norwegian steamship *Bergensgut* was torpedoed and sunk by a German submarine in the North Sea on April 18th, 1917.

BERGSDALEN

T.L.Ravn; 1900; Tyne Iron S.B. Co.; 2,555 tons; 290x43x19-5; 226 n.h.p.; triple-expansion engines. The Norwegian steamship *Bergsdalen* was torpedoed and sunk by a German submarine in the W. Atlantic on August 27th, 1918.

BERHALA

Netherlands Government; 1927; Deutsche Werft A.G.; 6,622 tons; 452-3x59-3x26-9; 1,640 n.h.p.; oil engines.

The motorship *Berhala* was formerly the German *Rheinland*, captured by the Dutch. On May 23rd, 1941, she was torpedoed and sunk by a German submarine off Sierra Leone. Eleven of her crew were lost.

BERKELEY

British Navy, destroyer; 1939; Cammett Laird; 904 tons; 272-3 x 28 • 2 x 7 • 7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in. guns, eight smaller.

The destroyer *Berkeley*, Lt. J. J. S. Yorke, took part in the Dieppe Raid on August 19th, 1942. At about 4.50 a.m. the landing on six beaches at or near Dieppe began, the Navy covering the troops with gun fire, and the Air Force providing air cover. The raid had for its objects:—

- 1 The testing on a larger scale than hitherto of what was known to be a heavily defended section of the coast.
- 2 The destruction of German batteries and an important radio-location station.
- 3 The destruction of German military personnel and equipment and the capture of prisoners for interrogation.

The troops employed were almost entirely Canadian, and the fighting was extremely fierce, the Canadians running their tanks ashore from landing craft and forcing their way into the centre of the town, followed by their infantry. A British force destroyed a 6 in. howitzer battery 4¹/₂ miles W. of Dieppe, but a second force was driven back by German E-boats.

At approximately 12.50 p.m. *Berkeley* received a direct hit by a heavy bomb which broke her back and flooded her engine room. She sank with the loss of 15 ratings.

The Canadian losses amounted to 170 killed, 633 wounded and 2,547 missing, from a military force of about 5,000.

BERLENGA

Portuguese Government; 1901; Rickmers Akt. Ges.; 3,548 tons; 353-2x45-1x26-2; 265 n.h.p.; triple-expansion engines.

The Portuguese steamship *Berlenga* was torpedoed and sunk by a German submarine in the Bay of Biscay on August 8th, 1917.

BERLIN

Great Eastern Railway Co.; 1894; Earle's Co.; 1,775 tons; 302-4x36x16-2; 5,800 i.h.p.; 18 knots; triple-expansion engines.

The G. E. R. steamship *Berlin* left Harwich for the Hook of Holland at 10 o'clock on Wednesday night, February 20th, 1907. The vessel encountered a violent north-westerly gale immediately on leaving Harwich, but on arriving off the Hook in the early morning all on board imagined that their troubles were over.

The lighthouse-keeper at the Hook of Holland stated that the

vessel was running well for mid-channel under proper control when she suddenly swerved out of course and struck. Seaman W. Fisher, one of the survivors, stated that the ship was struck on the port quarter by a heavy sea. The captain gave orders to the engine room: "Stop starboard", "Full speed astern starboard engine" and "Full speed ahead port engine". The ship's head began to come round to her former course but another heavy sea caught her and she was swept with terrific force across the projecting undersea breakwater, almost at its extremity. Had the *Berlin* been a few yards further out she would have undoubtedly escaped without damage.

The seas now began to sweep over the ship bumping her with such force that at about 6 a.m. she broke in two amidships at the engine room and abaft the funnels. The fore-part slid down the breakwater on the inner side drifting some 80 yards before sinking with all those within it. The after part remained firmly embedded on the piles and stones which formed the undersea breakwater.

Capt. Parkinson, a passenger, related that he proceeded to the bridge with the intention of offering what help and advice he could to the *Berlin's* commander, Capt. Precious, but as he reached the bridge-ladder he saw both Capt. Precious and the pilot swept overboard by a tremendous sea.

Shortly after, another wave swept over the wreck and carried away the bridge, the captain's house, the boats and more than half the unfortunate people on deck. Meanwhile a vast crowd of spectators packed the pier and the shore impotently watching the tragedy. One pathetic incident was the washing up of a piece of plank-wood with an appeal for help scribbled upon it from 15 survivors. It was headed "Smoking-room, s.s. *Berlin*". In response to this an attempt was made by the Hook of Holland steam lifeboat *President van Heel*.

During the day repeated efforts at rescue were made, the lifeboat on one occasion coming within 10 yards of the wreck. The whole of the 21st February passed, however, with only a single person being rescued; this was Capt. Parkinson who managed to swim to the lifeboat. On the following day the lifeboat again went out in company with the pilot boat *Helvoetsluis*, the latter having Prince Henry of the Netherlands among its crew. Six men from the pilot boat managed to land at the end of the North Pier and ascend the iron beacon fixed there. From this point of vantage they succeeded in throwing a rope to the deck of the wreck. As a result of their efforts 11 persons were saved. Capt. Martin Sperling then ran a flat alongside at considerable risk and removed the remaining three survivors.

The Queen of the Netherlands presented gold medals to Captains Sperling, Jansen and Berckhout, who commanded the rescue boats, and they and certain members of their crews were also decorated by the Royal National Lifeboat Institution. King Edward VII presented Prince Henry with the Grand Cross of the Order of the Bath.

BERNARDO

G.B. Degregorifu B.; 1876; A. Bollo; 701 tons; 152-8x30-5X The Italian barque *Bernardo*, on a voyage from Alicante to Cardiff in ballast, was wrecked on the Back of Annet, Scilly Isles, on March 11th, 1888. There was a big sea running, but it was possible to launch one of the ship's lifeboats, into which all the crew managed to clamber. A huge wave swamped the boat as she was putting off and drowned every man save the captain. He swam to the Old Woman Rock, to which he was taken off by a boat from St. Agnes. Eleven of the crew were lost.

BERND VON ARNIM

German Navy, destroyer; 1936; Deschimag, Bremen; 1,625 tons; 374x37x9-3; 50,000 s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37 mm.; 8 T.T.

The *Bernd von Arnim* was one of the flotilla of German destroyers sunk in the second battle of Narvik on April 13th, 1940. A full account of both battles is given under the flotilla leader *Hardy*, which was sunk in the first action on April 10th. There is also a short account under the Norwegian coast-defence ship *Norge*.

BERNICIA

J. E. Bowser & Son; 1883; Palmers' Co.; 2,619 tons; 300-8X 39-3x25-2; 300 h.p.; compound engines.

The British steamship *Bernicia* was wrecked in May, 1898, near Cape Race. She was sailing in ballast from the Tyne to Montreal.

BERNISSE

P. A. van Es & Co.; 1915; *Maats. Fyenoord*; 951 tons; 222 x 34-4x15; 132 n.h.p.; triple-expansion engines.
The Dutch steamship *Bernisse* struck a mine and sank in the Baltic on November 6th, 1918.

BERNLEF

Ender Dampferkompagnie A.G.; 1919; *Ardrossan D.D. & S.B. Co.*; 2,482 tons; 302-1x43x20-6; triple-expansion engines.
The German steamship *Bernlef*, outward-bound from Copenhagen with a cargo of munitions, blew up and sank on August 14th, 1945, near Gilleloje, North Zealand.

BERSAGLIERE

Italian Navy, destroyer; 1938; *Cant. Navali Riuniti*; 1,620 tons; 339x38-5x10-7; 48,000 s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, six 37mm A.A., four 13mm A.A. 6 T.T.
The Italian destroyer *Bersagliere* was bombed and sunk by Allied aircraft at Palermo on January 7th, 1943. The vessel carried a complement of about 200.

BERTHA

Jervelund & Clephan; 1873; *Backhouse & Dixon*; 639 tons; 195x27x14-9; 90 r.h.p.; compound engines.
The steamship *Bertha* was in a collision with the steamship *Claverley*, 2,837 tons, off Southwold, on June 14th, 1896. The *Bertha* sank with the loss of six of her crew.

BERTHA

German Government; 1922; *P. Smit, Jnr.*; 1,810 tons; 274-2X 36-9x17-5; 239 n.h.p.; triple-expansion engines.
The steamship *Bertha* was formerly the French *Bacchus*, taken over by the Germans. She was torpedoed and sunk by an Allied submarine on October 3rd, 1944, about 40 miles N. of Skiathos, Northern Sporades.

BERWICKSHIRE

Scottish Shire Line; 1912; *Armstrong Whitworth & Co.*; 7,464 tons; 450-1x57-1x26-8; 4,500 i.h.p.; 14 knots; triple-expansion engines & L.P. turbine.
On August 20th, 1944, the *Berwickshire*, Capt. J. McCrone, was some hundreds of miles E. of Durban when she was torpedoed and sunk by a submarine. Seven persons were killed. Capt. McCrone was among the survivors.

BERWEND

New York & Porto Rico S.S. Co.; 1893; *J. Blumer & Co.*; 2,589 tons; 288-9x39-3x22-5; 273 n.h.p.; triple-expansion engines.
The American steamship *Berwend* was torpedoed and sunk by a German submarine off Ushant on August 3rd, 1918.

BESHOLT

A/S Besco; 1936; *Kockums Mek. Verks.*; 4,977 tons; 401-4 x 54-8x25-1; 972 n.h.p.; oil engines.
The Norwegian motorship *Besholt* was torpedoed and sunk by a German submarine on December 2nd, 1942, on a voyage from Matadito Trinidad. Fourteen of her crew were killed.

BESS

A/S Ganger Rolf; 1939; *A/S Akers Mek. Verks.*; 1,116 tons; 244-2x38-2x13-7; oil engines.
The Norwegian motorship *Bess*, on a voyage from Antwerp to Oslo, took a list, capsized and sank on August 13th, 1951. Twenty-two of her crew and eight passengers were drowned. There were nine survivors.

BESSELL

Liverpool, Brazil & River Plate S.N. Co.; 1878; *A. Leslie & Co.*; 1,901 tons; 306-9x33-7x24-4; 180 h.p.; compound engines.
The British freighter *Bessell*, carrying a general cargo, sank in a collision in June, 1895, W. of the Royal Sovereign lightship. She was on a voyage from London to Santos.

BESSHEIM

A/S Ganger Rolf; 1912; *Nylands Varksted*; 1,774 tons; 256x 36-1x22-8; 225 n.h.p.; triple-expansion engines.
The Norwegian steamship *Bessheim*, under German control, was torpedoed and sunk by a British submarine on November 21st, 1941, near Hammerfest, with the loss of five lives.

BESSIE MORRIS

B.C. Thin; 1880; *W. Hamilton & Co.*; 1,729 tons; 280-2x34x 21-9; 200 h.p.; compound engines.
The British freighter *Bessie Morris* was wrecked in June, 1889, at White Point, C.B., while on a voyage from Montreal to Sydney, C.B., in ballast.

BESTEVAER

Maats. Stoomschip Bestevaer; 1879; *J. Laing*; 1,044 tons; 224-5x32x16-3; 114 n.h.p.; compound engines.
The Dutch steamship *Bestevaer* was sunk by the German submarine *UC-21* in the North Sea on July 4th, 1917. Eight of the crew were lost.

BESTWOOD

W. France, Fenwick & Co.; 1913; *S. P. Austin & Son*; 2,248 tons; 280X 40-5X 18-5; 221 n.h.p.; triple-expansion engines.
The *Bestwood* was employed as an Admiralty collier in the First World War. On May 29th, 1917, when 12 miles N.W. of S. Bishop Light, she was involved in a collision and sank.

BETA

Halifax & West India S.S. Co.; 1873; *Aitken & Mansel*; 1,087 tons; 235-1x28-5x14-7; 226 n.h.p.; triple-expansion engines.
The British cargo ship *Beta* was wrecked in February, 1908, at Grand Turk. She was on a voyage from Halifax to the West Indies.

BETH

A/S Bill; 1930; *W. Doxford & Sons*; 6,852 tons; 416-2x58x 32-8; 598 n.h.p.; oil engines.
The Norwegian tanker *Beth*, from Trinidad to Freetown with 10,000 tons of fuel oil, was torpedoed and sunk by a German submarine on May 17th, 1942, about 135 miles E.S.E. of Barbados.

BETIS

Jose Morey; 1879; *A. Leslie & Co.*; 1,011 tons; 210-6x29-6x 15; 140 n.h.p.; compound engines.
The Spanish steamship *Betis* was bombed and sunk by Insurgent aircraft in July, 1938, off Calafell, during the Spanish Civil War.

BETTY

DisHeimdal; 1912; *Wood, Skinner & Co.*; 2,109 tons; 281-4X 43-1x19; 219 n.h.p.; triple-expansion engines.
The Danish ship *Betty* was torpedoed and sunk by a German submarine in the North Sea on May 26th, 1915.

BETTY

Bowaters Newfoundland Pulp & Paper Mills; 1918; *Superior S.B. Co.*; 2,239 tons; 251x43-7x22-2; 330 n.h.p.; triple-expansion engines.
The British steamship *Betty* was torpedoed and sunk by a German submarine on August 14th, 1940, about 35 miles off Tory Island, Ireland. Thirty of her crew of 34 were lost.

BETTY HINDLEY

Stephenson Clarke & Assoc. Cos.; 1941; *S. P. Austin & Son*; 1,738 tons; 255-9x38-3x18-8; 194 n.h.p.; triple-expansion engines.
Carrying coal from the Tyne to London, the *Betty Hindley* went aground on August 6th, 1941, on Haisbro Sand and broke her back.

BETTY HINDLEY

Stephenson Clarke; 1943; *S. P. Austin & Son*; 1,771 tons; 258X 38-3x16-6; triple-expansion engines.
The British steamship *Betty Hindley* struck a mine and sank on October 7th, 1947, off Scarborough.

BEURSPLEIN

N.V. Scheepv. Moats. Millingen; 1920; Deutsche Werft; 4,368 tons; 389-9x50-1x26-9; 345 n.h.p.; triple-expansion engines.
The Dutch steamer *Beursplein*, bound from Gourock to the United States, was attacked by German dive bombers on February 26th, 1941, S.W. of Ireland. The vessel was badly damaged and sank with the loss of 22 of her crew.

BEVERLEY

British Navy, destroyer; 1919; Newport News Shipbuilding Co.; 1,190 tons; 314x30x10; 26,000 s.h.p.; 35 knots; turbine engines; four 4in. guns, one Bin.A.A.; 12 T.T.
The destroyer *Beverley*, Lt. Cdr. Rodney A. Price, was the ex-U.S.S. *Branch*, transferred to the British Admiralty under the Lend-Lease agreement. On April 11th, 1943, when in the North Atlantic the vessel was torpedoed and sunk by a German submarine. Nine officers, including Cdr. Price, and 139 ratings were killed.

BEWICK

W.H. Wise; 1872; W. Doxford & Sons; 1,401 tons; 253-3 x 32-4x24; 191 n.h.p.; compound engines.
The steamship *Bewick* was lost in a gale in the North Sea on September 12th, 1902. Eleven of the crew were drowned.

BEZUPRECHNI

Russian Navy, destroyer; 1902; Nevski Works; 350 tons; 196-7x18-3x11-5; 5,700 i.h.p.; 26 knots; triple-expansion engines; one 12 pdr. gun, five 3 pdr.; 3 T. T.
The Russian destroyer *Bezuprechni* was a unit of the 2nd Destroyer Flotilla of the Baltic Fleet at the battle of Tsu-Shima on May 27th, 1905. The ship came through the action without serious damage, but on the morning of the 28th she was sighted by the Japanese cruiser *Chitose* and the destroyer *Ariake*. She was chased by these vessels and sunk with all hands, 62 officers and men. No details of her part in the battle, or of her final destruction, have been recorded, and beyond the announcement of her sinking by the Japanese there is little known of her career.

BHIMA

Bombay Steamship Co.; 1864; Earle's S.B. Co.; 1,194 tons; 256x32x20-3; 100 h.p.; steam engines.
The auxiliary brig *Bhima* was on a voyage from Bombay to Suez when she was run down by the steamer *Nor ma* on September 11th, 1866. Of those on board *the Bhima* 19 were drowned.

BHUTAN

Hain S.S. Co.; 1929; Harland & Wolff; 6,104 tons; 436x57-6x 29 • 6; 1,245 n.h.p.; quadruple-expansion engines & L.P turbine.
The British steamship *Bhutan* left Alexandria on June 11th, 1940, for Malta in convoy. The convoy was under continuous air attack for the next three days, *the Bhutan* being sunk on the 14th. Only six lives were lost of her complement of 180.

BIANCA C.

Giacomo Costa fu Andrea; 1949; LaCiotat; 18,427 tons; 593-8 X 75-6 X —; 20 knots; oil engines.
On Sunday, October 22nd, 1961, *the Bianca C.* arrived at St. George, Grenada, British West Indies, from La Guaira, Venezuela, where she embarked 15 West Indian passengers for Britain. At 9.30 a.m. when at anchor in the outer harbour loud explosions were heard coming from her engine room. These were followed by an outbreak of fire, and by further explosions. Her lifeboats were lowered, while about 30 large and small craft from shore went to her assistance. Between them they brought the liner's 362 passengers and 311 crew safely to land. One man was killed and one was missing. Twelve were taken to hospital badly burned, one of whom died soon afterwards.

The vessel was taken in tow, still burning, with the intention of beaching her outside the harbour but she sank on the 24th, before this could be accomplished.

BIARRITZ

Cie. des Chargeurs Francais; 1914; R. Thompson & Sons; 2,452 tons; 299-4x44-5x19-9; 256 n.h.p.; triple-expansion engines.
The French steamship *Biarritz* was sunk by a German submarine in the Mediterranean on May 24th, 1917.

BIARRITZ

A/S Ganger Rolf; 1922; Akers Mek. Vcerks; 1,752 tons; 255-7 x 39 • 7 x 16 • 9; 169 n.h.p.; triple-expansion engines.
The Norwegian steamship *Biarritz* struck a mine and sank on January 25th, 1940, off Land's End with the loss of all on board, 25 crew and 11 passengers.

BIBURY

Capper, Alexander & Co.; 1929; R. Duncan & Co.; 4,616 tons; 408x55x25-9; 489 n.h.p.; 11 knots; triple-expansion engines.
The steamer *Bibury*, Capt. L. Hunter, was sunk by a German raider on September 16th, 1940, some hundreds of miles W. of Bissao, West Africa. Capt. Hunter and 38 men were killed.

BIC ISLAND

Canadian Government; 1917; Workman, Clark & Co.; 4,000 tons; 370x50-3x25-3; 350 n.h.p.; triple-expansion engines.
The Canadian steamship *Bic Island* was torpedoed and sunk by a German submarine on October 29th, 1942, on a voyage from Halifax to Liverpool. Among those lost were 48 survivors from the American tanker *Gurney E. Newlin*, which had been sunk on October 27th.

BICHU MARU

Nippon Yusen Kaisha; 4,667 tons.
This Bichu Maru was bombed and sunk on December 29th, 1943, off New Guinea.

BICKERTON

British Navy, frigate; 1943; United States; 1,300 tons; 300x35 X—; 5,500 h.p.; 20 knots; turbine engines; three 3 in. guns, two 40 mm., two 20 mm.
The frigate *Bickerton*, Cdr. D. G. F. W. MacIntyre, D.S.O., participated in the attack on the German battleship *Tirpitz*. The British force which was under command of Admiral Sir Henry R. Moore, K.C.B., M.V.O., consisted of a squadron of aircraft carriers with smaller ships as escort. The *Bickerton* had just arrived from the Channel where she had sunk a German submarine and taken 42 prisoners.

The *Tirpitz*, which was lying in Alten Fjord, was hit with large and medium bombs by aircraft from the carriers. An A.A. vessel was blown up, four destroyers were hit, and a tanker, a supply ship and many other vessels damaged. The operation lasted from August 22nd to the 29th, but on the first day the *Bickerton* was torpedoed and disabled by a submarine. She was later sunk by the British destroyer *Vigilant*, which rescued the survivors. One officer and 37 ratings lost their lives.

BIDEVIND

A/S Borgestad; 1938; Flensburger Schiffsb. Ges.; 4,956 tons; 414-3x55-7x25; 969n.h.p.; oilengines.
The Norwegian motor vessel *Bidevind* was torpedoed and sunk on April 30th, 1942, about 70 miles off New York.

BDELA

Liverpool, Brazil & River Plate S.N. Co. (Lampert & Holt); 1870; A. Leslie & Co.; 2,182 tons; 316x34-9x29-4; 267 n.h.p.; compound engines.
The British freighter *Biela* sank in a collision in October, 1900, off Nantucket Shoals. She was on a voyage from New York to Manchester with a general cargo.

BIELA

Lampert & Holt; 1918; Short Bros.; 5,298 tons; 400-3x52-4 X 28-5; 517 n.h.p.; 10-5 knots; triple-expansion engines.
The steamship *Biela*, Capt. D. Anderson, left Liverpool on January 31st, 1942, for Buenos Aires. On February 14th, the s.s. *Start Point* picked up a distress call indicating a submarine attack about 400 miles S.W. of Cape Race. Nothing more was heard of the *Biela* or her crew of 49.

BIENMLLE

Waterman S.S. Corpn.; 1921; Merchant S.B. Corpn.; 5,491 tons; 400-7x54-2x30-4; 645 n.h.p.; 10 knots; turbine engines.
The American steamship *Bienville* was bombed and set on fire by a Japanese carrier-based aircraft on April 6th, 1942, in the Bay of

Bengal; then sunk by gunfire from a heavy cruiser. Nineteen of her crew of 42 were killed.

BIFUKU MARU

Nippon Suisan K.K.; 1899; *Lobnitz & Co.*; 2,559 tons; 312 x 39-2 x 18-7; 377 n.h.p.; triple-expansion engines. The steamer *Bifuku (Bihuku) Mam* was torpedoed and sunk by the U.S. submarine *Narwhal* on August 8th, 1942, off the north east coast of Honshu Island.

BIHARA

British India S.N. Co.; 1903; *A. & J. Inglis*; 3,943 tons; 373-4 X 45-2 x 26-6; 899 n.h.p.; triple-expansion engines. The British cargo ship *Bihara* was wrecked in August, 1905, on Alguada Reef in the Bay of Bengal. She was carrying a general cargo from Cocanada to Rangoon and Calcutta.

BILBSTER

A. H. & E. Gunn; 1908; *Richardson, Duck & Co.*; 4,478 tons; 355 • 4 X 51 • 1 X 26 • 8; 355 n.h.p.; triple-expansion engines. The British freighter *Bilbster* sank in a collision on November 21st, 1917, in 43° 20' N., 13° 20' W. She was employed as an Admiralty collier and was on a voyage from Newport to Gibraltar.

BILDERDIJK

Holland-AmerikaLijn; 1922; *C. van der Giessen & Zonen*; 6,856 tons; 400 x 54 • 3 x 36 • 6; 648 n.h.p.; turbine engines. The Dutch steamer *Bilderdijk* was torpedoed and sunk by a German submarine on October 19th, 1940, on a voyage from Halifax to Liverpool.

BILL

A/S Bill; 1939; *Moss Vcerft & Dokk A/S*; 2,445 tons; 304-7 x 47-7 x 18-5; 228 n.h.p.; compound engines & L.P. turbine. The Norwegian steamship *Bill* was torpedoed and sunk on July 29th, 1942, near Trinidad.

BILLOW

Jackson Bros. & Cory; 1881; *E. Withy & Co.*; 1,608 tons; 257-1 x 34-4 x 18-1; 160 n.h.p.; compound engines. The British freighter *Billow* was sunk in a collision in October, 1893, at Bilbao. She was leaving for Cardiff with a cargo of iron ore.

BBSNENDIJK

Holland-AmerikaLijn; 1921; *N.V. WerfdeNoord*; 6,875 tons; 400-4 x 54-3 x 36-6; 648 n.h.p.; turbine engines. The Dutch steamship *Binnendijk* struck a mine and sank on October 8th, 1939, three miles S.E. of the Shambles light.

BINTANG

Det Ostasiatiske Kompagni; 1922; *Nakskov Skibsvcerft*; 2,779 tons; 284-8 x 44-2 x 25-4; 453 n.h.p.; 11 knots; oil engines. The Danish motorship *Bintang*, Capt. H. H. Larsen, was formerly of the Ostasiatiske Kompagni's fleet, which was associated with the United Baltic Corporation. After the German occupation of Denmark in April, 1940, the vessel sailed under the British flag. On February 22nd, 1942, when in convoy in the Gulf of Sollum, Libya, she was bombed and sunk by aircraft. Capt. Larsen and 14 others were killed.

BINTANG

N.V. Stoomv. Maats. Nederland; 1916; *Fyenoord*; 6,481 tons; 420 x 54-7 x 33-6; 940 n.h.p.; oil engines. The Dutch motor vessel *Bintang* was bound from Cape Town to the United States. On November 21st, 1942, 650 miles E. of Trinidad, she was torpedoed by the German submarine *U-160*, with the loss of 21 of her crew.

BINTOEHAN

Koninkl. Paketvaart Maats.; 1921; *N.V. Werf Hubertina*; 1,021 tons; 229-6 x 38-4 x 12-8; 96 n.h.p.; triple-expansion engines. The steamer *Bintoehan* sailed from Tjilatjap on February 24th, 1942, bound for Bunbury, Western Australia. Nothing more was ever heard of the ship, which was probably sunk by Japanese action.

BIRCHBANK

Bank Line; 1924; *Harland & Wolff*; 5,151 tons; 420-4 x 53 > 9 x 26-5; 717 n.h.p.; oil engines. The British motorship *Birchbank* was bombed and set on fire by German aircraft on November 11th, 1943, and blew up and sank off Mostaganem, Algeria.

BIRCHGROVE PARK

R. W. Miller & Co. Pty.; 1930; *J. Lewis & Sons*; 640 tons; 153-4 x 34-1 x 10-7; 93 n.h.p.; triple-expansion engines. The Australian ship *Birchgrove Park* was carrying coal from Newcastle, N.S.W. to Sydney. On August 2nd, 1956, when she was six miles N. of Sydney Heads the cargo shifted during a gale and she sank. There were four survivors from her crew of 14.

BIRGIT

Bloms Rederi Aktieb.; 1882; *R. Irvine & Co.*; 1,117 tons; 230 X 32-2 x 13-8; 103 n.h.p.; compound engines. The Swedish steamship *Birgit* struck a mine and sank in the North Sea on February 26th, 1916.

BIRK

D/S A/S Storli; 1920; *R. Duncan & Co.*; 3,664 tons; 359-8 X 52-1 x 23-6; 320 n.h.p.; triple-expansion engines. The Norwegian steamer *Birk* struck a mine and sank on February 18th, 1942, near Kirkenes, with the loss of 26 lives.

BIRKDALE

C. Radcliffe & Co.; 1896; *Short Bros.*; 2,828 tons; 316-2 X 42-1 x 17-1; 258 n.h.p.; triple-expansion engines. The British steamship *Birkdale* was wrecked in December, 1902, at Isola Correnti near Catania. She was carrying a cargo of coal from Newport to Syra.

BIRKENFELS

Deutsche Dampfs. Ges. "Hansa"; 1922; *Act. Ges. Weser*; 6,322 tons; 431-6 x 56-5 x 30-3; 430 n.h.p.; triple-expansion engines & L.P. turbine. The steamer *Birkenfels* was torpedoed and sunk by a British submarine on December 18th, 1940, off the mouth of the Scheldt.

BIRKENHEAD

British Government transport, paddle; 1845; *Laird's*; 1,400 tons; 210 x 37-5 x —; 556 i.h.p.; 11 knots. The *Birkenhead* was originally intended for service as an auxiliary steam frigate, but was converted during building to the purposes of a troopship. On January 7th, 1852, she left Cork for Cape Town and Algoa Bay carrying 12 officers, three surgeons, and 479 non-commissioned officers and men. In addition there were 25 women, 31 children and a crew of 130.

The Eighth Kaffir War was then in progress and the drafts were reinforcements for the army at the front, most of the men being young soldiers.

The *Birkenhead* reached Cape Town in February and disembarked sick men and passengers, taking on board stores and horses. On the evening of Wednesday, February 25th, she left again for Port Elizabeth having on board 638 persons in all. It was South African summer and the sea was calm and the sky clear. At 1.50 a.m. on the 26th, when all except the watch on deck were asleep the vessel struck on an uncharted rock off Danger Point, in False Bay, about 50 miles from Cape Town. The speed of the ship at the time was eight knots, and soundings had just been taken giving a depth of 12 fathoms. This was sufficient to alarm the officer of the watch who ordered soundings to be taken again, but before this could be done the vessel struck. Capt. Robert Salmond, in command, ordered the second bower anchor to be dropped in the hope that this would prevent the ship from slipping off the rocks into deep water. He then ordered the boats to be lowered, and stopped the engines. The vessel struck again, this time under the engine room, which quickly flooded, driving the engineers and stokers on deck.

Meanwhile the inrush of water from the first hole just abaft the foremast had flooded the lower troop-decks. All the men sleeping in this overcrowded space were drowned instantly, there being no warning and no possible means of escape. The remainder of the men paraded on deck under the senior officer, Col. Alexander Seton of the 74th Highlanders. Under his orders squads were told off to man

BIRMANIA

the pumps and assist in launching the eight boats, a number lamentably insufficient for her hundreds of passengers.

Ten minutes after striking the ship broke in two at the bows, the foremast and funnel falling upon the men, killing a large number who were endeavouring to launch the boats, and smashing the pinnace. The ship again broke, this time at the stern. The presence of the horses added greatly to the difficulties, and an attempt was made to set them free so that they might swim ashore, but this only brought fresh horror to the scene as the unfortunate animals were at once attacked by sharks.

Eventually three boats crowded with people were successfully launched, the remaining troops lining up on deck in military formation. An unfortunate order given by the captain, "Every man for himself" was now passed along. With great promptitude the officers in command of the troops called upon their men to ignore this and to stand fast, otherwise the already overcrowded boats would be swamped. The men obeyed, only three breaking ranks, and with their officers at their head went down in perfect order.

From the time of the *Birkenhead's* striking the rock to the time of sinking was twenty-five minutes. Many of the men left behind were attacked by sharks and only 68 came ashore on floating wreckage. Another 40 men were rescued from the remaining mast by the schooner *Lioness*, which arrived during the next afternoon.

Capt. Salmond of the *Birkenhead* and the gallant Col. Seton, senior military officer, were among the drowned who numbered 445, there being 193 persons saved, including all the women and children. A sum of £240,000 in gold, destined for the army in the field, went down with the vessel.

A mural tablet and brass plates bearing the names of those lost were placed in the collonade of Chelsea Hospital by command of Queen Victoria, "to record heroic constancy and unbroken discipline". The King of Prussia, Frederick William IVth, was so impressed by the heroism displayed that he caused the story to be read at the head of all his regiments.

BIRMANIA

Italia Soc. Anon. di Nav.; 1930; Cantieri Riuniti dell'Adriatico; 5,305 tons; 440-7x56-2x23-6; 1,219 n.h.p.; oil engines.

The Italian motor vessel *Birmania*, lying in Tripoli harbour with a full cargo of munitions, blew up and sank on May 3rd, 1941.

BIRMINGHAM CITY

Isthmian S.S. Co.; 1920; Chickasaw S.B. & Car Co.; 6,194 tons; 395'5x55-6x31-4; 587n.h.p.; triple-expansion engines.

The American steamship *Birmingham City* was torpedoed and sunk by a German submarine on January 9th, 1943, between Trinidad and Pernambuco.

BIRTLEY

Burnett S.S. Co.; 1900; Wood, Skinner & Co.; 1,029 tons; 220X33-2X14* 3; 133n.h.p.; triple-expansion engines.

The British freighter *Birtley* was wrecked in November, 1905, near Flamborough Head. She was carrying coal from the Tyne to London.

BIRTLEY

Burnett S.S. Co.; 1906; Wood, Skinner & Co.; 1,438 tons; 245-3x36-7x15-9; 167n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Birtley* was presumed sunk by a German submarine off Flamborough Head on January 4th, 1918. The ship had a crew of 18 men.

BIRTLEY

Burnett S.S. Co.; 1923; Wood, Skinner & Co.; 2,873 tons; 334-3x44-6x21-6; 337 n.h.p.; triple-expansion engines.

The British steamship *Birtley* struck a mine and sank on September 15th, 1941, on a voyage from London to the Tyne.

BIRUTA

Ellerman's Wilson Line; 1889; Palmers' Co.; 1,732 tons; 260-3x37-2x16-7; 218n.h.p.; 9 knots; triple-expansion engines.

The steamship *Biruta* was torpedoed and sunk by a German submarine eight miles N.W.f.W. of Calais on August 6th, 1918.

Twelve men, including the captain, were killed. The vessel was managed for the Shipping Controller by the Ellerman's Wilson Line.

BISAKUMARU

Nippon Yusen Kaisha; 4,467 tons.

The *Bisaku Mam* was torpedoed and sunk by the U.S. submarine *Seahorse* on April 9th, 1944, west of Saipan Island, Ladrone Islands.

BISAN MARU

Nippon Yusen Kaisha; 4,500 tons.

The *Bisan Mam* was torpedoed and sunk by the U.S. submarines *Bowfin* and *Aspro* on May 14th, 1944, about 100 miles west of the Caroline Islands.

BISAN MARU

Japanese Government; 1934; Swan, Hunter & Wigham Richardson; 3,420 tons; 328-7x47-2x23-2; 383n.h.p.; triple-expansion engines.

The steamship *Bisan Mam* was formerly the British *Ming Sang*, scuttled at Hong Kong in December, 1941, and raised and repaired by the Japanese. She struck a mine and sank on June 18th, 1945, off Karatsu, Japan.

BISLEY

Mitre Shipping Co.; 1907; C. Cornell & Co.; 4,929 tons; 400-2x52-2x28-8; 558 n.h.p.; triple-expansion engines.

The British cargo ship *Bisley* was wrecked on October 19th, 1911, on Castillos Island, seven miles N.E. of Cape Polonis. She was on a voyage from New York to Buenos Aires with a general cargo.

BISMARCK

German Navy, dreadnought-battleship; 1939; Blohm & Voss; 35,000 tons; 792-5x118x26; 30 knots; turbine engines; eight 15 in. guns, twelve 5-9 in., six 4-1 in.; 4 aircraft.

On May 22nd, 1941, British reconnaissance aircraft reported that a battleship and a cruiser had left Bergen harbour. The British Admiralty thereupon made dispositions to prevent the ships getting through to the Atlantic convoy routes. The heavy cruisers *Norfolk*, Capt. A. J. L. Phillips, wearing the flag of Rear-Admiral W. F. Wake-Walker, C.B., and *Suffolk*, Capt. R. M. Ellis, were ordered to take up a position in the Denmark Strait. A sharp look-out was kept for the enemy ships, now known to be *the Bismarck*, the newest and most powerful warship in the German Navy and the heavy cruiser *Prinz Eugen*, 10,000 tons, and on the evening of May 23rd they were sighted proceeding at high speed on a south-westerly course. Visibility was good up to six miles, but snow squalls and mist constantly recurred, reducing it mostly to one mile, nevertheless the two British cruisers kept in touch throughout the night. On the following morning the battle cruiser *Hood*, Capt. R. Kerr, C.B.E., flagship of Vice-Admiral L. E. Holland, C.B., and the new battleship *Prince of Wales*, Capt. J. C. Leach, M.V.O., took up the chase and began firing with such good effect that the *Bismarck* was seen to be in flames. At this juncture, when everything seemed to be going well for the British, *Hood* was hit at extreme range (approximately 23,000 yards) and immediately blew up. Only one officer and two men survived from her total complement of 1,341.

The chase continued, still on the same south-westerly course, with the *Bismarck* losing speed and leaving a wake of oil. On the evening of this day, the 24th, there was another exchange of salvos between *Prince of Wales* and the *Bismarck*, causing both German ships to turn away to the westward and later to come on to a southerly course. At nightfall torpedo-bombers from the aircraft carrier *Victorious*, Capt. H. C. Bovell, successfully attacked, hitting the *Bismarck* with one torpedo. At 3 a.m. on the 25th, when approximately 350 miles S.S.E. of Greenland, the pursuing forces lost touch.

An intensive search by aircraft was now instituted, and at 10.30 a.m. on the 26th the *Bismarck* was sighted by a Coastal Command aircraft in a position about 550 miles W. of Land's End. This aircraft was attacked and lost touch with her quarry, but at 11.15 a.m. naval aircraft from the aircraft carrier *Ark Royal* made contact, reporting the *Bismarck* as steering on an easterly course. The *Prinz Eugen* was no longer in company.

In the meantime, units of the Home Fleet under Admiral J. C. Tovey, had been gathering around the unlucky battleship, so that it was almost impossible for her to make a break-through. At 5.30 p.m. another blow was struck by a second group of naval aircraft from the *Ark Royal*, which hit the battleship twice, striking her amidships and on the starboard quarter, and causing her to make two complete circles before her steering-gear could be brought to function.

The *Bismarck* had suffered another reduction in speed and at nightfall she became a target for "Tribal" destroyers, two of which, *Cossack* and *Maori*, hit her with one torpedo apiece. At about 2.50 a.m., one hour after the destroyer attacks ceased, the *Bismarck* was reported as stopped, her position being about 400 miles due W. of Brest. Later she got under way, but her speed was so reduced that it was reported to be little faster than eight knots.

At daybreak on May 27th, five days after she had left the shelter of her Norwegian harbour, the *Bismarck*, her heavy guns still replying to the fire of the British battle units, was in a sinking condition. By 10 a.m. *King George V* and *Rodney* had silenced her guns and Vice-Admiral Leutjens, commanding the German ships, had radioed to Berlin from his stricken flagship "Bismarck unable to manoeuvre; we will fight to the last shell. Long live the Führer!". Soon after this Admiral Tovey ordered the heavy cruiser *Dorsetshire*, Capt. B. C. S. Martin, to sink the *Bismarck* with torpedoes, and after three torpedoes had struck her the *Bismarck* sank at 11.1 a.m.

The complement of the *Bismarck* was unknown but was assumed to be in the neighbourhood of 2,000. Over 100 were saved by British warships.

The distance traversed in the chase was over 1,750 miles.

BISMARCKSEA

United States Navy, escort-carrier; 1944; United States; 6,730 tons; 498x80x19-7; 11,200 i.h.p.; 18knots; Skinner-Unaflo steam engines; one 5 in. gun, twenty-four 20 m.m.; aircraft. The United States escort-carrier *Bismarck Sea* was bombed and sunk off Iwojima on February 21st, 1945, when in action against Japanese forces. The vessel carried a complement of 1,500.

BISON

French Navy, destroyer; 1928; Lorient Dockyard; 2,436 tons; 427X38-7X15-7; 64,000 s.h.p.; turbine engines; five 5 • 5 in. guns, four 37 mm., 6 T.T.

The French destroyer *Bison*, Capt. de Vaiss. Bouan, together with many other Allied cruisers and destroyers, was engaged in escorting convoys of troops withdrawn from Norway on May 1st, 1940. The Germans made the most persistent attacks on the ships by dive-bombers, the escort suffering severely. On the 3rd the *Bison* was hit by bombs and set on fire, all efforts by the crew to subdue the flames proving useless, and she was abandoned and sunk by torpedoes from the Allied ships. She carried a complement of 229, of whom five officers and 131 ratings were drowned.

The British destroyer *Afridi*, 1,870 tons, and the Polish destroyer *Grom*, 2,144 tons, were also sunk in the fighting in these waters.

BISP

O. Kvilhaug; 1889; Sunderland S.B. Co.; 1,000 tons; 209-2x 30-1x13-6; 87 n.h.p.; triple-expansion engines.

The Norwegian steamship *Bisp* left Sunderland on January 20th, 1940, for Andalsnaes. Nothing more was ever heard of the ship or her crew of 16.

BISTRITZA

Romania Prima Societate Nationala de Nav. Maritima; 1915; J. Priestman & Co.; 3,688 tons; 365x51-5x22-1; 321 n.h.p.; triple-expansion engines.

The Roumanian steamship *Bistrizza* was torpedoed and sunk by a German submarine on October 11th, 1916, in the Arctic.

BITTERN

British Navy, destroyer; 1897; Vickers; 360 tons; 5,700 Lh.p.; 30 knots; triple-expansion engines; Thornycroft boilers; one 12 pdr. gun, five 6 pdr.; 2 T. T.

The destroyer *Bittern* collided with the s.s. *Kenilworth* off Portland Bill on April 4th, 1918. The destroyer's official complement was 60.

BITTERN

British Navy, sloop; 1937; J. S. White & Co.; 1,190 tons; 266 x 37x8-5; 3,300 s.h.p.; 18-75 knots; turbine engines; 3-drum boilers; six 4 in. guns, five smaller.

The sloop *Bittern*, Lt. Cdr. R. H. Mills, was lying in Namsos Fjord engaged in protecting a large number of merchantmen against German aircraft. For this purpose she was equipped with six 4in.A.A. guns which proved very effective in foiling repeated attacks on the ships. On May 1st, 1940, at about 10 a.m., three Heinkel aircraft attacked from a height of 10,000 feet, followed by another wave soon afterwards. The sloop was hit aft by a heavy bomb which caused an explosion among her depth charges, putting her after gun out of action and setting her on fire. Despite this damage she still continued to fight until the fire spread to the forward guns and she had to be torpedoed by the British after her crew had been taken off.

The *Bittern* carried a complement of 125 officers and ratings, of whom eight were wounded, a very slight loss in the circumstances.

BIVONA

Italian Government; 1930; Rotterdam Droogdok Maats.; 1,646 tons; 234 • 3 x 40 • 1 x 19 • 1; 234 n.h.p.; triple-expansion engines. The tanker *Bivona* was formerly the French *Socombel*, seized by the Italians. On April 19th, 1943, she was torpedoed by a British submarine 22 miles N. of Taranto.

BIZEN MARU

Nippon Yusen Kaisha; 4,667 tons.

The *Bizen Maru* was torpedoed and sunk by the U.S. submarine *Lapon* on May 24th, 1944, about 200 miles S.S.E. of Cap St. Jacques, Indo-China.

BJERKO

Dampskibs. Akties. "Danto"; 1912; Sir Raylton Dixon & Co.; 1,871 tons; 276-6x40-9x18-5; 204 n.h.p.; triple-expansion engines.

The Norwegian steamship *Bjerko* was torpedoed and sunk by a German submarine in the English Channel on July 5th, 1917.

BJONN

Rederi AISHemeseid; 1921; F.Schichau; 5,509 tons; 398-9X 55-9x29-3; triple-expansion engines & L.P. turbine.

The Norwegian steamship *Bjonn* was bombed and sunk on December 9th, 1941, at Hustadrika, Norway.

BJOR

Akties. Christoffersens Dampsk. Red.; 1885; Tyne I. S.B. Co.; 1,090 tons; 215-9x30x21-6; 168 n.h.p.; compound engines. The Norwegian steamship *Bjor* was sunk by a German submarine in the North Sea on December 11th, 1916.

BJORKHAUG

Rederi AISBjorkhaug; 1919; J. Meyer's Scheepsb. Mij.; 2,094 tons; 280-7x41-3x19-2; 170 n.h.p.; triple-expansion engines.

The Norwegian steamship *Bjorkhaug* was loading explosives at Algiers on July 16th, 1943, when she was broken in two by an internal explosion and sank. Nine of her crew were killed.

BJORKO

Rederi Afb Rex; 1924; New Waterway S.B. Co.; 2,258 tons; 293-4x45x19-5; triple-expansion engines.

The Swedish steamship *Bjorko*, on a voyage from Vesteras to Ymuiden, was in collision with the steamship *Sea Wind*, 7,176 tons, on November 6th, 1953, and sank three miles N. of the Weser light-ship. Seven of her crew of 25 were lost.

BJORNVIK

A. F. Bjornstads Rederi A/S; 1918; Cochrane & Sons; 812 tons; 213-1x30-0x15-2; 132 n.h.p.; triple-expansion engines.

The Norwegian steamship *Bjornvik* was bombed and sunk by German aircraft on January 28th, 1942, near the Lizard. Seventeen of her crew were killed.

BLAAFJELD I

Harold Grieg Martens; 1918; Trondhjems Mek. Vcerks.; 1,146 tons; 226-3x36-5x15-7; 116 n.h.p.; triple-expansion engines.

The Norwegian steamship *Blaafjeld I* was bombed and sunk by German aircraft on May 5th, 1940, off Namsos.

BLAATIND

Akties. Vestland; 1883; W. Gray & Co.; 1,641 tons; 264-2x 35-6x19-9; 181 n.h.p.; compound engines. The Norwegian steamship *Blaatind* was torpedoed by a submarine in the Mediterranean on April 22nd, 1917.

BLACK HEAD

Ulster S.S. Co.; 1881; Harland & Wolff; 1,173 tons; 249-7X 31-2x15-5; 140 n.h.p.; compound engines. The British cargo ship *Black Head* was wrecked on January 26th, 1912, on Tein Reef, Bornholm Island. She was on a voyage from Riga to Belfast.

BLACK OSPREY

Ministry of Shipping (Cairn Line of Steamships); 1918; Skinner & Eddy Corp.; 5,589 tons; 409-6x54-1x27-1; 508 n.h.p.; 10-5 knots; turbine engines. The British steamship *Black Osprey*, in convoy from Halifax to Newport, straggled from convoy because of engine trouble. Near midnight on February 17th, 1941, her funnel caught fire and she was torpedoed and sunk by a German submarine, with the loss of 25 of her crew of 36.

BLACK POINT

Sprague S.S. Co.; 1918; New York S.B. Co.; 5,353 tons; 368-6X 55-2X30-5; 462 n.h.p.; triple-expansion engines. The American steamship *Black Point* was bound for Boston when she was torpedoed and sunk by the German submarine *U-853* off Narragansett Bay on May 5th, 1945, the ship sinking with 12 of her crew. The *U-853* was destroyed by U.S. frigates later in the same day.

BLACK PRINCE

British Navy, armoured cruiser; 1904; Thames Ironworks; 13,550 tons; 480x73-5x27-5; 23,500 i.h.p.; 23-6 knots; triple-expansion engines; Babcock boilers; six 9-2 in. guns, ten 6 in., twenty 3 pdr.; 3 T.T.

The armoured cruiser *Black Prince* was a unit of the 1st Cruiser Squadron at the battle of Jutland on May 31st, 1916. She was commanded by Capt. T. P. Bonham and carried 37 officers and 815 men, in addition to whom there were five civilians on the day of the battle. The squadron, consisting of *Defence*, flagship of Rear-Admiral Sir R. Arbuthnot, *Warrior*, *Duke of Edinburgh* and *Black Prince*, met with disaster early in the action, *Duke of Edinburgh* being the only ship to survive.

In the first contact with the enemy, which occurred between 5.30 and 6.20 in the afternoon, *Black Prince* was outsteamed by her consorts. As a result she escaped the destruction which befell *Defence* and *Warrior* at the hands of Admiral von Hipper's battle cruisers. As the evening advanced the ship lost touch with the British fleet and turned south in an attempt to rejoin. At about 12.15 a.m. she was still on the same course when she encountered the German High Seas Fleet steaming toward the Horn Reefs.

The position of *Black Prince* was hopeless from the start, for she was at once the centre of the German searchlights. She was swept from end to end for two or three minutes by salvos from heavy guns. She then caught fire and blew up with the whole of her ship's company, there being no survivors.

BLACK WATCH

German Government; 1939; A/Sakers Mek. Verks.; 5,035 tons; 365-1x53-3x26-5; 1,215 n.h.p.; oil engines. The motorship *Black Watch* was bombed and sunk by Allied carrier-based aircraft on May 5th, 1945, N. of Narvik.

BLACKBURN

Great Central Railway Co.; 1910; Earless Co.; 1,634 tons; 265 X 36x17-4; 309 n.h.p.; triple-expansion engines. The British steamship *Blackburn* sank in a collision on December 8th, 1910, off Sheringham. She was on a voyage from Grimsby to Antwerp with a general cargo.

BLACKHALLS

Sir R. Ropner & Co.; 1880; W. Gray & Co.; 1,142 tons; 235X 31-6x15; 99 h.p.; compound engines. The British freighter *Blackhalls* was wrecked on October 12th, 1888, on Schiermonnikoog while on a voyage from Archangel to Amsterdam.

BLACKHEATH

William Gray & Co.; 1871; Denton, Gray & Co.; 1,243 tons; 233-8x32x17-8; 120 h.p.; compound inverted engines. The British iron steamship *Blackheath* was wrecked on February 6th, 1885, off Gothland. She was sailing from Swinemunde to Reval in ballast.

BLACKMOREVALE

British Navy, minesweeper; 1916; Ardrossan Dry Dock Co.; 750 tons; 231 X28x7; 1,800 i.h.p.; 16 knots; triple-expansion engines; Yarrow boilers; two 12 pdr. guns, two 2 pdr. The minesweeper *Blackmorevale* struck a mine and sank off Montrose on May 1st, 1918. She carried a complement of 72.

BLACKWOOD

British Navy, frigate; 1943; United States; 1,300 tons; 300x35 x—; 5,500 h.p.; 20 knots; turbine engines; three 3 in. guns, two 40 mm., four 20 mm.

The frigate *Blackwood*, Lt. Cdr. L. T. Sly, R.D., R.N.R., took part in the landing of the British and American armies in France on June 6th, 1944. The *Blackwood* was sunk by a submarine off Portland on June 15th, with the loss of five officers and 53 ratings. Four officers, including Cdr. Sly, were wounded.

BLAGDON

London & Northern Steamship Co.; 1893; W. Gray & Co.; 1,996 tons; 276-5x38-1x17-6; 176 n.h.p.; 9 knots; triple-expansion engines. The steamer *Blagdon* was torpedoed and sunk by a submarine 75 miles E. by S. of Muckle Flugga on August 9th, 1917. Twelve men, including the captain, were killed.

BLAGOEV

U.S.S.R.; 1921; Armstrong, Whitworth & Co.; 3,100 tons; 320-5x45-2x25-3; 365 n.h.p.; triple-expansion engines. The Russian steamship *Blagoev* was torpedoed and sunk by an unidentified submarine in September, 1937, in the Aegean Sea, during the Spanish Civil War.

BLAIRANGUS

Clydesdale Navigation Co. (George Nisbet & Co.); 1930; Craig Taylor & Co.; 4,409 tons; 380-3x52x25-3; 375 n.h.p.; 10-5 knots; triple-expansion engines.

The steamer *Blairangus*, Capt. Hugh Mackinnon, was torpedoed and sunk by a submarine in the North Atlantic about 350 miles W. by N. of Rockall on September 21st, 1940. Seven men were killed. Capt. Mackinnon was among the survivors.

BLAIRGOWRIE

Clydesdale Navigation Co. (George Nisbet & Co.); 1924; Napier & Miller; 3,259 tons; 338-4x48-7x22-6; 225 n.h.p.; 10 knots; triple-expansion engines.

The cargo steamer *Blairgowrie*, Capt. H. A. Preston, was on a voyage from Swansea to Boston, U.S.A. At 6.34 p.m. on February 26th, 1935, the shore station at Valentia, Ireland, picked up a message from the s.s. *Beaverdale* stating, "Correct position *Blairgowrie* 48°20' N., 27°01' W. Steering-gear gone. Numbers 1 and 2 hatches stove in". This was the first intimation that there was anything wrong with the *Blairgowrie* and it was followed by messages picked up at New York from the North German Lloyd liner *Europa*, 51,000 tons, stating that she was proceeding to the scene in the face of a violent westerly gale. Another message came through from the *Blairgowrie* saying, "Situation desperate. No steering-gear. Hold full of water."

A search of the area through mountainous seas was conducted by the *Europa*, *American Banker* and the Dutch steamer *Blommersdijk* but without discovering any trace of the *Blairgowrie* which foundered with her crew of 26 officers and men.

BLAIRLOGIE

Clydesdale Nav. Co.; 1929; Craig, Taylor & Co.; 4,425 tons; 380-3x52x25-3; 373 n.h.p.; triple-expansion engines. The British steamship *Blairlogie* was torpedoed and sunk by a German submarine on September 11th, 1939, W. of the Bishop Rock.

BLAIRMORE

Clydesdale Nav. Co.; 1928; Ayrshire Dockyard Co.; 4,141 tons; 371-7x51-2X24-3; 257n.h.p.; triple-expansion engines. The British steamship *Blairmore* was torpedoed and sunk by a German submarine on August 24th, 1940, about 700 miles W. of Ireland.

BLAKE

Zodiac Shipping Co. (Moller & Co.); 1906; W. Doxford & Sons; 3,740 tons; 342-1x46-6x24-8; 300n.h.p.; triple-expansion engines. The British steamship *Blake* was torpedoed and sunk by a German submarine 30 miles N. by W. from Cape Wrath on July 24th, 1917. Five of the crew were killed.

BLANCHE

British Navy, destroyer; 1928; Hawthorn Leslie & Co.; 1,360 tons; 323x32-2x12; 34,000 s.h.p.; 35 knots; turbine engines; 3-drumboilers; four 4-7in.guns, two 2 pdr., 5 m.g., 8 T.T. The destroyer *Blanche* was mined and sunk in the Thames Estuary on November 13th, 1939. The vessel sank with the loss of one rating killed and three officers and 12 ratings wounded.

BLANCO ENCALADA

Chilean Navy, ironclad; 1874; Earle's Shipbuilding Co.; 3,500 tons; 210x45-7x19-7; 2,920 i.h.p.; 13 knots; compound engines; six 8 in. guns, four 6pdr., four 3pdr., seven m.g., 3 T.T. The Chilean ironclad *Blanco Encalada* was among the most famous warships of her day, her exploits in South American waters receiving great public attention. She carried a powerful armament and was strongly armoured, her hull being protected by 9in. armour-plates, with an 8 in. teak backing. During the war between Chile and Peru (1879-82) the *Blanco Encalada* and her sister ship the *Almirante Cochrane* brought the Peruvian ironclad *Huascar* to action off Augamos on October 8th, 1879. After a very hard-fought engagement the *Huascar* surrendered. The *Blanco Encalada* next came into prominence at the outbreak of the Chilean Civil War, January 7th, 1891. A dispute had arisen between the President of the Republic, Don Jose Balmaceda, and Congress in which the bulk of the navy sided with the latter.

President Balmaceda had, however, managed to retain two small ships which had recently been delivered by English yards. These were the *Almirante Condell* and the *Almirante Lynch*, both torpedo vessels of 750 tons with a speed of 20 • 3 knots and armed with three 14 pdr. and four smaller guns, all Hotchkiss, two Gatlings and five 14 in. torpedo-tubes. These ships, which were the precursors of the modern destroyer, were built at Laird's, Birkenhead.

On April 16th the Congressional troops captured the town of Caldera except for a small portion which was held by the Balmacedists. The cruiser *Esmeralda* entered the port and bombarded this position and was joined later by the *Blanco Encalada*, which was in need of coal, the cruiser *O'Higgins* and the corvette *Aconagua*. Having gathered this fleet together Congress decided to order the bombardment of Panta, south of Caldera, by the *Blanco Encalada* and the *Aconagua*. On the morning of April 23rd the officer of the watch on the *Blanco Encalada*, Lt. Marquiz, saw a warship's searchlight to seaward about 3.30 a.m., and at 4 a.m. discerned the *Almirante Condell* and the *Almirante Lynch* bearing down on the ironclad at full speed. The big warship lay at anchor with fires banked, a small look-out and no men at the guns. Both the attacking ships fired a torpedo each, but missed, then the *Almirante Condell* fired two and the *Almirante Lynch* three, but again missed. By this time the whole squadron was firing heavily but with little accuracy. Shortly afterwards the *Almirante Lynch* fired her fifth torpedo which cut through the torpedo-nets of the *Blanco Encalada* and blew a huge hole in her starboard side abaft the foremast. The stricken ship at once began to sink, while the torpedo-craft poured in a deadly fire from their Hotchkiss guns on the crew as they were endeavouring to escape. They then turned and attacked the *Aconagua*, but after a brief exchange of shots this ship outsteamed them.

Of the *Blanco Encalada's* complement of 288, no fewer than 182 were killed.

BLANKAHOLM

A/B Svenska Amerika Mexiko Linien; 1930; Eriksbergs M.V. Aktieb.; 2,845 tons; 334-2x46-9x20-2; 473n.h.p.; oilengines. The Swedish motorship *Blankaholm* was torpedoed and sunk by a German submarine on August 18th, 1942, in the West Indies. Five of her crew were killed.

BLANKENESE

German Government; 1929; Howaldtswerke A. G.; 3,236 tons; 330'6x48-1x23-7; 227n.h.p.; triple-expansion engines. The steamer *Blankenese* was formerly the French *Ange Schiaffino*, taken over by the Germans. She was torpedoed and sunk by a submarine on April 22nd, 1942, in the Barents Sea.

BLAS DE LEZO

Spanish Navy, light cruiser; 1923; Ferrol Dockyard; 4,650 tons; 462x46x19; 45,000 h.p.; 29 knots; turbine engines; Yarrow boilers; six 6 in. guns, four 3pdr., four m.g., 12 T.T. The Spanish light cruiser *Bias de Lezo* was engaged in manoeuvres off Cape Finisterre on July 11th, 1932, when she ran on to the Centolla Reef. At the time the vessel was following a destroyer flotilla through the 200 yard channel which separated the reef from the shore. She backed away from the rocks but immediately developed a heavy list and had to be taken in tow by the tug *Argos*. After two hours she was so low in the water that it was deemed prudent to take off the crew of 346 officers and ratings. Shortly afterwards the *Bias de Lezo* sank, but without loss of life. Her position at the time was seven miles off Finisterre Lighthouse.

BLEAMOR

Moor Line (W. Runciman & Co.); 1902; W. Doxford & Sons; 3,745 tons; 342-3x46-6x24-8; 300 n.h.p.; 9 knots; triple-expansion engines. The steamer *Bleamor* was torpedoed and sunk by a German submarine four miles S.S.E. of Berry Head on November 27th, 1917. Eight men were killed. The captain was among the survivors.

BLEAN

British Navy, destroyer; 1940; Hawthorn Leslie & Co.; 1,025 tons; 272-3x28-2x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in.A.A., eight smaller. The destroyer *Blean*, Lt. M. J. Parker, was torpedoed by a submarine W. of Oran on December 11th, 1942. She sank with the loss of 89 ratings.

BLEND A

Angf. Aktieb. Margit; 1874; M. Pearse & Co.; 1,026 tons; 231-6x31-3x15-7; 142 n.h.p.; compound engines. The Swedish steamship *Blend a* struck a mine and sank on November 21st, 1920, three miles S.E. of Oleg-grundet, near Hangö.

BLENGFELL

J. Edgar & Co.; 1876; Whitehaven S.B. Co.; 1,210 tons; 232 • 4x35-2x21-1. The iron sailing ship *Blengfell*, Capt. J. Johnston, was on passage from New York to London with a cargo of petrol. On October 17th, 1898, when off North Foreland the petrol exploded and the vessel caught fire and sank. Capt. Johnston and eight of the crew were drowned.

BLenheim

Steel, Young & Co.; 1877; Withy; 1,163 tons; 225x31x16-9; 99 h.p.; compound inverted engines. The British freighter *Blenheim* was wrecked on August 11th, 1882, on Bahamas. She was on a voyage from London to Nassau.

BLenheim

A/S Ganger Rolf; 1923; Nylands Vcerksted; 1,807 tons; 255-4x36-2x23; 225 n.h.p.; triple-expansion engines. The Norwegian steamer *Blenheim* was taken over by the Germans and used as a troopship. On April 20th, 1941, while lying in the Porsangerfjord, she caught fire and blew up, with the loss of 138 men, mostly German troops.

BLESTYASHCHI

BLESTYASHCHI

Russian Navy, destroyer; 1901; Nevski Works; 350 tons; 196-7 x18-4x11-5; 5,700 Lh.p.; 26knots; triple-expansion engines; one 12 pdr. gun, five 3 pdr.; 3 T. T.

The Russian destroyer *Blestyashchi* was one of the 2nd Destroyer Flotilla attached to the Baltic Fleet when it sailed from Libau for the Far East in September, 1904. The ship bore her part in the battle of Tsu-Shima, May 27th, 1905, when she saved many of the crew of the battleship *Ossliabya* (which see) when that vessel was sunk by Japanese gunfire. In the course of the fighting she was badly damaged, and on the morning of the 28th was following in the wake of the cruiser division under Rear-Admiral Enquist. She could not maintain her place in the line and at about 5 a.m. it was decided that she should be abandoned. The survivors of her crew were taken off by the destroyer *Bodri* and she sank soon afterwards.

The full story of the battle of Tsu-Shima is told under the *Kniaz Suvaroff*, flagship of the C.-in-C, which was among those lost.

BLINK

SkibsAJSManitowoc; 1920; C. Hill & Sons; 2,701 tons; 310-8 X 44 • 3 X 21' 6"; 242 n.h.p.; triple-expansion engines.

The Norwegian steamer *Blink* was torpedoed and sunk by a German submarine on February 11th, 1942, about 300 miles E. of Hampton Roads, with the loss of 24 lives.

BLITAR

Rotterdamische Lloyd; 1923; Fyenoord; 7,065 tons; 446-2 x 54-3x34-2; 436 n.h.p.; triple-expansion engines.

The Dutch steamer *Blitar* was one of Convoy HX 231 crossing the Atlantic from New York to the United Kingdom. The steamer failed to keep station and finally fell out of the convoy. On April 5th, 1943, she was torpedoed and sunk by the German submarine *U-632*, with the loss of 26 of her crew.

BLOCK ISLAND

United States Navy, escort aircraft carrier; 1942; Seattle-Tacoma S.B. Corp.; 7,800 tons; 492X70X25-5; 8,500 b.h.p.; 16-5 knots; two 5 in. guns, sixteen 40 m.m.A.A., twenty 20 m.m. A.A., 21/30 aircraft.

The United States escort aircraft carrier *Block Island*, Capt. F. M. Hughes, left Casablanca on May 23rd, 1944, to patrol in the Madeira—Cape Verde area. She was escorted by four destroyers and on the 29th at 8.13 a.m. in a calm sea she was hit three times by torpedoes from the German submarine *U-549*, and began to sink. The submarine meanwhile turned her attention to the destroyers, hitting the *Barr* in the stern, but failing to sink her. Her third attack was not so successful, for she missed the *Eugene E. Elmore* and was chased by that destroyer, which sank her with depth charges about an hour later.

The *Block Island*, which was the only U.S. carrier lost in the Atlantic during the Second World War, transferred 951 survivors to the destroyers *Ahrens* and *Robert I. Paine* before she sank. There was a small loss of life.

BLOODY MARSH

U.S. War Shipping Administration; 1943; Sun S.B. & D.D. Co.; 10,195 tons; 503X68X39-3; turbo-electric engines.

The American tanker *Bloody Marsh*, on a voyage from Houston to New York with fuel oil, was torpedoed and sunk by a German submarine on July 2nd, 1943.

BLUCHER

German Navy, armoured cruiser; 1908; Kiel; 15,500 tons; 489 x 80x27; 32,000 i.h.p.; 26-4 knots; triple-expansion engines; Schulz-Thornycroft boilers; twelve 8-2 in. guns, eight 6 in., sixteen 24 pdr.; 3 T.T.

The *Blucher* was one of the German Battle Cruiser Squadron employed in the raids on the British N.E. coast in December, 1914, and January, 1915. The ship, although termed a battle cruiser by the Germans, was according to British standards nothing more than a large, heavily armed armoured cruiser. At 5.45 p.m. on January

23rd Rear-Admiral von Hipper left Jade Bay with a force consisting of the following ships:—

	tons	guns
<i>Seydlitz</i> (flagship)	24,640	ten 11 in., twelve 5 • 9 in., twelve 3 • 4 in.
<i>Derfflinger</i>	28,000	eight 12 in., twelve 5-9 in., twelve 3.4 in.
<i>Moltke</i>	22,640	ten 11 in., twelve 5-9 in., twelve 3-4 in.
<i>Blucher</i>	15,550	twelve 8-2 in., eight 5-9 in., sixteen 3-4 in.

In addition to these big ships there were four light cruisers, the *Graudenz*, *Rostock*, *Stralsund* and *Kolberg*, with two destroyer flotillas of 11 ships, making in all 19 vessels. This light squadron did not play a very serious part in the actual action.

The object of the cruise was to "reconnoitre the Dogger Bank" and if possible attack and destroy British light forces. The German plans had been carefully laid and Admiral Hipper's biographer has stated that at the time both the C.-in-C. of the High Seas Fleet and von Hipper were not aware that the Admiralty had knowledge of their operations. Shortly after the Germans had left Jade, Vice-Admiral Sir David Beatty was also heading for the Dogger Bank with a force of five battle cruisers, seven light cruisers and a large number of destroyers. As the ensuing action was fought out by the battle cruisers on both sides it is not necessary to give more than the details of the British Battle Cruiser Squadron.

	Tons	guns
<i>Lion</i> (flagship)	26,350	eight 13-5 in., sixteen 4 in.
<i>Tiger</i>	28,000	eight 13-5 in., twelve 6 in.
<i>Princess Royal</i>	26,350	eight 13-5 in., sixteen 4 in.
<i>New Zealand</i>	28,880	eight twelve in., sixteen 4 in.
<i>Indimitable</i>	17,250	eight twelve in., sixteen 4 in.

On the morning of January 24th, 1915, at about 7.30 the rival squadrons made contact, the German vessels being then 14 miles distant, steering S.E. The rear ship of the German line was the *Blucher* and fire was opened on her at 20,000 yards by the *Lion* at 8.52. Seventeen minutes later the first hit was scored on the *Blucher* which came successively under fire from the *Tiger*, *Princess Royal* and *New Zealand*. At about 11.25 a salvo struck her causing a serious fire amidships, soon after which she reported to her flagship "all engines out of action". This report has never been explained but it was an obvious error as the vessel continued to steam at a reduced speed until the moment of foundering. At 11.58 the ship, then lagging badly though continuing to fire with vigour, caused the German admiral to alter course to S.S.E. with a view to closing the British line and making a destroyer attack. The British, however, turned away, making use of their superior speed, and von Hipper was reluctantly compelled to turn back to S.W. and consider the safety of the remainder of his squadron. In the meantime the *Lion*, flagship of Admiral Beatty, had been hit and forced to haul out of the line, but not before the admiral had directed the *Indomitable* to close the *Blucher* which was attempting to break away to the north.

At 12.10 p.m. the *Blucher* slowly turned over and sank.

The number saved was 260, and many more might have been rescued from the water had not a Zeppelin and a seaplane endeavoured to drop bombs on the vessels standing by. The German airmen were not aware at the time that they were bombing their own men, being under the impression that it was a British ship which had sunk. The *Blucher* carried a normal crew of 880, but prior to the raid she was reinforced with 250 more men, making 1,130 all told. Those lost numbered 29 officers and 841 ratings.

The *Seydlitz* had both after turrets wrecked and set on fire by direct hits. She arrived at Wilhelmshaven with 260 wounded, besides many dead. The *Derfflinger* and *Moltke* were not badly damaged.

The British losses were, *Lion*, 11 wounded, *Tiger*, Capt. C. G. Taylor, Squadron Engineer and nine men killed, eight wounded, destroyer *Meteor*, four killed, two wounded.

BLUCHER

German Navy, heavy cruiser; 1937; Deutsche Werke, Kiel; 10,000 tons; 639-7x69-7x15-5; 80,000s.h.p.; 32 knots; turbine engines; eight 8 in. guns, twelve 4-1 in., twelve 37 m.m.; 12 T.T.; 3 aircraft.

In the early hours of April 9th, 1940, a German naval force steamed into Oslo Fjord. The force comprised the pocket battleship *Lutzow* (ex *Deutschland*), the heavy cruiser *Blucher*, the light cruiser *Emden*,

the gunnery training ship *Brummer* and the torpedo boats *Albatros* and *Kondor*, with several motor minesweepers filled with troops. To oppose this formidable collection of vessels the Norwegians had the minelayer *Olav Tryggvason*, 1,596 tons, four 4-7 in. guns and the minesweepers *Otra* and *Rauma* of 350 tons, one 37 m.m. gun each, besides which there were batteries on the islands of Bolaerne, Rauer and Oscarsborg. The action commenced with an attempted landing by the men from the German minesweepers, but this was frustrated by the *Olav Tryggvason* which sank one vessel. Later the torpedo boats *Albatros* and *Kondor* ran down the fjord but were driven back by the *Olav Tryggvason*, which sank the *Albatros*. The *Emden* then became engaged but she also was forced to retire. Meanwhile the *Blucher*, Capt. Kurt Zoepffel, in company with the *Brummer*, was approaching the island of Oscarsborg which guarded the narrows. At 5.17 a.m., before daylight, the guns on both sides of the narrows opened up and a torpedo battery, built into the cliffs, discharged two torpedoes and blew up the ship with a fearful loss of life. The *Blucher* turned completely over before going down, her propellers revolving in the air.

In addition to her crew, normally 830, the cruiser carried a number of troops and Gestapo personnel as well as senior staff officers. Many of these were burned to death in a great sheet of blazing oil which floated on the water for several hours after the vessel sank. Capt. Zoepffel was among the survivors.

The *Brummer* was badly damaged and set on fire and compelled to retire.

After this reverse the German Admiral made no further attempt to force the narrows and withdrew his ships. The fortress of Oscarsborg surrendered later after an intensive air bombardment.

For further details of the fighting around the coast of Norway see the destroyer *Hardy*.

BLUE

United States Navy, destroyer; 1937; Norfolk Navy Yard; 1,500 tons; 341-7x34-7x9-8; 42,800 s.hp.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, four 40mm.A.A., eight 20m.m.A.A.; 8 T.T.

The United States destroyer *Blue* was engaged upon the guarding of American supply lines during the first phase of the landing on Guadalcanal. On August 22nd, 1942, the destroyer was torpedoed and sunk. Her normal complement was 172.

BLUE CROSS

Robert Taylor & Sons; 1869; T. & W. Smith; 1,075 tons; 219-5 X30-4X18-2; 100 h.p.; compound engines.

The British cargo ship *Blue Cross* was wrecked in January, 1889, at Gotthland while on a voyage from Reval to London with a cargo of oats.

BLUE JACKET

J.J.Frost; 1854; R.E.Jackson; 1,790 tons; 235x41-6x24.

The famous clipper ship *Blue Jacket* was one of the fastest sailers of the mid 19th century. On her maiden voyage she crossed the Atlantic from Boston to the Mersey in 12 days, 10 hours. She was bought by J. J. Frost and put on the Australian run and maintained a passenger cargo service for the next 15 years.

In 1869 she left Lyttelton, New Zealand, for Liverpool with 71 passengers and crew. When some distance from the Falkland Islands she caught fire and had to be abandoned on the 9th March. Thirty-six survivors in one boat were picked up after being adrift for a week. Three others in another boat were picked up after three weeks. The number lost was 32.

The figure head of the *Blue Jacket* drifted ashore on Rottneast Island, West Australia, on December 8th, 1871.

BLUE JACKET

GeorgeHallett; 1883; J.L. Thompson & Sons; 2,090 tons; 282-7 x36-6x23-9; 221 n.h.p.; compound engines.

The British iron steamship *Blue Jacket* was wrecked in November, 1898, on the Longships rocks.

BLUEBELL

British Navy, corvette; Fleming & Ferguson; 925 tons; 193x32 X16; 17 knots; quadruple-expansion engines; one 4 in.A.A. gun, one pom-pom, several smaller.

The corvette *Bluebell*, Lt. G. H. Walker, D.S.C., R.N.V.R., was a

unit of a squadron of the Home Fleet under Rear-Admiral R. R. McGrigor, C.B., D.S.O., in the escort carrier *Campania* escorting a convoy to Murmansk. The ships reached their destination without loss but on the homeward voyage they were shadowed for several days by German aircraft and submarines. On February 17th, 1944, in the Kola Inlet, the *Bluebell* was torpedoed by a submarine, going down with a loss of six officers, including Lt. Walker, and 84 ratings.

BLUEFEELDS

A Garcia & Cia; 1917; Manitowoc S.B.Co.; 2,063 tons; 250-5 x43-5x20-4; 246n.h.p.; oilengines.

The Nicaraguan motorship *Bluefields* was torpedoed and sunk on July 15th, 1942, on a voyage from New York to Havana.

BLYTHVILLE

Zapata S.S.Co.; 1877; W. Gray & Co.; 1,325 tons; 248x32-1 X18-4; 150nhp.; compound engines.

The British iron cargo ship *Blythville* was wrecked in June, 1908, near Rhinns of Islay Light. She was on a voyage from Stornoway to Swansea.

BOA VISTA

Portuguese Government; 1901; T. Turnbull & Son; 3,667 tons; 351-5x44x20-6; 268 n.h.p.; triple-expansion engines.

The Portuguese steamship *Boa Vista* was torpedoed and sunk by a German submarine in the Bay of Biscay on December 21st, 1917.

BOADICEA

British Navy, destroyer; 1930; Hawthorn Leslie & Co.; 1,360 tons; 323x32-2x12; 34,000s.h.p.; 35 knots; turbine engines;

3-drum boilers; three 4-7in. guns, one 3 in.A.A., six smaller, 4 T.T. The destroyer *Boadicea*, Lt.Cdr. F. W. Hawkins, was torpedoed and sunk by a submarine off Portland, on June 13th, 1944.

Nine officers, including Lt.Cdr. Hawkins, and 166 ratings were killed and one officer wounded.

BOARDALE

Admiralty, fleet oiler; 1937; Harland & Wolff; 8,406 tons; 481-5x62x27-5; 4,000b.h.p.; 11-5knots; dieseleengines.

The British naval tanker *Boardale* ran ashore near Narvik on April 30th, 1940, during the Norwegian campaign. Later the vessel was swept from the rocks and sank. Her nominal complement was 40 officers and men.

BOBR

Russian Navy, gunboat; 1885; Crichtorfs Works, Abo; 1,230 tons; 187x35-2x10-9; 1,140 i.h.p.; 11-2 knots; triple-expansion engines; one 9in. gun, one 6in., one 2½in., six 9pdr., two 3pdr. 4mg.

The Russian gunboat *Bohr* was one of the small craft attached to the Pacific Squadron at Port Arthur at the beginning of the Russo-Japanese War. The vessel did good work during the siege of the fortress, as, owing to her light draught, she was useful for inshore bombardments. The manner in which she was handled drew forth a commendation from Admiral Vitgeft in his fleet order of May 20th, 1904.

Toward the end of the siege the ship landed all her guns to strengthen the shore defences. She was subjected to continuous and heavy shelling from the Japanese batteries, and was sunk by enemy gunfire on December 26th, 1904.

BOCCACCIO

"Tirrenia" Soc. Anon di Nav.; 1919; Lloyd Royal Beige; 3,027 tons; 342 X 46 • 7 X 23 • 2; 359 n.h.p.; triple-expansion engines.

The Italian steamship *Boccaccio*, on a voyage from Antwerp to Genoa, was sunk by an internal explosion on November 18th, 1937, off Ushant.

BODEGRAVEN

Koninkl. Nederl. Stoomv. Maats.; 1929; Van der Giessen; 5,593 tons; 401-lx58-3x26-3; 384 n.h.p.; triple-expansion engines.

The Dutch steamer *Bodegraven* was on passage from Durban to the United Kingdom on July 2nd, 1944, when she was torpedoed and sunk by the German submarine *U-547*, about 200 miles S. of Monrovia. She sank with the loss of nine lives.

BODIL

BODIL

J. Lauritzen; 1922; N.V. WerfZeeland; 844 tons; 212-9x31-4 X13-2; 85 n.h.p.; triple-expansion engines.

The Danish steamship *Bodil* was bombed and sunk on July 22nd, 1938, by unknown aircraft off the Balearic Islands, during the Spanish Civil War.

BOEKELO

N.V. Stoomv. Maats. "Noordzee"; 1930; A. Vuijk & Zonen; 2,118 tons; 281-2x42-7x19; 208 n.h.p.; triple-expansion engines.

The Dutch steamer *Boekelo* was torpedoed and sunk by a German submarine on October 18th, 1940, about 200 miles W. of Ireland.

BOERO

Netherlands Government; 1914; Atel & Ch. de la Loire; 7,135 tons; 417-9x54x37-6; 416 n.h.p.; triple-expansion engines.

The Dutch steamer *Boero* was torpedoed and sunk by a Japanese submarine on February 25th, 1942, in the Sunda Strait.

BOGATYR

A/S D/S Gefion; 1906; Howaldtswerke; 1,360 tons; 231-7x X 36 • 1 x 16 • 5; 96 n.h.p.; triple-expansion engines.

The Danish steamship *Bogatyr* was torpedoed and sunk by a German submarine in the North Sea on August 12th, 1917.

BOGO

Dampsktsk. Baltic A/S; 1920; Lloyd Royal Beige (Gt. Britain); 1,214 tons; 240-3x35-7x15-1; triple-expansion engines.

The Danish steamship *Bogo* struck a mine and sank on December 17th, 1939, 75 miles E. of May Island. Seventeen of her crew were lost.

BOGOR

Rotterdamsche Lloyd; 1898; Blohm & Voss; 3,621 tons; 330-1x 44-6x28-4; 275 n.h.p.; triple-expansion engines.

The Dutch steamship *Bogor* was under charter to the Koninklijke Hollandsche Lloyd, and was on passage from Amsterdam to Bahia, Brazil. On December 12th, 1914, she struck a reef near Leixoes and sank with the loss of 33 lives.

BOHEMIAN

Allan Line; 1859; W. Denny & Bros.; 2,190 tons; 298-3x38-5x 17; 400 n.h.p.; 13 knots; direct-acting engines.

The Allan liner *Bohemian* left Liverpool on February 4th, 1864, carrying 19 cabin passengers, 199 steerage and crew of about 100, besides mails and cargo, under command of Capt. Borland. The vessel was bound for Portland, Maine, and was some days overdue when she arrived off the harbour on February 22nd. It was about 8 in the evening and foggy, the speed of the ship being not more than 2½ knots. The captain misjudged the distance of the lights dimly visible on Cape Elizabeth and the vessel struck and passed over the rocks before he was aware of his danger. There was a large hole in the hull below water, and the ship was headed for shore. The engine room and furnaces flooded rapidly and when near the land the vessel sank in an upright position in 4 fathoms.

The weather, though thick, was mild and calm with a heavy ground swell, the position of the *Bohemian* being one eighth of a mile from shore with her deck above water at low tide. The boats were launched, the second capsizing and drowning 20 persons, all Irish emigrants, the others reaching land in safety. Capt. Borland and his officers remained on board until the following morning and managed to save all the mails.

BOHEMIAN

F. Leyland & Co.; 1870; Harland; 3,052 tons; 400x37x28; 350 n.h.p.; 12 knots; compound inverted engines.

The British steamship *Bohemian* left Boston for Liverpool on January 27th, 1881, with a cargo of cotton and bacon, but no passengers. The ship was commanded by Capt. W. M. Grundy, and carried a crew of 57, all told. When approaching the coast of Ireland in a calm sea on the night of Sunday, February 6th, the *Bohemian* ran into thick weather. At 8 p.m. on the 6th she passed the Calf Light, which was clearly visible. Between midnight and 1 a.m. on the 7th, then very foggy, the ship struck on a reef of rocks running out from Caher Island, off Mizen Head, Cork. The breakers appeared so

suddenly that there was little opportunity to change course, though the helm was put hard-a-port and the engines reversed. With great difficulty the port lifeboat was launched and attached to a line, but while the crew were still clambering into it the line broke and the boat was swept some distance away. Before the men could pull back to the ship she sank in deep water, only her topmasts being visible. The number drowned was 35, including Capt. Grundy and all the officers and engineers, excepting the second officer.

BOHEMIAN

F. Leyland & Co.; 1900; A. Stephen & Sons; 8,555 tons; 512X 58-2x34-3; 807 n.h.p.; triple-expansion engines.

The second *Bohemian* owned by F. Leyland & Co. was wrecked on March 1st, 1920, at Sambro, Nova Scotia. She was carrying a general cargo from Boston to Liverpool.

BOHOL

Cia. Maritima; 1906; Workman, Clark & Co.; 2,126 tons; 300-3X 41 • 1X11 - 8; 414 n.h.p.; triple-expansion engines.

The Philippine steamer *Bohol* was sunk by Japanese action in the Philippines on April 16th, 1942.

BOKA

Cia. Centroamericanade Nav.; 1920; Canadian Vickers; 5,560 tons; 400-3x52-4x28-6; 520 n.h.p.; triple-expansion engines.

The Panamanian steamship *Boka* was torpedoed and sunk by a German submarine on September 21st, 1940, on a voyage from Bary to Sierra Leone. Eight of her crew were killed.

BOKHARA

Peninsular & Oriental S. N. Co.; 1873; J. Caird & Co.; 2,944 tons; 361x39x29; 2,037 i.h.p.; 13 knots; compound engines.

The P. and O. liner *Bokhara* left Shanghai for Hong Kong on October 8th, 1892, with 148 persons on board under command of Capt. C. D. Sams, R.N.R. She also carried the mails and a valuable cargo of silk and specie. The voyage was only of three days duration, after which she should have sailed to Colombo and Bombay. The weather was very bad and no news of the *Bokhara* came to hand for nine days, after which time it was learned at Hong Kong that the ship had struck on the Pescadores Islands, W. of Formosa.

The violence of the seas swamped the boiler fires and the ship became unmanageable and was driven far out of her course. On October 10th, two days after leaving Shanghai, she struck on the Pescadores and became a total wreck. Among her passengers was a party of Englishmen going to play a return cricket match at Hong Kong; two of the team were the only European passengers to survive.

The total number drowned was 125, including Capt. Sams, Mr. Inglis, second officer, four engineers and most of the crew. The survivors numbered 23, of whom only seven were Europeans, two passengers and five ship's officers.

BOKO MARU

Japanese Government; 1904; C. Cornell & Co.; 2,333 tons; 300X40-6X22-4; 277 n.h.p.; triple-expansion engines.

The *Boko Mam* was formerly the British *Sagres*, seized by the Japanese at Chuan Bay in April, 1939. She was torpedoed and sunk by the U.S. submarine *Barbel* on August 9th, 1944, off the west coast of Tokunoshima, Ryukyo Islands.

BOKUEIMARU

Nitto Risen K.K.; 5,135 tons.

The tanker *Bokuei Mam* was torpedoed and sunk by the U.S. submarine *Kingfish* on January 3rd, 1944, S.W. of Amboy Cay, South China Sea.

BOLD VENTURE

U.S. Maritime Commission; 1920; N.V. Schpw. v. J. Smit; 3,222 tons; 332-1x48-7x21-8; 282 n.h.p.; triple-expansion engines.

The Panamanian steamship *Bold Venture* was torpedoed and sunk by a German submarine on October 16th, 1941, on a voyage from Sydned, N.S., to Liverpool, with the loss of 17 lives.

BOLETTE

Akties. Ganger Rolf; 1910; Fredrikstads Mek. Vcerks; 1,431 tons; 24-3x38-4x17-1; 150 n.h.p.; triple-expansion engines.
The Norwegian steamship *Bolette* was torpedoed and sunk by a German submarine in the North Sea on June 22nd, 1917.

BOLETTE

A/S Ganger Rolf; 1920; Akers Mek. Verksted; 1,167 tons; 226-5x36-6x14-7; 127n.h.p.; triple-expansion engines.
The Norwegian steamship *Bolette* was bombed and sunk by German aircraft on April 16th, 1941, in the English Channel. Eight of her crew were killed.

BOLHEIM

Aug. Bolten, Wm. Miller's Nachf.; 1913; Rotterdam Droogd. Maats.; 3,324 tons; 305-3x50-2x16-3; 210 n.h.p.; triple-expansion engines.
The German steamship *Bolheim* was torpedoed and sunk by a Russian submarine on December 11th, 1939, off Mantyluoto.

BOLOGNA

Italian Government; 1917; Cammell Laird & Co.; 5,140 tons; 400X52-4X28-4; 490 n.h.p.; triple-expansion engines.
The steamship *Bologna* was formerly the Greek *Aliki*, seized by the Italians. On May 21st, 1943, she was torpedoed and sunk by a British submarine 25 miles N. of Messina.

BOLSENA

"Adriatica" Soc. Anon, di Nav.; 1918; Osbourne, Graham & Co.; 2,384 tons; 297-5x42x19; 420 n.h.p.; triple-expansion engines.
The Italian steamship *Bolsena* was torpedoed and sunk by a British submarine on May 18th, 1942, N. of Benghazi.

BOLTENHAGEN

Aug. Bolten, Wm. Miller's Nachfolger; 1912; Rotterdam Droogd. Maats.; 3,335 tons; 331 -9x48-2x22-1; 249 n.h.p.; triple-expansion engines.
The German steamship *Boltenhagen* was torpedoed and sunk by a British submarine on August 12th, 1942, off the south west coast of Norway.

BOLTON CASTLE

Lancashire Shipping Co.; 1939; Sir J.Laing & Sons; 5,203 tons; 438 -5x57-1x24-3; 466 n.h.p.; triple-expansion engines.
The British steamship *Bolton Castle* was bombed and sunk by German aircraft on July 5th, 1942, on a voyage from Reykjavik to North Russia.

BOLTONHALL

West Hartlepool Steam Navigation Co.; 1900; Irvine's S.B. & D.D.CO.; 3,595 tons; 341-2x48-2x25; 308 n.h.p.; triple-expansion engines.
The steamship *Boltonhall* was torpedoed and sunk by a submarine 34 miles S.W. by W. i W. of Bardsey Island on August 20th, 1918. Five men were killed. The captain was among the survivors.

BOLZANETO

Soc. Anon. Ilva; 1918; N.Odero & Co.; 2,220 tons; 297-8x 41-2x20-8; 114 n.h.p.; triple-expansion engines.
The Italian steamship *Bolzaneto* was torpedoed and sunk by a British submarine on June 29th, 1943, about three miles from Spezia.

BOLZANO

Italian Navy, heavy cruiser; 1932; Ansaldo, Sestri-Ponente; 10,000 tons; 646x68x18-7; 150,000 s.h.p.; 36 knots; turbine engines; Ansaldo 3-drum boilers; eight 8 in. guns, twelve 3-9 in., eight 37 m.m., eight 13 m.m., 8 T.T.
The Italian heavy cruiser *Bolzano* was one of that country's fleet which fell into German hands after the Italian surrender in September, 1943. She was taken to Spezia where she remained until the night of June 21st-22nd, 1944, when she was sunk by a "human torpedo" piloted by Sub Lt. Malcolm Causer, R.N.V.R., and Seaman Harry Smith. Sub Lt. Causer, who was later awarded the

D.S.O., was taken prisoner, but Seaman Smith, who was posthumously awarded the C.G.M., lost his life.

The *Bolzano* was the last of the seven 10,000 ton cruisers possessed by Italy to be sunk or damaged beyond repair. All the vessels of this class had an unfortunate career and contributed very little to Italy's campaign at sea. Three of the class, the *Fiume*, *Pola* and *Zara* were sunk in one night by the British Mediterranean Fleet off Cape Matapan.

The *Bolzano*, *Gorizia* and *Trieste* (all 10,000 tons, 8 in. guns) with the light cruiser *Bari*, 3,248 tons, *Taranto*, 3,184 tons, and the incomplete cruisers *Caio Mario*, *Claudio Druso*, *Claudio Tiberio*, *Cornello Silla*, *Giulio Germanico*, *Ottaviano Augusto* and *Vipsanio Agrippa*, all of 3,362 tons, together with 32 destroyers and torpedo-boats (many incomplete) fell into German hands at the surrender.

For names of Italian warships surrendered to the Allies see the battleship *Roma*.

BOMBARDIERE

Italian Navy, destroyer; 194-; Italy; 1,620 tons; 339x38-5x 10-7; 48,000 s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, six 37m.m.A.A., four 13 m.m.A.A., 6 T.T.
The Italian destroyer *Bombardiere* was torpedoed and sunk by a British submarine 26 miles N.W. of Marittimo on January 17th, 1943. The vessel carried a complement of about 200.

BOMBAY

British Navy, line-of-battleship; 1827; Bombay; 2,782 tons; 233-7x52-3x23; 400i.h.p.; 8knots; steam engines; sixty-four guns.

The line-of-battleship *Bombay*, Capt. Colin Campbell, was the flagship of Rear-Admiral Charles Elliot, C.B., commanding the South American Station. The ship was constructed of teak, and in 1860 had been cut in two, lengthened and converted into a screw steamship. On the afternoon of December 22nd, 1864, she was off Montevideo preparing for target practice. She was some 14 miles outside the harbour and all was ready to commence when a seaman in the shell room saw signs of fire and immediately gave the alarm. The time was between 2 and 3 o'clock and in a very short while the ship was in flames from end to end despite the good discipline of her crew and the rapidity with which the pumps were manned.

To add to the difficulties the method of ventilation ensured that a strong current of air was always circulating through the hold by means of gratings in the partitions, and through the ports between decks. This had the effect of fanning the flames until the lower part of the ship became a furnace. Another misfortune was the bursting of the casks in the spirit room, their flaming contents being spilt all over the decks and driving back the men who were fighting the fire. The shells stowed in the lockers by the guns also began to explode and to spread destruction on the gun decks. Three-quarters of an hour after the first alarm the mainmast went by the board and by 5 o'clock the ship was abandoned. Two hours later the fire reached the magazine and the *Bombay* blew up and sank, taking with her two officers and 90 men, the greater part of whom could not swim and feared to trust themselves to the chance of being picked up by the boats. A quantity of molten lead poured from the bows and compelled many taking refuge there to jump overboard.

At the time of the disaster the *Bombay* had a complement of 616. The admiral was away, having left the ship temporarily with his staff to go on board the *Stromboli* a few miles off.

BOMBO

Quarries Pty.; 1930; H. Robb; 540 tons; 154-3x30-1x12; 100 n.h.p.; triple-expansion engines.

The Australian ship *Bombo*, Capt. A. R. Bell, was sailing from Kiaina to Sydney, and when she was about three miles off Wollongong, N.S.W., on February 22nd, 1949, the cargo shifted owing to the heavy seas and she capsized and sank. Twelve of the crew were lost.

BON PREMIER

Soc. Gen. de Transports Marit. a Vap.; 1891; Act. Ges "Neptun"; 1,352 tons; 228-4x36-4x20-3.

The French sailing ship *Son Premier* was sunk by a German submarine in the Atlantic on September 29th, 1917.

BONAVENTURE

BONAVENTURE

British Navy, light cruiser; 1939; Scott's Shipbuilding Co.; 5,450 tons; 506x51-5x14; 62,000 s.h.p.; 33 knots; turbine engines; 3-drum boilers; ten 5 • 25 in. guns, sixteen smaller; 6 T. T.; 1 aircraft.

The light cruiser *Bonaventure*, Capt. H. J. Egerton, was escorting a convoy S. of Crete on March 31st, 1941, when she was torpedoed by a submarine. She remained afloat for some time but eventually sank. The dead numbered 139, of whom 23 were officers and 116 ratings. Capt. Egerton was among the survivors.

BONAVISTA

Dominion Coal Co.; 1884; Wigham Richardson & Co.; 1,306 tons; 240-4x33-5x18-3; 187 n.h.p.; compound engines.

The British iron cargo ship *Bonavista* was wrecked on March 16th, 1912, at Bear Cove, Brier Island. She was on a voyage from St. John, N.B. to Louisburg, C.B. in ballast.

BONHEUR

A/S Bonheur; 1898; Nylands Vcerksted; 1,158 tons; 219-9x33 X13-1; 106 n.h.p.; triple-expansion engines.

The Norwegian steamship *Bonheur* struck a mine and sank off N.W. Scotland on January 7th, 1916.

BONHEUR

Lampart & Holt Line; 1920; Harland & Wolff; 5,327 tons; 400-4x52-4x28-4; turbine engines.

The British steamship *Bonheur* was torpedoed and sunk by a German submarine on October 15th, 1940, on a voyage from Liverpool to Rosario.

BONITAS

Soc. per Azioni per Vlnustria edil Cornmercio Marittimo "Nova Genuensis"; 1929; W. Gray & Co.; 5,636 tons; 447-5x55-5x — ; triple-expansion engines.

The Italian steamship *Bonitas* sprang a leak and sank on February 19th, 1958, about 120 miles off Cape Lookout. There were only five survivors of her crew of 27.

BONNEVILLE

Skibs A/S Sjostad; 1929; Odense Staalskibsv.; 4,665 tons; 386-3x54-2x25-7; 490 n.h.p.; oil engines.

The Norwegian motorship *Bonneville* was torpedoed and sunk by a German submarine on March 9th, 1943, in the North Atlantic, with the loss of 36 lives.

BONNIE DUNDEE

1877; 193 tons; compound engines.

The small Australian coasting steamship *Bonnie Dundee* was run down by the steamer *Barrabool*, 942 tons, eight miles south of Newcastle, N.S.W. on March 10th, 1879. Five persons were drowned.

BONNINGTON COURT

Court Line; 1929; R. Duncan & Co.; 4,909 tons; 405-5x55-5x 25-8; 490 n.h.p.; oilengines.

The British motorship *Bonnington Court* was bombed, set on fire and sunk by German aircraft on January 19th, 1941, between Harwich and the Tyne.

BONZO

A. Zanchi; 1931; Cantieri Riuniti DelVAdriatico; 8,177 tons; 483-8x60-2x34-6; 1000 n.h.p.; oil engines. The Italian motor tanker *Bonzo* was torpedoed and sunk by a British submarine on December 16th, 1940, off Punta Stilo.

BOR

Akties. Bonheur; 1914; Nylands Vcerksted; 1,149 tons; 228-9X 36-2x15-8; 116 n.h.p.; triple-expansion engines.

The Norwegian steamship *Bor* was torpedoed and sunk by a German submarine in the North Sea on February 21st, 1918.

BORBECK

Fried. Krupp A.G.; 1923; Workman, Clark & Co.; 6,002 tons; 419x56-3x27-6; triple-expansion engines.

The German steamship *Borbeck* was torpedoed and sunk by a Russian submarine on March 12th, 1945, in the East Baltic.

BORDEAUX

Cie. Generate Transatlantique; 1891; R. Stephenson & Co.; 4,530 tons; 370-2x46-6x27-6; 563 n.h.p.; triple-expansion engines.

The French steamship *Bordeaux* was torpedoed and sunk by a submarine in the Bay of Biscay on September 7th, 1915.

BORDEAUXMARU

Kawasaki Kisen K.K.; 1923; Kawasaki Zosensho K.K.; 6,566 tons; 405x53x37; 746 n.h.p.; turbine engines.

The steamship *Bordeaux Maru* was sunk by gunfire from U.S. warships on February 1st, 1942, in the Marshall Islands.

BORDER CHIEFTAIN

Clapham S.S.Co.; 1873; W. Pile & Co.; 1,519 tons; 261x31-4 X23-8; 160 n.h.p.; compound engines.

The British cargo ship *Border Chieftain* was wrecked in March, 1889, near Honfleur, while on a voyage from Huelva to Rouen with a cargo of wine.

BOREA

Italian Navy, destroyer; 1927; Ansaldo; 1,073 tons; 307-5 x 30-5x10-7; 40,000 s.h.p.; 36 knots; turbine engines; Express boilers; four 4-7 in. guns, four 37 m.m.A.A., two 13 m.m.A.A.; 6 T.T.

The Italian destroyer *Borea* was bombed and sunk off Benghazi on September 17th, 1940, by Swordfish aircraft from the aircraft carrier *Illustrious*. The vessel carried a complement of about 160.

BORG

Cairns, Noble & Co.; 1888; J. Blumer & Co.; 2,111 tons; 279x 38-2x19; 216 n.h.p.; 9 knots; compound engines.

The ex-Swedish steamship *Borg* was managed for the Shipping Controller by the firm of Cairns, Noble & Co. On June 10th, 1918, when 20 miles S.W. by S. of the Lizard the vessel was torpedoed and sunk by a submarine. The captain and 23 men were killed.

BORGA

Akties. Borgia (P. Olseri); 1907; Nylands Vcerksted; 1,046 tons; 227-7x35x16-8; 110n.h.p.; 8-5knots; triple-expansion engine.

The steamship *Borga* was torpedoed and sunk by a German submarine 9 miles S.E. by S. of Beer Head on March 1st, 1918. Five men were killed. The captain was among the survivors.

BORGA

A/S Borgia; 1923; Akers Mek. Vcerks; 4,821 tons; 362-4x51-4 x22-5; 625 n.h.p.; oilengines.

The Norwegian steamship *Borga* was bombed and sunk by British aircraft on April 15th, 1943, 25 miles E. of Borkum.

BORGESTAD

AISBorgestad; 1924; Burmeister & Wain; 3,924 tons; 351-3x 51-4x24-2; 449 n.h.p.; oilengines.

The Norwegian motorship *Borgestad* was shelled and sunk by a German raider on February 12th, 1941, about 150 miles E. of the Azores. Her entire company of 31 were killed.

BORGNY

Akties. Borgia; 1909; Akers Mek. Vcerks.; 1,149 tons; 228-5X 36-2x15-8; 111 n.h.p.; triple-expansion engines.

The Norwegian steamship *Borgny* was torpedoed and sunk by a German submarine in the English Channel on February 26th, 1918.

BORGNY

A/S Borgia; 1929; A/S Aalborg Skibsbyggeri; 3,015 tons; 305-4 X50-2x18-8; 222 n.h.p.; oil engines.

The motor vessel *Borgny* was torpedoed and sunk by a British submarine on October 4th, 1941, at Korsfjord, near Bergen, with the loss of 14 lives.

BORGSTEN

Akties. Borgia; 1913; Nylands Vcerksted; 1,718 tons; 264-9x 40-2x18-6; 152 n.h.p.; triple-expansion engines.

The Norwegian steamship *Borgsten* was torpedoed and sunk by a German submarine in the English Channel on December 19th, 1917.

BORIE

United States Navy, destroyer; 1919; W. Cramp & Sons; 1,190 tons; 314x30x10; 25,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in.A.A.; 12 T.T.

The United States destroyer *Borie* was engaged in escort and patrol duties in the Atlantic in 1943. On November 1st of that year she rammed and sank a German submarine N. of the Azores, but was so badly damaged by the impact that she had to be abandoned. She was then sunk by American naval aircraft. Her normal complement was 122.

BORINGIA

Det Ostasiatiske Kompagni; 1930; Burmeister & Wain; 5,821 tons; 425'5x57-1x25-3; 827 n.h.p.; 15 knots; oil engines.

After the German occupation of Denmark in April, 1940, the Danish ship *Boringia*, Capt. S. Kolls, sailed under the British flag. On October 7th, 1942, when about 200 miles S.W. of Cape Town, she was torpedoed and sunk by a submarine. Sixteen of her crew were killed; this includes seven of a boatload picked up by the *Clan MacTavish* who were killed when that ship was sunk. Capt. Kolls was among the survivors.

BORIS

Soc. Commercial et d'Armement S.A.; 1917; D. & W. Henderson & Co.; 5,166 tons; 400-5x52-3x28-5; 490nh.p.; triple-expansion engines.

The Greek steamship *Boris* was torpedoed and sunk by a German submarine on June 3rd, 1943, on a voyage from Santos to Freetown.

BORIS SHEBOLDAEV

Sovtorgflot; 1928; Chant. Nav. Francais; 8,228 tons; 457-5x57 X 36 • 1; 776 n.h.p.; oil engines.

The motorship *Boris Sheboldaev*, on a voyage from Leningrad to Datum, ran on to the Camelle Rocks, six miles E. of Cape Villano, on August 20th, 1934, broke in two and sank.

BORNEO MARU

Osaka Shosen K.K.; 1917; Kawasaki Dkyd. Co.; 5,863 tons; 385 X 51X 36; 440 n.h.p.; triple-expansion engines.

The steamship *Borneo Maru* was bombed and sunk by U.S. land-based aircraft on October 8th, 1942, off the Aleutian Islands.

BORNU

British & African S. N. Co.; 1899; Vickers Sons & Maxim; 3,529 tons; 345x42-2x23; 296n.h.p.; triple-expansion engines.

The British freighter *Bornu* foundered on October 28th, 1916, 25 miles W. of Ushant, while on a voyage from Rotterdam to the W. coast of Africa.

BORODINO

Russian-Navy, 1st class battleship; 1904; New Dockyard; Lenin-grad; 13,516 tons; 367-5x76x26; 16,300 i.h.p.; 17-8 knots; triple-expansion engines; four 12 in. guns, twelve 6 in., two 2% pdr., twenty 12pdr., twenty 3pdr.; 4 T.T.

On the afternoon of May 27th, 1905, the Baltic Fleet, under command of Admiral Rojdestvensky, was steaming through the Straits of Tsu-Shima, between Japan and Korea, when it made contact with the Japanese Fleet under Admiral Togo. The battle which ensued was, from the beginning, a demonstration of the superiority of high professional skill and training, over dogged courage with no other quality to assist it. By nightfall all the new Russian battleships, save one, had been sunk with appalling loss of life.

The end of the *Borodino* provides an instance of that capricious-ness of fate which, at times, seems to distinguish sea disasters. The ship received a bad mauling during the action, but was able to maintain her place in the line, in company with the *Orel*, being all that was left of the five modern battleships. At about 7.30 p.m., when the sun was setting and visibility becoming poor, Admiral Togo drew off his main forces, deciding to make a wide sweep for the scattered Russian ships at daybreak. As the Japanese squadron was turning away, the battleship *Fuji* fired a salvo from her after 12 in. turret. One of the shells struck the *Borodino* in what must have been her magazine, the ship blowing up instantly. Of her ship's company of 830 officers and men only one survivor, an officer, was picked up. The full story of the battle of Tsu-Shima is told under the *Kniaz Suvaroff*, flagship of Admiral Rojdestvensky, which was among those lost.

BORUSSIA

Dominion Line; 1854; J. Caird & Co.; 2,075 tons; 292x38-5 x 25; 300 n.h.p.; 12 knots; compound inverted engines. The Dominion liner *Borussia*, Capt. Roberts, was an old ship, having been built in 1854, but was re-engined and boilered in 1871. She first served as a transport to bring troops home from the Crimea before engaging in the trans-Atlantic passenger service of the Hamburg-America Co. Later she was purchased by the Dominion Line for employment as an emigrant ship. On November 20th, 1879, she left Liverpool for New Orleans, by way of Corunna and Havana, with 66 passengers and 54 crew. Her passengers were Lancashire, Yorkshire and Durham farmers who proposed to settle with their families in Texas. There were also a few of the Scottish and Irish agricultural classes. All these emigrants were of the better sort and nearly all were possessed of a small amount of capital.

The ship reached Corunna on November 23rd and embarked a further 64 Spanish emigrants for Havana, Cuba, leaving for her run across the Atlantic with a total of 184 persons. She carried a cargo of heavy goods, among which was a quantity of tin plate. When four days out from Corunna the *Borussia* encountered a S.S.E. gale which continued till December 1st when the wind changed to N.N.W., still with a heavy sea. On the night of the 1st the ship sprang a leak and by morning there was 11 feet of water in the hold, despite the efforts of the steam-pumps, and the engine room was flooded. The boats, of which there were seven, were provisioned and launched, the first under the first officer with 13 passengers and some of the crew getting away in safety. The next, with 20 Spaniards and some more of the crew also got clear without mishap, but the third boat drifted away with two men before it could be filled and an attempt by the third officer to recover it ended in disaster, both boat and men being lost. The third officer then returned to find the *Borussia* sinking. A large number of people still remained on the ship and went down with her.

The sailing ship *Mallowdale* picked up one boat containing the doctor and nine of the crew and took them to Queenstown. The German barque, *Fulda* picked up another party of five. These 15 persons represented the sole survivors from the vessel, the other boats being lost. The total number of persons drowned was 169, including Capt. Roberts and nearly all the officers.

BOSCASTLE

Hatfield Steamship Co.; 1912; W. Gray & Co.; 2,346 tons; 298x44-7x19-9; 260 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Boscastle* was torpedoed and sunk by a submarine 14 miles N.N.W. of Strumble Head on April 7th, 1918. The captain and 17 men were killed.

BOSFORO

Societd Italiana di Servizi Marittimi; 1878; C. Connell & Co.; 2,723 tons; 360-5x37-1x26-4; 393 n.h.p.; triple-expansion engines.

The Italian steamship *Bosforo* was torpedoed and sunk by an enemy submarine in the Mediterranean on January 12th, 1918.

BOSFORO

"Adriatica" Soc. Anon. diNav.; 1929; Antwerp Eng. Co.; 3,648 tons; 359-2x49-3x23-6; 440 n.h.p.; triple-expansion engines.

The Italian steamship *Bosforo* was torpedoed and sunk by a British submarine on March 31st, 1942, 24 miles from Sapienza.

BOSNIA

Societd Italiana di Servizi Marittimi; 1898; G. Ansaldo & Co.; 2,561 tons; 321-3x39-2x22-5; 220 n.h.p.; triple-expansion engines.

The Italian steamship *Bosnia* was sunk by an enemy submarine in the Mediterranean on November 10th, 1915.

BOSNIA

Cunard S.S. Co.; 1928; J. L. Thompson & Sons; 2,407 tons; 292-3x45x20-3; 403 n.h.p.; triple-expansion engines.

The British steamship *Bosnia* was torpedoed and sunk by a German submarine on September 5th, 1939, N.W. of Ferrol.

BOSPHORUS

BOSPHORUS

Hall Brothers; 1883; W. Dobson & Co.; 2,490 tons; 295x37-2 X25-2; 212 h.p.; compound engines.

The British freighter *Bosphorus* sank in a collision on August 12th, 1888, about 25 miles S.S.W. of the Eddystone Light. She was on a voyage from Alexandria to London with a cargo of grain and cotton seed.

BOSTON

A/S D/S *Boston*; 1905; Nylands Vcerksted; 1,168 tons; 225 X 33-7x12-7; 119 n.h.p.; triple-expansion engines.

The Norwegian steamship *Boston* struck a mine and sank in the North Sea on December 22nd, 1914.

BOSTON

Ministry of War Transport (Coast Lines); 1924; Bethlehem S.B. Corp.; 4,989 tons; 385-3x72-5x20-9; 11 knots; turbine engines.

The British steamship *Boston*, Capt. R. S. C. Young, was torpedoed and sunk by a German submarine on September 25th, 1942, on a voyage in convoy from St. John's, N.F.L., to England. There were only two survivors of her complement of 54 crew and 10 gunners.

BOSTON MARU

Ishihara Sangyo K.K.; 1919; Asano S.B. Co.; 5,477 tons; 400X 53-2x29-4; 513 n.h.p.; triple-expansion engines.

The transport *Boston Mam* was torpedoed and sunk by the U.S. submarine *Seal* on November 16th, 1942, S. of the Caroline Islands.

BOTANIST

Charente S.S. Co. (T. & J. Harrison); 1911; D. & W. Henderson & Co.; 7,688 tons; 469-5x58x32-1; 604 n.h.p.; quadruple-expansion engines.

The British cargo ship *Botanist* was wrecked on March 24th, 1920, on Komuriya Reef while on a voyage from Calcutta to London with a general cargo.

BOTAVON

Ministry of War Transport (Sir Wm. Reardon Smith & Sons); 1912; Chas. Cornell & Co.; 5,848 tons; 430x54x30-5; 687 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Botavon*, Capt. J. H. Smith, formed part of a convoy to North Russia. At 12.3 a.m. on May 3rd, 1942, when lying off Murmansk she was torpedoed and sunk by German aircraft. Twenty of her crew and one gunner were killed, Capt. Smith was among the survivors.

BOTHAL

Det Danske Kulkompagni; 1920; Ferguson Bros.; 2,109 tons; 275-4x41-1x18-1; 213 n.h.p.; triple-expansion engines.

The Danish steamship *Bothal* was torpedoed and sunk by a German submarine on March 20th, 1940, about 28 miles from Wick. Fifteen of her crew of 20 were killed.

BOTNIA

AlSDampsk. Bosnia; 1901; Hasseldars Jernskibsb.; 1,149 tons; 231-3x34x13-7; 97 n.h.p.; triple-expansion engines.

The Norwegian steamship *Botnia* struck a mine and sank in the Arctic on October 17th, 1916.

BOTUSK

Ministry of Shipping (Sir W. R. Smith & Sons); 1919; Ropner S.B. & Rpg. Co.; 3,091 tons; 331-5x46-7x23-2; 359 n.h.p.; triple-expansion engines.

The British steamship *Botusk* struck a mine and sank on January 31st, 1944, off North Rona, Scotland.

BOTWEY

Ministry of Shipping (P. Henderson & Co); 1916; Sir J. Laing & Sons; 5,106 tons; 420-3x53-5x27-8; 682 n.h.p.; triple-expansion engines.

The British steamship *Botwey* was torpedoed and sunk by a German submarine on July 26th, 1941, on a voyage from the Mersey to Port Sulphur.

BOUGAINVILLE

French Navy, escort vessel; 1931; Chantiers Gironde, Bordeaux; 1,961 tons; 340x41⁷x14-7; 3,200 s.h.p.; 15-5 knots; diesel engines; three 5-5 in. guns, four 37 m.m., six m.g.; 50 mines; 1 seaplane.

In September, 1940, a small force of the Free French navy, comprising the sloops *Savorgnan de Brazza*, 1,969 tons, *Commandant Duboc* and *Commandant Domine*, 640 tons each, with several other small craft set sail for Dakar in French West Africa. General de Gaulle accompanied the expedition, the object of which was to induce the colonists to join the Free French movement. Some encouragement had been given to General de Gaulle, and the Governor of the colony was believed to be sympathetic. Unfortunately news of the expedition reached the Vichy government which on September 11th, 1940, dispatched three cruisers, the *Georges Leygues*, *Gloire* and *Montcalm* all of 7,600 tons and 9•6 in. guns together with the destroyers *LAudacieux*, *Le Fantasque* and *Le Malin* all of 2,569 tons. A British force sailed with the Free French. The Vichy squadron was the first to arrive at Dakar, the ships having been allowed to pass Gibraltar on their way from Toulon without hindrance by the British Navy. As a consequence General de Gaulle found on his arrival that the former governor had been superseded by one of pro-German sympathies and that the officers commanding the men-of-war were all anti-British. Nevertheless on the 23rd, he sent a launch with a flag of truce under Capt. D'Argenlieu of the French navy. The launch was fired on and Capt. D'Argenlieu was severely wounded. The shore batteries and the battleship *Richelieu*, lying partially disabled in the harbour, opened fire, to which the Free French, and later the British replied.

The Vichy squadron possessed three submarines and in defiance of the British admiral's warning that they would be sunk if they left harbour they attempted to do so. Two of them, the *Ajax* and the *Persee*, were sunk by gunfire and depth charges. All the crew of the *Persee* were rescued. The destroyer *L'Audacieux* was hit and sunk by the British.

Eventually General de Gaulle decided to withdraw the expedition as he wished to avoid bloodshed between Frenchmen, and the ships returned to British ports, with the exception of the *Savorgnan de Brazza* which remained on the West African coast.

On November 9th, the *Savorgnan de Brazza* met her sister ship the *Bougainville* flying Vichy colours. There was a sharp engagement and the *Bougainville* was sunk. The vessel's normal complement was 136.

BOUGAINVILLE

Chargeurs Reunis (French auxiliary cruiser); 1913; Forg. et Chant, de la Medit.; 7,200 tons; 415x54x37-6; 416 n.h.p.; 12 knots; triple-expansion engines; 5 in. guns and smaller.

The old French cargo liner *Bougainville* served as an auxiliary cruiser with the Vichy French naval force at Diego Suarez in Northern Madagascar. When the British invasion of the island took place in May 1942, she was attacked by torpedo bombers and sunk on May 5th-6th. For further details of the landing at Diego Suarez Bay see *Duchess of Atholl*.

BOULONNAIS

French Navy, destroyer; 1927; Ch. Navals Francais, Blainville; 1,378 tons; 330-9x32-2x9-5; 33,000 s.h.p.; 32-5 knots; turbine engines; four 5-1 in. guns, two 37 m.m.A.A.; 6 T.T.

The French destroyer *Boulonnais*, Capt. de Corv. Martinaut de Preneuf, was stationed at Casablanca and participated in the defence of that port when the American forces made their landing on November 8th, 1942. The fighting was bitter and the French naval losses were extremely heavy. The *Boulonnais* was hit and sunk by a salvo from the U.S. battleship *Massachusetts* at about 10.35 a.m. when returning from a sortie against American landing craft W. of Cape Fedhala. The destroyer sank with the loss of two officers and eight ratings out of a complement of 159. There was also a large number of wounded.

The full story of the action is told under the cruiser *Primauguet*, which was sunk on the same occasion.

BOURNEUF

Spurr & Co.; 1852; Nova Scotia; 1,415 tons; 240X — X.

The sailing ship *Bourneuf* was chartered by the British government for the conveyance of emigrants to Australia. On July 15th, 1853,

she left Hobson's Bay for England under command of Capt. Bibby, with cargo but no passengers. The number of persons on board was 39, including the captain's wife and her sister. All went well until August 3rd when the *Bourneuf* struck a reef in Torres Straits. The seas were extremely heavy and one boat, containing the two women and some seamen, was hit by a wave when it was half lowered and all the occupants were drowned. Shortly after this Capt. Bibby and others of the crew were washed overboard. Altogether eight lives were lost, the remaining 31 persons being picked up by the ship *Everdina Elizabeth* and conveyed to shore.

BOURRASQUE

French Navy, destroyer; 1925; Chantiers de France, Dunkirk; 1,458 tons; 347x33x13-7; 33,000 i.h.p.; 33 knots; turbine engines; four 5-1 in. guns, two 37 m.m.; 6 T.T.
The French destroyer *Bourrasque*, Cdr. C. F. Fouque, was engaged in the operations connected with the evacuation of the French and British armies from Dunkirk, when she struck a mine and foundered. The vessel was lost on May 30th, 1940, going down with 56 ratings out of a complement of 159.

BOUVET

French Navy, 1st class battleship; 1898; UOrient; 12,205 tons; 401-3x70-2x28-3; 14,000i.h.p.; 18-6knots; triple-expansion engines; Belleville boilers; two 12 in. guns, two 10-8 in., eight 5-5 in., eight 4 in., ten 3pdr., twenty 1 pdr.; 4 T.T.
In February of 1915, when the British and French Admiralties were contemplating a naval attack upon the Dardanelles, the French decided to contribute a squadron of four old battleships, among them being *the Bouvet*. She had a complement of 630 and was commanded by Capt. Rageout de la Touche. In the subsequent bombardments she proved an excellent vessel for the task in hand, and as both fleets were composed of old ships her age was no disadvantage. On March 18th the French squadron, under Admiral Guepratte, was engaged with the forts on both sides of the Narrows, the *Bouvet* and the *Suffren* taking the Asiatic side and concentrating on Fort Namazich. The fighting was very hot and the *Bouvet* had two of her casemates put out of action and her bridge and steering-gear compartment set on fire by the guns of Fort Messudieh. Others of the French squadron had been more severely damaged and the admiral thought it advisable to signal the recall of his forces.

It was at this moment, when the *Bouvet* was following the *Suffren* through the British line, that there was a loud explosion from under her, accompanied by a cloud of reddish smoke. This was followed after a few seconds by another, which appeared to come from her magazine. She at once capsized and went down, the whole tragedy being over in two minutes.

Of her complement little more than 20 persons were saved.

BOVEY TRACEY

Shamrock Shipping Co.; 1930; J. Crown & Sons; 1,212 tons; 222X35-2X14-6; 158 n.h.p.; triple-expansion engines.
The British steamship *Bovey Tracey* was bombed and sunk by German aircraft on November 17th, 1941, in the English Channel.

BOX HELL

Surrey S.S. Co.; 1920; Hawthorn, Leslie & Co.; 5,677 tons; 450x55x26-4; 548 nh.p.; triple-expansion engines.
The British steamship *Box Hill* struck a mine and sank on December 31st, 1939, off the Humber Lightship, with the loss of 22 lives.

BOXER

British Navy, destroyer; 1894; Thornycroft; 280 tons; 200x19x9; 4,000 i.h.p.; 27 knots; triple-expansion engines; Thornycroft boilers; one 12pdr. gun, five 6pdr.; 2 T.T.
The destroyer *Boxer* was sunk in collision in the English Channel on February 8th, 1918. Her official complement was about 55, but it is probable that there was a larger number than this on board at the time of her loss.

BOY FEDERSEN

German Government; 1914; Bremer Vulkan; 6,689 tons; 472-1 x 59 • 1 x 28 • 9; 736 n.h.p.; triple-expansion engines.
The German steamer *Boy Federsen*, formerly the Russian *Kharkov* seized by the Germans, was torpedoed and sunk by Russian aircraft on August 10th, 1943, off the Crimea.

BOYARIN

Russian Navy, 3rd class cruiser; 1901; Burmeister & Wain; 3,200 tons; 347-7x41-5x16-2; 11,500i.h.p.; 22knots; triple-expansion engines; six 4-7 in. guns, eight 3pdr., one 2% in., three m.g.; 5 T.T.

The Russian light cruiser *Boyarin* was a unit of the Pacific Squadron based on Port Arthur. On February 12th, 1904, a few days after the outbreak of the Russo-Japanese War, she was sent with four destroyers to Ta-lien Bay where the minelayer *Yenisei* had been blown up on the 11th. The Russians had no accurate information about the loss of this ship and attributed it to Japanese destroyers, while in fact their own mines had been responsible for the disaster. The *Boyarin* and the destroyers, therefore, with uncertain information about the extent or exact location of the minefield just laid by the *Yenisei*, proceeded to the spot expecting to encounter the Japanese.

Capt. Saruichev, in command of the flotilla, kept well out to sea, but when turning shorewards encountered the minefield. The *Boyarin* struck a mine and settled down but did not sink. Captain Saruichev thereupon gave orders to "abandon ship" and later ordered one of the destroyers, the *Storozhevoi*, to torpedo her. The commander of this vessel questioned the order, but finally obeyed, the torpedo failing to hit the mark. The flotilla then returned to Port Arthur till next day when another visit was paid to the derelict, all her valuables being removed. During the night of the 13th-14th a violent storm caused the *Boyarin* to sink.

There was no loss of life, the ship's company of 266 officers and men getting away in safety, but Capt. Saruichev was court-martialled and deprived of his command for a year.

BOYNE

W.H.Tindall; 1865; Harland & Wolff; 615 tons; 185-7x 28-1x16-9.

The wooden barque *Boyne*, Capt. Wheelan, was wrecked in Mullion Cove, Cornwall, on March 1st, 1873. Fifteen of the crew were drowned.

BOYNE

Royal Mail Steam Packet Co.; 1871; W. Denny & Bros.; 3,318 tons; 372x40-6x33-4; 500 n.h.p.; 14 knots; compound engines.
The liner *Boyne*, from Brazil, left Lisbon for Southampton on August 11th, 1875, with 108 passengers and 113 crew, under command of Capt. R. H. Macaulay. She carried a cargo of coffee, tapioca and hides, besides which she had £20,682 in specie in her strong-room. On the 14th the ship ran into thick weather, but did not reduce speed although she was in the dangerous Ushant area. Between 7 and 8 p.m. she struck the rocks off the island of Molene and became a total wreck. Fortunately everyone was put ashore in safety with the exception of two persons who were drowned.

BOYNTON

W. & E. S. Lamplough; 1892; J. L. Thompson & Sons; 2,578 tons; 300x40x19-6; 245 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Boynton* was torpedoed and sunk by a German submarine five miles W.N.W. of Cape Cornwall on September 24th, 1917. The captain and 22 of his crew were killed.

BRAATT H

Skibsakties. Braatt; 1914; Fredriksstad Mek. Varks; 1,834 tons; 265 x 42x20; 188 n.h.p.; triple-expansion engines.
The Norwegian steamship *Braatt II* was torpedoed and sunk by a German submarine in the English Channel on March 7th, 1918.

BRABANT

A/S Ganger Rolf; 1907; Fredriksstad Mek. Vcerks; 1,492 tons; 241-5x35-1x20-5; 150 n.h.p.; triple-expansion engines.
The Norwegian steamship *Brabant* struck a mine and sank in the North Sea on January 15th, 1917.

BRABANT

Cie. Nationale Beige de Transp. Mar.; 1938; Soc. Anon. John Cockerill; 2,483 tons; 307-6x45-2x27-7; 337 n.h.p.; oil engines.
The Belgian motorship *Brabant* was torpedoed and sunk by a German submarine at 2 a.m. on May 14th, 1942, off Trinidad.

BRACONDALE

BRACONDALE

British Navy, Q-ship; 1903; W. Gray & Co.; 2,095 tons; 290X 42-1x19-3; 218 n.h.p.; 10 knots; triple-expansion engines; one 4 in. gun, two 12 pdr., two m.g.; 2 T.T.

The Admiralty collier *Bracondale* was converted to service as a Q-ship early in 1915, and commissioned as the s.s. *Chagford* under command of Lt. Douglas G. Jeffrey, R.N.R. Early on the morning of August 5th, 1917, when about 120 miles W.N.W. of Tory Island patrolling for submarines of which two were known to be in the vicinity she was hit by a torpedo. The attack was made at 4.10 a.m. and the explosion blew away the Q-ship's canvas screens and revealed her 4 in. gun and torpedo-tubes. This gave away her identity and for the rest of the time the U-boat kept at a respectable distance, firing two more torpedoes during the course of the morning and scoring hits with each. Finally after having tried to entice the enemy by a false "abandon ship" Lt. Jeffrey was compelled to leave his vessel as she was sinking under him and he and his crew were later picked up by the trawler *Saxon*. One man was killed by the first torpedo.

BRADFORD CITY

British Navy, Q-ship; 1910; Ropner & Sons; 3,683 tons; 346-5X 51Y.23-2; 292 n.h.p.; 11 knots; triple-expansion engines; one 4 in. gun, one 12 pdr.

The Qship *Bradford City* was commissioned in 1915 and given the name of *Saros*. As many of these ships went under several names during their careers, the original name is the one by which each is designated. The *Bradford City* was commanded by Lt. Cdr. R. C. C. Smart and on August 16th, 1917, was about eight miles off San Remo in the Straits of Messina when she was torpedoed and sunk by a submarine. There were no casualties, the crew being picked up by a French trawler.

BRADFORD CITY

Reardon Smith Line; 1936; Furness S.B.Co.; 4,953 tons; 426-5 X56-2X25-3; 687 n.h.p.; oilengines.

The British motorship *Bradford City* was torpedoed and sunk by a German submarine on November 1st, 1941, on a voyage from Table Bay to Freetown.

BRADFYNE

Leeds Shipping Co. (Sir W. Reardon Smith & Sons); 1928; W. Gray & Co.; 4,740 tons; 400-2x54-2x25-6; 339 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Bradfyne*, Capt. R. G. Vanner, was some 170 miles off the north Irish coast on November 22nd, 1940, when she was torpedoed and sunk by a submarine. Capt. Vanner and 38 men were killed. The *Bradfyne* was not in convoy at the time.

BRADGLEN

Leeds Shipping Co. (Sir W. Reardon Smith & Sons); 1930; W. Gray & Co.; 4,741 tons; 400-4x54-2x25-6; 258 n.h.p.; 11 knots; quadruple-expansion engines.

The steamship *Bradglen*, Capt. W. Lawday, was mined and sunk in the Thames on September 19th, 1941. Nine men were killed. Capt. Lawday was among the survivors.

BRAGANZA

A/S Braganza; 1924; W. Doxford & Sons; 6,327 tons; 420x58 X28-1; 640 n.h.p.; oilengines.

The Norwegian motor vessel *Braganza* caught fire after an explosion in the engine room on October 12th, 1944, about 150 miles off the coast of Uruguay. The fire could not be controlled and the ship was abandoned in a sinking condition. One boat containing nine men landed 40 miles S. of Rio Grande, the rest of the crew in two other boats were lost.

BRAGE

Seereederi "Frigga" A.G.; 1937; Nordseewerke Emden G.m.b.H.; 5,954 tons; 437-1x59x23-6; 313 n.h.p.; compound engines.

The German steamship *Brage* struck a mine and sank on May 6th, 1940, in Kiel Bay.

BRAGELAND

Angf. A/B Tirfing; 1937; Eriksbergs M. V. Aktieb.; 2,608 tons; 353-6x50-2x19-4; 644 n.h.p.; oilengines.

The Swedish motorship *Brageland* was torpedoed and sunk by a German submarine on January 1st, 1943, on a voyage from Buenos Aires to Philadelphia.

BRAHMANI

Bombay S.N. Co.; 1891; Ailsa S.B. Co.; 1,015 tons; 210x31x 13; 154 n.h.p.; triple-expansion engines.

The Indian ship *Brahmani* was sunk in a collision on April 4th, 1900, near Karwar. She was on a voyage from Mangalore to Bombay.

BRAKE

Jurgens Van Den Burgh; 1937; Bremer Vulkan A.G.; 9,925 tons; 489-3x66x36-4; 1,167 n.h.p.; oilengines.

The German tanker *Brake* was shelled and sunk by British warships on March 12th, 1944, in the Indian Ocean.

BRAMBLE

British Navy, minesweeper; 1938; Devonport Dockyard; 875 tons; 230x33-5x7-9; 1,750 i.h.p.; 17 knots; turbine engines; 3-drum boilers; two 4 in. A.A. guns, five smaller.

The minesweeper *Bramble*, Cdr. H. T. Rust, D.S.O., was sunk in action whilst escorting a convoy to North Russia on December 31st, 1942. Eight officers, including Cdr. Rust, and 113 ratings were killed.

For full story of the action see the destroyer *Achates*.

BRAMORA

A/S Bramora; 1928; Eriksbergs M.V. Aktieb.; 6,361 tons; 408-3x55-3x32; 543 n.h.p.; oilengines.

The Norwegian tanker *Bramora* left Bandar Abbas on September 6th, 1943, for Melbourne, loaded. She straggled from convoy and was believed to have been torpedoed and sunk with all hands on September 19th.

BRAND

A/S Borgestad; 1927; A/B Gotaverken; 4,819 tons; 380-5x 54-7x25-7; 543 n.h.p.; oilengines.

The Norwegian motorship *Brand* was torpedoed and sunk by a German submarine on May 12th, 1943, on a voyage from Halifax to Liverpool.

BRANDENBURG

James Currie & Co.; 1910; Greenock & Grangemouth Dockyard Co.; 1,473 tons; 234-6x36x16-4; 143 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Brandenburg*, Capt. W. Henderson, was in convoy in the North Atlantic, some hundreds of miles W. of Portugal on February 10th, 1941, when she was torpedoed and sunk by a submarine. Capt. Henderson and all 23 of the crew were killed, together with 30 survivors from the steamship *Courland*, sunk the previous day.

BRANDENBURG

German Government; 1936; Forg. & Ch. de la Medit. S.A.; 3,894 tons; 333-7x49-2x22-6; turbine engines.

The steamship *Brandenburg* was formerly the French *Kita*, taken over by the Germans. On September 21st, 1943, she was torpedoed and sunk by an Allied submarine S.W. of Lethom.

BRANDON

J. Herron & Co.; 1882; W. Charland, Quebec; 1,270 tons; 197-5x38-5x23-4.

The wooden barque *Brandon* was lost on the Caicos Reef, West Indies, on September 26th, 1894. The captain and 13 of the crew were drowned.

BRANDON

South Georgia Co. (Chr. Salvesen & Co.); 1917; J. L. Thompson & Sons; 6,668 tons; 412-3x55-5x34-4; 600 n.h.p.; triple-expansion engines.

The steamship *Brandon*, Capt. R. Chisholm, was torpedoed and sunk by a submarine on December 8th, 1939, about 120 miles due W. of Land's End. Nine men were killed. Capt. Chisholm was among the survivors.

BRANDYWINE

Mississippi River steamboat.
The Mississippi river steamboat *Brandywine* was bound from New Orleans to Louisville when she caught fire a short distance above Memphis. The outbreak was caused by sparks from the funnels igniting some straw packing, and as there was a high wind the flames spread rapidly.

It was estimated that the steamboat was carrying from 200 to 230 passengers and crew, and of these about 75 were saved. The disaster occurred on, or about, April 12th, 1832.

BRANLEBAS

French Navy, torpedo boat; 1937; Augustin Normand; 610 tons; 264-7x26x9-2; 22,000 s.h.p.; 34-5 knots; turbine engines; two 3-9 in. guns, two 37 m.m., two m.g.; 2 T.T.

The French torpedo boat *Branlebas* was one of the units of the French Navy which adhered to General de Gaulle's Free French force after the capitulation in June 1940. The vessel was manned by a mixed French and British crew and came under the orders of the British Navy. On December 14th, 1940, when in the English Channel she was lost through stress of weather and three French seamen were drowned. The vessel's normal complement was 92.

BRANT COUNTY

Del Bergenske D/S; 1915; Akt. Ges. "Neptun"; 5,001 tons; 419-4 X 54-1 X 26-3; 684 n.h.p.; triple-expansion engines.

The Norwegian steamship *Brant County* was torpedoed and sunk by a German submarine on March 11th, 1943, in the North Atlantic. Twenty-eight of her crew and eight passengers were killed.

BRANTFORD CITY

Christopher Furness; 1880; W. Gray & Co.; 2,371 tons; 280 X 39-1 x 23; 200 h.p.; compound inverted engines.

The British cargo ship *Brantford City* was wrecked on August 10th, 1883, near Little Harbour, N.S. She was on a voyage from London to Halifax and Boston.

BRANTINGHAM

J. Cormack & Co.; 1897; R. Thompson & Sons; 2,617 tons; 313 x 44-2 x 20-6; 251 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Brantingham* was torpedoed and sunk by a submarine in the Arctic Ocean on October 4th, 1916. The captain and 23 others were killed.

BRARENA

Italian Government; 1923; W. Denny & Bros.; 6,996 tons; 426-5 x 56-9 x 33-4; 769 n.h.p.; oil engines.

The motor vessel *Brarena* was a Norwegian ship seized by the Italians on June 10th, 1940. She was bombed and sunk by British aircraft on July 22nd, 1941, S. of Lampedusa.

BRAS

H. Hanssen; 1889; W. Gray & Co.; 1,851 tons; 270 x 37 x 18-6; 169 n.h.p.; triple-expansion engines.

The Norwegian steamship *Bras* was sunk by a German submarine in the North Sea on August 19th, 1915.

BRASIL

Rederiaktieb. Nordstjernen; 1935; Gotaverken A/B; 5,294 tons; 420-7 x 55-9 x 24; 945 n.h.p.; oil engines.

The Swedish motorship *Brasil* struck a mine and sank on January 9th, 1943, about 60 miles W. of Stavanger.

BRASIL MARU

Osaka Shosen K.K.; 1939; Mitsubishi Jukogyo; 12,752 tons; 544-6 x 68-9 x 41-3; 3,076 n.h.p.; oil engines.

The Japanese liner *Brasil Maru* with 400 soldiers, 200 passengers and a large crew was bound for Guadalcanal when she was torpedoed and sunk by the U.S. submarine *Greenling* on August 5th, 1942, midway between Guam and Truk.

BRASILOIDE

Lloyd Brasileiro; 1936; Howaldtswerke A.G.; 6,075 tons; 446-4 x 61-3 x 23-8; 906 n.h.p.; oil engines.

The Brazilian motorship *Brasiloide* was torpedoed by a German submarine on February 18th, 1943, and broke in two and sank, on a voyage from Maceio to Bahia.

BRASK

A/S Brask (Nilssen & Sonner); 1911; W. Doxford & Sons; 4,079 tons; 350-8 x 51-1 x 24; 310 n.h.p.; triple-expansion engines.
The Norwegian steamship *Brask* was torpedoed and sunk by a German submarine on January 15th, 1941, in the North Atlantic. Twelve of her crew were lost.

BRATOR

John Holman & Sons; 1896; W. Hamilton & Co.; 2,900 tons; 310-2 x 42-7 x 25-5; 241 n.h.p.; triple-expansion engines.

The British cargo ship *Brator* was wrecked in January, 1904, at Tyesteen, near Laurvig. She was on a voyage from Sulina to Moss with a cargo of grain.

BRAVA

Portuguese Government; 1893; Blohm & Voss; 3,184 tons; 315-8 x 40-2 x 19-1; 250 n.h.p.; triple-expansion engines.

The Portuguese steamship *Brava* was torpedoed and sunk by a German submarine in the Bristol Channel on September 3rd, 1918.

BRAVO

Italian Government; 1921; J. S. White & Co.; 1,571 tons; 240-3 x 36-2 x 18-2; 172 n.h.p.; triple-expansion engines.

The steamship *Bravo* was formerly the Yugoslav *Junak*, seized by the Italians. On May 30th, 1942, she was torpedoed and sunk by a British submarine in the Gulf of Sidra.

BRAVORE

AjSVore; 1916; Kockums M/V.; 1,458 tons; 235 x 37-7 x 16-3; 156 n.h.p.; triple-expansion engines.

The Norwegian steamship *Bravore* struck a mine and sank on April 24th, 1940, in the Downs. Fifteen of her crew were lost.

BRAY HEAD

Ulster Steamship Co. (G. Heyn & Sons); 1894; C. S. Swan & Hunter; 3,077 tons; 330 x 41-5 x 25-1; 264 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Bray Head* was intercepted by a submarine 375 miles N.W. by W. of Fastnet on March 14th, 1917. The submarine opened fire from the surface and sank the vessel with the loss of 21 persons, including the captain.

BRAZEN

British Navy, destroyer; 1928; Palmer & Co.; 1,360 tons; 323 x 32-5 x 12; 34,000 s.h.p.; 35 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, two 2 pdr., five m.g.; 8 T.T.

The destroyer *Brazen* was engaged in convoy work in the North Sea when she was attacked by German bombers on July 21st, 1940. She shot down three aircraft before she was hit and badly damaged. An attempt was made to tow her but this proved impossible and she was abandoned and sank some hours after the attack.

The *Brazen* was commanded by Lt. Cdr. Sir Michael Culme-Seymour and carried a complement of 138, of whom one stoker petty-officer died of wounds and four stokers were wounded.

BRAZIL MARU

Ono Shoji Gomei Kaisha; 1919; Kawasaki Dockyard Co.; 5,859 tons; 385 x 51 x 36; triple-expansion engines.

The *Brazil Maru* struck a mine and sank on May 12th, 1945, in the Inland Sea of Japan.

BRAZZA

Chargeurs Reunis; 1923; Atel. & Ch. de la Loire; 10,387 tons; 474-4 x 59-1 x 29-1; 1,816 n.h.p.; oil engines.

The French motorship *Brazza* was torpedoed and sunk by a German submarine on May 28th, 1940, about 100 miles W. of Oporto.

BRECONSHIRE

Glen Line; 1939; Taikoo D. & E. Co. of Hong Kong; 9,776 tons; 482 x 66-2 x 35; 2,469 n.h.p.; 14 knots; oil engines.

The liner *Breconshire*, Capt. C. A. G. Hutchison, was taken over by the British Admiralty in the Second World War for service as a naval store carrier. On March 23rd, 1942, the vessel was in convoy approaching Malta when she was hit and stopped by enemy bombers. She was taken in tow by the British naval tug *Ancient* and anchored at Marsaxlokk, but on the 26th was again attacked by aircraft. Fire broke out and she sank on the morning of the 27th.

BREEDLIJK

BREEDLIJK

Nederl Amerik. Stoomv. Maats.; 1922; *N.V. Socle's Scheepsw.*; 6,861 tons; 400-9x54-3x36-6; 648 n.h.p.; turbine engines. The Dutch steamship *Breedijk* was torpedoed and sunk by a German submarine on September 14th, 1942, about 830 miles from Freetown.

BREED

Akties. Borgestad; 1879; *Nylands Vcerksted*; 1,062 tons; 229 x 35-1x14-5; 101 n.h.p.; triple-expansion engines. The Norwegian steamship *Breid* was torpedoed and sunk by a German submarine in the North Sea on June 11th, 1917.

BREIVIKEN

Wallem&Co.AIS; 1911; *W.Dobson&Co.*; 2,669 tons; 313 x 46-5x20-6; 249 n.h.p.; triple-expansion engines. The Norwegian steamship *Breiviken* was torpedoed and sunk by a German submarine on July 4th, 1943, in the Mozambique Channel.

BREMEN

German Navy, light cruiser; 1903; *Weser, Bremen*; 3,250 tons; 341x43-5x17-5; 11,000 i.h.p.; 23 knots; triple-expansion engines; Schulz-Thornycroft boilers; ten 4-1 in. guns, ten 1 pdr., four m.g.; 2 T.T.

The German light cruiser *Bremen* was employed with the force operating in the Baltic, chiefly in the Gulf of Riga, during the Great War of 1914-18. The Germans suffered a heavy and steady loss in these waters almost entirely due to the activities of the British E class submarines, a flotilla of which had got into the Baltic and were under the orders of the Russian admiral.

On December 17th, 1915, one of these boats torpedoed the *Bremen* in the Eastern Baltic and sent her to the bottom. Most of her complement of 286 were rescued by the other ships present.

BREMEN

NorddeutscherLloyd; 1929; *A.G. Weser*; 51,731 tons; 898-7x101-9x48-2; turbine engines.

The German steamship *Bremen* was bombed and set on fire by British aircraft on March 16th, 1941, at Bremerhaven. She became a total loss.

BREMERHAVEN

"Union" Handels-u. Schiff.G.m.b.H.; 1921; *Workman Clark & Co.*; 5,355 tons; 399-5x51-3x30; 447n.h.p.; triple-expansion engines.

The German steamship *Bremerhaven* was bombed and sunk by Russian aircraft on October 31st, 1944, in Danzig Bay.

BREMSE

German Navy, gunnery ship; 1934; *Wilhelmshaven Yard*; 1,460 tons; 339-5x31x9-5; 25,000 i.h.p.; 27 knots; diesel engines; four 5 in. guns, two 20 mm.

The German gunnery training ship *Bremse*, accompanied by a torpedo boat and an armed trawler, was engaged in convoying a number of merchantmen loaded with supplies for German troops on the Murmansk front. On the night of the 8th-9th September, 1941, a British force consisting of the cruisers *Aurora*, 5,270 tons, and *Nigeria*, 8,000 tons, with two destroyers under Rear-Admiral P. Vian, located the Germans in foggy weather and brought the escort to action, but was unable to contact the convoy which escaped.

The *Bremse* was sunk by gunfire as well as the torpedo boat and the trawler. It is not known how many of the gunnery ship's complement of about 200 became casualties.

BRENAS

AIS Ganger Rolf; 1933; *A/S Akers M/V*; 2,687 tons; 341-6X48-7x18-8; 808 n.h.p.; oilengines.

The Norwegian motor vessel *Brenas* was torpedoed and sunk by a German submarine on August 6th, 1942, on a voyage from Maranham to Trinidad.

BRENTFORD

Britain S.S. Co.; 1885; *W. Gray & Co.*; 2,143 tons; 275-6x37-2x20; 200 h.p.; compound inverted engines.

The British cargo ship *Brentford* was wrecked on January 20th, 1887, near Peniche, while on a voyage from Newport to Malta.

BRENTTOR

Thompson S.S. Co.; 1890; *J. Blumer & Co.*; 1,951 tons; 270x37-1x17-1; 170 n.h.p.; triple-expansion engines.

The British freighter *Brent tor* was wrecked in October, 1900, at Signilskar, Aland Islands, while on a voyage from Blyth to Lulea with a cargo of coal.

BRESLAU

German Navy, light cruiser; 1911; *VulkanCo.*; 4,550 tons; 446 X43X16-5; 22,300 i.h.p.; 25-5 knots; turbine engines; Schulz-Thornycroft boilers; twelve 4•1 in. guns; 2 T.T.

The German battle cruiser *Goeben*, flagship of Rear-Admiral Spuchon, and the light cruiser *Breslau* were sighted by the battle cruiser *Indomitable* at 10.30 on the morning of August 4th, 1914, but as Britain had not yet declared war it was only possible to shadow them at a distance. The German admiral decided to run into Messina, in Sicily, where he coaled from colliers, coming out again at 5 p.m. on August 6th. In the meantime he had received instructions to make for the Dardanelles, where he was to remain until further orders. The two ships were seen by the light cruiser *Gloucester* and an exciting chase began. Throughout the night of the 6th-7th August the small British ship shadowed her powerful enemies, at one time engaging the *Breslau* at long range in order to force the *Goeben* to turn back to the assistance of her consort. Fortune was on the side of the Germans, however, and at 4.40 a.m. on the 7th, the *Gloucester* was compelled to break off the chase, as she had been ordered not to pursue the enemy beyond a given point.

The escape of the two German ships caused bitter disappointment in Britain and France, but the allied admirals were unaware of the secret agreement between Germany and Turkey, and the proper action was taken in the light of the scanty information then in possession of those in command.

The arrival of the *Goeben* and *Breslau* at Constantinople had the effect of establishing a strong driving force behind the weak Turkish navy.

The German admiral employed his ships in raids and forays of a minor character on the Russian transports in the Black Sea. He was not favoured by much good fortune, however, and the Turkish cruiser *Medjidieh*, was mined and sunk when returning from one of these expeditions. The same fate befell the *Breslau* on July 25th, 1915, but she managed to get into dock without further mishap.

On January 19th, 1916, the *Goeben* and *Breslau*, with an escort of four Turkish destroyers came out of the Dardanelles and early on the next morning made an attack on the small British ships lying in Kusu Bay. They surprised and sank the monitors *Raglan* and *M 28* and destroyed the lookout station at Cape Kephalo. At the commencement of the action the *Goeben* struck a mine, but was not seriously damaged, but the *Breslau* ran into the middle of a thickly-sown minefield and at 8.30 a.m. she was badly holed. In attempting to take her in tow the *Goeben* was again mined and the *Breslau* struck four mines in quick succession and began to sink. The *Goeben* was therefore compelled to abandon her and to concentrate on the hazardous task of getting out of the minefield without further disaster. She eventually got free and steamed back to the Dardanelles, but again ran foul of another minefield and was struck for the third time. Later, she ran aground near Nagara Point, but although she was repeatedly bombed she was towed off by the Turkish battleship *TurgudReis* on January 26th, after being five days aground and taken to Constantinople, where she was patched up in harbour, there being no docks large enough to accommodate her.

The *Breslau* sank very rapidly and of her complement of 370 only 14 officers and 148 men were picked up by the boats of the British destroyers which arrived during the latter part of the action.

BRESTOIS

French Navy, destroyer; 1927; *Ch. Navals Francais,Blainville*; 1,378 tons; 330-9x32-2x9-5; 35,000 s.h.p.; 34-5 knots;

turbine engines; four 5-1 in. guns, two 37 mm. A.A.; 6 T.T. The French destroyer *Brestois*, Capt. de Frig. Mariani, was stationed at Casablanca and participated in the defence of that port when the American forces made their landing on November 8th, 1942. The vessel, in company with five other destroyers, made a sortie from the port at about 8.20 a.m. against American landing craft going in W. of Cape Fedhala. The French flotilla was heavily engaged by the cruisers *Augusta* and *Brooklyn* and at 10 a.m. the French cruiser *Primauguet* came out to their assistance. The *Brestois*

was hit and disabled by shells from the *Augusta* and a destroyer and ran for harbour where she was attacked by planes from the U.S. carrier *Ranger*. She capsized and sank during the night. Of those on board 11 ratings were killed out of a complement of 159. There was also a considerable number wounded.

The full story of the action is told under the cruiser *Primauguet* which was sunk on the same occasion.

BRETAGNE

Shipping Controller (Capper, Alexander & Co.); 1903; Nylands Varksted; 1,439 tons; 231-6x35-2x14-7; 106n.h.p.; triple-expansion engines.

The *Bretagne* was sailing under the British flag when she was involved in a collision and sank on August 10th, 1918, in 50° 30' N., 3° 2' W. She was carrying coal from Bary to Rouen.

BRETAGNE

Compagnie Generale Transatlantique; 1922; Barclay Curie; 10,108 tons; 450-4x59-2x41-7; 1,292 n.h.p.; 14-5 knots; turbine engines.

The French liner *Bretagne* of the Cie. Transatlantique was formerly the *Flandria* of the Royal Holland Line. On October 14th, 1939, she was torpedoed by a German submarine some distance S.W. of Fastnet. The attack took place about dawn, the submarine surfacing and firing two shells at the ship's wireless aerial which missed their mark and fell among the women and children getting into the boats. The falls of one boat parted and its occupants were flung into the sea. From all causes two passengers and five crew lost their lives. A wireless call was sent out, in response to which a British warship came on the scene and picked up 123 of the vessel's 125 passengers, as well as the crew. Many of the survivors were seriously injured. The warship then turned back to pick up the boats of the Royal Mail liner *Lochavon* which she had passed on her way to the *Bretagne*.

BRETAGNE

French Navy, dreadnought battleship; 1913; Brest Dockyard; 22,189 tons; 544-5x88-5x32; 29,000 i.h.p.; 20 knots; turbine engines; Indret boilers; ten 13-4 in. guns, fourteen 5-5 in., eight 3 in., five 47 mm.; 4 T.T.

The distribution of the French fleet outside French European harbours at the time of the surrender of France on June 22nd, 1940, was as follows:—

IN BRITISH PORTS

Battleships	
<i>Courbet</i>	22,189 tons
<i>Paris</i>	" "
Light Cruisers (rated as destroyers by the French)	
<i>Le Triomphant</i>	2,569 tons
<i>Leopard</i>	2,126 "
Destroyers	
<i>Mistral</i>	1,319 tons
<i>Ourogon</i>	" "
<i>Boucher</i>	610 " (rated as torpedo boat)
<i>La Cordeliere</i>	" " " "
<i>La Flore</i>	" " " "
<i>Ulncomprise</i>	" " " "
<i>La Melpomene</i>	" " " "
Sloop	
<i>Savorgnan de Brazza</i>	1,969 tons
Submarines	
<i>Surcouf</i>	2,880 tons
<i>Nautilus</i>	669
<i>Rubis</i>	"
<i>Turquoise</i>	"
<i>Juron</i>	597
<i>Minerve</i>	"

In addition there were also a number of miscellaneous small craft such as mine-sweepers, patrol vessels and training ships, which together with the ships listed above amounted to about 100 naval ships of all types.

AT ALEXANDRIA

Battleship	
<i>Lorraine</i>	22,189 tons
Heavy Cruisers	
<i>Suffren</i>	9,938
<i>Duquesne</i>	10,000
<i>Tourville</i>	"
Cruiser	
<i>Duguay-Trouin</i>	7,249
Destroyers	
<i>Basque</i>	1,378
<i>Forbin</i>	"
<i>Le Fortune</i>	"

These ships were demilitarised and the crews reduced by agreement between the British and Admiral Godefroy, the French commander at Alexandria.

IN THE WEST INDIES

Aircraft carrier	
<i>Beam</i>	22,146 tons
Cruisers	
<i>Emile Berlin</i>	5,886
<i>Jeanne d'Arc</i>	6,496

There were also a number of sloops and other small craft scattered about the French empire, besides the large force at Oran which will be dealt with in this narrative. Before passing on to this, however, it should be said that the French government of collaboration established under Marshal Petain at Vichy decided later to send a force of three cruisers to the West African port of Dakar. These ships were the *Georges Leygues*, *Gloire* and *Montcalm*, all of 7,600 tons, eight 6•1 in. guns. The cruiser *Lamotte-Picquet*, 7,249 tons, eight 6•1 in. guns, was sent to the Far East. The unfinished battleships *Richelieu* and *Jean Bart*, both of 35,000 tons, eight 15 in. guns, were sent to Dakar and Casablanca respectively.

There now remained a large force under an admiral hostile to the British lying at Mers-el-Kebir, the naval harbour of Oran. The ships were the battleships *Dunkerque* and *Strasbourg*, both of 26,500 tons, and the *Bretagne* and *Provence*, both of 22,189 tons, with the seaplane carrier *Commandant Teste*, 10,000 tons, the destroyer *Mogador* 2,884 tons, and several smaller vessels. On the morning of July 3rd a message from Vice-Admiral Sir James Somerville, commanding the British squadron (battle cruiser *Hood*, flagship) was delivered to Admiral Gensoul by Capt. Cedric Holland, who had been naval attach^ at the British Embassy in Paris. The message was frank and reasonable; briefly, it gave the French commander a wide choice of action.

- He could steam to a British port and continue in alliance with Britain.
- He could leave the ships in a British port, demilitarised and with nucleus crews.
- He could steam to an anchorage in the French West Indies and lay-up his ships there.
- He could intern the ships in the United States (at that time a neutral power) until the end of the war.

In the event of his adopting any of the above means the ships would be handed over intact to the French government at the end of the war. Only if he refused all four solutions was he to be required to sink his ships within six hours. If he declined to accept any of the means suggested to him, then the British admiral would be compelled to sink the French ships.

Admiral Gensoul adopted an unfriendly attitude from the outset and after waiting for a period beyond the stipulated six hours Admiral Somerville had no option but to attack the ships of his former ally. The French did not put up a very determined resistance and the British did not continue their gunfire beyond a period of 10 minutes. After that time a squadron of aircraft of the Fleet Air Arm from the aircraft carrier *Ark Royal* made an attack which resulted in the *Bretagne* blowing up and capsizing and the *Dunkerque*, *Provence* and *Mogador* running ashore in a damaged condition and the *Commandant Teste* catching fire. The *Strasbourg* was hit by an aerial torpedo but managed to escape escorted by five destroyers and to reach Toulon.

The *Bretagne* was commanded by Capt. Le Pivain and carried a

BRETON

complement of 41 officers and 1,150 ratings. The loss of life when she blew up was very heavy, no less than 37 officers and 933 ratings perishing in the explosion. Nearly all the French ships, other than *this Bretagne*, which was a total loss, were re-floated, patched up and brought to Toulon, but in such a state as to be unfit for battle for a long period. Nearly all of them were scuttled by the French seamen when the Germans invaded unoccupied France in November 1942.

On the night of July 8th an attack was made on the battleship *Richelieu* at Dakar by a motor boat under command of Lt. Cdr. R. H. Bristowe, when depth-charges were dropped around her stern, damaging her propellers and rudder. Five torpedoes from British torpedo-bombers hit the ship almost at the same time, causing her to settle on the bottom of the shallow harbour. This damage finally removed any possibility of the *Richelieu* being completed for active service at that time, although she was later repaired in the United States by the Allies.

The *Jean Bart* was taken over by the Americans when their forces captured Casablanca in November 1942. Later she was handed back to the French government in her uncompleted state and was taken in hand at a French yard. The circumstances of her capture are related under the cruiser *Primauguet*, sunk at Casablanca.

BRETON

Gordon S.S. Co.; 1878; Schlesinger, Davis & Co.; 1,266 tons; 243x32-2x18-6; 151 n.h.p.; compound engines.
The British steamship *Breton* was wrecked in November, 1899, on Seaton Sea Rocks, near Blyth. She was on a voyage from Hamburg to the Tyne in ballast.

BRETON

Messageries Maritimes; 1886; Harland & Wolff; 3,739 tons; 380-3x43x27-4; 391 n.h.p.; triple-expansion engines.
The French steamship *Breton* was sunk by an enemy submarine in the Mediterranean on August 8th, 1917.

BRETWALDA

Hall Brothers; 1881; Palmers^o Co.; 2,908 tons; 320x39-2x20-5; 300 h.p.; compound engines.
The British steamship *Bretwalda* was wrecked in August, 1897, three miles N. of Cape St. Vincent. She was sailing from Blyth to Alexandria with a cargo of coal and coke.

BRETWALDA

Hall Bros. S.S. Co.; 1939; J.L. Thompson & Sons; 4,906 tons; 415-1x58-2x24-8; 365 n.h.p.; triple-expansion engines.
The British steamship *Bretwalda* was torpedoed and sunk by a German submarine on December 18th, 1942, when she had dropped about 10 miles astern of her convoy sailing from North Africa to Belfast. The sinking occurred in approximately 44° N., 16° W.

BRIER HOLME

Nine Bros.; 1876; J. L. Thompson & Son; 921 tons; 206-1x33-6x19.
The iron barque *Brier Holme* was bound from London to Hobart, with a general cargo, part of which was dynamite. She carried a crew of 21. On November 5th, 1904, the barque was wrecked off Elliott Cove, S.W. Tasmania. Soon after striking the reef there was a heavy explosion, probably due to the dynamite, and the vessel sank. There was one survivor.

BRIER ROSE

Richard Hughes & Co.; 1892; J. Shearer & Son; 503 tons; 165 x25-1x10-3; 8-5 knots; compound engines.
The steamship *Brier Rose*, Capt. W. G. Williams, was lost in the Irish Sea on March 26th, 1941. It is assumed that she was sunk by enemy action. Capt. Williams and nine others were killed.

BRIGHT FAN

W. T. & H. A. Williams; 1917; J. Priestman & Co.; 3,791 tons; 350x50-9x28-5; 301 n.h.p.; triple-expansion engines.
The *Bright Fan* left Churchill, Hudson Bay, on September 25th, 1932, for London with a cargo of grain. At 5 a.m. on October 1st she struck an iceberg and sank near Wakeham Bay in Hudson Strait.

BRIGHTON

Southern Railway; 1933; W. Denny & Bros.; 2,391 tons; 298-1x38•6x22•7; turbine engines.
The passenger steamship *Brighton* was taken over by the Admiralty for use as a hospital ship. On May 24th, 1940, she was bombed and sunk by German aircraft at Dieppe.

BRIGHTON BELLE

P. & A. Campbell; 1900; J. Scott & Co.; 396 tons; 200x24-1x8-2; 141 n.h.p.; 17 knots; compound engines.
The well-known paddle steamship *Brighton Belle* was built as the *Lady Evelyn*. In 1922 she was acquired by Messrs. P. & A. Campbell under whose direction she ran until 1939 as the *Brighton Belle*. At the outbreak of the Second World War she was taken over by the Admiralty for service as a minesweeper. She was engaged in the withdrawal of the British Army from the Dunkirk beaches and during the operation collided with a submerged wreck in the Downs on May 28th, 1940, and sank.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

BRIGHTON QUEEN

P. & A. Campbell; 1897; Clydebank E. & S.B. Co.; 553 tons; 240-5x28-1x9-4; 273 n.h.p.; 18-3 knots; compound engines.
The paddle steamship *Brighton Queen* was taken over by the Admiralty early in the First World War for service as a minesweeper. On October 6th, 1915, she was mined and sunk off Nieuport. Her complement as a minesweeper was about 60 officers and men.

BRIGHTON QUEEN

P. & A. Campbell; 1905; John Brown & Co.; 807 tons; 245 x29x9-7; 325 n.h.p.; 20-5 knots; diagonal compound engines.
In 1939 the paddle steamer *Brighton Queen* was taken over by the Admiralty for service as a minesweeper. Her naval career did not last long for she was sunk by German gunfire on June 1st, 1940, during the evacuation of the British Army from the Dunkirk beaches.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

BRILLIANT

Socony-Vacuum Oil Co.; 1930; Sun Shipbuilding Co.; 9,132 tons; 480-5x66x36-8; 2,800i.h.p.; 10-5 knots; oil engines.
The American tanker *Brilliant*, outward bound from St. John's, N.F.L., was torpedoed amidships by a German submarine on November 19th, 1942, and set on fire. The fire was extinguished and the tanker returned to St. John's where emergency repairs were effected. She sailed on December 18th, but suffered heavy weather damage and had to put back on the following day. After further stiffening repairs she left St. John's on January 18th for Halifax, in tow, but on the 19th she broke in two and sank. Capt. Lagnan and six of the crew were killed and two injured.

BRINK

Netherlands Navy, gunboat; 1912; Amsterdam Dockyard; 540 tons; 172x28x9; 1,500b.h.p.; 14 knots; oil engines; four 41 in. guns, two m.g.
The Dutch gunboats *Frisio*, *Brinio* and *Gruno* were engaged in resisting the German invasion of Holland which commenced on May 10th, 1940. After putting up a stout defence in the Zuider Zee the *Frisio* and *Brinio* were sunk by dive-bombers, but the *Gruno* managed to reach an English port.

All three ships were of the same tonnage and dimensions and each carried a complement of 63.

BRINKBURN

Century Shipping Co.; 1894; Richardson, Duck & Co.; 3,222 tons; 330x43-1x18; 273 n.h.p.; triple-expansion engines.
The British steamship *Brinkburn* was wrecked in December, 1898, on Maiden Bower rocks, Scilly. She was on a voyage from Galveston to Havre with a cargo of cotton and cottonseed.

BRINKBURN

S. Marshall & Co.; 1924; Sir J. Priestman & Co.; 1,598 tons; 245-2x37-1x18-2; 186 n.h.p.; triple-expansion engines.
The British steamship *Brinkburn* was torpedoed and sunk by a

German submarine on June 21st, 1943, 50 miles W. of Algiers. There were only two survivors, 22 of the crew and five gunners being lost.

BRIONI

"*Adriatica*" Soc. Anon di Nov.; 1931; Cantieri Riuniti delV Adriatico; 1,987 tons; 267-3x40-2x22-6; 654 n.h.p.; oil engines. The Italian motorship *Brioni* was bombed and sunk by British aircraft on November 2nd, 1942, at Tobruk.

BRIS

Dampsk. A/S Truls; 1938; Trondhjeims M/V; 2,027 tons; 289-3x44-1x18-3; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Bris* was torpedoed and sunk by a German submarine on May 20th, 1942, W. of the Bermudas.

BRISBANE

Eastern & Australian S.S. Co.; 1874; Inglis; 1,503 tons; 281-3x32-2x17-6; 250 h.p.; compound inverted engines. The British iron steamship *Brisbane* was wrecked on October 10th, 1881, off Point Charles. She was carrying a general cargo from Hong Kong to Port Darwin.

BRISBANE MARU

Osaka Shosen K.K.; 1930; Yokohama Dock Co.; 5,425 tons; 380x54-5x34-2; 489 n.h.p.; oil engines. The motor vessel *Brisbane Maru* was sunk by U.S. land and carrier-based aircraft on November 14th, 1942, in the Solomon Islands.

BRISK

Acties. Bonheur; 1906; Bergens Mek. Vcerks.; 1,662 tons; 268x38-7x17-5; 144 n.h.p.; triple-expansion engines. The Norwegian steamship *Brisk* was torpedoed and sunk by a German submarine in the Bristol Channel on June 7th, 1918.

BRISTOL

United States Navy, destroyer; 1941; Federal Shipbuilding Co.; 1,700 tons; 348-5x36x10; 50,000 s.h.p.; 36-5 knots; turbine engines; Babcock & Wilcox boilers; four 5 in. guns, four 40 m.m., seven 20 mm.; 5 T.T. The United States destroyer *Bristol* was torpedoed by a submarine off the Algerian coast on October 13th, 1943. The vessel's normal complement was 210.

BRISTOL CITY

C. Hill & Sons; 1899; C. Hill & Sons; 2,511 tons; 309-7x40-7 X22-3; 312 n.h.p.; 10 knots; triple-expansion engines. The steamship *Bristol City* was torpedoed and sunk by a German submarine in the Atlantic on December 16th, 1917. The captain and 29 others were killed.

BRISTOL CITY

Bristol City Line of Steamships; 1920; C. Hill & Sons; 2,864 tons; 316-5x43-8x23-6; 1,500i.h.p.; 10 knots; triple-expansion engines. The steamship *Bristol City*, Capt. A. L. Webb, O.B.E., was bound for Halifax, N.S., in convoy on the night of May 5th, 1943, when she was attacked by a German submarine. The vessel was struck by two torpedoes in No. 2 and No. 4 holds and sank in nine minutes. Capt. Webb and 18 men took to the only two serviceable boats remaining and managed to rescue nine other men from the water. Fifteen men were killed. The survivors were picked up later by the corvette *Loosestrife* and landed at St. John's, Newfoundland.

The *Bristol City* had been bombed and partially wrecked when in dry dock at Bristol on the night of November 24th, 1940, but had returned to service in 1941.

BRITANNIA

Leith Hull & Hamburg Steam Packet Co.; 1885; S. & H. Morton & Co.; 740 tons; 210-4x27-1x14-5; 122 n.h.p.; 8-5 knots; compound engines. The steamship *Britannia* is believed to have been torpedoed and sunk by a German submarine in the English Channel on, or about, October 19th, 1917. The captain and 21 men were lost.

BRITANNIA

British Navy, 1st class battleship; 1904; Portsmouth Dockyard; 16,350 tons; 453-7x78x26-7; 18,000 i.h.p.; 18-9 knots; triple-expansion engines; Babcock boilers; four 12 in. guns, four 9-2 in., ten 6 in., twelve 12 pdr., fourteen 3 pdr., two m.g.; 4 T.T. The old battleship *Britannia* had the melancholy distinction of being the last British warship to be lost in the First World War. She was steaming toward Gibraltar from westward in company with two destroyers when, on the morning of November 9th, 1918, at about a quarter-past seven she was attacked by a submarine. Two torpedoes were fired, both of which missed the target, but a third struck her amidships and exploded a quantity of cordite within the ship. She sank some three hours later, with a loss of 40 of her complement.

The submarine which sank *Britannia*, the *UB-50*, Cdr. Kukut, was escaping from the Mediterranean with other submarines which had been operating there since the Dardanelles campaign.

BRITANNIA

Anchor Line; 1926; A. Stephen & Sons; 8,799 tons; 460x59x29-4; 558 n.h.p.; 13-5 knots; quadruple-expansion engines; one light gun.

The liner *Britannia* was bound from the United Kingdom to India when she was intercepted by the German raider *Thor*, 3,862 tons, six 5 • 9 in. guns, 720 miles W. of Freetown. There was an unequal action for over an hour, the liner putting up a stout fight with her single gun. At the end of this time she was compelled to stop and lower her boats. The *Thor* then sank her by gunfire, but made no attempt to help the survivors. The action took place on March 25th, 1941.

Later one boat containing 63 persons was picked up by the Spanish steamer *Bachi*, 3,077 tons. Another with 38 persons reached Brazil after a voyage of 23 days. Of the 203 crew and 281 passengers, 122 of the crew and 127 passengers lost their lives.

The *Thor* (which see) was destroyed later in the war.

BRITANNIC

White Star Line; 1914; Harland & Wolff; 48,158 tons; 852-5x94x59-5; 22-5 knots; triple-expansion engines & L.P. turbine. The White Star liner *Britannic* was built for the company's trans-Atlantic service and was launched in February 1914. Before she was completed she was taken over by the Admiralty for use as a hospital ship and was never employed for her original purpose. On November 21st, 1916, she was sailing to Salonika to take on board wounded when she struck a mine in the Zea Channel in the Aegean Sea. She sank in a very short time, taking with her 21 members of the crew and medical staff. At the time of the disaster she had on board 1,125 persons, of whom 625 were crew and 500 medical officers, nurses and Royal Army Medical Corps personnel. In addition to those drowned 28 were injured.

The mines had been laid in the channel only an hour previously by the *U-73*, Lt.Cdr. Siehs, who had brought his submarine from Cuxhaven to the Mediterranean.

BRITANNIC

W. H. Cocker line & Co.; 1918; C. Hill & Sons; 2,490 tons; 303 X 43x20-7; 331 n.h.p.; triple-expansion engines. The British steamship *Britannic* was bombed and sunk by German aircraft on February 9th, 1941, on a voyage from Almeria to Barrow.

BRITANNIC

German Government; 1899; Wood, Skinner & Co.; 2,242 tons; 300-5x42x19-2; 215 n.h.p.; triple-expansion engines. The steamship *Britannic* was a Finnish ship seized by the Germans. On September 6th, 1942, she struck a mine and sank in Aalborg Bay.

BRITISH ADMIRAL

British Shipowners' Co.; 1873; Royden & Sons; 1,808 tons; 275 x 49x23.

On her first voyage the *British Admiral*, Capt. J. R. Taylor, was derailed in the Bay of Biscay and had to return to Liverpool for a refit. She left Liverpool again on February 24th, 1874, bound for Melbourne with 87 persons on board of whom 49 were passengers, mostly emigrants. The ship had been chartered to the White Star Line, and on the night of May 23rd was near the rocks of King's Island, Bass Strait, her officers being unaware of their dangerous

BRITISH ARDOUR

position. She struck with terrific violence and in a few minutes the mizzen-mast, with many people in the rigging, went by the board. The main-mast soon followed, bursting the decks, after which the ship slipped off the rocks and sank in deep water, taking with her 78 persons who were below.

The only survivors were the third officer, four seamen and four male passengers. They were taken on to Melbourne by a passing vessel, and the Victorian Government at once despatched a steamer to King's Island, but no more survivors were found.

BRITISH ARDOUR

British Tanker Co.; 1928; *Palmers' Co.*; 7,124 tons; 440-6x57-1x33-9; 553 n.h.p.; quadruple-expansion engines.

The tanker *British Ardour* was torpedoed and sunk by a German submarine on April 5th, 1943, in 58° 08' N., 33° 04' W. She was sailing from New York to Londonderry with a cargo of 10,000 tons of fuel oil.

BRITISH CHIVALRY

British Tanker Co.; 1929; *Palmers' Co.*; 7,118 tons; 440-8x57-1x33-9; 553 n.h.p.; 10 knots; quadruple-expansion engines.

The tanker *British Chivalry*, Capt. W. Hill, was in the Indian Ocean on February 22nd, 1944, when she was torpedoed and sunk by a submarine. Twenty men were killed. Capt. Hill was among the survivors, who were 37 days in the boats before being picked up. The tanker was not in convoy at the time.

BRITISH COLONY

British Tanker Co.; 1927; *Swan, Hunter & Wigham Richardson*; 6,917 tons; 440-2x57x33-7; 584 n.h.p.; triple-expansion engines.

The tanker *British Colony* was torpedoed and sunk by a German submarine on May 13th, 1942, in 13° 12' N., 58° 10' W. She was carrying 9,800 tons of fuel oil from Trinidad to Gibraltar.

BRITISH COMMANDER

British Tanker Co.; 1922; *Caledon S.B. & E. Co.*; 6,901 tons; 440x57x33•8; 643 n.h.p.; turbine engines.

The tanker *British Commander*, in ballast, was intercepted by the German raider *Pinguin* and sunk by gunfire on August 27th, 1940, S. of Madagascar.

BRITISH COMMERCE

British Shipowners' Co.; 1874; *Dobie & Co.*; 1,417 tons; 246-2x37-2x21-4.

The sailing ship *British Commerce* bound from London to Melbourne with a general cargo collided with the ship *County of Aberdeen*. The collision occurred in the English Channel on April 24th, 1883, the *British Commerce* sinking with many of her crew.

BRITISH COUNCILLOR

British Tanker Co.; 1922; *Sir J. Laing & Son*; 7,048 tons; 440-3 X 57-1 X 33-9; 642 n.h.p.; turbine engines.

The tanker *British Councillor* was torpedoed and sunk by a German submarine on February 2nd, 1940, off the River Humber.

BRITISH DOMINION

British Tanker Co.; 1928; *Swan, Hunter & Wigham Richardson*; 6,983 tons; 440x57x33-9; 640 n.h.p.; 10 knots; oil engines.

The motor tanker *British Dominion*, Capt. J. D. Miller, was in convoy in the Atlantic mid-way between Madeira and the Canary Islands, on January 10th, 1943, when she was torpedoed and sunk by a submarine. Thirty-eight men were killed. Capt. Miller was among the survivors.

BRITISH EMPEROR

British Tanker Co.; 1916; *Armstrong Whitworth & Co.*; 3,663 tons; 345x49-1x25-6; 380 n.h.p.; 10 knots; triple-expansion engines.

The tanker *British Emperor*, Capt. A. I. Henderson, was intercepted and sunk in the Indian Ocean on May 7th, 1941, by the German raider *Pinguin*. The crew of nine Europeans and 36 Indians were taken on board the raider as prisoners of war. A few days later the *Pinguin* was brought to action by the British heavy cruiser *Cornwall* and sunk. Unfortunately the destruction of the *Pinguin* involved the loss of many of the prisoners from the tanker.

BRITISH EMPIRE

Hughes & Co.; 1863; *Baldwin, Quebec*; 1,414 tons; 198-4x34-3x24-5.

The iron sailing ship *British Empire* caught fire and sank off Aleppo on January 5th, 1883. A number of those on board were burned or drowned.

BRITISH ENDEAVOUR

British Tanker Co.; 1927; *Armstrong Whitworth & Co.*; 4,580 tons; 381-2x50-4x27-6; 422 n.h.p.; 10 knots; triple-expansion engines.

The tanker *British Endeavour*, Capt. T. Weatherhead, was in convoy in the North Atlantic on February 22nd, 1940, when she was torpedoed and sunk by a submarine. Five men were killed.

BRITISH FORTUNE

British Tanker Co.; 1930; *Lithgows*; 4,696 tons; 384-6 X 50-2 X 27-7; 430 n.h.p.; 10 knots; triple-expansion engines.

The tanker *British Fortune*, Capt. J. H. Sloan, was in convoy one mile from Aldeburgh Light Buoy on the East Coast, on October 31st, 1941, when she was bombed and sunk by German aircraft. Eight men were killed.

BRITISH FREEDOM

British Tanker Co.; 1928; *Palmers' Co.*; 6,985 tons; 440-1x57-1x33-9; 654 n.h.p.; oil engines.

The motor tanker *British Freedom* was torpedoed and sunk by a German submarine on January 14th, 1945. She was on a voyage from Halifax to the United Kingdom with 9,700 tons of fuel oil.

BRITISH GENERAL

British Tanker Co.; 1922; *Palmers' Co.*; 6,989 tons; 440x57x34; 640 n.h.p.; 10 knots; turbine engines.

The tanker *British General*, Capt. F. O. Armstrong, was in the North Atlantic on October 6th, 1940, when she was torpedoed and sunk by a submarine. The tanker did not sink until the next day. Capt. Armstrong and 46 men were killed. The *British General* was not in convoy at the time of the attack.

BRITISH GRENADIER

British Tanker Co.; 1922; *Swan, Hunter & Wigham Richardson*; 6,857 tons; 440x57x33-7; 642 n.h.p.; turbine engines.

The tanker *British Grenadier* was torpedoed and sunk by a German submarine on May 22nd, 1941, in approximately 6° N., 13° W. She was on a voyage from Freetown to Curacao.

BRITISH GUNNER

British Tanker Co.; 1922; *Swan, Hunter & Wigham Richardson*; 6,894 tons; 440 X 57x33-7; 642 n.h.p.; turbine engines.

The tanker *British Gunner* was torpedoed and sunk by a German submarine on February 24th, 1941, on a voyage from Swansea to Aruba.

BRITISH INFLUENCE

British Tanker Co.; 1939; *Swan, Hunter & Wigham Richardson*; 8,431 tons; 466-3x61-9x33-9; 687 n.h.p.; oil engines.

The tanker *British Influence* was torpedoed and sunk by a German submarine on September 14th, 1939, W. of Ushant, on a voyage from Abadan to Hull with fuel oil.

BRITISH KING

British Shipowners' Co.; 1891; *Palmers' Co.*; 4,717 tons; 405 X 47-9x27-9; 446 n.h.p.; triple-expansion engines.

The British cargo ship *British King* foundered in March, 1906, about 500 miles off the American coast. She was on a voyage from New York to Antwerp.

BRITISH LIBERTY

British Tanker Co.; 1939; *Furness S.B. Co.*; 8,485 tons; 466-8X 62x33-9; 687 n.h.p.; 11-5 knots; oil engines.

The motor tanker *British Liberty*, Capt. T. Templeton, ran into an Allied minefield about four miles N.E. of Dyck lightship on January 6th, 1940. She fouled one of the mines and sank with the loss of 25 men including Capt. Templeton.

BRITISH MONARCH

Raeburn & Verel; 1923; *Napier & Miller*; 5,661 tons; 420-6x54-2x29-1; 269 n.h.p.; 12 knots; triple-expansion engines. The steamship *British Monarch*, Capt. F. J. Scott, was torpedoed and sunk by a submarine on June 19th, 1940, about 200 miles N.N.W. of Corunna. Capt. Scott and 39 men were killed.

BRITISH NAVY

J. Bounphrey & Co.; 1869; *Liverpool Ship Bldg. Co.*; 1,216 tons; 216X35-5X23-2.

The sailing ship *British Navy*, bound from London to Sydney, N.S. W. was riding out a severe gale in the Downs on November 27th, 1881. The cables of both anchors parted and the ship drifted on to the *Lanarca*, anchored near by. As a result of the collision the *British Navy* sank in a very few minutes with nearly all of those on board.

BRITISH OFFICER

British Tanker Co.; 1922; *Palmers' Co.*; 6,990 tons; 440-2x57-1x33-8; 654 n.h.p.; 10 knots; turbine engines. The tanker *British Officer*, Capt. W. H. Sharp, was entering the Tyne on December 1st, 1940, when she struck a mine. She was taken in tow and beached and was eventually broken up. Fifteen of her crew of 47 were killed by the explosion.

BRITISH PREMIER

British Tanker Co.; 1922; *Palmers' Co.*; 5,872 tons; 400-6X53-7x32-7; 523 n.h.p.; 10 knots; turbine engines. The tanker *British Premier*, Capt. F. Dalziel, was some 200 miles off Freetown, Sierra Leone, on December 24th, 1940, when she was torpedoed and sunk by a submarine. Capt. Dalziel and 31 men were killed.

BRITISH PRINCE

Prince Line; 1914; *Short Bros.*; 5,936 tons; 425x56-4x29-3; 610 n.h.p.; quadruple-expansion engines. The cargo ship *British Prince* was wrecked on November 1st, 1915, on Possession Island. She was on a voyage from Table Bay to Ludentz Bay with a general cargo.

BRITISH PRINCE

Rio Cape Line; 1935; *W. Doxford & Sons*; 4,979 tons; 412-2X54-2x26-1; 388 n.h.p.; oilengines. The British steamship *British Prince* was bombed and sunk by German aircraft on September 26th, 1941, off Spum Head.

BRITISH PRUDENCE

British Tanker Co.; 1939; *Sir J. Laing & Sons*; 8,620 tons; 474-6x62x33-9; 687n.h.p.; oilengines. The tanker *British Prudence* was torpedoed and sunk by a German submarine on March 23rd, 1942, S.E. of Cape Race, on a voyage from Halifax to the Clyde with 12,000 tons of fuel oil.

BRITISH RESOURCE

British Tanker Co.; 1931; *Greenock Dockyard Co.*; 7,209 tons; 440-6x59-4x32-9; 653n.h.p.; 11 knots; oilengines. The motor tanker *British Resource*, Capt. J. Kennedy, was in the North Atlantic on March 14th, 1942, when she was torpedoed by a German submarine. She caught fire and sank. Forty-six men were killed. Capt. Kennedy was among the survivors. The tanker was not in convoy at the time of the attack.

BRITISH SCIENCE

British Tanker Co.; 1931; *Palmers' Co.*; 7,138 tons; 441-2x59-7x33; 687n.h.p.; oilengines. The motor tanker *British Science* was torpedoed and sunk by German aircraft on April 18th, 1941, on a voyage from Haifa to Piraeus.

BRITISH SECURITY

British Tanker Co.; 1937; *Harland & Wolff*; 8,470 tons; 467-8X61-7x33-8; 490n.h.p.; 11 knots; oilengines. The tanker *British Security*, Capt. A. J. Akers, was in the North Atlantic in convoy on May 20th, 1941, when she was torpedoed and sunk by a submarine. Capt. Akers and 52 men were killed.

BRITISH SPLENDOUR

British Tanker Co.; 1931; *Palmers' Co.*; 7,138 tons; 441-2x59-7x33-0; 687n.h.p.; 11 knots; oilengines. The motor tanker *British Splendour*, Capt. J. Hall, was near Cape Hatteras, North Carolina, in company with an escort on April 7th, 1942, when she was torpedoed and sunk by a submarine. Twelve men were killed. Capt. Hall was among the survivors.

BRITISH STANDARD

Frederick Brown; 1910; *W. Pickersgill & Sons*; 3,458 tons; 334-5x49-7x22-6; 318 n.h.p.; triple-expansion engines. The British cargo ship *British Standard* founded on May 25th, 1910, off Cape Frio. She was carrying coal from Cardiff to Rio de Janeiro.

BRITISH TRIUMPH

British Tanker Co.; 1936; *Lithgows*; 4,987 tons; 467-6x61-7'X33-9; 490 n.h.p.; oil engines. The motor tanker *British Triumph*, outward bound from Hull to Aruba, struck a mine and sank on February 12th, 1940, off the Wash.

BRITISH TRUST

British Tanker Co.; 1939; *Harland & Wolff*; 8,466 tons; 467-6x61-7x33-8; 490n.h.p.; 11-5knots; oilengines. The tanker *British Trust*, Capt. J. Hall, was in convoy near Benghazi on May 1st, 1943, when she was bombed and sunk by enemy aircraft. Two European and eight Indian members of the crew were killed. Capt. Hall was among the survivors.

BRITISH UNION

British Tanker Co.; 1927; *Swan, Hunter & Wigham Richardson*; 6,987 tons; 440-1x57x33-9; 749n.h.p.; 11 knots; oilengines. The tanker *British Union*, Capt. L. Athhill, was about 250 miles N.W. of the island of St. Vincent on January 18th, 1941, when she was shelled, torpedoed and sunk by the German raider *Steiermark*. Forty-three of her crew and two gunners were killed, one of the nine survivors picked up dying shortly afterwards. Capt. Athhill was among the survivors. The tanker was not in convoy at the time.

BRITISH VENTURE

British Tanker Co.; 1930; *Lithgows*; 4,696 tons; 384-6x50-2X27-7; 430 n.h.p.; 10 knots; triple-expansion engines. The tanker *British Venture*, Capt. D. C. Barton, was in the Indian Ocean about 300 miles S. of Reunion Island on June 24th, 1943, when she was torpedoed and sunk by a submarine. Twelve Europeans, including Capt. Barton, and 30 Indians were killed. The tanker was not in convoy at the time.

BRITISH VIGILANCE

British Tanker Co.; 1942; *Harland & Wolff, Glasgow*; 8,093 tons; 463-2x61-2x33-1; 490 n.h.p.; 11-5 knots; oilengines. The new motor tanker *British Vigilance*, Capt. E. O. Evans, was in the Atlantic mid-way between the Azores and the West Indies in convoy on January 3rd, 1943, when she was torpedoed and sunk by a German submarine. Twenty-seven men were killed. Capt. Evans was among the survivors.

BRITISH VISCOUNT

Petroleum Steamship Co.; 1889; *Oswald, Mordaunt & Co.*; 3,287 tons; 312x40-4x21-1; 271 n.h.p.; 9 knots; triple-expansion engines. The tanker *British Viscount* was torpedoed and sunk by a submarine 12 miles N. by W. % W. of the Skermes on February 23rd, 1918. Six men were killed. The captain was among the survivors.

BRITISH VISCOUNT

British Tanker Co.; 1921; *Swan, Hunter & Wigham Richardson*; 6,895 tons; 440x57x33-7; 644 n.h.p.; 10 knots; turbine engines. The tanker *British Viscount*, Capt. W. C. Baikie, was in convoy about 350 miles S. of Iceland on April 3rd, 1941, when she was torpedoed and sunk by a submarine. Capt. Baikie and 27 others were killed.

BRITISH WORKMAN

BRITISH WORKMAN

British Tanker Co.; 1922; *Workman Clark & Co.*; 6,994 tons; 440-4x57x33-9; 605 n.h.p.; 11-5 knots; turbine engines. The tanker *British Workman*, Capt. A. W. Wilson, was in the North Atlantic on May 3rd, 1942, when she was torpedoed and sunk by a German submarine. Seven men were killed. Capt. Wilson was among the survivors. The tanker had straggled from her convoy.

BRITISH YEOMAN

British Tanker Co.; 1923; *Palmers'Co.*; 6,990 tons; 440x57-1 X33-8; 654 n.h.p.; 10 knots; turbine engines. The tanker *British Yeoman*, Capt. E. P. S. Attewill, was in the Atlantic some hundreds of miles off Rio de Oro, N.W. Africa, on July 14th, 1942, when she was torpedoed and sunk by a submarine. Capt. Attewill and 42 of the crew were killed. Ten survivors were landed. The tanker was not in convoy at the time.

BRITOMART

British Navy, fleet-minesweeper; 1938; *Devonport Dockyard*; 875 tons; 230x33-5x7-9; 1,750 i.h.p.; 17 knots; turbine engines; 3-drum boilers; two 4 in. A.A. guns, 5 smaller. The fleet-minesweepers *Britomart* and *Hussar* were the victims of an attack by Allied aircraft off Cap d'Antifer on August 27th, 1944. Both ships were mistaken for enemy light craft and were bombed and sunk. *Britomart*, which was commanded by Lt. Cdr. J. A. Galvin, D.S.C., R.D., R.N.R., went down with Cdr. Galvin and another officer and 20 ratings.

BRITSUM

Stoomv. Maats. Oostzee; 1929; *Van der Giessen*; 5,255 tons; 421-2x56-2x26-4; 549 n.h.p.; quadruple-expansion engines. The Dutch steamship *Britsum*, bound from Hull to Fowey, was bombed by German aircraft and set on fire off Selsey. The attack took place on July 4th, 1940, and the steamship was beached near Selsey Bill on the following day and became a total wreck. Nine of her crew were lost.

BRITTA

Dampsk. Akties. Bestum; 1889; *J. L. Thompson & Sons*; 2,061 tons; 284X 38-1x18-2; 209 n.h.p.; triple-expansion engines. The Norwegian steamship *Britta* was torpedoed and sunk by a German submarine in the Bay of Biscay on March 30th, 1917.

BRITTA

RederiA/MScot; 1928; *HelsingorsJernsk&Msk.*; 6,214 tons; 407-8x54-7x32-5; 542 n.h.p.; oil engines. The Norwegian motorship *Britta* was torpedoed and sunk by a German submarine on December 6th, 1939, 50 miles S.W. of Lands End. Six of her crew were killed.

BRITTA

J.Lauritzen; 1921; *Schiffb. Ges. Unterweser*; 1,146 tons; 231-5 x 34 • 6 x 14' 1; 141 n.h.p.; compound engines. The Danish steamship *Britta* was torpedoed and sunk by a German submarine on March 25th, 1940, 45 miles N. of Sule Skeny.

BRITTANY

D. MacIver & Co.; 1898; *Richardson, Duck & Co.*; 2,926 tons; 330-3x43x16-6; 307 n.h.p.; triple-expansion engines. The British freighter *Brittany* was sunk in a collision on February 5th, 1918, in 55° 50' N., 8° 3' W. She was sailing from the Clyde to Buenos Aires with a general cargo.

BRITTANY

Royal Mail S.P. Co.; 1928; *A. McMillan & Son*; 4,772 tons; 400-4x55-2x25-7; 646 n.h.p.; oil engines. The motorship *Brittany* was torpedoed and sunk by a German submarine on October 29th, 1942, on a voyage from Freetown to Liverpool. Fifteen of her crew were killed.

BROAD ARROW

Socoy-Vacuum Oil Co.; 1918; *New York S.B. Corp.*; 7,718 tons; 467-6x62-7x32; 3,200 i.h.p.; 11 knots; quadruple-expansion engines. The American tanker *Broad Arrow*, Capt. Percy L. Mounter, was

in convoy 80 miles E. of Dutch Guiana on January 8th, 1943, when she was torpedoed and sunk by a submarine. Capt. Mounter and 15 men were killed and two were wounded.

BROADWATER

British Navy, destroyer; 1919; *Bethlehem Shipbuilding Corp.*; 1,190 tons; 311x30-7x9-2; 27,000s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in. A.A.; 12 T.T. The destroyer *Broadwater* was formerly the U.S.S. *Mason* and was transferred to the British Navy under the Lease-Lend agreement in September 1940. On October 18th, 1941, when under command of Lt. Cdr. W. A. L. Astwood, the vessel was torpedoed and sunk by a submarine in the North Western Approaches whilst performing escort duties. She sank with the loss of four officers and 41 ratings.

BROCKLEY HILL

Counties Ship Management Co.; 1919; *Laird & Co.*; 5,297 tons; 400-1x52-3x28-5; 517 n.h.p.; triple-expansion engines. The British steamship *Brockley Hill* was torpedoed and sunk by a German submarine on June 24th, 1941, S.W. of Iceland, on a voyage from Montreal to London.

BRODE

Rederi Akties. Damp.; 1905; *Craig, Taylor & Co.*; 2,363 tons; 306X 44-2X 20-1; 242 n.h.p.; triple-expansion engines. The Norwegian steamship *Erode* was sunk by a German submarine in the Bay of Biscay on March 19th, 1917.

BRODFIELD

Blue Star Line; 1899; *Hawthorn Leslie & Co.*; 5,685 tons; 420-4x54x28-6; 569 n.h.p.; triple-expansion engines. The British steamship *Brodfield* was wrecked on November 13th, 1916, near Church Point, Scilly.

BRODLAND

Blue Star Line; 1891; *Craig, Taylor & Co.*; 2,989 tons; 310X 41-2x17-8; 272 h.p.; triple-expansion engines. The British cargo ship *Brodlan* was wrecked on January 20th, 1913, on Aberavon Beach. She was on a voyage from Port Talbot to Punta Arenas with a cargo of coal.

BRODSTONE

Brodstone Steamship Co. (Blue Star Line); 1896; *Chas. Cornell & Co.*; 4,927 tons; 400-4x48-2x29; 485 n.h.p.; 11 knots; triple-expansion engines. The steamship *Brodstone* was torpedoed and sunk by a submarine 95 miles W. i S. of Ushant on August 15th, 1917. Five men were killed. The captain was among the survivors.

BROKE

British Navy, destroyer; 1920; *Thornycroft & Co.*; 1,480 tons; 329x31-7x14-7; 40,000 s.h.p.; 36 knots; turbine engines; Thornycroft boilers; five 4 • 7 in. guns, one 3 in. A.A., two 2 pdr.; 5m.g.; 6 T.T.

The destroyer *Broke*, Capt. Fancourt, and *Malcolm*, 1,530 tons, participated in the landing at Algiers on November 8th, 1942. The vessels had embarked a combat team of the U.S. 135th Regiment at Gibraltar and at 2.20 a.m. on the 8th were off Algiers with the intention of breaking the defence-boom at the entrance to the harbour. At their first attempt both ships missed the boom and their presence was discovered by French searchlights. They were immediately subjected to heavy fire from the French shore batteries and *Malcolm* suffered severe casualties and was disabled. *Broke* then made another attempt upon the boom, but this also failed. At her third attempt she got through and ran down the harbour to the Quai de Falaise, on the Mole Louis Billiard, where she landed her troops.

The French fire was intense and the troops could not move beyond the quay and most of them became prisoners. *Broke* was compelled to retire, covered by a smoke-screen laid by the destroyer *Zetland*, which later took her in tow. The damage was too extensive for *Broke* to be saved, however, and she sank on the 10th. Of those on board two officers were wounded and nine ratings were killed.

BRONXVILLE

Skibs A/S Sjostad; 1929; *Odense Staalskibs.*; 4,663 tons; 386-3x54-2x25-7; 487 n.h.p.; oil engines.
The Norwegian motorship *Bronxville* was torpedoed and sunk by a German submarine on August 31st, 1942, in the North Atlantic.

BROOK

Stephenson, Clarke & Co.; 1906; *S. P. Austin & Son*; 1,436 tons; 248x36'3x15-9; 160 n.h.p.; triple-expansion engines.
On February 10th, 1924 the collier *Brook* was in collision and sank 2 1/2 miles from Shipwash lightship.

BROOKLANDS

R. Hardy & Co.; 1882; *W. Gray & Co.*; 1,096 tons; 234-1x31•6x14•9; 99 h.p.; compound engines.
In December, 1893, the British collier *Brooklands* was on a voyage from Bo'ness to Copenhagen with a cargo of coal when she went aground and was wrecked W. of the Scaw.

BROOKLYN

Mississippi & Dominion S.S. Co.; 1869; *Glasgow*; 4,215 tons; 354'4x42-5x33-1; 480 h.p.; compound inverted engines.
The British cargo ship *Brooklyn* was wrecked on November 8th, 1885, on Anticosti Island while on a voyage from Liverpool to Quebec.

BROOMFLEET

Ebor S.S. Co.; 1915; *W. Harkess & Son*; 854 tons; 198-1x30-7x12-4; 97 r.h.p.; triple-expansion engines.
The *Broomfleet*, Capt. Hutchinson, was carrying coal from Goole to Ipswich. She left Goole on December 13th, 1933, but was not seen again. Several bodies were washed ashore.

BROOMHAUGH

Dunford & Elliott; 1881; *C. S. Swan & Hunter*; 1,997 tons; 286-4x36-1x24-4; 221 n.h.p.; compound engines.
The British iron cargo ship *Broomhaugh* was wrecked in January, 1903, at Vinga near Gothenburg. She was on a voyage from Stettin to the Tyne.

BROWNING

Lampert & Holt Line; 1919; *A. McMillan & Son*; 5,332 tons; 400-8x52-2x28-5; 517 n.h.p.; triple-expansion engines.
The British steamship *Browning* was torpedoed and sunk by a German submarine on November 12th, 1942, off Oran. She blew up when the torpedo struck.

BROWNSON

United States Navy, destroyer; 1942; *Bethlehem Co., Staten Island*; 2,050 tons; 376-5x39-5x12-2; 60,000 s.h.p.; 36-5 knots; turbine engines; five 5 in. guns, four 40 mm., four 20 mm.; 10 T.T.
The destroyer *Brownson* was commissioned in February, 1942, and was a unit of the American force operating in the South-West Pacific. On December 26th, 1943 the Americans subjected the Japanese positions at Cape Gloucester, New Britain, to a heavy naval bombardment followed by an air bombardment of great intensity. The attack from the sea commenced at 6 a.m. and after the warships and aircraft had performed their allotted tasks U.S. marines made landings on either side of Cape Gloucester and overcame all Japanese resistance in the immediate vicinity. During the fighting the *Brownson* was hit and sunk by Japanese bombers. She was the only American ship lost. Survivors numbered 208.

Thirty-six Japanese bombers and 25 fighters were shot down for a loss of seven American aircraft.

BRUGES

Armement Deppe; 1904; *J. C. Tecklenborg A.G.*; 4,984 tons; 400-9x52-2x20-2; 500 n.h.p.; quadruple-expansion engines.
The Belgian steamship *Bruges*, on a voyage from Montevideo to Hull, was intercepted by the German raider *Veracruz* on July 10th, 1940, and sunk by gunfire. The survivors picked up by the raider were taken to Germany as prisoners of war.

BRUISER

General Steam Navigation Co.; 1857; *British Isles*; 506 tons; 189-3x25-5x—; 80 n.h.p.; 11 knots; compound engines.
The steamship *Bruiser*, Capt. Hartly, was bound from Hull to London having on board a crew of 19 and 109 passengers. At about half-past two on the morning of Sunday, August 19th, 1866, the ship was run down by the steam-collier *Haswell*, Capt. Chase. The night was calm and clear and the lights of both ships were distinctly visible. The *Bruiser* was struck on the starboard side, abreast her engine-room, the impact being so terrific that for a short time there was a danger that both ships would founder. The *Haswell* then backed away, having taken 99 of the *Bruiser's* people on board and the latter ship sank by the stern. The collier lowered her boats and remained about the spot for some three hours, after which she proceeded to London.

In addition to those saved by the *Haswell* a number were picked up by the schooner *Perseverance*, among them Capt. Hartly who was the last to leave the ship. The number of persons drowned was 15.

BRUMAIRE

Societe des Transp. Mar. Petroliers; 1930; *Ch. et Atel. de St. Nazaire (Penhoet)*; 7,638 tons; 427-3x58-7x33-8; 206 n.h.p.; compound engines.
The French tanker *Brumaire* was bombed and sunk by German aircraft on June 20th, 1940, off Belle He, outward bound from Brest.

BRUNO HEINEMANN

German Navy, destroyer; 1936; *Germania Yard*; 1,625 tons; 374x37x9-3; 50,000 s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37 mm.; 8 T.T.
The German destroyer *Bruno Heinemann* was bombed and sunk by aircraft from a British aircraft carrier off Narvik in April, 1940. The vessel carried a complement of 283.

BRUNSWICK

Crosby, Magee & Co.; 1881; *W. Pickersgill & Sons*; 1,389 tons; 246x33x18; 130 h.p.; compound engines.
The British freighter *Brunswick* was wrecked in October, 1895, at Bilbao. She was starting a voyage to Middlesbrough with a cargo of ore.

BRUXELLES

Armement Deppe; 1919; *Bartram & Sons*; 5,085 tons; 400-3x52-3x28-5; 369 n.h.p.; triple-expansion engines.
The Belgian steamship *Bruxelles* was torpedoed and sunk by a German submarine on June 8th, 1942, in the Gulf of Mexico.

BRUYERE

Lampert & Holt Line; 1919; *A. McMillan & Son*; 5,335 tons; 400-9x52-3x28-5; 517 n.h.p.; triple-expansion engines.
The British steamship *Bruyere* was torpedoed and sunk by a German submarine on September 23rd, 1942, on a voyage from Buenos Aires to Freetown.

BUARQUE

Lloyd Brasileiro; 1919; *American International S.B. Corp.*; 5,152 tons; 390x54-2x28; turbine engines.
The Brazilian steamship *Buarque* was torpedoed and sunk by a German submarine on February 15th, 1942, off the U.S. Atlantic Coast.

BUCCARI

"Corrado" Soc. Anon. di Nav.; 1925; *Lithgows*; 4,543 tons; 397-5x52x26-6; 437 n.h.p.; triple-expansion engines.
The Italian steamship *Buccari* was sunk by torpedo or mine on June 20th, 1941, off Taranto.

BUCHANAN

U.S. Maritime Commission; 1939; *Odense Staalskibsvft. ved A.P. Moller*; 5,614 tons; 439x57-7x24-4; 731 n.h.p.; oil engines.
The motorship *Buchanan* was torpedoed and sunk by a German submarine on November 12th, 1942, on a voyage from New York to Liverpool.

BUCK

United States Navy, destroyer; 1939; Philadelphia Navy Yard; 1,630 tons; 348x35-3x10-2; 44,000 s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, ten smaller; 5 T.T. The United States destroyer *Buck* was operating with the British and American forces covering the landing at Salerno in September and October, 1943. On October 9th the destroyer was torpedoed and sunk by a submarine. Her normal complement was 210.

BUCKEYE

Mississippi River steamboat.
The Mississippi River steamboat *Buckeye* was run down by another steamboat on the night of March 1st, 1844. Owing to the fact that no exact roll of passengers was kept it was extremely difficult to account for all on board at the time. It was variously estimated that from 50 to 80 lives were lost.

BUCKINGHAM

Raeburn & Verel; 1891; W. Gray & Co.; 2,879 tons; 314-3x40-5x20-6; 258 n.h.p.; triple-expansion engines.
The British cargo ship *Buckingham* was wrecked in December, 1904, on Roncador Reef while on a voyage from Baltimore to Boca del toro.

BUCKINGHAMSHIRE

Thacker & Mangell; 1816; Bombay; 1,369 tons; 240x—X—. The Indianman *Buckinghamshire* was originally one of the East India Company's fleet, but when a large number of the ships were sold out of the service between 1831 and 1834 she was disposed of to Messrs. Thacker & Mangell for £10,500. On Thursday, March 1st, 1851, the ship left Calcutta for England under Capt. McGregor, with a crew of 100, of whom 30 were Europeans and 70 Lascars. The passengers were made up of 70 soldiers of the 80th Foot and their families, many of the men being invalids, and 33 cabin passengers. The run down the Hooghly was accomplished in fair weather and on Monday, the 4th, the ship lay to for the night off Canterbury Point and dropped the pilot. The passengers and soldiers were singing and dancing when at about 10 p.m. a fire was discovered amongst the cargo of jute, and the pumps were at once manned.

Unfortunately there was some panic among the soldiers and passengers, but the captain managed to persuade the soldiers to fight the fire, though not before seven of them had been drowned through jumping overboard. The *Buckinghamshire* continued to fire a signal gun and attracted a steamer which took off most of the passengers. The fire had by now taken firm hold on the fore part of the ship up to the mainmast, the wreck ultimately drifting ashore where the remainder of those on board were taken off.

The only persons lost were the seven soldiers previously mentioned.

BUENAVENTURA

United States Steel Products Co.; 1913; Northumberland S.B. Co.; 4,881 tons; 405x52-4x27-4; 531 n.h.p.; triple-expansion engines.
The American steamship *Buenaventura* was torpedoed and sunk by a German submarine in the Atlantic on September 16th, 1918.

BUENOS AIRES

Hamburg-Süd-Amerikanische Dampfschiff. Ges.; 1912; Flensburg Schiffsb. Ges.; 6,097 tons; 449-2x58-2x26-8; 751 n.h.p.; triple-expansion engines.
The steamship *Buenos Aires* was torpedoed and sunk by the submarine *Narwhal* on May 1st, 1940, off Laeso Sandbank, Denmark.

BUENOS AIRES MARU

Osaka Shosen K.K.; 1929; Mitsubishi Zosen Kaisha; 9,625 tons; 461-3x62x39-5; 1,503 n.h.p.; oil engines.
The motor vessel *Buenos Aires Maru* was bombed and sunk by a U.S. aircraft on November 27th, 1943, off St. Matthias Island.

BUESTEN

Tonsbergs Rederi A/S; 1927; Barclay, Curie & Co.; 5,187 tons; 388-1x52-7x29; 482 n.h.p.; oil engines.
The Norwegian tanker *Buesten*, loaded with benzine, was bombed by German aircraft, set on fire and sunk on April 9th, 1941, four miles from Bery Head. Twenty-eight of her crew lost their lives.

BUFFALO

British Navy, convict ship; 1813; Calcutta; 589 tons; 135x33-9x15-8; six 18 pdr. guns, two 6 pdr.
The sailing ship *Buffalo* was employed to carry convicts and cargo from England to Australia, Tasmania and New Zealand. On July 25th, 1840, the vessel, under command of Mr. James Wood, sailed from Mercury Bay, North Island, New Zealand, with a detachment of the 80th Foot Regiment, and a cargo of kauri wood. The weather was bad and by the 28th *Buffalo* was experiencing the full force of the gale and was blown ashore near Whitianga, North Island.
Of her crew of 93, two seamen were drowned, but all the soldiers and other passengers were saved.
The wreck subsided off shore until it was eventually buried, but in May 1960, following upon tidal waves set up by earthquakes in Chili, the hull of the ship was washed to the surface and some of her fittings were salvaged after being submerged for 120 years.

BUFFALO

J. Little & Sons; 1866; Thames Ironworks; 286 tons; 157-2x21-7x11-9; S.O.r.h.p.; 8-5 knots; compound engines.
The small steamship *Buffalo* was torpedoed and sunk by a submarine off Corsewall Point on September 13th, 1918. The captain and nine men were killed.

BUJO MARU

Toa Kaiun K.K.; 2,270 tons.
The *Bujo Mam* was sunk by U.S. carrier-based aircraft on October 12th, 1944, off Kaohsiung, Formosa.

BUJUN MARU

Dairen Kisen K.K.; 1929; Osaka Iron Works; 4,804 tons; 371x51x29; 346 n.h.p.; triple-expansion engines.
The steamship *Bujun (Buzyun) Maru* was torpedoed and sunk by the U.S. submarine *Skipjack* on May 8th, 1942, off Camranh Bay, Indo-China.

BULGARIAN

Ellerman Lines; 1891; W. Doxford & Sons; 2,515 tons; 312x39x23-5; 305 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Bulgarian* was torpedoed and sunk by a submarine in the Atlantic on January 20th, 1917. The captain and 13 others were killed. Nine of the crew were taken prisoner.

BULLDOG

British Navy, steam sloop; 1,124 tons; 500 n.h.p.; steam engines; six guns.
The paddle sloop *Bulldog*, Capt. Charles Wake, was a unit of the North American and West Indies Squadron in 1865. A revolution in the republic of Hayti was in progress, and the sloop was keeping watch over British interests in those waters. On October 22nd, 1865, the steamship *Valorogue* belonging to the rebels fired into a British Jamaica Packet within sight of *Bulldog*. The captain of the Haytian ship was warned that, unless he ceased firing, he would be sunk. He thereupon turned away for Cape Haytien.

The leader of the rebellion, Sylvestre Salnave, retaliated by ordering the arrest of several fugitives in the British Consulate at Cape Haytien. On the morning of the 23rd Capt. Wake demanded satisfaction for this high handed action. His demand was refused and he opened fire on the shore batteries. Later he attempted to ram the *Valorogue*, but failed to do so and the sloop ran aground. Nevertheless she was able to maintain her fire and at 9.45 a.m. sank the rebel steamer. At the same time she continued to engage the batteries.

An attempt by the U.S. warship *De Soto* to tow the sloop off having failed, Wake gave orders to abandon ship as nearly all his ammunition had been expended. *Bulldog* was set on fire and shortly afterwards blew up. Of her ship's company of 175 there were three killed and ten wounded. The survivors were taken off by the American and other ships standing by.

Wake and his navigating officer were tried by court martial and severely reprimanded for running the sloop aground. This sentence was considered unduly harsh by public opinion, as Wake had acted in defence of British interests. He was re-employed later, and rose to the rank of vice-admiral.

BULLEN

British Navy frigate; 1943; United States; 1,500 tons; 306 x 36x—; 12,000 s.h.p.; 23 knots; turbine engines; three 3 in. guns, two 40 mm., four 20 mm.

The frigate *Sullen*, Lt. Cdr. A. H. Parish, was torpedoed and sunk by a submarine off Cape Wrath on December 6th, 1945. Six officers, including Lt. Cdr. Parish, and 65 ratings were killed.

BULLMOUTH

Anglo-Saxon Petroleum Co.; 1927; Hawthorn, Leslie & Co.; 7,519 tons; 440-3x59-5x32-7; 4,000 b.h.p.; 11-5 knots; oil engines.

The tanker *Bullmouth*, Capt. J. W. Brougham, was torpedoed and sunk by a German submarine on October 29th, 1942, about 100 miles N.W. of Madeira. Forty-seven of her crew of 54, including the captain, were killed.

BULWARK

British Navy, 1st class battleship; 1902; Devonport Dockyard; 15,000 tons; 430x75x29; 15,000 i.h.p.; 18-5 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, twelve 6 in., sixteen 12 pdr., six 3 pdr., 2 m.g.; 4 T. T.

The battleship, *Bulwark*, Capt. G. L. Sclater, was a unit of the 5th Battle Squadron, which formed part of the Channel Fleet during the First World War. The ship had a complement of 750 officers and men. On November 15th, 1914, the squadron arrived at Sheerness and on the 26th *Bulwark* was engaged in taking ammunition on board, when she blew up. Only 12 were saved.

An Admiralty Court endeavoured to ascertain the cause of the disaster from the meagre evidence placed before it, but was finally compelled to state that it could not account for the explosion.

BULYSESSES

Anglo-Saxon Petroleum Co.; 1927; Hawthorn, Leslie & Co.; 7,519 tons; 440-3x59-5x32-7; 602 n.h.p.; oil engines.

The motor tanker *Bulysses* was torpedoed and sunk by a German submarine on September 10th, 1941, on a voyage from New York to Manchester with gas oil.

BUNGESBERG

Aug. Bolten, Wm. Millers Nachfolger; 1924; Howaldtswerke; 1,504 tons; 250-8x38-5x15-9; 143 n.h.p.; triple-expansion engines.

The German steamship *Bungesberg* struck a mine and sank on March 25th, 1943, W. of Tallinn.

BUNZAN MARU

Miyachi Kisen K.K.; 1,990 tons.

The *Bunzan Maru* was sunk by U.S. land-based aircraft on October 16th, 1944, 50 miles S.E. of Hong Kong.

BUR

Rederiaktieb. "Bur"; 1901; Grangemouth & Greenock Dockyard Co.; 1,806 tons; 270-1x40-6x18-3; 181 n.h.p.; triple-expansion engines.

The Swedish steamship *Bur* was torpedoed and sunk by a German submarine in the North Sea on November 2nd, 1917.

BURBRIDGE

Burdick & Cook; 1912; Richardson, Duck & Co.; 3,505 tons; 360x50x21-3; 321 h.p.; triple-expansion engines.

The British cargo ship *Burbridge* was wrecked on December 29th, 1914, on Almadí Reef. She was on a voyage from Beira to London.

BURDWAN

Ham S.S. Co.; 1928; Barclay, Curie & Co.; 6,069 tons; 436x 57-5x29-8; 1,237h.p.; quadruple-expansion engines & L.P. turbine.

The British steamship *Burdwan* was bombed by German aircraft on June 15th, 1942, and severely damaged 35 miles south of Pantelaria Island. She was afterwards sunk by British naval ships.

BURE

Akties. Ganger Rolf; 1914; Nylands Vcerksted; 1,151 tons; 228-9X36-2X15-8; 107n.h.p.; triple-expansion engines.

The Norwegian steamship *Bure* was torpedoed and sunk by a German submarine in the North Sea on June 9th, 1916.

BURGENLAND

Hamburg-AmerikaLine; 1928; Flensburg S.B. Co.; 7,320 tons; 462-6x61-2x25-3; 790n.h.p.; 13 knots; oilengines.

The German blockade runner *Burgenland* was engaged in carrying cargoes of rubber, tin and wolfram from the Far East to Germany. The United States Fourth Fleet under command of Vice-Admiral J. H. Ingram, was largely concerned in the capture of these ships in the Atlantic Narrows between Ascension Islands and Caravellas in Brazil. This was an enormous area of sea, nevertheless the Americans were most successful in their search.

The *Burgenland* was intercepted on January 5th, 1944, by the U.S. light cruiser *Omaha*, 7,050 tons, ten 6 in. guns. The German steamship attempted to escape, but was shelled by the cruiser and compelled to stop. She was then scuttled by her crew. The cruiser took off 150 passengers and crew. One man was killed.

The *Weserland* was captured and sunk by the U.S. destroyer *Somers* on January 3rd. The *Rio Grande* was captured and sunk by the *Omaha* and the U.S. destroyer *Jouett* on January 4th. This disposed of the blockade running fleet. There was some small loss of life on the German side when these captures were effected.

BURMA

Bennett S.S. Co.; 1891; S. P. Austin & Son; 706 tons; 203-3X 30-1x13-5; 153n.h.p.; triple-expansion engines.

The British steamship *Burma* struck a mine and sank on June 23rd, 1916, five miles N. by E. E. from the Shipwash lightship. Seven of the crew were killed.

BURMA MARU

Nanyo Kaiun K.K.; 1917; Kawasaki Dockyard Co.; 4,584 tons; 385x51x28; 391 n.h.p.; triple-expansion engines.

The steamship *Burma Maru* was torpedoed and sunk by the U.S. submarine *Swordfish* on June 12th, 1942, off Cap St. Jacques, Indo-China.

BURNS

Glover Brothers; 1882; E. Withy & Co.; 2,193 tons; 285x36 X24•1; 240h.p.; compound inverted engines.

The British freighter *Burns* was wrecked on October 7th, 1883, near Suakim. She was on a voyage from Bussorah to London.

BURNSTONE

Alexander Bros.; 1903; Craig, Taylor & Co.; 2,340 tons; 305-8 X44-2x20; 243 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Burnstone* was torpedoed and sunk by a submarine 44 miles N. of the Fam Islands on March 19th, 1918. Five men were killed. The captain was among the survivors.

BURUTU

British & African S.N. Co.; 1902; A. Stephen & Sons; 3,902 tons; 360x44-2x14-3; 525 n.h.p.; triple-expansion engines.

The British steamship *Burutu* was sunk in a collision on October 3rd, 1918, north of Padstow. She was on a voyage from the W. coast of Africa to Liverpool.

BUSBY

Sir R. Ropner & Co.; 1894; Ropner & Son; 3,276 tons; 329-6x 43x18-5; 300 h.p.; triple-expansion engines.

The British steamship *Busby* foundered in July, 1894, off Pendeen, Cornwall, while carrying coal from Newport to Civita Vecchia.

BUSH

United States Navy, destroyer; 1942; Bethlehem Steel Co., San Francisco; 2,050 tons; 376-5x39-3x12-2; 60,000s.h.p.; 36-5 knots; turbine engines; Babcock & Wilcox boilers; five 5 in. guns, four 40 mm., four 20 mm.; 10 T.T.

The United States destroyer *Bush* was attacked by Japanese aircraft off Okinawa on April 6th, 1945. The vessel, which carried a complement of over 250, was hit and sunk.

BUSHO MARU

Osaka Shosen K.K.; 1921; Osaka Iron Works; 2,552 tons; 284-5x42-5x23; 288 n.h.p.; triple-expansion engines.

The steamship *Busho* (*Busyd*) *Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On January 26th, 1944, she was torpedoed and sunk by the U.S. submarine *Crevall* about 250 miles S.E. of Saigon.

BUSHRANGER

BUSHRANGER

U.S. Maritime Commission; 1922; F. L. Thompson & Sons; 4,536 tons; 376-8x52-8x24-3; 357 n.h.p.; triple-expansion engines.

The Panamanian steamship *Bushranger* was torpedoed and sunk by a German submarine on May 31st, 1942, on a voyage from St. Thomas, W.I. to New York. The captain and 16 of her crew were killed.

BUSHROD WASHINGTON

U.S. War Shipping Administration; 1943; Bethlehem-Fairfield Shipyard, Baltimore; 7,191 tons; 423x57-1x34-8; 339n.h.p.; 11 knots; triple-expansion engines.

The American cargo ship *Bushrod Washington*, Capt. J.M. Wainwright, served as a transport during the Salerno campaign. On September 15th, 1943, she was lying in Salerno Bay when she was attacked by bombers. She was hit and sunk, with a loss of 18 men killed and 12 wounded. Capt. Wainwright was among the survivors.

BUSHU MARU

Takasaga Shoji Kabushiki Kaisha; 1895; Blyth S.B. Co.; 2,656 tons; 314x40-1x17-9; 246 n.h.p.; triple-expansion engines.

The steamship *Bushu Mam* left Dairen on December 24th, 1921, for Takao. She was never seen again and is believed to have been lost in a storm near the Pescadores Islands.

BUSHU MARU

Hinode Risen K.K.; 1918; Asano Zosensho; 1,222 tons; 217 x34x!8-5; 114 n.h.p.; triple-expansion engines.

The steamship *Bushu (Busyu) Mam* was torpedoed and sunk by the U.S. submarine *Barbel* on September 25th, 1944, at the northern extremity of the Ryukyu Islands.

BUSSORAH

J. & P. Hutchinson; 1881; Sunderland S.B. Co.; 1,926 tons; 268-2x35'2x20-5; 176n.h.p.; compound engines.

The British cargo ship *Bussorah* was wrecked in May, 1903, near Sarlskar, N. of Åland. She was carrying a cargo of wood from Sundsvall to Manchester.

BUSSUM

Stoomv. Moats. "Oostzee"; 1917; L. Vuijk&Zonen; 3,636 tons; 360x48-2x22-8; 342n.h.p.; triple-expansion engines.

The Dutch steamship *Bussum* was torpedoed and sunk by a German submarine on November 23rd, 1940, in the North Atlantic.

BUTESHIRE

Moor Line; 1877; W. Hamilton & Co.; 1,368 tons; 260-3x32-3x22-7; 140 h.p.; compound engines.

The British freighter *Buteshire* was wrecked in November, 1897, E. of Hafringe lighthouse, Sweden, while on a voyage from Swine-munde to Oxelosund.

BUTETOWN

Town Line (London) Ltd.; 1890; J. R. Oswald & Co.; 1,594 tons; 249-9x32-3x17-9; 191 n.h.p.; triple-expansion engines.

The *Butetown* was wrecked on December 4th, 1917, at Cullercoats. She was on a voyage from Blyth to Fredriksstad with a cargo of coal.

BUTTERFLY

Industrie Navali Soc. Anon.; 1920; Bartram & Sons; 5,127 tons; 412-9x52-3x28-5; 476n.h.p.; triple-expansion engines.

The Italian steamer *Butterfly* was intercepted by Allied warships and sunk by gunfire on April 28th, 1943, off St. Nazaire.

BUXTON

Deddington S.S. Co.; 1906; W. Gray & Co.; 3,142 tons; 331-2x47-6x22-4; 277 n.h.p.; triple-expansion engines.

The British cargo ship *Buxton* was wrecked on October 12th, 1916, on Bear Island. She was carrying a cargo of timber from Archangel to Rouen.

BUYO MARU

Tamai Shosen K.K.; 1919; Asano S.B. Co.; 5,447 tons; 400 X53'2x29-4; 513 n.h.p.; triple-expansion engines.

The steamship *Buyo Mam* was torpedoed and sunk by the U.S. submarine *Wahoo* on January 26th, 1943, about 300 miles N. of New Guinea.

BYGDO

Akties. Ronald; 1887; E. Withy & Co.; 2,345 tons; 289-8x38-1x19; 210 n.h.p.; triple-expansion engines.

The Norwegian steamship *Bygdo* struck a mine and sank in the North Sea on October 27th, 1916.

BYRON D. BENSON

Tide Water Associated Oil Co.; 1922; Oscar Daniels Co.; 7,953 tons; 465-4x60-2x36; 596n.h.p.; quadruple-expansion engines.

The American steamship *Byron D. Benson* was torpedoed and set on fire by a German submarine on April 4th, 1942, on a voyage from Port Arthur to New York. The ship sank some days later. Nine of her crew were killed.

BYZANTIN

Fraissinet Co.; 1854; La Seyne; 906 tons; 177x35x21; 140 n.h.p.; 10 knots; steam engines.

The French passenger steamship *Byzantin* was bound from Marseilles to Constantinople with some 260 persons on board. When approaching Gallipoli she ran into a storm which had been raging for several days. At about one o'clock on the afternoon of December 18th, 1878, when off Lampsaki, the *Byzantin* endeavoured to come to anchor near the British steamship *Rinaldo*, 1,660 tons, which was lying with two anchors down awaiting her bill of health from shore. The violence of the gale swept the French ship across the bows of the *Rinaldo*, with which she collided.

Meanwhile a large number of passengers had assembled on deck, many of them rendered helpless by fear. The captain of the *Rinaldo* called upon these people to jump on to his ship, and this a number of them did. The vessels then separated and within five minutes the *Byzantin* foundered, taking with her about 150 persons.

The *Rinaldo* lowered her boats, but they were blown out to sea without being able to render any aid to the drowning. The number saved by the *Rinaldo* was 94. Later H.M.S. *Flamingo* went in search of the missing boats, which she recovered. The steamship *Vindomara* picked up five survivors in the Dardanelles, and a boat containing three officers and 11 of the crew was also picked up.

The *Rinaldo* was able to reach Constantinople, where she landed the survivors, and underwent repairs.

C. DE EIZAGUIRRE

Cia. Trasatlantica; 1904; Sir R. Dixon & Co.; 4,376 tons; 375-3x47x23-2; 589 n.h.p.; 12-5 knots; triple-expansion engines.

The *C. de Eizaguirre* left Barcelona on April 23rd, 1917, for Manila by way of the Cape. She carried just over 150 passengers and crew. Her voyage as far as the Cape was uneventful and on the night of May 25th she was steaming at reduced speed for Table Bay. The weather was bad with torrents of rain and a heavy sea. At about 3 a.m. on the next day when off Robben Island there was a terrific explosion. The passengers were asleep below and there was hardly time for them to hurry on deck before the vessel broke her back, and with bow and stern pointing into the air plunged beneath the waves.

The whole disaster occupied only five minutes, during which time frantic efforts were made to launch the boats. Only one, in which there were 23 persons, got away; later the chief engineer was picked up on a raft. These 24 were all that remained of the liner's company.

The cause of the disaster was found to be a mine sown by the German raider *WolfsonG* weeks previously.

C. F. LILJEVALCH

Trafikaktieb. Grängesberg-Oxelosund; 1920; Gotaverken; 5,492 tons; 394-4x52-2x30-8; 430 n.h.p.; triple-expansion engines.
The Swedish steamship *C. F. Liljevalch* was torpedoed and sunk by a Russian submarine on August 17th, 1942, one mile S. of Kungsgrund, Sweden.

C. J. BARKDULL

Standard Oil Co. of New Jersey; 1917; Union Iron Works Co.; 6,773 tons; 435x56x32; 3,140 s.h.p.; 11-2 knots; turbine engines.

The American tanker *C. J. Barkdull*, Capt. Chester S. Swanner, sailing under the Panamanian flag, left New York in a convoy of 45 vessels on December 12th, 1942, for Casablanca. She carried a mercantile crew of 38 officers and men with 20 U.S. naval gunners. The ship was never heard of again after the 13th, when she was seen to lose headway and dropped out of the convoy. She was thought to have been lost by marine causes on about the 14th December.

C. M. PALMER

Tyne Steamship Co.; 1870; Palmers' Co.; 1,011 tons; 239-1x29'2x15-6; 180 h.p.; compound inverted engines.
The steamship *C. M. Palmer* collided with the steamship *Ludworth*, 448 tons, in dense fog at about ten on the morning of February 17th, 1878. The position of the vessels at the time was not far from Harwich. The *C. M. Palmer* sank with about 14 of those on board.

C. O. STILLMAN

Panama Transport Co.; 1928; Bremer Vulkan; 13,006 tons; 564-9x75-3x44-5; 1,595 n.h.p.; oil engines.
The Panamanian tanker *C. O. Stillman* was torpedoed and sunk by a German submarine on June 5th, 1942, on a voyage from Aruba to New York. There were only 13 survivors of her crew of 43.

C. SUNDT

Akities. Dampsk. C. Sundt; 1901; Bergen Mek. Vcerks.; 1,105 tons; 228-5x35-3x15-9; 101 n.h.p.; triple-expansion engines.
The Norwegian steamship *C. Sundt* was sunk by a German submarine in the North Sea on March 25th, 1917.

CABEDELLO

LloydBrasileiro; 1912; Flensburger Schiffsb. Ges.; 3,557 tons; 364-3x51x22; 318 n.h.p.; triple-expansion engines.
The Brazilian steamship *Cabedello* left Philadelphia on February 14th, 1942, bound for Rio de Janeiro. She was presumed to have been lost with all hands on February 26th, in lat. 16° N., long. 42° 30' W. approximately.

CABO

Bjellard&Hansen; 1894; J.Scott&Co.; 1,254 tons; 211x32-1 X15-9; 127 n.h.p.; triple-expansion engines.
The Norwegian steamship *Cabo* was sunk by a German submarine on February 17th, 1917, in the Bay of Biscay.

CABOPALOS

Ybarra&Co.; 1927; Compania Euskalduna; 6,342 tons; 397 X53-2X31-5; 438 n.h.p.; oilengines.

The Spanish motorship *Cabo Pahs* was torpedoed and sunk by an unidentified submarine on June 26th, 1937, off Alicante, during the Spanish Civil War. She was carrying supplies from Odessa at the time.

CABO SAN ANTONIO

Ybarra&Co.; 1930; Soc. Espanola de Const. Naval; 12,275 tons; 482-5x63-4x33-4; 1,392 n.h.p.; oilengines.

The motor vessel *Cabo San Antonio* was on a voyage from Buenos Aires to Genoa with passengers and general cargo when, on December 29th, 1939, some 400 miles from Conakry, fire broke out in the galley and quickly spread through the vessel.

The fire could not be controlled and passengers and crew were taken off by a French vessel, except for five passengers reported missing.

On the 31st, the *Cabo San Antonio* was shelled and sunk by a French destroyer, as she was a danger to navigation.

CABO SANTO TOME

Ybarra & Co.; 1931; Soc. Espanola de Const. Naval; 12,589 tons; 482-5x63-3x34-3; 2,731 n.h.p.; oilengines.

The Spanish motor vessel *Cabo Santo Tome* left Odessa on October 5th, 1937, under the assumed name *Corfu*, with a cargo of aeroplanes and munitions for the Spanish Government in the Civil War. On October 10th, she was intercepted by two insurgent destroyers off Bona, bombarded and set on fire. She failed to reach port and anchored 400 yards off shore, where the crew took to the boats. The vessel sank soon afterwards following an internal explosion. One member of the crew was killed by gunfire and six wounded.

CABO VERDE

Empresa Nacional de Nav. a Vapor para a Africa; 1883; Earless Co.; 2,220 tons; 310x37-1x26; 296 n.h.p.; compound engines.

The Portuguese ship *Cabo Verde* was sunk by a German submarine on June 24th, 1917, off the north west coast of Spain.

CABOVILLANO

Ybarra & Co.; 1920; Echevarrieta y Larrinaga; 3,755 tons; 330-4x47-9x31; 417 n.h.p.; triple-expansion engines.

The steamship *Cabo Villano* left Montevideo on June 11th, 1942, for Barcelona via Las Palmas. Nothing more was heard of her after a wireless report on the 15th, giving her position as lat. 31° IT'S., long. 48° 43' W., and reporting heavy weather.

CABOTIA

Donaldson Line; 1900; R. Duncan & Co.; 4,309 tons; 385-2 x48-8x26-9; 359 n.h.p.; 10-5 knots; triple-expansion engines.

The *Cabotia* was intercepted by a submarine 120 miles W.N.W. of Tory Island on October 20th, 1916, and sunk by gunfire. Two boats, containing altogether 32 persons, were never seen again.

CABOTO

Soc. Veneziana di Nav. a Vap.; 1905; Cant. Nav. di Muggiano; 4,418 tons; 341-2x48-7x19-6; 388 n.h.p.; triple-expansion engines.

The Italian ship *Caboto* was torpedoed and sunk by a submarine on December 22nd, 1917, in the Mediterranean.

CABOURG

Soc. Maritime Nationale; 1918; S. P. Austin & Son; 2,423 tons; 285-9x41-9x18-9; 410 n.h.p.; triple-expansion engines.

The French steamship *Cabourg* left Ghent on January 20th, 1939, for Nantes with coal. Nothing was heard of the ship after she reported passing Ushant on the 22nd. The bodies of two of the crew were later washed ashore.

CABRAL

Egypt & Levant S.S. Co.; 1894; R. Thompson & Sons; 2,718 tons; 306-4x40x20-6; 252 n.h.p.; triple-expansion engines.

The British cargo ship *Cabral* was wrecked in January, 1907, near Agger, Denmark, while on a voyage from Novorossisk to Nyborg with a cargo of grain and oilcake.

CACIQUE

CACIQUE

New York & Pacific S.S. Co.; 1894; *J. L. Thompson & Sons*; 3,052 tons; 322x42-7x18-6; 299 n.h.p.; triple-expansion engines.

The British cargo ship *Cacique* caught fire and sank in April, 1908, near Santa Elena on the Ecuador coast. She was on a voyage from Mollendo to San Francisco.

CACIQUE

Cie. Generale Transatlantique; 1908; *Swan, Hunter & Wigham Richardson*; 2,917 tons; 325x43-7x23-3; 233 n.h.p.; triple-expansion engines.

The French ship *Cacique* was torpedoed and sunk by a submarine in the Bay of Biscay on February 20th, 1917.

CACOUNA

Dominion Coal Co.; 1883; *Wigham Richardson & Co.*; 1,451 tons; 250x35-4x16-4; 158 n.h.p.; compound engines.

The Canadian ship *Cacouna* was wrecked on September 26th, 1914, at Ferryland Head, N.F.L., while on a voyage from St. John's to Sydney, C.B.

CADAMOSTO

Salvagno Anon. Nav.; 1905; *Stavanger*; 1,010 tons; 242-1 x 33 • 1 x 15 -1; 127 n.h.p.; triple-expansion engines.

The Italian steamship *Cadamosto* was torpedoed and sunk by a British submarine on December 22nd, 1941, about 14 miles N.W. of Misurata, Libya.

CADDO

Socony-Vacuum Oil Co.; 1942; *Sun S.B. & D.D. Co.*; 10,172 tons; 503x68x39-3; 7,240 s.h.p.; 16-5 knots; turbo-electric engines.

The American tanker *Caddo*, Capt. Paul B. Muller, was torpedoed and sunk by a German submarine in the North Atlantic on November 23rd, 1942. Thirty-eight men were killed and two were wounded. Capt. Muller was taken prisoner and died in Germany whilst in captivity. The vessel was not in convoy at the time of the sinking.

CADILLAC

Anglo-American Oil Co.; 1917; *Palmers' Co.*; 530-2x66-3 X33-8; 793 n.h.p.; 11 knots; quadruple-expansion engines. The tanker *Cadillac* was in the North Atlantic about 200 miles W.S.W. of the Faroes on March 1st, 1941, when she was torpedoed and sunk by a submarine.

CADIZ

John Hall & Co.; 1858; *North Shields*; 945 tons; 9 knots; compound engines.

The passenger steamship *Cadiz* was built in 1858, but was lengthened and re-engined in 1873. On April 30th, 1875, she left Cadiz homeward bound and finally cleared Spain after touching at Vigo on May 5th. She carried 35 passengers and a crew of 31, and had a general cargo consisting chiefly of lead and wine. Among her passengers was a party of Portuguese sailors who were to join their ship in London.

On the night of May 7th-8th the *Cadiz* ran into a thick fog and soundings were taken at intervals, the last, which was \ hours before she struck, giving a depth of 65 fathoms. At about three o'clock on the morning of Saturday the 8th the vessel crashed on the Wizard Rock, off Brest. The captain was below at the time and the second officer, Mr. Atkins, was in charge of the ship. There was very little time for launching the boats before she heeled over and sank. Of the six boats one got away with 14 men under the second officer, but was swamped when the ship foundered.

One British and three Portuguese seamen managed to swim to the rocks, from which they were taken off next morning. The total number lost was 62, including the captain.

CADMUS

D/SA/SBananfart; 1926; *Kjobenhavns Flydk. & Skibsv.*; 1,855 tons; 267-3x39-2x22; 232 n.h.p.; triple-expansion engines. The Norwegian steamship *Cadmus* was torpedoed and sunk by a German submarine on July 1st, 1942, in the Gulf of Mexico.

CADMON

E. Jenkins & Co.; 1877; *T. Turnbull & Son*; 1,225 tons; 236-2 X 32 • 1 x 17 • 1; 115 n.h.p.; compound engines.

The British collier *Ccedmon* was wrecked in February, 1900, at Oleron. She was carrying a cargo of coal from Cardiff to Rochelle.

CAENWOOD

William Cory & Son; 1902; *S. P. Austin & Son*; 1,191 tons; 225x36-7x13-4; 170 n.h.p.; triple-expansion engines.

The British collier *Caenwood* was wrecked in November, 1905, near Flamborough Head. She was carrying a cargo of coal from the Tyne to Devonport.

CAFFARO

Lloyd Triestino; 1924; *S.A. Ansaldo*; 6,476 tons; 408-8x53-7x 28-2; turbine engines.

The Italian steamship *Caffaro* was bombed and sunk by British aircraft on September 12th, 1941, about 105 miles N.W. of Tripoli.

CAGLIARI

"Tirrenia" Soc. Anon. di Nav.; 1907; *N. Odero fu A. & Co.*; 2,322 tons; 300-5x38-5x17-2; 190 n.h.p.; triple-expansion engines.

The Italian steamship *Cagliari* was torpedoed and sunk by a British submarine on May 6th, 1941, three miles off the coast of Calabria.

CAGOU

Soc. Anon. "Le Nickel"; 1930; *S. P. Austin & Son*; 2,795 tons; 308x44-5x19-6; 261 n.h.p.; triple-expansion engines.

The French steamship *Cagou* left Sydney on July 23rd, 1942, for Noumea, and was never seen again. She was considered to have been sunk by the Japanese.

CAIRNAVON

Cairns, Young & Noble; 1892; *Wood, Skimmer & Co.*; 1,562 tons; 250-6x36-1 X16-8; 156n.h.p.; triple-expansion engines.

The British cargo ship *Cairnavon* was sunk in a collision in November, 1904, off Austruweel in the River Scheldt. She was on a voyage from Tunis to Antwerp with a cargo of zinc ore.

CAIRNAVON

Cairn Line; 1920; *W. Gray & Co.*; 5,245 tons; 400x52-3x 28-5; 513 n.h.p.; triple-expansion engines.

The British cargo ship *Cairnavon* went ashore on November 1st, 1925, half-a-mile south of Buchan Ness. She was on a voyage from Leith to Montreal with coal and a general cargo.

CAIRNCRAG

Cairns, Noble & Co.; 1892; *Hawthorn, Leslie & Co.*; 3,013 tons; 322x41-7x21-6; 281 n.h.p.; triple-expansion engines.

The British cargo ship *Cairncrag* was wrecked in July, 1909, on Dover Island near Cape Canso, N.S., while on a voyage from Boston to Bathurst, N.B., in ballast.

CAIRNDALE

British Admiralty; 1939; *Harland & Wolff*; 8,129 tons; 465-6x 59-5x33-9; 502 n.h.p.; oil engines.

The motor tanker *Cairndale* was torpedoed and sunk by a German submarine on May 30th, 1941, about 100 miles N.W. of Casablanca.

CAIRNDHU

Cairns, Noble & Co.; 1911; *W. Doxford & Sons*; 4,019 tons; 370x51x24-6; 292 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Cairndhu* was torpedoed and sunk by a submarine 25 miles W. of Beachy Head on April 15th, 1917. Eleven men were killed. The captain was among the survivors.

CAIRNESK

Cairns, Young & Noble; 1888; *C. S. Swan & Hunter*; 2,128 tons; 279-5x37-5x19-2; 226 n.h.p.; triple-expansion engines.

The British cargo ship *Cairnesk* was wrecked in July, 1899, on Snippan Rocks at North Quarren, Gulf of Bothnia, and afterwards sank. She was on a voyage from Cronstadt to Pitea.

CAIRNMONA

Cairn Line of Steamships; 1918; Sunderland S.B. Co.; 4,666 tons; 390-2x53-1 x33-7; 550 n.h.p.; triple-expansion engines.
The British steamship *Cairnmona* was torpedoed and sunk by a German submarine on October 30th, 1939, off Rattray Head.

CAIRNROSS

Cairns, Noble & Co.; 1894; J.Laing; 1,509 tons; 255 x36-7'x 18 • 1; 159 n.h.p.; triple-expansion engines.
The British cargo ship *Cairnross* was wrecked on December 5th, 1910, about seven miles east of Malabat Point, while on a voyage from Toulon to Seville in ballast.

CAIRNSTRATH

Cairns, Noble & Co.; 1888; C. S. Swan & Hunter; 2,128 tons; 280x37-5x19-3; 223 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Cairnstrath* was torpedoed and sunk by a submarine six miles S.S.W. of He du Pilier on August 4th, 1917. The captain and 21 of the crew were killed.

CAIRNTORR

Cairn Line; 1922; Sunderland S.B. Co.; 5,387 tons; 425x55x 22-6; 623 n.h.p.; triple-expansion engines.
The British cargo ship *Cairntorr* was wrecked on October 22nd, 1928, on Island Rock, Coacocho Bay, while on a voyage from Montreal to Newcastle with grain and a general cargo.

CAIRO

British Navy, anti-aircraft cruiser; 1919; Cammell Laird; 4,200 tons; 450x43-5x16-2; 40,000 s.h.p.; 29 knots; turbine engines; Yarrow boilers; eight 4 in.A.A. guns, several smaller.
The anti-aircraft cruiser *Cairo*, Capt. C. C. Hardy, D.S.O., was built in 1919 as a light cruiser armed with five 6in. guns. In 1939 she was re-equipped with eight 4 in.A.A. guns for service as an anti-aircraft ship. She was particularly useful in escorting convoys through the Mediterranean during the Second World War, and it was while engaged upon this duty that she was sunk. From the 10th to the 14th of August, 1942, a convoy for Malta, escorted by strong British forces was passing through the Mediterranean, and on the 11th and 12th it became a target for German dive-bombers, torpedo-bombers, submarines and E-boats in a concerted attack. On the 12th *Cairo* was torpedoed by a submarine, damaging her rudders and propellers and causing her to become unmanageable. It was not possible to take her in tow in view of the intensity of the aerial attack and at nightfall she was abandoned and sunk by torpedoes from British warships.

Cairo carried a complement of 400, of whom one officer and 23 ratings were killed.

The full story of the Malta convoy is told under the aircraft carrier *Eagle* and the cruiser *Manchester*, both lost in the action.

CAIRO

Atlas-Levante Linie A.G.; 1936; Fr. Krupp A.G.; 4,778 tons; 408-5x56-6x21-4; 796 n.h.p.; oil engines.
The motorship *Cairo* was taken over by the German Navy and fitted out as an auxiliary cruiser. On September 27th, 1942, in company with another raider, she intercepted the American steamship *Stephen Hopkins*, 7,181 tons gross, about 700 miles N.N.W. of Tristan da Cunha. In the ensuing engagement the *Stephen Hopkins* was sunk by gunfire but not before she herself sank the *Cairo*.

CAITHNESS

Sutherland Steamship Co.; 1898; IV. Doxford & Sons; 3,503 tons; 340-5x45-5x24-6; 300 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Caithness* was torpedoed and sunk by a submarine 130 miles N.W. by N. of Cape Prtegal on April 19th, 1917. The vessel sank in a very short time with most of her crew. One lifeboat capsized but was righted and 20 men got into her and drifted about without food for 16 days, during which time all but two died from privation. The total number lost was 47, including the captain.

CALABAR

British & African S.N. Co. (Elder, Dempster & Co.); 1883; J. Elder & Co.; 1,756 tons; 300-3x36-2x20-4; 214 n.h.p.; compound engines.

The British ship *Calabar* was wrecked at Great Bassa, Liberia, in October, 1898, on a voyage from the west coast of Africa to Liverpool.

CALABRIA

Ministry of Shipping (British India S.N. Co.); 1922; Akt. Ges. Weser; 9,515 tons; 479-7x57-6x31-2; 604 n.h.p.; triple-expansion engines.
The steamship *Calabria* was formerly Italian, captured by the British. She was torpedoed and sunk by a German submarine on December 8th, 1940, on a voyage from Freetown to the Clyde. Her entire company of 130 crew and 230 Indian passengers were lost.

CALABRIA

Rederiaktiebt. Svenska Lloyd; 1916; Oskarshamns M/V A/B; 1,277 tons; 236-2x37-7x24; 204 n.h.p.; triple-expansion engines.
The Swedish steamship *Calabria* was torpedoed and sunk by a German submarine on June 22nd, 1941, about 100 miles from Inshtrahull.

CALAFATIS

Exors. of the late C. D. Calafatis; 1917; Uraga Dock Co.; 4,443 tons; 360 X 51 X 24 • 6; 378 n.h.p.; triple-expansion engines.
The Greek steamship *Calafatis* was bombed and sunk by German aircraft on February 4th, 1941, in the North Atlantic. Eighteen of her crew were last seen in a boat in lat. 55° 40' N., long. 14° 35' W.

CALATAFIMI

Italian Navy, destroyer; 1923; Orlando; 966 tons; 262-5x24-7 x8-5; 20,000 s.h.p.; 32 knots; turbine engines; Thornycroft boilers; four 4 in. guns, two 3 in.; 6 T.T., 10 mines.
The Italian destroyer *Calatafimi* was torpedoed by the Greek submarine *Pipinos* outside Karlovassi harbour, Samos, on August 9th, 1944. The *Calatafimi* was one of the units of the Italian fleet which fell into German hands at the surrender in September, 1943. Her normal complement was 105.

CALCHAS

Ocean S.S. Co. (Alfred Holt & Co.); 1921; Workman, Clark & Co.; 10,305 tons; 490-8x62-4x39-6; 6,500 s.h.p.; 14 knots; turbine engines.
The liner *Calchas*, Capt. W. R. Holden, was torpedoed and sunk by a submarine on April 21st, 1941, about 400 miles W. of Rio de Oro, West Africa. Thirty-one members of the crew, including Capt. Holden, were killed.

CALCUTTA

W. R. Price; 1864; Labbie; 1,372 tons; 204-8x39-7x23-9.
The sailing ship *Calcutta* was on a voyage from Shields to Aden when she caught fire. The disaster occurred on September 11th, 1874, the vessel being completely destroyed with nearly everyone on board.

CALCUTTA

British Navy, anti-aircraft cruiser; 1918; Vickers Armstrong; 4,200 tons; 450 x43-5x 14; 40,000 s.h.p.; 29 knots; turbine engines; Yarrow boilers; eight 4 in.A.A. guns, several smaller.
The anti-aircraft cruiser *Calcutta*, Capt. D. M. Lees, D.S.O., took part in the operations connected with the withdrawal of the British and Greek forces from Crete in May, 1941. The evacuation commenced on the night of the 29th and on the two following nights and was carried out by the British Navy, with very little loss considering the strength of the enemy air forces engaged. The distance between the Egyptian ports to which the troops were taken and Crete was 360 miles, and the number of troops evacuated was over 17,000. An Admiralty statement was issued later to the effect that the withdrawal and transport of the troops was accomplished at the cost of one anti-aircraft cruiser and two destroyers, *Hereward*, 1,340 tons, and *Imperial*, 1,370 tons.
Calcutta, which carried a complement of 400, was bombed and sunk on the 29th, with the loss of two officers and 114 ratings, and two officers wounded.

CALCUTTA MARU

Other British warships lost in the whole Cretan campaign were as follows:—

CRUISERS		DESTROYERS	
<i>York</i>	8,250 tons	<i>Greyhound</i>	1,335 tons
<i>Gloucester</i>	9,600 tons	<i>Juno</i>	1,690 tons
<i>Fiji</i>	8,000 tons	<i>Kashmir</i>	1,690 tons
		<i>Kelly</i>	1,695 tons

CALCUTTA MARU

Nippon Yusen K.K.; 1917; Mitsubishi Dockyard & Eng. Wks.; 5,339 tons; 400x54-5x30; 490 n.h.p.; triple-expansion engines.
The steamship *Calcutta Maru* was torpedoed and sunk by the U.S. submarine *Triton* on May 1st, 1942, off Wenchow.

CALDEA

"Adriatica" Soc. Anon. di Nav.; 1927; Cant. San Rocco S.A.; 2,703 tons; 308-2x41-8x20-2; 357 n.h.p.; oil engines.
The Italian motor vessel *Caldea* was torpedoed and sunk by a British submarine on July 13th, 1941, 10 miles off Benghazi.

CALDER

London Midland & Scottish Railway Co.; 1930; Cammell Laird & Co.; 1,107 tons; 240-6x34-1x15-4; 352 n.h.p.; 13-5 knots; triple-expansion engines.
The steamship *Colder*, Capt. T. W. Sutherby, left Hamburg for Hull and Goole at 9.55 p.m. on April 17th, 1931, with 960 tons of general cargo, of which 200 tons was stowed on deck. She carried a crew of 18. The German pilot quitted the steamship off the Elbe No. 3 Lightship at 3.30 a.m. on the 18th and this was the last ever seen of her. The weather was boisterous with a heavy swell and next morning two steamships in the North Sea, the *Nottingham* and the *Hodder*, picked up floating wreckage which was identified as coming from the *Colder*. Later other wreckage from the same source was washed up along the Lincolnshire coast. From this it was concluded that the steamship must have foundered with all hands.

CALDERGROVE

Clutha Shipping Co.; 1909; W. Hamilton & Co.; 4,327 tons; 376-8x52-3x25-5; 320 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Caldergrove* was torpedoed and sunk by a submarine 200 miles W.N.W. of Fastnet on March 6th, 1917. Nineteen men, including the captain, were killed.

CALEB GRIMSHAW

Emigrant ship; 1840 (circa); 800 tons (approximate).
The emigrant ship *Caleb Grimshaw* left Liverpool for America on October 23rd, 1849. She carried 429 passengers, most of whom were emigrants, and a crew of 28. The voyage was normal until Sunday, November 11th, at about 9 p.m., when a passenger noticed smoke coming from the fore hatch. The weather was beginning to change for the worse and an attempt to confine the fire below deck and prevent its being fanned by the rising wind was partially successful. The *Caleb Grimshaw* continued on her voyage until the 16th, when she sighted the timber ship *Sarah*, sailing from London for Yarmouth, N.S. This ship took off one boat with a few people but three other boats were lost in the gale. The *Sarah* stood by throughout the night and on the following afternoon, the sea having abated, took off a further 133 persons. The ships then made for the Azores, the *Sarah* keeping close to the burning vessel. On Saturday, November 24th, the *Caleb Grimshaw* reached Fayal after a dreadful voyage in which 92 persons lost their lives either by suffocation, drowning or through intense thirst, there being no means of supplying fresh water to the burning ship.

The conduct of the master, Capt. Cook, and the crew of the *Sarah* received great public commendation. During the latter part of the time the navigational instruments of the *Caleb Grimshaw* were either destroyed or beyond the reach of the officers, and at night she was navigated by following the lights of the *Sarah*.

CALEB SPRAGUE

Ministry of War Transport (Whimster & Co.); 1943; Pacific Bridge Co.; 1,813 tons; 250x42-1x18-3; 188 n.h.p.; triple-expansion engines.
The British steamship *Caleb Sprague* was torpedoed and sunk by

German motor torpedo boats on January 31st, 1944, S.E. of Beachy Head on a voyage from London to Newport. Twenty-two of her crew of 27 and three of her four gunners were lost.

CALEDONIA

Macbeth, Blackwood & Laurie; 1870; J. Laing; 1,507 tons; 270x32•1x25; 200 h.p.; compound inverted engines.
The British ship *Caledonia* with a cargo of petroleum caught fire and sank on February 13th, 1886, in 49° N., 4° W., while on a voyage from Batoum to Dunkirk.

CALEDONIA

Dampsk.HafniaAkties.; 1898; Burmeister & Wain; 1,815 tons; 278-6x40-4x17-3; 203 n.h.p.; triple-expansion engines.
The Danish steamship *Caledonia* was sunk by a submarine in the Mediterranean on April 9th, 1916.

CALEDONIA

Anchor Line (Henderson Bros.); 1904; D. & W. Henderson & Co.; 9,223 tons; 500x58-2x33-4; 1,060 n.h.p.; 16-5 knots; triple-expansion engines.

The *Caledonia* was requisitioned by the British Government upon the outbreak of war in 1914. Her passenger accommodation in peace-time was for 1,450 persons, but her carrying capacity for war purposes was assessed at 3,074 troops and 212 horses. For more than two years she served in various parts of the world but met her fate in the Mediterranean on December 5th, 1916. When 125 miles E. of Malta she encountered the German submarine *U-65*, which torpedoed her without warning. The captain, Capt. James Blaikie, attempted to sink the submarine by ramming and actually succeeded in striking her.

Capt. Blaikie was taken prisoner by the Germans, and his fate would have undoubtedly been that of Capt. Fryatt of the *City of Brussels* had not the British Government let it be known to the German authorities, through the U.S. Ambassador at Berlin, that a German officer prisoner would be shot in retribution should Capt. Blaikie be executed. This firm attitude impressed the Germans and Blaikie was sent to an officers' prison camp at Friedberg.

CALEDONIA

Lorentzen's Skibs.A/S; 1936; Deutsche Werft A.G.; 9,892 tons; 492-9x66-1x36-4; 1,165 n.h.p.; oil engines.
The Norwegian motor vessel *Caledonia* was torpedoed and sunk by a German submarine on April 28th, 1941, about 500 miles N.W. of the Hebrides. Twelve of her crew were killed.

CALEDONIAN MONARCH

Raeburn & Verel; 1928; Napier & Miller; 5,851 tons; 430-6X 56-2x28; 370 n.h.p.; 12 knots; quadruple-expansion engines.
The steamship *Caledonian Monarch*, Capt. J. V. Stewart, sailed from Sydney, N.S., on January 3rd, 1942, for London. She was not seen again and it is presumed that she was sunk by a submarine. She carried a crew of 48.

CALEDONIEN

Messageries Maritimes; 1882; Messageries Maritimes; 4,140 tons; 413-9x41-3x32-8; 586 n.h.p.; triple-expansion engines.
The French steamship *Caledonien* hit a mine and sank in the Mediterranean on June 30th, 1917.

CALGARIAN

Allan Line S.S. Co.; 1914; Fairfield Co.; 17,515 tons; 568-8x 70-3x41-6; 21,000 s.h.p.; 20 knots; turbine engines.
The *Calgarian* was taken over by the Admiralty in 1914 and assigned to the 9th Cruiser Squadron, which was composed of three cruisers of the Royal Navy and five auxiliary cruisers. The prime duty of this squadron was the patrol of the mid-Atlantic. In company with H.M.S. *Vindictive* the *Calgarian* blockaded the mouth of the Tagus to prevent the escape of the German liners lying there, and later was employed in guarding trans-Atlantic convoys.

On March 1st, 1918, under command of Capt. R. A. Newton, R.N., the ship was engaged in convoying 30 merchantmen off the N. coast of Ireland. In addition to her convoy duties she was carrying a number of naval ratings who were being transferred to other

stations or were going on leave. The German Admiralty had just initiated an intensive submarine campaign against Allied shipping passing through the North Channel between Ireland and Scotland, and the *Calgarian* was the first victim of this concentration, receiving four hits in succession from submarine torpedoes. She sank in a very short time taking with her two officers and 47 ratings.

CALGAROLITE

Imperial Oil Shipping Co.; 1929; Furness S.B. Co.; 11,941 tons; 521-5x70-4x38-7; 1,496 n.h.p.; 11 knots; oil engines.
The Canadian tanker *Calgarolite* was about 50 miles S.W. of the island of Great Cayman in the British West Indies on May 9th, 1942, when she was intercepted by a German submarine. The latter opened fire from the surface and finally sank the tanker with a torpedo.

CALIFORNIA

Anchor Line; 1907; D. & W. Henderson & Co.; 8,662 tons; 470x58-3x34; 827 n.h.p.; 15 knots; triple-expansion engines.
The Anchor liner *California* left New York for Glasgow on January 29th, 1917, with 205 persons on board. On February 7th, when she was 38 miles W. by S. of Fastnet she was torpedoed by a submarine and sank in seven minutes. The attack occurred at 9.10 a.m. on February 7th, the liner being struck aft and many of those on board were killed by the explosion. The boats were hurriedly launched, one capsizing and drowning several people. The captain went down with the ship but managed to gain the surface and was picked up. The total number killed was 43.

CALIFORNIA

Lloyd Triestino; 1920; Scotts' S.B. & Eng. Co.; 13,060 tons; 539X64x43-9; 1,458 n.h.p.; turbine engines.
The Italian liner *California* was torpedoed and sunk by British aircraft on August 11th, 1941, at Syracuse, Sicily.

CALIFORNIA

States Steamship Co.; 1920; Los Angeles S.B. & D.D. Co.; 5,441 tons; 410x54-4x27-2; 422 n.h.p.; triple-expansion engines.
The American steamship *California* was torpedoed, shelled and sunk on August 13th, 1942, on a voyage from Table Bay to Trinidad. There were 18 survivors.

CALIFORNIA

Anchor Line; 1923; A. Stephen & Sons; 16,792 tons; 553 X 70-4x38-8; 17 knots; turbine engines.
The Anchor liner *California*, Capt. R. Smart, acting as an auxiliary troopship, was bombed and sunk by German aircraft. The attack took place off the coast of Portugal on July 11th, 1943, the vessel being in convoy at the time. Three officers and 43 ratings were killed. Capt. Smart was among the survivors.

CALIFORNIA STAR

Frederick Leyland & Co.; 1939; Burnmeister & Wain; 8,300 tons; 447-2x60-2x36; 1,236 n.h.p.; 14 knots; oil engines.
The *California Star*, Capt. S. Foulkes, was torpedoed and sunk by a German submarine in the North Atlantic on March 4th, 1943. Six passengers and 46 crew were killed. Capt. Foulkes was among the survivors.

CALIFORNIAN

American Hawaiian S.S. Co.; 1900; Union Iron Works; 5,658 tons; 413x51x22; 483 n.h.p.; triple-expansion engines.
The American steamship *Californian* hit a mine and sank on June 22nd, 1918, in the Bay of Biscay.

CALINO

"Adriatica" Soc. Anon di Nav.; 1939; Cantieri Riuniti delV Adriatico; 5,000 tons; 373-2x52-6x19-8; 1,360 n.h.p.; oil engines
The Kalian motor vessel *Calino* struck a mine and sank on January 10th, 1943, at Punta Campanella.

CALIPH

Hector & Co.; 1869; Hall; 914 tons; 215-1x36-1x20-3.
The tea clipper *Caliph* was designed as a challenger to the famous clipper *Thermopylae* on the China run. She was especially fast in light winds, and carried a small 8 h.p. engine which drove two small screws which could be lowered overboard to drive her at 21 knots in a calm.

In October, 1869, she sailed for China on her maiden voyage. Early in 1870 she left Foochow for New York, being one of the last of the tea fleet to sail. Her captain was reported to have been a man who had little experience of Chinese waters, a fact which may have had something to do with her loss. The weather was fine when she sailed and there were no reports of storms during the time she would be crossing the China Sea, nevertheless she was never heard of again.

CALIPSO

Italian Navy, torpedo boat; 1938; Ansaldo; 679 tons; 267x26x7-7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., two 13 mm.A.A.; 4 T.T.
The torpedo boat *Calipso* struck a mine and sank off Misurata, Libya, on December 5th, 1940. The vessel carried a complement of about 100.

CALITEA

"Adriatica" Soc. Anon di Nav.; 1933; Cantieri Riuniti delV Adriatico; 4,013 tons; 334-1x49-8x31-5; 1,024 n.h.p.; oil engines.
The Italian motor vessel *Calitea* was torpedoed and sunk by a British submarine on December 11th, 1941, 90 miles S. of Cape Matapan.

CALITRO

Neptune S.N. Co.; 1892; J.Laing; 2,969 tons; 320x41-8x18-2; 350 h.p.; triple-expansion engines.
The British cargo ship *Calitro* was wrecked in May, 1894, near Grates Cove, 40 miles north of St. John's, N.F.L. She was on a voyage from Rotterdam to Baltimore.

CALLAGHAN

United States Navy, destroyer; 1943; Bethlehem Steel Co., San Pedro; 2,050 tons; 376-5x39-3x12-2; 60,000 s.h.p.; 36-5 knots; turbine engines; Babcock & Wilcox boilers; five 5 in. guns, four 40 mm., four 20 mm.; 10 T.T.
The United States destroyer *Callaghan* was attacked by Japanese aircraft N.E. of Formosa on July 28th, 1945. The vessel, which carried a complement of over 250, was hit and sunk.

CALLIOPE

Gladstone & Co.; 1889; W. Gray & Co.; 2,934 tons; 314-5X 40-6x22; 240 n.h.p.; triple-expansion engines.
The British cargo ship *Calliope* was wrecked in November, 1900, at Peniche while on a voyage from Newport to Marseilles with a cargo of coal.

CALLIOPE

Gladstone & Co.; 1901; R. Craggs & Sons; 3,829 tons; 350X 46-6x19-2; 358 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Calliope* was torpedoed and sunk by a submarine 35 miles S.W. of Ustica Island, near Sicily, on April 5th, 1917. The captain and five men were killed. The first and second officers and the third engineer were taken prisoner by the submarine.

CALLIOPE

Calliope Steamship Co.; 1900; W. Pickersgill & Sons; 2,883 tons; 324X47-1X21-7; 282 n.h.p.; 9-5 knots; triple-expansion engines.
The steamship *Calliope* was torpedoed and sunk by the German submarine *U-155* in 35° K, 17° W., on July 12th, 1917. All of the crew, numbering 27, were lost.

CALYPSO

T. Wilson, Sons & Co; 1904; Earle's Co.; 2,876 tons; 309-6X 42-7x23-9; 283 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Calypso* was torpedoed and sunk by a submarine in

CALYPSO

the North Sea on July 10th, 1916. Thirty men, including the captain, were killed.

CALYPSO

British Navy, cruiser; 1917; Hawthorn Leslie; 4,180 tons; 450x42-7x16-2; 43,312 s.h.p.; 29 knots; turbine engines; Yarrow boilers; five 6 in. guns, two 3 in., four 3 pdr., two 2 pdr., 10 m.g.

The old cruiser *Calypso*, veteran of the First World War, was torpedoed and sunk by an Italian submarine S. of Crete on June 12th, 1940. One officer and 38 ratings were killed.

CAMBERWELL

Well Line; 1903; J. L. Thompson & Sons; 4,078 tons; 368x49-6x19; 409 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Camberwell* struck a mine and sank six miles S.E. by E. off Dunnose Head, Isle of Wight, on May 18th, 1917. Seven men were killed. The captain was among the survivors.

CAMBRAI

Cie. des Bateaux a Vap. du Nord; 1875; Schlesinger Davis; 963 tons; 219-1x30-2x18-4; 139 n.h.p.; compound engines.

The French steamship *Cambrai* was torpedoed and sunk by a German submarine in the North Sea on August 3rd, 1918.

CAMBRIA

Anchor Line; 1869; R. Duncan & Co.; 1,997 tons; 324-5x35-2x22-5; 400 h.p.; 13 knots; compound engines.

The iron steamship *Cambria* was on a voyage from New York to Glasgow with 170 passengers and crew, and was commanded by Capt. George Carnahan. On approaching the coast of Ireland the vessel ran into foul weather. About 11 o'clock on the night of Wednesday, October 19th, 1870, she was sailing under steam and canvas at a high speed dangerously near to Inishtrahull Island, 10 miles from the coast of Donegal. The light there was not visible owing to the spray flung up by the storm and the *Cambria* struck on the rocks. A large hole was made in the hull and the intruding water quickly swamped the boiler fires. Four boats were lowered, one of which, containing 16 persons, capsized, only one man managing to get back into it when it righted. The other boats drifted away in the darkness.

During the night this man, a passenger named M'Gartland, was picked up by the steamship *Enterprise*, Capt. Gillespie. The vessel cruised about for a considerable time in the hope of finding the other boats, but without success. With the exception of this one passenger the whole of the *Cambria's* company had perished.

CAMBRIAN PRINCESS

W. Thomas & Co.; 1877; T. R. Oswald; 1,394 tons; 224-7x37-1x22-6.

The iron sailing ship *Cambrian Princess* was sunk in a collision with the Channel steamship *Alma*, 1,145 tons, in a fog toward the end of March, 1902. Eleven of the crew were drowned.

CAMBRIC

W.H. Cockerline & Co.; 1906; Sunder land S.B. Co.; 3,403 tons; 342-4x49-5x22-8; 308 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Cambric* was torpedoed and sunk by a submarine 14 miles W. of Cape Shershel, Algeria, on October 31st, 1917. The captain and 23 of the crew were killed. Four men were taken prisoner by the submarine.

CAMBRIDGE

Federal Steam Navigation Co.; 1916; J. C. Tecklenborg A.G.; 10,846 tons; 524-5x65-7x37-3; 1,106 n.h.p.; 14 knots; triple-expansion engines.

The steamship *Cambridge*, Capt. A. J. Angell, struck a mine and sank on November 7th, 1940, about six miles E. of Wilson's Promontory, Victoria, Australia. One member of the crew was killed.

CAMBRO

Empire Shipping Co.; 1906; Campbeltown S.B. Co.; 1,918 tons; 282-3x40x19-3; 192 n.h.p.; triple-expansion engines.

The British cargo ship *Cambro* was wrecked on May 24th, 1913, on the Smalls while carrying a cargo of ore from Huelva to Garston.

CAMBUSWALLACE

Cambuswallace Sailing Ship Co.; 1894; Russell & Co.; 1,651 tons; 245x37-5x22-6.

The barque *Cambuswallace* was wrecked on Stradbroke Island, off Brisbane, on September 4th, 1894. She sank with the loss of five lives.

CAMDALÉ

Marevale Shipping Co.; 1895; T. Turnbull & Son; 2,746 tons; 312-6x40-7x20-4; 236 n.h.p.; triple-expansion engines.

The British collier *Camdale* was sunk in a collision on November 5th, 1912, in the Bay of Biscay. She was on a voyage from Cardiff to Civitavecchia with a cargo of coal.

CAMDEN

Watts, Watts & Co.; 1878; C. Mitchell & Co.; 1,449 tons; 252 X 33x22-3; 155 n.h.p.; compound engines.

The British ship *Camden* was wrecked on February 19th, 1901, 12 miles south of Cape Spartel. She was on a voyage from Cardiff to Malta with a cargo of coal.

CAMERON

British Navy, destroyer; 1919; Bethlehem Shipbuilding Corpn.; 1,190 tons; 311x30x9-3; 27,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in. A.A.; 12 T.T.

The destroyer *Cameron* was originally the U.S.S. *Welles* and was transferred to the British Navy under the Lease-Lend agreement. The vessel was lost owing to marine cause on December 15th, 1940. Her normal complement was 122.

CAMERONIA

Anchor Line; 1911; D. & W. Henderson & Co.; 10,963 tons; 515x62-2x25-7; 1,164 n.h.p.; 17 knots; triple-expansion engines.

The *Cameronia*, Capt. D. W. Bone, was one of the finest ships in the Anchor Line's fleet. She had accommodation for 1,560 passengers and before the First World War was employed in the trans-Atlantic service. On Sunday, April 15th, 1917, she was 150 miles E. of Malta when she was torpedoed by a submarine. The attack occurred at 5.20 p.m., the sea being calm and the weather fine.

The *Cameronia* was carrying 2,630 officers and men from Marseilles to Egypt. She sank in 40 minutes, taking with her one officer and 128 other ranks of the troops and two officers and nine men of her crew. The first boat to be launched capsized and drowned many of its occupants.

Mr. Robert McBurnie, the first officer, was drowned in saving the life of a soldier. Capt. Bone was among the survivors.

CAMERONIAN

Leyland Line; 1913; J. Frerichs & Co.; 5,861 tons; 428-4x55-x29; 415 n.h.p.; 10-5 knots; quadruple-expansion engines.

The *Cameronian* was originally the Hamburg-Amerika liner *Kamerun*. She was found derelict in the Kamerun River, West Africa, by the British naval ship *Cumberland* which placed a prize crew on board her and sent her to England. She arrived safely at Liverpool on February 1st, 1915, and a prize court turned her over to the Leyland Line.

In the early morning of June 2nd, 1917, the *Cameronian*, Capt. R. Roberts, carrying a large number of mules, with a few soldiers to look after them, was torpedoed by a submarine when 50 miles N.W. by N. i N. of Alexandria, her destination. Unfortunately a number of men were asleep in hammocks on the lower deck. The explosion flooded this deck and all the men were drowned, the ship sinking in five minutes.

Those lost included Capt. Roberts, two army officers and 30 other ranks, and one officer and nine men of the crew.

CAMILLA

King & Co.; 1824; Rotherhithe; 132 tons; 10 knots. The cross-channel steamship *Camilla* was one of the very early steam packets. She was owned by Messrs. King & Co. of Southampton, who commenced the first regular all-year-round service to Havre. She was the forerunner of the London & South Western Railway packets which began in 1845 as a private company, railways not possessing the legal right to run passenger steamships.

at that date. The *Camilla* also ran to St. Malo and Granville during the latter part of her career.

In January, 1842, she struck on the Casquets, and foundered with all on board, save the first mate.

CAMILLA

British Navy, sloop; 1847; Pembroke Dockyard; 549 tons; 125 X 34-9x15; sixteen guns.

The sloop *Camilla*, Capt. G. T. Colville, left Hakodate, Japan, for Kanagawa on September 1st, 1860. She was never heard of again.

In his report to the Admiralty the Commander-in-Chief, China Station, expressed it as his opinion that the sloop was overwhelmed in a typhoon which swept the coast of Japan on September 9th.

The *Camilla* carried a complement of 121.

CAMILLE

Alien Adams & Co.; 1903; Craig, Taylor & Co.; 1,111 tons; 230x32 • 7 X13 • 8; 150 n.h.p.; triple-expansion engines.

The British cargo ship *Camille* was wrecked on January 6th, 1916, while on a voyage from Sunderland to Havre with a cargo of coal.

CAMIOLA

Chapman & Miller; 1889; J. Readhead & Sons; 2,226 tons; 290-4x39x18-9; 250 h.p.; triple-expansion engines.

The British cargo ship *Camiola* was wrecked in October, 1892, on Seven Stones Rocks. She was on a voyage from Barry to Malta with a cargo of coal.

CAMITO

Elders & Fyffes; 1915; A. Stephen & Sons; 6,611 tons; 426-3x54 • 2x30 • 4; 622 n.h.p.; 14 knots; triple-expansion engines.

The *Camito* was taken over by the British Admiralty during the Second World War. On May 6th, 1941, she was torpedoed and sunk by a submarine in the North Atlantic. Six officers and 22 ratings were killed.

CAMORTA

British India S.N. Co.; 1880; A. & J. Inglis; 2,119 tons; 285-2 X 35-2 X 24-1; 201 n.h.p.; compound engines.

The British steamship *Camorta* left Madras in April, 1902, with 89 crew and 650 passengers for Rangoon, where she was due on May 5th. The ship was overwhelmed by a cyclone on May 6th, and all on board were lost.

CAMPANIA

Cunard Line; 1893; Fairfield Co.; 12,884 tons; 601x65-2x37-8; 30,000 i.h.p.; 22 knots; triple-expansion engines.

The Cunard liner *Campania* was one of the most famous ships of her day on the Atlantic run. With her sister ship, the *Lucania*, she held the "Blue Riband" of the Atlantic for over four years, making her best passage in August, 1894, when she crossed from Queens-town to Sandy Hook in five days nine hours and twenty-one minutes at an average speed of 21.59 knots. Her passenger accommodation was stupendous for those days, amounting to 1,400 with 400 crew in addition.

During the First World War the *Campania's* impressive length of deck, together with her high speed, influenced the Admiralty in turning her into an auxiliary aircraft carrier. It was while she was engaged in this service that she collided with the battle cruiser (afterwards aircraft carrier) *Glorious* (which see) in the Firth of Forth in very bad weather on November 5th, 1918. The *Campania* was sunk but all of her crew were saved.

CAMPANIA

Ditto Luigi Pittaluga Vapori; 1918; Caird & Co.; 5,247 tons; 409x52-3x28-5; 490 n.h.p.; triple-expansion engines.

The Italian steamship *Campania* was bombed and sunk by Allied aircraft on June 28th, 1942, at Leghorn.

CAMPBELTOWN

British Navy, destroyer; 1919; Bath Ironworks, U.S.A.; 1,090 tons; 314-5x30-5x8-7; 27,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in. A.A.; 12 T.T.

The destroyer *Campbeltown* was originally the U.S.S. *Buchanan* and was transferred to the British Navy under the Lease-Lend agreement. In the early hours of Saturday, March 28th, 1942, the des-

trooper, carrying commando troops and with her bows strengthened for ramming and packed with five tons of explosive, entered the estuary of the Loire. She had left Falmouth on the 26th escorted by the destroyers *Atherstone* and *Tynedale*, and steamed to her destination at an easy speed of 13 knots so as to be outside St. Nazaire early on the 28th. The *Campbeltown* moved slowly toward the port, her objective being the large dock built to accommodate the liner *Normandie*, which was the only one of its kind outside Germany capable of berthing the battleship *Tirpitz*. Its destruction, therefore, had become a cardinal objective in British sea operations, for it was known on March 9th that the big German battleship was off the coast of Norway. The *Campbeltown's* advance was covered to some extent by an attack on the town by British aircraft, and she approached without drawing fire until it was too late to check her. She then increased speed; cut through the torpedo-nets; rammed the dock gates and was finally scuttled by her crew partially inside the dock. The commandos landed and commenced the destruction of all dock and harbour machinery wherever found, while the delayed action fuses were fired on board the ship. These exploded three hours later, wrecking the dock gates and destroying part of the dock. Meanwhile the gates of smaller docks were blown in by torpedoes from motor torpedo-boats.

Casualties among the commando troops were 34 officers and 178 other ranks out of a force of 44 officers and 224 other ranks sailing from Falmouth. Of these a high proportion were prisoners of war. The naval casualties amounted to 34 officers and 157 ratings out of a total of 62 officers and 291 ratings sailing from Falmouth. Of these four officers and 28 ratings were killed on board the *Campbeltown*.

The raid was successful in preventing the Germans from employing the *Tirpitz* on the open seas and she never quitted northern waters throughout her two years and six months of commissioned service.

CAMPEADOR

Cie. Arrendataria del Monopolio de Petroleos; 1932; Cia. Euskalduna; 7,932 tons; 455x59x34; 755 n.h.p.; oil engines.

The tanker *Campeador*, with a cargo of benzine, was shelled and sunk by Spanish Insurgent or Italian destroyers on August 11th, 1937, 13 miles E. of Kelibia, during the Spanish Civil War.

CAMPBILL

Macbeth & Co.; 1906; Ropner & Son; 3,988 tons; 360x50x17-9; 354 n.h.p.; triple-expansion engines.

The British cargo ship *Campbill* was wrecked on March 27th, 1913, near Cape Agulhas. She was on a voyage from Bassein to Buenos Aires with a cargo of rice.

CAMPHUIJS

Koninklijke Paketvaart Maats.; 1903; Nederlandsche Schps. Maats.; 2,380 tons; 315-3x41-4x21-8; 261 n.h.p.; triple-expansion engines.

The Dutch steamship *Camphuijs* was torpedoed and sunk by a Japanese submarine on January 9th, 1942, on a voyage from Samarang to Singapore.

CAMPO BASSO

Italian Government; 1918; J. Blumer & Co.; 3,566 tons; 356-3x48-7x23-9; 249 n.h.p.; triple-expansion engines.

The steamship *Campo Basso* was formerly the French *Bonifacio*, taken over by the Italians. On May 5th, 1943, she was shelled and sunk by British warships about eight miles E. of Kelibia.

CAMPOS

Lloyd Brasileiro; 1894; Blohm & Voss; 4,663 tons; 376-1x46-1 X 27-2; 302 n.h.p.; quadruple-expansion engines.

The Brazilian steamship *Campos* was torpedoed and sunk by a German submarine on October 23rd, 1943, off the island of Alcatrazes, near Santos. Sixteen of her crew were lost.

CAMROSE

Merevale Shipping Co.; 1892; J. L. Thompson & Sons; 2,565 tons; 300 x 40x19-2; 232 n.h.p.; triple-expansion engines.

The British cargo ship *Camrose* was wrecked on July 18th, 1914, on the Burlings. She was carrying a cargo of copper ore from Huelva to Antwerp.

CAMSWAN

Osborne S.S. Co.; 1917; Blyth S.B. & D.D. Co.; 3,426 tons; 335-2 x 50-7 x 22-9; 298 n.h.p.; triple-expansion engines.

The British ship *Camswan* was sunk in a collision on October 19th, 1917, eight miles west by south of St. Catherine's Point. She was on a voyage from Blyth to Naples with a cargo of coal.

CANADA

A/S Det Ostasiatiske Kompagni; 1935; Naskov Skibs. A/S; 11,78 tons; 468-8x64-3x36-3; 1,236 n.h.p.; oil engines.

The Danish motorship *Canada* struck a mine on November 3rd, 1939, two miles E. of Holmpton, near Spurn Head, and sank on the next day.

CANADA VICTORY

U.S. War Shipping Administration; 1944; Oregon S.B. Corpn.; 7,608 tons; 439-1x62-1x34-5; turbine engines.

A Japanese aeroplane crash-dived and sank the American steamship *Canada Victory* at Okinawa Island on April 27th, 1945, with the loss of 43 lives. This is the last recorded sinking of an American merchant ship in the Pacific during the Second World War.

Thirteen years later salvage operations on the wreck resulted in a second disaster. On April 17th, 1958, an explosive charge intended to open an entrance into the side of the hull detonated the ship's cargo of ammunition and 30 men were killed.

CANADIAN

Allan Line; 1860; Greenock; 1,926 tons; 285x34x—; 12 knots; compound engines.

The *Canadian* was returning to Liverpool with passengers and mails under command of Capt. Graham. On June 4th, 1861, when in the Straits of Belle Isle, the vessel ran into ice and was holed about 10 miles from shore. The damage was fatal and half-an-hour later the *Canadian* sank. Most of the passengers were taken off in safety by the ship's boats, but one of these capsized, drowning 35 people.

The first *Canadian* belonging to the same company was wrecked in the St. Lawrence on June 1st, 1857, but there was no loss of life.

CANADIAN CRUISER

Canadian Tramp Shipping Co.; 1921; Halifax Shipyards; 7,178 tons; 430x56-2x34-8; 705 n.h.p.; triple-expansion engines.

The Canadian steamship *Canadian Cruiser* was intercepted by the German cruiser *Scheer* on February 21st, 1941, and sunk by gunfire about 500 miles E. of Zanzibar.

CANADIAN RECRUIT

Canadian Government; 1919; Collingwood S.B. Co.; 2,409 tons; 251 x 43-6x23-6; 150 n.h.p.; triple-expansion engines.

The Canadian steamship *Canadian Recruit* was sunk in a collision on August 18th, 1921, 45 miles east of Quebec.

CANADIAN STAR

Union Cold Storage Co. (Blue Star Line); 1939; Burmeister & Wain; 8,293 tons; 447-2x60-2x36; 14 knots; oil engines.

The *Canadian Star*, Capt. R. D. Miller, was torpedoed and sunk by a submarine in the North Atlantic on March 18th, 1943. Nine passengers and 25 crew, including Capt. Miller, were killed.

CANATCO

Canada Atlantic Transit Co.; 1919; Collingwood S.B. Co.; 2,415 tons; 251 x 43 x 23-6; 150 n.h.p.; triple-expansion engines.

The Canadian cargo ship *Canatco* went ashore on October 24th, 1942, in the vicinity of 54° N., 56° 30' W., and sank on the following day at Gannet Rock. The crew stated that the casualty was due to an explosion, the origin of which was unknown.

CANBERRA

Australian Navy, heavy cruiser; 1927; John Brown & Co.; 10,000 tons; 630x68-3x16-2; 80,000 s.h.p.; 31-5 knots; turbine engines; 3-drum boilers; eight 8 in. guns, eight 4 in., four 3 pdr., four 2 pdr., 12 m.g.; 8 T.T.

On August 7th, 1942, a force of U.S. marines landed on the island of Guadalcanal, in the Solomons Group, and initiated the first of the American offensives designed to drive the Japanese from the chain of Pacific Islands which had been seized by them at the com-

mencement of the war. The Japanese made a counter-attack with large numbers of ships and aircraft on the night of August 8th-9th on a small Allied force protecting the American landing. At 1.45 a.m. on the 9th there was a brisk action off the island of Savo, when the Australian heavy cruiser *Canberra* was badly damaged and set on fire. All efforts to save the ship were unavailing and she sank some hours later. Three U.S. heavy cruisers, the *Astoria*, *Quincy* and *Vincennes* were lost in the same action.

The *Canberra*, which carried a complement of 816, was commanded by Capt. F. E. Getting. The number of survivors rescued was 732, of whom 109 were wounded. The number killed was 84, including Capt. Getting who died from his wounds.

CANBERRA MARU

Osaka Shosen K.K.; 1936; Mitsui Bussan Kaisha; 6,477 tons; 424-7 x 57-4 x 36-1; 1,231 n.h.p.; oil engines.

The Japanese motor vessel *Canberra Maru* was sunk by U.S. land and carrier-based aircraft on November 14th, 1942, in the Solomon Islands.

CANDIA

Sicilia Societa di Navigazione; 1862; Palmer Bros. & Co.; 1,045 tons; 248 x 27-9 x 20-1; 231 n.h.p.; triple-expansion engines.

The Italian steamship *Candia* was torpedoed and sunk by a submarine in the Mediterranean on April 11th, 1917.

CANDYTUFF

British Navy, sloop; Armstrong Whitworth; 1,290 tons; 262-2 x 35x12-5; 2,800 i.h.p.; 17 knots; triple-expansion engines; two 4 in. guns, one 12 pdr.

The sloop *Candytuff*, Cdr. W. O. G. Cochrane, disguised as a Q-ship, was escorting the s.s. *Tremayne* from Gibraltar to Malta on November 18th, 1917, when both vessels were attacked by a submarine. A torpedo fired at the *Tremayne* missed that ship but struck the *Candytuff* on the starboard quarter, blowing off her stern and killing or wounding all the officers save Cdr. Cochrane and Lt. Phillips. A second torpedo, fired about 30 minutes later, struck the sloop as she was slowly heading for the beach near Bougie and blew a hole just forward of the bridge, causing her to break in two, the bow portion sinking immediately. The remnant of the ship then grounded.

CANFORD CHINE

Chine Shipping Co.; 1917; Richardson, Duck & Co.; 3,364 tons; 345-1 x 47-8 x 22-3; 308 n.h.p.; triple-expansion engines.

The British cargo ship *Canford Chine* sailed from the Clyde on February 6th, 1941, for Buenos Aires. She was reported on the following day but was not seen again. She carried a crew of 33 and two gunners.

CANONBURY

Watts, Ward & Co.; 1880; Blumer & Co.; 1,676 tons; 258x35 x 21-3; 150 h.p.; compound inverted engines.

The British cargo ship *Canonbury* was wrecked on March 28th, 1888, on Nantucket Shoal. She was on a voyage from Matanzas to Boston with a cargo of sugar.

CANONESA

Furness-Houlder Argentine Lines; 1920; Workman, Clark & Co.; 8,286 tons; 450-2x58-3x37-1; turbine engines.

The British steamship *Canonesa* was torpedoed and sunk by a German submarine on September 21st, 1940, on a voyage from Montreal to Liverpool.

CANOPO

Italian Navy, torpedo boat; 1936; Tirreno; 652 tons; 267x27x 7-5; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., two 13 mm.A.A.; 4 T.T.

The Italian torpedo boat *Canopo* was bombed and sunk by British aircraft when lying off Tripoli on May 3rd, 1941. The vessel carried a complement of about 100.

CANOVA

Liverpool, Brazil & River Plate S.N. Co. (Lampton & Holt); 1895; D. & W. Henderson & Co.; 4,637 tons; 410x48-1x26-2; 564 n.h.p.; 14 knots; triple-expansion engines.

The steamship *Canova* was torpedoed and sunk by a submarine 15 miles S. of Mine Head, Co. Waterford, on December 24th, 1917. Seven men were killed. The captain was among the survivors.

CANTABRIA

A. F. Perez; 1919; J. Coughlan & Sons; 5,649 tons; 410-5x54-1x27-5; 532 n.h.p.; triple-expansion engines.
The Spanish steamship *Cantabria* was sunk by gunfire from the insurgent warship *Nadir* about eight miles E.N.E. of Cromer on November 2nd, 1938, during the Spanish Civil War.

CANTERBURY

H.W. Dillon & Sons; 1907; Northumberland S.B. Co.; 4,209 tons; 360-2x48x28; 365 n.h.p.; triple-expansion engines.
The British cargo ship *Canterbury* was wrecked on the night of February 3rd/4th, 1913, off Kagara Shima while on a voyage from Vladivostok to Copenhagen with a cargo of beans.

CANTON

W. R. Corfield & Co.; 1869; C. Mitchell & Co.; 1,823 tons; 280x33-9x25-1; 150 h.p.; compound engines.
The British cargo ship *Canton* was wrecked in October, 1894, in the Straits of Magellan while on a voyage from Maryport to Corral with a cargo of rails.

CANTON

A/B Svenska Ostasiatiska Kompaniet; 1922; A/B Oresundsvarvet; 5,779 tons; 436x56-2x27; 988 n.h.p.; oil engines.
The Swedish motorship *Canton* was torpedoed and sunk by a German submarine on August 9th, 1940, 70 miles off Tory Island, Ireland. Sixteen lives were lost.

CANTON

Cie. Asiatique de Nav.; 1915; G. Seebeck A/G; 1,581 tons; 241-6x36-1x19-3; 218 n.h.p.; triple-expansion engines.
The French steamship *Canton* struck a mine and sank in November, 1942, off the coast of Cochin China.

CANTON MARU

Toa Kaiun K.K.; 1928; Uruga Dock Co.; 2,820 tons; 300 X45x24-7; 435 n.h.p.; triple-expansion engines.
The steamship *Canton Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on July 2nd, 1943, S. of Haitan Island, Formosa Strait.

CAP ARCONA

Hamburg-Sud-Amerikanische Dampfsch. Ges.; 1927; Blohm & Voss; 27,561 tons; 643-6x84-6x41-9; turbine engines.
The German steamship *Cap Arcona* was bombed by Allied aircraft, caught fire and capsized on May 4th, 1945, in Neustadt Bay. The ship drifted ashore and became a total wreck.

CAP PADARAN

Minister of War Transport (Ellerman Lines); 1922; Ateliers et Chantiers de la Loire; 8,009 tons; 417-7x55-1x34-4; turbine engines.
The British steamship *Cap Padaran* was torpedoed and sunk by a German submarine on December 9th, 1943, 20 miles off Crotona, Italy.

CAP TRAFALGAR

Hamburg-Sudamerikanische Dampfsch. Ges.; 1913; Akt. Ges. "Vulcan"; 18,710 tons; 590-4x72-2x39-6; 18 knots; triple-expansion engines & L.P. turbine; two 4.1 in. guns, six pom-poms.
At the outbreak of the First World War the *Cap Trafalgar* was lying in the River Plate awaiting an opportunity to slip out and meet the German gunboat *Eber*. The liner was a most suitable ship for commerce-raiding and on September 1st, somewhere off Bahia Blanca, she took on board from the gunboat a number of naval ratings and two 4.1 in. guns and six pom-poms. On the morning of September 14th, 1914, off the western end of the island of Tinidad, she was surprised in the act of coaling by the British auxiliary cruiser *Carmania*, 19,524 tons, Capt. N. Grant, R.N. At first she made off at high speed, but later turned about and prepared to engage. Both ships began firing at 7,500 yards, the 4-7 in. guns of the *Carmania* doing great damage to the hull of the enemy. The fire

from the *Cap Trafalgar* was at first too high, but as the ships closed she began to score, setting the *Carmania* on fire under the fore-bridge and cutting her main water pipe so that the fire could not be got under control.

After an engagement lasting one hour and forty minutes the *Cap Trafalgar* was heavily on fire and sinking. Towards the end of the action she had attempted to escape but her engines were not equal to the strain and she finally capsized to port and sank by the head. Five boats crowded with survivors were picked up by the German colliers, the *Carmania* being still on fire and too badly mauled to render assistance.

The fierceness of the fight may be judged from the fact that the *Carmania* was hit by 79 projectiles. All her navigational instruments and communicating gear were destroyed and she was escorted to port in a very battered condition by the cruiser *Cornwall*.

The casualties were nine killed and 26 wounded on the *Carmania*, while only 279 of the *Cap Trafalgar's* company reached Buenos Aires, where they were interned.

CAPACITAS

Soc. Anon. diNav. "Mare Nostrum"; 1920; Ansaldo San Giorgio; 5,371 tons; 393-2x51-5x28-1; turbine engines.
The Italian steamship *Capacitas* was torpedoed and sunk by a British submarine on June 30th, 1941, seven miles from San Vincenzo, S. of Leghorn.

CAPBRETON

Cie. des Chargeurs Francais; 1912; Smith's Dock Co.; 1,464 tons; 247-6x38-1x17-4; 162 n.h.p.; triple-expansion engines.
The French steamship *Capbreton* was torpedoed and sunk by a German submarine in the Bay of Biscay on July 14th, 1918.

CAPE ANTIBES

Lyle Shipping Co.; 1903; W. Dobson & Co.; 2,549 tons; 325-7 X45-3x20-3; 261 n.h.p.; triple-expansion engines.
The British ship *Cape Antibes* hit a mine and sank at the entrance to the White Sea on October 21st, 1915. Six lives were lost.

CAPE BRETON

Dominion Coal Co. (S.S. Carbon Co.); 1890; Osbourne, Graham & Co.; 1,764 tons; 258x37x16-8; 175 n.h.p.; triple-expansion engines.
The Canadian ship *Cape Breton* was wrecked on March 7th, 1920, on the south-east point of Scatari Island, C.B. She was on a voyage from Halifax to Louisburg, C.B.

CAPE CLEAR

Lyle Shipping Co.; 1939; Lithgows; 5,085 tons; 431-8x56-2 X24-8; 599 n.h.p.; oil engines.
On a voyage from Busreh to Suez and Hampton Roads the British motorship *Cape Clear* was sunk in a collision with the *Henry Dear* born on August 21st, 1944, in the Gulf of Suez.

CAPE CORSO

Lyle Shipping Co.; 1929; Lithgows; 3,807 tons; 352-5x50-5x25; 389 n.h.p.; 10-5 knots; triple-expansion engines.
The steamship *Cape Corso*, Capt. W. C. Montgomery, was steaming in convoy to Russia on May 2nd, 1942, when she was attacked by German torpedo-bombers and sunk. Of her crew of 56 there were only six survivors, and three of these were wounded. Capt. Montgomery went down with the vessel.

CAPE DECISION

U.S. War Shipping Administration; 1942; Pennsylvania Ship-yards Inc.; 5,106 tons; 393-2x60-1x24-9; oil engines.
The American motorship *Cape Decision* was torpedoed, shelled and sunk by a German submarine on January 27th, 1943, on a voyage from Charleston to Dakar.

CAPE FINISTERRE

Cape Finisterre S.S. Co. (Lyle Shipping Co.); 1907; Russell & Co.; 4,380 tons; 385x49-8x18-4; 410 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Cape Finisterre* was torpedoed and sunk by a German submarine one mile S.S.E. of the Manacles Buoy, Cornwall, on November 2nd, 1917. The captain and 34 of the crew were killed.

CAPE HOWE

CAPE HOWE

Lyle Shipping Co.; 1930; Lithgows; 4,443 tons; 375x53x25-6; 413 n.h.p.; triple-expansion engines.

The British steamship *Cape Howe*, on Admiralty service, was sunk by enemy action on June 21st, 1940. Thirteen men on a raft, picked up about 150 miles off Ushant on the 27th, were the only survivors.

CAPE NELSON

Lyle Shipping Co.; 1929; Lithgows; 3,807 tons; 325-5x50-5x25; 389 n.h.p.; triple-expansion engines.

The British steamship *Cape Nelson* was torpedoed and sunk by a German submarine on February 23rd, 1941, on a voyage from Hull to New York.

CAPE RECIFE

Mitchell Com & Co.; 1898; Wigham Richardson & Co.; 5,394 tons; 418x54x20-1; 494n.h.p.; quadruple-expansion engines.
The British steamship *Cape Recife* went ashore and broke up on February 20th, 1929, at Seal Point, Cape St. Francis, Cape Colony, while on a voyage from Table Bay to Port Natal.

CAPE SAN JUAN

U.S. War Shipping Administration; 1943; Consolidated Steel Corp.; 6,711 tons; 396-5x60-1x25-8; turbine engines.
The American steamship *Cape San Juan*, Captain Walter M. Strong, was torpedoed and sunk by a Japanese submarine on November 11th, 1943. She was bound from Honolulu to Midway Island with some 1,400 troops on board, 70 of whom were killed.

CAPE VERDE

Lyle Shipping Co.; 1941; Lithgows; 6,914 tons; 432-7x56-2x34-3; 490 n.h.p.; oil engines.
The British motorship *Cape Verde* was torpedoed and sunk by a German submarine on July 9th, 1942, about 150 miles E. of Trinidad, on a voyage from Suez to New York.

CAPE OF GOOD HOPE

Lyle Shipping Co.; 1925; Lithgows; 4,963 tons; 405x52-2x27-5; 490n.h.p.; oilengines.
The British motorship *Cape of Good Hope* was torpedoed and sunk by a German submarine on May 11th, 1942, on a voyage from New York to Table Bay.

CAPEL

British Navy, frigate; 1943; United States; 1,085 tons; 289 X 35 X—; 6,000s.h.p.; 20 knots; diesel engines; three 3 in. guns, four 20 mm.
The frigate *Capel*, Lt. B. G. Heslop, D.S.C., was torpedoed and sunk by a submarine off Cherbourg on December 26th, 1944. Nine officers, including Lt. Heslop, and 68 ratings were killed.

CAPELLA

Bans H. Pettersen; 1875; H. F. Ulrichs; 948 tons; 185-7x32-4x19-3.
The Norwegian iron barque *Capella* was bound for Table Bay with timber when she was wrecked off Bovbjerg, Jutland, on November 22nd, 1903. Fifteen of the crew were drowned.

CAPILLO

U.S. Maritime Commission; 1920; American International S.B. Corpn.; 5,135 tons; 390x54-2x27-8; turbine engines.
The American steamship *Capillo* was bombed, set on fire and sunk by Japanese aircraft at Manila on December 31st, 1941.

CAPIRA

North Atlantic Transport Co. Inc.; 1920; J. F. Duthie & Co.; 5,625 tons; 410-3x54-2x27-7; 359n.h.p.; triple-expansion engines.
The Panamanian steamship *Capira* was torpedoed and sunk by a German submarine on August 31st, 1942, on a voyage from New York to Glasgow. Five of her crew were killed.

CAPITAINE EDMOND LABORIE

Ets. Odon de Lubersac; 1923; Atel. & Ch. de la Seine Marit.; 3,087 tons; 313-6x46-4x20-1; 149n.h.p.; triple-expansion engines.

The French steamship *Capitaine Edmond Laborie* struck a mine and sank on October 24th, 1939, about two miles N. of the Inner Dowsing lightship.

CAPITAINE LEDIABAT

Union Industrielle & Mar. Soc. Francaise d'Arm.; 1922; Atel. & Ch. de la Seine Marit.; 3,107 tons; 311-8x45-9x23-6; 226n.h.p.; triple-expansion engines.
The French steamship *Capitaine Le Diabat* was bombed and sunk by Allied aircraft on July 14th, 1943, N.E. of Sardinia.

CAPITAINE LUIGI

Soc. Mar. de Transp. & d'Affret.; 1922; Chant. Nav. Francais; 3,176 tons; 313-6x45-9x20-5; 235n.h.p.; triple-expansion engines.
The French steamship *Capitaine Luigi* struck a mine and sank on January 12th, 1944, off Marseilles.

CAPITANO A. CECCHI

Italian Government; 1934; Eriksbergs M/V A/B; 2,321 tons; 312-8x40-7x24-6; 543 n.h.p.; oilengines.
The Italian motor vessel *Capitano A. Cecchi* was intercepted by British warships and sunk by gunfire on May 8th, 1941, about 2¹/₂ miles off Benghazi.

CAPO ARMA

Cia. Genovese di Nav. a Vap. S.A.; 1905; Palmers' Co.; 3,175 tons; 363-3x48-3x20-8; 478 n.p.h.; triple-expansion engines.
The Italian steamship *Capo Arma* was torpedoed and sunk by a British submarine on May 29th, 1942, about 70 miles N.N.W. of Benghazi.

CAPO DI MONTE

Lloyd Sabauda Soc. Anon. per Azioni; 1917; Kawasaki Dockyard Co.; 5,870 tons; 385x51x36; 440 n.h.p.; triple-expansion engines.
The Italian steamship *Capo di Monte* was torpedoed and sunk by a submarine on October 23rd, 1917, in the Mediterranean.

CAPO FARO

Cia. Genovese di Nav. a Vap. S.A.; 1905; Workman Clark & Co.; 3,476 tons; 384-7x49-3x21-8; 379n.h.p.; triple-expansion engines.
The Italian steamship *Capo Faro* was bombed and sunk by British aircraft on November 30th, 1941, in the Ionian Sea.

CAPO ORSO

Cia. Genovese di Nav. a Vap. S.A.; 1916; Maryland Steel Co.; 3,149 tons; 327-2x46-2x22-9; 449n.h.p.; triple-expansion engines.
The Italian steamship *Capo Orso* was bombed and sunk by British aircraft on February 16th, 1943, S.W. of Sicily.

CAPO PINO

Italian Government; 1923; Atel. & Ch. de Gironde; 4,785 tons; 362⁹/₁₆x49-2x24-5; triple-expansion engines.
The Italian steamship *Capo Pino* was formerly the French *Aveyron*, taken over by the Italians. She was torpedoed and sunk on February 8th, 1944, in the vicinity of Suda.

CAPO VADO

Cia. Genovese di Nav. a Vap. S.A.; 1906; Swan, Hunter & Wigham Richardson; 4,391 tons; 376-7x51x17-7; 378n.h.p.; triple-expansion engines.
The Italian steamship *Capo Vado* was intercepted by British warships and sunk by gunfire on November 12th, 1940, 12 miles off Saseno.

CAPO VITA

Cia. Genovese di Nav. a Vap. S.A.; 1916; Northumberland S.B. Co.; 5,683 tons; 400x53x32-3; 532n.h.p.; triple-expansion engines.
The Italian steamship *Capo Vita* was torpedoed and sunk by a British submarine on March 9th, 1941, in the vicinity of Capo dell'Armi.

CAPRELLA

Anglo-Saxon Petroleum Co.; 1931; Hawthorn, Leslie & Co.; 8,230 tons; 451-3x62x34-1; 714 n.h.p.; oil engines.

The motor tanker *Caprella* was torpedoed and sunk by a German submarine on October 19th, 1940, on a voyage from Curacao to the River Mersey.

CAPRERA

Ferrovie dello Stato (Italian State Railways); 1910; Fratelli Orlando & Co.; 1,875 tons; 305-3x36-3x20-2; 393 n.h.p.; quadruple-expansion engines.

The Italian steamship *Caprera* was torpedoed and sunk by a submarine on February 5th, 1918, in the Mediterranean.

CAPRI

R. Nicholson & Sons; 1879; Palmers'Co.; 1,530 tons; 255 X 32-2x20-4; 160n.h.p.; compound engines.

The British cargo ship *Capri* was wrecked on December 2nd, 1887, on Kentish Knock, Essex. She was carrying a cargo of barley from Gheish, Russia, to Boston, Lincolnshire.

CAPRIVI

Aktieselsk. Caprivi; 1892; Ropner & Son; 2,932 tons; 315 x 40-5x20-3; 256n.h.p.; triple-expansion engines.

The Norwegian steamship *Caprivi* hit a mine and sank off the north coast of Ireland on April 23rd, 1915.

CAPTAIN

British Navy, turret-ironclad; 1870; Lairds; 4,272 tons; 335 x 53-2x23-5; 900 n.h.p.; 14 knots; twin-screw, two pairs double trunk engines, one pair to each screw; four 25-ton, 600pdr. m.l.r. guns, two 6%-ton, 100 pdr.

The turret ironclad *Captain*, Capt. Hugh Talbot Burgoyne, was designed by Capt. Cowper Phipps Coles, R.N., who had experimented with an elementary type of ironclad when serving in the Crimean War. At the end of the war he retired to continue his experiments, finally devising a ship of low freeboard, carrying two revolving turrets each mounting two heavy guns. The success of *Monitor* in the American Civil War had created great interest in naval circles and it was felt that the time had come for a radical change in the design of large warships. Outside these professional circles a great controversy was occupying the public mind regarding the merits of the broadside ship against the turret ship, the balance of opinion being on the side of Coles.

In 1866 Coles prevailed upon the Admiralty to authorise the building of a turret ironclad. A sum of £440,000 was voted by Parliament and the vessel was laid down at Laird's Yard. She was commissioned early in 1870, being accepted with some misgiving by certain naval officers. The Controller of the Navy was one of the foremost critics, and the Admiralty made the unprecedented stipulation that Coles and Lairds would be held responsible for any untoward developments.

The *Captain* was heavily masted, with raised fore-castle and quarter deck connected by a light hurricane deck. Her freeboard was to be eight feet, but owing to an error which made the ship 800 tons heavier than designed this freeboard was reduced to six feet. Her main armament consisted of four 25-ton guns mounted in twin turrets and placed on the centre line. Masts and spars weighed 125 tons.

For the first few months of her career the behaviour of the ship at sea was excellent, though her low freeboard was still a cause of concern to many experienced naval officers. Capt. Burgoyne was advised to proceed under steam in rough weather and not to rely on sail.

On September 6th, 1870, when one of a squadron crossing the Bay of Biscay, the ship heeled over to an alarming extent during sailing exercises. The wind, which had been moderate at first increased to a full gale by 11 p.m., and the rolling of the vessel became much more pronounced. She was immediately astern of *Lord Warden*, flagship of Admiral Sir A. Milne, and this officer and his staff watched her during the intervals in the rain squalls.

At daylight the ironclad was not in sight, and a subsequent search by the squadron failed to find her. The gunner, Mr. James May, and 17 ratings were the sole survivors. The number lost was 483, including Capt. Coles who was on board as a passenger, and Capt. Burgoyne.

The survivors stated that the *Captain* capsized in a squall at about 12.20 on the morning of the 7th while endeavouring to take in sail. She gradually rolled to starboard and then turned completely over, floating for a few minutes bottom upwards and went down by the stern. Capt. Burgoyne was on deck when the vessel capsized. He was washed overboard and was last seen clinging to the steam pinnace.

A Court Martial concluded its findings as follows "... the Court find it their duty to record the conviction they entertain that the *Captain* was built in deference to public opinion as expressed in Parliament and other channels, and in opposition to the views and opinions of the Controller of the Navy ...".

CAPTAIN GEORGE

Valeria Compania Naviera Soc. Anon.; 1943; Oregon S.B. Corp., 7,187 tons; 441-6x57x27-8; triple-expansion engines.

The Greek steamship *Captain George*, Capt. G. Karamezis, left New Orleans on November 3rd, 1962, for Umm Said with a cargo of sulphur, oil and nitrate. She called at Houston to load 400 tons of mining explosives for Tripoli, Libya. At 10.34 p.m. on the 14th, the ship reported that she was on fire following an explosion in the hold containing the sulphur, in rough weather with waves 30-40 feet in height, giving a position about 300 miles N.E. of Bermuda. The fire could not be controlled and some of the explosives were jettisoned. At about 7 p.m. on the 15th, the Liberian tanker *Virginia* arrived on the scene but was unable to approach closely because of the heavy seas. She was joined soon afterwards by the Liberian tanker *Trinity Navigator*. At about 9 p.m. patrolling aircraft reported that the crew of the *Captain George* had left the ship in two boats, one with five men and the other with 20. This second boat capsized and the aircraft dropped rafts to help the 20 men in the water. The five men in the first boat were picked up by the *Trinity Navigator* but only two of the remaining 20 were saved and taken aboard the *Virginia*. The *Captain George* eventually sank on the 18th.

CAPULET

Bear Creek Oil & Shipping Co.; 1932; Swan, Hunter & Wigham Richardson; 8,190 tons; 460-4x59-5x34-1; 653 n.h.p.; oil engines.

The British tanker *Capulet*, from Curacao to Scapa Flow with 11,200 tons of fuel oil, was torpedoed and sunk by a German submarine on April 28th, 1941, with the loss of nine lives.

CARAIBE

Compagnie Generale d'Armements Maritimes; 1932; Atel. & Ch. de France; 4,048 tons; 325-5x52-5x28-7; 667 n.h.p.; turbine engines.

The French steamship *Caraibe* was sunk by Allied carrier-based aircraft on March 14th, 1943, 10 miles N.W. of Marittima.

CARAQUET

Royal Mail Steam Packet Co.; 1894; Harland & Wolff; 4,890 tons; 400-5x47-3x26-9; 324 n.h.p.; triple-expansion engines.

The British cargo ship *Caraquet* went ashore on June 25th, 1923, on Northern Reef, 12 miles north of Bermuda, while on a voyage from Halifax, N.S., to the West Indies.

CARARE

Elders & Fyffes; 1925; Cammett Laird & Co.; 6,878 tons; 425-2 X55-1X29-9; 622 n.h.p.; 14 knots; triple-expansion engines.

The liner *Carare*, Capt. D. A. Jack, struck a mine and sank in the Bristol Channel on May 28th, 1940. Seven of her crew and three passengers were killed. Capt. Jack was among the survivors.

CARASA

Cia. Naviera Vascongada; 1911; W. Pickersgill & Sons; 2,099 tons; 284x43'2x18-8; 214 n.h.p.; triple-expansion engines.

The Spanish steamship *Carasa* was torpedoed and sunk by a German submarine on August 25th, 1918, in the Bristol Channel.

CARAWA

Australian Government; 1907; R. Craggs & Sons; 3,530 tons; 350X49-8X23-4; 322 n.h.p.; triple-expansion engines.

The Australian cargo ship *Carawa* was wrecked on March 27th,

CARBINEER

1920, on San Cristobal Island, Galapagos Islands, while on a voyage from Port Arthur, Texas, to Australia with a cargo of gasoline.

CARBINEER

Fisher-Renwick Manchester-London Steamers; 1907; Tyne L.S.B.Co.; 1,266 tons; 220x33-1x14-8; 144 n.h.p.; triple-expansion engines.

The British cargo ship *Carbineer* was sunk in a collision on April 22nd, 1914, off the Owers light on a voyage from London to Manchester.

CARDENAL CISNEROS

Spanish Navy, armoured cruiser; 1897; Ferrol Dockyard; 6,889 tons; 347-7x60-2x25; 15,000 i.h.p.; 20-7 knots; triple-expansion engines; two 11 in. guns, eight 5 • 5 in., two 2 • 7 in., four 2-2 in., four 1-4 in., 2 m.g.; 5 T.T.

The *Cardenal Cisneros* had a complement of 497 officers and men. She struck on a submerged rock in the Bay of Muros on Saturday, October 28th, 1905, and foundered in 40 minutes, but without loss of life, all her crew taking to the boats and reaching the shore in safety.

CARDIFF HALL

E. Nicholl & Co.; 1895; J. Blumer & Co.; 2,605 tons; 300x41 x1S-5; 224 n.h.p.; triple-expansion engines.

The British cargo ship *Cardiff Hall* was wrecked on March 19th, 1911, at Mishkak Point near the entrance to Novorossisk Bay. She was on a voyage from Novorossisk to Antwerp with a cargo of grain.

CARDIFF HALL

W. A. Young & Co.; 1912; W. Doxford & Sons; 3,994 tons; 350x50-8x25-6; 241 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Cardiff Hall* left Buenos Aires on December 7th, 1924, under Capt. D. T. Bowen, for Cork with a cargo of maize valued at £60,000. The ship sailed from St. Vincent, C.V., on the 31st when all was well, but on the night of Tuesday, January 13th, 1925, she ran on the Seven Head rocks in Clonakilty Bay, Co. Cork, and foundered very shortly afterwards. There were no survivors but one witness; at an inquest on two bodies washed ashore stated that he heard a ship's siren at about 8.30 p.m. With two other men with lanterns he went to the edge of the cliffs but could not see any survivors though he heard whistles and cries.

CARDINA

Cardina Steamship Co. Inc.; 1919; J. F. Duthie & Co.; 5,586 tons; 410-3x54-2x27-7; 359 n.h.p.; triple-expansion engines.

The Panamanian steamship *Cardina* was torpedoed and sunk by a German submarine on June 15th, 1943, on a voyage from Buenos Aires to Trinidad.

CARDITA

Anglo-Saxon Petroleum Co.; 1931; Swan, Hunter & Wigham Richardson; 8,237 tons; 451-3x62x34; 4,000 i.h.p.; 12-5 knots; oil engines.

The motor tanker *Cardita*, Capt. J. O. Evans, was torpedoed by a German submarine on December 31st, 1941, about 250 miles NW. of the Butt of Lewis in the Hebrides. The vessel remained afloat for three days, but by January 3rd, 1942, it was no longer possible to navigate her and Capt. Evans abandoned ship. Two men were killed on board, 15 were drowned and ten died in the boats.

CARDONIA

Lykes Bros. Steamship Co.; 1920; American International S.B. Corp.; 5,104 tons; 390x54-2x27-8; turbine engines.

The American steamship *Cardonia* was shelled and sunk by a German submarine on March 7th, 1942, off St. Nicholas Mole, Windward Passage.

CARDROSS

James Patrick & Co. Pty.; 1919; Swan, Hunter & Wigham Richardson; 1,896 tons; 290-3x42-5x18-9; 318 n.h.p.; triple-expansion engines.

The British cargo ship *Cardross* was sunk in collision with the *Fiona* on December 14th, 1940, in 34° 07' S. 151° 32' E., while on a voyage from Sydney to Melbourne.

CARIB

Clyde S.S. Co.; 1882; W. Hamilton & Co.; 2,087 tons; 288-4X 36-2x22-4; 241 n.h.p.; compound engines.

The American steamship *Carib* struck a mine and sank in the North Sea on February 23rd, 1915.

CARIBBEAN

Royal Mail Steam Packet Co.; 1890; Fairfield Co.; 5,824 tons; 420 X 4 9 - 8 X 25; 1,000 n.h.p.; 16 knots; triple-expansion engines.
The liner *Caribbean*, purchased from the Union-Castle Line in 1913 by the R.M.S.P. Co., was well known on the Southampton-Cape run for nearly 15 years under her former name of *Dumottar Castle*. In 1899 she carried General Sir Redvers Buller to take up supreme command in the South African War. She also conveyed Lord Roberts and Lord Kitchener to the war a few months later. Yet another distinction awaited her for she was chosen to be the ship on which the reception to mark the amalgamation of the Union and Castle Lines was held. Here, in the presence of Sir Donald Currie and Sir Francis Evans supported by a great number of distinguished guests, the flag of the new line was run up. This was the final big event in her career and soon afterwards she was relegated to the secondary service of the new line and finally became a luxury-cruise liner under the management of Sir Henry Lunn. In 1913 she was sold by the Union-Castle Line to the R.M.S.P. Co., and her name was changed to *Caribbean*. At the outbreak of the First World War she served as a transport and then an auxiliary cruiser.

On September 26th, 1915, when on her way to Scapa she encountered very heavy weather off Cape Wrath which disabled her to such an extent that all attempts by the cruiser *Birkenhead* and several tugs to take her in tow had to be abandoned. She foundered at 7.30 on the morning of the 27th, taking with her 15 of her crew who could not be got off in time.

CARIBBEE

W. H. A. Walker; 1878; London & Glasgow Co.; 1,944 tons; 301-5x34-2x24; 194 n.h.p.; compound engines.

The British ship *Caribbee* foundered in June, 1908, in 31° N., 78° W., on a voyage from Matanzas to New York with a cargo of molasses.

CARISE

Servicios Maritimos del Pacifico; 1917; Stavanger Stob. & Dok.; 1,068 tons; 225 • 1 X 33 • 1 X 13 • 2; triple-expansion engines.

The Mexican steamship *Caribe* foundered during a storm on October 27th, 1959, off Manzanillo.

CARIBOO

Elder, Dempster & Co.; 1924; John Brown & Co.; 7,275 tons; 440-4x59-2x31-1; 667 n.h.p.; turbine engines.

On November 24th, 1928, the British cargo ship *Cariboo* struck a rock and sank at Keis Kamma, 40 miles south of East London while on a voyage from Beira to New York.

CARIBOU

Newfoundland Government; 1925; New Waterway S.B. Co.; 2,223 tons; 266x41-3x23-4; 456 n.h.p.; triple-expansion engines.

The Newfoundland railway steamship *Caribou*, Capt. Benjamin Tavernes, was torpedoed and sunk by a German submarine on October 14th, 1942, in the Cabot Strait, on a voyage from Sydney, Nova Scotia, to Port aux Basques. Thirty-one of her crew and 105 passengers were lost.

CARIBSEA

Stockard S.S. Corp.; 1919; McDougall Duluth Co.; 2,609 tons; 251x43-7x25-8; 352 n.h.p.; triple-expansion engines.

The American steamship *Caribsea* was torpedoed and sunk by a German submarine at 2 a.m. on March 11th, 1942, in the Gulf of Mexico, on a voyage from Santiago to Norfolk, Va. The ship sank in three minutes and there were only seven survivors.

CARIBSTAR

Stockard S.S. Corp.; 1919; American S.B. Co.; 2,592 tons; 251x43 • 6x26 • 1; 352 n.h.p.; triple-expansion engines.

The American steamship *Caribstar* was torpedoed and sunk by a German submarine on October 4th, 1942, in the Gulf of Mexico. Five of her crew were killed.

CARIGNANO

Maritima Italiana Soc. Anon.; 1899; *N. Oderofu A.*; 2,688 tons; 299 • 9 x 40 • 1 x 18 • 2; 224 n.h.p.; triple-expansion engines.

The Italian steamship *Carignano* was torpedoed and sunk by a submarine on January 25th, 1918, in the Mediterranean.

CARINTHIA

Cunard S.S. Co.; 1895; *London & Glasgow S.B. & E. Co.*; 5,598 tons; 445x49x31-9; 766 n.h.p.; triple-expansion engines.

The British cargo ship *Carinthia* was wrecked in May, 1900, at Gravois Point, Hayti, while on a voyage from New Orleans to Table Bay with a cargo of mules.

CARINTHIA

Cunard White Star Line; 1925; *Vickers*; 20,277 tons; 600-7x 73-8x40-7; 2,437 n.h.p.; 16-5 knots; turbine engines. The *Carinthia*, Capt. J. F. B. Barrett, was taken over by the Admiralty early in the Second World War for service as an auxiliary cruiser. On June 7th, 1940, when W. of Ireland the *Carinthia* was torpedoed and sunk by a German submarine. She remained afloat for some time and all her crew were taken off in safety except for two officers and two ratings who were killed by the explosion.

CARL D. BRADLEY

United States Steel Corporation; 1927; *American S.B. Co.*; 10,028 tons; 623-2x65-2x30-2; turbo-electric engines. The steamship *Carl D. Bradley* foundered during a gale off Gull Island, Lake Michigan, on November 18th, 1958. There were only four survivors; 18 bodies were later washed ashore.

CARL FRITZEN

Johs. Fritzen & Sohn vorm. Lexzau Scharbau & Co.; 1920; *Monmouth S.B. Co.*; 6,594 tons; 412-4x55-8x34-5; turbine engines. The German steamship *Carl Fritzen* was intercepted by a British warship on September 4th, 1939, and sunk by gunfire off the River Plate.

CARL HENCKEL

RederiA/BHenal; 1882; *T. Turnbutt & Son*; 1,352 tons; 242-5 x 34 • 1 x 18 • 1; 143 n.h.p.; compound engines. The Swedish steamship *Carl Henckel* struck a mine and sank on December 21st, 1939, about 90 miles E. of Aberdeen on a voyage from Leith to Stockholm with coal. Ten of her crew were lost.

CARL RAHTKENS

Franz Rahtkens & Co.; 1885; *J. Readhead & Co.*; 1,616 tons; 259x37x17-8; 168 n.h.p.; compound engines. The British cargo ship *Carl Rahtkens* was wrecked when leaving Poti in January, 1901, at the beginning of a voyage to Liverpool with a cargo of manganese ore.

CARLIER

Cie. Maritime Beige (Lloyd Royal) S.A.; 1915; *Flensburger Schiffsb. Ges.*; 7,217 tons; 471-1x60-9x28-6; 518 n.h.p.; triple-expansion engines. The Belgian steamship *Carlier* was bombed and sunk by German aircraft on November 11th, 1943, off the coast of Algeria. Sixty-seven crew and passengers were lost.

CARLISLE

British Navy, anti-aircraft cruiser; 1918; *Fairfield Co.*; 4,200 tons; 425X43-5X16-5; 40,930 s.h.p.; 29 knots; turbine engines; ten 4 in. A.A. guns, 14 smaller.

The anti-aircraft cruiser *Carlisle* had been converted from a light cruiser carrying 6 in. guns to anti-aircraft purposes about a year before the outbreak of the Second World War. In the Norwegian campaign (April 1940) she was used to carry troops to Molde and Aandalsnes. Here, in company with her sister ship, the *Curacoa*, she was subjected to intense bombardment, but managed to escape with little damage. A few weeks later she was ordered to the Mediterranean, where she took part in the battle for Crete, and also acted as an escort for convoys.

On October 9th, 1943, a few weeks after the Italian surrender, *Carlisle* and four destroyers were making a sweep in the Scarpanto Strait, as the Germans were attempting to reinforce their troops on the Greek islands. They became a target for a large force of German

dive-bombers and the anti-aircraft cruiser was hit and disabled. Attempts to take her in tow failed and she sank later in the day.

CARLISLE CASTLE

J. Robertson; 1868; *R. & H. Green*; 1,484 tons; 229-8x37-8 X22-8

The clipper ship *Carlisle Castle* with 26 persons on board was off the coast of Western Australia on July 12th, 1899. There was a heavy gale and thick weather and the ship was wrecked near Rockingham, with the loss of 11 lives.

CARLO

Soc. Commerciale Italiana di Nav.; 1912; *Cant. Nav. Riuniti*; 5,572 tons; 396-3x51-6x28; 335 n.h.p.; triple-expansion engines.

The Italian steamship *Carlo* was torpedoed and sunk by a German submarine west of Gibraltar on July 30th, 1917.

CARLO DEL GRECO

Soc. Anon. di Nav. Oriens; 1941; 6,837 tons; oilengines.

The Italian motorship *Carlo del Greco* was torpedoed and sunk by a British submarine on December 13th, 1941, 15 miles S. of Taranto.

CARLO MARTINOLICH

Nav. Carlo Martinolich; 1928; *Swan, Hunter & Wigham Richardson*; 4,208 tons; 385-3x52x24-9; 331 n.h.p.; triple-expansion engines.

The Italian steamship *Carlo Martinolich* was torpedoed and sunk by a British submarine on January 9th, 1941, off Cape Spartivento.

CARLO MIRABELLO

Italian Navy, destroyer; 1914; *Ansaldo*; 1,383 tons; 331-4x32 x10-6; 35,000 s.h.p.; 35 knots; turbine engines; *Yarrow boilers*; eight 4 in. guns, two 40 mm. A.A., 2 m.g.; 4 T.T. The Italian destroyer *Carlo Mirabello* struck a mine and sank two miles S. of Cape Dukato Light on May 21st, 1941. The vessel carried a complement of about 150.

CARLOS HAVERBECK

Cia. Naviera Haverbeck & Skalweit S.A.; 1930; *Helsingors Jernsk. & Msk.*; 2,872 tons; 326-8x48-3x19-8; compound engines.

The Chilean steamship *Carlos Haverbeck* was driven ashore and wrecked by the tidal wave caused by an earthquake on May 22nd, 1960, in Corral Bay, Chile.

CARLTON

R. Chapman & Son; 1924; *Short Bros.*; 5,162 tons; 390x53-5 X28-6; 363 n.h.p.; triple-expansion engines.

The British steamship *Carlton* was torpedoed and sunk by an Italian submarine on December 20th, 1940, on a voyage from Newport to Buenos Aires. Thirty-one of her crew of 35 were lost.

CARLTON

Tampa Inter ocean S.S. Co.; 1920; *American International S.B. Corp.*; 5,127 tons; 390x54-2x27-8; turbine engines.

The American steamship *Carlton*, in convoy from Philadelphia to North Russia, was bombed and disabled by German aircraft on May 25th, 1942, 240 miles E.N.E. of Jan Mayen Island. She was taken in tow and after effecting temporary repairs returned to Reykjavik under her own steam on the 29th.

After further repairs she resumed her voyage on June 27th, but was torpedoed and sunk on July 5th about 400 miles N.N.E. of the North Cape.

Two of the crew were killed by the torpedo, 17 others with nine gunners were picked up by German aircraft on July 5th/6th. The remaining 18, less one man who died in the boat, reached a Norwegian port on the 24th.

CARLY

Woolston S.S. Co.; 1892; *W. Gray & Co.*; 3,358 tons; 330-5X43-2x21-6; 279 n.h.p.; triple-expansion engines.

The British cargo ship *Carly* was wrecked on August 23rd, 1916, near La Banche Reef in the Bay of Biscay. She was on a voyage from Villaricos to St. Nazaire with a cargo of iron ore.

CARMEN

CARMEN

Soc. Commerciale di Navigazione; 1914; Cant. Offic. Savoia; 5,479 tons; 389-7x51-5x27-6; 337n.h.p.; triple-expansion engines.

The Italian steamship *Carmen* was torpedoed and sunk by a submarine on December 3rd, 1917, in the Mediterranean.

CARMEN

Costa & Aste; 1925; Cant. Nav. Scoglio Olivi; 1,434 tons; 228-8x38-2x17-7; 77s.h.p.; triple-expansion engines.

The Italian steamship *Carmen* was sunk by a mine or torpedo on September 29th, 1940, W.S.W. of Durazzo.

CARMENSYLVA

Capato & Maori; 1903; Bergens Mek. Varks; 1,601 tons; 245-1x36x15-5; 144n.h.p.; triple-expansion engines.

The Roumanian steamship *Carmen Sylva* was sunk off Crete in May, 1941, in the confused fighting following the German invasion of Greece.

CARMONA

Carmona Steamship Co. Inc.; 1919; Long Beach S.B. Co.; 5,496 tons; 410-5x54-3x27-2; 359n.h.p.; triple-expansion engines.

The Panamanian steamship *Carmona* was torpedoed and sunk by a German submarine on July 18th, 1942, on a voyage from Buenos Aires to Trinidad.

CARNMARTH

E. Handcock & Co.; 1884; Tyne I.S.B. Co.; 1,687 tons; 265 x 36-1x19; 208 n.h.p.; compound engines.

The British collier *Cam Marth* was wrecked in May, 1909, off Cap la Hogue while on a voyage from Barry to Havre.

CARNARO

Lloyd Triestino Soc. Anon. di Nav.; 1913; Clyde S.B. & Eng. Co.; 3,802 tons; 347-4x46-4x22-8; 492 n.h.p.; quadruple-expansion engines.

The Italian steamship *Carnaro* was driven ashore and sank in heavy weather on April 3rd, 1938, off Masamarhu Light, 100 miles S. of Port Sudan.

CARNAL

Peninsular & Oriental Steam Navigation Co.; 1862; Samuda Bros.; 1,776 tons; 294x28-6x17-5; 1,870 i.h.p.; 12 knots; inverted tandem compound engines.

The P. and O. mail steamship *Carnatic* left Suez on her way to Bombay on Sunday, September 12th, 1869, with 230 passengers and crew on board. She was under command of Capt. P. B. Jones, R.N.R. At one o'clock on the morning of the 13th, the ship struck on a coral reef off the island of Shadwan at the mouth of the Gulf of Suez.

At daybreak it was seen that the ship was about three miles from the island and the reef on which she lay was about four feet under water at high tide. There was no panic among the passengers and during the day meals were served as usual. In the evening a committee of the passengers interviewed the captain and came to the fatal decision to spend a second night on board the wreck.

The next morning the boats were provisioned and some of the women and children had been helped into them when at 10.50 a.m. the ship suddenly broke in two. There was at once a scene of confusion and a large number of people were overwhelmed by the wreckage and drowned. Eventually the survivors dragged the ship's boats across the reef and made for the island. Here they lit fires from bales of cotton washed ashore and discharged a rocket. Fortunately this was seen by another P. and O. liner, the *Sumatra*, which took the survivors on board.

The number drowned was 27 of whom 15 were Europeans.

The *Carnatic* was carrying a large consignment of specie of £40,000 value most of which was brought to the surface by divers. In March, 1870, the ship was washed off the reef into deep water, by which time all but £8,000 of the specie had been salvaged.

CARNIA

Lloyd Triestino Soc. Anon. di Nav.; 1923; Cant. San Rocco; 5,451 tons; 404-2x54x29-6; 465 n.h.p.; triple-expansion engines.

The Italian steamship *Carnia* was torpedoed and sunk by a British submarine on March 23rd, 1941, 30 miles N.E. of Brindisi.

CAROLINE MARU

Kokusai Risen Kabushiki Kaisha; 1919; Kawasaki Dkyd. Co.; 4,105 tons; 345 X 48 x 30; 356 n.h.p.; triple-expansion engines.

The Japanese steamship *Caroline Maru* was wrecked on October 7th, 1923, near Ko Notoro, on the west coast of Saghalien.

CAROLUS

Dampskibsacties. Carolus; 1900; Laxevaags Msk. & Jernskb., 1,041 tons; 225-8x32-2x13-3; 97 n.h.p.; triple-expansion engines.

The Norwegian steamship *Carolus* was torpedoed and sunk by a German submarine on January 27th, 1918, in the English Channel.

CAROLUS

Canadian National Steamships; 1919; Osbourne, Graham & Co.; 2,375 tons; 285x43-5x19; 210n.h.p.; triple-expansion engines.

The Canadian steamship *Carolus* was torpedoed and sunk by a German submarine on October 9th, 1942, in the Gulf of St. Lawrence. Eleven of her crew of 30 were lost.

CAROLYN

A. H. Bull Steamship Co. Inc.; 1912; Newport News S.B. & D.D. Co.; 3,209 tons; 313-5x46x22-7; 279n.h.p.; triple-expansion engines.

The American steamship *Carolyn* was torpedoed by a German submarine on March 26th, 1942, caught fire and sank W. of the Bermudas.

CARPATHIA

Cunard S.S. Co.; 1903; C. S. Swan & Hunter; 13,603 tons; 540x64-5x37-4; 1,341 n.h.p.; 15 knots; quadruple-expansion engines.

The Cunard liner *Carpathia* was bound from Liverpool to the United States when she was attacked by a German submarine W. of Ireland on July 17th, 1918. Two torpedoes were fired, the first striking the liner just forward of the engine-room and the second exploding in the engine-room itself. Five men of the engine-room staff were killed by the explosion. The survivors numbered 215, of whom 57 were passengers. The ship sank at 9.15 a.m.

The *Carpathia* was the ship which had rendered great service in picking up the survivors of the *Titanic* (which see).

CARPERBY

Ropner Shipping Co.; 1928; W. Gray & Co.; 4,890 tons; 405 X 53-5x26-5; 505 n.h.p.; 10 knots; triple-expansion engines.

The steamer *Carperby*, Capt. F. Gardiner, with a cargo of coal and coke was in the North Atlantic on March 1st, 1942, when she was torpedoed and sunk by a submarine. All on board, 41 crew and six gunners, were lost.

CARPO

N.V. Maats. Zeevaart; 1949; N.V. Schpsw. "Vooruitgang"; 494 tons; 161-4x28-4x9-5; oilengines.

The Dutch motorship *Carpo*, Swansea for Amsterdam with anthracite, foundered during heavy weather on November 27th, 1954, about 17 miles S.W. of the Lizard. There were no survivors. Two bodies were later washed ashore.

CARRABULLE

Cuba Distilling Co. Inc.; 1920; American International S.B. Corp.; 5,030 tons; 390X54-2X27-8; turbine engines.

The American tanker *Carrabulle*, from New Orleans to San Juan, Puerto Rico, with a cargo of liquid asphalt, was torpedoed and shelled by a German submarine at 4 a.m. on May 26th, 1942. The tanker caught fire and sank with the loss of 22 lives.

CARRICK

Emigrant ship; 1840 (*circa*); 275 tons.
The brig *Carrick* had been chartered as an emigrant ship and left Sligo for Quebec late in April, 1847. She was under command of Capt. Thompson and the voyage across the Atlantic was not exceptional for that time of the year. On entering the St. Lawrence, however, the ship encountered a terrific gale and at 2 o'clock on the morning of May 20th, drove ashore on a shoal 60 miles E. of Cape Rosares. The number of emigrants on board was 200, besides the crew, and of these only 22 persons were saved.

The fury of the seas soon broke the ship into pieces and very little aid could be obtained from the shore.

CARSBRECK

Carslogie S.S. Co.; 1936; *Ayrshire Dockyard Co.*; 3,670 tons; 352•6X50•2X23•8; 346 n.h.p.; triple-expansion engines.
The British steamship *Carsbreck* was torpedoed and sunk by a German submarine on October 24th, 1941, on a voyage from Almeria to Barrow.

CARTAGENA

Maclay & McIntyre; 1879; *Bartram, Haswell & Co.*; 2,241 tons; 301X36•2X25•5; 250 h.p.; triple-expansion engines.
The British ship *Cartagena* was wrecked in November, 1893, near Barfleure on a voyage from Bremen to Cardiff.

CARTHAGE

Compagnie Generale Transatlantique; 1910; *Swan, Hunter & Wigham Richardson*; 5,601 tons; 403x51-3x20-4; 800 n.h.p.; 18.5 knots; triple-expansion engines.
The French transport *Carthage* with a cargo of munitions arrived off Cape Helles, Gallipoli, on July 1st, 1915, and began discharging. The authorities were not sufficiently impressed by the danger of submarine attack and the transport continued to discharge for four days without any precautions being taken. On July 4th, at about 1 p.m. when most of the cargo had been unloaded, the *Carthage* was attacked by the submarine *U-21*, Lt. Com. Otto Hering, and split in two by a torpedo.

CASABLANCA

Oldenburg-Portugiesische Dampfschiffs-Rhederei; 1936; *Deutsche Werft A.G. Bet.*; 2,313 tons; 287-9x45-8x18-1; 304 n.h.p.; compound engines & L.P. turbine.
The German steamship *Casablanca* sank during heavy weather in the North Baltic on November 25th, 1943. There were only two survivors.

CASABLANCA LANDING *see* PRIMAUGUET**CASANARE**

Elders & Fyffes; 1924; *Cammell Laird & Co.*; 5,376 tons; 400-3x51-4x30-4; 447 n.h.p.; 13.5 knots; triple-expansion engines.
The *Casanare*, Capt. J. A. Moore, was torpedoed and sunk by a German submarine on November 3rd, 1940, about 200 miles W. of Ireland. Eight persons were killed. Capt. Moore was among the survivors.

CASCAPEDIA

R. M. Hudson & Sons; 1881; *Sunderland S.B. Co.*; 2,860 tons; 322-5x40x21-8; 300 h.p.; compound engines.
The British cargo ship *Cascapedia* was wrecked in November, 1896, in Crosby Channel. She was on a voyage from Buenos Aires to Liverpool with a cargo of grain and cattle.

CASHIER

T.A. Wilson; 1888; *J.N. Rafuse*; 122 tons; 88-5x24x9-4.
The wooden schooner *Cashier* was run down by an unknown ship on September 20th, 1892. The collision took place off the Grand Banks, Newfoundland, the schooner sinking with 19 of her crew.

CASHMERE

British India Steam Nav. Co.; 1864; *W. Denny & Bros.*; 1,083 tons; 239-1x30-2x19; 200 h.p.; compound inverted engines.
The British India steamship *Cashmere* was lost off Cape Guardafui on July 12th, 1877. Seven men were drowned.

CASPER

American Scantic Line Inc.; 1919; *American International S.B. Corp.*; 4,975 tons; 390x54-2x27-6; turbine engines.
The American steamship *Casper*, on a voyage from New York to Helsingfors, was wrecked on December 14th, 1928, at Point Norra, Grinsoerna, at the entrance to the Gulf of Finland.

CASPIA

Overseas Oil & Transport Co.; 1928; *Armstrong, Whitworth & Co.*; 6,018 tons; 412x53-4x31-6; 533 n.h.p.; triple-expansion engines.
The British tanker *Caspia*, from Haifa to Tripoli, Syria, with 7,000 tons of benzine, was torpedoed and sunk by a submarine on April 16th, 1942, off Beirut. The captain, 23 crew and two gunners were lost.

CASPIAN

Nelson Donkin & Co.; 1894; *Edwards' S.B. Co.*; 3,606 tons; 350x43x26-6; 301 n.h.p.; triple-expansion engines.
The steamship *Caspian* was torpedoed and sunk by a submarine 3 1/2 miles E. of Cape Cervera, Spain, on May 20th, 1917. The captain and 24 men were killed. The chief engineer, the second officer and the ship's gunner were taken prisoner by the submarine.

CASSANDRA

British Navy, light cruiser; 1916; *Vickers*; 4,120 tons; 450 x 42x16; 40,000s.h.p.; 29 knots; turbine engines; Yarrow boilers; five 6 in. guns, two 3 in.; 8 T.T.
The light cruiser *Cassandra*, Capt. E. C. Kennedy, struck a mine just before midnight on December 4th, 1918, when in the Baltic. The *Cassandra* kept afloat for a little over an hour, sinking just after 1 a.m. on December 5th. Of her complement of 344 all except 11 ratings, who had been killed by the explosion, were transferred safely to the accompanying destroyers.

CASSIDAIGNE

Cie. France-Navigation S.A.; 1923; *Fried. Krupp A.G.*; 1,417 tons; 242-9x36-1x15-7; 224 n.h.p.; triple-expansion engines.
The French steamship *Cassidaigne* struck a mine and sank on September 13th, 1940, W. of Sardinia. The ship was carrying demobilized troops from North Africa to Marseilles.

CASTALIA

Anchor Line (Henderson Bros.); 1873; *C. Cornell & Co.*; 2,201 tons; 306-6x34-6x29-2; 424 h.p.; compound inverted engines.
The British iron cargo ship *Castalia* was wrecked on May 20th, 1884, off Denia. She was on a voyage from Valencia to New York with passengers, and a cargo of marble and fruit.

CASTANOS

Morel; 1893; *W. Gray & Co.*; 2,958 tons; 325x42-5x25-8; 258 n.h.p.; triple-expansion engines.
The British cargo ship *Castanos* was wrecked on February 2nd, 1905, on the Hook of Holland. She was on a voyage from Rosario to Rotterdam with a cargo of maize and linseed.

CASTELFIDARO

Italian Navy, destroyer; 1923; *Orlando*; 966 tons; 262-5X 24-8x8-5; 27,000s.h.p.; 34 knots; turbine engines; Thornycroft boilers; four 4 in. guns, two 3 in. A.A., 6 T.T., 10 mines.
The Italian destroyer *Castelfidaro* was lying at Pirasus at the time of the capitulation of Italy on September 8th, 1943. She was seized by the Germans and sunk in shallow water to prevent her sailing to Alexandria to surrender to the Allies. Later she was raised and re-commissioned by the Germans, but was bombed and sunk by Allied aircraft off Crete on June 2nd, 1944. The vessel carried a complement of about 120.

CASTILIAN

Allan Line S.S. Co.; 1898; *Workman Clark & Co.*; 7,441 tons; 470x53-7x25-2; triple-expansion engines.
The British cargo ship *Castilian* foundered in March, 1899, on Gannet Rock Ledge about 10 miles S. by W. of Yarmouth, N.S., while on a voyage from Portland, Me., to Liverpool.

CASTILIAN

CASTILIAN

EllermanLines; 1890; W. Gray & Co.; 1,923 tons; 270-4x37-5 X16-2; 232 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Castilian* was torpedoed and sunk by a submarine 110 miles N.W. by N. of Tory Island on April 18th, 1917. Ten men were killed. The captain was among the survivors.

CASTILLA

Spanish Navy, cruiser; 1881; Spain; 3,342 tons; 246 x45-9'X 20-9; 4,000 h.p.; 14 knots; compound engines; four 5-9 in. guns, two 3-4 in., two 2-7 in., 2 m.g.; 2 T.T.

The cruiser *Castilla*, Capt. A. Algado, was a unit of the Spanish Asiatic Squadron, under Admiral Montojo, lying in Manila Bay at the outbreak of the American-Spanish War, in April, 1898. On the early morning of Sunday, May 1st, the U.S. Squadron, under command of Commodore Dewey, steamed into Manila Bay under cover of darkness and took the Spaniards by surprise.

The *Castilla* as the second ship of any size on the Spanish side, the other being the flagship, the *Reina Cristina*, and both vessels bore the full onslaught of the enemy. The starboard guns of the *Castilla* had been taken ashore to strengthen the land defences, and she was moored so that her port guns were facing the American ships; but all but one were put out of action and her moorings were severed by shell-fire so that she swung round and was rendered helpless. She caught fire, and sank two hours later. Twenty-three men were killed and 80 wounded.

For full story of the action see *Reina Cristina*.

CASTILLA

Empresa Hondurena de Vapores; 1927; Workman, Clark & Co.; 3,910 tons; 341-9x48x28-2; 406 n.h.p.; triple-expansion engines.

The Honduran steamship *Castilla* was torpedoed and sunk by a German submarine on June 6th, 1942, on a voyage from Mobile to Jamaica. Twenty-four of her crew were killed.

CASTILLO COCA

Empresa Nacional "Elcano" S.A.; 1919; Kjobenhavns Flydedok & Skibsv. 1,739 tons; 261 -1 x 40-1 x 16-9; triple-expansion engines.

The Spanish steamship *Castillo Coca* ran on to the rocks at Segano Point, at the entrance to Ferrol, on December 2nd, 1947, and sank. Twenty-six lives were lost and four were saved.

CASTILLO MONTEALEGRE

Spanish Government; 1930; Severney S.B. Yard; 3,972 tons; 347-4x48-8x27-2; 500 n.h.p.; oil engines.

The Spanish motorship *Castillo Monteleagre*, on a voyage from Fernando Po to Valencia, was torpedoed and sunk by a German submarine on April 8th, 1943, off the coast of Senegal. Twelve of her crew, last seen on a raft, were lost.

CASTILLO OROPESA

Spanish Government; 1917; W. Doxford & Sons; 5,177 tons; 420X54x26-4; 572 n.h.p.; triple-expansion engines.

The steamship *Castillo Oropesa* was torpedoed and sunk by a German submarine on November 8th, 1941, off Melilla.

CASTLE RISING

W.F. Beaumont; 1884; R. Craggs & Sons; 1,233 tons; 230 -2 x 32x15-4; 99 h.p.; compound inverted engines.

The British cargo ship *Castle Rising* was wrecked in October, 1890, on Svenska Bjorn, while on a voyage from Stockholm to Lynn with a cargo of deals.

CASTLEFORD

James Little & Co.; 1883; Sunderland S.B. Co.; 3,044 tons; 321 X40-2X29-4; 350 h.p.; compound inverted engines.

The British cargo ship *Castleford* was wrecked on June 8th, 1887, on Crebawethan Rocks, Scilly Isles. She was on a voyage from Montreal to London.

CASTLEHILL

John Kelly; 1920; Scott & Sons; 690 tons; 187-4x28-7x11; 85 r.h.p.; triple-expansion engines.

The Belfast ship *Castlehill* was bombed and sunk by German aircraft on May 2nd, 1941, off Wexford. There was only one survivor.

CASTLEMOOR

Runciman Shipping Co.; 1922; William Doxford & Sons; 6,574 tons; 420x54x34-3; 577 n.h.p.; triple-expansion engines.

The British cargo ship *Castlemoor*, Capt. R. Lisle, left Halifax, N.S., on February 16th, 1940, for the Tees. She was last seen by the steamship *Merchant Royal* on February 25th about 800 miles west of Ushant, and it was assumed that she had been lost by marine causes.

CASTOR

Det Bergenske Dampskibs.; 1909; Fevigs Jernskibsbyg; 1,313 tons; 235 X 34 • 1 X14 • 4; 151 n.h.p.; triple-expansion engines.

The Norwegian steamship *Castor* hit a mine and sank in the North Sea on January 1st, 1915.

CASTOR

Trelleborgs Angf. Nya Aktieb.; 1928; Kockums M.V. Aktieb.; 8,714 tons; 482-3x61-8x36-1; 584 n.h.p.; oil engines.

The Swedish tanker *Castor* was torpedoed and sunk by a German submarine on March 31st, 1941, on a voyage from New Orleans to Gothenburg with 12,000 tons of oil.

The captain and 14 of her crew were killed.

CASTORE

Italian Navy, torpedo boat; 1936; Cant. Nav. Riuniti (Ancona); 652 tons; 267x27x7-5; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., two 13 mm.A.A.; 4 T.T.

The *Castore* was patrolling off Cape Spartivento on June 2nd, 1943, when she was brought to action by the British destroyer *Jervis*, 1,695 tons, and the Greek destroyer *Vasilissa Olga*, 1,350 tons. The *Castore* was sunk by gunfire. She carried a complement of about 100.

CASTRO

G. H. Wills & Co.; 1876; R. Dixon & Co.; 1,129 tons; 240 X30-3 X20-2; 99 h.p.; compound engines.

The British cargo ship *Castro* was wrecked in August, 1893, at Cape Finisterre. She was on a voyage from Elba to Stockton with a cargo of ore.

CASTRO

P. D. Coruissiano; 1897; R. Napier & Sons; 1,994 tons; 280 x 40-2x19-1; 168 n.h.p.; triple-expansion engines.

The Greek steamship *Castro* was torpedoed and sunk by a German submarine in the English Channel on October 14th, 1917.

CATAHOULA

Cuba Distilling Co. Inc.; 1920; American International S.B. Corp.; 5,030 tons; 390X54-2X27-8; turbine engines.

The American tanker *Catahpula* was torpedoed and sunk by a German submarine on April 5th, 1942, on a voyage from La Romana, Hispaniola, to Wilmington. Seven of her crew were killed.

CATALINA S.

J. M. O'Sullivan & Associates; 1928; J. L. Thompson & Sons; 2,407 tons; 292 -3x45x19-7; triple-expansion engines.

The British cargo ship *Catalina S.* ran aground on rocks on December 21st, 1962, two miles west of San Juan, P.R. She was on a voyage from San Juan to West Indian ports with a lumber cargo.

CATALUNA

Islena Maritima Cia. Mallorquina de Vapores; 1880; Hodgson & Soulsby; 1,099 tons; 221-6x31-1x18-5; 151 h.p.; compound engines.

The Spanish steamship *Cataluna* was wrecked off Salvora Island, Spain, on November 17th, 1922.

CATALUNA

Cia. Trasatlantica; 1883; W. Denny & Bros.; 3,665 tons; 384-2x42-2x27-5; 654 n.h.p.; compound engines.

The Spanish steamship *Cataluna* was wrecked at Rio de Oro, west coast of Africa on March 27th, 1923.

CATANIA

Società Marittima Italiana; 1906; Cant. Nav. Bacini e Stab. Mec. Siciliani; 3,188 tons; 333 • 1 x 42 • 8 x 17 • 9; 288 n.h.p.; triple-expansion engines.

The Italian cargo ship *Catania* was torpedoed and sunk by a submarine in the Mediterranean on March 16th, 1917.

CATARAQUI

Emigrant ship; 1840 (circa); 400 tons (approx.).

The *Cataraqui*, under command of Capt. C. W. Finlay, left Liverpool for Australia on April 20th, 1846. The vessel carried 369 emigrants, 73 of them children. The crew numbered 46 and there were eight private passengers, making 423 all told. The voyage out was uneventful until August 4th when off the west coast of King's Island, Bass Strait, the ship was driven ashore by a gale. The disaster occurred about three o'clock in the morning and many of the emigrants were drowned below deck as the ship rilled. From two to three hundred persons were brought on deck by the exertions of the crew but once there they were swept away in small groups by successive heavy seas. During the afternoon the ship broke in two, and about an hour afterwards what remained of the wreck again broke in two, taking 70 more to their death.

Those left were Mr. Thomas Guthrie, first officer, one apprentice, six seamen and one emigrant, only nine persons out of a total of 423.

The survivors lived with a party of sealers on King's Island for five weeks, after which time they were taken to Hobson's Bay.

CATERINA

Nav. Carlo Martinolich; 1920; Todd D.D. & Const. Co.; 4,786 tons; 396-4x53-1x27; 352 n.h.p.; triple-expansion engines.

The Italian steamship *Caterina* was torpedoed by British aircraft on October 18th, 1941, 62 miles N. of Tripoli. The ship was taken in tow but sank on the following day.

CATERINA COSTA

G. CostafuA.; 1942; Italy; 8,060 tons; oil engines.

The Italian motorship *Caterina Costa* was blown up by an internal explosion on March 28th, 1943, while lying at Naples with a full cargo of munitions.

CATERINA MADRE

"Corrado" Soc. Anon. di Nav.; 1904; Richardson, Duck & Co.; 4,019 tons; 362-5x48-7x25-9; 349 n.h.p.; triple-expansion engines.

The Italian steamship *Caterina Madre* struck a mine and sank on September 13th, 1943, 10 miles off the island of S. Andrea, near Gallipoli, Italy.

CATFORD

South Metropolitan Gas Co.; 1919; Dublin Dockyard Co.; 1,568 tons; 240-2x36-3x19-1; 172 n.h.p.; 10 knots; triple-expansion engines.

The collier *Catford*, Capt. D. D. Halcrow, struck a mine and sank at the mouth of the Humber on May 31st, 1943. Five men, including Capt. Halcrow, were killed.

CATHAY

Akties. Det Ostasiatiske Kompagni; 1898; Ramage & Ferguson; 4,076 tons; 369-3x46-8x18-5; 327 n.h.p.; triple-expansion engines.

The Danish steamship *Cathay* was sunk by a mine or torpedo on May 5th, 1915, in the North Sea.

CATHAY

Peninsular & Oriental Steam Navigation Co.; 1925; Barclay, Curie & Co.; 15,225 tons; 523-5x70-2x42-3; 1,905 n.h.p.; 17 knots; quadruple-expansion engines.

The liner *Cathay*, Capt. D. M. Stuart, D.S.C., was lying off Bougie, Algeria, disembarking troops on November 11th, 1942, when she was attacked by German aircraft. The vessel was hit by bombs but remained afloat until the next day when she sank off the port. One naval gunner was killed.

CATHERINE

Canadian; 1840; J. Briggs; 754 tons; 146x29x22.

The Canadian wood ship *Catherine* was wrecked in the St. Lawrence not far from Quebec in October, 1845. Thirteen persons were drowned.

CATHERINE ADAMSON

H. Adamson; 1855; Aberdeen; 768 tons; 180 (approx.) X — X —.

The clipper ship *Catherine Adamson* was bound from Aberdeen to Sydney, N.S.W., with a general cargo. On October 24th, 1857, in rough weather she took shelter off the Inner North Head, Sydney, but dragged her anchors and drifted ashore and sank. Twenty-one persons were drowned. The ship was in the care of a pilot at the time.

CATHRINE

A. Inkapool, E. Jakobson & others; 1904; Osbourne, Graham & Co.; 1,885 tons; 275-1x40-1x18-1; 359 n.h.p.; triple-expansion engines.

The Panamanian steamship *Cathrine* was torpedoed, shelled and sunk on June 24th, 1940, on a voyage from Jacksonville to London. There were 19 survivors.

CATHRINE

Ministry of War Transport (G. Gibson & Co.); 1919; Great Lakes Eng. Works; 2,727 tons; 253-4x43-7x24-5; 283 n.h.p.; oil engines.

The British motorship *Cathrine* was torpedoed and sunk by a German submarine on June 17th, 1941, on a voyage from Peipel to Barrow. The wireless operator and two members of the crew, subsequently picked up, were the only survivors.

CATINAT

Soc. Gen. d'Armement; 1913; J. C. Tecklenborg A. G.; 7,113 tons; 472x61x28-5; 482 n.h.p.; triple-expansion engines.

The French steamship *Catinat* ran ashore after a collision on March 3rd, 1927, at Tamatave, and was completely wrecked.

CATO

Bristol S.N. Co.; 1899; Campbelltown S.B. Co.; 1,269 tons; 229-8X32-8X15; 98 r.h.p.; triple-expansion engines.

The British cargo ship *Cato* foundered in April, 1899, 16 miles north of the Longships. She was on a voyage from Cardiff to Hamburg with coal and a general cargo.

CATO

Bristol S.N. Co.; 1914; Campbelltown S.B. Co.; 710 tons; 231x30-9x19; 85 r.h.p.; triple-expansion engines.

The British steamship *Cato* struck a mine and sank on March 3rd, 1940, 21 miles from Nash Point, on a voyage from Dublin to Bristol. Thirteen of her crew of 15 were lost.

CATO

British Navy, fleet-minesweeper; 1942; United States; 890 tons; 220x32x—; 2,400 b.h.p.; 18 knots; diesel engines; two 3 in. guns, several smaller.

The fleet-minesweeper *Cato*, Lt. R. W. E. Harris, was sunk by a "human torpedo" off the coast of Normandy on July 6th, 1944. One officer and 24 ratings were killed.

CATTERTHUN

Eastern & Australian Steamship Co.; 1881; W. Doxford & Sons; 2,179 tons; 302-3x36-5x23-7; 271 n.h.p.; 12 knots; compound engines.

The liner *Catterthun*, Capt. Shannon, left Sydney for Hong Kong on the night of August 7th, 1895, with 87 persons on board. At 11 p.m. the ship passed the Nobbys, a group of rocks off Newcastle, N.S.W., the wind by that time having developed gale force. About two hours later when off Sugarloaf Point and in the neighbourhood of the Seal Rocks, the ship struck on the smaller of the two rocks. The shock was not great, and passengers in their cabins were unaware of the danger until warned by the stewards.

The *Catterthun* carried a Chinese crew, and some of these rushed the boats, causing much confusion. The waves were now sweeping over the vessel, which had a heavy list to starboard. The captain and first officer were washed off the bridge and boats were swamped as

CAVARNA

soon as launched. One lifeboat survived, and in this 22 people reached the shore. The number drowned was 65.

A sum of £11,000 in sovereigns had been placed in the ship's specie-chamber under the bridge. The wreck lay at 30 fathoms, too great a depth for local divers, but special gear was sent from England and equipped with this two divers went down and recovered £9,000, the remaining £2,000 being buried when the wreck went to pieces.

CAVARNA

Roumanian State Maritime Service; 1939; Cant. Nav. Riuniti; 3,495 tons; 360-9x50-8x31-5; 583 n.h.p.; oil engines.

The Roumanian motorship *Cavarna* struck a mine and sank on December 2nd, 1941, 15 miles E. of Burghaz.

CAVEHILL

John Kelly; 1911; Flensburger Schiffsb. Ges.; 1,556 tons; 243-6x37-8x17-5; 186 n.h.p.; triple-expansion engines.

The British collier *Cavehill* sprang a leak and foundered on October 23rd, 1921, about 27 miles east of the Spurn lightship whilst on a voyage from Newcastle to Amsterdam.

CAVOUR

DaWorso & Co.; 1891; Edwards'S.B. Co.; 1,929 tons; 266X 36-7x16-6; 187 n.h.p.; triple-expansion engines.

The Italian steamship *Cavour* was torpedoed and sunk by a German submarine off southern Ireland on March 9th, 1917.

CAWDOR CASTLE

Union Castle Mail S.S. Co.; 1902; Barclay, Curie & Co.; 6,243 tons; 414-7x51-2x28; 650 n.h.p.; triple-expansion engines.

The British cargo ship *Cawdor Castle* was wrecked on July 30th, 1926, in Conception Bay, S.W. Africa, while on a voyage from London to Mauritius. She was carrying a general cargo.

CAYOBONITO

Cuban Steamship Co.; 1901; J. Readhead & Sons; 3,427 tons; 346-2x45-2x17; 320 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Cayo Bonito* was torpedoed and sunk by a submarine four miles E.N.E. of Savona, in the Gulf of Genoa, on October 11th, 1917. Six men were killed. The captain was among the survivors.

CAYRU

Lloyd Brasileiro; 1919; American International S.B. Corp.; 5,152 tons; 390x54-2x28; turbine engines.

The Brazilian steamship *Cayru* was torpedoed and sunk by a German submarine on March 8th, 1942, 130 miles off the U.S. Atlantic coast on a voyage from Rio de Janeiro to New York.

CAZADOR

Chilean Government transport; 1850 (circa); 350 tons (approx.), steam engines.

The paddle-steamship *Cazador* left Talcahuano, Chile, on the morning of March 30th, 1856, with a number of civilian passengers and a company of the 2nd Regiment of the Line under Capt. V. Rodriguez. The military numbered four officers and 86 men with 50 women and children, besides whom there were 218 others, including crew. There was a smooth sea and a south wind and the vessel proceeded under steam and sail at nine knots. At eight in the evening she ran on the Carranza Rocks, 18 miles S.W. of Constitution, where she became a total wreck. The boats were lowered and filled without mishap only to capsize in the breakers when attempting to land.

Of the 358 persons carried only 43 were saved, among them one woman of the 148 who had been on board.

CAZENGO

Cia. Nacional de Navegacao; 1889; Earle's S.B. & E. Co.; 3,009 tons; 340-9x41-1x18-7; 480 n.h.p.; triple-expansion engines.

The Portuguese steamship *Cazengo* was torpedoed and sunk by a German submarine on October 8th, 1918, in the Bay of Biscay.

CEARENSE

J. F. O'Meara; 1891; Naval Construction & Armament Co.; 2,769 tons; 318x40-4x25-8; 283 n.h.p.; triple-expansion engines.

The British ship *Cearense* was wrecked on September 13th, 1913, at Marsh Point, Nelson River, Hudson Bay. She was carrying a cargo of coal and lumber from Halifax to Port Nelson.

CEDARBANK

Bank Line (A. Weir & Co.); 1924; Harland & Wolff; 5,159 tons; 420-4x53-9x26-5; 717 n.h.p.; 11 knots; oil engines.

The *Cedarbank*, with a crew of 42, was proceeding to Norway on April 21st, 1940, when she was attacked by German bombers and sunk. Fifteen men were killed.

CEDARDENE

Westcott & Laurance Line; 1881; Bar tram, Haswell & Co.; 2,108 tons; 285-5x37-2x24-4; 256 n.h.p.; quadruple-expansion engines.

The British ship *Cedardene*, with a cargo of coal, was wrecked in February, 1903, at North Arzila, Morocco, while on a voyage from the Clyde to Alexandria.

CEDARWOOD

Meteor S.S. Co.; 1907; W.Harkess & Son; 654 tons; 176x29-8X10-8; 96 n.h.p.; triple-expansion engines.

The *Cedarwood* struck a mine and sank 2½ miles east of Aldborough Napes on February 12th, 1916. Six lives were lost.

CEDERIC

Akties. Det Selmerske Rederi; 1905; Short Bros.; 2,344 tons; 295x45x19-6; 241 n.h.p.; triple-expansion engines. The Norwegian steamship *Cederic* was torpedoed and sunk by a German submarine off the north-west coast of Ireland on June 13th, 1917.

CEIBA

Seaboard S.S. Corp.; 1911; Swan, Hunter & Wigham Richardson; 1,698 tons; 309-6x39-2x16-6; 347 n.h.p.; triple-expansion engines.

The Honduran steamship *Ceiba* was torpedoed and sunk by a German submarine on March 16th, 1942, on a voyage from Jamaica to New York. Thirty-two crew and 12 passengers were lost.

CELEBES MARU

Osaka Shosen K.K.; 1917; Kawasaki Dockyard Co.; 5,863 tons; 385x51x36; 440 n.h.p.; triple-expansion engines.

The steamship *Celebes Mam* was bombed and sunk by U.S. land-based aircraft on November 15th, 1944, off Mindoro Island, Philippines.

CELTIC STAR

Union Cold Storage Co.; 1918; Dunlop, Bremner & Co.; 5,575 tons; 390-7x53-2x32-9; 552 n.h.p.; triple-expansion engines.

The British steamship *Celtic Star* was torpedoed and sunk by a German submarine on March 29th, 1943, on a voyage from Manchester to Montevideo.

CENTAUR

Ocean S.S. Co. (Alfred Holt & Co.); 1924; Scotts' S.B. & E. Co.; 3,222 tons; 315-7x48-2x21-5; 355 n.h.p.; 14 knots; oil engines.

The *Centaur* was lent to the Australian Government in the Second World War for use as a hospital ship. In the early hours of Friday, May 14th, 1943, when on a voyage from Sydney to New Guinea, she was torpedoed and sunk by a Japanese submarine 43 miles E of Brisbane. At the time of the attack the *Centaur* was brilliantly lighted and clearly marked with the red cross, so that no mistake on the part of the submarine commander was possible. Of the 363 persons on board only 64 survived. Those lost included the matron and 11 nurses, 18 army doctors, besides medical orderlies and the crew. There was only one woman survivor.

The Japanese submarine surfaced immediately after the attack and watched the ship sink. There was no time to launch boats and in the short space of three minutes the *Centaur* had foundered.

CENTAURO

Italian Navy, torpedo-boat; 1936; Riuniti; 652 tons; 267x27 | X7-5; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers: three 3-9 in. guns, four 37 mm. A.A., two 13 mm. A.A.; 4 T.T.

The *Centaur* was bombed and sunk by British aircraft at Benghazi on November 4th, 1942. The vessel carried a complement of about 100.

CENTRAL AMERICA

G. Law & Co.; 1852; New York; 1,200 tons (approx.); 14ft draught; 12 knots; inclined engines.

The United States mail steamship *Central America*, with a company of 587 persons, passengers and crew, on board, left Havana for New York on September 8th, 1857, under command of Capt. Herndon. The ship carried the Pacific mails and among her passengers were many successful gold miners from California. The weather, which was fine at first, later developed into a gale and by the morning of the 11th it had reached hurricane force. It was while steaming through this that the *Central America* sprang a leak. The water gained fast and within a short time the boiler fires were swamped.

On the afternoon of the next day the brig *Marine* of Boston, U.S.A., took off all the women and children. Another ship came in sight and promised to stand by and to send boats, but later she sailed away without rendering any assistance.

Soon after 7 p.m. the *Central America* was struck by a tremendous sea which caused her to heel over and founder with 427 people. A strange feature of the disaster was the amount of gold flung about the decks prior to the ship sinking, owing to the miners discarding their heavy gold belts and whatever gold they carried on their persons.

The number saved was 160, including the women and children taken on board the *Marine*, the remainder being picked up by the barque *Ellen*, and other ships.

CENTRIC

Rederiaktieb. Karnan; 1903; *R. Duncan & Co.*; 1,612 tons; 260-3x37-2x18-1; 172 n.h.p.; triple-expansion engines.

The Swedish cargo ship *Centric* hit a mine and sank in the Baltic on April 27th, 1915.

CERAM MARU

Mitsubishi Risen K.K.; 2,858 tons

The Japanese tanker *Ceram Mam* was sunk by U.S. carrier-based aircraft on September 22nd, 1944, off Corregidor, Philippines.

CERAMIC

Shaw Savill & Albion Co.; 1913; *Harland & Wolff*; 18,713 tons; 655-1x69-4x43-8; 7,750 i.h.p.; 15 knots; triple-expansion engines & L.P. turbine.

The *Ceramic*, Capt. H. C. Elford, with 378 passengers and a crew of 278 was torpedoed and sunk by the German submarine *U-515*, Capt. Lt. W. Henke, W. of the Azores on the night of December 6th, 1942. Rescue ships at St. Michael's were unable to put to sea because of the heavy weather. Only one man survived, Sapper A. E. Munday of the Royal Engineers, who was picked up by a German submarine on the following day.

Some months later the *U-515* was sunk by U.S. destroyers, which captured the commander and 43 of his crew. Capt. Lt. Henke was killed when endeavouring to escape from a prisoner-of-war camp.

CERERA

Russian Steam Nav. & Trading Co.; 1898; *W. Dobson & Co.*; 3,512 tons; 345-6x46-2x15-5; 255 n.h.p.; triple-expansion engines.

The Russian steamship *Cerera* was sunk by a German submarine on February 4th, 1917, in the Bay of Biscay.

CERES

The steamship *Ceres*, Capt. Pascoe, was bound from London to Dublin. On November 10th, 1866, she ran ashore at Carnshore Point, Wexford, and sank with the loss of 38 passengers and crew.

CERES

Det Forenede Dampsbibs. Selsk.; 1882; *Kockums M/V.*; 1,166 tons; 229-6x30-6x14-6; 207 n.h.p.; compound engines.

The Danish steamship *Ceres* was torpedoed and sunk by a German submarine off N.W. Ireland on July 13th, 1917.

CERES

Cie. des Affreteurs Francais; 1918; *Jos. T. Eltringham & Co.*; **3,075 tons; 330-6x47-7x22-7; 289 n.h.p.; triple-expansion engines.

The French steamship *Ceres* was bombed and sunk by German aircraft on May 17th, 1940, at Dunkirk during the evacuation of British forces from France. A few survivors were picked up and taken to Sheerness.

CERIGO

R. Nicholson & Sons; 1881; *T. Royden & Sons*; 1,547 tons; 259-5x34x18; 140 h.p.; triple-expansion engines. \ The British cargo ship *Cerigo* was sunk in a collision in March, 1895, 20 miles from Para, on a voyage from Manaos to Para.

CERINTHUS

IHadley Shipping Co.; 1930; *Hawthorn, Leslie & Co.*; 3,878 tons; 336x48-8x25-6; 385 n.h.p.; triple-expansion engines. The British steamship *Cerintus* was torpedoed, shelled and sunk by a German submarine at 11.50 p.m. on November 9th, 1942, on a voyage from London to Freetown. Seventeen of her crew and three gunners were lost.

CERTO

Dampsk. Akties. Certo; 1910; *Short Bros.*; 1,629 tons; 259X 37-9x18-2; 162 n.h.p.; triple-expansion engines. The Norwegian steamship *Certo* was torpedoed and sunk by a German submarine on May 2nd, 1917, in the English Channel.

CERVANTES

MacAndrews & Co.; 1919; *FT. & C. Grayson*; 1,810 tons; 265X \ 41-2x18-8; 271 n.h.p.; 10-5 knots; triple-expansion engines. The steamship *Cervantes*, Capt. H. A. Fraser, was in a homeward bound convoy from Gibraltar on September 27th, 1941, when she was torpedoed and sunk by a submarine. Six men were killed. Capt. Fraser was among the survivors.

CERVONA

Cairns, Noble & Co.; 1896; *C. Connell & Co.*; 3,779 tons; 368X 45x18-8; 396 n.h.p.; triple-expansion engines.

The British cargo ship *Cervona* was wrecked on December 12th, 1913, one mile south of Fermeuze, N.F.L. She was on a voyage from the Tyne to Portland, Me., with coal and a general cargo.

CESARE BATTISTI

Italian Navy, destroyer; 1926; *Odero*; 1,058 tons; 295-7x30-5x10-5; 30,000 s.h.p.; 35 knots; turbine engines; Express boilers; four 4-7 in. guns, four 37 mm., two 13 mm.; 4 T.T. The *Cesare Battisti* was sunk by British destroyers in the Red Sea off Massawa on April 4th, 1941. Her normal complement was 142.

CESARE ROSSAROL

Italian Navy, destroyer; 1915; *Ansaldo*; 1,030 tons; 272-6x26-3x9-3; 20,000 s.h.p.; 32 knots; turbine engines; Yarrow boilers; five 4 in. guns, two 2pdr.A.A., 4 T.T. The Italian destroyer *Cesare Rossarol* was mined near Pola on November 18th, 1918. The destroyer's normal complement was 99.

CESAREWITSCH ALEXEJ

Helmsing & Grimm; 1903; *Caledon S.B. & E. Co.*; 2,387 tons; 290x40x25-6; 258 n.h.p.; triple-expansion engines. The Russian steamship *Cesarewitsch Alexej* was torpedoed and sunk by a German submarine on July 29th, 1917, in the North Sea.

CETUS

Madrigal Shipping Co.; 1943; *Odenbach S.B. Corp.*; 738 tons; 175-3x30x13-5; oil engines.

The Philippine motorship *Cetus* capsized and sank in heavy seas on November 26th, 1955, at the mouth of the Cagayan River, Philippines. Twenty-one of her crew of thirty were lost.

CEYLON MARU

Nippon Yusen K.K.; 1904; *Mitsubishi Dockyard*; 4,905 tons; 385X48-6x27; 442 n.h.p.; triple-expansion engines.

The steamship *Ceylon Mam* was torpedoed and sunk by the U.S. submarine *Gray back* on February 27th, 1944, about 100 miles S. W. of Nagasaki.

CHACABUCO

Balfour & Co.; 1869; *Gourlay Bros.*; 999 tons; 204x34-lx21-4.

The iron sailing ship *Chacabuco* was sunk in a collision with the steamship *Torch*, 274 tons, on March 1st, 1873, 15 miles from Orme's Head, North Wales, the sailing ship sinking with the loss of 24 men.

CHACAL

CHACAL

French Navy, destroyer; 1926; Penhoet Dockyard; 2,126 tons; 416x37-5x17-5; 52,000 i.h.p.; 36 knots; turbine engines; Du Temple boilers; five 5•1 in. guns, eight 13 mm.; 6 T.T.

The *Chacal*, Cdr. C. F. Estienne, was engaged in operations connected with the evacuation of the French and British armies from Dunkirk, when she was bombed by German aircraft. The attack took place on May 24th, 1940, and the destroyer was so severely damaged that she sank.

The *Chacal* carried a complement of 240, of whom three officers and 28 ratings were killed.

CHADWICK

R. B. Avery; 1882; C. S. Swan & Hunter; 1,463 tons; 250 X 35 X 18; 150 h.p.; compound engines.

The British cargo ship *Chadwick* was wrecked in July, 1892, at Clanneache, West Skye. She was carrying a cargo of coal from the Clyde to St. Petersburg.

CHAGFORD (see BRACONDALE)

CHAK SANG

Indo-China Steam Navigation Co.; 1917; Hong Kong & Whampoa Dock Co.; 2,358 tons; 290-6x42-1x22-7; 1,400 i.h.p.; 11 knots; triple-expansion engines.

The steamship *Chak Sang*, Capt. G. W. F. Edwards, was just W. of the Gulf of Martaban, Burma, on January 22nd, 1942, when she was intercepted by a Japanese submarine. The latter opened fire from the surface and sank the steamship with a loss of five men killed and three wounded. Capt. Edwards was among the survivors.

CHAKDINA

British India Steam Navigation Co.; 1914; Ramage & Ferguson; 3,033 tons; 330-7x46-1x22-1; 668 n.h.p.; 14 knots; triple-expansion engines.

The *Chakdina*, Lt. Cdr. W. R. Hickey, R.N.R., had been taken over by the Admiralty. On December 5th, 1941, she was torpedoed and sunk by aircraft between Tobruk and Alexandria.

CHAKLA

British India Steam Navigation Co.; 1914; A. Stephen & Sons; 3,081 tons; 330-5x46-2x22-3; 653 n.h.p.; 14 knots; triple-expansion engines.

The British India liner *Chakla* was taken over by the Admiralty during the Second World War. On April 29th, 1941, whilst lying in Tobruk harbour, she was bombed and sunk by aircraft.

CHALLENGER

American South African Line, Inc.; 1918; Bethlehem S.B. Corp.; 7,667 tons; 410x56x29; 640 n.h.p.; oil engines.

The American motorship *Challenger* was torpedoed and sunk by a German submarine on May 17th, 1942, on a voyage from New York to Table Bay. Five of her crew, two armed guards and one passenger were killed.

CHAMA

Anglo-Saxon Petroleum Co.; 1938; Rotterdamsche Droogdok Maats.; 8,028 tons; 463x59-3x33-9; 502 n.h.p.; 12-5 knots; oil engines.

On March 23rd, 1941, the tanker *Chama*, Capt. H. S. Sivell, was torpedoed and sunk by a submarine in the North Atlantic. Capt. Sivell and 57 others were killed.

CHAMAREL

Colonial Steamships Co.; 1917; Rotterdam Droogdok Maats.; 1,352 tons; 243-2x37-2x17-3; triple-expansion engines.

The British steamship *Chamarel* caught fire and sank following an internal explosion on March 2nd, 1949, at Pointe des Galets, Reunion. She was carrying cases of petroleum products.

CHAMOIS

Jackson Bros. & Cory; 1878; E. Wither & Co.; 1,382 tons; 243-7 x32x18-3; 130 h.p.; compound inverted engines.

The British cargo ship *Chamois* was wrecked on May 23rd, 1885, near Cape Villano, Spain. She was on a voyage from Newport to Savona with a cargo of coal.

CHAMOIS

Jackson Bros. & Cory; 1890; J. Priestman & Co.; 2,100 tons; 275x39-2x19-9; 185 n.h.p.; triple-expansion engines.

The second *Chamois* owned by this company was wrecked in January, 1903, at Whitburn near Sunderland. She was returning to the Tyne from Rotterdam in ballast.

CHAMOIS

British Navy, destroyer; 1897; Palmers'Co.; 360 tons; 215 x 20-7X—; 6,000 i.h.p.; 30 knots; triple-expansion engines; one 12pdr. gun, five 6pdr.; 2 T.T.

The destroyer *Chamois*, Lt. S. H. Tennyson, was lost off the west coast of Greece on September 26th, 1904. It was assumed that an 'A' bracket broke and damaged the ship's side, but complete details are lacking. There was no loss of life.

CHAMPAGNE

Pacific Steam Navigation Co.; 1895; Harland & Wolff; 5,360 tons; 421x48-8x33; 568 n.h.p.; 14 knots; triple-expansion engines; six 6 in. guns, two 6pdrs.

The *Oropesa*, Capt. Percy G. Brown, was taken over by the Admiralty in November, 1914, for service in the First World War as an auxiliary cruiser. The ship was a unit of the 10th Cruiser Squadron under Rear-Admiral Sir Dudley de Chair, and while patrolling between Scotland and Norway sank a German submarine off Skerryvore Lighthouse in March, 1915. In 1917 she was lent to the French navy, and her name changed to *Champagne*, but she retained her British crew.

On October 15th, 1917, the *Champagne* was in the Irish Sea when she was torpedoed and sunk by a submarine. Five officers and 51 ratings were killed.

CHAMPION

Helpman & Co.; 1854; Shields; 249 tons; 140 (approx.) X — X —; 60 h.p.; compound engines.

The passenger cargo steamship *Champion* was bound from Portland to Melbourne in August, 1857, when she was sunk in a collision with the steamship *Lady Bird* off Cape Otway. The *Champion* sank within five minutes with the loss of 32 lives.

CHAMPION

Canadian; 1871; Nova Scotia; 799 tons; 160x32-9x20-8.

The Canadian wood barque *Champion* was overwhelmed by bad weather when in the North Atlantic in 1884. The crew abandoned ship. One boat with eight men was picked up.

CHAMPLAIN

Chargeurs Reunis; 1913; Atel. & Ch. de la Loire; 7,418 tons; 415x53-8x37-6; 416 n.h.p.; triple-expansion engines.

The French steamship *Champlain* was sunk by a German submarine off Portugal on August 21st, 1918.

CHAMPLAIN

Compagnie Generale Transatlantique; 1932; Chantier et Ateliers de St. Nazaire; 28,124 tons; 606-5x83x46; 25,000 s.h.p.; 19 knots; turbine engines.

The liner *Champlain* struck a mine and sank off La Pallice on June 17th, 1940. Eleven of the crew were lost but 370 crew and passengers were saved.

CHAMPOLLION

Messageries Maritimes; 1924; LaCiotat; 12,546 tons; 531 -3 X 62-7x40-5; 17-5 knots; triple-expansion engines & L.P. turbine.

The French liner *Champollion* was on a voyage from Marseilles to Beirut, Lebanon, with 108 passengers and a crew of 250. A large proportion of the passengers were priests and pilgrims travelling to the Holy Land for Christmas.

On December 22nd, 1952, in very heavy weather, she ran on a sandbank off Beirut. So violent were the seas that the vessel began to break up immediately, and appeals for assistance were radioed to all ships in the vicinity. In response to these the British cruiser *Kenya*, 8,000 tons, lying at Port Said, steamed to her assistance, together with several cargo vessels and tugs which were nearer to the spot.

The violence of the gale made rescue work impossible, however, and the rescue ships could do no more than ride out the storm and

look on. This state of affairs, which lasted until well into the following day, ended when fishing vessels and other small craft from Beirut, which could approach the sandbank without fear of grounding, began to take people off. Meanwhile in the *Champollion* there was growing anxiety as to how long she would withstand the battering of the seas; and in a desperate endeavour to reach the shore some 40 to 50 persons attempted to swim. Of this number only little more than half were successful, the remaining 17 being drowned in the attempt. Had it not been for this near-panic venture it is probable that the small craft would have taken everyone, or nearly everyone, off in safety.

CHANARAL

A. D. Bordes & Co.; 1875; J. E. Scott; 1,420 tons; 249-4x 38-3x21-4.

The French iron sailing ship *Chanaral* capsized in heavy weather off Ushant on January 31st, 1902, going down with 21 of her crew.

CHANG HO

Tan Shien Ho; 1919; Detroit S.B. Co.; 2,639 tons; 251x43-6x 26-1; 352 n.h.p.; triple-expansion engines.

The Chinese steamship *Chang Ho* ran ashore on January 30th, 1936, near Kamaishi, Japan, broke in two and sank.

CHANG HSING

SanPehSteamNav. Co.; 1890; Ramage&Ferguson; 3,412 tons; 290x54x10; triple-expansion engines.

The Chinese steamship *Chang Hsing* ran ashore and sank on May 9th, 1948, at Tungchow, 40 miles from Woosung. The ship was carrying passengers, Chinese soldiers, and horses.

CHANG KIANG

Soc. Anon. Pannier; 1907; Burmeister & Wain; 2,902 tons; 310 X44 • 2 X17 • 5; 252 n.h.p.; triple-expansion engines.

The French steamship *Chang Kiang* struck a rock and was wrecked on Heihang Islands on March 16th, 1931. The ship was carrying passengers from Hong Kong to Shanghai.

CHANGCHOW

China Navigation Co.; 1882; Scott & Co.; 1,734 tons; 271 -3x 34-4x23-6; 185 h.p.; compound inverted engines.

The British cargo ship *Changchow* was wrecked on October 24th, 1884, on Sandy Cape Shoal, Queensland, while on a voyage from Newcastle, N.S.W., to Hong Kong. Six lives were lost.

CHANNEL QUEEN

Plymouth, Channel Islands & Brittany Co.; 1895; R. Craggs & Sons; 385 tons; 177x24x10; 80 r.h.p.; triple-expansion engines.

The steamship *Channel Queen* running from Plymouth to the Channel Islands was wrecked on the Black Rock, Guernsey, on February 1st, 1898. Twelve passengers and several of the crew were drowned.

CHANTALA

British India Steam Navigation Co.; 1913; Richardson Duck & Co.; 4,951 tons; 405x52-5x27-5; 530 n.h.p.; 11 knots; triple-expansion engines.

The liner *Chantala*, Capt. E. Hamlyn, was torpedoed by a submarine on April 5th, 1916, 15 miles N. of Cape Bengut. The torpedo exploded in or near the engine room, killing the fourth engineer and eight native fireman. Capt. Hamlyn sent out a wireless call for assistance and ordered the crew to the boats, there being no passengers on board. As the ship did not sink, though down by the head, the captain ordered his boat back, whereupon the submarine surfaced and opened fire from her gun. She then drew abreast of the boat and ordered the captain and gunners aboard, but the commander changed his mind and they were allowed to return. The submarine then completed the destruction of the *Chantala* by time-bombs and departed.

CHANTALA

British India Steam Navigation Co.; 1920; Barclay, Curie & Co.; 3,129 tons; 330-2x46x22-2; 678 n.h.p.; 14 knots; triple-expansion engines.

The British India liner *Chantala* was taken over by the Admiralty

during the second World War. On December 7th, 1941, she struck a mine and sank off Tobruk.

CHANTREY

Liverpool, Brazil & River Plate S.N. Co. (Lampport & Holt); 1890; R. & W. Hawthorn Leslie & Co.; 2,791 tons; 324-3x42-2x23-4; 228h.p.; triple-expansion engines.

The British cargo ship *Chantrey* was wrecked in October, 1896, at Quinteros, at the entrance to Valparaiso Bay. She was on a voyage from Guayaquil to Havre.

CHAO YUNG

Chinese Navy, light cruiser; 1881; L. Walker & Co.; 1,350 tons; 210 X32x15-8; 2,677 i.h.p.; 16-8 knots; two 10 in. guns, four 4-7 in., 7m.g.

The Chinese light cruiser *Chao Yung* was a small ship for her class and carried the very heavy armament of two 10 in. guns mounted singly in barbettes fore and aft and four lighter guns, two on each broadside. A raised superstructure of wooden cabins with a connecting deck above ran between the two barbettes. The light cruiser with her sister ship, the *Yang Wei*, was present at Jjae[^] battle of the Yalu on September 17th, 1894.

The Chinese Admiral Ting and his American and European advisers did not appreciate the terrible handicap their wood-encumbered ships would suffer when they went into action. Consequently they took no steps to clear away all superfluous woodwork, and within a short time the concentrated fire of the new quick-firing guns mounted on the fast Japanese cruisers set the thickly painted and highly decorated superstructures ablaze.

The intensity of the fire on board the two Chinese cruisers severed communication with the fore and aft barbettes, so that the guns could not be loaded. The *Chao Yung* was forced out of the line heavily on fire, and soon rolled over and sank. The *Yang Wei* in a similar plight, turned toward shore and ran aground. There was no return of losses for these ships, but they must have been very high.

The full story of the battle of the Yalu is told under the *Chi-Yuen*.

CHAPARRA

Soc. Anon. Empresa Nav. de Cuba; 1906; Russell & Co.; 1,510 tons; 249 -5x38x17; 211 n.h.p.; triple-expansion engines.

The Cuban steamship *Chaparra* hit a mine and sank in the west Atlantic on October 27th, 1918.

CHARILAOS TRICOUPIS

EmbiricosBros.; 1892; W. Doxford & Sons; 2,475 tons; 300 x 40-7x16; 253 n.h.p.; triple-expansion engines

The Greek steamship *Charilaos Tricoupis* was torpedoed and sunk by a German submarine off western Ireland on July 13th, 1917.

CHARKIEH

Khedivial Mail S.S. & Graving Dock Co.; 1865; Thames Ironworks; 1,533 tons; 276-7x35-8x16-8; 283 n.h.p.; 11 knots; compound engines.

The *Charkieh* was on a voyage from Piraeus to Constantinople with a cargo of rice, wood and provisions, together with a number of passengers. Early on the evening of September 18th, 1900, her propeller shaft broke. As the vessel was at the time off Andros Island, in the Aegean Sea, in a strong wind and a heavy sea, her position was very precarious. An attempt was made to clear the land under sail, but this failed and the vessel was driven on the rocks near the entrance to the Doro Channel. Prior to striking she sent up signals of distress which were seen and answered by the battleship *Empress of India*, which turned on her searchlight and sent a boat. The *Charkieh's* captain sent back a message requesting the warship to take him in tow, but his ship was drifting shorewards so fast that she struck before this could be done.

The *Charkieh*, which had 98 persons on board, sank immediately. Two boats filled with women and children got away before she struck and reached shore in safety. The *Empress of India* stood by during the night and at daybreak tried to rescue those clinging to the masts by means of rockets and lines but failed. After 14 hours exposure the survivors were taken off in the warship's boats.

Survivors included 33 crew and 27 passengers. Twenty-one of the crew and 17 passengers were lost.

Lt. Lowry, R.N., showed great gallantry in swimming to the wreck with a line.

CHARKOW

CHARKOW

Det Forenede Dampskibs. Selsk.; 1913; Helsingors Jernsk. & Msk.; 1,026 tons; 236 • 1 X 35 • 6 X 21 - 2; 161 n.h.p.; triple-expansion engines.

The Danish steamship *Charkow* was torpedoed and sunk by a German submarine on March 19th, 1940, soon after leaving Kirkwall. All her crew were lost.

CHARLBURY

Alexander Shipping Co.; 1940; Burntisland S.B. Co.; 4,836 tons; 416x57x25-3; 458 n.h.p.; triple-expansion engines.

The British steamship *Charlbury* was torpedoed, shelled and sunk by a German submarine on May 29th, 1942, on a voyage from Cardiff to Buenos Aires.

CHARLES BARTLETT

Emigrant ship; 1840 (circa); 400 tons (approx.).

The American brig *Charles Bartlett* left the Downs for America on June 14th, 1849, with 162 emigrants, one cabin passenger and a crew of 14 under Capt. Bartlett. She carried a general cargo of about 450 tons. On June 27th when in lat. 50° 49', long. 29° 3(X the vessel ran into thick fog. At 3.30 in the afternoon, there being nearly 100 persons on deck at the time, the British & North American Royal Mail Steam Packet Co's ship *Europa* suddenly appeared out of the fog and struck the *Charles Bartlett* on her port side between fore and mainmasts. There was little time for either captain to do anything to avert the disaster as the *Europa* was steaming at about 12 knots, although she stopped her engines immediately.

Many of the unfortunate emigrants were killed instantly and in four minutes the ship had foundered taking with her 135 persons. Capt. Bartlett saved himself by jumping for the bows of the *Europa* as she struck his ship.

Every effort was made by Capt. Lott and the officers of the *Europa* to save life and 42 persons were rescued. The *Europa* sustained little damage and there were no injuries to any of those on board.

CHARLES C. RANDLEMAN

U.S. War Shipping Administration; 1945; J. A. Jones Const. Co.; 7,198 tons; 422-8x57x34-8; triple-expansion engines.

The American steamship *Charles C. Randleman* was wrecked on Apo Reef, Philippine Islands, on August 31st, 1945.

CHARLES D. McIVER

U.S. War Shipping Administration; 1943; North Carolina S.B. Co.; 7,176 tons; 422-8x57x34-8; triple-expansion engines.

The American steamship *Charles D. McIver* was sunk by a mine or torpedo on March 22nd, 1945, 10 miles N. of Ostend outward bound from Antwerp. Nineteen survivors were landed.

CHARLES GOODANEW

Plymouth Mutual Co-operative & Industrial Society; 1911; W. Harkess & Son; 791 tons; 195X30x11-6; 131 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Charles Goodanew* struck a mine and sank 3 ½ miles E.N.E. of Rattray Head on April 17th, 1917. The captain and twelve of the crew were killed.

CHARLES H. SALTER

Stephenson Clarke; 1942; Pacific Bridge Co.; 1,814 tons; 250 X 42-1x18-3; triple-expansion engines.

The British steamship *Charles H. Salter* was wrecked at Landeyjarsandur on the south coast of Iceland on February 13th, 1946. She was on a voyage from Hull to Reykjavik with a cargo of coal.

CHARLES L. D.

Ministry of War Transport (Union Castle Mail S.S. Co.); 1934; Gotaverken A/B; 5,273 tons; 428-2x56-6x25-7; 653 n.h.p.; oil engines.

The motorship *Charles L. D.* was torpedoed and sunk by a German submarine on December 9th, 1942, about 500 miles E. of Cape Farewell. Thirty-six of her crew of 48 were lost.

CHARLES LE COUR

Soc. Anon. des Chargeurs de VQuest; 1903; Ch. Nantais de Const. Mar.; 2,352 tons; 282-6x40-6x19-6; 228 n.h.p.; triple-expansion engines.

The French steamship *Charles Le Cour* was torpedoed and sunk by a German submarine on March 11th, 1917, in the Bristol Channel.

CHARLES MORGAN

U.S. War Shipping Administration; 1943; Houston S.B. Corp.; 7,244 tons; 422-8x57x34-8; triple-expansion engines.

The steamship *Charles Morgan* was bombed and sunk on June 10th, 1944, off the Normandy coast. One of her crew and seven U.S. Army personnel were killed.

CHARLES PRATT

Panama Transport Co.; 1916; Newport News S.B. & D.D. Co.; 8,982 tons; 500x68x35-5; 628 n.h.p.; triple-expansion engines.

The Panamanian tanker *Charles Pratt* was torpedoed and sunk by a German submarine on December 21st, 1940, off the west coast of Africa, on a voyage from Aruba to Freetown with 14,500 tons of fuel oil.

CHARLES S. HAIGHT

U.S. War Shipping Administration; 1944; J. A. Jones Construction Co.; 7,198 tons; 422-8x57x34-8; triple-expansion engines.

The steamship *Charles S. Haight* was wrecked on Avery Ledge, off Rockfort, Mass., on April 2nd, 1946.

CHARLES SCHIAFFINO

Soc. Algerienne de Nav. pour VAfrique du Nord; 1914; Sir R. Dixon & Co.; 3,089 tons; 300-9x45-8x22-7; 306 n.h.p.; triple-expansion engines.

The French steamship *Charles Schiaffino* struck a rock and sank on February 1st, 1929, off Cape Villano, on a voyage from Dunkirk to Algiers.

CHARLES TELLIER

Lambert Brothers; 1915; Wood, Skinner & Co.; 1,366 tons; 238-2x36-2x14-2; 178 n.h.p.; triple-expansion engines.

The British steamship *Charles Tellier* was wrecked at Ras Al Khebbra on June 28th, 1919, while on a voyage from Port Said to the Persian Gulf with a cargo of frozen meat.

CHARLOIS

American Petroleum Co.; 1888; Russell & Co.; 2,786 tons; 310-3x39-2x25-2; 254 n.h.p.; triple-expansion engines.

The Dutch tanker *Charlois* was bound from New York, via Halifax, N.S., to Rotterdam on March 19th, 1917, when she was torpedoed and sunk by the German submarine *U-59*. The attack took place in the North Atlantic, the tanker sinking with the loss of 33 lives.

CHARLOTTE

J.Mews; 1844; Liverpool; 535 tons; 170x — x—.

On September 19th, 1854, the hired transport *Charlotte*, with a detachment of the 27th Regiment on board, bound for Calcutta, put into Port Elizabeth for water. The ship was under command of Capt. Affleck and had left Queenstown with five officers and 163 men of the 27th Foot, 14 women and 26 children and a crew of 24. On the day following her arrival a heavy storm blew up and at 5 o'clock the *Charlotte* signalled that her cables had parted; by 8 p.m. she had drifted ashore. During the night the wreck was pounded to pieces and at 1 a.m. on the 21st it broke in two, while thousands of onlookers lined the water's edge unable to render any assistance.

The Port Elizabeth lifeboat made three journeys to the ship, which proved out of reach of the rocket apparatus, but on the fourth journey it was wrecked, all the crew escaping.

By daybreak little of the *Charlotte* remained, and 18 of the crew, 62 soldiers, 11 women and 26 children were drowned. The survivors numbered 115, including Capt. Affleck who was saved by his son.

CHARLOTTE

German Government; 1908; Russell & Co.; 4,404 tons; 399-5 X 49-8x18-4; triple-expansion engines.

The steamship *Charlotte* was formerly the Italian *Atlanta*, taken over by the Germans. On January 12th, 1945, she was sunk by British light naval craft off Egersund, Norway.

CHARLOTTETOWN

Canadian Navy, corvette; 1941; Canada; 925 tons; 193x32x 16; 2,800 i.h.p.; 17 knots; quadruple-expansion engines; 3-drum boilers; one 4 in.A.A. gun, several smaller.

The Canadian corvette *Charlottetown* was torpedoed and sunk by a German submarine in the Gulf of St. Lawrence on September 18th, 1942. The commander and eight ratings lost their lives, and one officer and 12 ratings were wounded.

CHARLWOOD

G. H. Fletcher & Co.; 1877; W. Doxford & Sons; 867 tons; 197-7x32-2x19-6.

The iron barque *Charlwood* was sunk in a collision with the *Boston* at about 4 a.m. on October 26th, 1891, near the Eddystone Lighthouse. Fifteen lives were lost.

CHARLWOOD

Laverton Steamship Co.; 1914; Dublin Dockyard Co.; 1,207 tons; 226-2x35-5x14-4; 138 n.h.p.; triple-expansion engines.

The British steamship *Charlwood* sank after a collision with the *Lyng* on January 18th, 1942, in the Hearty Knoll Channel. She was on a voyage from Blyth to Dover with a cargo of coal.

CHARTERHOUSE

LimHoPuah; 1875; Scott & Co.; 2,025 tons; 314-1x35-2x 26; 265 n.h.p.; compound engines.

The British steamship *Charterhouse*, on a voyage from Hoihow to Hong Kong with passengers, foundered during a storm on September 30th, 1845, off Hainan Head. The captain and 65 others were lost. Twenty-six survivors, including two women, were picked up by the German steamship *Koh-si-Chang* after 43 hours on a raft.

CHARYBDIS

British Navy, cruiser; 1940; Cammett Laird; 5,450 tons; 506X 51-5x14; 62,000 s.h.p.; 33 knots; turbine engines; 3-drum boilers; ten 5-25 in. guns, 16 smaller; 6 T.T.

The cruiser *Charybdis*, Capt. G. A. W. Voelcker, accompanied by the destroyer *Limboume*, Cdr. W. J. Phipps, O.B.E., and five other vessels, was engaged in an offensive sweep off the French coast between Ushant and the Channel Islands on the night of Saturday, October 23rd, 1943. Visibility was poor and the vessels ran into an enemy light force which managed to avoid their fire and to discharge a salvo of torpedoes with disastrous effect. The *Charybdis* was struck on the port side by a torpedo followed at an interval of about five minutes by another. She turned over to port and sank by the stern. Thirty officers, including Capt. Voelcker, and 432 ratings were killed. Four officers and 103 ratings were saved.

The *Limboume* was torpedoed and badly damaged, having one officer and 41 ratings killed. She was sunk by ships in company as it was not possible to take her in tow.

CHASEHILL

Essex Chase S.S. Co.; 1891; W. Doxford & Sons; 4,583 tons; 383-1x48x22-2; 495 n.h.p.; triple-expansion engines.

The British cargo ship *Chasehill* foundered on January 18th, 1916, in 40° N., 63° W., while on a voyage from New York to Havre.

CHASSIE MAERSK

Dampsk. Svendborg; 1910; A. Vuijk&Zonen; 1,307tons;240-9X 36-6x17-2; 154 n.h.p.; triple-expansion engines.

The Danish steamship *Chassie Mcersk* was sunk by a submarine on December 16th, 1916, off N.W. Spain.

CHATEAU LAFITE

Worms & Cie.; 1914; Atel. & Ch. de la Loire; 1,913 tons; 274 X 38x23; 224 n.h.p.; triple-expansion engines.

The French steamship *Chateau Lafite* was torpedoed and sunk by a German submarine in the Bay of Biscay on January 12th, 1918.

CHATEAU YQUEM

Worms & Cie.; 1914; Atel. & Ch. de la Loire; 1,913 tons; 280 -3X 38-1x21-4; 224 n.h.p.; triple-expansion engines.

The French steamship *Chateau Yquem* hit a mine and sank on June 30th, 1917, in the English Channel.

CHATEAURENAULT

French Navy, cruiser; 1898; LaSeyne; 8,018 tons; 457x56x 22'5; 23,000 i.h.p.; 23 knots; triple-expansion engines; Nor-mand-Sigaudy boilers; two 6• 4 in. guns, six5-5 in., ten 3pdr.

The French cruiser *Chateaurenault* with an escort of destroyers was in the Ionian Sea on December 14th, 1917, when she was torpedoed by the German submarine *UC-38*, Lt. Cdr. Wendlandt. The cruiser did not sink at the first explosion and opened a brisk fire on the submarine which surfaced for a time, but was driven down by the shelling. Despite the vigorous attacks of the destroyers the submarine managed to discharge a second torpedo which hit the *Chateaurenault* again and caused her to sink. Shortly afterwards the destroyers forced the submarine to surface and sank her by gunfire, three officers and 19 men being picked up.

A large proportion of those on board the *Chateaurenault* was taken off by the destroyers. The total number at the time was 1,432, of whom 985 were troops bound for Salonika.

CHATAHOOCHEE

U.S. Government; 1911; Harland & Wolff; 8,007 tons; 470 X 58-2x32-4; 697 n.h.p.; quadruple-expansion engines.

The American steamship *Chattahoochee* was torpedoed and sunk by a German submarine on March 23rd, 1918, in the English Channel.

CHAUNCEY

United States Navy, destroyer; 1901; United States; 420 tons; 245x23x6-5; 8,000 h.p.; 29 knots; 4 Thorny croft boilers; two 14pdr. guns, five 6pdr., 2 T.T.

The United States destroyer *Chauncey* was passing through the Straits of Gibraltar on November 19th, 1917, when she was run down and sunk by the U.S.S. *Cay a*. The destroyer carried a complement of 91.

CHAUNCEY

United States Navy, destroyer; 1918; Union Ironworks; 1,215 tons; 310 x30-9x9-3; 27,500 s.h.p.; 35 knots; turbine engines; White-Forster boilers; four 4 in. guns, one 3in.A.A.; 12 T.T.

The United States destroyer *Chauncey* was one of a flotilla of seven steaming through a dense fog at high speed near the island of Santa Barbara, off the coast of California, on September 8th, 1923. All the ships ran upon the rocks and became total wrecks but most of the crews got away in safety. The full story of the disaster is told under the *Delphy*, leading ship of the flotilla.

CHEANG CHEW

NahKimSeng; 1870; G. R. Clover & Co.; 1,862 tons; 301-3X 35x17-2; 197 n.h.p.; compound engines.

The British cargo ship *Cheang Chew* was wrecked on August 7th, 1911, about 7 miles south of Ampanan, Lombok Island. She was on a voyage from Singapore to Sourabaya.

CHEAPSIDE

F.S.Holland; 1901; Mackie & Thomson; 1,218 tons; 227-9 X 34-5x14-4; 135 n.h.p.; triple-expansion engines.

The British collier *Cheapside* was sunk in a collision on June 18th, 1910, near Start Point. She was on a voyage from the Tyne to Waterford with a cargo of coal.

CHEBOGUE

Canadian Navy, frigate; 1943; Canada; 1,445 tons; 303 X36-5X 12; 6,500 s.h.p.; 21 knots; triple-expansion engines; 3-drum boilers; two 4 in.A.A. guns, ten 20 mm. A.A.

The Canadian frigate *Chebogue* was torpedoed by a German submarine in mid-Atlantic. She was taken in tow by the frigate *Chambly* but broke from tow and foundered in heavy weather off Swansea in December, 1944. Seven of her crew were lost.

CHEDABUCTO

Canadian Navy, fleet-minesweeper; 1940; Canada; 672 tons; 180X28x8-3; 2,400 i.h.p.; 16knots; triple-expansion engines; 3-drum boilers; one 4 in.A.A. gun, two 20 mm., 4 m.g.

The Canadian fleet-minesweeper *Chedabucto* was sunk in collision in the St. Lawrence in February 1944. The vessel's normal complement was 70.

CHEERFUL

CHEERFUL

/. EIKs; 1874; Hylton, Osbourne, Graham & Co.; 1,014 tons; 226•1x30•1x16; compound engines.

The Liverpool steamship *Cheerful* was sunk in a collision with the British ironclad *Hecla*, 6,400 tons, in the Bristol Channel on July 21st, 1885. The collision occurred at 4 a.m. in thick fog, and the steamship sank with the loss of 13 of her crew.

CHEERFUL

British Navy, destroyer; 1897; Hawthorn Leslie & Co.; 370 tons; 5,700 i.h.p.; 30 knots; triple-expansion engines; Thorny craft boilers; one 12pdr. gun, five 6pdr.; 2 T.T.

The destroyer *Cheerful* struck a mine and sank off the Shetland Islands on June 30th, 1917. Her official complement was 60.

CHEFU MARU

Toa Kaiun K.K.; 3,218 tons.

The Japanese ship *Chefu Mam* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, fifteen miles E. of Gocong, Indo-China.

CHEIK

Cie.NouvelledeNav.Busck; 1920; Niiscke&Co.; 1,058 tons; 225-8x32-8x13-9; 110 n.h.p.; triple-expansion engines.

The French steamship *Cheik* was torpedoed and sunk by an Italian submarine on July 10th, 1940, in the Mediterranean.

CHELDALE

Morrison Steamship Co.; 1925; Sir J. Priestman & Co.; 4,218 tons; 365x51-5x25-1; 318 n.h.p.; 10 knots; triple-expansion engines.

The British steamship *Cheldale*, Capt. W. N. Thompson, sank after a collision with the *Greystoke Castle* on February 17th, 1940. She was 24 miles off Durban, carrying a cargo of rice. Sixteen of her crew were lost.

CHELIUSKIN

Sovtorgflot; 1933; Burmeister & Wain; 3,607 tons; 310-2x54-5x22; 419 n.h.p.; compound engines.

The Russian icebreaker *Cheliuskin* left Murmansk on August 8th, 1933, for Wrangell Island with a Soviet scientific expedition on board. From the end of September onwards she was several times caught in the ice, and was finally crushed and sank on February 13th, 1934, 44 miles from the Bay of Wellen. The crew took to the ice and were eventually rescued by aeroplane.

CHELSEA

The River Steam Colliers Co.; 1884; Palmers' Co.; 1,171 tons; 230 x33-2x14-9; 136 n.h.p.; compound engines.

The British collier *Chelsea* was sunk in a collision with the steamship *Kirkcaldy* on May 10th, 1903, near the Dudgeon. She was returning to the Tyne from London. Seven lives were lost.

CHELSEA

Sea S.S. Co.; 1925; Northumberland S.B. Co.; 4,804 tons; 396-1x52-8x27-2; 390 n.h.p.; triple-expansion engines.

The British steamship *Chelsea* was torpedoed and sunk by a German submarine on August 30th, 1940, about 50 miles W. of the Orkney Islands on a voyage from Montreal to Methil. Twenty-four of her crew of 35 were lost.

CHELSTON

Waverley Shipping Co.; 1904; A. Rodger & Co.; 3,687 tons; 347-4x51x24-2; 343 n.h.p.; triple-expansion engines.

The British cargo ship *Chelston* was wrecked on September 12th, 1919, near St. Paul's Island. She was on a voyage to the United Kingdom with a cargo of lumber.

CHEPO

North Atlantic Transport Co.; 1919; Northwest Steel Co.; 5,582 tons; 409-8x54-2x27-7; 2,800 s.h.p.; 9-5 knots; turbine engines.

The Panamanian steamship *Chepo*, Capt. H. Spurrell, was torpedoed and sunk by a German submarine on January 14th, 1942, on a voyage from Glasgow to New York. Seventeen men were killed.

CHERIBON MARU

Nanyo Kaiun K.K.; 1921; Mitsubishi Zosen Kaisha; 4,016 tons; 345 x 50x26- 7; 342 n.h.p.; triple-expansion engines.

The steamship *Cheribon Mam* was bombed and sunk by U.S. land-based aircraft on November 26th, 1942, S.W. of the Aleutian Islands.

CHEROKEE

Agwilines, Inc.; 1925; Newport News S.B. & D.D. Co.; 5,896 tons; 387-5x54-3x20; 981 n.h.p.; turbine engines.

The American steamship *Cherokee* was torpedoed and sunk by a German submarine at 10.30 p.m. on June 15th, 1942, between Halifax, N.S., and New York. Eighty-six lives were lost of a total of 169 crew and passengers.

CHESTER

John Ridley, Son & Tully; 1871; Withy, Alexander & Co.; 1,099 tons; 228-3x30-9x16-5; 134 n.h.p.; compound engines.

The British collier *Chester* was sunk in a collision in December, 1898, off Orfordness while on a voyage from the Tyne to London.

CHEVALIER

United States Navy, destroyer; 1941; Bath Ironworks Corporation; 2,050 tons; 376-5x39-3x12-2; 60,000 s.h.p.; 36-5 knots; turbine engines; Babcock & Wilcox boilers; five 5 in. guns, six 40 mm., ten 20 mm., 10 T.T.

On the night of October 6th, 1943, a division of American destroyers comprising the *Chevalier*, *O'Bannon* and *Selfridge*, under command of Capt. F. R. Walker, encountered a Japanese force, steaming in two groups S. of Choiseul Island. The first group consisted of one light cruiser and four destroyers and the second group of four destroyers only. Despite the odds against them the Americans at once attacked with gunfire and torpedoes compelling the Japanese to turn about and retire.

During the action, which did not last long, the *Chevalier* was hit by a torpedo and damaged, later she came into collision with another destroyer and sustained further damage which caused her to sink. The Japanese lost the destroyer *Yugumo*, 2,200 tons. The *Chevalier* carried a complement of 353.

CHEVINGTON

Broomhill Steamships; 1923; Furness S.B. Co.; 1,537 tons; 244-8x38x17-5; 150 n.h.p.; triple-expansion engines.

The British steamship *Chevington* was torpedoed and sunk by a German submarine on October 12th, 1941, on a voyage from London to Grangemouth. Seven of her crew and two gunners were killed.

CHEVIOT

W. H. Smith & Sons; 1870; C. Mitchell & Co.; 1,226 tons; 230-2x32-2x17-5; 120 h.p.; 9 knots; compound inverted engines.

On the afternoon of October 19th, 1887, the iron steamship *Cheviot* engaged in the Australian coastal trade, left Melbourne for Sydney. The weather was rough and as soon as the steamship had cleared the Heads at Melbourne she encountered the full force of the gale. Shortly after 8 p.m. her propeller came off and she was rendered helpless, it being of little avail to set sail. Eventually she struck the rocks on the Back Beach, Portsea. The weather was too bad to permit of the Queenscliff lifeboat rendering assistance, and during the night the ship broke in two. At daylight a line was thrown to the vessel and the survivors were brought ashore.

The *Cheviot* was carrying 48 persons, passengers and crew, and of these 25 were drowned.

CHEVIOT RANGE

Neptune Steam Navigation Co. (Furness, Withy & Co.); 1914; Irvine's S.B. & D.D. Co.; 3,691 tons; 350-3x51-1x23-8; 341 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Cheviot Range* was intercepted by a German submarine 25 miles S. of the Lizard on February 21st, 1918. The submarine opened fire from the surface and sank the vessel with shells. The captain and 26 men were killed.

CHEYENNE

Anglo-American Oil Co.; 1930; Palmers'Co.; 8,825 tons; 477X 63-8x34-8; 785 n.h.p.; oilengines.

The British tanker *Cheyenne*, Capt. Hugo Kerr, on a voyage from Aruba to Swansea with benzine, was torpedoed and sunk by a German submarine on September 15th, 1939, 150 miles S.W. of the Fastnet.

CHI YUEN

Chinese Navy, light cruiser; 1887; *Armstrong Mitchell*; 2,300 tons; 268 X 38x21; 5,500 i.h.p.; 18-5 knots; triple-expansion engines; three 8 in. guns, two 6 in., eight 6 pdr., two 3 pdr., six 1 pdr., 2 m.g.

The *Chi Yuen* was one of a small fleet of battleships and cruisers belonging to China at the commencement of the Sino-Japanese War, which broke out on August 1st, 1894. The cause of the dispute was the Kingdom of Korea, and on September 15th, the Chinese fleet under Admiral Ting was directed to sail to the River Yalu, between Korea and Manchuria, convoying six transports carrying 4,500 troops and 80 guns. At the same time Admiral Ito of the Japanese navy was engaged upon a similar task, disembarking troops about 100 miles southward along the coast. The Japanese then sailed toward the Yalu River, making contact with the Chinese squadron at about 11 a.m. on the morning of the 17th September.

The forces engaged are listed below. The Japanese ships were newer and faster than the Chinese, and were armed with quick-firing guns. The former were all cruisers, against which the Chinese could place two small but efficient battleships, with a number of cruisers of indifferent gun-power. On board the Chinese ships there were a number of able British, American and German officers.

CHINESE	tons	knots	guns			
<i>Ting Yuen</i> (flagship)	7,430	14	four 12 in.	four 6 in.		
<i>Chen Yuen</i>	7,430	14	four 12 in.	four 6 in.		
<i>King Yuen</i>	2,850	16-5	four 8 in.	two 6 in.		
<i>Lai Yuen</i>	2,850	16-5	two Sin.	two 6 in.		
<i>Ping Yuen</i>	2,850	16-5	one 10-2 in.	two 6 in.		
<i>Tsi Yuen</i>	2,355	14-5	two 8-2 in.	one 5-9 in.		
<i>Chi Yuen</i>	2,300	18-5	three 8 in.	two 6 in.		
<i>Yang Wei</i>	1,350	16	two 10 in.	four 4-7 in.		
<i>Chao Yung</i>	1,350	16-8	two 10 in.	four 4-7 in.		
<i>Kwang Chia</i>	1,300	15	two 15cm.	five 12cm.		
<i>Kwang Ping</i>	1,030	16-5	three 12 cm.			

In addition to the above there were four gunboats and six torpedo boats. JAPANESE

<i>Matsushima</i> (flagship)	4,277	17-5	one 12-5 in.	eleven 4-7 in.		
<i>Itsukushima</i>	4,277	17-5	one 12-5 in.	eleven 4-7 in.		
<i>Hasidate</i>	4,277	17-5	one 12-5 in.	eleven 4-7 in.		
<i>Yoshino</i>	4,180	23	four 6 in.	eight 4-7 in.		
<i>Fuse</i>	3,718	18	two 10-2 in.	six 5-9 in.		
<i>Takachico</i>	3,650	18-7	two 10-2 in.	six 5-9 in.		
<i>NaniwaKan</i>	3,650	18-7	two 10-2 in.	six 5-9 in.		
<i>Atkitsushima</i>	3,150	19	four 6in.	six 4-7 in.		
<i>Chiyoda</i>	2,450	17-5		ten 4-7 in.		
<i>Hiyei</i>	2,200	11	one 10-2 in.	two 5-9 in.		

Also the *Saikio* and the *Akagi*, two gunboats of some 600 tons.

The Chinese squadron was disposed in line abreast, the two battleships being in the middle with three of the lighter ships to port and the other seven to starboard. They were steaming at about six knots, but even at that easy speed those on the flanks could not keep station and lagged astern of the centre. The Japanese were in two divisions, line ahead.

Early in the action the *Tsi Yuen*, a cruiser of 2,355 tons, was hit by Japanese shells and her captain at once turned tail for Port Arthur. The next ship, the *Kwang Chia* of 1,300 tons, followed her example and thus Admiral Ting was deprived by this cowardice of two ships at the outset of the battle. The conduct of the remainder of the squadron was creditable, though instances of individual cowardice were afterwards reported.

The rapidity of the Japanese quick-firers soon set fire to the useless wooden ornamentation with which the Chinese ships were decorated. Two ships, the *Chao Yung* and *Yang Wei*, carried two 10 in. guns apiece, these being mounted in barbettes fore and aft,

with a raised superstructure between, in which were wooden cabins. Once this was set ablaze no ammunition could reach the big guns and as fighting units the two ships were finished. They both drove ashore in sheets of flame.

The next ship to go was the *Chi Yuen* which was commanded by an able Chinese officer, Capt. Tang, with Chief Engineer Purvis, a Scot, to look after the engine room. The vessel was the fastest unit of the squadron. She sustained a terrible battering and began to leak badly, in which situation Capt. Tang resolved to ram while capable of some degree of speed. His choice of ship was unfortunate, however, as the *Yoshino*, which was nearest, was the fastest vessel of the Japanese, having a speed of 23 knots. She avoided the *Chi Yuen* with ease and concentrating all her fire on her, with the rest of the division behind, literally blew her to pieces. The *Chi Yuen* plunged down bow foremost, taking with her most of her crew.

The battle was now fast drawing to a close, another Chinese cruiser, the *Lai Yuen*, was badly on fire but her engine room staff stuck to their posts and brought her safely out of the fight.

The two Chinese battleships fought well and inflicted great damage on their foes, though hampered by the slowness of their guns and the lack and bad quality of their ammunition. Admiral Ting succeeded in bringing six of his squadron out of the fight having lost three cruisers by enemy action, and the services of two others by defection.

Losses of Chinese personnel are not known. The Japanese lost 90 killed and 204 wounded, and several of their ships were badly knocked about.

The hesitancy of Admiral Ito to pursue his advantage and destroy the whole of the enemy squadron has never been fully explained.

CHIBURI MARU

Nihonkai Kisen K.K.; 1,943 tons.

The *Chiburi Mam* was bombed and sunk by U.S. land-based aircraft on January 17th, 1944, off the Admiralty Islands.

CHIC

Preston Steam Navigation Co.; 1914; *Russell & Co.*; 3,037 tons; 331 x49x21-9; 241 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Chic*, Capt. Murchie, left the United States for Manchester with a crew of 25 and a cargo of paper pulp. On April 13th, 1916, when 45 miles S.W. of the Fastnet, the vessel was intercepted by a German submarine which opened fire from the surface. The crew took to the boats, the first one of which capsized. Capt. Murchie and eight men were killed.

CHICAGO

Nepiune S.N. Co.; 1890; *Short Bros.*; 2,381 tons; 293-5x39x 18-4; 260 h.p.; triple-expansion engines.

The British cargo ship *Chicago* was wrecked on October 10th, 1894, south of Peterhead while on a voyage from Rotterdam to Baltimore.

CHICAGO

United States Navy, heavy cruiser; 1930; *Mare Island Navy Yard*; 9,300 tons; 600-2x66x23; 107,000 s.h.p.; 32-7 knots; turbine engines; White-Forster boilers; nine 8 in. guns, eight 5 in., two 3 pdr., 8 m.g.

The *Chicago*, Capt. Davis, formed part of a force of cruisers and destroyers covering the passage of transports to the island of Guadalcanal. On the night of January 29th, 1943, when 70 miles S. of the island the force was attacked by Japanese torpedo-bombers. The *Chicago* was hit by more than one torpedo and was disabled. She was taken in tow, first by a cruiser and then by a tug. On the following day the ship was again a target for the Japanese bombers, 13 of which made a most determined attack upon her and although U.S. fighters shot down 12 of the Japanese aircraft they were unable to prevent further damage to the cruiser which sank shortly afterwards.

The *Chicago* carried a complement of about 800, of whom six officers and 56 ratings were killed. Capt. Davis was among the survivors.

CHICAGO MARU

Osaka Shosen K.K.; 1910; *Kawasaki Dockyard Co.*; 5,866 tons; 409-8x51-2x32-5; 544 n.h.p.; triple-expansion engines.

The steamship *Chicago Maru* was torpedoed and sunk by the U.S. submarine *Tullibee* on October 15th, 1943, off the west coast of Formosa.

CHICHESTER

CHICHESTER

W.R.Rea; 1890; Workman, Clark & Co.; 2,083 tons; 285-3x38-2x19-2; 200 h.p.; triple-expansion engines.
The British cargo ship *Chichester* was wrecked on August 18th, 1891, in the Straits of Magellan. She was on a voyage from Iquique to St. Vincent, C.V., with a cargo of nitrate.

CHICHIBU MARU

NichiroGyogyoK.K.; 1923; Yokohama Dock Co.; 1,525 tons; 300 X 43x25; 126 n.h.p.; triple-expansion engines.
The steamship *Chichibu (Titibu) Mam* was torpedoed and sunk by the U.S. submarine *Gar* on March 13th, 1942, S. of Shimizu, Japan.

CHICKASAW CITY

IsthmianS.S. Co.; 1920; ChickasawS.B. & Car. Co.; 6,196 tons; 395-5x55x31-4; 587 n.h.p.; triple-expansion engines.
The American steamship *Chickasaw City* was torpedoed and sunk on October 7th, 1942, on a voyage from Table Bay to Trinidad. Five of her crew, one gunner and one passenger were killed.

CHIERI

La Meridionale di Nav. S.A.; 1920; Ansaldo San Giorgio; 5,334 tons; 383-2x51-7x27-9; turbine engines.
The Italian steamship *Chieri* foundered in heavy weather on December 7th, 1929, in the Gulf of Gascoyne.

CHIFUKU MARU

Kaiyo KisenK.K.; 1919; Kawasaki Dockyard Co.; 5,857 tons; 385 x51x 36; 436 n.h.p.; triple-expansion engines.
The steamship *Chifuku (Tihuku) Maru* was torpedoed and sunk by the U.S. submarine *Growler* on January 16th, 1943, off Rabaul.

CHIH HSIN

China Merchants S.N. Co.; 1944; Avondale Marine Ways; 1,873 tons; 250 x41-7x18-2; compound engines.
The Chinese steamship *Chih Hsin* was driven ashore and wrecked during a typhoon on the night of September 29th, 1955, at Ariake Wan, Kyushu Island.

CHIHAYA MARU

Japanese Government; 7,089 tons.
The steamship *Chihaya Maru* was formerly the Dutch *Tjisaroea*, captured by the Japanese in the Indian Ocean in March, 1942. She was torpedoed and sunk by the U.S. submarine *Seahorse* on November 2nd, 1943, about 300 miles E. of the Ryukyu Islands.

CHIHAYA MARU

OgawaGomeiKaisha; 1918; Chitose Risen K.K.; 1,161 tons; 224-5x33x18-7; 81 n.h.p.; triple-expansion engines.
The steamship *Chihaya (Tihayd) Maru* was torpedoed and sunk by the U.S. submarine *Barb* on June 11th, 1944, off Sakhalin.

CHIHAYA MARU

Nippon YusenKaisha; 4,701 tons.
The *Chihaya Maru* was torpedoed and sunk by the U.S. submarine *Sunfish* on September 10th, 1944, about 60 miles W. of Karatsu, Japan.

CHIKA MARU

TochikiShojiK.K.; 1919; TochigiShipyard; 1,146 tons; 209-7x31x19-2; triple-expansion engines.
The steamship *Chika (Tika) Maru* was sunk by U.S. carrier-based aircraft on August 9th, 1945, off Seishin, Manchuria.

CHIKUGO MARU

ToaKaiunK.K.; 1907; D. & W. Henderson & Co.; 2,461 tons; 310X40x16-5; 386 n.h.p.; triple-expansion engines.
The steamship *Chikugo (Tikugo) Maru* was torpedoed and sunk by the U.S. submarine *Tambor* on November 3rd, 1942, N.E. of Hainan Island.

CHIKUMA

Japanese Navy, heavy cruiser; 1938; Nagasaki; 14,000 tons; 614-3x63x14-5; 90,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; eight 8 in. guns, eight 5 in., four 3 in., 6 m.g.; 12 T.T., 4 aircraft.

The *Chikuma* was a unit of the Central Force in the battle of Leyte Gulf, October 23rd-26th, 1944. On the night of the 23rd-24th and on the following day the Japanese suffered heavy losses, but on the 25th they made contact E. of Samar with a weaker American force consisting of six escort carriers, three destroyers and four destroyer escorts, under Rear-Admiral C. A. F. Sprague, U.S.N.

The *Chikuma*, which had already been torpedoed by U.S. destroyers when passing through the San Bernardino Strait, was bombed by aircraft from the carriers and sunk.

For full story of the battle see under the battleship *Musashi*.

CHIKUMA MARU

Nippon Yusen Kaisha; 9,951 tons.
The steamship *Chikuma Maru* struck a mine and sank on July 10th, 1945, off Shimonoseki.

CHIKUZAN MARU

Japanese Government; 1,840 tons.
The *Chikuzan Maru* was bombed and sunk by U.S. land-based aircraft on July 12th, 1943, off Haiphong, Indochina.

CHIKUZEN MARU

ToaKaiun; 1907; D. & W. Render son & Co.; 2,448 tons; 310-3 X40-2X16.5; triple-expansion engines.
The steamship *Chikuzen (Tikuzen) Maru* was torpedoed and sunk by the U.S. submarine *Pogy* on July 27th, 1945, about 150 miles N.W. of Maizuru, Japan.

CHILDWALL

John Edgar & Co.; 1868; G. R. Clover & Co.; 1,334 tons; 213 X 37-1x23-3.

The iron barque *Childwall* was bound from Iquique to Antwerp with a cargo of nitrate, and was under command of Capt. Richardson, having a crew of 22 and a Dutch pilot on board. On January 1st, 1892, the vessel lay-to in the Downs as the weather was bad, but at 4 a.m. on the 2nd it had cleared sufficiently for her to weigh anchor. She had a fairly good run across the North Sea and at about 7 p.m. was half-a-mile from the Wielingen lightship, 13 miles from Flushing. The night was dark but clear and suddenly a green light was seen and a large steamship came into sight dangerously near the barque. At the last moment the oncoming vessel, which turned out to be the Belgian Red Star liner *Noordland*, altered course and endeavoured to cross the *Childwall's* bows. There was not sufficient sea-room to enable her to do this and she struck the barque on the port side, between the fore and mainmasts, cutting through her to within six feet of her starboard side. The *Noordland* then reversed her engines, backing away with the sailing ship's two masts entangled in her gear.

The *Childwall* sank in two minutes, taking 15 of her crew with her. The survivors clung to the mizzen-rigging as the barque had sunk in shallow water with bowsprit and mizzen-topmast clear. The *Noordland* stood by and lowered two boats, but failed to find the shipwrecked men. Of those in the rescue boats one man was drowned. The *Noordland*, which was leaking badly and had over 500 persons on board, then put about for Flushing.

At 11 p.m. the s.s. *Ipswich* heard the cries of the men in the mizzen mast and took them off without further accident. The survivors numbered nine, and included Capt. Richardson.

CHILE

Soc. Anon. Maritima Chilena; 1907; W. Beardmore & Co.; 3,951 tons; 361-4x46-2x22-2; 550 n.h.p.; triple-expansion engines.
The Chilean steamship *Chile* was in a floating dock at Valparaiso when, on May 22nd, 1940, the floating dock capsized in a gale and sank in 30 fathoms, taking the *Chile* with it.

CHILE

Det Ostasiatiske Kompagni; 1915; Burmeister & Wain; 6,956 tons; 425-3x55-2x27-5; 717 n.h.p.; 12 knots; oilengines.

After the German occupation of Denmark in April 1940 the *Chile*, Capt. N. E. Bom, sailed under the British flag. On June 7th, 1942, she was torpedoed and sunk by a submarine about 350 miles S.W. of Monrovia, Liberia. Five men were killed. Capt. Bom was among the survivors.

CHILE MARU

Yamashita Kisen K.K.; 1919; Kawasaki Dockyard Co.; 5,859 tons; 385x51x36; triple-expansion engines.

The steamship *Chile Maru* was bombed and sunk by U.S. land-based aircraft on May 12th, 1945, off Karatsu, Japan.

CHILEAN REEFER

/. Lauritzen; 1936; Nakskov Skibsv.; 1,831 tons; 292 -8x44-7 X16-7; 405 n.h.p.; 14 knots; oilengines.

The *Chilean Reefer*, Capt. T. Bell, was taken over by the Ministry of War Transport at the time of the German occupation of Denmark and managed for the Ministry by Alfred Holt & Co. On March 16th, 1941, she was about 200 miles S.E. of Cape Race when she was intercepted and sunk by the German battleship *Gneisenau*. Nine men were killed and three others died soon after being picked up. Capt. Bell was among the survivors.

See also *Rio Dorado*.

CHILKA

British India S.N. Co.; 1910; Barclay, Curie & Co.; 3,952 tons; 390-3x50-2x21-7; 573 n.h.p.; triple-expansion engines.

The British ship *Chilka* was carrying 15 European and 1,600 native passengers from Madras to Rangoon. On July 1st, 1917, she was off Baruva when she caught fire. The ship was beached and became a total wreck.

An unspecified number of deck passengers jumped overboard and were drowned, but the majority were saved.

CHILKA

British India Steam Navigation Co.; 1922; W. Denny & Bros.; 4,360 tons; 390x52-7x23-2; 762 n.h.p.; 13-5 knots; turbine engines.

The liner *Chilka*, Capt. W. Bird, was employed as a troopship soon after the outbreak of war with Japan in December, 1941. On March 11th, 1942, when sailing to Padang in Sumatra, she was intercepted by a Japanese submarine of the largest and newest type. When sighted the submarine was on the port quarter aft at a distance of about 2,000 yards. She at once opened fire from the surface with two guns, exploding both of the *Chilka's* ammunition lockers and mortally wounding one of the naval gun crew. Fire then broke out and Cadet Shahabuddin, an Indian, gallantly fought the flames although he had previously been wounded by shell fire.

After about 25 minutes action, during which the *Chilka's* gun was knocked out, Capt. Bird hove-to and lowered his boats, at the same time signalling to the submarine which ceased fire. Three officers, three lascar members of the crew and the naval gunner lost their lives, and three officers were wounded.

Capt. Bird directed his boats to steer for the Mentawai Islands, which were reached without mishap on March 16th. Later it became known that the Japanese were approaching and the captain decided to attempt to reach Ceylon. He obtained a steel lifeboat from the District Officer of the islands and in company with the ship's surgeon, some of the engineers and a naval gunner he set sail on the 31st. On May 4th, after 35 days at sea, the boat was picked up by a Greek vessel and the occupants landed at Karachi.

Capt. Bird was later awarded the O.B.E. and Cadet Shahabuddin the B.E.M. and Lloyd's War Medal.

CHELOE

Pacific Steam Navigation Co.; 1881; J. Elder & Co.; 2,309 tons; 321 X 37-2x24-7; 400 h.p.; compound engines.

The British cargo ship *Chiloe* was wrecked in July, 1892, at Talcahuano. She was on a voyage from Valparaiso to Puerto Montt.

CHILOE

Cia. Chilena de Nav. Interoceanica; 1909; A. Rodger & Co.; 1,941 tons; 270x37-4x18-7; 236 n.h.p.; triple-expansion engines.

The Chilean steamship *Chiloe* was wrecked at Puchoco Point, Chile, on April 29th, 1942.

CHILORE

OreS.S. Corp.; 1923; Bethlehem S.B. Corp.; 8,310 tons; 549-6 X72-2X40-5; turbine engines.

The American steamship *Chilore*, on a voyage from Baltimore to Trinidad, was torpedoed by a German submarine on July 15th, 1942. She was taken in tow but when approaching the anchorage at Cape Hatteras she struck a mine and sank.

CHILTON

Thos. Appleby & Co.; 1879; W. Gray & Co.; 1,118 tons; 228X 30-2x16-8; 99 h.p.; compound inverted engines.

The British iron cargo ship *Chilton* was wrecked on May 30th, 1888, on Marseilles breakwater when arriving from Taganrog with a cargo of wheat.

CHIN KIANG

William Milburn & Co.; 1872; C. Mitchell & Co.; 1,249 tons; 243 -5x31-2x22-3; 160 h.p.; compound engines.

The British cargo ship *Chin Kiang* was wrecked on January 29th, 1884, in Huitan Bay while on a voyage from Hong Kong to Shanghai.

CHINA

Bailey & Leatham; 1869; Wigham Richardson & Co.; 1,731 tons; 290-3x35-3x20-9; 203 n.h.p.; triple-expansion engines.

The British cargo ship *China* ran ashore on January 3rd, 1901, near Uto lighthouse, Finland, on a voyage from the Tyne to Reval. Fire broke out on board on the 10th. This was extinguished but the ship slipped off and sank on the 24th.

CHINA MARU

Kawasaki Kisen K.K.; 1920; Kawasaki Dockyard Co.; 5,869 tons; 385x51x36; 437 n.h.p.; triple-expansion engines.

The steamship *China Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Corregidor, Philippines.

CHINA VICTOR

China Coastal Lines; 1919; Submarine Boat Corp.; 3,283 tons; 324x46-2x35; turbine engines.

The Chinese steamship *China Victor* was at Kaohsiung, Formosa, on August 23rd, 1949, unloading her cargo of ammunition, when fire broke out on board. The fire became uncontrollable and shortly afterwards the ship blew up and sank. The explosion caused extensive damage in the port area and some 500 people were killed or injured.

CHINESE PRINCE

Rio Cape Line (Furness, Withy & Co.); 1926; Deutsche Werft; 8,593 tons; 441-6x60-3x29-2; 4,850 b.h.p.; 15 knots; oil engines.

The *Chinese Prince*, Capt. W. Finch, was in the North Atlantic on June 12th, 1941, when she was torpedoed and sunk by a German submarine. Capt. Finch and 43 others were killed and one was injured.

CHING-PING

Chinese Engineering & Mining Co.; 1890; Blyth S.B. Co.; 1,385 tons; 250 x 32 • IX13 • 2; 99 n.h.p.; triple-expansion engines.

The British cargo ship *Ching-Ping*, registered at Shanghai, was wrecked on February 27th, 1908, in Shitau Bay, Shantung, while on a voyage from Shanghai to Chinwangtao.

CHINGFORD

James Mitchell & Sons; 1889; 1,517 tons; 264-5x37x17-8; 168 n.h.p.; triple-expansion engines.

The British steamship *Chingford* was wrecked on December 23rd, 1924, on the Kilminnings Sands, Crail, Fifeshire, while on a voyage from Trangsund to Grangemouth with a cargo of timber.

CHINKAI MARU

CHINKAI MARU

ToaKaiunK.K.; 2,827 tons.
The *Chinkai Mam* was torpedoed and sunk by the U.S. submarine *Peto* on November 18th, 1944, about 150 miles E. of Hue, Indo-China.

CHINKO MARU

ToaKaiunK.K.; 3,222 tons.
The steamship *Chinko Mam* was bombed and sunk by U.S. land-based aircraft on November 4th, 1943, about 100 miles E. of Bias Bay, China.

CHINSURA

British India S.N. Co.; 1877; *W. Denny & Bros.*; 2,033 tons; 316 • 1 x 33 - 2 x 25 - 8; 220 h.p.; compound inverted engines.
The British cargo ship *Chinsura* was wrecked on May 13th, 1883, near False Point. She was on Indian coasting service from Calcutta.

CHINTO MARU

T. Suda; 1886; *Barrow S.B. Co.*; 2,592 tons; 310-3x38-1x25-2; 254 n.h.p.; triple-expansion engines.
The Japanese steamship *Chinto Mam* was sunk by a German submarine on January 4th, 1917, off south-west Spain.

CHINZEI MARU

Hokkai Sempaku; 1,999 tons.
The *Chinzei Mam* was torpedoed and sunk by the U.S. submarine *Bluegill* on October 18th, 1944, about 100 miles W. of Bataan, Philippines.

CHIOS

Hellenic Coast Lines Co.; 1892; *Ailsa S.B. Co.*; 1,121 tons; 244x31-8x15-5; 332 n.h.p.; triple-expansion engines.
The Greek steamship *Chios* was bombed and sunk by German aircraft on April 18th, 1941, at Eretria, near Chalkis, during the invasion of Greece.

CHIOS

G. Bock & Co.; 1912; *Schiffswerfv. Henry Koch*; 1,731 tons; 277'7x39-2x17-9; 210 n.h.p.; triple-expansion engines.
The German steamship *Chios* struck a mine and sank on September 24th, 1944, near Brunsbuttel.

CHISHIMA

Japanese Navy, torpedo gunboat; 1890; *St. Nazaire*; 753 tons; 230x27x8-2; 5,000 h.p.; 22 knots; triple-expansion engines; two 4 • 7 in. guns, four 3 pdr.; 3 T. T.
The new torpedo gunboat *Chishima* was on a voyage from St. Nazaire to Japan when she collided with the P. and Q ship *Ravenna*, 3,372 tons, off Iyo, in the Inland Sea of Japan, on November 25th, 1892. The latter ship had her bows damaged and was no longer capable of continuing her voyage. The *Chishima*, which was the more damaged of the two, sank very rapidly, taking with her 75 officers and ratings. The *Ravenna* stood by and lowered her boats which picked up the Japanese captain, the engineer and 14 ratings. This was the second warship built in France which the Japanese had lost on the voyage out, the *Unebi* having been lost with all hands shortly after leaving Singapore on December 3rd, 1886.

CHISHIMA MARU

Fujima Yoshio; 1891; *W. Gray & Co.*; 1,368 tons; 245-1x34-6x17-5; compound engines.
The steamship *Chishima (Tisimd) Mam* was sunk by U.S. carrier-based aircraft on July 18th, 1945, about 100 miles S.W. of Mokpo, Korea.

CHISWICK

Watts, Ward & Co.; 1871; *C. Mitchell & Co.*; 1,261 tons; 239-5X32-1x17-6; 130 h.p.; compound engines.
The British ship *Chiswick*, Capt. Hughes, was carrying a cargo of coal from Cardiff to St. Nazaire on February 5th, 1891, when she struck the Seven Stones rocks near Scilly and sank. Eleven of her crew of 19 were drowned.

CHISWICK

Britain S.S. Co.; 1904; *D. & W. Henderson & Co.*; 3,246 tons; 331-5x50x21-9; 308 n.h.p.; triple-expansion engines.
The British ship *Chiswick* was wrecked on January 2nd, 1919, on the north-west point of Kildin Island. She was carrying a cargo of coal from Cardiff to Murmansk.

CHITA MARU

TochikiShojiK.K.; 1923; *Tochigi Shoji K.K.*; 2,276 tons; 270 x 40x24; triple-expansion engines.
The steamship *Chita (Tita) Maru* was torpedoed and sunk by the U.S. submarine *Guardfish* on September 4th, 1942, off Tamagawa, Japan.

CHITOSE

Japanese Navy, light aircraft carrier; 1936; *Kure*; 9,000 tons; 577-5x61-7x19; 15,000 b.h.p.; 20 knots; turbine engines; six 5 in. guns, several smaller; 30 aircraft.
The Japanese light aircraft carrier *Chitose* was a unit of the Northern Force of two battleships, four aircraft carriers, five cruisers and six destroyers steaming southward from Cape Engano, Luzon, to take part in the battle of Leyte Gulf, October 23rd-26th, 1944. The force was intercepted by the U.S. Third Fleet and a determined air-sea action was fought throughout the 25th in which the Japanese aircraft carrier squadron was completely destroyed, together with one light cruiser. By nightfall the remnants of the Northern Force, of which the larger units were all badly damaged, broke off the action and retired.

For further details of the action off Cape Engano, see the aircraft carrier *Zuikaku*. The full story of the battle of Leyte Gulf is told under the battleship *Musashi*.

CHIYO MARU

Tochigi Risen K.K.; 4,700 tons.
The *Chiyo Mam* was torpedoed and sunk by the U.S. submarine *Shark* on June 2nd, 1944, about 300 miles W.N.W. of the Ladrone Islands.

CHIYODA

Japanese Navy, light aircraft carrier; 1937; *Kure*; 9,000 tons; 577-5x61-7x19; 15,000 b.h.p.; 20 knots; turbine engines; six 5 in. guns, several smaller; 30 aircraft.
The Japanese light aircraft carrier *Chiyoda* was a unit of the Northern Force of two battleships, four aircraft carriers, five cruisers and six destroyers steaming southward from Cape Engano, Luzon, to take part in the battle of Leyte Gulf, October 23rd-26th, 1944. The force was intercepted by the U.S. Third Fleet and a determined air-sea action was fought throughout the 25th in which the Japanese aircraft carrier squadron was completely destroyed, together with one light cruiser. By nightfall the remnants of the Northern Force, of which the larger units were all badly damaged, broke off the action and retired.

The *Chiyoda* was sunk by gunfire of U.S. ships after she had been disabled by bombing.

For further details of the action off Cape Engano see the aircraft carrier *Zuikaku*. The full story of the battle of Leyte Gulf is told under the battleship *Musashi*.

CHIYODA MARU

Nippon Yusen Kaisha; 4,700 tons.
The *Chiyoda Mam* was torpedoed and sunk by the U.S. submarine *Queenfish* on August 31st, 1944, about 100 miles S. of Formosa.

CHIZU MARU

TochikiShojiK.K.; 1920; *Tochigi Shipyard*; 2,304 tons; 270 X 40 X 24; triple-expansion engines.
The steamship *Chizu (Tizu) Maru* struck a mine and sank on July 14th, 1945, off Yawata, Japan.

CHLOE

E. Sturlese & Co.; 1899; *Reiherstieg Schiffsw.*; 5,730 tons; 431-2x54-5x27-9; 360 n.h.p.; quadruple expansion engines.
The former Greek steamship *Chloe* had been sold to Italian ship-breakers and left Sunderland for Savona in early September, 1932, on her last voyage. On September 13th, she was sunk by an internal explosion N.W. of Ushant.

CHLOE

N. D. Lykiardopulo; 1928; *W. Gray & Co.*; 4,641 tons; 400x 56-2x24-9; 394 n.h.p.; quadruple-expansion engines.
The Greek steamship *Chloe* was torpedoed, shelled and sunk by a Japanese submarine on May 7th, 1942, while on a voyage from Newcastle, N.S.W., to Noumea.

CHOAN MARU

ToaKaiunK.K.; 1927; *Kobe Steel Works*; 2,631 tons; 284-8x 45-5x23; 582 n.h.p.; oilengines.
The motor vessel *Choan (Tyoan) Mam* was taken over by the Japanese Navy for use as an auxiliary gunboat. On May 10th, 1944, she was torpedoed and sunk by the U.S. submarine *Silversides*.

CHOHAKUSAN MARU

Chosen YusenK.K.; 1928; *Uraga Dock Co.*; 2,132 tons; 280X 41x23-5; triple-expansion engines.
The steamship *Chohakusan (Tyohakusari) Maru* was taken over by the Japanese Navy for use as an auxiliary gunboat. On March 1st, 1945, she was sunk by U.S. carrier-based aircraft off the Ryukyus Islands^

CHOI MARU

Daiko Kisen K.K.; 1,074 tons.
The *Choi Maru* was torpedoed and sunk by the U.S. submarine *Rasher* on May 11th, 1944, off Burn Island, Celebes.

CHOJO MARU

ToaKaiunK.K.; 1927; *Mitsubishi Zosen Kaisha*; 2,610 tons; 284-5x45-5x23; 582 n.h.p.; oilengines.
The transport *Chojo (Tyozyo) Maru* was torpedoed and sunk by the U.S. submarine *Tinosa* on February 16th, 1944, N.E. of Mindanao Island, Philippines.

CHOJUSAN MARU

Chosen YusenK.K.; 1928; *Uraga Dock Co.*; 2,131 tons; 280 X 41x23-5; 156 n.h.p.; triple-expansion engines.
The steamship *Chojusan (Tyozoyusan) Maru* was taken over by the Japanese Navy for use as an auxiliary gunboat. On November 9th, 1944, she was torpedoed and sunk by the U.S. submarine *Queenfish* about 150 miles W. of the Shichi-to Islands, Japan.

CHOKAI

Japanese Navy, heavy cruiser; 1930; *Mitsubishi*; 9,850 tons; 650x62-3x16-5; 100,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; ten 8 in. guns, four 4• 7 in., eight 47 mm., 4 m.g.; 8 T.T.; 4 aircraft.
The Japanese heavy cruiser *Chokai* was a unit of the Central Force taking part in the battle of Leyte Gulf, October 23rd-26th, 1944. The cruiser was attacked by carrier-borne aircraft of the U.S. Third Fleet when the squadron was passing through the Sibuyan Sea on the 25th. She was hit by aerial torpedoes and sunk, together with the new battleship *Musashi*, 42,500 tons, and a destroyer.
The full story of the battle is told under the *Musashi*.

CHOKAI MARU

Settu Syosen K.K.; 1919; *Ishikawajima S.B. & E. Co.*; 1,284 tons; 230X33x19-5; triple-expansion engines.
The steamship *Chokai (Tyokai) Mam* was sunk by U.S. carrier-based aircraft on March 24th, 1945, about 40 miles S.W. of Okinawa Island.

CHOKAI MARU No. 2

Settu Syosen K.K.; *Ishikawajima S.B. & E. Co.*; 1,287 tons; 230 X 33x19-5; 88 n.h.p.; triple-expansion engines.
The steamship *Chokai (Tyokai) Maru No. 2* struck a mine and sank on August 6th, 1945, off Sado Island, Japan.

CHOKO MARU

Yamashita Kisen K.K.; 1920; *Teikoku S.S. Co.*; 6,783 tons; 425X53-6X34-9; 584 n.h.p.; triple-expansion engines.
The steamship *Choko (Tyoko) Maru* was torpedoed and sunk by the U.S. submarine *Gudgeon* on October 21st, 1942, W. of New Ireland.

CHOKO MARU

TaiyoKogyoK.K.; 1939; *Tama S.B. Co.*; 3,515 tons; 340-Sx 48-2x26-2; 232 n.h.p.; triple-expansion engines & L.P. turbine.
The steamship *Choko (Tyoko) Maru* was bombed and sunk by U.S. carrier-based aircraft on December 5th, 1943, off Lae Island.

CHOKO MARU

ToaKaiunK.K.; 1927; *Osaka Iron Works*; 2,629 tons; 284-5 X 45-6x23; 582 n.h.p.; oil engines.
The motor vessel *Choko Mam* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On January 12th, 1944, she was torpedoed and sunk by the U.S. submarine *Albacore* about 400 miles N. of the Admiralty Islands.

CHOKO MARU

Nichiro Gyogyo K.K.; 1923; *Mitsubishi Zosen Kaisha*; 1,794 tons; 250x39x19; 138 n.h.p.; triple-expansion engines.
The steamship *Choko (Tyoko) Maru* was torpedoed and sunk by the U.S. submarine *Tang* on February 25th, 1944, about 100 miles N.W. of Saipan Island, Ladrone Islands.

CHOKYU MARU No. 5

Tanaka Kosan KabushikiKaisha; 1914; *Uraga Dock Co.*; 2,138 tons; 268x40-9x23-6; 169 n.h.p.; triple-expansion engines.
The Japanese steamship *Chokyu Maru No. 5* was wrecked at Kobe-saki, Rikuzen, Japan, on February 24th, 1922.

CHOSA MARU

ToaKaiunK.K.; 1921; *Osaka Iron Works*; 2,538 tons; 284 -5 X 42-5x23; 288 n.h.p.; triple-expansion engines.
The steamship *Chosa (Tyosa) Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On August 20th, 1943, she was torpedoed and sunk by a Dutch submarine S.W. of Penang.

CHOSAN MARU

Dairen Kisen K.K.; 1940; *Tama S.B. Co.*; 3,939 tons; 354-5 X 50-5x24-5; triple expansion engines & exh. turbine.
The steamship *Chosan (Tyosan) Maru* was torpedoed and sunk by the U.S. submarine *Shad* on May 17th, 1945, N.W. of Mokpo, Korea.

CHOSEN MARU

Kita Nippon K.K.K.; 1911; *Armstrong, Whitworth & Co.*; 3,110 tons; 305-1x44-1x24-9; 279 n.h.p.; triple-expansion engines.
The steamship *Chosen (Tyosen) Maru* was torpedoed and sunk by the U.S. submarine *Sturgeon* on January 24th, 1944, about 150 miles S. of Kochi, Japan.

CHOSHUN MARU

Osaka Shosen K.K.; 1907; *Osaka Iron Works*; 1,728 tons; 262 X35-2X19-9; 138 n.h.p.; triple-expansion engines.
The Japanese steamship *Choshun Maru* was wrecked near Kashoto, E. of Formosa, on November 1st, 1930. She had on board a large number of passengers and troops.

CHOWA MARU

NittoKogyo Kisen K.K.; 1940; *Osaka Iron Works*; 2,719 tons; 307-9x45x24-9; triple-expansion engines. The steamship *Chowa (Tyowa) Mam* was torpedoed and sunk by the U.S. submarine *Bowfin* on May 1st, 1945, about 150 miles S.E. of Hakodate.

CHOY-SANG

Indo-ChinaS.N.Co.; 1902; *Wigham Richardson & Co.*; 2,284 tons; 290x42-1x15-2; 212 n.h.p.; triple-expansion engines.
The British steamship *Choy-Sang* was wrecked during a typhoon at Fort Island, 14 miles north of Swatow on August 2nd, 1922. She was on a voyage from Hong Kong to Shanghai with a general cargo.

CHOYO MARU

Dairen Kisen K.K.; 1920; *Halifax Shipyards*; 5,388 tons; 399-3 x52-3x28-4; 555 n.h.p.; triple-expansion engines.
The steamship *Choyo (Tyoyo) Maru* was torpedoed and sunk by the U.S. submarine *Kingfish* on December 28th, 1942, W. of Formosa.

CHOYO MARU

CHOYO MARU

OnoShoji GomeiKaisha; 1919; Dominion S.B. Co.; 2,225 tons; 251-1x43-6x21-2; triple-expansion engines.

The steamship *Choyo (Tyoyo) Maru* struck a mine and sank on July 22nd, 1945, off Rashin, Manchuria.

CHR. BROBERG

Det Forenede Dampskibs. Selsk.; 1889; Burmeister & Wain; 1,225 tons; 218-8x31-1x12-8; 116n.h.p.; triple-expansion engines.

The Danish cargo ship *Chr. Broberg* struck a mine and sank in the North Sea on August 22nd, 1914.

CHR. J. KAMPMANN

Canadian Government Merchant Marine; 1924; Kjobenhavns Flydedok; 2,260 tons; 305-6x45-4x18-6; 206 n.h.p.; triple-expansion engines.

The Canadian steamship *Chr. J. Kampmann* was torpedoed and sunk by a German submarine on November 3rd, 1942, off Trinidad, with the loss of 19 lives.

CHRISTEL VINNEN

F.A. Vinnen; 1922; Fr.Kmpp; 1,874 tons; 256-3x44-4x19; 190n.h.p.; oil engines.

The German motorship *Christel Vinnen* was bombed and sunk by British aircraft on March 29th, 1944, N. of the East Frisian Islands.

CHRISTER SALEN

Rederi A/B Pulp; 1945; Eriksbergs M.V. Aktieb; 4,928 tons; 418-1x56-6x25-1; oil engines.

The Swedish motor tanker *Christer Salen* struck a submerged rock in heavy weather about 200 miles from Tokyo on February 15th, 1951, and broke in two. The fore part of the ship, 285 feet in length, was swept away by the heavy seas, but the after part, with 47 persons, passengers and crew, was able to keep afloat and eventually reached Yokohama on the 18th, under her own power.

CHRISTIAAN HUYGENS

N.V. Stoomv. Maats. Nederland; 1927; Nederland Scheeps. Maats.; 16,287 tons; 551-4x68-8x36-2; 2,490n.h.p.; 17knots; oil engines.

The Dutch motor vessel *Christiaan Huygens* survived the Second World War, but was wrecked shortly after. On August 26th, 1945, when in the Scheldt estuary, 10 miles W.N.W. of Westkapelle, she struck a mine and began to sink. She was beached on the Southern Steenbank, but on September 5th, broke in two and became a total loss. One person was killed.

CHRISTIAN VIII

Danish Navy, line-of-battleship; 86 guns.

During the war between the Germanic Confederation and Denmark the latter country sustained a severe naval defeat at Eckernforde. The Danish wooden line-of-battleship, *Christian VIII*, 86 guns, in company with the frigate, *Gefion*, 46 guns, two steamers and a brig entered the harbour of Eckernforde on the western coast of Schleswig on April 5th, 1849, with the intention of destroying the shore batteries. After a fierce bombardment the *Christian VIII* had her rudder destroyed and ran aground. She then caught fire and was compelled to surrender. After burning furiously for about 10 hours she blew up with a frightful loss of life, there being nearly 1,100 men on board, of whom about 400 were saved and 700 killed or drowned. The *Gefion* was so badly damaged as to be compelled to surrender also, she having lost about 150 from a crew of 400.

Both the steamships were disabled, which prevented them from towing the sailing ships away from the shore batteries.

CHRISTIAN KROGH

Orvigs Dampskibsslsk. A/S; 1917; A. F. Smulders; 1,992 tons; 269 • 2 X 42- 2 X 18; 169 n.h.p.; triple-expansion engines.

The Norwegian steamship *Christian Krogh* was torpedoed and sunk by a German submarine on June 10th, 1941, in the North Atlantic, with the loss of all on board.

CHRISTIAN MICHELSEN

Norwegian Government; 1943; Bethlehem Fairfield Shipyard; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The Norwegian steamship *Christian Michelsen* on a voyage from

New York to Bizerta with oil and munitions, was torpedoed by a German submarine on September 26th, 1943, 30 miles E. of Bona, and sank immediately after an internal explosion. Thirty-seven of her crew and one passenger were killed.

CHRISTIANSUND

Det Forenede Dampskibs. Selsk.; 1912; Helsingors Jernsk. & Msk.; 1,017 tons; 226-2x35-1x21-1; 150 n.h.p.; triple-expansion engines.

The Danish steamship *Christiansund* hit a mine and sank in the English Channel on March 24th, 1916.

CHRISTO MARCHETTO

Italian State Railways; 1892; Ropner & Son; 3,084 tons; 322 X 41-5x20-6; 273 n.h.p.; triple-expansion engines.

The Italian steamship *Christo Marchetto* was torpedoed and sunk by a German submarine on January 2nd, 1918, in the Bristol Channel.

CHRISTOPHER NEWPORT

U.S. Maritime Commission; 1942; Bethlehem Fairfield Shipyard; 7,191 tons; 423-1x57-1x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Christopher Newport* was torpedoed and sunk by German aircraft on July 4th, 1942, 200 miles N.E. of Bear Island on a voyage from Reykjavik to North Russia.

CHRISTOS MARKETTOS

Markettos S.S. Co.; 1919; Taikoo Dockyard & E. Co.; 5,209 tons; 400-2x52-3x28-5; 517 n.h.p.; triple-expansion engines.

The Greek steamship *Christos Markettos* on a voyage from Durban to Aden with coal, was torpedoed and sunk by a German submarine on June 8th, 1942, off Mombasa.

CHROBRY

Gdynia-America Shipping Lines; 1939; Nakskov Skibs. A/S; 11,442 tons; 477-9x66-7x32-8; 1,716 n.h.p.; oil engines. The Polish liner *Chrobry* was engaged in carrying troops and supplies from England to Norway during the German invasion. On May 14th, 1940, when approaching Bodo in North Norway, she was bombed and set on fire by German aircraft and subsequently sank. Eleven of her crew and an unspecified number of troops were killed.

CHRYSOLITE

The ship *Chrysolite* from Madagascar with a consignment of bullocks was wrecked at Mauritius on March 28th, 1874. Eleven of the crew were drowned.

CHUKA MARU

Toa Kaiun K.K.; 1920; Uraga Dock Co.; 2,189 tons; 280x43-2 X 21; 156 n.h.p.; triple-expansion engines.

The steamship *Chuka (Tyuka) Mam* was sunk by U.S. carrier-based aircraft on September 24th, 1944, off the south-east coast of Panay Island, Philippines.

CHUKOMARU

Japanese Government; 1927; Kwong Tak Cheong S.B. Co.; 1,068 tons; 178x32-1x10-1; 96 n.h.p.; triple-expansion engines.

The *Chuko Maru* was formerly the British *Tai Hing*, seized by the Japanese. She was bombed and sunk by U.S. land-based aircraft on August 20th, 1944, about 100 miles S.E. of Hong Kong.

CHUKY

Chile S.S. Co.; 1922; Bfythswood S.B. Co.; 6,920 tons; 440-8X 56-1x34-6; 616 n.h.p.; triple-expansion engines.

The American tanker *Chuky* was on a voyage from San Pedro, Cal., to Yokohama with oil when, on February 15th, 1928, she was sunk by an internal explosion about 200 miles from Yokohama.

CHULMLEIGH

Atlantic Shipping & Trading Co.; 1938; W. Pickersgill & Sons; 5,445 tons; 430-1x56-2x26-8; 502 n.h.p.; triple-expansion engines.

The British steamship *Chulmeigh* struck a reef and capsized on November 5th, 1942 off South Cape, Spitzbergen. The master and eight of the crew managed to reach shore. She was on a voyage from the United Kingdom to Archangel.

CHUNG 112

China Merchants S.N. Co.; 1944; 3,327 tons; 316x50-1x17-3; oil engines.

The Chinese motor vessel *Chung 112*, a converted tank landing ship, on a voyage from Hainan to Takao, was wrecked on April 30th, 1950, at Yulin, Hainan Island.

CHUNG CHENG

Chinese Government; 1943; Permanente Metals Corp.; 7,176 tons; 422-8x57x34-8; triple-expansion engines.

The steamship *Chung Cheng*, on a voyage from Calcutta to the U.S.A., was torpedoed and sunk by a German submarine on February 4th, 1944, off the Gulf of Aden. Seventeen of her crew, one gunner and two passengers were killed.

CHUSAN

Shanghai Steam Navigation Co.; 1874; John Elder & Co.; 3,590 tons; 300x50x13; 300n.h.p.; 12 knots; vertical beam engine.

The paddle steamer *Chusan*, Capt. G. C. Johnson, was intended for the China trade. She was of peculiar construction having a large beam engine set high upon the deck and in appearance resembled the river steamers of America. She left Glasgow for Shanghai on her first voyage on October 10th, 1874, carrying 51 persons all told. When off Waterford the ship developed defects and she immediately put about for the Clyde for repairs. On her return journey the *Chusan* was overtaken by a gale of great violence and ran for shelter to Ardrossan. At about 5 o'clock on the morning of Wednesday the 21st when just outside the harbour, the ship was swung broadside-on to the seas and her engines failed to reverse. Her bows could not be brought round to the harbour mouth and she struck on the Crinan Rock, about 50 yards from the pierhead. The high superstructure and big paddle-boxes of the ship were a great handicap as they caught the full force of the wind like a vast sail. Under this pressure the vessel broke in two, the forward portion being swept off the rock into the harbour and the after portion sinking after about 20-30 minutes.

The harbour tug rescued nine persons from the after part and then returned with the lifeboat in tow to take off six more. Three of the crew were washed overboard and Capt. Johnson was drowned in saving his wife and child. Other members of the crew were lost when trying to swim ashore. Seventeen lives were lost, all crew.

CHUWA MARU

Nitto Kyogyo Risen K.K.; 1939; Osaka Iron Works; 2,719 tons; 307-9x44-9x24-9; 150 n.h.p.; triple-expansion engines.

The steamship *Chuwa (Tyuwa) Mam* was torpedoed and sunk by the U.S. submarine *Trout* on February 10th, 1942, off Formosa.

CHUYO

Japanese Navy, aircraft carrier; 1939; Mitsubishi Jukogyo K.K.; 17,150 tons; 557-8x73-8x40-7; 21,000 i.h.p.; 22 knots; turbine engines; twelve 5 in. guns, many 47 mm.; 30 aircraft.

The four Nippon Yusen passenger liners *Nitta Maru*, *Argentina Mam*, *Kasuga Maru* and *Yawata Maru* were all completing in Japanese yards when Japan entered the Second World War on December 7th, 1941. The liners were taken over by the Japanese Admiralty and converted into aircraft carriers. A Norddeutscher Lloyd liner, the *Schamhorst*, 18,184 tons, was also taken over for the same purpose. The *Nitta Maru* was renamed *Chuyo* and commissioned late in 1942. She was torpedoed and sunk by the U.S. submarine *Sailfish* some 275 miles S.E. of Honshu on December 4th, 1943.

All five of the converted liners were sunk, four by submarines and one by aircraft.

CHUYO MARU

Toyo Kisen K.K.; 1,900 tons.

On March 30th, 1944, the *Chuyo Maru* was attacked by U.S. carrier-based aircraft and sunk off Babelthup, Palau Islands.

CHWNSHAN

T. W. Richardson; 1888; C. S. Swan & Hunter; 1,999 tons; 285 X 36x24; 235 n.h.p.; triple-expansion engines.

The British ship *Chwnshan* was wrecked in November, 1904, near Painan Head. She was on a voyage from Hong Kong to Swatow with a cargo of coal.

CIBOURE

Cie. des Chargeurs Francais; 1911; Craig, Taylor & Co.; 2,388 tons; 295X45x20-4; 243 n.h.p.; triple-expansion engines.

The French steamship *Ciboure* was torpedoed and sunk in the Mediterranean on July 5th, 1917.

CICALA

British Navy, gunboat; 1915; Barclay Curie & Co.; 625 tons; 237-5x36x4; 2,000 h.p.; 14 knots; triple-expansion engines; Yarrow boilers; two 6 in. guns. one 3 in.A.A., 10 smaller.

The *Cicala* was sunk by Japanese aircraft at Hong Kong on December 21st, 1941. The vessel carried a complement of 65.

CICLONE

Italian Navy, torpedo boat; 1942; Italy; 860 tons; 274-5X31X8; 16,000 s.h.p.; 28 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, six 20mm. A.A.; 2 T.T.

The *Ciclone* struck a mine and sank off Punta Libeccio, Sicilian Channel, on March 8th, 1943. The number lost, if any, is not known.

CIGNO

Italian Navy, torpedo boat; 1936; Riuniti (Ancona); 652 tons; 267x27x7-5; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3 • 9 in. guns, four 37 mm., two 13 mm.; 4 T.T.
The *Cigno* was in the Central Mediterranean on April 16th, 1943, when she was attacked by the British destroyers *Pakenham* and *Paladin*, each of 1,540 tons. The *Cigno*, which carried a complement of about 100, was sunk after a very brief action.

CILICIA

"Adriatica" Soc. Anon, di Nav.; 1928; Cant. Nav. Scoglio Olivi; 2,747 tons; 308-1x41-8x20-1; 356 n.h.p.; oil engines.

The Italian motorship *Cilicia* was torpedoed and sunk by a British submarine on August 28th, 1941, about 45 miles S.S.W. of Capo Galbo, Morea.

CILTVAIRA

Latvian Shipping Co.; 1905; J. L. Thompson & Sons; 3,779 tons; 346-7x50-8x23; 317 n.h.p.; triple-expansion engines.

The Latvian steamship *Ciltvaira* was torpedoed, broke in two and sank on January 19th, 1942, off Carolina.

CIMBRIA

Hamburg-Amerika Line; 1867; J. Caird & Co.; 3,037 tons; 329 x 39x33; 1,300 i.h.p.; 12-5 knots; compound engines.

The liner *Cimbria*, Capt. Hansen, left Hamburg on Thursday, January 18th, 1883, with 402 passengers—mostly emigrants from Russia, Prussia, Austria and Hungary—and a crew of 120. There were also a number of French sailors on board, bound for Havre, and a party of Chippewa Indians returning to the U.S.A. after performing at an exhibition. Early on the morning of the 19th the weather thickened, and later on became dense. Off the Island of Borkum the siren of an approaching steamship was heard, but her location was in doubt until the very moment that she loomed into sight, barely 150 feet away. She proved to be the *Sultan*, of the Hull and Hamburg Line, Capt. Cuttill, and she crashed into the *Cimbria's* port side immediately in front of the foremast, cutting a hole which extended to below the water-line. She then backed away, finding her own plight extremely bad, as she had a 7-foot hole in the bows and was making water fast. In these circumstances she did not lower her boats or make any effort to get into touch with the vessel she had rammed, believing that her own case was the more serious. Shortly afterwards the two ships drifted out of sight of each other.

Conditions on the *Cimbria* were very serious, the startled passengers, who were asleep below, came on deck to find the ship heeling over to starboard and rapidly settling down. The seven boats were got away as quickly as possible, one capsizing on launching. In general there was good order and every means of saving life was adopted, even to cutting loose the ship's spars to provide assistance for the unfortunate people when they were flung into the water.

Two of the boats were picked up by the British barque *Theta*, on Sunday the 21st, with 39 survivors. A third boat containing 17 was picked up by the British ship *Diamant* off the Weser Lighthouse, while a fourth boat with nine people arrived at Borkum, thus

CINGALESE PRINCE

making 65 all told. Among the saved were the second, third and fourth officers and the second engineer. Nearly all of the 72 women and 87 children on board were lost.

At an official inquiry at Hamburg, Capt. Cuttill stated that he considered his ship the more damaged at the time, and that he did not lower his boats for fear of losing them in the fog. He affirmed that he was not aware of the disaster to the *Cimbria*, from which he had drifted away. It was proved that if the *Sultan* had shipped a foot more water in her hold she would have foundered.

CINGALESE PRINCE

Rio Cape Line (Furness, Withy & Co.); 1929; Blythswood Ship-building Co.; 8,474 tons; 441-5x60-3x28-2; 4,850 b.h.p.; 15 knots; oilengines.

The *Cingalese Prince*, Capt. J. Smith, was in the South Atlantic, some hundreds of miles off Northern Brazil, when she was torpedoed and sunk by a German submarine at 4.30 a.m. on September 20th, 1941, and 57 persons, including Capt. Smith, were killed. The vessel was not in convoy at the time.

CINTRA

J. H. Welsford & Co.; 1854; Blackwood & Gordon; 482 tons; 178-8x24-2x14-8; 80 h.p.; compound engines.

The steamship *Cintra*, Capt. Green, was bound from Newport to Dartmouth with a cargo of coal when she was wrecked in St. Ives Bay on November 18th, 1893. Capt. Green and five others were saved but 12 men were drowned.

CIRCE

Donaldson Bros.; 1874; Aitken & Mansel; 2,313 tons; 331-9 X 35-7x26-4; 300 h.p.; triple-expansion engines.

The British ship *Circe* was wrecked in July, 1891, on East Cape, Anticosti, on a voyage from the Clyde to Montreal.

CIRCE

Cie. Francaise des Chemins de Per de Paris-Orleans; 1910; Atel. & Ch.de France; 4,133 tons; 350-1x48-9x24-8; 332 n.h.p.; triple-expansion engines.

The French steamship *Circe* was torpedoed and sunk by a German submarine off southern Ireland on March 15th, 1917.

CIRCE

Italian Navy, torpedo boat; 1938; Ansaldo; 679 tons; 267x26 X7-7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37mm.A.A., two 13 mm.A.A.; 4 T.T.

The *Circe* was sunk in collision with the s.s. *Citta di Tunisi*, 5,400 tons, off Castellamare on November 27th, 1942. The vessel carried a complement of about 100.

CIRCE SHELL

Anglo-Saxon Petroleum Co.; 1931; Howaldtswerke A.G.; 8,207 tons; 451-2x62-1x34-1; 713 n.h.p.; oil engines.

The motor tanker *Circe Shell* was torpedoed, shelled and sunk by a German submarine on February 21st, 1942, on a voyage from the Clyde to Curacao.

CIRENE

D. & E. Fratelli Bozzo; 1895; W. Doxford & Sons; 3,236 tons; 349-4x45-1x22-3; 300 n.h.p.; triple-expansion engines.

The Italian steamship *Cirene* was sunk by a submarine in the Mediterranean on September 30th, 1915.

CISCAR

MacAndrews & Co.; 1919; H. & C. Grayson; 1,809 tons; 265X 41-2x18-9; 271 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Ciscar*, Capt. E. L. Hughes, was sailing to Gibraltar with an outward-bound convoy on August 19th, 1941, when she was torpedoed and sunk by a submarine. At the time of the attack she was 600 miles W. of Ushant. Thirteen men were killed. Capt. Hughes was among the survivors.

CISIL

Rederi A/B Steam; 1889; W. Pickersgill & Sons; 1,848 tons; 280-4x37-1x17-1; 198 n.h.p.; triple-expansion engines.

The Finnish steamship *Os* struck a mine and sank on August 23rd, 1941, in the Baltic. The ship was carrying ore from Oxelosund to Germany.

CISSY

Torp & Wiese; 1891; J.L. Thompson & Sons; 3,030 tons; 322 X 41-5x21-5; 253 n.h.p.; triple-expansion engines.

The Norwegian steamship *Cissy* hit a mine and sank off Ushant on June 16th, 1917.

CITIES SERVICE DENVER

Cities Service Oil Co.; 1921; Bethlehem S.B. Corp.; 9,316 tons; 468-3x62-7x32; 402 n.h.p.; quadruple-expansion engines.

The American tanker *Cities Service Denver* caught fire after an internal explosion on March 25th, 1941, off Morehead City, N. Carolina, and sank on the next day.

CITIES SERVICE EMPIRE

Cities Service Oil Co.; 1918; Bethlehem S.B. Corp.; 8,103 tons; 464-7x60-2x33-3; 560 n.h.p.; 8-5 knots; quadruple-expansion engines.

The American tanker *Cities Service Empire*, Capt. William F. Jerman, Junr., was torpedoed and sunk by a submarine off Fort Pierce, Florida, on February 22nd, 1942. Capt. Jerman and ten others were killed. The vessel was not in convoy at the time of the sinking.

CITIES SERVICE PETROL

Cities Service Transportation Co.; 1920; Bethlehem S.B. Corp.; 9,343 tons; 468-3x62-7x32; 402 n.h.p.; quadruple-expansion engines.

The American tanker *Cities Service Petrol*, Captain Sears, caught fire after an internal explosion on July 14th, 1933, and sank about 95 miles off Cape Lookout. Capt. Sears and two of the crew were drowned.

CITIES SERVICE TOLEDO

Cities Service Oil Co.; 1918; Bethlehem S.B. Corp.; 8,192 tons; 465-2x60x26-4; 557 n.h.p.; 10-5 knots; quadruple-expansion engines.

The American tanker *Cities Service Toledo*, Capt. K. Toivola, was torpedoed and sunk by a submarine in the Gulf of Mexico, between Calcasieu Pass and Mississippi River, on June 12th, 1942. Fourteen men were killed. Capt. Toivola was among the survivors. The vessel was not in convoy at the time of the sinking. She was carrying 83,000 barrels of crude oil.

CITIZEN

Australian; 1843; 146 tons; steam engines.

The small Australian wooden paddle steamship *Citizen* was formerly in the Melbourne—Gee! ong trade. In October, 1862, she left Melbourne for Dunedin. She was crowded with gold diggers, the exact number of whom is not known, and was never heard of again.

CITO

Wilsons & North Eastern Railway Shipping Co.; 1899; Earle's Co.; 819 tons; 219-1x30-1x16-5; 144 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Cito* was intercepted by a German torpedo boat destroyer 20 miles E. of the North Hinder lightship on May 17th, 1917. The destroyer sank the steamship with gunfire. The captain and ten of the crew were killed.

CITTA DI BARI

Italian Government; 1913; Ansaldo, Armstrong & Co.; 1,489 tons; 252-9x33-9x20-3; 167 n.h.p.; triple-expansion engines.

The Italian steamship *Citta di Bari* was torpedoed and sunk by a submarine on October 6th, 1917, in the Mediterranean.

CITTA DI BARI

"Adriatica" Soc. Anon. di Nav.; 1927; Stabilimento Tecnico; 3,339 tons; 331-9x44-7x21-8; 1,103 n.h.p.; oil engines.

The Italian motor vessel *Citta di Bari* was sunk in Tripoli harbour on May 3rd, 1941, by the explosion of the munitions ship *Bimariano*, which see.

CITTA DI BASTIA

"Tirrenia" Soc. Anon. di Nav.; 1930; Cant. Nav. Franco Tosi; 2,499 tons; 303-1x40-1x18-8; 348 n.h.p.; oil engines.

The Italian motor vessel *Citta di Bastia* was torpedoed and sunk by a British submarine on September 27th, 1941, about 15 miles S. of Milos Island.

CITTA DI CATANIA

"*Tirrenia*" Soc. Anon. di Nav.; 1910; Ansaldo Armstrong & Co.; 3,355 tons; 363 • 5 X 42 • 1 X 19 • 1; turbine engines.

The Italian steamship *Città di Catania* was torpedoed and sunk by a British submarine on August 3rd, 1943, eight miles off Brindisi.

CITTA DI GENOVA

"*Tirrenia*" Soc. Anon. di Nav.; 1930; Cant. Nav. Riuniti; 5,413 tons; 409-1x51x21-9; 1,815 n.h.p.; oil engines.

The Italian motor vessel *Città di Genova* was torpedoed and sunk by a British submarine on January 21st, 1943, 25 miles W. of Saseno Island.

CITTA DI LIVORNO

"*Tirrenia*" Soc. Anon. di Nav.; 1929; Cant. ed Officine Meridionali; 2,471 tons; 304 - 2 X 40 • 1 X 18 • 9; 348 n.h.p.; oil engines.

The Italian motor vessel *Città di Livorno* was torpedoed and sunk by a British submarine on January 18th, 1942, off Crete.

CITTA DI NAPOLI

"*Tirrenia*" Soc. Anon. di Nav.; 1930; Cant. del Tirreno; 5,418 tons; 410-6x50-9x21-9; 1,820 n.h.p.; oil engines.

The Italian motor vessel *Città di Napoli* struck a mine and sank on November 28th, 1942, W. of the Aeolian Islands.

CITTA DI PALERMO

Ferrovie dello Stato (Italian State Railways); 1910; Cant. Nav. Riuniti; 3,415 tons; 363-6x42-1x18-9; 20 knots; turbine engines.

The *Città di Palermo* left Brindisi on the morning of January 8th, 1916, with a number of troops for Durazzo, including a British contingent of four officers and 139 other ranks. At 8.30 a.m., when six miles N.E. of Brindisi, the vessel ran into a small minefield. She struck one of the mines and foundered almost at once. Fortunately a number of minesweepers were in the vicinity and they came to the rescue with great promptitude.

The number on board the *Città di Palermo* was just over 200, of whom about half were saved including 84 British.

CITTA DI PALERMO

"*Tirrenia*" Soc. Anon. di Nav.; 1930; Cant. Nav. Riuniti; 5,413 tons; 411-7x51-1x21-9; 1,816 n.h.p.; oil engines.

The Italian motor vessel *Città di Palermo* was torpedoed and sunk by a British submarine on January 5th, 1942, three miles W. of Cephalonia.

CITTA DI SASSARI

Ferrovie dello Stato; 1910; Soc. Esercizio Bacini; 2,167 tons; 282 • 3 X 36 • 9 x 28 • 1; 437 n.h.p.; triple-expansion engines.

The Italian steamship *Città di Sassari* was torpedoed and sunk by a submarine on December 1st, 1917, in the Mediterranean.

CITTA DI SPEZIA

"*Tirrenia*" Soc. Anon. di Nav.; 1929; Cant. ed Officine Meridionali; 2,474 tons; 304-3x40-1 X 18-8; 348 n.h.p.; oil engines.

The Italian motor vessel *Città di Spezia* was torpedoed and sunk by a British submarine on August 27th, 1943, 40 miles from Brindisi.

CITTA DI TRIPOLI

"*Tirrenia*" Soc. Anon. di Nav.; 1915; Cantieri Nav. Riuniti; 2,933 tons; 316-6x41-5x21-3; 378 n.h.p.; triple-expansion engines.

The Italian steamship *Città di Tripoli* was torpedoed and sunk by a British submarine on July 2nd, 1941, near Zea Island in the Aegean.

CITY OF AGRA

G. Smith & Sons; 1879; C. Cornell & Co.; 3,274 tons; 385-4 X 38-7x28-6; 358 n.h.p.; triple-expansion engines.

The British steamship *City of Agra*, Capt. Frame, on a voyage from Liverpool to Calcutta with 75 persons on board, was wrecked in a severe N.W. gale at midnight on February 3rd, 1897, in Aron Bay, six miles E. of Cape Villano. Thirty-two of the crew and two stowaways were saved.

CITY OF ALMA

Waterman S.S. Corp.; 1920; Merchant S.B. Corp.; 5,446 tons; 400-7x54-2x30-4; turbine engines.

The American steamship *City of Alma* was torpedoed and sunk by a German submarine on June 2nd, 1942, between Trinidad and Baltimore. Only ten of her crew of 39 survived.

CITY OF AMIENS

G. M. Chrussachi; 1893; J. L. Thompson & Sons; 2,806 tons; 316 X 42 X 17 • 1; 248 n.h.p.; triple-expansion engines.

The British steamship *City of Amiens* was wrecked on September 22nd, 1922, at Bintra Point, near Camarinas, while on a voyage from Barry to Algiers with a cargo of coal.

CITY OF ANNAPOLIS

Chesapeake S.S. Co.; 1913; Maryland Steel Co.; 1,924 tons; 261 • 6 X 53 • 1 X 14 • 1; 365 n.h.p.; triple-expansion engines.

The American steamship *City of Annapolis* was sunk in a collision on February 24th, 1927, two miles S. of Smiths Point, Chesapeake Bay.

CITY OF ANTWERP

Palgrave, Murphy & Co.; 1881; J. Blumer & Co.; 731 tons; 200 x 30x13; 120 h.p.; compound inverted engines.

The steamship *City of Antwerp*, on a voyage from Workington to Antwerp with pig iron, collided with the steamship *Constantia* off the Eddystone Lighthouse on October 16th, 1882. Only the captain and three of the crew were saved. The *Constantia* sank with no loss of life.

CITY OF ATHENS

City Line (Ellerman Lines); 1901; Workman, Clark & Co.; 5,604 tons; 430x50-2x28-5; 471 n.h.p.; 12 knots; triple-expansion engines.

The *City of Athens* left New York for India, via Cape Town, on July 12th, 1917, with 97 passengers and 115 crew. The ship had completed the first part of her voyage and on August 10th was 20 miles N.W. of Cape Town, when she struck mines sown months previously by the German raider *Wolf*. There were two loud explosions which brought down the foremast and the wireless aerial and set the ship on fire. The lifeboats were got away very promptly and within 12 minutes seven of them had cleared the ship's side. The destruction of the wireless aerial prevented the sending out of an S.O.S. call, but the fire was observed from Signal Hill and the tug *Ludwig Wiener* was sent to render assistance. She picked up six of the boats and landed the survivors at Cape Town the same night. The seventh boat capsized, drowning 15 passengers and four of the crew; these were the only fatalities.

CITY OF ATHENS

Ellerman Lines; 1923; W. Gray & Co.; 6,558 tons; 433 X 57-4 X 30-2; 778 n.h.p.; triple-expansion engines & L.P. turbine.

The British steamship *City of Athens* was torpedoed and sunk by a German submarine on October 8th, 1942, on a voyage from Takoradi to Table Bay.

CITY OF ATLANTA

Ocean Steamship Co. of Savannah; 1904; Delaware River Co.; 5,269 tons; 377-5x49x15-8; 390 n.h.p.; 11-5 knots; triple-expansion engines.

The American ship *City of Atlanta* with a crew of 46 was torpedoed by a German submarine off Cape Hatteras on Monday, January 19th, 1942. The attack took place during the hours of darkness and the submarine surfaced within 50 yards of the drowning men and illuminated the scene with their searchlight. After waiting for some time, but making no attempt to rescue any of its victims, the submarine left. Three men, the sole survivors of the crew, were picked up later by a passing vessel.

CITY OF BAGDAD

Ellerman Lines; 1919; J. C. Tecklenborg; 7,506 tons; 470 - 3 X 58-2x32-3; 819 n.h.p.; triple-expansion engines & L.P. turbine. The British steamship *City of Bagdad* was intercepted by a German raider and sunk by gunfire on July 11th, 1940, about 400 miles W. of the Addu Atoll, Indian Ocean.

CITY OF BARODA

CITY OF BARODA

Ellerman Lines; 1911; Barclay, Curie & Co.; 5,054 tons; 401-7X 50-8x29-7; 504 n.h.p.; 11 knots; triple-expansion engines.

The steamship *City of Baroda* was torpedoed and sunk by a submarine 90 miles N.W. of Tory Island on June 4th, 1917. Six men were killed. The captain was among the survivors.

CITY OF BARODA

Hall Line; 1918; Barclay, Curie & Co.; 7,129 tons; 433-4X 57-2x30-6; 447 n.h.p.; triple-expansion engines.

The British steamship *City of Baroda* was torpedoed and sunk by a German submarine on April 2nd, 1943, near Luderitz, South Africa. One of her crew and 13 passengers were lost.

CITY OF BATH

Ellerman Lines; 1926; W. Gray & Co.; 5,079 tons; 393-2X 52-2x28-2; 532 n.h.p.; quadruple-expansion engines.

The British steamship *City of Bath* was torpedoed and sunk by a German submarine on December 2nd, 1942, on a voyage from Mombasa to Trinidad. Six of her crew were killed.

CITY OF BEDFORD

Ellerman Lines; 1924; W. Gray & Co.; 6,402 tons; 430X 5 5-1X 31-1; 728 n.h.p.; quadruple-expansion engines.

The British steamship *City of Bedford* was in collision with the *Bodnant* on December 30th, 1940, and sank in 60° 03' N., 23° 01' E. She was on a voyage from Halifax, N.S., to Liverpool with a general cargo. Forty-eight lives were lost.

CITY OF BENARES

Ellerman Lines; 1936; Barclay, Curie & Co.; 11,081 tons; 486-1 X 62-7X 30-8; 1,450 n.h.p.; 14 knots; turbine engines.

The *City of Benares*, carrying 406 persons of whom 215 were crew, left England for Canada during the second week in September 1940. Among her passengers were 90 children who were being evacuated under the auspices of the Children's Overseas Reception Board, and who were under the charge of nine persons acting as escorts. On the night of September 17th at about 10 o'clock, when the liner was 600 miles out, she was torpedoed by a German submarine and sank very rapidly. The weather was rough and great difficulty was experienced in launching the ship's boats, several of which capsized in the heavy sea. In the bitter cold of the north Atlantic with the boats at times half full of water, many persons died from exposure during the night. Of those on board 248 lost their lives, including the captain, 77 of the children and five of the escorts. It was at first thought that the death roll was much heavier, but ten days after the sinking a Sun-derland flying boat of Coastal Command sighted a ship's lifeboat, which on closer inspection proved to be one belonging to the *City of Benares*. A British warship was called to the scene by the aircraft and took on board 46 survivors, six of whom were child evacuees, with two escorts.

CITY OF BIRMINGHAM

Ellerman Lines; 1911; Palmers' Co.; 7,498 tons; 452x55-7X 31-5; 756 n.h.p.; 14 knots; quadruple-expansion engines.

The *City of Birmingham* was under command of Capt. W. J. Haughton, and carried a crew of 145 and 170 passengers, about 90 of the latter being women and children. On November 27th, 1916, when well out in the Atlantic and 126 miles from the nearest land, the ship was struck abreast the after hold by a torpedo from a submarine. She immediately began to sink by the stern and the captain ordered out the boats. Discipline was excellent and within ten minutes most of the passengers and crew were in the boats, despite the difficulties caused by a heavy swell. The captain went down with the ship but managed to swim to the surface and was picked up half-an-hour later. The loss of life was small amounting to four members of the crew, including the ship's surgeon. About three hours after the attack the boats were picked up by a British steamship.

CITY OF BIRMINGHAM

Ocean S.S. Co. of Savannah; 1923; Newport News S.B. & D.D. Co.; 5,861 tons; 381-8x52-1x27; 398 n.h.p.; triple-expansion engines.

The British steamship *City of Birmingham*, on a voyage from Norfolk to Bermuda, was torpedoed and sunk by a German submarine on June 30th, 1942. Five of her crew and eight passengers were killed.

CITY OF BOMBAY

Ellerman Lines; 1937; Barclay, Curie & Co.; 7,140 tons; 464-3 X 59-2x31-2; 750 n.h.p.; turbine engines.

The British steamship *City of Bombay* was torpedoed, shelled and sunk by a German submarine on December 13th, 1942, about 200 miles N.E. of Fernando de Noronha Island, with the loss of 20 lives.

CITY OF BOSTON

Inman Line; 1864; Tod & MacGregor; 2,278 tons; 332x39x 27-5; 600 n.h.p.; 12 knots; direct-acting trunk engines.

The Inman liner *City of Boston*, Capt. Halcrow, left New York for Liverpool on January 28th, 1870, with 177 persons on board, of whom 55 were cabin passengers, including officers of the Royal Artillery and other regiments returning from service in Canada, and 52 steerage passengers. Nothing was ever heard of the ship again, save that a boat, which may have belonged to her, was found on the coast of Cornwall. A brief message was cut upon a board to the effect that the *City of Boston* was sinking.

She was the second Inman liner to be lost without trace, the first being the *City of Glasgow* (which see), which disappeared in March, 1854.

CITY OF BRISBANE

Ellerman Lines; 1920; Swan, Hunter & Wigham Richardson; 8,006 tons; 463-6x58-8x30-9; 885 n.h.p.; turbine engines.

The British steamship *City of Brisbane* was bombed and set on fire by German aircraft on August 2nd, 1940, in the Thames Estuary. The fire could not be controlled and the ship settled on South Long Sand and broke in two. Eight of her crew were killed.

CITY OF BRUNSWICK

U.S. Shipping Board; 1921; O. Daniels Co.; 7,225 tons; 402-1 X 54x34-4; 359 n.h.p.; triple-expansion engines.

The American steamship *City of Brunswick*, on a voyage from New Orleans to Antwerp with grain and lumber, was wrecked off Sambro Island, Nova Scotia, on August 26th, 1921.

CITY OF BRUSSELS

Inman Line; 1869; Tod & MacGregor; 3,747 tons; 390 X 40-2X 27-1; 3,000 i.h.p.; 14-5 knots; horizontal direct-acting engines.

On her first voyage late in 1869, the *City of Brussels* made the fastest transatlantic crossing to that date, taking 7 days, 22 hours, 3 minutes between New York and Queenstown, her average speed being 14-66 knots. She and another Inman liner, the *City of Paris*, held both eastward and westward records for about three years. On January 7th, 1883, the *City of Brussels* was inward bound from New York with a company of 167 persons, of whom 20 were cabin passengers, 50 steerage and 97 crew. Capt. Land being in command. When abreast Orme's Head the weather began to thicken and speed was reduced to half and then to dead slow, finally the ship stopped. Her position was 2½ miles N.E. of the N.W. lightship, about 20 miles outside Liverpool. At 5.30 a.m., or thereabouts, another steamship's siren was heard through the fog, which was now very dense. According to the statements of her officers the ship had been stationary for 41 minutes and before she could make her presence known the bows of a large steamship struck her on the starboard bow, cutting through to the waterline. There was, fortunately, a marked absence of panic, although most of the passengers were awakened from sleep, and the boats were lowered with all dispatch.

Meanwhile the vessel which had caused the damage, the *Kirby Hall*, on her maiden voyage to India, stopped and lowered her boats. The work of transferring the shipwrecked people proceeded smoothly and finally all were taken on board the *Kirby Hall*, with the exception of ten men, who were drowned. Two were Italian steerage passengers and eight were crew, including the second officer, Mr. Young, and the carpenter, Mr. Woods.

CITY OF CAIRO

Ellerman Lines; 1915; Earless Co.; 8,034 tons; 449-9 X 55-7X 31-3; 774 n.h.p.; quadruple-expansion engines.

The British steamship *City of Cairo* was torpedoed and sunk by a German submarine on November 6th, 1942, on a voyage from Table Bay to Pernambuco, with the loss of 104 lives; 82 crew and 22 passengers.

CITY OF CANTERBURY

G. Smith & Sons; 1875; Barclay, Curie & Co.; 3,416 tons; 379•7X38•2X29•2; 350hp.; triple-expansion engines.

The British ship *City of Canterbury* was wrecked on January 17th, 1897, in the Hoochly. She was on a voyage from the Clyde and Liverpool to Calcutta.

CITY OF CANTON

EHerman Lines; 1916; Swan, Hunter & Wigham Richardson; 6,692 tons; 450•7X56•9X31-1; 751 n.h.p.; turbine engines.

The British steamship *City of Canton* was torpedoed and sunk by a German submarine on July 17th, 1943, between Beira and Mom-basa, with the loss of seven lives.

CITY OF CARDIFF

Instow S.S. Co.; 1906; Ropner & Son; 3,089 tons; 330-5x48x21-7; 288 n.h.p.; triple-expansion engines.

The British cargo ship *City of Cardiff* was wrecked on March 21st, 1912, at Millbay, Cornwall. She was on a voyage from Havre to Cardiff.

CITY OF CARDIFF

EllermanLines; 1918; Craig, Taylor & Co.; 5,661 tons; 403-5X54-4x29-8; 552 n.h.p.; triple-expansion engines.

The British steamship *City of Cardiff* was torpedoed and sunk by a German submarine on August 28th, 1942, on a voyage from Free-town to Manchester.

CITY OF CARTHAGE

Ellerman Lines; 1906; Barclay, Curie & Co.; 5,524 tons; 411-2X52•7x30•3; 369 n.h.p.; triple-expansion engines.

The British ship *City of Carthage* was wrecked on August 10th, 1907, at Kamodasaki. She was on a voyage from Philadelphia to Hio-go with a cargo of case oil.

CITY OF COLUMBUS

Ocean Steamship Co.; 1878; J. Roach & Sons; 3,000 tons; 254x38-7x24-5; 12 knots; compound engines.

The *City of Columbus*, Capt. Wright, left Boston on Thursday afternoon, January 17th, 1884, with 81 passengers and 45 crew. The passengers, of whom 35 were women and children, were mainly New Englanders going south for the winter season. In addition to the captain the ship also had a pilot on board.

About 4 o'clock on the morning of Friday, when off Gay Head, Vineyard Sound, a promontory of Martha's Vineyard Island, the ship struck on an isolated rock. The second officer was in charge, but was relieved by the captain, who was below when she struck. The engines were reversed and the ship backed to about twice her length, when she listed to port and sank with her stern under water and her upper deck awash. The saloon was flooded and many of the women and children gathered there were drowned. The weather was icy cold and the sea very rough, so that the boats capsized immediately they were launched. The unfortunate people then took to the rigging, but so intense was the cold that by daylight fewer than 50 of them remained.

At 10 a.m. the Gay Head lifeboat approached and took off seven persons, while another seven got away on a raft. The U.S. revenue steamship *Dexter* then took off a further 21, chiefly through the heroic efforts of Lts. Rhodes and Kennedy. Several of these people died later from the results of exposure and ultimately only 12 passengers and 17 crew survived, Capt. Wright being the last to be rescued.

The total lost was 97, including all the women and children.

CITY OF CORINTH

Ellerman Lines; 1918; W. Gray & Co.; 5,318 tons; 391x54-2x28-9; 581 n.h.p.; triple-expansion engines.

The British steamship *City of Corinth* was torpedoed and sunk by a German submarine on November 17th, 1942, between Pernambuco and Trinidad. Eleven of her crew were lost.

CITY OF DRESDEN

Palgrave, Murphy & Co.; 1876; Bowdler, Chaffer & Co.; 1,170 tons; 246-5x31-3x17-7; 164 n.h.p.; compound engines.

The Irish cargo ship *City of Dresden* sank in a collision on January 19th, 1907, off Dungeness. She was on a voyage from Swansea to Hamburg with copper and a general cargo.

CITY OF DUBLIN

Palgrave, Murphy & Co.; 1879; Withy; 1,146 tons; 230-6x31X16•1; 150 h.p.; compound inverted engines.

The Irish cargo ship *City of Dublin* sank in a collision on February 4th, 1881, in the Elbe. She was on a voyage from Hamburg to Bristol.

CITY OF DUNDEE

Ellerman Lines; 1890; Workman, Clark & Co.; 3,427 tons; 361-7x42-7x26-4; 344 n.h.p.; triple-expansion engines.

The British cargo ship *City of Dundee*, which was managed by G. Smith & Sons, was sunk in a collision with the s.s. *Matina* on October 4th, 1908, in a fog in St. George's Channel on a voyage from Liverpool to Algiers and Alexandria. The captain and two of the crew were lost.

CITY OF DUNEDIN

Jones & Cat-gill, Dunedin; 1863; A.Denny; 463 tons; 167-3x22-2x15-8; 100 h.p.; 10 knots; diagonal engines.

The schooner-rigged paddle steamer *City of Dunedin*, Capt. Boyd, left Wellington, New Zealand, on May 20th, 1865, with approximately 40 persons on board. She was a fairly new vessel and was engaged in the New Zealand coastal trade. Her next port of call was Nelson, South Island, on the other side of Cook Strait. A heavy south easterly swell was running at the time and it was supposed that, in keeping close to shore, the vessel struck somewhere in the vicinity of the Seal Rock.

The *City of Dunedin* does not appear to have been sighted by any other vessel, and there was no clue as to how she met her end. A quantity of wreckage washed up along the coast was identified as belonging to her.

CITY OF EXETER

John Hohncm & Sons; 1870; Stockton; 1,054 tons; 228-2x29-2x17-1; 110 h.p.; compound inverted engines.

The British cargo ship *City of Exeter* foundered on March 11th, 1887, about four miles south-west of Lundy Island. She was on a voyage from Cardiff to St. Nazaire with a cargo of coal.

CITY OF FLINT

U.S. Maritime Commission; 1920; American International S.B. Corp.; 4,963 tons; 390x54-2x27-8; turbine engines.

The American steamship *City of Flint*, on a voyage from New York to North Africa with petrol and army stores, was torpedoed and sunk by a German submarine on January 25th, 1943, with the loss of seven lives.

CITY OF GLASGOW

Inman Line; 1850; Tod & MacGregor; 1,610 tons; 237x34-5X25; 350 n.h.p.; 12 knots; side-lever engines, cylinders on one side drove large wheel geared to propeller shaft pinion on the other.

The *City of Glasgow* was first employed by her builders, Messrs. Tod and MacGregor of Glasgow, on a series of trial trips across the Atlantic. She was an experimental ship having two engines geared to her single propeller shaft. In the same year as her completion, 1850, she was acquired by the Liverpool, New York and Philadelphia Steamship Co. (Richardson Bros.) which was to be better known to the world as the Inman Line.

The *City of Glasgow* began her career under the Inman flag on December 17th, 1850, and for four years ran steadily to and fro and established the ability of the screw steamship to hold more than its own with the paddle steamers which preceded it.

On March 1st, 1854, the *City of Glasgow* left Liverpool for Philadelphia with a total of 480 persons, including crew, on board. She was never heard of again.

A sister ship, the *City of Manchester*, which arrived at Liverpool on March 17th brought the intelligence that there was a large field of broken ice drifting athwart the course taken by the mail steamships.

CITY OF GLASGOW

Ellerman Lines; 1906; Workman, Clark & Co.; 6,545 tons; 443X53-6x30-3; 481 n.h.p.; 11 knots; quadruple-expansion engines.

The *City of Glasgow* was torpedoed and sunk by a submarine 21 miles E. i N. of Tuskar Rock on September 1st, 1918. Twelve persons were killed. The captain was among the survivors.

CITY OF GOLCONDA

CITY OF GOLCONDA

Ohio river steamboat.
The Ohio river steamboat *City of Golconda* capsized in a squall on the Ohio on August 19th, 1901. About 40 of those on board were drowned.

CITY OF GUBLDFORD

Ellerman Lines; 1919; W. Gray & Co.; 5,157 tons; 400x52-3x28-5; 517 n.h.p.; triple-expansion engines.
The British steamship *City of Guildford*, carrying aviation spirit and munitions from Alexandria to Tripoli, Lebanon, was torpedoed, set on fire and sunk by a German submarine on March 27th, 1943. Sixty-eight of her crew, 11 gunners and 46 passengers were killed; two more passengers died after being picked up. There were only 13 survivors, all injured.

CITY OF HONOLULU

U.S. Shipping Board; 1896; Akt. Ges. Vulkan; 10,688 tons; 523X60-1x34-8; 845 n.h.p.; quadruple-expansion engines.
The American liner *City of Honolulu*, on a voyage from Honolulu to San Pedro, caught fire and was burnt out on October 12th, 1922, about 400 miles from San Pedro, Cal. She was carrying passengers at the time.

CITY OF JOHANNESBURG

Ellerman Lines; 1920; Barclay, Curie & Co.; 5,669 tons; 417-2X54-8x29; turbine engines.
The steamship *City of Johannesburg* was torpedoed and sunk by a German submarine on October 23rd, 1942, on a voyage from Colombo to Table Bay, with the loss of 12 lives.

CITY OF KOBE

Ellerman Lines; 1924; Ramage & Ferguson; 4,373 tons; 367-1x49-7x27-4; 310 n.h.p.; triple-expansion engines.
The British steamship *City of Kobe* struck a mine and sank on December 19th, 1939, near Cross Sand lightship, off the River Humber.

CITY OF MANCHESTER

G. Smith & Sons; 1873; Barclay, Curie & Co.; 3,126 tons; 374-5X38-5x29-4; 400 h.p.; compound inverted engines.
The British cargo ship *City of Manchester* was wrecked on November 23rd, 1885, off Ushant while on a voyage from Calcutta to London.

CITY OF MANCHESTER

Ellerman Lines; 1935; Cammell, Laird & Co.; 8,917 tons; 498-5x64-3x29-9; 1,625 n.h.p.; turbine engines.
The British steamship *City of Manchester* was torpedoed, shelled and sunk by a Japanese submarine on February 28th, 1942, some 35 miles out of Tjitatjap.

CITY OF MANDALAY

Ellerman Lines; 1925; Swan, Hunter & Wigham Richardson; 7,028 tons; 443-2x57-9x31-9; 751 n.h.p.; triple-expansion engines & L.P. turbine.
The British steamship *City of Mandalay* was torpedoed and sunk by a German submarine on October 17th, 1939, off the Bay of Biscay. Seven of her crew were lost.

CITY OF MANILA

Ellerman Lines; 1916; W. Gray & Co.; 7,452 tons; 475x58-2x31-8; 859 n.h.p.; quadruple-expansion engines & L.P. turbine.
The British steamship *City of Manila* was torpedoed and sunk by a German submarine on August 19th, 1942, on a voyage from Free-town to the Clyde.

CITY OF MEMPHIS

Ocean S.S. Co. of Savannah; 1902; Delaware River Co.; 5,252 tons; 377-5x49x15-8; 390 n.h.p.; 12-5 knots; triple-expansion engines.
The *City of Memphis* was torpedoed without warning by a German submarine whilst crossing the Atlantic on March 17th, 1917. The outbreak of war between the United States and Germany was regarded as a certainty by the German naval authorities and their submarine commanders no longer respected the American flag. The

announcement of the loss of the *City of Memphis* also included that of two other American ships, the *Illinois* and the *Vigilancia*, both sunk about the same date. There was a considerable loss of life on these three ships.

CITY OF MEXICO

Harloff & Rodseth; 1905; Laxevaags Msk. & Jernskb.; 1,511 tons; 256X36-7x16-7; 149 n.h.p.; triple-expansion engines.
The Norwegian steamship *City of Mexico* was sunk by a German submarine on November 22nd, 1916, in the English Channel.

CITY OF MYSORE

Ellerman Lines; 1914; Palmers' Co.; 5,294 tons; 401-1x51-3x29-7; 534 n.h.p.; triple-expansion engines.
The British ship *City of Mysore* with a cargo of jute, tea, etc., was wrecked on February 23rd, 1915, on Komuriya Ridge, Ceylon. She had left Calcutta for London and Dunkirk.

CITY OF NAGPUR

Ellerman Lines; 1914; Workman, Clark & Co.; 8,331 tons; 465-3x58-3x31-6; 492 n.h.p.; quadruple-expansion engines.
The British cargo ship *City of Nagpur* was wrecked on August 23rd, 1917, on Danae Shoal on a voyage to Bombay.

CITY OF NAGPUR

Ellerman Lines; 1922; Workman, Clark & Co.; 10,146 tons; 469-9x59-3x40; 1,038 n.h.p.; 14 knots; quadruple-expansion engines.
The *City of Nagpur* was in the North Atlantic about 700 miles W. of Ireland, on April 29th, 1941, when she was torpedoed and sunk by a German submarine. Two gunners, 13 lascars and one passenger were killed.

CITY OF NAPLES

Ellerman Lines; 1908; Swan, Hunter & Wigham Richardson; 5,739 tons; 418-3x53-3x30-4; 369 n.h.p.; triple-expansion engines.
The British steamship *City of Naples* was wrecked on Zenisu Reef, Miyaki Island, Japan, on June 15th, 1926, while on a voyage from Dunkirk to Yokohama with a general cargo.

CITY OF NEW YORK

American South African Line; 1930; Sun S.B. & D.D. Co.; 8,272 tons; 450-9x61-8x24; 5,000 h.h.p.; 14 knots; oil engines.
The *City of New York*, Capt. G. T. Sullivan, was 30 miles E. of Cape Hatteras on March 29th, 1942, when she was attacked by a submarine. She was hit by two torpedoes and sank with a loss of 16 men. Capt. Sullivan was among the survivors. The vessel was not in convoy at the time of the sinking.

CITY OF OXFORD

Ellerman Lines; 1926; Swan, Hunter & Wigham Richardson; 2,759 tons; 326-7x46-4x20-9; 306 n.h.p.; triple-expansion engines.
The steamship *City of Oxford* was torpedoed and sunk by a German submarine on June 15th, 1942, on a voyage from Huelva to Garston.

CITY OF PADUCAH

Mississippi river steamboat.
The Mississippi river steamboat *City of Paducah* sank off Grand Tower on May 13th, 1900. Of those on board 23 were drowned.

CITY OF PARIS

Ellerman Lines; 1907; Barclay, Curie & Co.; 9,239 tons; 493-2X57-7x32-6; 670 n.h.p.; 15 knots; quadruple-expansion engines.
The *City of Paris* was on her way from India to Marseilles with a general cargo and 13 passengers. She had received several code warnings that submarines were about, and therefore pursued an erratic course hoping to avoid an encounter, but without success for she was torpedoed by the submarine *U-52* shortly before midnight on April 4th, 1917, 46 miles S. by E. of Cap d'Antibes. The liner's people were in the act of boarding the boats when the submarine surfaced and called for the captain but was unable to find him. She then opened fire on the liner before sinking her with a

second torpedo. Later, French warships on patrol picked up three boats containing the dead bodies of 29 lascar members of the crew. Another boat containing 12 dead was also picked up and two other boats were never found. The number of persons killed was 122.

CITY OF PEKIN

EHerman Lines; 1920; Palmers' Co.; 6,960 tons; 442-8x58-7x31-6; 746n.h.p.; turbine engines.

The British steamship *City of Peking* struck a rock and sank at Brook Island, off the south coast of Korea, on April 10th, 1930. She was on a voyage from Vladivostock to Dairen and carried passengers and a general cargo.

CITY OF PERTH

G. Smith & Sons; 1890; Workman, Clark & Co.; 3,427 tons; 361-7x42-7x26-4; 354 n.h.p.; 11 knots; triple-expansion engines.

The steamship *City of Perth* was torpedoed and sunk by a submarine 195 miles S.S.W. of Fastnet on June 11th, 1917. Eight men were killed. The captain was among the survivors.

CITY OF PRETORIA

Ellerman & Bucknall S.S. Co.; 1937; Cammell Laird & Co.; 8,049 tons; 496-7x62-4x31-3; 1,867 n.h.p.; turbine engines.

The British steamship *City of Pretoria* sailed from New York on February 27th, 1943, for Holyhead and Liverpool, carrying a general cargo. In mid-Atlantic on March 4th, she was hit by two torpedoes from the German submarine *U-172* and blew up immediately. There were no survivors.

CITY OF RIO DE JANEIRO

Pacific Mail S.S. Co.; 1878; J. Roach & Son; 3,548 tons; 345x38-6x28-9; 339 n.h.p.; 13-5 knots; triple-expansion engines.

The loss of the *City of Rio de Janeiro* was one of the outstanding disasters on the western seaboard of the United States. On February 2nd, 1901, the vessel with 201 persons on board under command of Capt. Ward left Yokohama for San Francisco. She reached her destination on the early morning of the 22nd in a dense fog, and was taken over by a pilot. The captain was warned by the pilot that there was some danger if he persisted in attempting the passage of the Golden Gate in the thick state of the weather, nevertheless he decided to proceed. The ship had not gone far when she struck, sustaining serious injury below the waterline but being able to steam for a further 15 minutes. After a little more than a quarter of an hour, at 5 a.m., the ship pitched forward and went down by the head, taking with her 72 passengers and 32 of the crew, including the captain. Of 18 women on board only three were saved. Mr. Wildman, the U.S. Consul-General at Hong Kong, and his wife and children were drowned.

At the time of the disaster the vessel was carrying a cargo valued at £100,000. A search was made for the hull of the wreck and a reward offered to any who might find it, but it was never found, and it can only be concluded that it was swept away by the force of the tide.

CITY OF RIPON

Ellerman's Wilson Line; 1915; Russell & Co.; 6,368 tons; 410-2x53-5x33-8; 495 n.h.p.; triple-expansion engines.

The British steamship *City of Ripon* was torpedoed, shelled and sunk by a German submarine on November 11th, 1942, N.W. of Demerara, on a voyage from Table Bay to Trinidad. Fifty-two crew and four gunners were lost.

CITY OF ROCHESTER

William A. Watson; 1879; Osbourne, Graham & Co.; 1,335 tons; 240x33x18-9; 172 n.h.p.; compound engines.

The British ship *City of Rochester* was sunk in a collision on September 29th, 1909, in the North Sea on a voyage from Hamburg to Seaham Harbour.

CITY OF SHANGHAI

Ellerman Lines; 1917; Earless Co.; 5,828 tons; 418-5x55x29-4; 565 n.h.p.; triple-expansion engines.

The steamship *City of Shanghai* was torpedoed, shelled and sunk by a German submarine on May 6th, 1941, on a voyage from the Tyne to Table Bay, with the loss of eight lives.

CITY OF SIMLA

Ellerman Lines; 1921; W. Gray & Co.; 10,138 tons; 476-7x58-2x39-8; 1,243 n.h.p.; 13-5 knots; turbine engines.

The *City of Simla* was about 50 miles N.W. of Malin Head on September 21st, 1940, when she was torpedoed and sunk by a German submarine.

CITY OF STOCKHOLM

John Slater; 1882; Caird & Purdie; 1,336 tons; 246-3x34-2x17; 157 n.h.p.; compound engines.

The British ship *City of Stockholm* foundered on August 10th, 1918, near Ulvesund. She was on a voyage from Aalesund to Hull with a cargo of pyrites.

CITY OF SYDNEY

St. Lawrence Shipping Co.; 1890; C. S. Swan & Hunter; 2,568 tons; 300-4x41-1x21-6; 319 n.h.p.; triple-expansion engines.

The Canadian ship *City of Sydney* was wrecked on March 17th, 1914, at Sambro Island, Halifax. She was on a voyage from New York to St. John's, N.F.L.

CITY OF TAMPICO

Harloff & Rodseth; 1905; Bergens Mek. Verks.; 1,513 tons; 256-1x36-8x16-6; 149 n.h.p.; triple-expansion engines.

The Norwegian steamship *City of Tampico* was sunk by a German submarine in the Bay of Biscay on January 16th, 1917.

CITY OF VENICE

Ellerman Lines; 1924; Workman, Clark & Co.; 8,762 tons; 455-2x58-1x31-3; 972 n.h.p.; quadruple-expansion engines & L.P. turbine.

The British steamship *City of Venice*, bound for Sicily with military personnel and munitions, was torpedoed, set on fire and sunk by a German submarine on July 4th, 1943, in the Central Mediterranean. Eleven of her crew and an unspecified number of military passengers were lost.

CITY OF VIENNA

Palgrave, Murphy & Co.; 1885; W.B. Thompson & Co.; 1,080 tons; 249-6x32-2x15-4; 173 n.h.p.; compound engines.

The Irish cargo ship *City of Vienna* sank in a collision on November 14th, 1900, in the Bristol Channel. She was on a voyage from Swansea to Rotterdam with a cargo of coal. Only one of the crew was saved from her complement of 21.

CITY OF VIENNA

Ellerman Lines; 1914; Workman, Clark & Co.; 6,111 tons; 420-3x55-7x30-9; 424 n.h.p.; triple-expansion engines.

The British cargo ship *City of Vienna* was wrecked on July 2nd, 1918, off Ketch Harbour, N.S., while on a voyage from Montreal to Halifax.

CITY OF WELLINGTON

Ellerman Lines; 1925; Barclay, Curie & Co.; 5,733 tons; 411-3x55x29-7; 647 n.h.p.; triple-expansion engines & L.P. turbine.

The British steamship *City of Wellington* was torpedoed and sunk by a German submarine on August 21st, 1942, on a voyage from Mossel Bay to Freetown. Seven of her crew were lost.

CITY OF WESTMINSTER

City of Oran S.S. Co. (Hall Line); 1916; Flensburger Schiffsb. Ges.; 6,094 tons; 470-5x62-1x25-3; 701 n.h.p.; triple-expansion engines.

The British steamship *City of Westminster* was wrecked on Runnelstone, nine miles west of Penzance, on October 8th, 1923, while on a voyage from Belfast to Rotterdam with a general cargo.

CITY OF WINCHESTER

CITY OF WINCHESTER

Ellerman Lines; 1917; Palmers' Co.; 7,120 tons; 456-1x57-9 X31-3; 736 n.h.p.; triple-expansion engines.

The British steamship *City of Winchester* was torpedoed and sunk by a German submarine on May 9th, 1941, on a voyage from London to Table Bay. Six of her crew were lost.

CITY OF WORCESTER

R. Livings ton & Co.; 1891; Osbourne, Graham & Co.; 2,404 tons; 290x38-1x20-1; 208 n.h.p.; triple-expansion engines.

The British cargo ship *City of Worcester* was wrecked on December 4th, 1899, near Craster, Northumberland. She was on a voyage from Nykjöbing to the Tyne.

CITY OF YORK

G. Smith & Sons; 1869; J. Elder & Co.; 1,218 tons; 222-7x35-8x21-7.

The sailing ship *City of York* was off the coast of Western Australia in a gale and thick weather on July 12th, 1899, when she ran on the rocks off Rottneest Island. Eleven of the crew were drowned.

CIUDAD DE BARCELONA

Cia. Trasmediterranea; 1929; Cantieri Navali Triestino; 3,946 tons; 332-2x49x25-5; 722 n.h.p.; oil engines.

The Spanish motorship *Ciudad de Barcelona* was torpedoed and sunk on May 30th, 1937, during the Spanish Civil War.

CIUDAD DE BUENOS AIRES

Cia. de Navegacion Fluvial Argentina; 1914; 3,754 tons; 364-6x44-2x—; turbine engines.

The Argentine ferry *Ciudad de Buenos Aires* was in collision with the steamship *Mormacsurf*, 7,980 tons, in the vicinity of Km. 123, Martin Garcia Channel, River Plate, on August 28th, 1957. The ferry sank in 18 minutes and 94 passengers and crew, including the captain, were drowned.

CIUDAD DE CADIZ

Cia. Trasatlantica; 1878; Lobnitz Coulborn & Co.; 3,202 tons; 363-6x38-2x24-2; 394 n.h.p.; triple-expansion engines.

The Spanish steamship *Ciudad de Cadiz* foundered during heavy weather off Fernando Po on October 10th, 1924, on a voyage from Barcelona to Fernando Po.

CLACTON

British Navy, fleet minesweeper; 1940; Blyth Shipbuilding Co.; 672 tons; 174x28-5x9-5; 2,400 i.h.p.; 16 knots; turbine engines; one 3 in. A.A. gun, two 20 mm., 4 m.g.

The fleet minesweeper *Clacton*, Lt. Cdr. L. S. Shaw, D.S.C., R.D., R.N.R., struck a mine and sank E. of Corsica on December 31st, 1943. Three officers and 29 ratings were killed. Cdr. Shaw was among the survivors, but was wounded.

CLAIRE

Soc. Anon. Beige d'Armements et de Nav. a Vap. "La Phocene"; 1871; J.G. Lawrie; 1,157 tons; 249-3x30-4x18-3; 344 n.h.p.; triple-expansion engines.

The Belgian steamship *Claire* was torpedoed and sunk by a submarine in the Mediterranean on July 12th, 1917.

CLAM

Anglo-Saxon Petroleum Co.; 1927; Nederlandsche Scheepsb. Maats.; 7,404 tons; 440-4x59-5x32-7; oil engines.

The British motor tanker *Clam* was being towed by the tug *Englishman* from Reykjavik to Cardiff when she broke adrift during a storm off the south-west coast of Iceland on February 28th, 1950. She was driven ashore and wrecked at Reykjanes and 27 of her crew of 50 were lost.

CLAN ALPINE

Cayzer, Irvine & Co. (Clan Line); 1899; W. Doxford & Sons; 3,587 tons; 355x45-6x24-7; 330n.h.p.; 11 knots; triple-expansion engines.

The *Clan Alpine*, Capt. N. Leslie, was on a voyage to Archangel when she was torpedoed and sunk by a German submarine. The attack took place 40 miles N. by E. of Muckle Flugga on June 9th, 1917, the vessel sinking with the loss of four officers and four lascar seamen.

CLAN ALPINE

Clan Line; 1918; Greenock & Grangemouth Dockyard Co.; 5,442 tons; 410-2x53-5x28-4; 627n.h.p.; 11 knots; triple-expansion engines

The *Clan Alpine*, Capt. J. H. Crellin, was in convoy about 150 miles W. of Galicia, Spain, on March 13th, 1943, when she was torpedoed by a submarine. After survivors were taken off, the ship was sunk by one of the convoy escorts with depth charges. Twenty-six persons were killed. Capt. Crellin was among the survivors, this being his second ship to be lost by enemy action.

CLAN BUCHANAN

Clan Line; 1938; Greenock & Grangemouth Dockyard Co.; 7,266 tons; 463-7x63x29-9; 1,370 n.h.p.; 17-5 knots; triple-expansion engines & L.P. turbine.

The *Clan Buchanan*, Capt. D. Davenport Jones, was intercepted by the German raider *Pinguin* on April 28th, 1941, in the Indian Ocean, and sunk after the crew had been taken prisoners of war aboard the raider.

The *Pinguin* was sunk by the cruiser *Cornwall* on May 8th, when Captain Jones and 106 of the crew of *Clan Buchanan* were killed.

CLAN CAMPBELL

Cayzer, Irvine & Co.; 1882; A. Stephen & Sons; 2,434 tons; 324-5X38-1X23-8; 300h.p.; compound inverted engines.

The British cargo ship *Clan Campbell* was wrecked on September 22nd, 1882, on the south coast of Mauritius. She was carrying a general cargo from Table Bay to Mauritius.

CLAN CAMPBELL

Clan Line; 1937; Greenock Dockyard Co.; 7,255 tons; 463-7X63x29-9; 1,043 n.h.p.; 17-5 knots; triple-expansion engines & L.P. turbine.

The *Clan Campbell*, Capt. J. F. Vooght, formed part of a convoy which left Alexandria for Malta on March 20th, 1942. The merchantmen were protected by a force of cruisers and destroyers under command of Rear-Admiral Sir P. Vian. The weather on leaving port was thick and stormy but it cleared while the ships were still off Cyrenaica and they were sighted by enemy aircraft. These summoned a squadron of four Italian cruisers to the scene, but after a brisk engagement Admiral Vian drove them off. On the afternoon of the same day (22nd) the battleship *Littorio* and two 10,000 ton cruisers put in an appearance. The British again attacked despite heavy odds and a torpedo hit was scored on the *Littorio*. The Italians then broke off the action and retired.

On the 23rd the *Clan Campbell* was hit by bombs and also torpedoed, and had to be abandoned. Six persons, including Capt. Vooght, were killed and one was wounded.

CLAN CHISHOLM

Clan Line Steamers; 1937; Greenock Dockyard Co.; 7,256 tons; 463-7x63x29-9; 1,362 n.h.p.; triple-expansion engines & L.P. turbine.

The steamship *Clan Chisholm* was torpedoed and sunk by a German submarine on October 17th, 1939, off the Bay of Biscay on a voyage from Calcutta to Liverpool.

CLAN DAVIDSON

T. Dunlop & Sons; 1883; A. Stephen & Sons; 1,326 tons; 240-6x34-1x17-3; 140 h.p.; compound inverted engines.

The British cargo ship *Clan Davidson* was wrecked on September 22nd, 1885, near Umea. She was on a voyage from Finland to London with a cargo of wood.

CLAN DAVIDSON

Cayzer, Irvine & Co. (Clan Line); 1912; W. Doxford & Sons; 5,058 tons; 430x53-5x26-6; 496 n.h.p.; 13 knots; triple-expansion engines.

The *Clan Davidson*, Capt. R. K. Cowie, was on a voyage from Australia to London with a cargo of frozen meat, wool and general merchandise when she was torpedoed by a German submarine. The attack took place in the early morning of June 24th, 1917, some 130 miles S.W. by W.i.W. of the Scilly Isles. The captain ordered out the boats as there was no chance of saving the vessel. The submarine surfaced as soon as the boats were afloat and took

Capt. Cowie on board, but allowed him to return to his boat a short time afterwards.

The crew were picked up five hours later by the s.s. *Crown of Arragon* but they had not been long on board when this ship was also torpedoed and they had to take to the boats once more. Finally they were rescued by the British destroyer *Lyra* and landed at Plymouth.

Twelve members of the crew lost their lives.

CLAN DRUMMOND

Cayzer, Irvine & Co.; 1882; A. McMillan & Son; 2,908 tons; 330-3x40-1x26-3; 358 n.h.p.; triple-expansion engines.

The steamship *Clan Drummond*, Capt. Crockett, on a voyage from the Clyde and Liverpool to Algoa Bay, ran into heavy weather in the Bay of Biscay on November 28th, 1898. One huge wave struck the ship and carried away the entire bridge structure. Only one boat, with 27 men, could be launched before the ship sank. This boat was picked up by the steamship *Holbein* three days later. The captain and 36 others were drowned. ^

CLAN FARQUHAR

Cayzer, Irvine & Co. (Clan Line); 1899; W. Doxford & Sons; 5,858 tons; 439x51-6x28-9; 436n.h.p.; 13 knots; triple-expansion engines.

The *Clan Farquhar*, Capt. Hayward, left Port Said on February 23rd, 1917, on her homeward voyage to London. At about 2.40 p.m. on the 26th when zig-zagging at 10 knots, 80 miles N. of Benghazi the vessel was struck on the starboard side by a torpedo. The explosion was terrific and the *Clan Farquhar* foundered in five minutes. Only two boats got away, it being impracticable to launch the others owing to the list. Capt. Hayward and six officers, as well as 42 lascar seamen, lost their lives.

The submarine, which appeared to be an Austrian, took the second engineer on board as a prisoner. The first officer, Mr. C. C. Parfitt, and the remainder of the crew were picked up by the British naval ship *Verbena* and landed at Malta.

CLAN FERGUSON

Cayzer, Irvine & Co. (Clan Line); 1898; Vickers, Sons & Maxim; 4,808 tons; 400-6x50-2x27-5; 413 n.h.p.; 12 knots; triple-expansion engines.

The *Clan Ferguson*, Capt. Charles Laird, was in convoy with 28 other vessels escorted by two American destroyers and several trawlers. When crossing the Bay of Biscay the convoy separated and the *Clan Ferguson* set course for Gibraltar. At 11.45 on the night of September 6th, 1917, when 15 miles N.W. of Cape Spartel, the vessel was torpedoed by a submarine and sank in seven minutes. The port boat got away with the majority of the crew of 73, but ten men, including the third engineer, Mr. M. Macaskill, lost their lives.

Capt. Laird was drawn down with the ship but came to the surface and was picked up later. The survivors were rescued by a British torpedo boat and landed at Gibraltar.

CLAN FERGUSON

Clan Line; 1938; Greenock Dockyard Co.; 7,347 tons; 463-7 X 63x29-9; 878 n.h.p.; 17-5 knots; triple-expansion engines & L.P. turbine.

The *Clan Ferguson*, Capt. A. R. Cossar, was acting as an auxiliary transport in the Mediterranean in August, 1942. On the 12th, when 20 miles N. of Zembra Island in convoy, she was attacked by aircraft and sunk by aerial torpedo. Eleven of the crew, one gunner and six passengers were lost. Capt. Cossar was among the survivors.

CLAN FRASER

Clan Line; 1939; Greenock Dockyard Co.; 7,529 tons; 463-7 X 63x29-9; 1,370 n.h.p.; 17-5 knots; triple-expansion engines & L.P. turbine.

The *Clan Fraser*, Capt. J. H. Giles, was acting as an auxiliary transport during the Greek campaign in 1941. On April 6th when lying in Piraeus harbour, the vessel was bombed and sunk by aircraft. Six persons were killed and nine wounded. Capt. Giles was among the survivors.

CLAN GORDON

Cayzer, Irvine & Co.; 1879; A. Stephen & Sons; 2,117 tons; 305-6x34-8x24-2; 210 n.h.p.; triple-expansion engines.

The British cargo ship *Clan Gordon* was wrecked on October 19th, 1897, at Umlalazi River, Zululand, on a voyage from the Clyde to Delagoa Bay.

CLAN GORDON

Cayzer, Irvine & Co.; 1900; W. Doxford & Sons; 3,610 tons; 355X45-6X24-7; 330n.h.p.; triple-expansion engines.

The steamship *Clan Gordon* capsized and sank on July 30th, 1919, 140 miles south-east of Cape Hatteras while on a voyage from New York to Dairen with a cargo of case oil and wax.

CLAN KEITH

Clan Line Steamers; 1942; Todd California S.B. Co.; 7,129 tons; 441-5x57X-; 11 knots; triple-expansion engines.

The steamship *Clan Keith*, Captain L. G. W. Pitts, left Middlesbrough on October 14th, 1961, for Malta and Indian ports with general cargo.

On November 5th, at 7.10 p.m., in a strong N.E. gale, she struck on the Ecueils des Sorelles Rocks, off Cap Bon, Tunisia, and broke in two. The forward part sank at about 8 a.m. on the 6th, and the after part at 11 p.m. No wireless signals were sent by the ship as the radio room was wrecked, nor were any rockets used. The first news of the disaster was a call from the motorship *Durham Trader* at 8 a.m. on the 6th, reporting having picked up Captain Pitts, the second officer, two engineer officers and a seaman. The Finnish tanker *Nunnalahtipicked* up two seamen clinging to a capsized boat; one of these died soon afterwards. A widespread search by ships and aircraft failed to reveal any other survivors of the ship's complement of 68.

The ship was at first believed to have been sunk by an internal explosion; this was disproved by the findings of a Court of Inquiry held in May, 1962.

CLAN LAMONT

Cayzer, Irvine & Co.; 1879; A. Stephen & Sons; 2,048 tons; 305-6x34-8x24-2; 250 h.p.; triple-expansion engines.

The British cargo ship *Clan Lamont* was wrecked on May 3rd, 1891, near Batticaloa, Ceylon, on a voyage from Madras to London.

CLAN LINDSAY

Cayzer, Irvine & Co.; 1896; Naval Construction & Armament Co.; 2,668 tons; 312-3x40-2x23-5; 317 n.h.p.; triple-expansion engines.

The British cargo ship *Clan Lindsay* was wrecked on March 21st, 1898, at Mazeppa Bay, north of the Great Kei River, Cape Colony. She was on a voyage from the Clyde, via Liverpool, to Mauritius.

CLAN MACALISTER

Clan Line; 1930; Greenock Dockyard Co.; 6,787 tons; 453-8 X 62-3x28-9; 7 19 n.h.p.; 13 knots; triple-expansion engines & L.P. turbine.

The *Clan Macalister*, Capt. R. W. Mackie, was acting as an auxiliary transport during the evacuation of the British army from France in May, 1940. On the 29th the vessel was lying in Dunkirk harbour when she was attacked by German bombers and sunk. Eighteen persons were killed and 14 wounded. Capt. Mackie was among the survivors.

CLAN MACARTHUR

Clan Line; 1936; Greenock Dockyard Co.; 10,528 tons; 477-1x 66-2x40-2; 1,552 n.h.p.; 17 knots; triple-expansion engines & two L.P. turbines.

The *Clan Macarthur*, Capt. J. D. Matthews, O.B.E., was one of the largest and fastest vessels of the company's fleet. On August 11th, 1943, she was about halfway between the islands of Reunion and Madagascar in the Indian Ocean, when she was torpedoed and sunk by a submarine. There were 99 survivors of her complement of 151, including Capt. Matthews.

CLAN MACDOUGALL

CLANMACDOUGALL

Cayzer, Irvine & Co. (Clan Line); 1904; W. Doxford & Sons; 4,710 tons; 385-2x50-1X26-3; 413 n.h.p.; 10-5 knots; triple-expansion engines.

The *Clan Macdougall* was homeward bound, having left Naples on the afternoon of March 14th, 1918, in convoy. She was commanded by Capt. Harry S. Southward who had been in command of the *Clan Macleod* (which see) when that vessel was shelled and sunk. At about 7 o'clock on the morning of the 15th she was torpedoed on the port side by an enemy submarine 60 miles S.E. by E. of Cape Carbonara, Sardinia, and had to be abandoned about an hour later. Capt. Southward and 32 others were lost.

CLANMACDOUGALL

Clan Line Steamers; 1929; Greenock Dockyard Co.; 6,843 tons; 454x62-3x28-9; 1,100 n.h.p.; oil engines.

The motorship *Clan Macdougall* was torpedoed and sunk by a German submarine on May 31st, 1941, between St. Vincent, C.V., and Table Bay.

CLANMACDUFF

Cayzer, Irvine & Co. (Clan Line); 1870; Barclay Curie; 2,328 tons; 326-1x36-1x27-7; 220 n.h.p.; 11 knots; compound engines.

The *Clan Macduff*, Capt. W. Webster, was formerly known as the *City of Oxford*, but had been renamed when taken over by the Clan Line. On Tuesday, October 18th, 1881, the vessel left Liverpool for Bombay with 19 passengers and 46 crew. When off Holyhead the weather became cloudy and by the 19th there was a high sea and a rising wind and the vessel had sprung a leak. On the same evening the steam pumps choked and passengers and crew were employed in the task of bailing out. At 10 p.m. the ship was swept by tremendous waves and bailing had to be abandoned. By the next day the boiler fires were out and just after mid-day the captain decided that she must be abandoned. Orders were given to launch the six boats carried, those on the lee side being got ready first. The large lifeboat was smashed in lowering, but the gig got into the water without mishap and eight people were taken off. The cutter followed but two other boats were smashed by the seas, leaving only one which could hold 30 at the utmost, there still being 45 persons on the liner. Eventually 28, including the captain who jumped overboard, were taken off leaving the first officer and 16 of the crew on board. During the night these men made desperate efforts to keep the ship afloat and at 4 p.m. on the 21st, they were rescued in the nick of time by the steamship *Upupa* of the City of Cork Steam Packet Co.

The boat into which the captain had been taken capsized and only five of its occupants were saved, being picked up by a passing vessel. Another, with seven passengers and four crew, was sighted by the steamship *Palestine*, which took them aboard, and one, containing the body of a young lady, drifted ashore at Clonkilty, Ireland.

The number of persons drowned was 32, of whom 12 were passengers and 20 crew. The *Clan Macduff* was last seen at 9 p.m. on the 21st with her decks awash, about 40 miles S. of Roche Point.

CLANMACFADYEN

Clan Line; 1923; Ayrshire Dockyard Co.; 6,191 tons; 418-2x53-4x33-6; 743 n.h.p.; 13 knots; triple-expansion engines & L.P. turbine.

The *Clan Macfadyen*, Capt. P. Williams, was torpedoed and sunk by a submarine about 100 miles from the mouth of the Orinoco on November 26th, 1942. Capt. Williams and 81 others were killed. The ship was not in convoy at the time.

CLANMACFARLANE

Cayzer, Irvine & Co. (Clan Line); 1898; W. Doxford & Sons; 4,823 tons; 400-5x50-2x27-6; 413 n.h.p.; 12 knots; triple-expansion engines.

The *Clan Macfarlane*, Capt. Swanston, was bound from Liverpool to Bombay when she was torpedoed and sunk by a submarine 66 miles S.E. by S. of Cape Martello, Crete. The attack took place at about 3.45 p.m. on December 30th, 1915, the crew abandoning the ship in six boats which were tied together for security, but two boats broke loose on the second day and the captain's boat two days later; none of these was ever seen again. They contained, beside the captain, third officer and third engineer, all the English seamen. The

three boats which survived carried 37 persons, of whom six were British officers, the remainder being lascars. On January 7th, 1916, these boats were sighted by the s.s. *Crown of Aragon* after having been adrift for nine days. Thirteen of the lascars had died, leaving only 24 survivors from the 75 persons who had formed the crew.

CLANMACFARLANE

Clan Line; 1922; Ayrshire Dockyard Co.; 6,193 tons; 418-1x53-4x33-6; 743 n.h.p.; 13 knots; triple-expansion engines & L.P. turbine.

The *Clan Macfarlane*, Capt. F. J. Houghton, was sunk in a collision with the British steamship *Ganges* on July 17th, 1940, about 250 miles S.E. of Cape Gardafui. Forty-one persons lost their lives. Capt. Houghton was among the 47 survivors.

CLANMACGREGOR

Cayzer, Irvine & Co.; 1882; Ramage & Ferguson; 3,003 tons; 329-6x40-3x26-4; 362 n.h.p.; triple-expansion engines.

The British cargo ship *Clan Macgregor* was sunk in a collision on September 4th, 1899, near Cape St. Vincent, on a voyage from Madras to London.

CLANMACGREGOR

Cayzer, Irvine & Co.; 1902; A. McMittan & Son; 4,511 tons; 395-7x48-2x27; 398 n.h.p.; triple-expansion engines.

Another *Clan Macgregor* was wrecked on June 1st, 1902, on Atlas Reef, Cape Colony, on a voyage from Natal to New York.

CLANMACKAY

Cayzer, Irvine & Co.; 1882; Bartram, Haswell & Co.; 2,171 tons; 285-7x37-2x24-4; 300 h.p.; compound inverted engines.

The British cargo ship *Clan Mackay* was wrecked near Galle on March 9th, 1891, on a voyage from Cocanada to London.

CLANMACKAY

Cayzer, Irvine & Co.; 1917; Northumberland S.B. Co.; 6,580 tons; 420x53-4x36-3; 662 n.h.p.; triple-expansion engines.

The British cargo ship *Clan Mackay* was sunk in a collision in the Atlantic on May 10th, 1918. She was on a voyage from Liverpool to Calcutta with a general cargo and coal.

CLANMACKENZIE

Cayzer, Irvine & Co.; 1911; W. Doxford & Sons; 5,018 tons; 430x53-6x26-6; 497 n.h.p.; triple-expansion engines.

The British cargo ship *Clan Mackenzie* was wrecked on December 31st, 1912, at Torre Nueva near Cadiz. She was on a voyage from the Clyde, via Liverpool, to Calcutta.

CLANMACKINLAY

Clan Line Steamers; 1918; W. Hamilton & Co.; 6,365 tons; 420x54-5x34; 781 n.h.p.; triple-expansion engines & L.P. turbine.

The steamship *Clan Mackinlay* was bombed and sunk by German aircraft on November 6th, 1940, near Noss Head. Five of her crew were lost.

CLANMACLACHLAN

Cayzer, Irvine & Co. (Clan Line); 1900; A. Stephen & Sons; 4,729 tons; 395-3x48x27-1; 400 n.h.p.; 10-75 knots; triple-expansion engines.

The *Clan Maclachlan*, Capt. J. E. McLean, was run down and sunk by the Italian steamship *Europa* near Gibraltar on the night of July 19th, 1917. Both vessels were sailing without lights owing to war conditions. On board the *Clan Maclachlan* the third engineer, Mr. N. Peacock, was killed by the collision and five lascars were drowned.

CLAN MACLEAN

Cayzer, Irvine & Co.; 1870; Barclay, Curie & Co.; 2,336 tons; 326-5x36-1x27-7; 277 n.h.p.; triple-expansion engines.

The British cargo ship *Clan Maclean* was wrecked on August 13th, 1903, six miles north of Cape St. Vincent, while on a voyage from the Clyde to Bombay.

CLAN MACLEAN

Cayzer, Irvine & Co.; 1905; W. Doxford & Sons; 4,676 tons; 385-2x50-1x26-3; 413 n.h.p.; triple-expansion engines.
The British cargo ship *Clan Maclean* struck a rock and sank two miles off Mafamede Island in the Mozambique Channel on November 23rd, 1919.

CLAN MACLEOD

Cayzer, Irvine & Co. (Clan Line); 1903; Furness Withy & Co.; 4,796 tons; 395-5x51-1x27-1; 452n.h.p.; 12 knots; triple-expansion engines.
The *Clan Macleod*, Capt. H. S. Southward, was attacked by the submarine *U-33*, Lt.Cdr. Gansser, on the morning of December 1st, 1915. At the time the steamship was 100 miles E.S.E. of Malta and she first sighted the German U-boat at 7.45 a.m. After trying to escape for about an hour Capt. Southward saw that there was no chance of succeeding and rounded-to, stopping his engines and sending out a wireless signal that he had surrendered. While waiting on the bridge for a reply he was astonished to find that the Germans were deliberately shelling his stationary ship. One shell hit the bridge and Capt. Southward was wounded. The boats were got put, but instantly became a target for the enemy gunners, who killed nine men outright and wounded six others, of whom three afterwards died—making 12 killed and four wounded. All the boats on the starboard side were smashed by shell fire.

The lifeboat and cutter managed to get away and Capt. Southward was summoned aboard the submarine where Lt.Cdr. Gansser was awaiting him in a state of fury. After much threatening Gansser allowed the lifeboat, containing 51 persons, to depart without molestation and it was picked up next morning. The cutter, with the first officer and 19 men, was picked up on December 4th. After some four months in hospital, Capt. Southward reached England in safety.

CLAN MACMASTER

Cayzer, Irvine & Co.; 1917; W. Doxford & Sons; 6,563 tons; 420X54x34-4; 568 n.h.p.; triple-expansion engines.
The British steamship *Clan Macmaster* was wrecked on Thousla Rock, Calf of Man, on September 30th, 1923. She was on a voyage from the Clyde to Liverpool, carrying a general cargo.

CLAN MACMELLAN

Cayzer, Irvine & Co.; 1918; W. Doxford & Sons; 6,608 tons; 420 X 54x34-4; 567 n.h.p.; triple-expansion engines.
The British steamship *Clan Macmillan* struck a reef and was wrecked on Preparis Island in the Bay of Bengal on June 20th, 1924. She was on a voyage from Calcutta to Nukualofa, Tonga Islands, carrying a general cargo.

CLAN MACNAB

Cayzer, Irvine & Co. (Clan Line); 1905; W. Doxford & Sons; 4,675 tons; 385 • 1x50x26- 3; 413 n.h.p.; 10-5 knots; triple-expansion engines.
The *Clan Macnab*, Capt. D. S. Smith, was sailing in convoy from Plymouth to Glasgow when she was torpedoed by a German submarine when rounding Land's End. The attack took place at daybreak on August 4th, 1918, two torpedoes striking the vessel in quick succession. The first exploded in No. 2 hold and the second in No. 3 hold carrying away the stokehold bulkhead, and causing a tremendous inrush of water which sank the *Clan Macnab* in two and a half minutes. Capt. Smith, six other officers and 16 native crew lost their lives. The survivors were picked up by the Belgian steamship *Kasbek*, also in convoy, despite the heavy sea. They were then transferred to the destroyer *Owl* and landed at Milford Haven. At a later date the British government presented Capt. Sytor of the *Kasbek* with a silver cup and he was also the recipient of a gift from the Clan Line.

CLAN MACNAB

Cayzer, Irvine & Co. (Clan Line); 1920; Ayrshire Dockyard Co.; 6,076tons; 410-6x53-3x33-4; 692n.h.p.; 13 knots; triple-expansion engines & L.P. turbine.
The *Clan Macnab*, Capt. P. G. de Gruchy, was sailing in convoy when she was sunk in a collision with the Norwegian motorship *Strix*. The collision took place in the neighbourhood of the Cape

Verde Islands on March 17th, 1941, and the *Clan Macnab* sank on the following day. Fourteen persons lost their lives and one was injured. Capt. de Gruchy was among the survivors.

CLAN MACNAUGHTON

Cayzer, Irvine & Co. (Clan Line); 1911; A. Stephen & Sons; 4,985 tons; 429-8x53-7x34-6; 497n.h.p.; 14 knots; triple-expansion engines.
The *Clan Macnaughton* was taken over by the Admiralty at the beginning of the First World War and commissioned as an auxiliary cruiser in December 1914, being commanded by Com. Robert Jeffreys. In the early days of February 1915 she was on patrol duty and was last heard of on February 3rd. There was bad weather prevailing at the time and a search of the area where the *Clan Macnaughton* had been cruising revealed a quantity of wreckage but no signs of the ship. Her ship's company numbered 20 officers and 261 ratings.

CLAN MACNAUGHTON

Clan Line; 1921; Ayrshire Dockyard Co; 6,088 tons; 410-5 X 53-3x33-4; 639 n.h.p.; 13 knots; triple-expansion engines & L.P. turbine.
The *Clan Macnaughton*, Capt. R. J. W. Bennet, was on a voyage from Freetown to Trinidad when she was torpedoed by a German submarine about 400 miles E. of Trinidad on August 1st, 1942. Five persons were killed. Capt. Bennet was among the survivors.

CLAN MACPHEE

Clan Line; 1911; Irvine's S.B. & D.D.Co.; 6,628 tons; 430 X 53-5x26-4; 3,600 i.h.p.; 11 knots; triple-expansion engines.
The *Clan Macphee*, Capt. T. P. Granwell, was in convoy when she was torpedoed and sunk by a German submarine in the North Atlantic on August 16th, 1940. Capt. Granwell and 66 others were killed.

CLAN MACPHERSON

Cayzer, Irvine & Co. (Clan Line); 1905; Furness, Withy & Co.; 4,779 tons; 400x51x27-2; 448n.h.p.; 10-75 knots; triple-expansion engines.
The *Clan Macpherson* left Bizerta in convoy on March 4th, 1918. At about 10 o'clock on the same evening she was struck by a torpedo from a submarine. Capt. Mee, in command, immediately ordered out the boats, an order difficult of execution owing to the heavy seas. One boat was smashed by the fall of the foremast and 18 men were killed. Later the fourth officer and third engineer were drowned. Capt. Mee was picked up after swimming around for nearly two hours.

CLAN MACPHERSON

Clan Line Steamers; 1929; Greenock Dockyard Co.; 6,940 tons; 454x62-3x28-9; 973 n.h.p.; triple-expansion engines & L.P. turbine.
The steamship *Clan Macpherson* was torpedoed and sunk by a German submarine on May 1st, 1943, between Takoradi and Freetown.

CLAN MACQUARRIE

Clan Line Steamers; 1913; A. Stephen & Sons; 6,471 tons; 429x53-7x26-6; 496n.h.p.; triple-expansion engines.
The steamship *Clan Macquarrie* was torpedoed and sunk by a German submarine on June 13th, 1942, on a voyage from Durban to New York.

CLAN MACTAGGART

Scottish Shire Line; 1920; Ayrshire Dockyard Co.; 7,622 tons; 452-7x57-7x35-2; 905 n.h.p.; triple-expansion engines
The steamship *Clan Mactaggart* was torpedoed and sunk by a German submarine on November 16th, 1942, about 250 miles south of the Azores.

CLAN MACTAVISH

Cayzer, Irvine & Co. (Clan Line); 1913; Armstrong Whitworth & Co.; 7,385 tons; 450-1x57-1x26-8; 571 n.h.p.; 13 knots; triple-expansion engines.
The *Clan Mactavish*, Capt. Oliver, was a victim of the German raider *Moewe* which sank her 120 miles S. by W. of Funchal on

CLAN MACTAVISH

January 16th, 1916. The ship was on her homeward voyage from Australia to London and was armed with a 2 pdr. quick-firing gun as a protection against submarines. On being summoned by the raider to stop the *Clan Mactavish* refused, whereupon the enemy ship dropped her canvas screens and opened fire from guns far heavier than that of the liner. Capt. Oliver sent out a wireless call for help and then replied with his tiny gun. The action did not last long and when 17 men had been killed and five wounded the *Clan Mactavish* was compelled to haul down her colours and surrender. Her crew was taken off as prisoners and later transferred to the Elder Dempster liner *Appam* which landed them, with prisoners from other ships, at Norfolk, Virginia, on January 31st. Capt. Oliver and the two gunners were kept on board the *Moewe* and taken to Germany.

For full story of the raider see *Georgic*.

CLAN MACTAVISH

Clan Line; 1921; Ayrshire Dockyard Co.; 7,631 tons; 452-6X 57-7x29-6; 905 n.h.p.; 14 knots; turbine engines.

The *Clan Mactavish*, Capt. E. E. Arthur, was about 100 miles off the Cape of Good Hope when she was torpedoed and sunk by a German submarine on October 8th, 1942. Fifty-four persons, including Capt. Arthur and seven survivors from the Danish motorship *Boringia*, were killed. The ship was not in convoy.

CLAN MACVEY

Cayzer, Irvine & Co. (Clan Line); 1918; Northumberland Ship-building Co.; 5,818 tons; 400-1x53x32-8; 569 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Clan Macvey* was torpedoed and sunk by a submarine 7 miles S.E. of Anvil Point on August 8th, 1918. Seven men were killed. The captain was among the survivors.

CLAN MACWHIRTER

Clan Line; 1918; Lloyd Royal Beige; 5,941 tons; 424-4X 55-8x28-8; 549 n.h.p.; 12 knots; triple-expansion engines.

The *Clan Macwhirter*, Capt. R. S. Masters, was crossing the North Atlantic some hundreds of miles W. of Portugal when she was torpedoed and sunk by a German submarine. The attack took place on August 26th, 1942, and ten persons, including Capt. Masters, were killed and two were wounded. The ship was not in convoy.

CLAN MATHESON

Cayzer, Irvine & Co.; 1917; Sir J. Laing & Sons; 5,960 tons; 405x53-5x33-5; 401 n.h.p.; triple-expansion engines.

The British cargo ship *Clan Matheson* was sunk in a collision on May 22nd, 1918, in 40° 32' N., 49° 10' W., while on a voyage from New Orleans and New York to Nantes. She was carrying barley, oats and steel.

CLAN MENZIES

Clan Line; 1938; Greenock Dockyard Co.; 7,336 tons; 463-7x 63x29-9; 1,370 n.h.p.; 17-5 knots; triple-expansion engines & L.P. turbine.

The *Clan Menzies*, Capt. W. J. Hughes, was off the west coast of Ireland when she was torpedoed and sunk by a German submarine. The attack took place on July 29th, 1940, and six persons were killed and two wounded. Capt. Hughes was among the survivors.

CLAN MONROE

Cayzer, Irvine & Co.; 1897; W. Doxford & Sons; 4,853 tons; 400-1x50-2x27-8; 413 n.h.p.; triple-expansion engines

The British cargo ship *Clan Monroe* was wrecked on July 2nd, 1905, off Slangkop Point, Cape of Good Hope, on a voyage from Liverpool to Delagoa Bay.

CLAN MONROE

Clan Line; 1918; Ayrshire Dockyard Co.; 5,952 tons; 409-6x 53-4x33-5; 413 n.h.p.; 12 knots; triple-expansion engines.

The *Clan Monroe*, Capt. C. W. Banbury, was acting as an auxiliary transport when she struck a mine off Harwich on July 29th, 1940. The ship was taken in tow and beached in Hollesley Bay in a depth of 27 feet at low water. Thirteen persons were killed and three were wounded. Capt. Banbury was among the survivors.

CLAN MORRISON

Clan Line Steamers; 1918; Ayrshire Dockyard Co.; 5,936 tons; 409-6x53-4x33-5; 413 n.h.p.; triple-expansion engines.

The steamship *Clan Morrison* struck a mine and sank on February 24th, 1940, about 50 miles N.E. of Great Yarmouth.

CLAN MURRAY

Clan Line; 1897; W. Doxford & Sons; 4,835 tons; 400 X 50-2X 27-8; 413 n.h.p.; 11 knots; triple-expansion engines.

The *Clan Murray*, Capt. John E. Woodall, was homeward bound with a cargo of wheat from Australia when she was torpedoed by a submarine 40 miles W. by S. of Fastnet. The attack took place at 4 a.m. on May 29th, 1917. Capt. Woodall and the third officer, Mr. A. G. Macpherson, were blown off the bridge by the force of the explosion. The captain recovered sufficiently to stop the engines and then went below to destroy the code books—he was never seen again. Nearly all on board were lost when the *Clan Murray* foundered, a total of 11 Europeans and 53 lascars.

Mr. Macpherson was picked up by the submarine and taken to Germany as a prisoner.

The *Clan Murray* had only recently been armed, having had a 4 • 7 in. gun fitted aft at Sierra Leone on her homeward voyage.

CLAN OGILVIE

Cayzer, Irvine & Co.; 1882; A. Stephen & Sons; 2,425 tons; 324 • 5X38 • 1X23 • 8; 300 h.p.; compound inverted engines.

The British cargo ship *Clan Ogilvie* was wrecked on January 8th, 1888, in the Strait of Bonifacio while on a voyage from Bombay to Marseilles.

CLAN OGILVY

British & South American Steam Navigation Co.; 1914; W. Doxford & Sons; 5,802 tons; 430x54-2x29-4; 413 n.h.p.; 12 knots; triple-expansion engines.

The *Clan Ogilvy*, Capt. E. Gough, O.B.E., was off the Cape Verde Islands, in convoy, when she was torpedoed and sunk by a submarine. The attack took place on March 20th, 1941, and 23 crew and two gunners were killed and three wounded. Capt. Gough was among the survivors.

CLAN RANALD

Cayzer, Irvine & Co. (Clan Line); 1900; W. Doxford & Sons; 3,596 tons; 355x45-6x24-7; 330 n.h.p.; 10-5 knots; triple-expansion engines.

The *Clan Ranald*, Capt. Gladstone, was a turret deck steamship. She left Port Adelaide for South Africa on January 31st, 1909, with cargo and the South African mail, and had a crew of 64 all told. The weather was rough and at about 2 p.m. when crossing the Gulf of St. Vincent the ship was struck by a heavy sea which caused her to heel over to starboard with that side of her deck under water. She did not recover from this position and by 6 p.m. was quite unmanageable. During this time the captain was unwell and the first officer, Mr. Rose, was in charge. At 10 p.m., or thereabouts the *Clan Ranald* turned turtle and foundered, her position at the time being off Edithburg, at the entrance to the Gulf of St. Vincent. Among the 40 men drowned were the captain, the second officer and the chief, third and fourth engineers.

CLAN ROSS

Clan Line; 1914; Swan, Hunter & Wigham Richardson; 5,897 tons; 430x54-3x29-4; 413 n.h.p.; 12 knots; triple-expansion engines.

The *Clan Ross*, Capt. G. McColl, bound to Bombay, was torpedoed and sunk by a submarine 300 miles N.N.W. of Socotra Island. The attack took place on April 2nd, 1942, and 12 persons were killed and three wounded. Capt. McColl was among the survivors.

CLAN SKENE

Clan Line; 1919; Chas. Cornell & Co.; 5,214 tons; 401X 52-3 X 28-5; 599 n.h.p.; 12 knots; triple-expansion engines & L.P. turbine.

The *Clan Skene*, Capt. E. Gough, O.B.E., was crossing the Atlantic in convoy when she was torpedoed and sunk by a submarine between Bermuda and Charleston. The attack took place on May 10th, 1942, and nine persons were killed. Capt. Gough was among the survivors.

CLAN STUART

Cayzer, Irvine & Co.; 1900; W. Doxford & Sons; 3,594 tons; 355x45-6x24-7; 330n.h.p.; triple-expansion engines.

The British cargo ship *Clan Stuart* was wrecked on November 21st, 1914, in Simon's Bay, while on Government service. She was carrying a cargo of coal from Walfisch Bay to Simonstown.

CLANGULA

Cork Steamship Co.; 1917; Swan, Hunter & Wigham Richardson; 1,755 tons; 285x40x19-4; 318n.h.p.; 11 knots; triple-expansion engines.

The steamship *Clangula* was torpedoed and sunk by a submarine four miles S.W. of Hartland Point on November 19th, 1917, only one month after completion. The captain and 14 others were killed.

CLARE HUGO STINNES 1

Hugo Stinnes, G.m.b.H.; 1936; Flensburger Schiffsb. Ges.; 5,295 tons; 415-8x60-2x21; 1,180n.h.p.; oilengines.

The German motorship *Clare Hugo Stinnes 1* was captured by the Norwegians on April 9th, 1940, taken to Ulvik and afterwards sunk. After the occupation of Norway the Germans raised and repaired the ship. She was bombed and sunk by British aircraft on September 29th, 1944, on a voyage from Narvik to Germany.

CLAREMONT

Fisher, Renwick & Co.; 1871; Backhouse; 1,129 tons; 226x30-2x17-1; 99 h.p.; compound engines.

The British ship *Claremont* was wrecked on January 27th, 1881, on Atherfield Point, Isle of Wight. She was on a voyage from Garrucha to the Tees,

CLARENDON

Manning & Henderson; British Isles; 345 tons; 131-5x21-5x14 (approx.).

The sailing ship *Clarendon*, with about 40 passengers and crew, drove ashore in a gale at Blackgang Chine, Isle of Wight, on the night of October 11th, 1836. The wreck was not sighted until daylight, and the work of rescue was rendered almost impossible by the violence of the seas. Only three persons were saved.

In view of the many wrecks which had occurred along that portion of the Isle of Wight coast strong demands for a lighthouse had been made from time to time. In 1837 Trinity House began work on a lighthouse at St. Catherine's Point, and the light was first shown on March 25th, 1840.

CLARISSA RADCLIFFE

Evan Thomas Radcliffe & Co.; 1889; Palmers' Co.; 2,544 tons; 296x40-2x20-6; 256n.h.p.; triple-expansion engines.

The steamship *Clarissa Radcliffe*, on a voyage from Odessa to Rotterdam, encountered a strong gale off Cape St. Vincent on the night of December 30th, 1897. A particularly heavy sea washed away all her lifeboats but one and put the ship on her beam ends, her cargo shifted and she took a bad list. On the morning of January 1st, when the ship was obviously sinking, the remaining boat was put into the water but drifted away. The cook jumped overboard and swam to it. He was joined soon after by the captain and two others. The boat was waterlogged and without oars or sail but fortunately it was picked up six hours later by the schooner *Charles James*. The remaining 16 of the crew were drowned.

CLARISSA RADCLIFFE

Evan Thomas Radcliffe & Co.; 1915; Craig, Taylor & Co.; 5,754 tons; 415x55-5x26-7; 470 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Clarissa Radcliffe*, Capt. S. G. Finnes, left New York on March 5th, 1943, for Barrow, with a crew of 41, 10 gunners and one sick British seaman. She was never heard of again and was considered to have been sunk by a submarine on or about March 9th, in approximate latitude 42° N., longitude 62° W.

CLARKSDALE VICTORY

U.S. Maritime Commission; 1945; California S.B. Corp.; 7,607 tons; 439-1x62-1x34-5; turbine engines.

The steamship *Clarksdale Victory* was wrecked in heavy seas on Hippa Reef, 140 miles S.W. of Ketchikan, Alaska, on November 24th, 1947. There were only four survivors of her crew of 53.

CLAUS BOGE

I. M. K. Blumenthal; 1936; Neptunwerft Rostock G.m.b.H.; 2,340 tons; 288-9x45-1x17-7; 142 n.h.p.; compound engines & L.P. turbine.

The steamship *ClausBoge* was on voyage from Oslo to Flushing with a cargo of ammunition when, on March 19th, 1938, she was sunk by an internal explosion 15 miles W. of Horns Reef.

CLAVERLEY

Sutherland Steamship Co.; 1907; W. Doxford & Sons; 3,829 tons; 350-1x50-1x22-4; 310 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Claverley* was torpedoed and sunk by a German submarine four miles S.E. of the Eddystone on August 20th, 1917. Ten men were killed. The captain was among the survivors.

CLAYOQUOT

Canadian Navy, fleet minesweeper; 1942; Canada; 672 tons; 180x28x8-3; 2,400 i.h.p.; 16 knots; triple-expansion engines; 3-drum boilers; one 4 in. A.A. gun, two 20 mm., four m.g.

The *Clayoquot* was torpedoed and sunk by a submarine off Halifax, N.S., on December 24th, 1944. The vessel's normal complement was 70

CLEA

Anglo-Saxon Petroleum Co.; 1938; N.V. Rotterdamsche Droogdok Maats.; 7,987 tons; 463x59-3x33-9; 502n.h.p.; 12-5 knots; oilengines.

The tanker *Clea* was torpedoed and sunk by a German submarine on, or about, February 13th, 1941, in the North Western Approaches. Capt. Boyd and 58 others were killed. She had sailed from Bermuda for the United Kingdom on January 28th.

CLEANTHIS

Pindos S.S. Co.; 1911; Hawthorn Leslie & Co.; 4,153 tons; 375-7x51-3x24-3; 385n.h.p.; triple-expansion engines.

The Greek steamship *Cleanthis* was shelled and sunk by a German submarine on November 30th, 1942, 193 miles N. of Lourenco Marques on a voyage from Aden to Durban. The captain and 11 others were killed.

CLEARTON

R. Chapman & Son; 1919; Richardson, Duck & Co.; 5,219 tons; 400-2x52-4x28-4; 397n.h.p.; triple-expansion engines.

The steamship *Clearton* was torpedoed and sunk by a German submarine on July 18th, 1940, on a voyage from Rosario to Liverpool. Eight of her crew were lost.

CLEDDY

Marychurch & Co.; 1883; J. L. Thompson & Son; 2,130 tons; 282-5x36-6x23-8; 250 h.p.; compound engines.

The steamship *Cleddy* was sunk in a collision with the steamship *Isle of Cyprus*, 1,117 tons, off St. Catherine's Point, Isle of Wight, on December 20th, 1889. About 13 of the crew were drowned.

CLEMENT

Booth S.S. Co.; 1934; Cammell Laird & Co.; 5,051 tons; 412-2x55-7x26; 652 n.h.p.; 13 knots; triple-expansion engines & L.P. turbine.

The *Clement*, Capt. F. C. P. Harris, O.B.E., was one of the many victims of the German pocket battleship *Admiral Graf Spee* (which see). The vessel was intercepted by the raider some 50 miles S.E. of Pernambuco on September 30th, 1939, and her passengers and crew were taken off as prisoners, after which she was sunk by gunfire.

CLEVELAND

Stocksfield S.S. Co.; 1872; Cole Bros.; 1,210 tons; 255-Sx29-5x16-4; 98 h.p.; compound engines.

The British cargo ship *Cleveland* was sunk in a collision on July 27th, 1895, off Dover with the loss of seven lives. She was sailing from London to Cardiff in ballast.

CLIFTON

Progress S.S. Co.; 1892; American Steel Barge Co.; 1,713 tons; 308 x38x 24; 189 n.h.p.; triple-expansion engines.

The American steamship *Clifton* was wrecked during a gale on Lake Huron on September 21st, 1924. Most of the crew were drowned.

CLIMENE

CLIMENE

Italian Navy, torpedo boat; 1936; Riuniti (Ancond); 652 tons; 267x27x7-5; 19,000 s.h.p.; 34 knots; turbine engines; 3-dmm boilers; three 3-9 in. guns, four 37 mm. A.A., two 13 m.m. A.A.; 4 T.T.

The *Climene* was torpedoed and sunk off Punta Libeccio, Sicilian Channel, by the British submarine *Unshaken* on April 28th, 1943. The vessel carried a complement of about 100.

CLINTONIA

Stag Line; 1907; W. Doxford & Sons; 3,830 tons; 350-1x 50-1x22-4; 292 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Clintonia* was torpedoed and sunk by a submarine 30 miles S.W. by W. of Ushant on August 1st, 1915. The vessel carried a crew of 64, of whom ten were killed. The survivors, including the captain, were picked up by French vessels.

CLINTONIA

Stag Line; 1917; W. Dobson & Co.; 3,106 tons; 331x48x22-2; 249 n.h.p.; triple-expansion engines.

The steamship *Clintonia* was torpedoed and sunk by a German submarine on October 19th, 1940, west of Ireland.

CLIPPER

Ohio river steamboat; 1843; Cincinnati; 174 tons; horizontal tandem engines.

The Ohio river steamboat *Clipper* was a new vessel when her boilers exploded on the lower Mississippi at the beginning of October, 1843. The boilers burst simultaneously while the steamboat was alongside a river landing stage. Bodies of those on board were hurled hundreds of feet into the air and into buildings and streets. Parts of the boilers and machinery crashed through roofs 200 yards distant. The steamboat sank, the loss of life being estimated at over 50 persons.

CLITUNNO

Janua Soc. Anon. Maritt. Industrial; 1894; David J. Dunlop & Co.; 3,844 tons; 332-2x43-1x21-6; 351 n.h.p.; triple-expansion engines.

The Italian tanker *Clitunno* was wrecked on December 30th, 1927, between Cape Shableh and Kaliakra, Black Sea.

CLONLARA

Limerick Steamship Co.; 1926; Caledon S.B. & E. Co.; 1,203 tons; 253-1x37-2x16-6; 239 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Clonlara*, Capt. J. Reynolds, was torpedoed and sunk by a submarine about 100 miles W.S.W. of Oporto on August 22nd, 1941. Capt. Reynolds and ten of the crew were killed.

CLYDE

J.C. Ellis; 1874; Macpherson; 562 tons; 152-8x29-2x16-8.

The barque *Clyde*, Capt. E. S. Culmer, was off Snuffle Nose, Horseshoe Bay, near Akaroa, New Zealand, on the night of November 6th, 1884. The weather was thick and there was a heavy sea when, at about 4 a.m., the look-out sighted land on the lee bow. The captain at once tried to go about, but the ship missed stays. Her position now became critical and shortly afterwards she struck the rocks, the seas sweeping her with great violence. Under these conditions she went to pieces rapidly, the mainmast falling soon after she struck.

The *Clyde* carried 19 persons, including the captain's wife and three children. The sole survivor was a young apprentice named Gibson who, after a gallant attempt to save the captain's wife and children, was washed overboard and managed to cling to a deck-house which eventually floated ashore.

CLYDEMARU

Nanyo Kaiun K.K.; 1920; Asano S.B. Co.; 5,497 tons; 400x 53-2x29-4; triple-expansion engines.

The Japanese steamship *Clyde Maru* was torpedoed and sunk by the U.S. submarine *Picuda* on January 29th, 1945, about 50 miles W. of Keelung, Formosa.

COANZA

British & African S.N. Co.; 1880; J. Elder & Co.; 1,518 tons; 290-4x36-2x18; 175 n.h.p.; compound engines.

The British cargo ship *Coanza* was wrecked on February 22nd, 1893, near Sinou on the west coast of Africa. She was on a voyage from Hamburg with a general cargo.

COATH

G. Bazeley & Sons; 1882; Workman, Clark & Co.; 975 tons; 225-6x31x15-6; 188 n.h.p.; compound engines.

The British ship *Coath* sank in the English Channel on December 12th, 1916, with her crew of 16. She is believed to have struck a mine.

COATHAM

English & Co.; 1890; W. Gray & Co.; 1,771 tons; 260-8x36-5x18-2; 148 n.h.p.; triple-expansion engines.

The British cargo ship *Coatham* was sunk in a collision on March 16th, 1898, in 35° S., 55° W., while on a voyage from Colastine to Las Palmas with a cargo of wheat.

COBAN

Black Diamond S.S. Co. of Montreal; 1882; W. Doxford & Sons; 1,063 tons; 230x33-1x16; 141 n.h.p.; compound engines.

The Canadian steamship *Coban* was wrecked on June 19th, 1927, on Partridge Island, Bay of Fundy. She was on a voyage from Sydney, N.S., to St. John, N.B., with a cargo of coal.

COBEQUID

Royal Mail Steam Packet Co.; 1893; Harland & Wolff; 4,791 tons; 400-5x47-2x26-8; 324 n.h.p.; triple-expansion engines.

The British liner *Cobequidwas* wrecked on January 13th, 1914, on Trinity Ledge Rocks, Bay of Fundy. She was on a voyage from Demerara to St. John, N.B., with passengers and a cargo of sugar.

COBRA

British Navy, destroyer; 1901; Armstrong Whitworth & Co.; 350 tons; 210x21x7; 10,000 i.h.p.; 36 knots; turbine engines; one 12 pdr., five 6 pdr.; 2 T.T.

On Tuesday evening, September 17th, 1901, the newly-built destroyer *Cobra*, Lieut. Bosworth Smith, R.N., left Newcastle. She carried a naval navigation party of 54 officers and men and a number of contractor's men, including Mr. Barnard, manager of the Parsons Turbine Co., having in all 79 persons on board. Steam turbines were then in their infancy and everyone on board was interested in the performance of the new vessel. At 4 a.m. on Wednesday the weather had worsened to a full gale, and the ship was beginning to show signs of strain and was rolling heavily.

The destroyers of the *Cobra* class were distinguished by their shallow draught which did not exceed seven feet, they were also very long for such a draught, being 210 feet overall. As a result of this there was a tendency in rough weather for the ship to ride upon bow and stern waves, with the centre almost out of the water, imposing an immense strain upon the midship section. Something of this nature happened to the *Cobra*, for at 7.30 a.m., when off the Outer Dowling Shoal, the destroyer broke in two. From the evidence of survivors it was ascertained that very little shock was felt but the fact that she was breaking amidships was apparent to most of the men as they rushed up from below. They stated that immediately before the disaster the ship was struck by a very heavy sea.

All the boats were swamped with the exception of a small dinghy in which were 12 men. These were picked up later on the morning of September 18th by the P. and O. liner, *Harlington*.

The drowned numbered 67, including Lieut. Bosworth Smith and Messrs. R. Barnard and M. Sandison of the contractor's party. The 12 men in the dinghy were the only survivors.

The *Cobra* was a sister ship to the destroyer *Viper* (which see), also quite new, which broke in two on the Renouquet Rock, off Alderney, on August 3rd, 1901.

COBRA

Hamburg-Amerika Linie; 1926; Vulcan Werke A.G.; 2,132 tons; 270-3x40-1x20-6; turbine engines.

The steamship *Cobra* was taken over by the German navy for use as a minelayer. On August 27th, 1942, she was bombed and sunk by British aircraft at Rotterdam.

COBURG

Norddeutscher Lloyd; 1928; F. Schichau; 7,400 tons; 504 x 61-2x28-7; 2,440n.h.p.; oil engines.

The motorship *Coburg* was acting as supply ship to a German raider in the Indian Ocean. On March 4th, 1941, she was sunk by the British cruiser *Canberra* about 250 miles S.E. of the Seychelles. A considerable number of Norwegians and Chinese, taken from ships sunk by the raider, were rescued by the *Canberra*.

COCHRANE

British Navy, armoured cruiser; 1905; Fairfield Co.; 13,550 tons; 480x73-5x27-5; 23,500 i.h.p.; 23 knots; triple-expansion engines; six 9-2 in. guns, four 7-5 in., twenty four 3 pdr., 4 m.g.

The armoured cruiser *Cochrane*, Capt. James U. Farie, was steaming up the Mersey on November 14th, 1918, in thick weather. She was in charge of a pilot and continued on her course without reducing speed despite the fact that the fog was becoming thicker. The *Cochrane* ran heavily aground and a short while afterwards broke in two. The Admiralty decided that she was not worth the expense of salvage and she was abandoned as a total wreck.

There was no loss of life on board the *Cochrane* which carried a complement of 704.

COCLE

North Atlantic Transport Co.; 1920; Western Pipe & Steel Co.; 5,645 tons; 410-5x54x27-1; 359n.h.p.; triple-expansion engines.

The Panamanian steamship *Code*, on a voyage from the Tyne to New York, was torpedoed and sunk by a German submarine on May 12th, 1942.

CODRINGTON

British Navy, destroyer; 1929; Swan, Hunter & Wigham Richardson; 1,540 tons; 332x33-7x12-2; 39,000s.h.p.; 35 knots; turbine engines; 3-drum boilers; five 4-7 in. guns, two 2 pdr. pom-pom, 5 m.g.; 8 T.T.

The destroyer *Codrington* was bombed and sunk by German aircraft during an attack on Dover on July 27th, 1940. The vessel's normal complement was 185, but it is probable that she was carrying a larger number than this at the time of her loss.

COIMBRA

Standard Transportation Co.; 1937; Howaldtswerke A.G.; 6,768 tons; 422-8x60-4x32-8; 550 n.h.p.; 10-5 knots; compound engines.

The tanker *Coimbra*, Capt. J. P. Barnard, was torpedoed and sunk by a German submarine 100 miles E. of Ambrose lightship on January 15th, 1942. Capt. Barnard and 35 others were killed and six were wounded. The vessel was not in convoy.

COL DI LANA

Nav. Gen. Gerolimich & Co. Soc in Azioni; 1926; Cant. Nav. Triestino; 5,891 tons; 416-8x53-2x24-7; 489 n.h.p.; oil engines.

The Italian motor vessel *Col di Lana* was torpedoed and sunk by British aircraft on February 18th, 1943, 18 miles N.E. of Capo S. Vito, Sicily.

COLAC

Adelaide S.S. Co.; 1884; E. Withy & Co.; 1,480 tons; 245-2X 34-2x17-2; 156 n.h.p.; compound engines.

The Australian cargo ship *Colac* was wrecked on September 17th, 1910, at King Sound, W. Australia. She was carrying a cargo of livestock from Derby, W.A., to Fremantle.

COLBERT

E. Grosos & Fils; 1908; Forg. & Ch. de la Mediterranee; 5,394 tons; 380-3x47-7x15-7; 478n.h.p.; triple-expansion engines.
The French steamship *Colbert* was torpedoed and sunk by a submarine on April 30th, 1917, in the Mediterranean.

COLD HARBOR

U.S. Maritime Commission; 1920; American International S.B. Corp.; 5,010 tons; 390x54-2x27-8; turbine engines.

The steamship *Cold Harbor* was torpedoed and sunk by a German submarine on June 15th, 1942, between Hampton Roads and Trinidad. Nine of her crew were lost.

COLHOUN

United States Navy, destroyer; 1943; United States; 2,050 tons; 376-5x39-3x12-2; 60,000 s.h.p.; 36-5 knots; turbine engines, Babcock & Wilcox boilers; five 5 in. guns, four 40 mm., four 20mm., 10 T.T.

The destroyer *Colhoun* was attacked by Japanese aircraft off Okinawa on April 6th, 1945. The vessel, which carried a complement of over 250, was hit and sunk.

COLIMA

Pacific Mail S.S. Co.; 1873; J. Roach & Son; 2,906 tons; 299-7x40x20-3; 450 h.p.; 10 knots; compound engines.

The *Colima* left San Francisco on May 18th, 1895, for Panama, with 134 persons on board. At about a quarter past eleven on the night of the 27th, when the ship was 50 miles S. of the Mexican port of Manzanillo, the boilers exploded. The ship at once put about and made for the nearest port, but it soon became evident that she was in a sinking condition. The desperate situation was aggravated by a terrible panic among the passengers who had been awakened by the explosion, and by the death of the captain, the chief engineer and the pilot who were killed by a falling mast. A ghastly fight for the boats ensued and in the end only a very few persons managed to escape.

Only 19 persons were saved of her total complement of 192 passengers and crew.

COLLAMER

U.S. Maritime Commission; 1920; American International S.B. Corp.; 5,112 tons; 390x54-2x27-8; turbine engines.

The steamship *Collamer*, on a voyage from Halifax to the Clyde, was torpedoed and sunk by a German submarine on March 5th, 1942, with the loss of seven lives.

COLLINGHAM

E. Morgan & Co.; 1889; R. Dixon & Co.; 2,405 tons; 295x 38-2x20-1; 237n.h.p.; triple-expansion engines.

The British cargo ship *Collingham* foundered on January 24th, 1906, near Vigo. She was sailing from Alexandria to Sharpness with a cargo of cotton seed.

COLLINGSWORTH

U.S. Maritime Commission; 1920; American International S.B. Corp.; 5,101 tons; 390x54-2x27-8; turbine engines.

The steamship *Collingsworth*, on a voyage from Trinidad to Rio de Janeiro, was torpedoed and sunk by a German submarine on January 9th, 1943. The captain and ten others were lost.

COLMAR

German Government; 1932; States S.B. Yard "Marti"; 3,946 tons; 347-6x51-6x24-9; oil engines.

The motorship *Co/mar* was formerly the Russian *Volgoles*, seized by the Germans. On August 19th, 1944, she was sunk off North Norway with the loss of all on board.

COLOMBIA

Pacific Steam Navigation Co.; 1899; Caird & Co.; 3,335 tons; 359-5x43-2x19-5; 324n.h.p.; triple-expansion engines.

The British ship *Colombia* was wrecked on August 9th, 1907, on Saenze Point, Lobos Island. She was on a voyage from Payta to Eten with a general cargo and specie.

COLOMBIA

Koninkl. Nederlandsche Stoomb. Maats.; 1930; Van Smit; 10,782 tons; 429-5x61-7x36; 1,456n.h.p.; 15-5 knots; oil engines.

The Dutch motor vessel *Colombia* was taken over by the Dutch Admiralty in the Second World War for service as a submarine depot ship. On February 27th, 1942, when on passage from East London to Simonstown she was torpedoed off the latter port by the German submarine *U-516*, and sank with the loss of eight lives.

COLOMBO

Watts, Ward & Co.; 1,871; C. Mitchell & Co.; 1,902 tons; 280-3x35x25-6; 200 h.p.; compound inverted engines.

The British cargo ship *Colombo* was wrecked on July 9th, 1885, on Scatterie Island, C.B. She was on a voyage from Bull River, S.Ca. to Dublin with a cargo of phosphate rock.

COL. BOWIE

COL. BOWIE

Gulf Export & Transportation Co.; 1918; Clooney Construction & Towing Co.; 1,363 tons; 196-5x42-1x17-2; 66n.h.p.; compound engines.

The American steamship *Col. Bowie* foundered during heavy weather on April 11th, 1921, near Tampico. Nineteen of her crew of 22 were lost.

COLONIAN

F. Leyland & Co.; 1901; Hawthorn, Leslie & Co.; 6,440 tons; 450-5x54-2x30-6; 552 n.h.p.; triple-expansion engines.

The British cargo ship *Colonian* was wrecked on May 21st, 1917, on the North Bishop Rocks. She was on a voyage from Boston to London.

COLORADAN

American-Hawaiian Steamship Co.; 1920; Osaka Iron Works; 6,557 tons; 414-7X 55-7X 31-9; 4,000 i.h.p.; 12 knots; triple-expansion engines.

The *Coloradan*, Capt. R. H. Murphy, was torpedoed and sunk by a submarine about 250 miles W. of the Cape of Good Hope on October 9th, 1942. The vessel was not in convoy at the time of the sinking. Six men were lost with the ship. The remainder were picked up by the Dutch liner *Zaandam* and 11 of them died when that ship was sunk.

COLORADO

Guion; 1868; Palmer & Co.; 2,927 tons; 330x43x—; 10 knots; inverted engine.

The liner *Colorado* belonged to that most unfortunate of transatlantic shipping companies, the Guion Line, so many of whose ships came to grief during the latter half of the 19th century.

The ship was employed on the run from Liverpool to New York and her career was very short. On February 2nd, 1872, four years after coming into service, she was in collision with the steamship *Arabian* in the River Mersey and sank with the loss of six lives.

COLUMBIA

Cunard Line; 1840; Robert Steele; 1,138 tons; 207x34-2x 22-5; 425 n.h.p.; 8-5 knots; side-lever engines; paddles 28-5 ft. diam.

The *Columbia* was one of the four original ships with which Samuel Cunard commenced his famous line in 1840, the others being the *Acadia*, *Britannia* and *Caledonia*. In company with Mr. George Burns of Glasgow and Mr. David MacIver of Liverpool, Mr. Cunard entered into an agreement with the British government to run a mail steamship service between Liverpool, Halifax and Boston in return for an annual subsidy of £81,000. The service was to be fortnightly in summer and monthly in winter. This line was at first known as the British and North American Royal Mail Steam Packet Co., a cumbersome title which was soon dropped in favour of the more simple Cunard Steamship Co. With the signing of this contract the actual beginning of a regular transatlantic service, carried on by many companies on both continents, and which came to be known as the 'Atlantic Ferry', may be held to have commenced.

The first casualty suffered by the new line was the *Columbia*, which was wrecked in a fog off Cape Sable on July 1st, 1843. There was no loss of life and all the mails and a large part of the passengers' personal luggage was brought to shore.

COLUMBIA MARU

Mitsubishi Shoji Kaisha; 1927; Mitsubishi Zosen Kaisha; 5,618 tons; 405x55x32; 582n.h.p.; oilengines

The Japanese motor vessel *Columbia Mam* was torpedoed and sunk by the U.S. submarine *Gato* on November 30th, 1943, 250 miles N. of the Admiralty Islands.

COLUMBIAN

F. Leyland & Co.; 1890; Harland & Wolff; 5,088 tons; 442-6x 45-2x31; 433 n.h.p.; 11-5 knots; triple-expansion engines.

The *Columbian* left Antwerp on April 23rd, 1914, with a crew of 49, the ship being under the command of Capt. John Macdonald. She was chartered to the Atlantic Transport Co. who had lent her to the Phoenix Line for the voyage. Her cargo was a highly inflammable

one, consigned by Steinmann & Co., of Antwerp, to Boston, U.S.A., and consisted, among other things, of barium peroxide, matches, carbolic acid and naphthaline oil. At just before midnight on May 3rd, the ship being 150 miles S. of Sable Island, smoke was seen coming from No. 1 hatch. The weather, which had been worsening for the past 24 hours, had now risen to gale force with some snow.

The ship rolling heavily was put before the wind, an S.O.S. sent out immediately, and the crew ordered to fire-stations. The Leyland ship *Winifredian* which was known to be within a few hours steaming was also asked to stand by. Shortly afterwards there was an explosion, the deck blew up, two boats and the wireless cabin and aerial were destroyed, and the ship enveloped in dense smoke and flame. Five men were killed outright and all the lights were extinguished. Under these conditions there was no other course for Capt. Macdonald than to order 'abandon ship'. This was done with the loss of only one man who was washed overboard. The boats were ordered to keep in sight of the burning *Columbian* for as long as possible.

The message sent to the *Winifredian* was never received by that vessel, but the *Seydlitz*, picked up the S.O.S. and radioed it to the steamers *Sachem*, *Franconia*, *Manhattan*, *Olympic* and *Brandenburg*, all of which hurried to the rescue. Meanwhile the lifeboats had become separated. Two were picked up, but the third under the first officer, Mr. Robert Tjere, drifted for 14 days before it was sighted. During this time its occupants died one by one from exposure and starvation, until only the first officer and three men survived out of the original 14 who had left the *Columbian*. This party, when almost at their last gasp, were picked up by the U.S. revenue-cutter *Seneca*. The total number killed, died or drowned was 18.

At the Board of Trade Inquiry the Court expressed the opinion that the outbreak was probably due to an escape of barium peroxide.

COLUMBINE

Union Government of South Africa; 1921; Submarine Boat Corp.; 3,268 tons; 324X46-2x25; 386n.h.p.; turbine engines.

The steamship *Columbine* was torpedoed and sunk by a German submarine on June 16th, 1944, off Saldanha Bay. Twenty-three persons were killed on board, and an army officer and his wife died in one of the ship's boats.

COLUMBUS

Norddeutscher Lloyd; 1923; J. Schichau; 32,581 tons; 749-6X 83-1x49-1; turbine engines.

This German liner was scuttled to avoid capture on December 19th, 1939, 420 miles S.E. of New York, having left Vera Cruz for Oslo.

COMANCHE

Clyde Steamship Co.; 1895; W. Cramp & Sons; 3,856 tons; 348-5x46x18-9; 3,100 i.h.p.; 13 knots; quadruple-expansion engines.

The *Comanche*, running on the Florida—New York service, caught fire and was destroyed late on October 17th, 1925. The ship had a total of 166 persons on board, of whom 66 were passengers, and carried a cargo of resin. She had not long left Jacksonville when the fire was discovered, and the prevalence of rough weather made the task of fighting it extremely difficult. After about three hours the vessel was burned out and had to be abandoned. Fortunately the oil tanker *Reaper* and the pilot boat *Mota* came on the scene in time to rescue most of the passengers, but one lifeboat capsized in the heavy seas and seven men and three women—all passengers—were drowned.

The position of the liner at the time of the disaster was six miles off Mayport, to which place all the survivors were taken. It was established later that the cause of the fire was the spontaneous combustion of the resin in the fore hold.

COMANDANTE BAFILE

Peninsulare Soc. Italiana di Cabotaggio; 1921; G. Ansaldo & Co. S.A.; 1,790 tons; 273-6x43-5x18; 81 n.h.p.; triple-expansion engines.

The Italian steamship *Comandante Bafile* was wrecked in a storm near Cape Comino, Sardinia, on September 3rd, 1941.

COMAYAGUA

Empresa Hondurena de Vapores; 1921; Newburgh Shipyard Inc.; 2,494 tons; 301-3x42-3x22-7; 492n.h.p.; triple-expansion engines.

The Honduran steamship *Comayagua*, on a voyage from Mobile to Puerto Barrios, was torpedoed and sunk by a German submarine on May 14th, 1942, 14 miles W. of Grand Cayman. Six of her crew were killed.

COMBINED I

Combined Nav. Co. (Panama); 1948; Ardrossan Dockyard; 1,722 tons; 279-4x43-2x —; oil engines.

The Panamanian motorship *Combined I* sprang a leak and sank during a storm on December 7th, 1961, near Ladd Reef, 650 miles S.W. of Manila. Twenty-eight of her crew of 34 were lost.

COMET

Henry Bell; 1812; John Wood, Port Glasgow; 25 tons; 43 -5 X 11-4x5-7; 4 n.h.p.; 6 knots; single upright cylinder engine, half side levers.

The steamship *Comet* was the invention of Henry Bell, a Scotsman, who had, in common with William Symington and Patrick Miller in Scotland and Robert Fulton in the United States, foreseen the importance and commercial value of the steam-driven vessel. In 1812 Bell placed his invention in service on the Clyde as a passenger-carrying steamship with a speed of six knots under favourable circumstances. In 1819 the *Comet* was lengthened by 20 feet and fitted with more powerful engines. She had by that time seen service on the Clyde, the west coast of Scotland as far as Oban; the Crinan Canal and the Firth of Forth. In her reconstructed state she was intended to ply once more on the Forth and ultimately to try her fortune on the Thames. Before this came about, however, she was wrecked on the west coast between Fort William and Glasgow. On December 13th, 1820, she was swept by the tide-race, against which her feeble engines were of no avail, on to the Doris-Mhor where she broke in two at the place where she had been lengthened. The after portion was swept away but the forward portion on which the passengers and crew, including Henry Bell, had gathered remained firm on the rocks and everyone was able to reach the shore without difficulty.

Thus ended the career of the first passenger steamship.

In appearance the *Comet* differed from any other steamship in that she had a yard across the funnel (which was thin and tall) from which depended a large square sail intended to supplement her engine-power. This idea was not developed in succeeding steamcraft.

COMET

Henry Bell; 1821; James Lang, Dumbarton; 94 tons; 105 X — X —; 25 n.h.p.; 12 knots; D. Me Arthur's engines.

The small passenger steamship *Comet* was owned by Henry Bell, one of the pioneers of the steam-driven vessel, and was the second of that name to be owned by him. At 6 a.m. on October 18th, 1825, under command of Capt. MacInnes, the steamship left Inverness for Glasgow via the Caledonian Canal. She carried about 60 passengers besides crew, and on the first day proceeded to Fort William, where those on board disembarked for the night. On the following day she terminated her run at Crinan, leaving at six on the next morning, the 20th, for the last lap of her voyage to Glasgow. Unfortunately she lost the tide at Lochgilphead and had to wait until 6 p.m. to cross the bar, which meant a night trip to Greenock. Another delay was occasioned by the request of some English passengers to be put ashore at Rothesay. The captain acceded to this request, but with some reluctance, and the steamer then proceeded. At 2 a.m. when off Kempoch Point, steaming without lights and with jib-sail set in such a manner as to obscure the view of the one man on lookout, the *Comet* suddenly descried the steamship *Ayr* dead ahead. Both vessels met bow to bow and the *Comet* was heavily damaged and received another blow on the port paddle box when the vessels came together a second time.

The passengers, most of whom were asleep below, came on deck to find their vessel sinking beneath them. Great confusion prevailed on both steamers and the *Ayr* did not launch her boat immediately. When she did her engines started at the same moment and nearly swamped the boat. Capt. McClelland of the *Ayr* was over-anxious about the safety of his own ship and in the excitement of the moment, steamed over the spot where the *Comet* had foundered and

then turned about for Greenock, leaving the unfortunate people in the water to drown.

The *Comet* sank by the head in 18 fathoms at a distance of 165 yards from the shore. Capt. MacInnes launched the yawl but the tackle fouled and 26 persons were thrown into the sea. Later, boats from Gourrock came on the scene, but too late to rescue more than a few survivors.

The disaster involved the loss of some 70 lives.

It was established upon inquiry that the *Ayr*, which was a cargo steamship, had lights burning and was maintaining a good lookout.

COMET

British Navy, destroyer; 1910; Fair field Co.; 747 tons; 246-5 X 25-3x8-7; 13,500 i.h.p.; 27 knots; turbine engines; Yarrow boilers; two 4 in. guns, two 12pdr., one 3 pdr. A.A., 1 m.g., 2 T.T. The destroyer *Comet* was torpedoed and sunk by a submarine in the Mediterranean on August 6th, 1918. Her official complement was 72.

COMETA

Del Bergenske Dampskibsselskab; 1921; Burmeister & Wain; 3,794 tons; 367-3x51-5x22-3; 629 n.h.p.; oil engines. The Norwegian motor vessel *Cometa* was torpedoed and sunk by a German submarine on March 26th, 1940, outside Kirkwall.

COMMANDER

T. & J. Harrison; 1877; Barrow S.B. Co.; 1,580 tons; 265-1 x 32x23-8; 150 h.p.; compound inverted engines. The British cargo ship *Commander* was wrecked on June 15th, 1884, at San Antonio, Brazil. She was on a voyage from Maceio to Liverpool with a cargo of sugar and cotton.

COMMERCE

Emigrant ship; 1840 (circa); 300 tons (approx.). The emigrant ship *Commerce* left Galway in the spring of 1848 for St. John, New Brunswick, with about 70 Irish families on board, the whole totalling some 180 persons including crew. The ship crossed the Atlantic under normal conditions for those times but when off the coast of Nova Scotia met with foul weather. On May 24th she was driven ashore but remained upright with her deck beyond the reach of the seas for about an hour. During this time the boats were launched and parties of people were ferried to land in safety, but the rising tide brought the seas across the deck with such violence that the ship slipped off the rocks and sank, while several of the boats were smashed.

The drowned numbered over 100, there being between 70 and 80 people saved by the boats.

COMMERCIAL TRADER

Moore-McCormack Lines; 1920; Detroit S.B. Co.; 2,606 tons; 251 -0x43-6x26-1; 352 n.h.p.; triple-expansion engines. The American steamship *Commercial Trader*, on a voyage from Ceara to Trinidad, was torpedoed and sunk by a German submarine on September 16th, 1942, about 100 miles E. of Trinidad. Nine of her crew were killed.

COMMISSAIRE RAMEL

Messageries Maritimes; 1920; Societe Provencale de Construction Navale; 10,061 tons; 478-8x59-2x33-4; 5,000 i.h.p.; 12 • 5 knots; triple-expansion engines & L.P. turbine. The French liner *Commissaire Ramel* came under the British flag after the capitulation of France in June, 1940. On September 19th, 1940, she was intercepted and sunk by a German raider about 900 miles S.E. of Mauritius.

COMMONWEALTH

Commonwealth Steamship Co.; 1896; Furness, Withy & Co.; 3,353 tons; 330x45-1x18-7; 260 n.h.p.; 8-5 knots; triple-expansion engines. The steamship *Commonwealth* was torpedoed and sunk by a submarine five miles N.E. of Flamborough Head on February 19th, 1918. Fourteen men were killed. The captain was among the survivors.

COMORIN

Peninsular & Oriental Steam Navigation Co.; 1925; Barclay, Curie & Co.; 15,116 tons; 523-5x70-2x42-3; 13,000 i.h.p.; 17 knots; quadruple-expansion engines & L.P. turbine.

The *Comorin* was serving as an auxiliary cruiser when she caught fire in mid-Atlantic on April 6th, 1941. Help was immediately forthcoming from several British destroyers in the vicinity, one of which, the *Lincoln*, drifted rafts and floats down to the blazing vessel.

COMPTON

William Milburn & Co.; 1878; W. Richardson & Co.; 1,804 tons; 280x34-7x24-4; 200 h.p.; compound inverted engines.

The British cargo ship *Compton* foundered on June 11th, 1886, in Balabao Straits, Borneo. She was on a voyage from Singapore to Yloilo.

COMTE DE SMET DE NAEYER

Association Maritime Beige S.A.; 1904; Grangemouth & Greenock Dockyard Co.; 1,863 tons net; 267 x41-1x23-6.

During the fitting out of the *Comte de Smet de Naeyer* in the James Watt Dock she gradually slipped over on to her beam ends and sank. Before her departure from Belgium, experts in that country expressed grave doubts as to her seaworthiness, an opinion in which the captain was said to have concurred.

She left Antwerp on April 11th, 1906, for Port Natal. The ship carried nine officers and instructors, 30 cadets and 15 crew. Capt. A. Fourcault, a former master in the Dover-Ostend service, was in command and his first officer was Baron Van Zuylen. On April 18th the vessel was off Ushant in very bad weather when she sprang a leak. After labouring heavily for some hours the ship foundered at 7.30 a.m. on the 19th. Only one boat got away with 26 survivors and this was picked up by the French barque *Dunkerque*.

The number drowned was 34, including Capt. Fourcault and 18 cadets.

COMTESSE DE FLANDRE

Belgian Government; 1870; John Cockerill & Co.; Antwerp; 419 tons; 200x24-8x7-3; 1,550i.h.p.; 16 knots; oscillating engines.

The iron paddle steamship *Comtesse de Flandre* left Ostend at 10.15 on the morning of Friday, March 29th, 1889, with 23 passengers and 24 crew, bound for Dover. There was no wind and the sea was calm but there was a dense fog, and the steamship with lights burning was sounding her siren at regular periods. At 1.20 p.m. the ship was between Ruytingen and Dunkirk when she encountered the Grave-lines smack *No. 267*. In endeavouring to clear this boat she came into collision with the mail steamship *Princesse Henriette*, which was coming from Dover and had also altered course to avoid the fishing smack. The *Comtesse de Flandre* was struck obliquely on the starboard side, immediately abaft the paddle-box, and cut almost in two. The inrush of water caused the boilers to explode, and within a few minutes the forepart of the vessel with the heavy engines sank, taking down the captain and many of the crew. In addition the first officer, M. Vermeulen, and those of the crew below were also drowned, while several were killed by the explosion.

Prince Jerome Bonaparte, who was among the passengers, was saved with his aide-de-camp. The *Comtesse de Flandre* managed to lower one of her four boats and the *Princesse Henriette* lowered hers and between them 32 persons were saved.

The drowned numbered 15, of whom 11 were crew, and there were many injured by the explosion.

The *Princesse Henriette* endeavoured to tow the after part of the *Comtesse de Flandre* to Ostend, being relieved later by the Ostend tug-boat. When some few hundred yards outside the harbour the wreck sank in deep water, but without further loss of life.

CONARGO

Commonwealth of Australia; 1902; Flensburger Schiffsb. Ges.; 4,312 tons; 375x47-9x17-1; 471 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Conargo* was an ex-German vessel taken over by the Commonwealth of Australia during the First World War. On March 31st, 1918, when 12 miles W. by N. of the Calf of Man she was torpedoed and sunk by a German submarine. Nine men were killed. The captain was among the survivors.

CONCETTINA

A.Zapald; 1888; J. Readhead & Co.; 1,271 tons; 230x33-5X 16-5; 124 n.h.p.; triple-expansion engines.

The Italian steamship *Concettina* hit a mine and sank in the Mediterranean on June 8th, 1918.

CONCH

Shell Transport & Trading Co.; 1892; W. Gray & Co.; 3,555 tons; 338-4x43x26-4; 324 n.h.p.; triple-expansion engines.

The British tanker *Conch* was wrecked on June 3rd, 1903, on Akarata Rock, Ceylon. She was on a voyage from Novorossisk and Colombo to the Madras coast.

CONCH

Anglo-Saxon Petroleum Co.; 1909; Swan, Hunter & Wigham Richardson; 5,620 tons; 400x51-3x29-5; 448n.h.p.; 11 knots; triple-expansion engines.

The tanker *Conch* was torpedoed and sunk by a submarine 12 miles S. by W. of Anvil Point on December 7th, 1916. The captain and 27 others were killed.

CONCORDIA

Donaldson Bros.; 1917; Greenock & Grangemouth Dockyard Co.; 5,391 tons; 410-2x53-5x28-4; 485 n.h.p.; triple-expansion engines.

The British steamer *Concordia* collided with the *Black Eagle* during foggy weather and sank on March 5th, 1934. She was about 40 miles south-east of Sable Island on a voyage from St. John, N.B. to the Clyde, carrying a cargo of grain and a small consignment of cattle.

CONDE DE ABASOLO

Compania Naviera Vascongada; 1918; Tyne Iron S.B. Co.; 3,122 tons; 331-4x46-8x23-1; 430 n.h.p.; triple-expansion engines.

The Spanish steamer *Conde de Abasolo* was torpedoed and sunk by an Italian submarine on August 13th, 1937, off Malta, during the Spanish Civil War.

CONDOR

Cork S.S.Co.; 1881; Dobie & Co.; 1,105 tons; 230x31x16-5; 136 h.p.; compound inverted engines.

The Irish cargo ship *Condor* was wrecked on November 18th, 1883, near Ymuiden while on a voyage from Liverpool to Amsterdam.

CONDOR

British Navy, sloop; 1898; Sheerness Dockyard; 980 tons; 180x32-5x11-5; 1,400 i.h.p.; 13-2 knots; triple-expansion engines; Belleville boilers; four 4 in. guns, four 3pr.

The *Condor*, Cdr. Clifton Sclater, was a sloop-of-war, rigged as a three-masted topsail schooner, employed as a cruising vessel along the western coast of Canada and part of the Southern Pacific. On December 2nd, 1901, she left Esquimalt Harbour, Vancouver Island, bound for Honolulu, which was 2,339 miles distant, and thence to cruise among the South Sea Islands. From the day of leaving port no news of the vessel was ever received. It was assumed that when about 50 to 100 miles out *Condor* encountered a hurricane and foundered with all hands. The somewhat antiquated design of the ship, with heavy bulwarks, masts and spars reduced her seaworthiness; a further handicap being the lack of a full complement. This should have been 130, but at the time of the disaster *Condor* carried 103, of whom three were officers, one officer having been put ashore sick.

A search conducted by H.M.S. *Phaeton* along the course *Condor* should have followed, failed to reveal any traces of the missing vessel. U.S. revenue cutters also searched, but without success beyond a few pieces of wreckage identified as belonging to the ship.

CONDOR

West Russian S.S. Co.; 1904; Swan, Hunter & Wigham Richardson; 3,562 tons; 340-5x47x24-6; 314 n.h.p.; triple-expansion engines.

The Russian steamship *Condor* was sunk by a German submarine in the Atlantic on April 28th, 1917.

CONDOR

India General Navigation & Railway Co.; 1897; 423 tons. The British river steamer *Condor* capsized and sank during a storm one mile from Nagorbari on the river Jamuna, Eastern Bengal, on April 27th, 1930. She had left Benanai for Nagorbari earlier that day. Approximately 100 lives were lost.

CONDYLIS

G. N. Condylis; 1914; *Antwerp Eng. Co.*; 4,439 tons; 400X 51-8x24-7; 480 n.h.p.; triple-expansion engines. The Greek steamship *Condylis*, on a voyage from Sydney, N.S., to London, was torpedoed and sunk by a German submarine on August 10th, 1942, with the loss of nine lives.

CONEHATTA

American Scantic Line; 1920; *American International Corp.*; 4,974 tons; 390x54-2x27-8; turbine engines. The steamer *Conehatta*, on a voyage from Leningrad to Hornefors, ran ashore at Storbadan, near Holmsund, on November 7th, 1929. She subsequently slipped off and sank in deep water.

CONFENZA

Italian Navy, destroyer; 1920; *Orlando*; 862 tons; 256-5x 24-7x8-5; 22,000s.h.p.; 32knots; turbine engines; Thornv-croft boilers; four 4 in. guns, two 3 in. A.A.; 4 T.T. The Italian destroyer *Confenza* was sunk in collision with the naval auxiliary vessel *Capitano Cecchi* off Capo Gallo, Brindisi, on November 20th, 1940. The vessel carried a complement of about 120.

CONGELLA

Bank Line (Andrew Weir & Co.); 1914; *Blohm & Voss*; 4,533 tons; 399-3x52-8x24-3; 545n.h.p.; 12 knots; oilengines. The motorship *Congella* was torpedoed by a German submarine on October 24th, 1943, and sunk by gunfire, near the Addu Atoll.

CONGO

G. H. Wills & Co.; 1881; *J.Laing*; 2,120 tons; 289-5x36x20; 160hp; compound engines. The British ship *Congo* was wrecked on July 31st, 1895, at Teriberka in the White Sea. She was on a voyage from Antwerp to Archangel.

CONGONIAN

United Africa Co.; 1936; *Howaldtswerke A.G.*; 5,065 tons; 399-8x55-2x26-8; 321 n.h.p.; oil engines. The motorship *Congonian* was torpedoed and sunk by a German submarine on November 18th, 1940, on a voyage from Liverpool to Freetown.

CONGRESS

United States Navy, frigate, sail; 1841; *U.S. Navy Dept.*, *Kittery, Me.*; 1,869 tons; 179x47-9x22-9; ten 8 in. m.l guns, forty 32 pdr. The United States frigate *Congress* was a unit of a squadron blockading Hampton Roads during the American Civil War. The vessel was a wooden sailing frigate of 50 guns, and on March 8th, 1862, she was lying at anchor off Newport News in company with the sloop-of-war *Cumberland* of 24 guns. The crews of both ships were standing easy just after dinner, no action by the enemy being anticipated, when the Confederate ironclad ram *Merrimac* steamed down upon them. There was scarcely time for the Federal ships to clear for action before the battle commenced, and there was no time to weigh anchor.

It was the first occasion that an ironclad had fought in battle, and it gave a terrible demonstration of its power to overcome wooden warships, however well manned and armed. The only hope for the Federals would have been to have hoisted sail and got under way as the *Merrimac* was slow and unhandy and drew 22 feet of water, but the suddenness of the attack prevented this course from being followed.

After exchanging one or two broadsides with the *Congress*, the *Merrimac* turned her attention to the *Cumberland*, which she rammed and sank. Meanwhile the tug *Zouave* took the *Congress* in tow for shallow water. Unfortunately the frigate grounded, lying in such a position that only a few of her guns could be brought to bear. In this

hapless plight she continued the action for nearly an hour, by which time her commander, Lt. Smith, and a large number of her crew had been wounded, and many killed. The situation growing worse with every minute, there was nothing left but to haul down her colours and hoist a flag of truce.

Capt. Franklin Buchanan, commander of the ironclad, now sent in his gun-boats to take off the prisoners, but these were fired on by the Federal shore batteries and they withdrew. Capt. Buchanan then commenced to fire with red-hot shot, which set the *Congress* on fire. She continued to burn until between one and two on the morning of March 9th, when she blew up.

The losses to the Federals were two ships and 257 officers and men killed and wounded. The Confederate ship lost 21 officers and men, chiefly due to a shot from the *Cumberland* entering one of her gun ports; she sustained little material damage.

The *Congress* was raised, repaired and sold out of the navy after the war.

The full story of the battle is told under the U.S.S. *Cumberland*.

CONINGBEG

Clyde Shipping Co.; 1904; *Ailsa Shipbuilding Co.*; 1,279 tons; 270-6x36-1x16-6; 469n.h.p.; 14 knots; triple-expansion engines. The steamer *Coningbegsank* in the Irish Sea on, or about, December 18th, 1917. The captain and 14 men were lost. The cause of the sinking is unknown, but it is possible that the ship was torpedoed by a German submarine.

CONINGSBY

Gladstone & Cornforth; 1881; *W. Gray & Co.*; 1,685 tons; 258-1x34-6x19-5; 150 h.p.; compound engines. The British ship *Coningsby* was wrecked on July 7th, 1891, near Cheduba, Aracan, on a voyage from Marseilles to Akyab,

CONISCLIFFE

James Westoll; 1901; *Short Bros.*; 3,924 tons; 355x48-1x25-8; 365 n.h.p.; triple-expansion engines. The British cargo ship *Coniscliffe* was wrecked on March 21st, 1912, at Serpent Island near Sulina. She was on a voyage from Port Said to Odessa.

CONNAUGHT

Galway Line; 1860; *Palmer*; 2,800 tons; 360x40x32; 2,300 i.h.p.; 13 knots; oscillating engines. The paddle steamer *Connaught* was the first ship of the Galway Line. On her second voyage she left Galway on September 25th, 1860, and called at St. John's, N.F.L., on October 3rd, leaving again for Boston with a total of 591 persons on board under command of Capt. Leitch. When two days out the ship sprang a leak and developed a heavy list to port. Various expedients were tried to right her, including blowing off one boiler and filling her starboard lifeboats with water, but this only caused the list to change from port to starboard. On the morning of Sunday, the 7th, the ship caught fire owing to the funnel becoming overheated and igniting the lagging over the boiler. At about the same time as this occurred the water entered the engine room and she became helpless. The saloons were soon enveloped in flame and had it not been for the timely arrival of the American brigantine *Minnie Schiffer*, 198 tons, there must have been a dreadful death-roll.

The brigantine managed to take off every person in safety and with 602 persons on board, including her own crew of 11, she reached Scituate. The *Connaught* was abandoned 16 hours after the first discovery of the fire and when last seen was ablaze from stem to stern. Two mail bags, 40 tons of cargo and £10,000 in specie went down with the ship. Her position when the fire was discovered was 170 miles from Boston.

CONNECTICUT

The Texas Co.; 1938; *Bethlehem S.B. Corp.*; 8,684 tons; 468-1x65-3x34-1; 880 n.h.p.; turbine engines. The American tanker *Connecticut*, on a voyage from Port Arthur to Table Bay, was sunk by a German raider on April 22nd, 1942, in mid-South Atlantic. An unspecified number of survivors were picked up by the raider and taken to France.

CONNEMARA

London & North Western Railway Co.; 1897; W. Denny & Bros.; 833 tons; 272-5x35-1x14-2; 212n.h.p.; 16 knots; triple-expansion engines.

The *Connemara*, Capt. G. H. Doeg, was employed on the run between Holyhead and Greenore. On the evening of November 3rd, 1916, in the teeth of a fierce gale the steamer left Greenore with 55 passengers and 31 crew. In crossing Carlingford Bar she ran into heavy seas flowing on a strong ebb tide and was swept across the bows of the s.s. *Retriever*, 459 tons, Capt. P. O'Neill. This ship, which belonged to the Clanrye S.S. Co. of Newry, was already in difficulties as her cargo of coal had shifted soon after she left Garston and had made her almost unmanageable. There was no time in which to take avoiding action and the *Connemara's* port side crashed on to the bows of the *Retriever* and then tore away. In five minutes the *Connemara* had sunk with all on board.

The *Retriever* managed to keep afloat for about a quarter-of-an-hour, after which she also sank with all her crew save one man. This man, James Boyle, was an eye-witness of the collision and testified to the helplessness of both captains to avoid it. The state of the sea prevented the launching of any boats and he had been saved when the boat which he, with other members of the crew, was trying to launch was swept overboard with himself as the only occupant.

The total loss of life was 94 persons, of whom eight were the crew of the *Retriever*.

CONQUEROR

Wigram, Green & Co.; 1835 (circa); 800 tons (approx.).

The East Indiaman *Conqueror* left India in the autumn of 1842, under command of Capt. Duggan. She reached Cape Town in November and sailed from Table Bay on the 13th of that month. The ship had a most unlucky voyage, two young men being drowned at Calcutta before she sailed and four other men dying at sea. At the time of her loss the ship carried 17 passengers, nine soldiers of the 91st Regt. invalided home from St. Helena and a crew of 52. She experienced fair weather in the English Channel and passed a letter to another ship on January 12th, 1843. This letter afterwards provided the details of the loss of the passengers and crew during the homeward voyage.

On the 13th the weather changed for the worse and the *Conqueror* got into difficulties when off the French coast near Boulogne. At about 10.30 p.m. she ran aground at a spot not far from where the East Indiaman *Reliance* (which see) had been wrecked the previous year. The gale was of extreme violence and the ship went to pieces immediately and sank with the loss of 77 lives, only one member of the crew, a ship's boy, being saved.

CONQUEROR

British Navy, Hne-of-battleship; 1855; Devonport Dockyard; 3,265 tons; 240x55-5x24-5; 800 h.p.; 10 knots; steam engines; 99 guns.

The screw line-of-hattleship *Conqueror*, Capt. E. S. Sotheby, C.B., was steaming from Port Royal, Jamaica, to Bermuda, when she was stranded on Rum Cay, the Bahamas, on December 12th, 1861, and became a total wreck. Fortunately there was no loss of life and officers and crew went ashore and set up canvas shelters in which they lived until they were taken off by a rescue ship.

CONSETT

William Milburn & Co.; 1872; Mitchell; 1,727 tons; 259-5X 34x18-8; 170 h.p.; compound inverted engines.

The British cargo ship *Consett* was wrecked on May 7th, 1880, on the Maldiv Islands. She was sailing from Bassein to Port Said with a cargo of rice.

CONSTANCE

George Pyman & Co.; 1874; Turnbull; 1,010 tons; 224x30x17; 99 h.p.; compound inverted engines.

The British ship *Constance* foundered on February 9th, 1880, in 49° N., 6° W. She was on a voyage from Cardiff to Malta with a cargo of coal.

CONSTANCE

Cie. Auxiliaire de Navigation; 1912; At el. & Ch. de la Loire; 2,468 tons; 285-5x43-3x20-2; 148n.h.p.; triple-expansion engines.

The French steamship *Constance* was torpedoed and sunk by a submarine in the Mediterranean on August 23rd, 1917.

CONSTANCE CRAIG

Ship Constance Craig Co.; 1893; W. Pickersgill & Sons; 527 tons; 172x30-1x13-5.

The steel barque *Constance Craig*, Capt. F. Morrison, left Gisborne, New Zealand, for Hokianga with sand ballast on 15th July, 1907. She was sighted on the 27th about ten miles from Hokianga Heads in a south-easterly gale. This was the last occasion on which she was seen.

In the middle of August reports from ships and shore stations began to come in, stating that wreckage bearing her name had been found. Her crew numbered 12 all told.

CONSTANTINOS EMBIRICOS

A.Embiricos; 1903; Short Bros.; 2,611 tons; 320-4x44-9x 20-9; 278n.h.p.; triple-expansion engines.

The Greek steamship *Constantinos Embiricos* was torpedoed and sunk by a submarine in the Mediterranean on October 4th, 1917.

CONSTANTINOS PATERAS

C. Pateras & Sons & C. Lemos; 1899; A. Rodger & Co.; 2,730 tons; 320-2x46-1x21-2; 251 n.h.p.; triple-expansion engines.

The steamship *Constantinos Pateras*, on a voyage from Sfax to Antwerp with phosphate, was wrecked in heavy weather at Carrumiro Chico, near Corcubion, on May 9th, 1922.

CONSUL

R. Gordon & Co.; 1878; J. L. Thompson & Sons; 1,306 tons; 239-5 X 32-4 X 17-8; 130h.p.; compound inverted engines.

The British cargo ship *Consul* was wrecked on November 17th, 1887, in the Sea of Marmora while on a voyage from Braila to Gibraltar with a cargo of rye.

CONSUL HORN

H.C.Horn; 1904; Harland & Wolff; 8,384 tons; 453-8x56-4x 30-5; 808 n.h.p.; quadruple-expansion engines.

The German steamship *Consul Horn* struck a mine and sank on July 20th, 1942, N.E. of Borkum.

CONSUL POPPE

J.M.K.Blumenthal; 1904; Nuscke & Co.; 1,412 tons; 239 X 36-8x16-1; 104n.h.p.; triple-expansion engines.

The German steamship *Consul Poppe* was bombed and sunk by Allied aircraft on December 25th, 1943, in Boulogne Roads.

CONTE DI CAVOUR

Italian Navy, dreadnought-battleship; 1911; Spezia; 23,622 tons; 611-5x92x30; 75,000 s.h.p.; 27knots; turbine engines; 3-drum boilers; ten 12-6in. guns, twelve 4-7in., eight 3-9 in., 36m.g.; 4 aircraft.

The entry of Italy into the Second World War on the side of Germany in June, 1940, confronted the British in the Mediterranean with an exceedingly serious problem. The Italian navy consisted of two new battleships of 35,000 tons, nine 15 in. guns; four old, but reconstructed, battleships of 23,622 tons, ten 12-6 in. guns; nine heavy cruisers of 10,000 tons, eight 8 in. guns; six medium cruisers of from 6,941 tons to 7,874 tons, with from eight to ten 6 in. guns; six very fast light cruisers with eight 6 in. guns each; 62 destroyers of from 935 tons to 1,729 tons; 64 torpedo-boats of from 340 tons to 855 tons, and 106 submarines, besides a large fleet of auxiliary craft. This navy under resolute and enterprising leadership was capable of achieving a great deal for the Axis powers. In any event it was a tremendous threat to Britain's communications in the Mediterranean, for not only did it equal the number of capital ships in the British Mediterranean Fleet but it vastly outnumbered it in cruisers, destroyers and submarines.

The supreme task facing Admiral Sir Andrew Cunningham, Commander-in-Chief in the Mediterranean, was that of reducing the enemy's battle-fleet without losing any of his own in the process. It was known that three heavy Italian units were lying at the naval

base of Taranto, as well as a number of cruisers and it was decided to attack these from the air. Two aircraft-carriers, *Illustrious*, 23,000 tons, and *Eagle*, 22,600 tons, were selected for the task. At the last moment, however, *Eagle* developed defects in her petrol system and had to be left behind. *Illustrious* then took on board five of *Eagle's* aircraft, complete with crews, and set out protected by the 3rd Cruiser Squadron, comprising *Gloucester*, flagship, *Berwick*, *Glasgow* and *York*, with the destroyers *Hyperion*, *Ilex*, *Hasty* and *Havock*.

Illustrious wore the flag of Rear-Admiral A. L. Lyster, commanding Mediterranean aircraft carriers, and was commanded by Capt. D. W. Boyd. With her escort she took up a position some distance off Kabbo Point (Cephalonia) at 8 o'clock on the night of November 11th, 1940. The first flight of six torpedo planes, four dive bombers and two flare droppers took off between 8.35 and 8.40. The torpedo planes swept in at a height of 5,000 feet and dived to within a few feet of the water and attacked the battleships. The bombers then went on to attack the cruisers in the inner harbour. The second flight of five torpedo planes, two flare droppers and one dive bomber took off at 9.45. One other plane developed a defect and had to turn back. This comprised the full force attacking Taranto harbour on the night of November 11th.

The results of this offensive were startling in the extreme and set an example for friend and foe alike. One battleship, the *Conte di Cavour*, was sunk in shallow water, her stem and after turret being completely submerged. Another battleship of the same class, the *Caiò Duilio*, was forced to run aground and a new battleship of 35,000 tons, the *Italia*, had a heavy list to starboard and her bows under water. The cruiser *Trento* was left listing badly to starboard surrounded by oil fuel, and two destroyers, the *Libeccio* and the *Pessagno*, were also damaged. This victory was achieved at a cost of only two British aircraft, some of the crews of which were taken prisoner by the Italians. At one stroke the battleship strength of the Italian navy was halved, the balance in capital ships coming down heavily in favour of the British, and the likelihood of an Italian attack greatly reduced.

The *Conte di Cavour* was raised and taken to Trieste where she remained in dockyard hands until the end of the war. Frequent bombings damaged her again and again and she at last capsized on February 20th, 1945. The two other battleships were repaired and came under Allied control at the capitulation of Italy on September 8th, 1943.

CONTE DI MISURATA

I.N.C.S.A.; 1908; *Sir J. Laing & Sons*; 5,014 tons; 397-1x51x27-7; 436n.h.p.; triple-expansion engines.

The Italian tanker *Conte di Misurata* was intercepted by a British warship and sunk by gunfire on November 9th, 1941, about 120 miles S.E. of Punta Stilo.

CONTE ROSSO

Lloyd Triestino Soc. Anon, di Nav.; 1922; *W. Beardmore & Co.*; 17,879 tons; 588-2x74-2x35-9; 6,000n.h.p.; turbine engines.

The Italian liner *Conte Rosso* was taken over for service as a transport early in 1941. She was torpedoed and sunk by the submarine *Upholder*, Lt. Cdr. M. D. Wanklyn, near Syracuse on May 24th, 1941. This submarine under the same commander sank the *Nepuntia* and *Oceania* in September. Lt. Cdr. Wanklyn was later awarded the Victoria Cross.

CONTEST

British Navy, destroyer; 1913; *Hawthorn Leslie*; 957 tons; 267-5x27x10-5; 24,000 i.h.p.; 29 knots; turbine engines; *Yarrow boilers*; three 4 in. guns; 2 T.T.

The destroyer *Contest* was torpedoed and sunk by a German submarine in the approaches to the English Channel on September 19th, 1917. She carried a complement of 77, of whom 50 survivors were picked up.

CONTRACTOR

Charente S.S. Co. (T. & J. Harrison); 1930; *Cammell Laird & Co.*; 6,004 tons; 420-3x54-6x30-4; 524n.h.p.; 13 knots; triple-expansion engines.

The steamer *Contractor*, Capt. A. Brims, was torpedoed and sunk by a submarine on August 7th, 1943, at a position about 75 miles S.W. of southern Sardinia. Five men, including Capt. Brims, were killed, and two others died of wounds.

CONUS

Anglo-Saxon Petroleum Co.; 1931; *Workman Clark*; 8,132 tons; 452-4x62-1x33-9; 714n.h.p.; 12-5 knots; oil engines.

The motor tanker *Conus*, Capt. C. Asquith, was torpedoed and sunk by a German submarine on April 4th, 1941, in the North Atlantic. Capt. Asquith and 58 of the crew were killed.

CONWAY CASTLE

D. Currie & Co.; 1877; *R. Napier & Sons*; 3,056 tons; 349-2x39-3x28-9; 400h.p.; triple-expansion engines.

The British cargo ship *Conway Castle* was wrecked on May 11th, 1893, near Vatoumandry, Madagascar, on a voyage from London to Mauritius.

COONAGH

Limerick Steamship Co.; 1904; *Sir R. Dixon & Co.*; 1,412 tons; 238x35-7x12-2; 165n.h.p.; 8-5 knots; triple-expansion engines.

The *Coonagh* left Middlesbrough on March 10th, 1917, bound for Rouen. She was off the Thames estuary on March 13th, and was torpedoed and sunk by a German submarine on that day or the next in the English Channel. All of the crew of ten were lost.

COOPER

United States Navy, destroyer; 1944; *Federal Shipbuilding Co.*; 2,200 tons; 376-5x40-9x12-5; 60,000s.h.p.; 36-5 knots; turbine engines; six 5 in. guns, twelve 40mm AA, eleven 20mm A.A.; 10 T.T.

The *Cooper* was sunk in a night action with a number of Japanese destroyers in Ormoc Bay, Leyte Island, Philippines, on December 3rd, 1944. The vessel carried a complement of over 250.

COPELAND

Clyde Shipping Co.; 1894; *W. B. Thompson & Co.*; 1,184 tons; 246-5x33-7x16-2; 258n.h.p.; 10 knots; triple-expansion engines.

The iron steamer *Copeland* was torpedoed and sunk by a submarine 15 miles S.S.W. of the Tuskar on December 2nd, 1917. Twelve men were killed. The captain was among the survivors.

COPENHAGEN

Glasgow Shipowners' Co.; 1898; *J. Priestman & Co.*; 3,297 tons; 325 X 47 X 25 • 6; 312 n.h.p.; triple-expansion engines.

The British cargo ship *Copenhagen*, carrying a cargo of coal from Philadelphia to Havana, was wrecked on May 27th, 1900, near Cape Florida.

COPENHAGEN

Great Eastern Railway Co.; 1907; *J. Brown & Co.*; 2,570 tons; 331-2x43-2x17-8; 12,000 s.h.p.; 22 knots; turbine engines.

The triple-screw passenger steamer *Copenhagen* was torpedoed and sunk by a submarine eight miles E. ½ N. of the North Hinder lightship on March 5th, 1917. Fortunately only six persons were killed. The captain was among the survivors.

COQUET

Mercantile Steamship Co.; 1904; *Sir Raylton Dixon & Co.*; 4,396 tons; 360-1x50-2x17-9; 344n.h.p.; 11 knots; triple-expansion engines.

The steamship *Coquet*, Capt. Arnold C. B. Groom, was bound from Torrevegia to Rangoon with a cargo of salt when she was intercepted by a Austrian submarine 200 miles E. of Malta on January 4th, 1916. The attack took place at 10.45 a.m., the submarine opening fire from the surface. Eight shells were fired after which the Austrians boarded the ship and sank her with time-bombs. The *Coquet* carried 31 persons all told. Two boats were launched in a heavy sea and one, under the first officer, was swept away and lost with 16 lives. The captain's boat fared a little better, the occupants landing on the Libyan coast six days later. Here they were attacked by Bedouin Arabs and three were killed and the captain, who feigned death, wounded. Ten men were taken prisoner, the captain escaping to an Italian settlement after the others had been marched away.

COQUETTE

British Navy., destroyer; 1903; Thornycroft; 335 tons; 5,700i.h.p.; 30 knots; Thornycroft boilers; one 12pdr. gun, five 6pdr., 2 T.T.

The destroyer *Coquette*, Lt. Vere Seymour, was patrolling in the North Sea on March 10th, 1916, when she struck a mine. She sank very rapidly taking with her Lt. Seymour and 21 ratings. At the same time *Torpedo Boat No. 11* struck another mine not far away and sank with three officers and 20 ratings.

COQUIMBO

Ant. Dom. Bordes & Fits; 1890; Russell & Co.; 7,759 tons; 259x38-1x23.

The French sailing ship *Coquimbo* struck a mine and sank on July 13th, 1917, in the Bay of Biscay.

CORABELLA

Saugenay Terminals; 1937; J. L. Thompson & Sons; 5,682 tons; 409'3x57-6x29-1; 395n.h.p.; triple-expansion engines.

The steamship *Corabella* was torpedoed and sunk by a German submarine on April 30th, 1943, between Takoradi and Freetown. Nine of her crew were lost.

CORACERO

Donaldson South American Line; 1923; Lithgows; 7,252 tons; 423-6x56x36-7; 831 n.h.p.; 13knots; triple-expansion engines & exhaust turbine.

The *Coracero*, Capt. E. C. Young, was in convoy in mid-Atlantic on March 17th, 1943, when she was torpedoed and sunk by a submarine. Five men were killed. Capt. Young was among the survivors.

CORAL SEA, Battle of, *see* **LEXINGTON** and **SHOHO**

CORALIE

W. H. Cockerline & Co.; 1892; Richardson, Duck & Co.; 2,920 tons; 312X41X20-6; 256n.h.p.; triple-expansion engines.

The British cargo ship *Coralie* foundered on February 23rd, 1907, off Heligoland while on a voyage from Rosario to Hamburg.

CORBIS

Anglo-Saxon Petroleum Co.; 1931; Workman, Clark; 8,132 tons; 452-4x62-1x33-9; 714n.h.p.; 12-5 knots; oil engines.

The motor tanker *Corbis*, Capt. S. W. Appleton, was torpedoed and sunk on April 18th, 1943, about 500 miles due E. of Port Elizabeth. Capt. Appleton and 50 others were killed.

CORBURN

Cory Colliers; 1936; Burntisland S.B. Co.; 1,786 tons; 257x39-5x16-7; 171 n.h.p.; triple-expansion engines.

The steamship *Corburn*, on Admiralty service, struck a mine and sank on May 22nd, 1940, off Havre.

CORCHESTER

Wm. Cory & Son; 1927; S. P. Austin & Son; 2,374 tons; 285x41-7x19; triple-expansion engines.

The British steamship *Corchester* sank after a collision with the *City of Sydney* off the Norfolk coast on February 19th, 1956, and eight lives were lost. She was on a voyage in ballast from London to Hartlepool.

CORDELIA

A. Kirsten; 1921; Hamburger Elbe Schiffsw.; 1,357 tons; 244-5x36-2x16-1; 126n.h.p.; triple-expansion engines.

The German steamship *Cordelia* struck a mine and sank on December 2nd, 1941, fifteen miles E. of Burgaz, Bulgaria.

CORDELIA

Oil Tank S.S. Co.; 1931; Swan, Hunter & Wigham Richardson; 8,190 tons; 460-4x59-5x34-1; 652n.h.p.; oil engines.

The tanker *Cordelia*, on a voyage from Curacao and New York for the Clyde, straggled from her convoy in bad weather on February 23rd, 1943, and was torpedoed and sunk by the German submarine *U-632*. The chief engineer was taken off a raft by the submarine but the remaining 38 of her crew and eight gunners were lost.

CORDILLERA

Pacific Steam Navigation Co.; 1869; Glasgow; 2,860 tons; 353-2x41x26; 500h.p.; compound inverted engines.

The British cargo ship *Cordillera* was wrecked on September 20th, 1884, in the Straits of Magellan. She was on a voyage from Liverpool to Valparaiso.

CORDILLERA

G. W. Phillips; 1866; T. Vernon & Son; 883 tons; 186-4x30-3x20-5.

The barque *Cordillera*, Capt. Everitt, was wrecked shortly after leaving Valparaiso on November 7th, 1897. The captain and 16 others were drowned.

CORDOBA

Hamburg-Sudamerikanische Dampfschiffahrts Ges.; 1919; Lithgows; 4,611 tons; 384-6x52x26-5; 517n.h.p.; triple-expansion engines.

The German steamship *Cordoba* struck a mine and sank on September 11th, 1940, at Havre.

CORDOVA

JohnTully; 1880; TyneI.S.B. Co.; 1,730 tons; 275-4x37-5x18-8; 180 h.p.; compound engines.

The British ship *Cordova* foundered on December 27th, 1893, near Cape Palos. She was on a voyage from the Tyne to Barcelona with a cargo of coal. A second ship of this name owned by John Tully & Sons, of 2,284 tons, was sunk on December 12th, 1917, by a German torpedo boat destroyer in the North Sea.

CORDOVA

Soc.diNav.LloydItaliano; 1905; London & Glasgow Co.; 4,933 tons; 411-4x47-2x18-8; 531 n.h.p.; triple-expansion engines.

The Italian steamship *Cordova* was torpedoed and sunk by a submarine on July 4th, 1918, in the Mediterranean.

CORDUFF

Cory Colliers; 1923; Swan, Hunter & Wigham Richardson; 2,345 tons; 284-5x42x19-6; 247n.h.p.; triple-expansion engines.

The collier *Corduff*, Capt. D. Rees, was torpedoed and sunk off No. 8 Buoy, near Cromer, by a German motor torpedo boat on March 7th, 1941. Seven men were killed and two taken prisoner of war. Capt. Rees was among the 14 survivors landed.

CORFIELD

Cory Colliers; 1937; Burntisland S.B. Co.; 1,791 tons; 257X39-5x16-7; 176n.h.p.; 10 knots; triple-expansion engines.

The collier *Cprfield*, Lt. Cdr. W. J. Tucker, R.N.V.R., was taken over by the Admiralty during the Second World War for service as a mine-destroyer vessel. On September 8th, 1941, when off the mouth of the Humber she struck a mine and sank. The crew were picked up and there was no loss of life.

CORINALDO

Donaldson South American Line; 1921; Scotts S.B. & E. Co.; 7,131 tons; 414-5x55-6x36-7; 810 n.h.p.; 12 knots; turbine engines.*

The *Corinaldo*, Capt. W. Anderson, was in convoy on October 29th, 1942, when she was torpedoed and sunk by a submarine. The attack took place between the Canary Islands and Gibraltar. Eight of the crew were killed and one was wounded. Capt. Anderson was among the survivors.

CORINIA

Northwest Shipping Co.; 1928; R. Williamson & Son; 870 tons; 188-3x30-2x12-4; 99r.h.p.; triple-expansion engines.

The British steamship *Corinia* struck a mine and sank on March 10th, 1941, in the English Channel, with the loss of 14 lives.

CORINTH

Nelson, Donkin & Co.; 1880; C. Mitchell & Co.; 2,568 tons; 317x37-8x26-9; 300 h.p.; compound inverted engines.

The British cargo ship *Corinth* was sunk in a collision on January 22nd, 1886, in 25° N., 119° E., on a voyage from Hiogo, Japan, to Singapore.

CORINTHIAKOS

M. A. Embiricos; 1910; Craig, Taylor & Co.; 3,562 tons; 362-3x51x21; 310 n.h.p.; triple-expansion engines.
The Greek steamship *Corinthiakos* was torpedoed and sunk by a German submarine on November 20th, 1942, thirty miles N. of Inhaca Island, while on a voyage from Lourenso Marques to Aden. The captain and ten others were killed.

CORISCO

British & African S.N. Co.; 1876; J. Elder & Co.; 1,856 tons; 300-9x34-5x23-6; 280 h.p.; compound inverted engines.
The British ship *Corisco* was wrecked on July 23rd, 1885, off the River Cess, Liberia. She was on a voyage from Liverpool to Bonny.

CORK

City of Dublin Steam Packet Co.; 1899; Blackwood & Gordon; 1,232 tons; 260-3x34-1x15-7; 330n.h.p.; 10-5 knots; triple-expansion engines.
The steamship *Cork* was torpedoed and sunk by a submarine nine miles N.E. of Lynas Point on January 26th, 1918. Twelve men were killed. The captain was among the survivors.

CORMORAN

German Navy, unprotected cruiser; 1892; Germany; 1,630 tons; 246 x 33 • 5 x 15; 1,600 i.h.p.; 16 knots; triple-expansion engines; eight 4 • 1 in. guns, five 1 pdr., 2 T.T.

The old German light cruiser *Cormoran* was left behind at Tsingtau (Tsingtao) when the Asiatic Squadron left for the coast of South America at the outbreak of the First World War. The ship was of little fighting value with a low speed. As Japan had not entered the war at that date it was assumed that it might be some time before Tsingtau would be invested by an Allied army, therefore she would be comparatively safe. On August 15th, however, Japan presented an ultimatum to Germany demanding that Tsingtau should be handed over to her and requiring a reply within seven days. This changed the position of the German ships within the harbour in a most radical fashion, for Japan would be able to land an investing army as soon as her ultimatum expired.

The vessels lying at Tsingtau were all old, and with the exception of the Austrian cruiser *Kaiserin-Elisabeth*, 4,060 tons (which see), were also small and weakly-armed. There were, in addition to the *Cormoran* and the *Kaiserin-Elisabeth*, the gunboats *Illis*, *Jaguar*, *Luchs* and *Tiger*, all of 900 tons, the minelayer *Ruchin* and the destroyer, *Taku*, 280 tons. These ships were found to have been sunk when the Allies entered the fortress on November 7th, 1914. Some of them had been destroyed or damaged by gunfire and others had been blown up by their crews.

CORMORANT

British Navy, gunboat; 675 tons; 200 h.p.; steam engines; two 68 pdr. guns, two 32 pdr., 2 howitzers.
The gunboat *Cormorant*, Cdr. A. Wodehouse, was one of a flotilla engaged in the bombardment of the Pei-ho Forts in the China War of 1856-59. The action lasted from June 25th to 28th, 1859, the *Cormorant* sinking on the 28th.

The flotilla lost 25 officers and men killed, and 93 wounded. For full story of the action see *Plover*.

CORNELIS

A.C.Lensen; 1914; Craig, Taylor & Co.; 2,434 tons; 295x45x20-3; 226 n.h.p.; triple-expansion engines.
The Dutch steamship *Cornells* was wrecked in heavy weather on October 15th, 1922, at Grundekallen, Sweden.

CORNHILL

Chapman & Miller; 1892; J. Blumer & Co.; 2,053 tons; 270 -3X38-1x16-2; 150h.p.; triple-expansion engines.
The British cargo ship *Cornhill* was sunk in a collision on December 28th, 1893, off Cape Trafalgar. She was on a voyage from Barry to Malta with a cargo of coal.

CORNISH CITY

Leeds Shipping Co. (Sir W. Reardon Smith & Sons); 1936; Furness Shipbuilding Co.; 4,952 tons; 426-5x56-2x25-3; 687 n.h.p.; 12 • 5 knots; oil engines.
The *Cornish City*, Capt. H. T. Isaac, first attracted public notice as the flagship of what came to be known as the *Jervis Bay* convoy. On

November 5th, 1940, the vessel wearing the flag of Rear-Admiral H. B. Maltby, commodore of the convoy, was in mid-Atlantic when the ships were attacked by the German pocket battleship *Admiral Scheer*. The *Cornish City* though shelled by the enemy managed to escape on that occasion and continued in service for more than two years before she was torpedoed and sunk by an enemy submarine off Madagascar on July 29th, 1943. Capt. Isaac and 36 others were killed. The story of the famous convoy action is told under the *Jervis Bay*.

CORNWALL

British Navy, heavy cruiser; 1926; Devonport Dockyard; 10,000 tons; 630x68-5x16-2; 80,000 s.h.p.; 31-5 knots; turbine engines; 3-drum boilers; eight 8 in. guns, eight 4 in., 20 smaller, 3 aircraft.

The British 8 in-gun cruisers *Cornwall*, Capt. P. C. Manwaring, and *Dorsetshire*, Capt. A. W. S. Agar, v.c., D.S.O., were among the very heavy losses which marked the commencement of the war with Japan. The two ships left Colombo on April 4th, 1942, and on the same day reports reached the British authorities ashore that a strong Japanese force consisting of three battleships, five aircraft carriers, a number of cruisers and several destroyer flotillas had entered the Bay of Bengal. The object of this raid was to attack shipping and dislocate services at the naval base of Trincomalee. About 20 merchant ships were sunk and carrier-borne aircraft attacked Cocanada and Vizagapatam. On April 9th Trincomalee was also bombed.

The two cruisers were without air protection and on the day after leaving port, April 5th, they were attacked by waves of Japanese dive-bombers and sunk. Over 1,100 survivors were picked up next day by British destroyers. The loss on board *Cornwall* amounted to ten officers, 149 British, 16 Maltese and 23 South African ratings killed and one officer wounded. The captains of both ships were among the survivors.

Cornwall's chief exploit in the war had been the sinking of the German raider *Pinguin* in the Indian Ocean early in 1941.

CORNWALLIS

British Navy, 1st class battleship; 1901; Thames Ironworks; 14,000 tons; 429x75-5x27-3; 18,000 i.h.p.; 19 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, twelve 6 in.; twelve 12pdr., six 3pdr., 2 m.g., 4 T.T.

Cornwallis was one of the pre-dreadnought battleships that survived the Dardanelles campaign, which had proved fatal to so many of her contemporaries. In January, 1917, the ship was under orders for England and on the 9th of the month she was due at Malta, on her way home. Her commander, Capt. A. P. Davidson, D.S.O., was aware that there was a submarine in the vicinity and he had under his orders a small force of two sloops and eight trawlers, which he sent in search of the enemy. Meanwhile *Cornwallis* escorted by the destroyer *Beagle* continued on her way, zig-zagging according to custom. At 7.55 a.m. she was struck on the starboard side, abreast the boiler room by a torpedo from the submarine *U-32*, Cdr. Kurt Hartwig. Both British ships were taken by surprise, and although the destroyer dropped depth-charges she neither hit the submarine nor scared it away.

Cornwallis immediately listed ten degrees and it became necessary to flood her boiler and engine rooms to bring her on to an even keel. This meant that the steam hoisting gear for the boats was put out of action, and they had to be manhandled. Despite this handicap they were got out, the ship's company mustered and everything made ready to 'abandon ship'. The complement of *Cornwallis* was 670 and all of this number, except 15 men killed when the torpedo exploded, came off safely and boarded *Beagle* which ran alongside as the battleship was sinking. A second torpedo now hit *Cornwallis* on the port side amidships just after *Beagle* had sheered off. This was the *U-32's* final shot before leaving the scene. Had it come five minutes before it would undoubtedly have sent *Beagle* to the bottom with hundreds of men.

CORNWALLIS

Canadian National Steamships; 1921; J. Coughlan & Sons; 5,458 tons; 400x52-4x28-7; 370n.h.p.; 10 knots; triple-expansion engines.
The *Cornwallis*, Capt. Emerson Robinson, was off the coast of Maine on December 3rd, 1944, when she was torpedoed and sunk

COROCORO

by the German submarine *U-1230*. Captain Robinson, 35 of the crew and seven gunners were killed. The *Cornwallis* was not in convoy at the time of the sinking.

COROCORO

New York & Pacific S.S. Co.; 1896; Wigham, Richardson & Co.; 4,006 tons; 365x48x18-7; 363n.h.p.; triple-expansion engines.
The British cargo ship *Corocoro* was wrecked on August 26th, 1897, on Baxa Point, Straits of Magellan. She was on a voyage from the west coast of South America to New York.

CORONDA

Chr. Salvesen & Co.; 1892; W. Gray & Co.; 2,733 tons; 310-3X 41-2x17; 279n.h.p.; 9-5 knots; triple-expansion engines.
The steamship *Coronda* was torpedoed and sunk by a submarine 180 miles N.W. of Tory Island on March 13th, 1917. Nine men were killed. The captain was among the survivors.

CORONEL, Battle of, see GOOD HOPE

CORREGIDOR

Fernandez Hermanos Inc.; 1911; W. Denny & Bros.; 1,881 tons; 316X41 • 1X15 • 8; turbine engines.
The Philippine steamship *Corregidor* struck a mine and sank near Manila Bay on December 17th, 1941. The ship was crowded with passengers and about 500 lives were lost.

CORRIENTES

Argentine Navy, destroyer; 1937; Vickers Armstrong; 1,375 tons; 323x33x8-5; 34,000s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 8 smaller, 8 T.T.
The *Corrientes* was run down by the cruiser *Almirante Brown*, 6800 tons, during manoeuvres on October 3rd, 1941. The disaster took place at nightfall in a thick fog at a position 54 miles N.E. of Mar del Plata. Of the destroyer's complement of 160 officers and ratings two were killed by the collision, eight were missing and 150 were picked up by the *Almirante Brown* and the destroyer *Entre Rios*.

CORRY

United States Navy, destroyer; 1941; Charleston Navv Yard; 1,700 tons; 348-5x36x10; 50,000s.h.p.; 36-5 knots; turbine engines; Babcock & Wilcox boilers; four 5 in. guns, four 40 mm., seven 20 mm., 5 T.T.
The *Carry* was engaged in the operations consequent upon the landing of the Allied army in France on 'D Day', June 6th, 1944. The vessel struck a mine and sank when off the coast of Normandy. Her normal complement was 210. Two other U.S. destroyers, the *Glennon* and the *Meredith*, were sunk by mines in the same area on the same day.

CORSHAM

Cory Colliers; 1918; S. P. Austin & Son; 2,797 tons; 312-5X 45-3x20-8; 270n.h.p.; 10 knots; triple-expansion engines.
The collier *Corsham* was torpedoed and sunk by a submarine six miles E.S.E. of the mouth of the Tees on March 8th, 1918. Nine men were killed. The captain was among the survivors.

CORSICA

Bristol General S.N. Co.; 1863; J. & G. Thomson; 1,581 tons; 272-7x32-7x23-8; 160 h.p.; compound inverted engines.
The British cargo ship *Corsica* was wrecked on October 11th, 1881, off Cape Roca while on a voyage from London to Bombay. Twenty-one lives were lost.

CORTES

MacAndrews & Co.; 1884; J. Laing; 1,275 tons; 228x32-4x 13-9; 123n.h.p.; compound engines.
The British cargo ship *Cortes* was sunk in a collision on April 26th, 1917, five miles east of Cape Machichaco while on a voyage from Liverpool to Santander and Seville.

CORTES

MacAndrews & Co.; 1919; Caledon S.B. & E. Co.; 1,374 tons; 270-6x38-1x16-2; 196n.h.p.; 12 knots; triple-expansion engines.

The steamship *Cortes*, Capt. D. McRae, was sailing from Gibraltar with a homeward-bound convoy on September 26th, 1941, when she was torpedoed and sunk by a German submarine.

All the crew, save one, were lost. Some were picked up by the steamer *Lapwing* but lost their lives when that ship was sunk later in the day.

CORTONA

Donaldson South American Line; 1921; Vickers; 7,093 tons; 414-4x55-7x36-8; 804n.h.p.; 12 knots; turbine engines.
The *Cortona*, Capt. M. McK. Brown, was in convoy on July 11th, 1942, when she was torpedoed and sunk by a submarine. The attack took place about midway between the Canary Islands and Gibraltar. Thirty of the crew were killed and one was wounded. Capt. Brown, who had been in command of the *Corrientes* when she was torpedoed in 1940, was again one of the survivors.

CORUNDUM

John Stewart & Co.; 1899; Scott & Sons; 1,203 tons; 230X 35-1x13-9; 96 r.h.p.; triple-expansion engines.
The British ship *Corundum*, carrying a cargo of coal from Bunrypprtto Rouen, was sunk in a collision six miles south-west of Helwick Light on October 17th, 1914.

CORVUS

Det Bergenske Dampskibsselskab; 1921; Kjøbenhavns Flydedok & Skibsv.; 1,317 tons; 241-4x36-2x16-2; 106n.h.p.; triple-expansion engines.
The Norwegian steamship *Corvus* was torpedoed and sunk by a German submarine on February 27th, 1945, in the English Channel, while sailing from Garston to Plymouth. Eight of her crew were killed.

COSALA

Italian Government; 1913; J. Readhead & Sons; 4,259 tons; 369-9x51-1x26-1; 385n.h.p.; triple-expansion engines.
The steamship *Cosala* was formerly the Yugoslav *Serajfin Topic*, seized by the Italians. On February 10th, 1942, she was torpedoed and sunk by a British submarine near Cape Stilo, on a voyage from Messina to Taranto.

COSENZA

Italian Government; 1918; T. Van Duijvendijk; 1,471 tons; 238-8x36-6x16-5; 128n.h.p.; triple-expansion engines.
The steamship *Cosenza* was formerly the French *lie Rousse*, taken over by the Italians. On March 14th, 1943, she was torpedoed and sunk by an Allied submarine off Cape Spartivento.

COSPATRICK

Shaw, Savill & Co.; 1856; Duncan Dunbar; 1,220 tons; 190x 34x24.
The emigrant ship *Cospatrick*, Capt. Elmslie, a fine teak clipper, left London on September 11th, 1874, for Auckland, New Zealand. She was crowded with people, for those were the days of the regular emigrant service between English ports and those of New Zealand and Australia. There were on board 475 persons, of whom 42 were crew.

The voyage was uneventful for the first two months. The *Cospatrick* was equipped with a fixed fire engine in her fore-castle, and several lengths of new canvas hose; fire being always in the minds of those who owned wooden emigrant ships. So far as can be ascertained every precaution was taken to ensure the safety of the ship against this danger. Locked lanterns were used below deck and smoking was strictly forbidden. A fire patrol was formed from among the male passengers, and before leaving Gravesend she passed the somewhat ineffectual tests then required by the authorities.

On the night of November 17th there was a concert on board after which the passengers and crew turned in without thought of trouble. At about 1 a.m. the watch on deck raised the cry of 'Fire'. Dense clouds of smoke were rising from a shaft running from the forepeak to the fore-castle-head, where a quantity of inflammable material was stored. In a short time the flames drove crew and passengers aft and

gained a fatal hold on the ship. The fire engine failed to function as there was a heavy swell, and the roll of the ship constantly took the suction-pipe out of the water. The alternative of fighting the fire with buckets passed from hand to hand was futile from the outset, as the bulwarks were very high and the task of filling the buckets slow and difficult. Another handicap was the impossibility of keeping the ship before the wind in order to blow the flames away from the after part.

Capt. Elmslie in his anxiety to keep every available man at work fighting the flames neglected, until it was too late, to order away the boats. Ultimately the passengers were seized with terrible panic, boats caught fire and those available proved unseaworthy and devoid of hoisting tackle. Amid scenes of the utmost terror and confusion the *Cospatrick* was burned out, being at the time in lat. 37° 15' S., long. 12° 25' E., about 300 miles S.W. of the Cape of Good Hope.

Two small boats, packed with about 60 people between them, eventually got away. They had neither food, drink nor equipment, and were a stark revelation of the badly-found condition of the ship. The boats kept together for two days and were then separated by bad weather. One was never seen again and the other, after drifting for ten days, during which time all but five had died, was picked up by the sailing ship *British Sceptre*, Capt. Jahnke, Liverpool. Of the five rescued only three survived to tell a dreadful story of how they had subsisted for days on the bodies of those who had died. The saved were Mr. Henry Macdonald, the second officer, and two seamen.

Those lost numbered 472, of whom 177 were men, 125 women, 58 boys, 53 girls and 16 infants under twelve months, these being emigrants. There were also four private passengers and 39 of the crew.

COSSACK

British Navy, destroyer; 1938; Vickers Armstrong; 1,870 tons; 355-5x36-5x9; 44,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; eight 4-7 in. guns, 7 smaller, 4 T.T.

The destroyer *Cossack* played a distinguished part in the Second World War. Her greatest exploit was the release of the British merchant seamen held prisoner on board the German supply ship *Altmark*. This ship was commissioned to supply the pocket battleship *Admiral Graf Spee* (which see) on her commerce raiding in the South Atlantic. The battleship captured and sank many British merchantmen, placing the bulk of their crews on board the *Altmark* as prisoners of war. Soon the number so captured began to strain the ship's limited accommodation and also her stores. The number gradually increased until over 300 officers and men lay within her holds; the meagre rations, close confinement and vermin-infested bedding imposing a dreadful strain on the prisoners. In addition to these hardships was the fact that all unknown to them the *Admiral Graf Spee* had been sunk and the *Altmark* was making her way back to Germany by a lengthy and roundabout route through the Arctic to Northern Norway and thence down the Norwegian coast. The only mitigation for the men, and that a very slight one, was an opportunity to take exercise on deck for an hour and a quarter each day when the weather was fine.

The *Altmark's* voyage to Norway occupied nine weeks from December 13th, 1939, to February 15th, 1940, when she was sighted by an aircraft of British Coastal Command. During that time she underwent two changes of name, first calling herself the *Hangsund* and later the *Chirqueue*, and receiving different coatings of paint. This failed to deceive the Norwegian authorities who were very unhappy about her presence in their waters, as unpleasant diplomatic incidents were bound to occur with the Allies on the one side and the Germans on the other. Moreover the *Altmark* was rated as a naval auxiliary and though unarmed claimed the same privileges as those accorded to a warship. On the 14th, the day before she was sighted by the British, she was stopped and questioned by a Norwegian torpedo boat off Trondheim Fjord, but was allowed to proceed on her claiming to be regarded as a ship of war. She was stopped for a second time lower down the coast and again managed to evade search by a boarding party. By this time the Admiralty were reasonably sure of her identity and a small destroyer force was detailed to shadow her down the Norwegian coast beyond the limit of the neutral zone. This action by the British forced Capt. Dall of the *Altmark* to abandon his attempt to reach Germany and he put

into losing Fjord, followed by two Norwegian torpedo boats, the *Skarv* and the *Kjell*.

The British destroyer force was under command of Capt. Vian of *Cossack*, who received orders from the Admiralty to secure the release of the imprisoned seamen who were clearly held in duress in defiance of international law, seeing that the *Altmark* was now lying in neutral Norwegian waters. An offer was made by Capt. Vian to the Norwegian senior naval officer to make a joint search of the *Altmark* but this was declined, whereupon a party from *Cossack* was despatched to perform this duty. A Norwegian officer came on board the British destroyer to witness that the operation did not go beyond the strict limits of international law, but left sometime later when fighting took place between the British and Germans. In all four Germans were killed and five wounded, while the gunner of *Cossack*, Mr. Smith, was the only casualty on the British side, he being wounded by a rifle bullet. The fighting was not of long duration, however, for the *Altmark* was rapidly secured, an attempt by her captain to ram *Cossack* being frustrated in the nick of time. A search was at once begun, the bluejackets shouting "Are there any British below?" An answering shout from the prisoners revealed their whereabouts and a phrase which has become historic for its brevity and implication came from the navy men "The navy is here!". In a short time the whole of the imprisoned party was transferred to *Cossack* which lay alongside the *Altmark* and the German ship was abandoned. Most of the German crew escaped over the ice from whence they sniped at the British.

Cossack's next action was that of the second battle of Narvik (fully described under the destroyer *Hardy*) on April 13th, 1940, when she was severely damaged in an engagement with a German destroyer lying alongside the jetty in Narvik harbour. She became unmanageable and drifted ashore where she effected temporary repairs and was refloated during the night of the 14th. During the period in which she was ashore she came under fire from an enemy howitzer which she silenced, driving away the gunners. On this occasion she was commanded by Cdr. R. StV. Sherbrooke.

On October 13th of the same year *Cossack*, once more under Capt. Vian, was leading a division of four destroyers in the Mediterranean between Sicily and Libya when she surprised and totally destroyed an Italian convoy of three supply ships and two sloops.

In May, 1941, *Cossack* was part of a destroyer force under Admiral Sir J. Tovey, commanding the Home Fleet, when the *Bismarck* and *Prince Eugen* attempted to break out into the open ocean. From May 23rd to 26th *Cossack* took part in the chase and destruction of the *Bismarck* (which see), and it was one of the destroyers in the flotilla which she led that torpedoed the German battleship and caused her to reduce speed.

On November 6th, 1941, *Cossack*, then commanded by Capt. E. L. Berthon, was torpedoed and sunk in the Atlantic by a German submarine. Of her complement of 219, Capt. Berthon, three officers and 154 ratings were killed and five officers and 23 ratings were wounded.

COSTANTE

DaWOrso & Co.; 1899; Palmers' Co.; 3,479 tons; 349-8X 45-2x26-9; 307 n.h.p.; triple-expansion engines.

The Italian steamship *Costante* was torpedoed and sunk by a submarine in the Mediterranean on April 17th, 1917.

COSTANZA

Soc. Anon Maritt. "La Platense"; 1883; Oswald, Mordaunt & Co.; 2,545 tons; 310-6x38-8x26-7; 316 n.h.p.; compound engines.

The Italian steamship *Costanza* was torpedoed and sunk by a German submarine on August 14th, 1917, in the North Sea.

COSTAS

A. A. Embiricos; 1896; R. Thompson & Sons; 3,278 tons; 328-1x47-1x15-9; 277 n.h.p.; triple-expansion engines.

The Greek steamship *Costas* was torpedoed and sunk by a submarine in the Mediterranean on December 9th, 1917.

COTOPAXI

Pacific Steam Navigation Co.; 1873; J. Elder & Co.; 4,045 tons; 402-2x42-8x34'3; 600 h.p.; compound inverted engines.

The British cargo ship *Cotopaxi* struck a rock and sank on April 15th, 1889, in Smyth Channel while on a voyage from Liverpool to Valparaiso.

COTTINGHAM

COTTINGHAM

Jas. Little & Co.; 1907; Goole S.B. & Rep. Co.; 513 tons; 165 X 26x12-5; 79 r.h.p.; 9-5 knots; triple-expansion engines.

The small coasting steamship *Cottingham*, coming from Calais to Leith, collided with the German mine laying submarine *U.C.-2* on July 2nd, 1915. The submarine was submerged at the time. Capt. Colin Mitchell, of the *Cottingham*, reported the matter to the naval authorities who sent minesweepers to the spot. The submarine was located, but blew up at about 9.40 on the same evening, probably owing to damage to her mines.

The crew of the *Cottingham* received a grant of £200 from the Admiralty.

On her second encounter with submarines the steamship did not fare so well, for she ran into two on their way to the Mediterranean. One of the submarines ordered the crew to take to the boats and then sank the *Cottingham* by gunfire. The attack took place on December 26th, 1915, about 16 miles S.W. i W. of Lundy Island. Seven men lost their lives.

COULOURAS XENOS

Ath. Coulouras; 1915; Ropner & Sons; 4,914 tons; 384-9x 53x27; 349 n.h.p.; triple-expansion engines.

The Greek steamship *Coulouras Xenos* was bombed and sunk by German aircraft on April 2nd, 1941, off Gavao, on a voyage from Pirasus to Port Said.

COUMOUNDOUROS

Cardiff S.S. Co.; 1865; Richardson, Duck & Co.; 1,334 tons; 258-6x31-4x18-1; 160 h.p.; compound inverted engines.

The British cargo ship *Coumoundouros* was wrecked on February 11th, 1887, near Escala, Spain, while on a voyage from Genoa to Carthage on ballast.

COUNTESS EVELYNE

Countess Evelyn Co.; 1882; Caird & Purdie; 1,354 tons; 245-6x34-1x15-5; 140 h.p.; compound engines.

The steamship *Countess Evelyn* was bound from Cardiff to Bilbao with 26 persons on board, of whom eight were passengers. On the afternoon of Saturday, May 13th, 1893, the ship ran into patches of dense fog off the coast of Cornwall. She at once put her engines into dead slow and sounded her siren. At about 11.20 p.m. she collided with the Dublin steamship *City of Hamburg*, 1,219 tons, Capt. Kehoe, from Swansea for Hamburg. The impact was slight and the people on board the *City of Hamburg* were unaware of the extent of the damage they had caused. The captain of the *Countess Evelyn* ran forward to see what had happened, but so quickly did his ship sink beneath him that he was only just in time to spring for the bows of the *City of Hamburg* before she went down. The first officer, who was asleep below, came on deck as the vessel sank and he also jumped on board the *City of Hamburg*. With the exception of these two all the people remaining on the *Countess Evelyn*, 24 persons, were drowned.

COUNTESS OF MAR

Gascony Steamship Co.; 1916; Forth S.B. & E. Co.; 2,234 tons; 285-3x42-7x20-3; 207 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Countess of Mar* was torpedoed and sunk by a submarine 55 miles N. E. of Bayonne on August 4th, 1917. The captain and 19 others were killed.

COUNTY OF CARDIGAN

D. Owen & Sons; 1903; Ropner & Son; 2,826 tons; 320 x 46x21-3; 256 n.h.p.; triple-expansion engines.

The British steamship *County of Cardigan* was wrecked on May 20th, 1925, off the Cape Cee, Corcubion, while on a voyage from Braila to Esbjerg with a cargo of grain.

COUNTY OF CARMARTHEN

D. Owen & Sons; 1917; Ropner & Sons; 3,654 tons; 346-5x 50-8x23-2; 322 n.h.p.; triple-expansion engines.

The British steamship *County of Carmarthen* was wrecked on July 29th, 1922, on North Reef, Mayo Island, while on a voyage from Dakar to Key West.

COUNTY OF ROXBURG

R. & J. Craig; 1886; Barclay, Curie & Co.; 2,209 tons; 285-6x 43-5x24.

The four-masted barque *County of Roxburg* was bound from Chile to Sydney, N.S.W. in ballast. On February 8th, 1906, she was overwhelmed by a cyclone and was wrecked on Tararua Island in the Paumotu group. Ten were drowned.

COURAGEOUS

British Navy, aircraft carrier; 1916; Armstrong; 22,500 tons; 786•2 X100X28-3; 90,000 s.h.p.; 30 knots; turbine engines; Yarrow boilers; sixteen 4-7 in. guns, four 3 pdr., 17 smaller, 48 aircraft.

Courageous was constructed as a battle-cruiser under the Emergency War Programme during the Great War of 1914-18. She was a conception of Lord Fisher, and was intended for service in the Baltic. She was originally of 18,600 tons and carried a main armament of four 15 in. guns.

In 1924 the ship was taken in hand at Devonport Dockyard and reconstructed as an aircraft-carrier, the work occupying about four years and costing £2,025,800. After serving in this capacity for about eight years she was again refitted in 1936.

Courageous was commissioned with the Reserve Fleet in August, 1939, just prior to the war with Germany, and carried a reduced number of aircraft with a smaller complement than formerly. She was under command of Capt. N. A. Makeig-Jones, with a company of 1,202 officers and men. On Saturday, September 16th, she left Devonport accompanied by a screen of four destroyers on an offensive patrol, the weather being good with a moderate sea. Sometime during the evening of the 17th a German submarine was reported and two destroyers were detached to search for her. At about 8 o'clock, *Courageous* turned head to wind to recover her aircraft, which were on patrol. The submarine had now manoeuvred to within striking distance of the aircraft carrier without being observed. Two torpedoes were discharged and the ship was hit amidships on the port side. It soon became clear that it was impossible to save her and about five minutes after she was struck the captain gave orders to abandon ship. She remained afloat from 15 to 20 minutes, going down by the bows with a heavy list to port, still having a large number of her company below.

Altogether 515 officers and men, including Capt. Makeig-Jones, were drowned. Only a few boats were launched, as the ship was heeling over at too great an angle. The escorting destroyers and an American and Dutch steamer picked up some hundreds of men from the water, while many others were saved by the ship's rafts and floating pieces of wreckage.

COURLAND

Leith, Hull & Hamburg S.P. Co. (James Currie & Co.); 1932; Barclay, Curie & Co.; 1,325 tons; 251-2x38-2x15-9; 196 n.h.p.; 12•5 knots; triple-expansion engines.

The steamship *Courland*, Capt. R. C. Smith, was in convoy in the North Atlantic, some hundreds of miles off the coast of Portugal on February 9th, 1941, when she was torpedoed and sunk by a German submarine. The vessel carried a crew of 30, three of whom were lost when the ship sank. The remaining 27 were picked up by the steamship *Brandenburg* but lost their lives when that ship was sunk on the following day. The sole survivor, a passenger, was eventually landed at Gibraltar.

COURTOWN

Harrison, Sons & Co.; 1909; J. Readhead & Sons; 4,419 tons; 375x51-5x25-6; 399 n.h.p.; triple-expansion engines.

The British steamship *Courtown* was in collision and sank three miles north of Pendeen on September 28th, 1924, while on a voyage from Cardiff to Montevideo with a cargo of coal.

COVENTRY

E. Jenkins & Co.; 1883; E. Witty & Co.; 1,678 tons; 257-6X 34-6x19-4; 178 n.h.p.; compound engines.

The British collier *Coventry* was wrecked on October 1st, 1908, at the entrance to Oporto. She was on a voyage from Newport to Oporto with a cargo of coal.

COVENTRY

British Navy, anti-aircraft cruiser; 1917; Swan, Hunter; 4,290 tons; 450x43-5x16-2; 40,000 s.h.p.; 29knots; turbine engines; Yarrow boilers; ten 4 in. guns, 14 m.g.

The anti-aircraft cruiser *Coventry*, Capt. R. J. R. Dendy, was attacked by aircraft off Tobruk on September 14th, 1942, and sunk. The vessel's official complement was 400.

COVINGTON

United States Government; 1908; F. Schichau; 16,339 tons; 582-3x65-4x46-5; 1,104n.h.p.; 15-5 knots; quadruple-expansion engines.

The United States transport *Covington* was the former Hamburg-America liner *Cincinnati*, which had been taken over by the Americans when their country entered the First World War in April, 1917. On the night of July 1st, 1918, the transport was homebound and not carrying troops when she was torpedoed by a German submarine. The *Covington* was in convoy and the submarine discharged her torpedo without being sighted, or any warning of her presence coming to the ship or to the destroyer escort. Six seamen lost their lives.

COWARRA

Australian Steam Nav. Co.; 1860; United Kingdom; 439 tons; 160X — X-; 170 h.p.

The Australian steamship *Cowarra*, approaching the port of Newcastle, N.S.W., in a strong easterly gale, was driven on to Oyster Bank and wrecked on July 12th, 1866. Only one man of the 61 passengers and crew was saved.

COWSLIP

British Navy, sloop; 1917; Barclay, Curie & Co.; 1,290 tons; 262-2x35x12-5; 2,800i.h.p.; 17 knots; triple-expansion engines; two 4 in. guns, one 12pdr.

The sloop *Cowslip* was torpedoed and sunk by a submarine off Cape Spartel on April 25th, 1918. Her official complement was 98.

COYLET

T. Dunlop & Sons; 1918; Sir J. Laing & Sons; 5,522 tons; 400x52-4x28-5; 517n.h.p.; triple-expansion engines.

The British oil carrier *Coylet* caught fire and sank on February 8th, 1922, approximately 12 miles south-west of Sand Key, while on a voyage from New Orleans to Dunkirk with a cargo of benzene.

CRAFTSMAN

Charente S.S. Co. (T. & J. Harrison); 1922; Furness Shipbuilding Co.; 8,022 tons; 450-5x58x38-4; 1,004n.h.p.; 14-5 knots; turbine engines.

The steamship *Craftsman*, Capt. W. F. Hallaway, was sunk by a German raider on April 9th, 1941, about 300 miles E. of St. Paul Rocks. There was a brief action before the vessel surrendered and Capt. Hallaway was blinded by an explosion. Six men were killed. The survivors were taken prisoner.

CRAGNESS

Sir W. R. Smith & Sons; 1906; Bremer Vulkan; 5,045 tons; 410-4x52-7x28; 528 n.h.p.; quadruple-expansion engines. The British steamship *Cragness* was wrecked at Barracouta Point, 40 miles south of Mozambique on April 30th, 1924. She was carrying a cargo of coal on a voyage from Port Natal to Perim.

CRAIGELLACHIE

Maclay & McIntyre (GlasgowNav. Co.); 1899; A. Rodger & Co.; 3,271 tons; 326-6x48x23-5; 281 n.h.p.; triple-expansion engines.

The British cargo ship *Craigellachie* was wrecked on May 11th, 1900, on Reit Point near Port Alfred. She was on a voyage from Hull to Natal with a cargo of Government stores.

CRAIGLANDS

R. Hardy & Co.; 1897; W. Gray & Co.; 1,114 tons; 228x30-1x16-8; 99 h.p.; compound inverted engines.

The British cargo ship *Craiglands* was wrecked on September 29th, 1882, at Bjoroklubb. She was sailing from Simo to London with a cargo of deals.

CRAIGLEE

Snowdon S.S. Co. (C. Radcliffe & Co.); 1889; Campbeltown S.B. Co.; 1,921 tons; 285x39-1x18-5; 177n.h.p.; triple-expansion engines.

The British ship *Craiglee* foundered on September 25th, 1904, off Sicily while on a voyage from Achary to Manchester with a cargo of wheat.

CRAMLINGTON

Furness, Withy & Co.; 1907; Grangemouth & Greenock Dockyard Co.; 1,824 tons; 275-1x40-6x18-6; 175 n.h.p.; triple-expansion engines.

The British ship *Cramlington* with a cargo of coal and coke was sunk in a collision at midnight on October 21st, 1908, on Haile Sand at the mouth of the Humber. She was on a voyage from the Tyne to Seville.

CRANE

Dent & Co.; 1879, J. L. Thompson & Sons; 1,860 tons; 275-5x35x24; 180 n.h.p.; compound engines.

The British cargo ship *Crane* foundered near Ceuta on July 17th, 1896. She was carrying a cargo of ore from Benisaf to Middlesbrough.

CRANE

Kellsall Bros. & Seeching; 1903; Goole S.B. Co.; 168 tons; 110-3x20-9x11; 45 r.h.p.; triple-expansion engines.

The steam trawler *Crane* was engaged upon her lawful occasions off the Dogger Bank on the night of October 21st, 1904, when she and her consorts were fired on by the Russian Baltic Fleet on its way to the Far East. The incident caused a great sensation throughout Europe, producing reactions far more intense than its importance merited. Before the furore had died down the British Home, Channel and Mediterranean squadrons were warned for action and the verge of a European war had been reached.

The Russo-Japanese War was then in its ninth month, by which time the Russian Pacific Squadron at Port Arthur had been almost annihilated by the Japanese. In order to bolster up their damaged naval prestige the Russians despatched their Baltic Fleet to the Far East. From the outset the cruise was dogged by misfortune, for, on emerging from the Skagerrack on Friday, October 21st, the transport *Kamschatka*, which had lost touch, fired on the Swedish vessel *Aldebaran*, mistaking her for a Japanese warship. A succession of signals sent out by the transport to the effect that she was attacked by enemy torpedo boats, produced an unfortunate state of nerves among the Russian commanders. That same night the fleet encountered what it conceived to be a flotilla of hostile torpedo boats, which were, in fact, nothing more than British fishing trawlers. The Russians opened up a devastating fire from their nearest ships. The steam trawler *Crane*, Skipper George Smith, was sunk in a few minutes, Smith and the third hand, Leggott, being killed and six others wounded. In addition the trawlers *Moulmein* and *Mino* were hit repeatedly, but suffered no casualties. The squadron then passed on, leaving one ship to watch the trawlers, but offering no assistance and sending no boats.

After public excitement had died down both governments agreed to an impartial examination of the incident by an International Commission to sit in Paris.

After careful and searching examination the commission reported at the beginning of March 1905. It expressed the opinion that the Russian commanders were sincere in their belief that they could discern hostile torpedo boats among the fishing fleet. It censured Admiral Rojdestvensky, commanding the Baltic Fleet, for his omission to report the affair when passing Dover, and stated that in its view the firing was unduly prolonged. Finally,

"..... the majority of the Commissioners declare that they lack precise elements to identify on what objects the ships fired, but the Commission unanimously recognised that the boats of the flotilla committed no hostile act, and the majority of the Commissioners, being of the opinion that there was no torpedo boat either among the trawlers or on the spot, the fire opened by Admiral Rojdestvensky was not justifiable." Both governments accepted the report and Russia agreed to indemnify the relatives of the victims and all others concerned.

CRANFIELD

CRANFIELD

British India Steam Navigation Co.; 1919; W. Pickersgill & Sons; 5,332 tons; 400x52-3x28-5; 517n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Cranfield* was off the west coast of India on November 23rd, 1942, when she was torpedoed by a submarine. Two torpedoes were discharged, both hitting the target and the second one causing vital damage to the engine room. Nine Indian seamen were killed. The survivors took to the boats and landed on the coast of Travancore without further incident.

CRANFORD

London & Northern Steamship Co.; 1888; W. Gray & Co.; 2,293 tons; 293x38-2x18-7; 240n.h.p.; 9 knots; triple-expansion engines.

The steamship *Cranford* left the Tyne on Wednesday, October 12th, 1910, for Italy with a cargo of gun mountings and machinery. The ship was commanded by Capt. Fettes and carried a crew of 23 all told. The weather was very bad and on the night of the 12th-13th it was blowing a hurricane. Signals of distress were sent up by the ship and were seen at Hartlepool, but soon afterwards they ceased. On the following days quantities of wreckage, identified as coming from the *Cranford*, were washed up along the coast. There were no survivors and the steamship was ultimately posted as missing.

CRANFORD

Lykes Bros. Steamship Co.; 1920; Geo. A. Fuller Co.; 6,096 tons; 393-7x55-1x31-4; 363 n.h.p.; triple-expansion engines.

The American steamship *Cranford*, on a voyage from Table Bay to Trinidad, was torpedoed and sunk by a German submarine on July 30th, 1942, with the loss of 11 lives.

CRATHORNE

Akties. Crathorne (O.A.T. Skjelbred); 1888; W. Gray & Co.; 2,619 tons; 300x40-7x21; 236 n.h.p.; triple-expansion engines.

The Norwegian steamship *Crathorne* was sunk by a submarine on December 10th, 1917, in the Mediterranean.

CREE

Muir Young; 1920; Commonwealth Naval Dockyard; 4,791 tons; 372x54-3x25-6; 311 n.h.p.; triple-expansion engines.

The steamship *Cree* was torpedoed and sunk by a German submarine on November 21st, 1940, about 400 miles W. of Ireland, with the loss of all on board, 41 crew and two gunners.

CREEKIRK

Muir Young; 1912; R. Duncan & Co.; 3,917 tons; 353-3X 51-1x23-8; 338 n.h.p.; triple-expansion engines.

The steamship *Creekirk* left Sydney, N.S., on October 5th, 1940, for Workington in convoy. She straggled from convoy and was torpedoed and sunk by a German submarine on the 18th, with the loss of her entire crew of 35 and a gunner.

CREEMUIR

Muir Young; 1924; Palmers'Co.; 3,997 tons; 360-2x51x24-7; 352 n.h.p.; triple-expansion engines.

The steamship *Creemuir* was bombed and sunk by German aircraft on November 11th, 1940, between Stonehaven and Aberdeen. Twenty-six of her crew and one gunner were lost.

CREMA

Italian Government; 1920; Blyth S.B. & D.D. Co.; 1,684 tons; 260-3x37-3x16-4; 244n.h.p.; triple-expansion engines.

The steamship *Crema* was formerly the French *Hebe*, taken over by the Italians. On April 1st, 1943, she was torpedoed and sunk by a British motor torpedo boat five miles E. of Cape Farina.

CREOFIELD

Field Tank S.S. Co. (Hunting & Son); 1928; Goole S.B. & Rep. Co.; 838 tons; 185-2x31-4x14; 166n.h.p.; 10 knots; triple-expansion engines.

The small tanker *Creofield*, Capt. C. F. Carlin, left London for Middlesbrough on January 30th, 1940. She was never heard of again and was presumed to have been sunk by enemy action on or about February 1st, 1940. The *Creofield* carried a crew of 17.

CREOLE PRINCE

Prince Line; 1893; Short Bros.; 1,988 tons; 282x37-7x14-9; 219 n.h.p.; triple-expansion engines.

The British cargo ship *Creole Prince* was sunk in a collision on October 22nd, 1916, about six miles north-west of Cape Sparte. She was on a voyage from Manchester to Famagusta.

CRESSINGTON COURT

Court Line; 1929; Northumberland Shipbuilding Co.; 4,971 tons; 405-5x55-5x25-1; 482n.h.p.; 13-5 knots; oil engines.

The *Cressington Court*, Capt. Pace, was running under government charter when she was torpedoed and sunk by a submarine in the South Atlantic, N. of Paramaribo, on August 19th, 1942. Capt. Pace and eight others were killed. The *Cressington Court* was not in convoy at the time of the sinking.

CRESSY

British Navy, armoured cruiser; 1899; Fairfield Co.; 12,000 tons; 454x69-5x28; 21,000i.h.p.; 20-7 knots; triple-expansion engines; Belleville boilers; two 9-2 in. guns, twelve 6 in., twelve 12 pdr., three 3 pdr., 2 T.T.

Cressy, Capt. R. W. Johnson, was one of the three ships of the 7th Cruiser Squadron which met with disaster at the hands of the German submarine *U-9* on September 22nd, 1914. The squadron, consisting of the acting flagship *Aboukir*, *Cressy* and *Hogue*, was cruising off Ymuiden after a heavy gale. The ships were without a destroyer screen and they were too far north for safety. Attack by submarine was not anticipated owing to the seas, and the ships were proceeding at an easy ten knots without zig-zagging.

At 6.30 a.m. *Aboukir* was torpedoed and began to sink. Her consorts at once stopped and lowered their boats and it was while engaged in the work of rescue that they were torpedoed, *Hogue* being hit soon after *Aboukir*. *Cressy* was the last to be attacked, and, as she had every boat away and mostly filled with survivors, she possessed little means for saving her own crew. The loss of life on this ship was therefore very heavy.

Within three-quarters of an hour three big cruisers and over 1,400 officers and men were lost. The survivors numbered 60 officers and 777 men.

The full story of the disaster is related under *Aboukir*.

CREST

Dent & Co.; 1877; J.L. Thompson & Sons; 1,696 tons; 260-2 x 34x23-8; 180 h.p.; compound inverted engines.

The British cargo ship *Crest* was wrecked on December 15th, 1882, at San Sebastian, Brazil, while on a voyage from Santos to New York with a cargo of coffee.

CRESTED EAGLE

General Steam Navigation Co.; 1925; J. Samuel White & Co.; 1,110 tons; 299-7x34-6x11-1; 538n.h.p.; 18-8 knots; triple-expansion diagonal engines.

The well-known Thames paddle steamer *Crested Eagle* was taken over by the Admiralty during the Second World War to be used as a minesweeper. On May 29th, 1940, when assisting in the evacuation of the British Army from the Dunkirk beaches, she was bombed by German aircraft. At the time of the attack the *Crested Eagle* was carrying about 600 troops in addition to crew. She was set on fire and was run ashore, over 300 of those on board being either killed or drowned.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

CREWE

Dent & Co.; 1899; Wood, Skinner & Co.; 3,139 tons; 325-5X 48-2x21-8; 269n.h.p.; triple-expansion engines.

The British cargo ship *Crewe* was sailing in ballast on May 16th, 1901, from Sydney, C.B., to Wabana, N.F.L., when she was wrecked at St. Shotts Bay, N.F.L.

CRICCIETH CASTLE

M. Owen & Co.; 1876; Owen & Co.; 234 tons; 102-2x24-6X 13-7.

The brig *Criccieth Castle* struck on the rocks below Peninnis Head, St. Mary's, Scilly Isles, one night in 1883. There was a violent gale

raging at the time and little could be done to save the crew. By daylight it was found that all on board, including the Falmouth pilot, had been drowned.

CRICHTOUN

George Gibson & Co.; 1920; John Cran & Somerville; 1,097 tons; 235-2x34x17-7; 1,200 i.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Crichtoun*, Capt. Malcolmson, was torpedoed and sunk by a German motor torpedo boat off Lowestoft at midnight on March 19th, 1945. Twenty of her crew of 21 and two of her four gunners were lost.

CRICKET

Penny Steamboat Co.; 1846; W. Joyce & Co.; 12-25 knots; double cylinder compound oscillating engines.

The Thames steamship *Cricket*, Capt. Carter, was a small vessel belonging to the Penny Steamboat Co., which also owned two other steamships similar in design, the *Ant* and the *Bee*. This tiny fleet was employed in carrying passengers between the City and the West End of London, at fares of one-halfpenny upwards. The ship's engines had been condemned in a book, the "Steam Engine", written about six months previously by a Mr. Pertwine, an engineering expert, who pointed out that serious accidents were bound to occur if steamships like the *Cricket* were allowed to ply on the Thames without examination by the authorities. On Friday morning August 27th, 1847, at 9.30, she was lying at the landing stage at London Bridge, having taken on board about 150 passengers, when there was a terrible explosion and the boiler of the *Cricket* was hurled 100 feet along the river, and six persons were killed and 11 seriously injured. The explosion completely destroyed the after portion of the steamship. Fortunately a large number of the passengers were seated forward and these escaped unhurt, though nearly all were stunned or shaken. The large number of small boats in the vicinity and the steamship's proximity to the landing stage enabled everybody to get ashore without further mishap. Shortly after the explosion the *Cricket* sank.

At the inquest it was stated that Capt. Carter had just left the engine room, and that the engineer and stoker were on deck when the disaster occurred. It was also revealed that it was not unusual to leave the boiler and engines unattended when the steamships were lying at landing stages. A verdict of "Manslaughter" against Heasman, the engineer, was returned by the jury.

An inquiry established that the engines ran well for several months when under the care of an engineer named Kent. When Kent left another engineer, by name Clark, was engaged. It was this man's practice to tie down the safety-valve with spun-yarn, by which means he was able to force up the pressure. Complaints from the captain and superintendent that he failed to obtain the same results from the engine as Kent had done, made him resort to this dangerous expedient.

It was stated that the pressure could be forced up to 60lb. immediately by this means and that after five minutes it became 90lb., after ten minutes 140lb., and after 15 minutes 180lb. Clark was later dismissed for his mishandling of the boiler and a third engineer, named Heasman, was engaged. Unfortunately this man resorted to the same practices as his predecessor.

Both engines and boilers had been made and fitted by Mr. W. Joyce, who was present at the inquiry, and who stated that they were constructed on a combination of the low and high pressure principles, with oscillating cylinders.

At a later date Heasman was tried and found guilty, but received a light sentence of two months imprisonment, probably on account of the lack of supervision exercised by the company over its steamboats, which was a contributory factor in these malpractices.

CRINNSSEN

Koninkl. Nederlandsche Stoomboot Maats.; 1919; Maats. Fyenoord; 4,282 tons; 342-8x47-7x24-5; 311 n.h.p.; triple-expansion engines.

The steamship *Crijnsen* was torpedoed and sunk on June 10th, 1942, on a voyage from Curacao to New Orleans. One of her crew and 18 passengers were lost. The American steamship *Lebore* picked up 49 survivors on June 11th, but many of these were lost when the *Lebore* was sunk on the 16th.

CRBMDON

Erik Brodirfs Rederiaktieb.; 1878; W. Gray & Co.; 1,599 tons; 261-8x34-7x19-3; 167 n.h.p.; compound engines.

The Swedish steamship *Crimdon* was torpedoed and sunk by a submarine in the North Sea on July 27th, 1918.

CRISPIN

Booth S.S. Co.; 1907; Sir Raylton Dixon & Co.; 3,965 tons; 355-1x49-3x24-1; 408 n.h.p.; 12-5 knots; triple-expansion engines.

The *Crispin* was torpedoed and sunk by a submarine 14 miles from Hook Point, Waterford, on March 29th, 1917. Eight persons were killed. The captain was among the survivors.

CRISPIN

Booth S.S. Co.; 1935; Cammell, Laird & Co.; 5,051 tons; 412-2x55-7x26; 603 n.h.p.; 13 knots; triple-expansion engines & L.P. turbine.

The *Crispin*, Lt. Cdr. B. Moloney, D.S.O., was taken over by the Admiralty early in the Second World War. On February 3rd, 1941, she was torpedoed by a German submarine about 500 miles W. of Ireland. She sank on the following day. Cdr. Moloney, seven officers and 12 ratings were killed and three officers were wounded.

CRISTINA

Cia. Naviera Vascongada; 1903; Const. Nav. Espanola; 2,083 tons; 281-7x40x19-2; 184 n.h.p.; triple-expansion engines.

The Spanish steamship *Cristina* was torpedoed and sunk by a German submarine on March 10th, 1918, in the Bristol Channel.

CRISTINA RUEDA

A. Menchaca; 1872; A. Leslie & Co.; 1,353 tons; 240-4X 30-8x17-6; 134 n.h.p.; compound engines.

The Spanish steamship *Cristina Rueda* was wrecked during a storm on February 24th, 1925, on the He de Re, Bay of Biscay.

CRISTOBAL COLON

Spanish Navy, armoured cruiser; 1896; Sestri Ponente; 6,840 tons; 328x59-7x24; 14,000 i.h.p.; 23 knots; triple-expansion engines; two 10 in. guns, ten 6 in., six 4-7 in., ten 2-2 in., ten 1-4 in., 2 m.g., 4 T.T.

The *Cristobal Colon* was originally built for the Italian navy as the *Giuseppe Garibaldi*, but was purchased by the Spanish government in 1897 and renamed. The ship had turrets fore and aft carrying Armstrong guns; these were removed at Cadiz in order that Spanish Hontoria guns might be mounted in their places. This work was never carried out and when the American-Spanish War was declared the ship was obliged to join the Spanish Atlantic Squadron under Admiral Cervera without them. Her secondary armament was, however, intact. She was very speedy, having achieved 23 knots on her trials, though only designed for 20. The *Cristobal Colon* was commanded by Capt. Moreau, and also wore the flag of Cdre. de Paredes. She carried a complement of 567.

On the morning of July 3rd, 1898, the squadron left Santiago de Cuba in an attempt to run the gauntlet of the powerful U.S. blockading fleet and reach Havana. After an action lasting three hours and fifty minutes the four armoured cruisers and two destroyers which composed the squadron were totally destroyed.

As the newest and fastest unit of the fleet the *Cristobal Colon* managed for a time to avoid the terrible punishment which fell to the lot of her consorts. At one time she was six miles ahead of the American ships and bade fair to make good her escape, being covered by the delaying action of the *Viscaya*. This favourable condition of affairs terminated with startling suddenness when her supply of best steam coal became exhausted. She was compelled to fall back upon coal of an inferior quality and her steam pressure at once decreased. Without her heavy guns, and relying solely upon her secondary batteries, she was soon outmatched by the heavy U.S. battleships. Nevertheless she suffered surprisingly little damage, and was never set on fire.

After a long chase the *Cristobal Colon* entered the mouth of the Tarquino River. Capt. Moreau then hauled down his flag and prepared to surrender. At the same time the engineers below opened the valves and flooded the lower decks, so that on the arrival of the

CRISTOBAL COLON

Americans the ship was sinking. Thus ended the last of the Spanish Atlantic Squadron.

The full story of the battle is told under the name of the flagship, the *Infanta Maria Teresa*.

CRISTOBAL COLON

Cia. Trasatlantica; 1923; Soc. EspaHOLA Constr. Naval; 10,833 tons; 480-6x61-2x32-7; 7,775 n.h.p.; turbine engines.
The Spanish liner *Cristobal Coldn*, Capt. Crescencia Navaro, on a voyage from Cardiff to Veracruz, was wrecked on October 25th, 1936, near North Rock, N.E. reefs, Bermuda.

CRITON

Ministry of War Transport (Sir R. Ropner & Co.); 1927; W. Gray & Co.; 4,564 tons; 400x53x25-1; 439 n.h.p.; triple-expansion engines.

The former French steamship *Criton* left Peper in mid-June, 1941, under command of a naval lieutenant, bound to Belfast where she was to be entered into British registry. She straggled from convoy and was intercepted by a French (Vichy) cruiser on June 20th. Disregarding orders to maintain wireless silence and to proceed to Konakry the commander of the *Criton* reported his arrest by wireless, whereupon the cruiser opened fire and sank the ship. Ten of her crew were killed on board and four more died after being landed.

CROMA

Dent & Co.; 1883; J.L. Thompson & Sons; 3,187 tons; 330-3 x 43-7x27-3; 269 n.h.p.; compound engines.

The British cargo ship *Croma* was wrecked on August 20th, 1899, on Swona Island, Pentland Firth. She was on a voyage from Dundee to New York with a general cargo.

CROMARTY

John Warrack & Co.; 1892; A. Stephen & Sons; 2,881 tons; 319-5x42-1x17-2; 279 n.h.p.; triple-expansion engines.

The British cargo ship *Cromarty* was wrecked on January 23rd, 1898, on San Pedro Shoal, St. Michaels. She was on a voyage from Shanghai to New York.

CROMARTY

British Navy, fleet-minesweeper; 1940; Blyth Shipbuilding Co.; 672 tons; 174x28-5x9-5; 2,400 s.h.p.; 16 knots; turbine engines; 3-drum boilers; one 3 in.A.A. gun, two 20mm., 4 m.g. Cromarty,
Lt. Cdr. C. G. Palmer, D.S.C., R.N.Z.N., struck a mine and sank at the approaches to the straits of Bonifacio on October 23rd, 1943. Five officers and 15 ratings were killed. Cdr. Palmer was among the survivors but was wounded.

CROMER

British Navy, fleet-minesweeper; 1940; Lobnitz & Co.; 672 tons; 180x28x9-5; 2,400 i.h.p.; 16 knots; triple-expansion engines; 3-drum boilers; one 4 in.A.A. gun, two 20mm., 4 m.g. Cromer,
Cdr. R. H. Stephenson, D.S.O., struck a mine and sank off the coast of Libya on November 9th, 1942. Three officers including Cdr. Stephenson and 43 ratings were killed.

CRONSHAGEN

Heinrich F. C. Arp; 1904; A. G. "Neptun"; 1,787 tons; 261-1 x38-1x17-5; 149 n.h.p.; triple-expansion engines.
The German steamship *Cronshagen* struck a mine and sank on April 24th, 1940, near Drogden.

CROWN

Dent & Co.; 1878; J.L. Thompson & Sons; 1,512 tons; 251-1x 33-6x22-3; 150 h.p.; compound inverted engines.
The British cargo ship *Crown* was wrecked on November 15th, 1881, at Harbore, near Jutland, while on a voyage from the Tyne to Copenhagen with a cargo of coal. Seven of the crew were drowned.

CROWN POINT

Norfolk & North American Steamshipping Co.; 1900; J. L. Thompson & Sons; 5,218 tons; 390x51x27-6; 450 n.h.p.; 10 • 5 knots; triple-expansion engines.
The steamship *Crown Point* was torpedoed and sunk by a submarine 55 miles W, of the Scilly Isles on February 6th, 1917. Seven men were killed.

CROWN PRINCE

Prince Line; 1904; W. Dobson & Co.; 2,539 tons; 325x45-3x 20-2; 262 n.h.p.; triple-expansion engines.

The British cargo ship *Crown Prince* was wrecked on October 16th, 1910, at Halandes Point, Cuba. She was carrying a cargo of coffee from Santos to New Orleans.

CROXTETH HALL

Barcelona S.S. Co. (Hall Line); 1917; Palmers' Co.; 5,872 tons; 414-2x52-4x29-3; 556 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Croxteth Hall* struck a mine and sank 25 miles W. of Bombay on November 17th, 1917. Nine men were killed. The captain was among the survivors.

CROXTETH HALL

Ellerman Lines; 1909; Rickmers A.G.; 4,243 tons; 367x47-7x 27-3; 327 n.h.p.; triple-expansion engines.

The British steamship *Croxteth Hall* struck a sandbank and sank off Wandelaar lightship on February 27th, 1929. She was on a voyage from Port Sudan to Antwerp carrying a general cargo.

CROYDON

Andrew Weir & Co. (S.S. Homeric Co.); 1898; J. L. Thompson & Sons; 3,757 tons; 345x48x25-7; 323 n.h.p.; triple-expansion engines.

The British ship *Croydon* was wrecked on April 6th, 1914, at Barbuda while on a voyage from Philadelphia to Barbados with a cargo of coal.

CRUSADER

Eskside S.S. Co.; 1901; Sunderland S.B. Co.; 4,249 tons; 360X 48-2x20-5; 350 n.h.p.; triple-expansion engines.

The British ship *Crusader* was wrecked on February 25th, 1910, on Bird Island, near Port Elizabeth. She was on a voyage from New York to Manila with a cargo of coal.

CRYSTAL

Dent & Co.; 1881; J. L. Thompson & Sons; 2,613 tons; 330x 39x18-9; 300 h.p.; compound engines.

The British cargo ship *Crystal* was sunk in a collision in the Tyne on January 7th, 1892, when setting out on a voyage to New York via Dundee.

CUBA

Pacific Mail S.S. Co.; 1897; Blohm & Voss; 3,168 tons; 307-7X 42-2x24-7; 281 n.h.p.; triple-expansion engines.

The American steamship *Cuba*, sailing with passengers and general cargo from Panama to San Francisco, was wrecked on September 8th, 1923, on San Miguel Island, Santa Barbara.

CUBA

Ministry of War Transport; 1923; Swan, Hunter & Wigham Richardson; 11,420 tons; 476x62-3x35-1; 10,300 s.h.p.; 15-5 knots; turbine engines.

The *Cuba* was a French passenger liner, owned by the Cie. Generate Transatlantique. She left Martinique on October 24th, 1940, for Casablanca and was intercepted by a British warship on the 31st. Thereafter she sailed under the British flag and was managed by Cunard White Star for the Ministry of War Transport. She was in the English Channel, about 50 miles S.S.E. of St. Catherine's Point, on April 6th, 1945, when she was torpedoed and sunk by a German submarine.

CUBA MARU

Kawasaki Dockyard Co.; 1926; Kawasaki Risen K.K.; 5,950 tons; 405x53x34; 902 n.h.p.; oil engines.

The motorship *Cuba Mam* capsized and sank on August 24th, 1942, off Sakhalin Island.

CUBANO

Wilh. Wilhelmsen; 1921; J. L. Thompson & Sons; 5,810 tons; 395-1x53-3x24-7; 603 n.h.p.; triple-expansion engines & L.P. turbine.

The Norwegian tanker *Cubano* was torpedoed and sunk by a German submarine on October 19th, 1940, in the North Atlantic, on a voyage from Melbourne to Montreal, in ballast.

CUBORE

Ore Steamship Corporation; 1917; Bethlehem Steel Co.; 7,777 tons; 449•1x57-2x34-3; turbine engines.

The American steamship *Cubore* was torpedoed and sunk by a German submarine on August 16th, 1918, in the Bay of Biscay.

CULEBRA

Royal Mail Lines; 1919; Irvine's S.B. & D.D. Co.; 3,044 tons; 331 x 46 • 8 x 23 • 1; 310 n.h.p.; triple-expansion engines.

The British steamship *Culebra* sailed from Loch Ewe on January 5th, 1942, for Bermuda in convoy. The convoy was scattered during a heavy gale on the 12th, and *Culebra* never regained contact. On the 17th, she was intercepted by a German submarine and sunk by gunfire, with the loss of all on board, 39 crew and six gunners.

CULMORE

Culmore Ship Co.; 1890; Russell & Co.; 1,720 tons; 260-5x38-2X23-L

The sailing ship *Culmore* was bound from Hamburg to Barry when she was wrecked off Spurn Head, Yorkshire, on November 14th, 1894. Twenty-two of the crew were drowned.

CULVER

British Navy, cutter; 1929; Bethlehem Shipbuilding Corp'n.; 1,983 tons; 250x42x16; 3,220 h.p.; 16 knots; turbo-electric engines; one 5 in. gun, one 3 in.A.A., two 6pdrs. Culver.

Lt. Cdr. R. T. Gordon-Duff, was the ex-U.S. cutter *Mendota* which had been transferred to the Royal Navy under the Lend-Lease agreement. On January 31st, 1942 the vessel was in mid-Atlantic when she was torpedoed and sunk by a German submarine. Eight officers, including Cdr. Gordon-Duff, and 118 ratings were killed.

CULZEAN

J.Kerr&Co.; 1871; J. Reid & Co.; 1,633 tons; 254x40x23-9

The sailing ship *Culzean*, Capt. Pirnie, was wrecked in the Sound of Java on November 22nd, 1881. A gale was blowing at the time and the ship, which had been damaged, was being towed into port for repairs. Seventeen of the crew were drowned.

CUMA

A.Lauro; 1920; Workman, Clark & Co.; 8,260 tons; 462-4X58-3x37-1; turbine engines.

The Italian steamship *Cuma* was torpedoed and sunk by a British submarine on October 18th, 1940, about seven miles E. of Licata.

CUMBERLAND

United States Navy, sloop; 1852; U.S. Navy Dept.; 1,726 tons; 175x45x21; twenty-two 9 in. m.l guns, one 10 in., one 70 pdr. rifled gun.

In March 1862, during the American Civil War, the *Cumberland* was one of a squadron blockading Hampton Roads. The units composing the squadron were wood sailing ships and steamships of no great fighting value, but efficient for the task assigned to them. In addition to the *Cumberland*, which was a three-masted, full-rigged ship of 24 guns, there were the sailing frigate *Congress*, of 50 guns, and the steam frigates *Minnesota* and *Roanoke*, together with some smaller ships. It was known to the Federal government at Washington that the Confederates were making every effort to construct an ironclad ram from the hull of the U.S. steam frigate *Merrimac*. The ship had been cut down to her berth deck, on which was erected a wooden rectangular casemate with sloping sides, 170 feet in length, sheathed with rolled railway iron laid crosswise in two layers and bolted to the wooden backing. The thickness was four inches of iron and 24 inches of wood, making an impenetrable surface to round shot from smooth-bore cannon. To afford protection to the hull the sloping sides of the casemate extended for two feet below the level of the water on either side. Within the casemate were housed six smooth-bore and four rifled guns, and on its roof, at the extreme fore-edge, was a triangular, armoured conning tower. The ship carried no masts, only two flagstuffs, one at either end of the casemate and one funnel. A heavy ram, four feet in length, and made of cast iron was clamped to the bow. This formidable craft was not, however, free from defects, for she drew 22 feet of water and could not steam faster than five knots. Her steering gear did

not function promptly and it took her from 30 to 40 minutes to make a complete turn. Lt. John M. Broke, of the Confederate States Navy, was the genius who had achieved so much out of such unpromising material. The ship was renamed *Virginia* by the Confederates, but her former name of *Merrimac* is the one by which she is best known.

The Federal government appears to have been quite unaware that the ship was in such an advanced state of completion, and her appearance on the afternoon of March 8th, 1862, took the blockading squadron completely by surprise. So great was the anxiety of the Confederates to forestall the ironclad which the Federals were known to be building, that they sent out their ship as soon as it could move.

The Federal ships were lying quietly at anchor when the *Merrimac*, under command of Capt. Franklin Buchanan, came in sight escorted by a few gunboats. The *Cumberland* and the *Congress* immediately cleared for action, but both remained at their moorings. At 500 yards the ironclad fired her first shot, hitting the *Cumberland* and smashing one of the latter's pivot-guns. In reply the wooden ship sent a shot through one of the *Merrimac's* gun ports, damaging two guns and killing and wounding 19 men. The ironclad now ran past the *Congress*, receiving the frigate's broadside of 25 guns without anything more than superficial damage, and replying with her starboard broadside of four guns, which wrought tremendous havoc. For a time she was under fire from both vessels, but turned toward the *Cumberland* and rammed her at almost right-angles, the blow being struck on the starboard side under the fore-rigging. The *Merrimac* then reversed her engines and withdrew, losing her iron ram in the process. The *Cumberland* immediately began to sink, though Lt. Morris, her commander, stoutly refused a summons to surrender, his crew fighting their guns to the last, the vessel sinking with her colours flying. This action was brief and decisive, and the *Merrimac* steamed away toward her next victim, the *Congress*, and left the survivors to swim ashore or be picked up by small boats.

The destruction of the *Congress* is described under that ship's own story.

In the meantime the frigates *Minnesota* and *Roanoke* had come up the river with the intention of helping their unfortunate consorts. The *Minnesota* ran aground about one and a half miles distant from the scene of the fighting and fired some shots at long range during the engagement between the *Congress* and the *Merrimac*, but without effect. The *Roanoke* broke her propeller shaft and was taken in tow, but she, too, grounded and took no part in the action. As it was now sunset, with the tide running out, Capt. Buchanan decided not to risk the *Merrimac* further. He therefore left the *Minnesota* firmly aground, to be dealt with in the morning and, calling off his gunboats, steamed for the Confederate shore where he remained at anchor during the night.

The day's fighting had cost the Federals two useful ships and a loss of 257 officers and men, out of nearly 800 who formed the crews. The casualties on the Confederate ship amounted only to 21, in addition to which she received some superficial damage and had lost her ram.

At about 7 o'clock the next morning the *Merrimac* bore down on the *Minnesota* only to be met by the Federal turret ironclad *Monitor*, Capt. John L. Worden. This vessel had been designed by John Ericsson, a Swedish engineer, and carried a turret containing two smooth-bore guns, the idea being that the turret could be turned in any direction without turning the ship; a simple operation which revolutionised naval architecture. The ship had a hull constructed on the barge principle, being 122 feet long by 34 feet beam, on which was placed a flat upper hull, 172 feet long by 41 feet beam. This upper hull carried the turret, which was placed amidships, with a square armoured conning-tower forward, and two funnels and cowls aft, these being removed when she went into action. She drew only 10 feet of water, her deck being protected by two half-inch thicknesses of iron, bolted to her deck timbers. Her sides had five one-inch thicknesses of iron, two feet wide, running the whole length of the ship above the water-line. The turret was a cylinder nine feet high revolved by steam and containing two 11 in. Dahlgren guns of smooth-bore. This cylinder was composed of eight thicknesses of one-inch wrought iron, bolted together, its roof being protected by railway iron.

Like the *Merrimac*, the *Monitor* had many defects. Her conning-tower had no means of communication with the turret, save by speaking-tube; the speed was very low, being only six knots; the

CUMBERLAND

freeboard was only two feet and the ship was very unsafe at sea; the steam-turret did not function accurately and sometimes swung the guns beyond the target. The vessel, in common with her antagonist, had been completed in a hurry, and left the dockyard as soon as she could possibly be deemed ready for sea.

Both ironclads bombarded one another with great fury but to little effect except that part of the conning tower of the *Monitor* was blown off and Capt. Worden wounded. No lives were lost in either ship. (See also *Monitor*.)

CUMBERLAND

Federal Steam Navigation Co.; 1919; Bremer Vulkan; 10,939 tons; 520x64-2x37-6; 1,270n.h.p.; 14knots; triple-expansion engines & L.P. turbine.

The *Cumberland*, Capt. E. A. J. Williams, was torpedoed and sunk by a submarine on August 23rd, 1940, about 25 miles N. by E. of Malin Head, Co. Donegal. Four of her crew of 58 were killed. Capt. Williams was among the survivors.

CUMBRIAN

. Denholm & Co.; 1882; Whitehaven S.B. Co.; 1,167 tons; 240x33-2x16-1; 99 r.h.p.; compound engines.

The British iron steamship *Cumbrian* was sunk in a collision on July 7th, 1906, off Stockholm on a voyage from Bo'ness to Jacobstad.

CUPAR

British Navy, minesweeper (paddle); 1918; A. MacMillan & Sons; 800tons; 231x28-5x7-5; 2,200i.h.p.; 16knots; triple-expansion engines; Yarrow boilers; one 4 in. gun, one 12pd.
The minesweeper *Cupar* was originally *Rosslare*. She survived the First World War but unfortunately struck a mine off the Tyne on May 5th, 1919, and sank. Other minesweepers blown up in the course of mine clearance after the First World War were *Kinross*, *Erin's Isle*, *Penarth* and *Princess Mary II*.

CURACOA

British Navy, anti-aircraft cruiser; 1917; Pembroke Dockyard; 4,290 tons; 450x43-5x16-2; 40,000 s.h.p.; 29 knots; turbine engines; Yarrow boilers; eight 4 in.A.A. guns, several smaller.

The light cruiser *Curacoa*, Capt. John W. Boutwood, D.S.O., saw service in the First World War when, as a 6 in. gun cruiser, she formed one of a squadron operating under the orders of Rear-Admiral Sir R. Tyrwhitt during the summer of 1918. Early in 1939 the ship was refitted as an anti-aircraft cruiser, her 6 in. guns being replaced by eight 4 in.A.A. guns. During the Second World War she was engaged in convoying duties and it was whilst escorting the Cunard White Star liner *Queen Mary* across the Atlantic that she met with disaster. The liner, which was carrying 15,000 United States troops, was bound for the Clyde when, on October 2nd, 1942, in thick weather, the lookout reported what appeared to be a submarine on the port bow. The *Queen Mary* turned to starboard, *Curacoa*—in pursuit of the submarine and steaming at full speed—crossing her bows with insufficient distance for clearance. A terrific collision ensued, the 80,000 tons of the *Queen Mary* travelling at high speed cutting the cruiser almost in two and carrying her impaled upon her bows for a considerable way. *Curacoa* then broke in two portions which floated by the liner on either side and sank. The whole tragedy did not last more than five minutes, *Curacoa*, which was struck on the port side aft, sinking with the loss of 25 officers and 313 ratings. Twenty-six officers and men, including Capt. Boutwood, were saved.

The disaster occurred at a position some 20 miles N.W. of Bloody Foreland on the coast of Donegal.

The *Queen Mary* sustained considerable, though not vital, damage to her bows. Temporary repairs were effected at Greenock and the ship was enabled to make the return voyage across the Atlantic with very little loss of time.

CURITYBA

Hamburg-SüdamerikanischeDampfschiffahrtsGes.; 1911; FlensburgerSchiffsb.Ges.; 4,969 tons; 402-3x54x26-5; 447 n.h.p.; triple-expansion engines.

The German steamship *Curityba* was sunk by gunfire in the Oslo Fjord on April 10th, 1940, during the German invasion of Norway.

She was later raised and repaired by the Germans. On April 29th, 1942, she was torpedoed and sunk by a British submarine near Kirkenes, Norway.

CURLEW

British Navy, anti-aircraft cruiser; 1917; Vickers; 4,290 tons; 450x43-5x16-2; 40,000 s.h.p.; 29 knots; turbine engines; Yarrow boilers; ten 4 in.A.A. guns, 14 m.g.

The old cruiser *Curlew*, Capt. B. C. B. Brooke, which had been converted into an anti-aircraft ship was attacked by German dive bombers off the coast of Northern Norway on May 26th, 1940, and sunk with a loss of four officers and five ratings killed. The loss of *Curlew* did much to clarify ideas upon the whole question of ships versus aircraft.

CURTATONE

Italian Navy, destroyer; 1922; Orlando; 966 tons; 262-5 x 24-7x8-5; 27,500 s.h.p.; 34 knots; turbine engines; Thorny-croft boilers; four 4 in. guns, two 3 in.A.A., 6 T.T.

The Italian destroyer *Curtatone* struck a mine and sank in the Gulf of Athens on, or about, May 20th, 1941. The vessel carried a complement of about 120.

CUSHING

United States Navy, destroyer; 1935; Puget Sound Navy Yard; 1,465 tons; 344x34-7x9-9; 42,800 s.h.p.; 36-5 knots; turbine engines; Express boilers; five 5 in. guns, 4 m.g., 12 T.T.

The destroyer *Gushing* of the United States Navy took part in the battle of Guadalcanal, fought off that island on the night of November 12th-13th, 1942. The Japanese were encountered in the Lengo Channel shortly before midnight and were engaged at close quarters. The *Gushing* came under heavy fire and was put out of action and set adrift in flames. She remained afloat, however, until the forenoon of the 13th when she foundered.

The losses on both sides were severe.

The full story of the battle is told under the U.S. cruiser *Atlanta* and the Japanese battleship *Kirishima*.

CUVFER

J. Render son; 1883; A. Leslie & Co.; 2, 299 tons; 302 'x 37- 2 X 24-6; 251 n.h.p.; compound engines.

The British steamship *Cuvier* sank after a collision on March 9th, 1900, off the East Goodwin lighthouse with the loss of 26 lives.

CYANUS

Ferguson & Reid; 1880; E. Withy & Co.; 1,635 tons; 265 X 34-4x16-6; ISO.h.p.; compound engines.

The British ship *Cyanus* struck on some rocks and foundered at 10 p.m. on February 9th, 1897, near lie de Sein, Ushant, while on a voyage from Bilbao to the Clyde. She was carrying a cargo of iron ore. Twenty of the crew were drowned. Only one survivor was, clinging to an upturned boat.

CYBELE

DonaldsonBros.; 1874; Stephen; 1,980 tons; 319-6x34-6x 25-5; 300 h.p.; compound inverted engines.

The British cargo ship *Cybele* was wrecked on August 15th, 1880, off Heath Point, Anticosti, on a voyage from the Clyde to Montreal.

CYCLOPS

United States Navy, fleet collier; 1910; United States; 19,360 tons; 542 x65x 27; 14 knots; four 4 in. guns.

The United States fleet collier *Cyclops* was crossing the West Atlantic in March, 1918. The weather at the time was very bad, and the collier was never heard of again.

CYCLOPS

Ocean S.S. Co. (Alfred Holt & Co.); 1906; D. & W. Henderson & Co.; 9,076 tons; 485x58-2x39-5; 585 n.h.p.; 13-5 knots; triple-expansion engines.

The liner *Cyclops*, Capt. L. W. Kersley, was torpedoed and sunk by a German submarine on January 11th, 1942, about 200 miles S.S.E. of Cape Sable. Forty-six passengers and 41 crew were killed. Capt. Kersley was among the survivors.

CYDONIA

Stag Line; 1910; W. Dobson & Co.; 3,085 tons; 331-5x48x22-2; 249 n.h.p.; triple-expansion engines.

The *Cydonia* was wrecked on September 28th, 1916, on Castle Rocks, Holy Island, while employed as a collier for the British Admiralty. She was on a voyage from Methil to Brest.

CYGNET

General S.N. Co.; 1883; Gourlay Bros. & Co.; 2,012 tons; 286x37-2x15-7; 202 h.p.; compound engines.

The British cargo ship *Cygnnet* caught fire and became a total loss on December 29th, 1903, sixty miles south of Vigo while on a voyage from London to Leghorn.

CYGNET

Halcyon Steamship Co.; 1917; Rotterdam Droogd. Maats; 3,628 tons; 361-4x49-9x22-1; 310 n.h.p.; triple-expansion engines.

The Panamanian steamship *Cygnnet* was torpedoed, shelled and sunk by a German submarine on March 12th, 1942, five miles from the Bahamas on a voyage from Demerara to Boston.

CYMBELINE

Bear Creek Oil & Shipping Co.; 1902; Armstrong, Whitworth & Co.; 4,505 tons; 370x48-5x28-7; 412 n.h.p.; 9-5 knots; triple-expansion engines.

The tanker *Cymbeline* was sunk by the submarine *U-33*, Lt. Cdr. Gansser, 29 miles W. by S. of Fastnet on September 4th, 1915. The Germans opened fire from the surface and killed six and wounded six of the crew of 31. The survivors, including the wounded men and the captain, came safely to port.

CYMBELINE

Oil Tank S.S. Co.; 1927; W. Hamilton & Co.; 6,317 tons; 420x54-4x32-5; 572 n.h.p.; triple-expansion engines.

The British tanker *Cymbeline*, on a voyage from Gibraltar to Trinidad, was intercepted by a German raider on September 2nd, 1940, about 1,000 miles W. of the Canary Islands. The raider opened fire, killing seven of her crew, and finally sank the *Cymbeline* with a torpedo.

CYMRIAN

Golden Cross Line; 1905; A. Vuijk; 1,014 tons; 215-6X32-1X15-3; 133 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Cymrian* was torpedoed and sunk by a submarine 13 miles S.E. by S. of Tuskar Rock on August 25th, 1917. Ten men were killed. The captain was among the survivors.

CYMRIC

Oceanic Steam Nav. Co. (White Star Line); 1898; Harland & Wolff; 13,370 tons; 585-5x64-3x37-9; 838 n.h.p.; 15 knots; quadruple-expansion engines.

The White Star liner *Cymric* was a victim of the notorious submarine raider *U-20*, Cdr. W. von Schwieger. On April 29th, 1916, she left New York for Liverpool with cargo but no passengers, having a crew of 110. At about 4 p.m. on May 8th, when 140 miles W.N.W. of Fastnet, she was attacked by the submarine. She sustained hits from three torpedoes.

The *Cymric* remained afloat until 3 a.m. on the 9th, when she sank, the survivors getting away in the boats. Four men were killed by the explosion and a steward was drowned when leaving the ship.

Twelve months previously the *U-20* had sunk the *Lusitania*.

CYMRIC PRINCE

Anglo-Belgique Shipping Co.; 1901; Short Bros.; 3,444 tons; 340-3x47-2x26-1; 313 n.h.p.; triple-expansion engines.

The British cargo ship *Cymric Prince* was wrecked on February 23rd, 1917, on the North Bishop rocks. She was on a voyage from Melilla to Hartlepool with a cargo of iron ore.

CYNTHIA

Donaldson Bros.; 1880; D. & W. Render son; 2,152 tons; 329-7x36-8x25-1; 460 h.p.; 10 knots; compound inverted engines.

The British ship *Cynthia* was sunk in a collision with the Allan liner *Polynesian*, 3,983 tons, on May 20th, 1889, in the River St. Lawrence. Eight persons lost their lives.

CYNTHIA OLSON

Oliver J. Olson & Co.; 1919; Manitowoc S.B. Co.; 2,140 tons; 250-5x43-7x20-1; 269 n.h.p.; triple-expansion engines.

The American steamship *Cynthia Olson*, on a voyage from Tacoma to Honolulu with lumber, was torpedoed and sunk by a Japanese submarine on December 7th, 1941, about 1,200 miles W. of Seattle. The crew of 33 and two military passengers were all lost. This was the first American merchant ship to be sunk by the Japanese in the Second World War.

CYPHRENES

C. W. Kellock & Co.; 1872; A. Stephen & Sons; 1,994 tons; 300X34-1X25-5; 250 h.p.; compound engines.

The British cargo ship *Cyphrenes* was sunk in a collision on December 30th, 1893, near Newfoundland. She was on a voyage from Savannah to Liverpool with a cargo of cotton.

CYPRIAN

F. Leyland & Co.; 1874; Bowdler, Chaffer & Co.; 1,433 tons; 292-2x30-1x22-2; 170 h.p.; compound engines.

The British cargo ship *Cyprian* was wrecked on October 14th, 1881, two miles from Nevin, Caernarvonshire, while on a voyage from Liverpool to Genoa. Only eight of the crew survived.

CYPRIAN PRINCE

Prince Line; 1878; Short Bros.; 1,888 tons; 274-5x36x23-8; 203 n.h.p.; compound engines.

The British cargo ship *Cyprian Prince* was wrecked on July 30th, 1908, on the Farillhoes, Portugal. She was on a voyage from Manchester to Alexandria.

CYPRIAN PRINCE

Prince Line; 1937; Furness S.B. Co.; 1,988 tons; 296-5x44-2x16-4; 315 n.h.p.; triple-expansion engines.

The British steamship *Cyprian Prince* was bombed and sunk by German aircraft on April 6th, 1941, at Piraeus, during the invasion of Greece.

CYRENE

W. Coupland & Co.; 1888; Short Bros.; 2,904 tons; 302x42x19-4; 233 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Cyrene* was torpedoed and sunk by a submarine 15 miles N. of Bardsey Island on April 5th, 1918. The captain and 23 others were killed.

CYRIL

Booth S.S. Co.; 1883; J. Elder & Co.; 4,380 tons; 380-6X48-2x31-4; 831 n.h.p.; triple-expansion engines.

The British cargo ship *Cyril* was sunk in a collision on September 16th, 1905, near Curralinho on the River Amazon. She was on a voyage from Manaos to Liverpool.

CYRIL

Turnbull Bros.; 1888; T. Turnbull & Son; 2,294 tons; 289>2x38-3x20-7; 219 n.h.p.; triple-expansion engines.

The British cargo ship *Cyril* was wrecked on July 31st, 1906, at Trepassy Bay, N.F.L., while on a voyage from St. John, N.B., to Swansea with a cargo of lumber.

CYRUS

Akt. Dampsk. Cyrus; 1910; Helsingors Jernsk. & Msk.; 1,669 tons; 249-5x38-1x14-9; 150 n.h.p.; triple-expansion engines.

The Danish steamship *Cyrus* was torpedoed and sunk by a German submarine in the North Sea on June 3rd, 1915.

CYRUS H. McCORMICK

U.S. War Shipping Administration; 1942; Permanente Metals; 7,181 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Cyrus H. McCormick*, on a voyage from New York to Antwerp, was torpedoed and sunk by a German submarine on April 18th, 1945, off Ushant. Six of her crew were killed.

CZAR

CZAR

Samuelson & Co.; 1858; Hull; 937 tons; 180 h.p.
The steamship *Czar*, Capt. Jackson, left London on January 17th, 1859, for Malta, Corfu, Patras and Alexandria with a cargo of ammunition. She struck on the Vroge Rock, near the Lizard, in the afternoon of January 22nd, 1859, in a strong westerly gale due to the boilers being out of action. The ship sank immediately with the loss of the master, his wife and child, and ten men. About 20 persons were saved.

CZARINA

Southern Pacific Co.; 1883; J. Blunter & Co.; 1,046 tons; 220-3 x 31-6 x 13'3"; 120 n.h.p.; compound engines.
The American steamship *Czarina* was driven on to the jetty at Coos Bay, Oregon, on the night of Wednesday, January 12th, 1910. There were no passengers on the vessel, which was manned by a crew of

31. The *Czarina* was refloated during the night but the force of the seas caused her to drag her anchors and she stranded quite close to shore. Hundreds of spectators lined the beach but were unable to render any assistance and so fierce was the gale that for two days it was impossible to launch a boat. During this time the crew were washed overboard or died from exposure lashed to the rigging. At last, when only nine men remained visible, a tremendous sea swept six of them from the masts, while the other three jumped overboard in the faint hope of reaching the shore. Only one man survived.

CZESTOCHOWA

A. Falter; 1930; Akt.LindholmenMotala; 1,971 tons; 257-3 x 41 • IX18-8; 145 n.h.p.; compound engines.
The Polish steamship *Czestochowa*, on a voyage from the Tyne to Reykjavik, was torpedoed and sunk by a German motor torpedo boat on August 20th, 1941.

D.N.LUCKENBACH

E. F. Luckenbach; 1883; Wigham, Richardson & Co.; 2,929 tons; 330-2x38-3x20•2; 316 n.h.p.; compound engines.
The American steamship *D. N. Luckenbach* was torpedoed and sunk by a German submarine in the Bay of Biscay on October 27th, 1917.

D'ANNUNZIO

Tirrenia Soc. Anon, di Nav.; 1942; 4,537 tons; oil engines.
The Italian motorship *D'Annunzio* was sunk by gunfire from Allied warships on January 16th, 1943, 60 miles S. of Lampedusa. Twenty-five survivors were picked up.

D'ENTRECASTEAUX

Ministry of War Transport (City Line); 1922; *Forges et Chantiers de la Mediterranee*; 7,291 tons; 417-8x55-3x34-5; 416 n.h.p.; triple-expansion engines.
The steamship *D'Entrecasteaux* was torpedoed and sunk by a German submarine on November 7th, 1942, about 300 miles E. of Martinique on a voyage from Pernambuco to England.

DACIA

C. Marwood; 1892; *Tyne Iron S.B. Co.*; 2,958 tons; 315x40-5x21; 265 n.h.p.; triple-expansion engines.
The British cargo ship *Dacia* was wrecked on June 27th, 1892, near Cape St. Vincent, while on a voyage from Barry to Port Said carrying a cargo of coal.

DACRE CASTLE

James Chambers & Co.; 1908; *R. Craggs & Sons*; 4,261 tons; 380x50-5x25-4; 459 n.h.p.; triple-expansion engines.
The British cargo ship *Dacre Castle* was wrecked at Keelung on September 17th, 1912, while on a voyage from Yokohama to New York with a general cargo.

DAFILA

British & Continental Steamship Co.; 1927; *D. & W. Henderson*; 1,940 tons; 291x43x19; 320 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Dafila*, Capt. George F. C. Mugford, was in convoy in the Mediterranean off Derna, Libya, on March 18th, 1943, when she was torpedoed and sunk by an enemy submarine. Twenty-one of her crew were killed and three wounded. Capt. Mugford was among the survivors.

DAFNI

Pandelis Bros.; 1881; *W.B. Thompson*; 1,190 tons; 234 X 32-2x15-3; 157 n.h.p.; compound engines.
The Greek steamship *Dafni* was torpedoed and sunk by a German submarine in the North Sea on December 15th, 1917.

DAGENHAM

Furness, Withy & Co.; 1907; *J. Crown & Sons*; 1,466 tons; 239-3x36x15-5; 179 n.h.p.; triple-expansion engines.
The British cargo ship *Dagenham* was wrecked on April 8th, 1909, on north-west Grunes, Cobo Bay, Guernsey, while on a voyage from the Tyne to St. Malo with a cargo of coal.

DAGFRED

A/S Ocean; 1930; *Akers Mek. Verksted*; 4,434 tons; 385-2 x 54-8x24-4; 626 n.h.p.; oil engines.
The Norwegian motor vessel *Dagfred* was intercepted by a Japanese cruiser and sunk by gunfire on April 6th, 1942, 60 miles E. of Masulipatam on a voyage from Calcutta to Madras.

DAGHESTAN

Common Bros.; 1900; *Short Bros.*; 3,466 tons; 353-1x45-1x18•7; 315 n.h.p.; triple-expansion engines.
The British cargo ship *Daghestan* sank after a collision on December 18th, 1908, off Sandy Hook while on a voyage from New-York to Marseilles with a cargo of grain.

DAGHESTAN

Belgian Government; 1898; *Armstrong, Whitworth & Co.*; 2,817 tons; 304X40x25-4; 265 n.h.p.; triple-expansion engines.
The Belgian tanker *Daghestan* was sunk by a German submarine off Ushant on August 20th, 1915.

DAGHILD

A/S Ocean; 1927; *Burmester & Wain*; 9,272 tons; 471 -8 x 64-2x35; 543 n.h.p.; oil engines.
The Norwegian tanker *Daghild* was torpedoed and sunk by a German submarine on February 7th, 1943, on a voyage from New York to Liverpool.

DAGMAR

Rederi-A/B "Union"; 1908; *Akers Mek. Verksted*; 1,142 tons; 228-6x36-2x15-8; 111 n.h.p.; triple-expansion engines.
The Swedish steamship *Dagmar* foundered on September 17th, 1926, 45 miles from Oland on a voyage from Danzig (Gdansk) to Sundsvall with a cargo of coal.

DAGMAR I

Ministry of War Transport (George Nisbet & Co.); 1903; *Stephenson & Co.*; 2,471 tons; 291x40x26; 265 n.h.p.; 12-5 knots; triple-expansion engines.
The steamship *Dagmar I*, Capt. A. D. Holburn, was bombed and sunk by German aircraft on February 9th, 1941, about 200 miles W. by S. of Cape St. Vincent. Five men were killed. Capt. Holburn was among the survivors.

DAGNY

M. Carl; 1901; *W. Gray & Co.*; 1,220 tons; 232x34x16-7; 125 n.h.p.; triple-expansion engines.
The Danish steamship *Dagny* was torpedoed and sunk by a German submarine in the Bay of Biscay on January 6th, 1918.

DAGNY I

D/S A/S Dagny I; 1916; *L. Smit & Zoon*; 1,392 tons; 239-5 x 36-2x16-7; 127 n.h.p.; triple-expansion engines.
The Norwegian steamship *Dagny I* was bombed and sunk by German aircraft on August 9th, 1941, off the north coast of Norway. Four of her crew and two passengers were killed.

DAGOMBA

Elder Dempster Lines; 1928; *A. McMillan & Son*; 3,845 tons; 360 x51x 20; 650 n.h.p.; 12-5 knots; oil engines.
The motorship *Dagomba*, Capt. J. T. Marshall, was torpedoed and sunk by a German submarine on November 3rd, 1942, about 500 miles S.W. of Freetown. Of her complement of 56 crew, six gunners and one passenger, 23 were picked up by a French warship and interned, 21 including the captain were landed at Luanda by a Portuguese ship.

DAGUE

French Navy, destroyer; 1911; *France*; 7 14 tons; 10-7 draught; 14,000 i.h.p.; 31 knots; turbine engines; Normand boilers; two 4 in. guns, four 6pdr.; 3 T.T.
The *Dague* was escorting a supply convoy to Montenegro on February 24th, 1915. On entering Antivari Harbour she struck a mine and blew up, sinking with 38 out of her complement of 62.

DAH CHONG

Zing Zoon Wah (Dah-Wah S.S. Co.); 1883; *Osbourne, Graham & Co.*; 1,187 tons; 230-5x34-1x16-2; 135 n.h.p.; compound engines.
The Chinese steamship *Dah Chong (Tah Chong)* sank in a collision with the Chinese steamship *Tah Wah* on April 14th, 1931, near Woosung.

DAH PU

Wallem & Co. AIS; 1922; *Howaldtswerke*; 1,974 tons; 270-7x 38-9x21; 160 n.h.p.; triple-expansion engines.
The Norwegian steamship *Dah Pu* was torpedoed and sunk by a submarine on June 28th, 1943, at Muscat. Fifteen of her crew were killed.

DAHRA

DAHRA

Delmas Freres; 1891; J. L. Thompson & Sons; 2,127 tons; 284 x38x18-2; 208 n.h.p.; triple-expansion engines. The French steamship *Dahra* was sunk by a submarine in the Mediterranean on November 4th, 1915.

DAIA MARU

Osaka Shosen R.R.; 1,942 tons. The Japanese cargo ship *Daia Mam* was sunk by U.S. carrier-based aircraft on March 26th, 1945, off Amami O, Ryukyu Islands.

DAIAKITA MARU

Nakagawa Risen K.K.; 2,704 tons. The steamship *Daiakita Maru* was sunk by U.S. carrier-based aircraft on September 12th, 1944, W. of Leyte Island, Philippines.

DAIAN MARU

Fujita Shinzo; 1895; *Nylands Verksted*; 1,249 tons; 229-3x32x19-3; 90 n.h.p.; triple-expansion engines. The steamship *Daian Maru* caught fire after an explosion on November 25th, 1937, off Lui Kui, and later foundered. She was on a voyage from Itozaki to Keelung with a cargo of gasoline in cases.

DAIBOSHI MARU No. 6

Hashiya K.K.; 1902; *Palmers' Co.*; 3,925 tons; 360 • 7 x 48 • 8 x 24-6; 483 n.h.p.; triple-expansion engines. The steamship *Daiboshi (Daibosi) Maru No. 6* was torpedoed and sunk by the U.S. submarine *Spadefish* on November 29th, 1944, about 150 miles S.W. of Inchon, Korea.

DAICHI MARU

Osaka Shosen K.K.; 1905; *Osaka Iron Works*; 1,280 tons; 228X34x19-5; 99 n.h.p.; triple-expansion engines. The steamship *Daichi (Daiti) Maru* was sunk by U.S. land-based aircraft on November 20th, 1944, at the mouth of the Yangtze River.

DAIDO MARU

Osaka Shosen K.K.; 1935; *Uraga Dock Co.*; 2,962 tons; 297-7x45x23-8; 109 n.h.p.; compound engines & L.P. turbine. The steamship *Daido Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On December 4th, 1943, she was torpedoed and sunk by the U.S. submarine *Apogon*, N.E. of Pouape, Caroline Islands.

DAIFUKU MARU

Daifuku Risen K.K.; 1907; *Clyde S.B. & E. Co.*; 3,194 tons; 315-1x46-5x21; 269n.h.p.; triple-expansion engines. The steamship *Daifuku (Daihuku) Maru* was torpedoed and sunk by the U.S. submarine *Snook* on May 5th, 1943, about 100 miles S. of Dairen.

DAIGEN MARU

7,577 tons. The Japanese ship *Daigen Maru* was bombed and sunk by U.S. land-based aircraft on November 19th, 1943, off the north coast of Hainan Islands.

DAIGEN MARU No. 2

Yamato Risen K.K.; 1917; *Ft. Arthur S.B. Co.*; 1,999 tons; 251X43-8X21-6; triple-expansion engines. The Japanese steamship *Daigen Maru No. 2* was torpedoed and sunk by the U.S. submarine *Spadefish* on June 10th, 1945, off Yoichi, Japan.

DAIGEN MARU No. 3

Namura Risen G.R.; 1908; *Russell & Co.*; 5,256 tons; 400 X 52x18-9; 502n.h.p.; triple-expansion engines. The steamship *Daigen Maru No. 3* was torpedoed and sunk by the U.S. submarine *Gato* on February 26th, 1944, about 200 miles N. of Kaap d'Urville, Dutch New Guinea.

DAIGEN MARU No. 7

Namura Risen G.R.; 1937; *Namura Shipyard Co.*; 1,289 tons; 219-3x35-8x18-5; 130 n.h.p.; triple-expansion engines. The steamship *Daigen Maru No. 7* was taken over by the Japanese Navy for use as an auxiliary gunboat. On August 14th, 1944, she was torpedoed and sunk by the U.S. submarine *Croaker* about 100 miles W.S.W. of Inchon, Korea.

DAIGEN MARU No. 8

Nitto Rogyo Risen R.R.; 1938; *Namura Shipyard Co.*; 1,365 tons; 224-4x35-8x19; 126n.h.p.; triple-expansion engines. The steamship *Daigen Maru No. 8* was bombed and sunk by U.S. aircraft on October 13th, 1943, off Amoy.

DAIGO MARU

Osaka Shosen R.R.; 5,244 tons. The Japanese cargo ship *Daigo Maru* was torpedoed and sunk by the U.S. submarine *Balao* on January 8th, 1945, 200 miles W. of Chindo, Korea.

DAIJU MARU

Oiye Zenroku; 1918; *Yamaguchi Shinichi*; 1,279 tons; 217'X 32x18-9; 75 n.h.p.; triple-expansion engines. The steamship *Daiju (Daizyu) Maru* was torpedoed and sunk by the U.S. submarine *Seadragon* on April 23rd, 1944, S. of Katsuura, Japan.

DAIKI MARU

Dairen Risen K.K.; 2,217 tons. The Japanese cargo ship *Daiki Maru* was torpedoed and sunk by the U.S. submarine *Crevalle* on June 10th, 1945, about 50 miles N.W. of Noshiro, Japan.

DAIKYU MARU

Too. Raiun R.R.; 1920; *Nagata Sanjuro*; 1,517 tons; 250x35x 21; triple-expansion engines. The Japanese cargo ship *Daikyu Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles N.E. of Binh Dinh, Indo-China.

DAINICHI MARU

Itaya Shosen R.R.; 1922; *Mitsui Bussan Raisha*; 5,813 tons; 385 X 51X 36; 488 n.h.p.; triple-expansion engines. The steamship *Dainichi (Dainiti) Maru* was torpedoed and sunk by the U.S. submarine *Gurnard* on October 8th, 1943, off the north west coast of Luzon, Philippines.

DAINTY

British Navy, destroyer; 1932; *Fairfield S.B. & E. Co.*; 1,375 tons; 326x33x8-5; 36,000 s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 7 smaller, 8 T.T. The destroyer *Dainty*, Cdr. M. S. Thomas, was bombed and sunk by German dive-bombers off Tobruk on February 24th, 1941. Two officers and 13 ratings were killed and one officer wounded. Cdr. Thomas was among the survivors.

DAIREN MARU

Dairen Risen K.K.; 1925; *Mitsubishi Zosen Raisha*; 3,748 tons; 360x46x29-5; turbine engines. The transport *Dairen Maru* was torpedoed and sunk by the U.S. submarine *Sunfish* on November 30th, 1944, about 100 miles S.W. of Chinampo, Korea.

DAISHIN MARU

Oiwa Tokuziro; 1919; *Sir J. Laing & Sons*; 5,878 tons; 400 x 52-4x28-5; 517n.h.p.; triple-expansion engines. The tanker *Daishin (Daisin) Maru* was torpedoed and sunk by the U.S. submarine *Harder* on September 23rd, 1943, off Oshima, Japan.

DAISHIN MARU

Osaka Shosen R.R.; 1905; *Mitsubishi Dkyd. & E. Works*; 1,306 tons; 228x33x18-7; triple-expansion engines. The steamship *Daishin (Daisin) Maru* was bombed and sunk by U.S. carrier-based aircraft on March 1st, 1945, 354 miles E. of Naha, Okinawa Island.

DAISHIN MARU No. 2

Daisin Risen K.K.; 1918; *Chitose Shipyard*; 1,153 tons; 224-5X 33x17-6; triple-expansion engines.

The steamship *Daishin (Daisin) Maru No. 2* struck a mine and sank on July 23rd, 1945, off Yawata, Japan.

DAISHUMARU

Daihuku Risen K.K.; 1919; *Burntisland S.B. Co.*; 3,322 tons; 331-6x46-7x24-8; 398 n.h.p.; triple-expansion engines.

The steamship *Daishu (Daisyii) Maru* was torpedoed and sunk by the U.S. submarine *Seahorse* on November 22nd, 1943, 100 miles N.W. of Nagasaki, Japan.

DAISY MOLLER

Moller Line; 1911; *Bremer Vulkan*; 4,087 tons; 337-6x48-2x 29-2; 245n.p.h.; triple-expansion engines.

The steamship *Daisy Moller* was torpedoed and sunk by a Japanese submarine on December 13th, 1943, off Cocanada on a voyage from Bombay to Chittagong. Forty-nine of her crew, four gunners and two passengers were lost.

DAITEI MARU

Toa Kaiun K.K.; 2,421 tons.

The Japanese ship *Daitei Maru* was bombed and sunk by U.S. land-based aircraft on December 29th, 1943, near Anking, Yangtze River.

DAITEN MARU

Shosho Risen K.K.; 1889; *Harland & Wolff*; 4,555 tons; 400-7X 45-2x28-1; 526 n.h.p.; triple-expansion engines.

The Japanese steamship *Daiten Maru* was torpedoed and sunk by a submarine in the Mediterranean on March 6th, 1918.

DAITOKU MARU

Osaka Shosen K.K.; 6,923 tons.

The steamship *Daitoku Maru* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

DAIUN MARU No. 6

Kyowa Risen K.K.; 1913; *Osaka Iron Works*; 601 tons; 163-4X 27x15-5; triple-expansion engines.

The steamship *Daiun Maru No. 6* sank in a heavy sea on February 12th, 1954, five miles off the mouth of the River Tenryu. Sixteen of the crew of 25 were lost. The ship was carrying iron ore.

DAIYA MARU

Showa Kogyo K.K.; 1902; *Mitsubishi Dockyard & Eng. Wks.*; 2,759 tons; 332-1X41-3X22-2; quadruple-expansion engines.

The steamship *Daiya Maru* was wrecked on November 12th, 1945, off Iwanai during a storm.

DAIYETSU MARU

Chuyetsu Risen K.K.; 1891; *Ropner & Son*; 3,092 tons; 324-Sx 41-5x20-2; 235n.h.p.; triple-expansion engines.

The Japanese steamship *Daiyetsu Maru* was sunk by gunfire from a submarine in the Mediterranean on June 24th, 1916.

DAIZEN MARU

Osaka Shosen K.K.; 5,396 tons.

The *Daizen Maru* was torpedoed and sunk by the U.S. submarine *Hawkbill* on February 20th, 1945, about 100 miles S.E. of Bantan Island, Malaya.

DAKAR EPISODE, see BOUGAINVILLE**DAKAR MARU**

Nippon Yusen K.K.; 1920; *Mitsubishi Zosen K.K.*; 7,169 tons; 420X56x38-5; 574 n.h.p.; triple-expansion engines.

The steamship *Dakar Maru* was torpedoed and sunk by the U.S. submarine *Steelhead* on July 31st, 1944, off the north coast of Luzon Island, Philippines.

DAKOTA

Liverpool & Great Western S.N. Co. (Guion Line); 1874; *Palmer's Co.*; 4,332 tons; 400-6x43-4x32-7; 900 r.h.p.; 14 knots; compound engines.

The *Dakota*, and her sister ship the *Montana*, were experimental vessels built with a view to securing for her owners the Blue Riband of the Atlantic. The engines were of an unusual design and the hulls were constructed with a "tumble-home" similar to that which distinguished the old wooden line-of-battleship. The vessels failed to achieve success either as record breakers or as good passenger ships, and their ultimate loss was a benefit rather than a disaster for their owners.

The *Dakota* was wrecked off Anglesey on May 9th, 1877. By a strange coincidence the ship struck at a point not many miles from where the *Montana* was to founder three years later. The vessel left Liverpool for America on the evening of the 9th under Captain Price with 218 passengers and 109 crew, and 1,800 tons of general cargo. At 9.30 p.m., when abreast of Port Lynas Light, the captain gave the order to port the helm. This order was misunderstood and the helm was put over to starboard, thus throwing the vessel off her course. The mistake was noticed too late and although the engines were reversed the *Dakota* stranded at the East Mouse, near Amlwch and not far from Anglesey. All those on board got off in safety, but the ship broke in two the next day and became a total wreck.

DAKSA

Dubrovačka Parobrodskaja; 1911; *J. Readhead & Sons*; 4,260 tons; 372X51-5x25-1; 398 n.h.p.; triple-expansion engines.

On a voyage from La Goulette to Rotterdam with a cargo of iron ore, the Yugoslav steamship *Daksa* was reported to be in distress on January 26th, 1930. Wreckage and bodies were washed ashore on the Portuguese coast.

DALAND

Angf. A/B Tirfing; 1918; *Oskarshamn's M/V A/B*; 2,252 tons; 269-7x41-1x24-1; 270 n.h.p.; triple-expansion engines.

The Swedish steamship *Daland* went ashore outside Ago (Hudiksvall district) on November 8th, 1931. She filled with water and broke in two.

DALEBY

R. Ropner & Co.; 1900; *Ropner & Son*; 3,628 tons; 330-5 X 46-6x24-4; 251 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Daleby* was torpedoed and sunk by a German submarine N.W. of Fastnet on April 29th, 1917, while on a voyage from Halifax to London. Twenty-five of her crew, including the captain, were killed.

DALEGARTH FORCE

West Coast Shipping Co.; 1914; *Dundee S.B. Co.*; 684 tons; 175-1x28x11-3; 81 r.h.p.; 9 knots; triple-expansion engines.

The steamship *Dalegarth Force* was torpedoed and sunk by a German submarine 12 miles S.W. of Hartland Point on April 18th, 1918. Five of her crew were killed. The captain was among the survivors.

DALEWOOD

W. Runciman & Co.; 1909; *W. Doxford & Sons*; 2,420 tons; 350 X 51 • 1 X 24; 310 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Dalewood* was torpedoed and sunk by a German submarine 10 miles S.W. of the Isle of Man on February 26th, 1918. Nineteen of her crew, including the captain, were killed.

DALHOUSIE

J. Allan; 1848; *Moulmein*; 754 tons.

The wooden ship *Dalhousie* left the Downs on October 18th, 1853, under command of Capt. John Butterworth, bound for Sydney. She had a crew of 48 and 12 passengers and was to embark a further seven at Plymouth. Her cargo was valued at £100,000.

The ship left the Downs with a fresh breeze from the N.W. at 7 a.m. and continued down Channel with the wind growing stronger and the sea rising. During the night the weather became considerably worse until by 4 a.m. there was a full gale with the ship rolling badly. At half-past five she rolled over on her starboard beam ends and lay with her mast head in the water, the seas washing over her. The captain and the first and second officers, with some of the crew

DALILA

and passengers, managed to gain the vessel's weather quarter. The seas washed most of these people away, but a few clung to spars and floating wreckage. After about ten minutes in this position the *Dalhousie* went down by the head, about 16 miles W.S.W. of Beachy Head light.

Only one man, a seaman named Joseph Reed, survived to give an account of the disaster.

In all 59 persons were drowned, including Capt. Butterworth and his wife and son.

DALILA

Union Industrielle & Maritime; 1923; Chantiers Navals Français; 3,176 tons; 313-6x45-9x20-5; 235 n.h.p.; triple-expansion engines.

The French steamship *Dalila* was sunk by British light naval craft on March 12th, 1943, off Gravelines.

DALMATIAL

Lloyd Triestino Soc. Anon. di Nav.; 1903; Lloyd Austriaco; 3,252 tons; 345-2x42-5x14-8; 394 n.h.p.; triple-expansion engines.

The Italian steamship *Dalmatia L.* was torpedoed by a British submarine on January 25th, 1942, and sank on the following day, one mile from San Ranieri, Messina.

DALNY

Chargeurs Reunis; 1914; Bremer Vulkan; 6,673 tons; 472 -3 X 58-9x28-7; 556 n.h.p.; triple-expansion engines.

The French steamship *Dalny* was torpedoed and sunk by a British submarine on June 4th, 1943, near San Remo.

DALRIADA

Clyde & Campbeltown Shipping Co.; 1926; R. Duncan & Co.; 758 tons; 230x34-5x12-7; 348 r.h.p.; 17knots; triple expansion engines.

The passenger steamship *Dalriada* was taken over by the Admiralty during the Second World War for service as a mercantile auxiliary. She was sunk by a mine in the Edinburgh Channel, Thames Estuary, on June 19th, 1942.

DALSERF

James Campbell; 1909; Richardson, Duck & Co.; 1,849 tons; 260-2x40x17-7; 209 n.h.p.; triple-expansion engines.

The British cargo ship *Dalserf* was wrecked on July 10th, 1910, on Grassholm Island while on a voyage from Penarth to Oban with a cargo of coal.

DALTON

Lampart & Holt; 1881; A. Leslie & Co.; 2,030 tons; 315-4X 34-9x24-9; 201 n.h.p.; compound engines.

The British cargo ship *Dalton* was wrecked on September 28th, 1895, at Islay while on a voyage from New York to the Clyde. She was carrying a cargo of grain, oil and wood.

DALTON

Ergasteria S.S. Co.; 1877; M. Pearse & Co.; 1,275 tons; 235 x 32-5x17-9; 136 n.h.p.; compound engines.

The British cargo ship *Dalton* was wrecked on February 19th, 1928, at Planier Lighthouse while on a voyage from Ergasteria to Marseilles with an ore cargo.

DALVEEN

United Steam Nav. Co.; 1927; Scott's S.B. & E. Co.; 5,193 tons; 406-9x52-3x28-3; 449 n.h.p.; triple-expansion engines.

The steamship *Dalveen* was bombed and sunk by German aircraft on September 28th, 1940, on a voyage from Montreal to Hull. Eleven of her crew of 43 were killed.

DAMAO

Portuguese Government; 1911; Swan, Hunter & Wigham Richardson; 5,668 tons; 442-9x57-4x26-7; 701 n.h.p.; triple-expansion engines.

The German steamship *Brisbane* was requisitioned by the Portuguese Government and renamed *Damao*. On April 28th, 1918, she was torpedoed and sunk by a German submarine in the Irish Sea.

DAMARA

Furness, Withy & Co.; 1885; A. Stephen & Sons; 1,179 tons; 275x35x15-4; 206 n.h.p.; compound engines.

The British cargo ship *Damara* was wrecked off Musquodoboit on February 7th, 1905, while on a voyage from Liverpool to Halifax, N.S., with a general cargo.

DAMASKINI

P. G. Anghelatos; 1903; Soc. Anon. John Cockerill; 1,013 tons; 221-8x37x13-5; 93 n.h.p.; triple-expansion engines.

The Greek steamship *Damaskini* was bombed and sunk by German aircraft on April 20th, 1941, in the Oreos Channel, N. of Euboea Island.

DAMMTOR

German; 1944; 2,834 tons.

The German ship *Dammtor* was bombed and sunk by British aircraft on April 19th, 1945, off Pagensand, River Elbe.

DAMPTO

A. H. Mathiesen; 1922; Forth S.B. & E. Co.; 2,494 tons; 295-7x43-6x20-6; 182 n.h.p.; triple-expansion engines.

On a voyage from Chinwangtao to Shanghai with a cargo of coal, the Norwegian steamship *Dampto* was sunk in a collision with the *Ho ten Maru* on July 7th, 1930. The disaster occurred in a fog off Shantung Promontory.

DAN

D/S "Dania" (Chr. Andresen); 1925; Lubecker Maschb. Ges.; 2,116 tons; 280-7x41-7x19; 181 n.h.p.; triple-expansion engines.

The Danish steamship *Dan* foundered on September 8th, 1929, 40 miles N.W. of Brustu Ort on a voyage from Danzig (Gdansk) to Helsingfors with coal.

DANBEARD

U.S. War Shipping Administration; 1943; Permanente Metals Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Dan Beard* was broken in two by an underwater explosion, mine or torpedo, on December 10th, 1944, off Strumble Head, near Fishguard. The after part of the vessel sank but the bow section eventually drifted ashore. Twenty-nine lives were lost.

DANA

Det Danske Kulkompagni; 1905; Burmeister & Wain; 1,590 tons; 255x27-2x17-1; 144 n.h.p.; triple-expansion engines.

The Danish steamship *Dana* was torpedoed and sunk by a German submarine off the north coast of Scotland on June 9th, 1917.

DANA

R. Gohle; 1883; J. Blumer & Co.; 1,620 tons; 258x36x16-5; 178 n.h.p.; compound engines.

The Swedish steamship *Dana* was torpedoed and sunk by a German submarine in the North Sea on November 11th, 1917.

DANDENONG

Howard Smith Line; 1865; Palmer & Co.; 575 tons; 180 x — x —; 9 knots; compound engines.

The steamship *Dandenong* was engaged in the Australian coastal trade between Melbourne and Sydney, having made the trip between the two places no fewer than 205 times. She enjoyed a reputation as a staunch, seaworthy little ship, but shortly after leaving Melbourne on September 8th, 1876, with a full complement of passengers, she had the misfortune to break her main shaft. There was a very heavy sea running and it was discovered that, in breaking, the shaft had started a serious leak. An effort to stop it by using bedding proved futile and it was then decided to jettison some of the cargo, but this was also ineffective.

By the morning of the 11th the storm had grown much worse and the *Dandenong* was in a sinking condition. Soon after daylight the barque *Albert William* bore down to offer assistance, and three boats were launched from the steamship. One of these was smashed in coming alongside the barque and all the occupants drowned; several more lives were lost in transshipment, and darkness fell with

a large number of people still on board the *Dandenong*. The steamship had now lost her steering gear, and her after hold was full of water. The *Albert William* continued to stand by, but between 8 and 9 p.m. the lights of the *Dandenong* vanished, the position of both ships at the time being broad off Jervis Bay.

The total number drowned was 40, including the captain and all the officers.

DANDOLO

Lloyd Triestino Soc. Anon di Nav.; 1921; Swan, Hunter & WighamRichardson; 4,964tons; 413-7x53-2x26-3; 540n.h.p.; triple-expansion engines.

The Italian steamship *Dandolo* was torpedoed by British aircraft on October 8th, 1942, about 60 miles from Ras el Tin.

DANEVBRKE

Suenson & Jespersen; 1907; Howaldtswerke; 1,433 tons; 241•2X36•1x16•5; 96n.h.p.; triple-expansion engines.

The Danish steamship *Danevirke* was torpedoed and sunk in the English Channel on January 5th, 1917.

DANIA

Northern S.S. Co.; 1905; *Sunderland S.B. Co.*; 2,648 tons; 314 X 46 • 5 X 20 • 6; 272 n.h.p.; triple-expansion engines.

The Russian steamship *Dania* was torpedoed and sunk by a German submarine off the north-west coast of Scotland on June 10th, 1915.

DANIEL CHESTER FRENCH

U.S. War Shipping Administration; 1942; *Bethlehem Fairfield Shipyard*; 7,200 tons; 423x57-1x34-9; 339n.h.p.; triple-expansion engines.

The steamship *Daniel Chester French* struck a mine and sank on March 6th, 1944, 18 miles E. of Bizerta. Nine of her crew and 28 army and navy personnel were lost.

DANIEL STEINMANN

White Cross Line; 1875; *Societe Cockerill*; 1,790 tons; 277 -5 x 34-5x25-4; 183 h.p.; 10 knots; compound inverted engines.

The *Daniel Steinmann* with 90 passengers and a crew of 40 under Capt. Van Schoonhoven was on a voyage from Antwerp to Halifax, Nova Scotia, and New York. The ship was carrying some 2,000 tons of cargo in addition to her passengers, mostly German emigrants. On the night of April 3rd, 1884, she had nearly completed her voyage across the Atlantic and was steaming slowly through a dense fog towards Halifax Harbour. For two days it had not been possible to take observations, but Capt. Van Schoonhoven was confident of his whereabouts and continued on his course. At about 10 p.m. the ship struck on the Madrock Shoal, 200 yards from the Sambro' Light which the captain had been assuming was the Chebucto Head Light. The *Daniel Steinmann* bumped over the shoal and dropped her anchors immediately. These were insufficient to hold her and within a few minutes she struck the Gardner Shoal and foundered.

Most of the passengers were in their berths, which accounted for the very heavy loss of life. Those on deck were swept away by an immense wave which swamped the ship and sent her, stern first, to the bottom, only her topsail yards remaining above water. One lifeboat got away with two passengers and five crew and was guided to the shore by lights shown by the lighthouse keepers. Capt. Van Schoonhoven and a boy passenger took to the rigging, from which they were rescued at daylight. Of the 130 persons who were on the ship only three passengers and six crew, including the captain, were saved.

DANIELE MANIN

Italian Navy, destroyer; 1925; *Quarnaro*; 1,058 tons; 295-7X 30-5x10-5; 36,000s.h.p.; 35 knots; turbine engines; Express boilers; four 4•7 in. guns, four 37 mm., two 13 mm., 4 T.T.

The destroyer *Daniele Manin* was a unit of the flotilla which Italy maintained at Massawa, Eritrea. On April 1st, 1941, Swordfish aircraft from the British aircraft carrier *Eagle* began a search of the waters around Massawa for any signs of enemy warships. The *Daniele Manin* was located and driven ashore off Port Sudan on the 2nd, and her destruction was completed by the destroyer *Kingston* a few days later. The *Daniele Manin* carried a complement of about 150.

DANISH PRINCE

Prince S.S. Co.; 1884; *J. Readhead & Co.*; 1,541 tons; 259X 36-1x17-5; 176 n.h.p.; compound engines.

The British cargo ship *Danish Prince* was wrecked on January 30th, 1897, on Cani Rocks, Tunis, while on a voyage from Alexandretta to Liverpool carrying a general cargo.

DANMARK

L. H. Carl; 1893; *Burmeister & Wain*; 1,875 tons; 283-4X 38-2x17-3; 198n.h.p.; triple-expansion engines.

The Danish steamship *Danmark* was sunk by a German submarine off the north-west coast of Spain on December 30th, 1916.

DANMARK

Det Danske Petroleum AS; 1931; *Burmeister & Wain*; 10,517 tons; 490-8x67-8x35-8; 709 n.h.p.; oilengines.

The Danish motor tanker *Danmark* was torpedoed by a German submarine on January 12th, 1940, in Inganness Bay, Kirkwall. The vessel's back was broken by the explosion and she sank on January 21st.

DANOS

R. Gordon & Co.; 1882; *J. L. Thompson & Sons*; 2,003 tons; 275 x37-5x19-5; 200 h.p.; compound engines.

The British cargo ship *Danos* was wrecked on Lea Island on January 20th, 1888, while on a voyage from Odessa to London with a cargo of grain.

DANTE

The Italian sailing ship *Dante* was wrecked in a gale in Cardigan Bay on October 14th, 1870. The Channel pilot and seven of the crew were drowned.

DANTE

Glover Bros.; 1874; *Sofitley & Co.*; 1,743 tons; 275-8 X33-6X 24-4; 160 h.p.; compound inverted engines.

The steamship *Dante* was run down by a Norwegian barque in St. George's Channel on December 29th, 1875. Of those on board 22 were drowned. The captain and first officer were among the survivors.

DANTON

French Navy, 1st class battleship; 1911; *Brest*; 18,400 tons; 480x84-7x27-5; 22,500 i.h.p.; 20-6 knots; turbine engines; Belleville boilers; four 12 in. guns, twelve 9-4 in., sixteen 12pdr., ten 3pdr., 2 T.T.

The battleship *Danton* belonged to a group of capital ships built by the French government before all the details of the dreadnought design were fully appreciated by foreign admiralities. As a result she and her sisters were only the equivalent of the *Lord Nelson* class of the British Navy. The ship carried an official complement of 681 and at the time of her loss was serving with the French Mediterranean Fleet.

On March 19th, 1917, the *Danton* was on her way from Toulon to Corfu, where the French were blockading the Straits of Otranto. The number on board was much in excess of her complement, there being no fewer than 1,102 officers and men. She was escorted by one destroyer. When off the S.W. coast of Sardinia she was sighted by the *U-64*, a submarine with many victims to her credit, her commander being Capt. R. W. Morath. Both Frenchmen were zig-zagging but the *U-64* got home two torpedoes on the battleship. The destroyer at once gave chase and dropped depth charges, but the submarine escaped unscathed.

The *Danton* foundered in three-quarters of an hour, taking with her 296 officers and men. The survivors, most of whom were picked up by the destroyer, numbered 806.

U-64, after several more sinkings, was destroyed by H.M.S. *Partridge* which was convoying off the coast of Sicily. Capt. Morath was saved, but 38 of the crew were lost.

DAPHNE

Glasgow & Londonderry Steam Packet Co.; 1883; *A. Stephen & Sons*.

The small coasting steamship *Daphne*, built for the Glasgow & Londonderry Steam Packet Co., was launched from the yard of Messrs. Stephen & Sons, Linthouse, Govan, just before noon on Tuesday, July 3rd, 1883. The ship had on board nearly 200 men and

DAPHNE

boys who were to carry on with their work as soon as she was properly afloat. As was usual in the launching of ships two anchors and cables were employed to check the way on the vessel after she had entered the water. On this occasion the checking apparatus failed to function. The starboard anchor moved some six or seven yards, but the port anchor dragged for about sixty yards and the current of the river catching the ship at a critical moment turned her over on her port side. The *Daphne* sank immediately in deep water, being completely submerged at high tide.

The disaster was witnessed by a large number of people, many of whom had relatives on board. The death roll amounted to 124 workmen and boys.

DAPHNE

Soc. Navale Caennaise (G. Lamy & Cie.); 1911; Sunderland S.B.Co.; 1,467 tons; 257x35x14-5; 169 n.h.p.; triple-expansion engines.

On a voyage from Caen to Ghent with a cargo of iron ore, the *Daphne* was in collision with another ship and sank off Dungeness on August 25th, 1928.

DAPHNE

LFagreus; 1890; Edwards S.B. Co.; 1,513 tons; 260x36-2x 16-8; 174 n.h.p.; triple-expansion engines.

The Swedish steamship *Daphne* was torpedoed and sunk by a German submarine on December 3rd, 1940, off the coast of Spain. Eighteen of her crew were lost.

DAPHNE

Rederi A/B Daphne; 1920; "De Klop" N. V. Schpsb. en Machfab.; 1,939 tons; 278 • 7X 42 • 1X18 • 3; 238 n.h.p.; triple-expansion engines.

The Finnish steamship *Daphne* was torpedoed and sunk by the German submarine *U-76* on April 3rd, 1941, about 400 miles S. of Iceland on a voyage from Newport News to Petsamo. A few survivors were taken on board the submarine.

DARA

British India Steam Navigation Co.; 1948; Barclay, Curie & Co.; 5,030 tons; 398-7x54-8x—; 14 knots; oil engines.

The British India liner *Dara*, Capt. C. Elson, with a total of 819 passengers and crew, was in the Persian Gulf at the port of Dubai on April 7th, 1961. The vessel was unloading cargo and embarking and disembarking passengers when a violent storm of wind and rain made further work impossible. Capt. Elson decided to take his ship out of harbour and ride out the gale off shore. This was accomplished without further mishap, but while returning to Dubai at about 4.40 on the morning of the 8th there was a very heavy explosion between decks and the ship caught fire.

There was a certain amount of panic among the crew and passengers and many jumped into the sea or overcrowded the lifeboats, several of which capsized. Fortunately there were ships close at hand and help was rendered by British, German, Japanese and Norwegian vessels.

Three British frigates and a U.S. destroyer, sent parties on board and were able to get the fire under control. The *Dara* was then taken in tow by the Glasgow salvage vessel *Ocean Salvor*, but sank three miles off Dubai at 9.20 a.m. on April 10th.

The loss of life was very heavy, 238 being burned or drowned. The remainder, many of whom were suffering from burns and other injuries, were landed at Bahrain a few days later.

Capt. Elson was among the survivors.

DARCOILA

Douglas & Ramsey; 1928; Lithgows; 4,084 tons; 370x50-6x 24-9; 424 n.h.p.; triple-expansion engines.

The British cargo ship *Darcoila* left Milford Haven on September 20th, 1940, on a voyage in ballast to Philadelphia and was never seen again. She was thought to have been sunk by a submarine on September 28th or 29th.

DARDANELLES, see MAJESTIC

DARGAI

Gordon S.S. Co.; 1895; W. Dobson & Co.; 3,555 tons; 346X 44x18-3; 289 n.h.p.; triple-expansion engines.

The British cargo ship *Dargai* was wrecked on English Bank,

Montevideo, on August 28th, 1914, while on a voyage from London to Buenos Aires carrying a general cargo.

DARIEN

F. Leyland & Co.; 1888; Barclay, Curie & Co.; 3,362 tons; 370X 41-2 X 27; 391 n.h.p.; triple-expansion engines.

The British cargo ship *Darien* was wrecked on January 22nd, 1907, near Barranquilla while on a voyage from Liverpool to Savanilla carrying a general cargo.

DARINA

Anglo-Saxon Petroleum Co.; 1939; Blythwood Shipbuilding Co.; 8,113 tons; 465-3x59-3x33-8; 502 n.h.p.; 12-5 knots; oil engines.

The motor tanker *Darina*, Capt. J. M. Cuthill, was torpedoed, shelled and sunk by a German submarine on May 20th, 1942, on a voyage from Stanlow to Texas City. Seven of her crew were killed. Capt. Cuthill was among the survivors.

DARING

British Navy, destroyer; 1932; Thornycroft & Co.; 1,375 tons; 326x33x8-5; 36,000 i.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4 • 7 in. guns, 7 smaller, 8 T.T.

The destroyer *Daring*, Cdr. S. A. Cooper, was torpedoed by a German submarine off Duncansby Head, North Scotland, on February 18th, 1940. The *Daring* carried a complement of 162, of whom nine officers, including Cdr. Cooper, and 148 ratings were killed. One officer and four ratings were saved.

DARING

Ellerman Lines; 1917; Ramage & Ferguson; 1,351 tons; 236-3X 36-5x17-1; 203 n.h.p.; triple-expansion engines.

The steamship *Darino* was torpedoed and sunk by a German submarine on November 19th, 1939, off Cape Finisterre on a voyage from Oporto to Liverpool. Sixteen of her crew were killed.

DARIUS

Tempus Shipping Co.; 1903; J.L. Thompson & Sons; 3,426 tons; 345x47-1x24-9; 316 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Darius* was torpedoed and sunk by a German submarine 210 miles S.W. of Fastnet on June 13th, 1917. Fifteen of her crew were killed. The captain was among the survivors.

DARKDALE

The Admiralty; 1940; Blythwood S.B. Co.; 8,145 tons; 463-2x 61-2x33-1; 490 n.h.p.; oil engines.

The British naval tanker *Darkdale* was torpedoed and sunk by a German submarine at 12.15 a.m. on October 22nd, 1941, at St. Helena. Thirty-nine of the crew on board and two passengers were killed and only two were saved. The captain and six men were ashore at the time.

DARLINGTON

William Milburn & Co.; 1881; Swan & Hunter; 1,990 tons; 285-8x36x24; 250 h.p.; compound inverted engines.

The British cargo ship *Darlington* was wrecked on Western Reefs, Bermuda, on February 22nd, 1886, while on a voyage from New Orleans to Bremen carrying a cargo of cotton and grain.

DARLINGTON COURT

Court Line; 1936; Lithgows Ltd; 4,974 tons; 414-5x56-2x 25-6; 490 n.h.p.; 13-5 knots; oil engines.

The *Darlington Court*, Capt. Hurst, was torpedoed and sunk by a German submarine on May 20th, 1941, in convoy from New York to Liverpool. Twenty-five men were killed. This was the second occasion on which Capt. Hurst lost his ship by enemy action, he having been in command of the *Arlington Court* when she was torpedoed in 1939.

DARMAS

G. N. Pittas Bros. & Co.; 1883; Palmers' Co.; 1,593 tons; 258-3x36-2x17-3; 155 n.h.p.; compound engines.

The Greek steamship *Darmas* was bombed and sunk by German aircraft in April, 1941, in the Gulf of Patras, during the German invasion of Greece.

DART

Royal Mail Steam Packet Co.; 1882; *R. Dixon & Co.*; 2,641 tons; 320x38-3x26; 350 h.p.; compound inverted engines. The British cargo ship *Dart* was wrecked at San Sebastian, Brazil, on September 11th, 1884, while on a voyage from Santos to New York carrying a cargo of coffee.

DARTFORD

Watts, Watts & Co.; 1930; *Smith's Dock Co.*; 4,093 tons; 366-4x52x24-7; 10-5 knots; triple-expansion engines. The steamship *Dartford*, Capt. S. Bulmer, was in convoy in the North Atlantic on June 12th, 1942, when she was torpedoed and sunk by a German submarine. Twenty-five men were killed on board and two more died after being picked up.

DARTMOOR

I. & P. Hutchison; 1892; *J. Readhead & Sons*; 2,870 tons; 306x41-7x21-2; 246 n.h.p.; triple-expansion engines. The British ship *Dartmoor* was torpedoed and sunk by a German submarine on May 27th, 1917, when she was 35 miles south-east of Fastnet. The captain and 24 of the crew were lost.

DARTMORE

James Cormack & Co.; 1881; *Richardson, Duck & Co.*; 1,579 tons; 260x36x18-2; 187 n.h.p.; compound engines. The British cargo ship *Dartmore* was wrecked on February 15th, 1917, near Cap Gris Nez. She was on a voyage from London to Dunkirk with a cargo of military stores.

DASHER

British Navy, escort aircraft carrier; 1940; 12,000 tons; 496 X 69-5x28-5; 8,500 b.h.p.; 16-5 knots; diesel engines; one 4 in.A.A. gun, four 40 mm.A.A., eight 20 mm.A.A., 20 aircraft. The escort aircraft carrier *Dasher* was destroyed by internal explosion S. of Cumbrae Island, Firth of Clyde, on March 27th, 1943. The vessel's normal complement was 520.

DATEGROVE

R. T. Arthurs & Co.; 1879; *J. Readhead & Co.*; 1,213 tons; 243x32-9x17-5; 123 n.h.p.; compound engines. The British steamship *Dategrove* was wrecked on September 16th, 1911, at Three Islands near Cape Orloff. She was on a voyage from Archangel to Rochefort with a cargo of wood.

DATETREE

Howard Jones & King; 1914; *Antwerp Eng. Co.*; 1,995 tons; 270-6x40-2x19-5; 220 n.h.p.; triple-expansion engines. The British cargo ship *Datetree* was wrecked on June 25th, 1914, on Brisons, Cape Cornwall, while on a voyage from Barry to Brest carrying a cargo of coal.

DAUNTLESS

Bolivian General Enterprise; 1897; *Blyth Shipbuilding Co.*; 2,157 tons; 287-5x43x18-8; 218 n.h.p.; 9 knots; triple-expansion engines. The steamship *Dauntless* was sunk by a German submarine 10 miles from Pointe La Coubre on February 4th, 1917. Fifteen of her crew were killed. The captain was among the survivors.

DAVANGER

Westfal Larsen; 1916; *Union Iron Works Co.*; 5,876 tons; 399-7x56-2x29-5; turbine engines. The Norwegian steamship *Davanger* was sunk by a German submarine in the North Sea on March 14th, 1917.

DAVANGER

H. Westfal-Larsen & Co. AIS; 1922; *W. Hamilton & Co.*; 7,102 tons; 425x56-8x33; 567 n.h.p.; triple-expansion engines. The Norwegian tanker *Davanger* was torpedoed and sunk by a German submarine on October 11th, 1940, 300 miles W. of Broadhaven. Seventeen of her crew were lost.

DAVID C. REID

John Jay Shipping Corp.; 1919; *Chester S.B. Co.*; 5,674 tons; 400-8x54-3x30; 628 n.h.p.; turbine engines. The American tanker *David C. Reid* left Samarang on September 1st, 1928, with a cargo of molasses bound for Philadelphia. She passed Gibraltar on October 6th, and sent put an S.O.S. on October 14th. That was the last heard from the ship.

DAVID CALDWELL

U.S. War Shipping Administration; 1943; *N. Carolina S.B. Co.*; 7,176 tons; 422-8x57x34-8; triple-expansion engines. On a voyage from Hampton Roads to Pauillac, the *David Caldwell* went aground and broke in two on September 4th, 1946, five miles off Pointe La Coubre, near Bordeaux.

DAVID H. ATWATER

Atwacoa Transportation Co.; 1919; *Great Lakes Eng. Works*; 2,438 tons; 253-8x43-6x24-9; 211 n.h.p.; triple-expansion engines. The American steamship *David H. Atwater* was torpedoed and sunk by a German submarine at 1.20 a.m. on April 3rd, 1942, on a voyage from Lambert Point, Virginia, to Fall River. Twenty-four of her crew of 27 were lost.

DAVIDE BIANCHI

Fratelli Bianchi Soc. di Nav.; 1906; *Rijkee & Co.*; 1,477 tons; 264-1x34-6x18-5; 156 n.h.p.; triple-expansion engines. The Italian steamship *David Bianchi* was bombed and sunk by British aircraft on September 4th, 1942, about 50 miles N.N.W. of Tobruk.

DAWDON

J.M. Thorman & Co.; 1878; *Short Bros.*; 1,310 tons; 240-4 x 34x18; 152 n.h.p.; 9 knots; compound engines. The steamship *Dawdon* struck a mine and sank ten miles N.W. by W. of the Wandelaar lightship on October 3rd, 1914. Ten of her crew were killed. The captain was among the survivors.

DAYBREAK

Scarlsbrick Steamship Co.; 1911; *W. Gray & Co.*; 3,238 tons; 340x48-5x22-6; 330 n.h.p.; 10 knots; triple-expansion engines. The steamship *Daybreak* was torpedoed and sunk by a German submarine one mile E. of South Rock lightship, Co. Down, on December 24th, 1917. Twenty-one of her crew, including the captain, were killed.

DAYLESFORD

R. Mackie & Co.; 1882; *R. Thompson & Sons*; 1,406 tons; 240-7x34-1x17; 175 n.h.p.; compound engines. The British cargo ship *Daylesford* sank after a collision off the Isle of Wight on April 1st, 1911, while on a voyage from Blyth to Torre del Mar carrying a cargo of coal.

DAYLIGHT

John Wood & Co.; 1889; *R. Dixon & Co.*; 2,387 tons; 295-1x 38-2x20-1; 220 n.h.p.; triple-expansion engines. The British cargo ship *Daylight* was wrecked four miles east of Cape Villano on February 11th, 1897, while on a voyage from Barry to Buenos Aires carrying a cargo of coal.

DAYROSE

Claymore Shipping Co.; 1928; *R. Thompson & Sons*; 4,113 tons; 380-2x53-1x24-1; 376 n.h.p.; triple-expansion engines. The steamship *Dayrose* was torpedoed and sunk by a German submarine on January 14th, 1942, near Cape Race on a voyage from St. John's, N.F.L., to Portland, Maine. Three of her crew and six gunners were lost.

DAYTONA

Volusia S.S. Co.; 1945; *Bethlehem-Hingham Shipyard*; 3,344 tons; 322-7x50x20-7; oil engines. Sailing from Little Narrows, N.S., to Philadelphia with a cargo of gypsum, the Liberian motorship *Daytona* signalled that she was in distress on November 20th, 1955, about 75 miles from Gloucester, Mass. She was not seen again.

DE HAVEN

DE HAVEN

United States Navy, destroyer; 1942; United States; 2,050 tons; 376-5x39-3x12-2; 60,000 s.h.p.; 36-5 knots; turbine engines; Babcock & Wilcox boilers; five 5 in. guns, six 40mm, ten 20mm, 10 T.T.

The United States destroyer *De Haven* was operating with the American naval forces S. of Savo Island when she was hit and sunk by Japanese bombers. The attack took place on February 1st, 1943.

DE LA SALLE

Cie. Generate Transatlantique; 1921; Barclay, Curie & Co.; 8,400 tons; 440x56-7x34-6; 568n.h.p.; triple-expansion engines.

The French steamship *De La Salle* was torpedoed and sunk by a German submarine at 1 a.m. on July 9th, 1943, between Freetown and Walvis Bay on a voyage from Liverpool to Walvis Bay. Eight of her crew and two passengers were killed.

DE RUYTER

Netherlands Navy, cruiser; 1935; Wilton-Fijenoord, Rotterdam; 6,450 tons; 557-7x51-3x19-3; 66,000s.h.p.; 32 knots; turbine engines; Yarrow boilers; seven 5-9 in. guns, ten 40 mm., eight 12-7 mm., 8 m.g., 2 aircraft.

The cruiser *De Ruyter* was the flagship of Rear-Admiral Karel Doorman, commanding the Dutch East Indies Squadron, which, on the outbreak of the war with Japan on December 7th, 1941, joined up with several British and American units and became an Allied squadron. On February 20th, 1942, the Japanese landed in Bali and Portuguese Timor and it became a matter of necessity for the Allies to stop, or at least interrupt, the enemy's expansion of these bases. There had been heavy casualties among the Japanese transport fleet but not sufficiently severe to halt the invasion plan, which still carried on. It was decided, therefore, to make a strong attack with all available surface ships on the main Japanese expedition then near to Sourabaya, Java. On the 27th, Admiral Doorman's force encountered a Japanese squadron comprising two heavy cruisers *Haguro* and *Nati*, 10,000 tons, ten 8 in. guns each, several light cruisers and at least 12 destroyers. The Allied force was as follows:—

Dutch	... <i>De Ruyter</i>	cruiser	6,450 tons, seven 5•9 in. guns		
	<i>Java</i>		6,670	ten	5 -9 in. ..
British	... <i>Exeter</i>	...	8,390	six	8 in. ..
Australian	<i>Perth</i>		6,980	six	8 in.
American	<i>Houston</i>	...	9,050	nine	8 in.
Dutch	<i>Kortenaer</i>	destroyer	1,310		
British	... <i>Electra</i>	...	1,375		
...	<i>Firecracker</i>				
	<i>Jupiter</i>	...	1,690		

In addition there were three old U.S. destroyers of the flush-deck type which participated in the final phase of the battle. These vessels were the *Edsall*, *Pillsbury* and *Pope*, all of 1,190 tons.

The rival fleets made contact at about 4 p.m. on the 27th. The Japanese cruisers turned away and their destroyers, operating as two flotillas, made torpedo attacks, one flotilla being repulsed by gunfire, but the other coming to within torpedo range and hitting and sinking the Dutch destroyer *Kortenaer*. Shortly afterwards the *Exeter* was hit in one of her boiler rooms by an 8 in. shell which reduced her speed and compelled her to haul out of the line and steer for Sourabaya.

On turning away after their attack the Japanese destroyers laid a smoke screen into which the three British destroyers steamed with the intention of torpedoing the enemy cruisers. This attempt was frustrated by the Japanese destroyers which were in overwhelming strength and sank the *Electra* and drove back the *Encounter* and *Jupiter*. This ended the first phase of the action, save for a brief exchange of salvos between the cruisers in the fading light.

During darkness the Allied squadron continued its search for the Japanese transports and engaged the enemy escort briefly on two occasions. In one of these combats the *Jupiter* was hit by a torpedo and sank four hours later. There was another engagement about midnight off Rembang, the *De Ruyter* and the *Java* being hit by torpedoes or enemy mines. Both ships sank very quickly, and

Admiral Doorman went down with his ship. Thus ended the fighting on the 27th.

Meanwhile the three American destroyers, which had expended their torpedoes, had returned to port to refuel. One of these, the *Pope*, lay at Sourabaya where she was joined by the *Exeter* and the *Encounter*. The three vessels left in company on the night of February 28th, the *Exeter* not being able to proceed at more than half speed. She had also expended much of her ammunition and was in no state to fight a prolonged action. On the following morning the ships were intercepted by two Japanese cruisers and six destroyers. The *Exeter* maintained the fight until every round of ammunition had been fired, after which the captain gave orders to scuttle the ship. The survivors were taken prisoner, as well as those from the destroyers, both of which had been sunk.

There now remained the *Houston* and *Perth* which had made for Tandjong Priok where they refuelled and were joined by the Dutch destroyer *Evertsen*. They left on the evening of the 28th with the intention of running through the Sunda Strait and making for Australia. Unfortunately it was bright moonlight and the ships were sighted by the Japanese at about 11.30 p.m. A very determined action ensued and all three vessels were sunk.

Other units of the doomed squadron to be sunk were the two old U.S. destroyers *Edsall* and *Pillsbury* and the British destroyer *Stronghold* which were also intercepted when on their way to Australia. Previous to the battle of the Java Sea the Dutch destroyers *Piet Hein* and *Van Nes* had been sunk and the *Banckert* and the U.S. destroyer *Stewart* badly damaged (both fell into Japanese hands in Sourabaya dock). The *Van Ghent* had also been wrecked on Lima Island. The Australian sloop *Yarra*, escorting a number of merchant ships, left Tjilatjap on March 1st, and on the 4th the whole convoy, including the *Yarra*, was sunk. The U.S. gunboat *Ashville* proceeding independently to Australia was also intercepted and sunk. Thus the whole of the Allied East Indies Squadron was obliterated without the loss to the Japanese of a single warship.

This disaster, following swiftly upon the attack on Pearl Harbour and the bombing of the *Prince of Wales* and the *Repulse*, delayed the Allied naval offensive in Pacific waters for fully nine months, and afforded the Japanese a period of comparative quiet in which to consolidate their gains.

DE WEERT

Koninkl. Paketv. Maats.; 1919; Moats. Fyenoord; 1,805 tons; 270-3x40-2x17; 165 n.h.p.; 10 knots; triple-expansion engines. The Dutch steamship *De Weert* was bound from Mombasa to Durban on July 1st, 1942, when she was attacked from the surface by the Japanese submarine *I-18* about 150 miles from Lourenco Marques. The Japanese gunfire was devastating and a large number of those on board the *De Weert* were killed. The vessel remained afloat for two days and sank on July 3rd, with the loss of 69 lives. Some of the survivors who were picked up by the British s.s. *Mundra* were lost when that ship was sunk nine days later.

DEA MAZZELLA

Pasquale Mazzella; 1919; J. L. Thompson & Sons; 3,082 tons; 342-5x46-8x23-2; 358n.h.p.; triple-expansion engines. The Italian steamship *Dea Mazzella* was sunk by Yugoslav partisans on September 30th, 1943, S. of Sibenik.

DECOY

British Navy, destroyer; 1895; J. Thornycroft & Co.; 260 tons; 185X19X—; 4,500 i.h.p.; 27 knots; triple-expansion engines; one 12pdr. gun, three 6pdrs., 1 T.T. The destroyer *Decoy*, Lt. W. D. Paton, was engaged in manoeuvres off the Stilly Isles on August 13th, 1904, when she was sunk in a collision with the destroyer *Arin*. One man was killed.

DEER LODGE

U.S. Maritime Commission; 1919; Northwest Steel Co.; 6,187 tons; 409-8x54-2x27-7; 579 n.h.p.; turbine engines. The American steamship *Deer Lodge* was torpedoed and sunk by a submarine in February 17th, 1943, off Port Elizabeth on a voyage from Baltimore to Saldanha Bay.

DEFENCE

British Navy, armoured cruiser; 1907; Pembroke Dockyard; 14,600 tons; 525x74-5x28; 27,000 i.h.p.; 23 knots; triple-expansion engines; Yarrow boilers; four 9-2 in. guns, ten 7-5 in., fourteen 12pdr., 5 T.T.

The *Defence* was the flagship of Rear-Admiral Sir R. Arbuthnot, commanding the 1st Cruiser Squadron at the battle of Jutland. The squadron was composed of the *Defence*, *Warrior* (which see), *Duke of Edinburgh* and *Black Prince* (which see), all being ships of powerful armament and good speed. It met with dire misfortune in the battle, only one of its units, the *Duke of Edinburgh*, surviving.

The *Defence* had a complement of 54 officers and 845 men, to which must be added four civilians who were on board at the time, making 903 all told. She was commanded by Capt. S. V. Ellis.

At 5.30 on the afternoon of March 31st, 1916, the squadron was rapidly approaching the German 'Scouting Force' of battle cruisers under Admiral von Hipper. From the westward Admiral Beatty was approaching the same enemy at the head of his battle cruisers. Twenty minutes later the *Defence*, followed by the *Warrior*, began to shell the German light cruiser *Wiesbaden*, which soon lay helpless and in flames between the two fleets. In an attempt to destroy this ship and to close with Hipper's squadron, Admiral Arbuthnot crossed the bows of the far more powerful *Lion* and thereby exposed himself to the concentrated fire of von Hipper, who was making a desperate effort to protect the *Wiesbaden*. Both the British cruisers encountered a tornado of shell fire, the *Defence* being hit by two salvos in quick succession. She blew up with every soul on board. The *Warrior* was so badly damaged that she sank the next morning, but without any further loss of life than that sustained in the battle.

DEFENDER

*British Navy, destroyer; 1932; Vickers-Armstrong; 1,375 tons; 326x33x8-5; 36,000 s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4*7 in. guns, 7 smaller, 8 T.T.*

The destroyer *Defender*, Lt. Cdr. G. L. Farnfield, was bombed and sunk off Sidi Barrani on July 11th, 1941. All the ship's company were taken off and there was no loss of life.

DEFOE

Lampart & Holt Line; 1940; Harland & Wolff; 6,245 tons; 438-8x62-3x25-4; 896n.h.p.; oilengines.

The British cargo ship *Defoe* caught fire after an explosion on September 24th, 1942, in position 52° 11' N., 19° 32' W. The bow of the vessel as far as the foremast was blown off and she was abandoned. Two days later the drifting hulk was sighted in position 51° N., 18° 10' W., but she was not salvaged. She was on a voyage from Manchester to Famagusta carrying drums of liquid chlorine and aeroplane varnish.

DEGAMA

Elder Dempster & Co.; 1899; Furness, Withy & Co.; 3,507 tons; 337-5x45-2x18-8; 271 n.h.p.; triple-expansion engines.

The British cargo ship *Degama* was wrecked at Las Palmas on November 6th, 1914, while on a voyage from Rotterdam to Port Harcourt with a general cargo.

DEIMOS

U.S. Navy; 1943; Permanente Metals Corp.; 7,191 tons; 422-8 x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Deimos* was torpedoed and sunk by a Japanese submarine on June 23rd, 1943, off the Solomon Islands.

DEIPARA

D. & E. Flli. Bozzo; 1886; Earle's Co.; 2,282 tons; 310x37x 20-1; 206 n.h.p.; compound engines.

The Italian steamship *Deipara* was torpedoed and sunk by a submarine in the Mediterranean on May 9th, 1918.

DEISTER

Rabien & Stadlander; 1921; Howaldtswerke; 1,760 tons; 260-9x40-9x17-5; 149 n.h.p.; triple-expansion engines.

Sailing from Antwerp and Leixoes to Oporto, the *Deister* was wrecked off Oporto on February 3rd, 1929.

DEKABRIST

U.S.S.R.; 1903; Vickers, Sons & Maxim; 7,363 tons; 475-8 x 54-1x32-6; 855 n.h.p.; triple-expansion engines.

The Russian steamship *Dekabrist* was torpedoed and sunk by a German submarine on November 4th, 1942, off the North Cape.

DELAGOA MARU

Nippon Yusen K.K.; 1919; Mitsubishi Zosen Kaisha; 7,148 tons; 420x56x38-5; 620 n.h.p.; triple-expansion engines.

The steamship *Delagoa Mam* was torpedoed and sunk by the U.S. submarine *Trigger* on November 2nd, 1943, about 300 miles E. of the Ryukyu Islands.

DELAMBRE

Lampart & Holt Line; 1917; Mitsubishi Zosen Kaisha; 7,032 tons; 444-8x58-2x31-4; 524 n.h.p.; triple-expansion engines.

The British steamship *Delambre* left the Rio Grande on June 30th, 1940, for Liverpool. On July 5th, she was intercepted and sunk by a German raider about 900 miles E. of Ferrol. The captain and an unspecified number of survivors were picked up by the raider.

DELAMERE

Bromport Steamship Co.; 1915; Sunderland Shipbuilding Co.; 1,525 tons; 267-3x38-8x16-7; 224 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Delamere* was torpedoed and sunk by a German submarine 110 miles W. by N. of Fastnet on April 30th, 1917. Ten of her crew were killed. The captain was among the survivors.

DELANO

W. & T. W. Pinkney; 1892; J. Laing; 2,968 tons; 320x41-8x 18-1; 277 n.h.p.; triple-expansion engine.

The British cargo ship *Delano* was wrecked on August 14th, 1902, at Seal Cove, N.F.L., while on a voyage from Rotterdam to Baltimore carrying a general cargo.

DELAWARE

C. Dixon; 1865; Isle of Man S.B. Co.; 3,243 tons; 380-2 x 36-3x26; 280 h.p.; compound engines.

The British steamship *Delaware* was bound from Liverpool to Calcutta with a general cargo and 50 passengers and crew. On December 20th, 1871, she was seen to be in difficulties off Mincarlo, Scilly Isles. There was a violent gale at the time and the steamship struck on a ledge of rock, afterwards known as the Delaware Ledge. Local boatmen attempted a rescue, but the steamship sank very quickly. On the following day two of the ship's officers were taken off from White Island. The number lost was 42.

DELFIN

"Polena" Soc. di Nav.; 1918; Scotts S.B. & Eng. Co.; 5,322 tons; 421-5x52-2x28-2; 490 n.h.p.--triple-expansion engines.*

The Italian steamship *Delfin* was torpedoed and sunk by a British submarine on December 14th, 1942, N. of Macronisi Island, Greece.

DELFININA

Baltimore Insular Line; 1919; Hanlon D.D. & S.B. Co.; 3,480 tons; 320-7x46x24-4; 387 n.h.p.; triple-expansion engines.

The American steamship *Delfina* was torpedoed and sunk by a German submarine on June 5th, 1942, on a voyage from Puerto Rico to Charleston.

DELFSHAVEN

N.V. Gebr. van Uden; 1930; W. Gray & Co.; 5,281 tons; 421-2 x54-3x27-2; 463 n.h.p.; quadruple-expansion engines.

The Dutch steamship *Delfshaven* was torpedoed and sunk by a German submarine on September 6th, 1942, between Trinidad and Table Bay.

DELHI

Peninsular & Oriental Steam Navigation Co.; 1905; J. Caird & Co.; 8,090 tons; 470x56-2x32; 1,257n.h.p.; 16-5 knots; quadruple-expansion engines.

The liner *Delhi* with 85 first class passengers, among whom were the Duke and Duchess of Fife (The Princess Royal) and their two daughters, Princess Alexandra and Princess Maud, was bound from London to Bombay via Marseilles. At about 2 o'clock on the

DELHI MARU

morning of December 13th, 1911, the ship ran ashore in very rough weather some two miles from Cape Spartel. There was a strong westerly wind and very heavy rain. A wireless call was immediately sent out and was picked up by the station at Cadiz and within a short time several men-of-war were speeding to the wreck. The first to arrive was the French cruiser *Friant*, 3,722 tons, which at once sent away her boats in an effort to take off the shipwrecked people. Unfortunately her steam launch was swamped and with the fire out became unmanageable and capsized, three seamen being drowned.

The next ships to arrive were the British battleship *London*, and the cruiser *Duke of Edinburgh*. At about 11 a.m. Rear-Admiral Sir C. Cradock brought a boat from the *Duke of Edinburgh* alongside and with great difficulty took off the Royal Party from the *Delhi*. On her way back the boat was swamped not far from shore and everyone thrown into the water, the Princess Alexandra having a narrow escape from drowning. Eventually all came safely to land, and in their somewhat exhausted condition had to walk four miles to the lighthouse at Cape Spartel.

The conduct of the Moorish authorities was not helpful. No assistance was given to the shipwrecked people and no mules or conveyances provided for the journey to Tangier, 10 miles away.

The *Delhi* at the time of her loss was carrying £295,925 in gold and silver bullion, all of which was ultimately salvaged, as was the case with most of the cargo.

DELHI MARU

Osaka Shosen K.K.; 1922; *Osaka Iron Works*; 2,182 tons; 270 X 43 X 22 • 5; 210 n.h.p.; triple-expansion engines. The steamship *Delhi Mam* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On January 16th, 1944, she was torpedoed and sunk by the U.S. submarine *Swordfish* about 100 miles S. of Yokohama.

DELIA

Giovanni Gavarone; 1917; *A. McMillan & Son*; 5,406 tons; 413-2x52x27-8; 458 n.h.p.; triple-expansion engines. The Italian steamship *Delia* was torpedoed and sunk on April 16th, 1942, off Villanova, Brindisi.

DELIGHT

British Navy, destroyer; 1932; *Fairfield Shipbuilding Co.*; 1,375 tons; 326x33x8-5; 36,000 i.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7in. guns, 7 smaller., 8 T.T. The destroyer *Delight*, Cdr. M. Fogg-Elliott, was bombed and sunk by German dive bombers off Dover on July 29th, 1940, at the beginning of the heavy raids on England. The destroyer carried a complement of 145, of whom six ratings died of wounds and three officers, including the commander, and 57 ratings were wounded.

DELLWYN

Angel, Son & Co.; 1920; *J. Lewis & Sons*; 1,451 tons; 234-8x 35-7x16-6; 86r.h.p.; triple-expansion engines. The British steamship *Dellwyn* was bombed by insurgent aircraft on July 25th, 1938, at Gandia, during the Spanish Civil War. She was again bombed and sunk on the 27th.

DELMAR

Joseph F. Wilson & Co.; 1889; *R. Dixon & Co.*; 2,374 tons; 295-2x38-2x20-2; 242 n.h.p.; triple-expansion engines. The British cargo ship *Delmar* was wrecked on July 8th, 1901, at Blackhead, Cape Ballard, N.F.L., while on a voyage in ballast from Dundee to Mobile.

DELMUNDO

Mississippi Shipping Co.; 1919; *American International S.B. Corp.*; 5,032 tons; 390x54-2x27-8; turbine engines. The American steamship *Delmundo* was torpedoed and sunk on August 13th, 1942, on a voyage from Buenos Aires and Trinidad to New York.

DELOS

RederiA/BNorrland; 1901; *J.R.Andersen*; 228 tons; 114-9 X 25-3x11-7; 61 n.h.p.; oil engines. The Swedish auxiliary schooner *Delos* grounded on November 8th, 1945, outside Fagelhorn during a violent snowstorm and broke up. There was one survivor.

DELPHIC

White Star Line; 1897; *Harland & Wolff*; 8,273 tons; 475-9 x 55-2x35-9; 375 n.h.p.; 11-5 knots; triple-expansion engines. The *Delphic*, Cardiff for Montevideo with coal, was torpedoed and sunk by a German submarine 135 miles S.W.f.W. off Bishop Rock, Scilly Isles, on August 16th, 1917. Five lives were lost.

DELPHY

United States Navy, destroyer; 1918; *Bethlehem Shipbuilding Corp.*; 1,215 tons; 310x30-9x9-3; 27,500s.h.p.; 35 knots; turbine engines; Yarrow boilers; four 4 in. guns, one 3 in.A.A., 12 T.T.

On September 8th, 1923, a flotilla of U.S. destroyers, all sister ships, under command of Capt. Edward H. Watson, which had been taking part in exercises with other ships, was steaming through dense fog in line ahead at a speed of 20 knots. The assumption of those responsible for the flotilla was that they were about eight miles from land and had plenty of sea-room. This was a cardinal error as the ships were close to the island of Santa Barbara, off the coast of California, and without any preliminary warning the leading destroyer, the *Delphy*, Lt. Cdr. Donald T. Hunter, crashed on the rocks at Honda Point. The next in line, the *Young*, ran into the still revolving propellers of the *Delphy*, which ripped her side open. A third destroyer, the *Chauncey*, then ran into the other two. The four remaining destroyers, the *Fuller*, *Nicholas*, *Woodbury* and *S. P. Lee* ran on the reef without having time to reduce speed. All seven ships became total wrecks, lying along the coast at intervals of roughly 250 feet at every conceivable angle. Of those on board, totalling over 500 officers and ratings, 22 lost their lives; a very small number considering the violence with which the ships struck.

It was at first thought that the disaster was caused by exceptional tides and currents set up by the great Japanese earthquake which had occurred a week previously. This belief was strengthened when it was known that the Pacific Mail Steamship Co's liner *Cuba* had run ashore in the fog on the island of San Miguel a few miles away. Further investigation proved this theory to be mistaken.

DELPLATA

Mississippi Shipping Co.; 1920; *American International S.B. Corp.*; 5,127 tons; 390x54-2x27-8; turbine engines. The American steamship *Delplata* was torpedoed and sunk on February 20th, 1942, in the Eastern Caribbean.

DELVALLE

Mississippi Shipping Co.; 1919; *American International S.B. Corp.*; 5,032 tons; 390x54x32; turbine engines. The American steamship *Delvalle* was torpedoed and sunk on April 12th, 1942, on a voyage from New Orleans to St. Thomas.

DEMETRIOS INGLESSIS

D. Inglessis Fils; 1891; *J. L. Thompson & Sons*; 2,088 tons; x 280x38-2x17-4; 196n.h.p.; triple-expansion engines. The Greek steamship *Demetrios Inglessis* was sunk by a German submarine off Ushant on December 2nd, 1916.

DEMIR-HISSAR

Turkish Navy, torpedo boat; 1907; 97 tons; 124x14x5; 1,900 i.h.p.; 26 knots; triple-expansion engines; two 1 pdr. guns, 3 T.T. The torpedo boat *Demir-Hissar* entered the Aegean Sea on March 8th, 1915, early in the Dardanelles campaign, to lie in wait and attack Allied snipping.

After some five weeks, during which she failed to sink any ship, she was intercepted by the British destroyer *Wear* on the night of April 15th and while endeavouring to escape she ran aground in Kalamuti Bay, Chios, where she became a total wreck.

DEMOSTHENES

C. D. Calafatis; 1907; *R. Stephenson & Co.*; 3,880 tons; 339-5 x 47-1x20; 313 n.h.p.; triple-expansion engines. The Greek steamship *Demosthenes* was wrecked on June 10th, 1925, on Comoro Island with a cargo of phosphates.

DEMPO

Rotterdamsche Lloyd; 1930; Koninkl.Maats.de Schelde; 17,024 tons; 551x70-4x41-6; 3,090n.h.p.; 18-5 knots; oil engines.

The Dutch liner *Dempo* was taken over in the Second World War for service as an Allied troopship. On March 17th, 1944, the vessel was a unit of Convoy SNF 17, on passage from Naples to North Africa. When in a position between Algiers and Philippeville the convoy came under attack from the German submarine *U-371*. The *Dempo* was hit by a torpedo and sank 70 minutes later, but without loss of life.

DEN HAAG

N.V. Petroleum Industrie Maats.; 1925; Fried. Krupp A.G.; 8,971 tons; 469-8x63-2x35-3; 763 n.h.p.; oil engines.

The Dutch motor tanker *Den Haag* was torpedoed and sunk by the German submarine *U-48* on February 15th, 1940, 150 miles N.N.W. of Ushant, homeward bound to Rotterdam, loaded. Twenty-six lives were lost.

DEN OF SEATON

Charles Barrie & Son; 1901; Sit Raylton Dixon & Co.; 3,892 tons; 350x47-7x19-5; 380n.h.p.; triple-expansion engines.

The British cargo ship *Den of Seaton* sank after a collision on May 22nd, 1904, off Barry Island while on a voyage from Newport to Calcutta with coal and general cargo.

DENALI

Alaska S.S. Co.; 1920; Hanlon D.D. & S.B. Co.; 3,432 tons; 320-7X46X24-4; 274 n.h.p.; triple-expansion engines.

The American steamship *Denali* went ashore at 3 a.m. on May 19th, 1935, at Zayas Island about 50 miles N.W. of Prince Rupert. She was carrying passengers, explosives and general cargo from Seattle to Alaska. The ship broke in two, there was a fire and dynamite in the cargo exploded.

DENBIGH CASTLE

British Navy, corvette; 1944; Caledon Shipbuilding Co.; 1,010 tons; 252x36-7x13-5; 2,880i.h.p.; 18-5 knots; triple-expansion engines; one 4 in. gun, six 20mm.

The corvette *Denbigh Castle*, Lt. Cdr. G. Butcher, D.S.C., was on North Russian convoy duty when she was sunk either by mine or torpedo in the Kola Inlet on February 13th, 1945. Lt. Cdr. Butcher was among the survivors.

DENBY GRANGE

Houlder Bros. & Co.; 1912; Northumberland S.B. Co.; 4,252 tons; 380-1x49x26-4; 330 n.h.p.; triple-expansion engines.

The British cargo ship *Denby Grange* sank after a collision on October 24th, 1918, in 39°52'N., 5°32'E., while on a voyage from Newport to Spezia with a cargo of coal.

DENEWELL

G. N. Patterson & Co.; 1906; Tyne Iron S.B. Co.; 3,091 tons; 331-1X 48 • 1X 21 • 8; 294 n.h.p.; triple-expansion engines.

The British cargo ship *Denewell* foundered on July 6th, 1907, in Carraca Bay, near Finisterre, while on a voyage from Larmes to Rotterdam carrying an ore cargo.

DENMARK MARU

Hakuyo Risen K.K.; 1920; Kawasaki Dockyard; 5,870 tons; 385 x51x 36; 437 n.h.p.; triple-expansion engines.

The Japanese steamship *Denmark Maru* was torpedoed and sunk by the U.S. submarine *Whale* on January 16th, 1944, about 400 miles S.W. of Iwo Jima in the Volcano Islands.

DENPARK

J.&J.Denholm; 1928; Lithgows; 3,491 tons; 350x49x23-7; 339 n.h.p.; 10 knots; triple-expansion engines.

On May 12th, 1942, the steamship *Denpark*, Capt. John McCreadie, was about 350 miles N.W. of St. Vincent, C.V., on a voyage from Takoradi to Workington, when she was torpedoed and sunk by a German submarine. Sixteen of her crew, including Capt. McCreadie, and five gunners were killed. The *Denpark* was not in convoy.

DENT HOLME

Hine Brothers; 1883; J. L. Thompson & Sons; 1,221 tons; 230-5x33-3x15-5; 99 h.p.; compound inverted engines.

The British cargo ship *Dent Holme* sank after a collision off Matane on July 6th, 1885, while on a voyage in ballast from Montreal to Cow Bay, C.B.

DEODATA

SkibsA/Deodata; 1897; Laporte & Cie.; 3,295 tons; 324-8x 45-5x24-1; 209 n.h.p.; oilengines.

The Norwegian tanker *Deodata* struck a mine and sank on October 21st, 1939, off the Inner Dowsing lightship, inward bound to Grangemouth.

DEPTFORD

Britain S.S. Co.; 1931; Smith's Dock Co.; 4,034 tons; 366-4X 52x24-7; 10-5 knots; triple-expansion engines.

The steamship *Deptford*, Capt. Ferguson, from Kirkenes to England with iron ore, was torpedoed by a German submarine at 1 p.m. on December 13th, 1939, N.W. of Honningsvaag Lighthouse at Stadt, Norway. The vessel sank immediately and out of her crew of 35 there were only five survivors. Four men were picked up by the steamship *Firda*, and another three by the steamship *Nordnorge*, but two died shortly after they were taken on board. Capt. Ferguson was lost with the vessel. The *Deptford* was not in convoy at the time of the sinking.

DEPUTE ALBERT TAILLANDIER

French Government; 1921; Chant. Nav. Francais; 2,329 tons; 266-6x39-3x23; triple-expansion engines.

The steamship *Depute Albert Taillandier*, carrying coal from Rotterdam to Brest in April, 1922, capsized and sank during heavy weather off Ushant.

DEPUTE EMILE DRIANT

Soc. Anon. de Nav. Les Armateurs Francais; 1920; Government Yard (Lorient); 2,098 tons; 266-7x39-4x23; 149 n.h.p.; triple-expansion engines.

The steamship *Depute Emile Driant* was carrying coal from Newcastle to Rouen when, on August 19th, 1923, the cargo shifted during a gale off Boulogne and the ship took a heavy list. The crew got off into two boats before the ship capsized and sank, but before they could get clear the mast fell across the larger boat and the 19 occupants were "drowned. Five men in the other boat were saved.

DEPUTE PIERRE GOUJON

1894; Sir Raylton Dixon & Co.; 4,121 tons; 375x47x28; 470 n.h.p.; triple-expansion engines.

The French steamship *Depute Pierre Goujon* was torpedoed and sunk by a German submarine in the Bay of Biscay on November 12th, 1917.

DEPUTE RAOUL BRIQUET

French Government; 1920; Government Yard (Rochefort); 2,170 tons; 266-7x39-4x23; 149 n.h.p.; triple-expansion engines.

Carrying coal from Hull to Stockholm the *Depute Raoul Briquet* capsized and sank on November 2nd, 1921, about 40 miles off Flamborough Head.

DERNA

"Tirrenia" Soc. Anon. di Nav.; 1912; Cantieri Navali Ruiniti; 1,769 tons; 277-2x36-4x18-2; 191 n.h.p.; triple-expansion engines.

The Italian steamship *Derna* was torpedoed and sunk by a British submarine on March 10th, 1943, in the Gulf of Lyons.

DERRY CASTLE

F. Spaight & Sons; 1883; Dobbie & Co.; 1,367 tons; 239-8X - 36x21-4.

The iron barque *Deny Castle* left Geelong, Australia, for Falmouth on March 12th, 1887. On the night of the 20th in thick weather the vessel ran on to a reef off Enderby Island, Auckland Islands. There was no previous warning and she was in full sail and struck the reef with such violence that she broke in two amidships.

DERRYCUNIHY

Of her crew of 23 only eight reached shore. These eight men subsisted for 92 days on shellfish, being in sight of a New Zealand Government food depot at Port Ross, which they had no means of reaching. Eventually they found an axe with which they fashioned an extremely small and frail boat, six feet long by two and a half feet wide. In this two men managed to reach the food depot and brought back supplies. The party then ferried themselves by ones and twos to the depot, where they were found by the sealing steamship *Awaruna* which brought them to Melbourne.

The New Zealand authorities despatched the lighthouse steamship *Stella*, under Capt. Fairchild, to investigate the cause of the wreck. It was established that the charts supplied to the *Deny Castle* were defective.

DERRYCUNIHY

McCowen & Gross; 1944; Burntisland S.B. Co.; 7,093 tons; 425x57x35-1; 516 n.h.p.; oilengines.

The British motorship *Derrycunihy* struck a mine and sank on June 24th, 1944, off the coast of Normandy. Nine of her crew, 13 gunners and about 150 troops were lost.

DERRYMORE

McCowen & Gross; 1938; Burntisland S.B. Co.; 4,799 tons; 414x56-9x25-7; 449 n.h.p.; oilengines.

The British motorship *Derrymore* was torpedoed and sunk by a Japanese submarine on February 13th, 1942, in the Java Sea. Nine Australian Air Force personnel were killed.

DERRYNANE

McCowen & Gross; 1938; Burntisland S.B. Co.; 4,896 tons; 414-7x57x25-7; 394 n.h.p.; triple-expansion engines.

The British steamship *Derrynane* was in convoy from Lourenco Marques to Immingham when, on February 12th, 1941, the convoy was attacked by a German raider about 400 miles S.E. of the Azores. The *Derrynane* was hit by shellfire and blew up with the loss of all on board, 35 crew and a gunner.

DERWEN

W. & C. T. Jones S.S. Co.; 1899; J. Readhead & Sons; 3,544 tons; 341x46-6x24-7; 293 n.h.p.; triple-expansion engines.

The British cargo ship *Derwen* was wrecked on December 8th, 1911, at Sagres while on a voyage from Kherson to Rotterdam carrying a cargo of grain.

DERWENT

British Navy, destroyer; 1903; Hawthorn, Leslie & Co.; 555 tons; 225x23-5x12; 7,000 i.h.p.; 25-5 knots; triple-expansion engines; Yarrow boilers; four 12pdr. guns, 2 T.T.

The destroyer *Derwent* was mined and sunk off Havre on May 2nd, 1917. Her official complement was 70.

DESDEMONA

A. Kirsten; 1920; Reiherstieg Schiffsw.; 1,305 tons; 258 X 37-4x14-6; 107 n.h.p.; triple-expansion engines.

The German steamship *Desdemona* struck a mine and sank on March 4th, 1944, off the Norwegian coast on a voyage from Hamburg to Skien.

DESERT LIGHT

U.S. Maritime Commission; 1903; W. Gray & Co.; 2,231 tons; 313x43-2x19-2; 222 n.h.p.; triple-expansion engines.

The steamship *Desert Light* was torpedoed and sunk by a German submarine on April 16th, 1942, between New York and Bermuda.

DESIGNER

Charente S.S. Co. (T. & J. Harrison); 1928; D. & W. Henderson & Co.; 5,945 tons; 419-8x54-6x30-4; 524 n.h.p.; 13 knots; turbine engines.

The steamship *Designer*, Capt. D. A. McCallum, was off the coast of Portugal on July 9th, 1941, when she was torpedoed and sunk by a German submarine. The vessel carried a crew of 79 of whom 68, including Capt. McCallum, were killed.

DESPINA G. MICHALINOS

Michalinos Maritime & Commercial Co.; 1907; W. Gray & Co.; 2,851 tons; 331x47-5x20-1; 292 n.h.p.; triple-expansion engines.

The Greek steamship *Despina G. Michalinos* was torpedoed and sunk by a submarine in the Mediterranean on October 13th, 1917.

DETLEF

German Government; 1910; A. Vuijk & Zonen; 1,809 tons; 271X 39-1x17-4; 190 n.h.p.; triple-expansion engines.

The steamship *Detlef* was formerly the Estonian *Sigrid*, seized by the Germans. She was bombed and sunk by British aircraft in April, 1945, at Kiel.

DETTIFOSS

H/f Eimskipafjelag Islands; 1930; Fredrikshavns Veer ft og Flydedok; 1,564 tons; 237-1x36-2x21-2; 124 n.h.p.; compound engines.

The Icelandic steamship *Dettifoss* was torpedoed and sunk by a German submarine on February 21st, 1945, off the Irish coast.

DEUCALION

Koninklijke Nederlandsche Stoomboot Maats.; 1914; Rijkee & Co.; 1,796 tons; 296-8x43-2x16-1; 196n.h.p.; triple-expansion engines.

The Dutch steamship *Deucalion* was bombed and sunk by German aircraft on July 4th, 1940, 20 miles S.S.W. of Portland.

DEUTSCHLAND

Norddeutscher Lloyd; 1866; J. Caird & Co.; 2,898 tons; 328 x 40x26; 600 n.h.p.; 13 knots; compound engines.

The liner *Deutschland* left Bremen for New York on Saturday, December 4th, 1875, with 230 persons on board, mostly emigrants. The ship was commanded by Capt. Brickenstein and had on board both a Weser pilot and a Channel pilot. Her first port of call, was to have been Southampton where she was to embark more passengers and collect the English mail. The weather was wintry but not unusually rough for the time of the year. As the ship crossed the North Sea, however, she ran into a succession of snowstorms which had the effect of throwing her off her course. Soundings were taken at every half 4our, the ship going dead slow, when at 5 o'clock on the morning of the 6th, she struck on the Kentish Knock sands without seeing any of the lightships thereabouts. The engines were immediately reversed but the propeller broke with the strain, leaving the ship at the mercy of the seas. Her position was roughly 23 miles from Harwich in one direction and 22 miles from Margate in the other, she was thus too far away for any of her signals to be seen from the shore.

For several hours the *Deutschland* sent up rockets without attracting attention, but at 9.30 a.m. the master of the Kentish Knock lightship discovered her and by firing guns and sounding his fog-horn did all in his power to signal shipping. At dark the lightship began to send up rockets, two of which were seen by the Sunk lightship at 5.20p.m., but this vessel did not glimpse the wreck until 7.30 on Tuesday morning, the 7th. Rockets from the Sunk had attracted the notice of men on the Cork lightship which also commenced to send up signals. Fortunately these were seen at Harwich about 7.30 p.m. on Monday, the 6th, but in all these many hours no ship had passed and those on shore had no idea of the position of the wreck. Another handicap was that owing to the rough sea small fishing craft, of which there were plenty in normal times, were all in harbour.

At daylight on the 7th the paddle tug *Liverpool* under command of Capt. Carrington, left Harwich for the Cork lightship, from which she proceeded to the Sunk and from her to the Kentish Knock, until she located the wreck. She anchored under the *Deutschland's* lee and sent boats, later she ran alongside and began a hazardous transfer from ship to ship. Ultimately the *Liverpool* embarked 173 persons.

The number lost was 57, many of whom were frozen to death in the rigging.

DEUTSCHLAND

Hamburg-Amerika Linie; 1923; Blohm & Voss; 21,046 tons; 645-8x72-2x41-9; turbine engines.

The German liner *Deutschland* was bombed by British aircraft, and caught fire, capsized and sank on May 6th, 1945, off Neustadt. At the time she was used as an off-shore prison for political prisoners.

DEVERON

Christensen & Paulsen; 1875; R. Steele & Co.; 1,261 tons; 231-3x36-2x22-2.

The Norwegian sailing vessel *Deveron* was torpedoed and sunk by a German submarine off the north coast of Scotland on June 9th, 1917.

DEVIS

Lamport & Holt Line; 1938; Harland & Wolff; 6,054 tons; 438-6x62-3x25-4; 4,000h.p.; 14 knots; oilengines.

The *Devis*, Capt. W. Denson, serving as an auxiliary transport, was conveying troops through the Mediterranean on July 5th, 1943, when she was attacked and damaged by enemy aircraft S.E. of Majorca. The *Devis* was in convoy and at first it was hoped that she might be saved but later she was torpedoed by a submarine and eventually sank. There were no casualties among the crew, but 52 of the troops were killed.

DEVON

Federal Steam Navigation Co.; 1897; Hawthorn, Leslie & Co.; 6,059 tons; 420x54x28-7; 505n.h.p.; triple-expansion engines.

The British cargo ship *Devon* was wrecked on August 25th, 1913, on Pencarrow Point, Wellington Heads, while on a voyage from Montreal to Wellington with a general cargo.

DEVONIA

P. & A. Campbell; 1905; John Brown & Co.; 622 tons; 245X 29x9-7; 325n.p.h.; 17 knots; diagonal compound engines.

The paddle steamship *Devonia* was taken over by the Admiralty at the beginning of the Second World War for service as a minesweeper. On May 31st, 1940, she was engaged in the evacuation of the British Army from Dunkirk when she was bombed by German aircraft and so severely damaged that she had to be beached and abandoned.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

DEVONIAN

F. Leyland & Co.; 1900; Harland & Wolff; 10,435 tons; 552-9X 59-3x36-8; 847n.h.p.; 14 knots; triple-expansion engines.

The liner *Devonian* was torpedoed and sunk by a German submarine on August 21st, 1917, off Tory Island, with the loss of two lives.

DIALA

Anglo-Saxon Petroleum Co.; 1938; Bremer Vulkan; 8,106 tons; 465-5x59-3x33-8; 502n.h.p.; 12-5 knots; oilengines. The motor tanker *Diala*, Capt. H. J. A. Peters, was torpedoed by a German submarine in the North Atlantic on January 15th, 1942. The bows were blown off and the vessel was abandoned but continued to drift, and was last seen two months later, on March 19th. Fifty-seven of her crew were killed. Capt. Peters was among the eight survivors.

DIAMOND

British Navy, destroyer; Vickers Armstrong; 1,375 tons; 326 x 33x8-5; 36,000i.h.p.; 36 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 6 smaller, 8 T.T.

The destroyer *Diamond*, Lt. Cdr. P. A. Cartwright, was engaged in the evacuation of British troops from Greece in April, 1941. On the 26th, the *Diamond*, in company with the destroyer *Wryneck*, Cdr. Lane, picked up some 700 officers and men from a transport which had been bombed and set on fire in the Gulf of Nauplia. Next morning both destroyers were subjected to persistent dive bombing and were hit and sunk. Of the *Diamond's* complement, Lt. Cdr. Cartwright, six officers and 141 ratings were lost. Of approximately 950 persons (including troops) on both ships only about 50 were rescued.

The evacuation from Greece lasted from April 25th to May 1st, 1941, and on the latter date Admiral Sir Andrew Cunningham, Commander-in-Chief, Mediterranean Fleet, reported that 45,000 troops and airmen had been safely withdrawn with no other naval losses than the above-mentioned destroyers and four transports. At the same time the Army authorities announced that 80 per cent of the force landed in Greece had been evacuated. In addition to this number many thousands of civilian refugees had been evacuated by the R.A.F.

DIANA

JacdeVoogd; 1936; Niestern & Co.; 313 tons; 127-6x24-lx 8-7; 62n.h.p.; oilengines.

The Dutch coaster *Diana* was bound from Newport to Watchet on January 18th, 1941, when she struck a mine in the Bristol Channel. The motorship sank with five of her crew.

DIANA

RederiAIB Diana; 1908; Osbourne, Graham & Co.; 1,878 tons; 289-1x40x18; 175 n.h.p.; triple-expansion engines.

The Swedish steamship *Diana* was bombed and sunk by British aircraft on March 5th, 1944, N. of Borkum, Germany, outward bound from Emden.

DIANA

Italian Government; 1901; Bremer Vulkan; 1,190 tons; 232-4x 33-2x13-4; 90 n.h.p.; triple-expansion engines.

The steamship *Diana* was formerly the Greek *Maid of Samos*, seized by the Italians. She was torpedoed and sunk by a British submarine on April 12th, 1944, off Imperia.

DICKERSON

United States Navy, destroyer-transport; 1919; New York S.B. Corp.; 1,090 tons; 314-5x30-5x8-5; 25,000 s.h.p.; 35 knots; turbine engines; six 3 in. guns, 2 m.g.A.A., 6 T.T.

The United States destroyer-transport *Dickerson*, Lt. Cdr. R. E. Lounsbury, was engaged in operations off the Japanese island of Okinawa in April, 1945. On the 2nd there commenced a series of heavy attacks by Japanese bombers lasting until the 5th. One bomber crashed on the bridge of the destroyer, killing Lt. Cdr. Lounsbury and 53 officers and men, and causing vital damage.

All attempts to keep the *Dickerson* afloat failed, and she had to be scuttled.

DICTO

B. Stolt-Nielsen; 1904; Short Bros.; 2,363 tons; 295x45-1 x 20-8; 258 n.h.p.; triple-expansion engines.

The Norwegian steamship *Dicto* was sunk by a German submarine off Ushant on April 5th, 1917.

DIDO

Wilson Line; 1896; Earle's Shipbuilding Co.; 4,769 tons; 400-7 x48x28-8; 339 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Dido*, Capt. Taylor, hit a mine and sank four miles N.N.E. of Spurn lightship on Saturday, February 26th, 1916. Twenty-eight of her crew, including the captain, were killed.

DBELPI

Marchesa Giulia Moncalvi ved. de la Penne & Figli; 1912; Stettiner Oderwerke; 1,527 tons; 254-4x35-6x14-4; 146 n.h.p.; triple-expansion engines.

The Italian steamship *Dielpi* was bombed and sunk by British aircraft on August 27th, 1942, N. of Tolmetta, Italy.

DIETHER VON ROEDER

German Navy, destroyer; 1937; Deschimag, Bremen; 1,811 tons; 384x38-3x9-5; 55,000 s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37mm., 8 T.T.

The *Diether von Roeder* was one of the flotilla of German destroyers sunk in the second battle of Narvik on April 13th, 1940. A full account of the battles is given under the British flotilla leader *Hardy*, which was sunk in the first action on April 10th. There is also a short account under the Norwegian coastal defence ship *Norge*.

DILIGENCE

British Navy, revenue cutter.

The revenue cutter *Diligence* is given in the Navy List for 1838-9, and her commanding officer's name is stated to be Capt. Sir John Reid, Bart. Beyond this there are no particulars. On January 7th, 1839, the cutter was in the Irish Channel with a fair number of persons on board. She encountered bad weather and was driven ashore on the coast of Ireland. Sir J. Reid and 56 others were drowned; the number of survivors is not stated.

DILIGENT

DILIGENT

James Westoll; 1888; Short Bros.; 2,184 tons; 292-3 X 3 9 - 1 X 18-9; 205 n.h.p.; triple-expansion engines.

The British cargo ship *Diligent* sank after a collision off Hartland on April 12th, 1917, while on a voyage from Santander to Troon carrying an Admiralty cargo.

DILSBERG

Raeburn & Verel; 1882; Murdoch & Murray; 1,514 tons; 265-2x34-1x22-3; 160 n.h.p.; 9 knots; compound engines.

The steamship *Dilsberg*, Capt. James Andrews, left Middlesbrough at 6 o'clock on the morning of Thursday, December 8th, 1892, for Civitavecchia with a cargo of 1,850 tons of pig iron. At 7 a.m. the following morning the second officer took a bearing on the Corton lightship and at 10.50 a.m. the first officer took a bearing on the Ship wash lightship. It was proved later that both bearings were incorrect. Capt. Andrews was also in error when he mistook the Longsand lightship for the Galloper. This sequence of errors threw the ship off her course and at 2.45 p.m., in hazy weather, she ran on the Longsand off Ramsgate. The engines were reversed but the safety valve of the boiler broke and the second engineer was badly scalded, steam fell off and it became impossible to keep the pumps working. The sea was rough and the starboard lifeboat and the gig were smashed as soon as they were swung out. The crew were driven to take refuge in the fore-rigging, on the bridge and in the charthouse, six men in the forepart of the steamship being washed overboard and drowned and the captain badly injured. At 1 a.m. the jollyboat was washed away leaving only the port lifeboat which was partially staved in.

The parlous condition of everyone on board was eased at daylight when the tide ebbed and the lifeboat was repaired and launched. Eventually 14 of her crew of 21 reached the Kentish Knock lightship, nine miles from the wreck, at about four in the afternoon of Saturday, December 10th, Capt. Andrews having died from his injuries in the lifeboat.

DIMITRI DONSKOI

Russian Navy, armoured cruiser; 1885; New Dockyard, Leningrad; 5,893 tons; 296-4x52x24-3; 6,609 i.h.p.; 16-5 knots; triple-expansion engines; six 6 in. guns, ten 4-7 in., two 2pdr., 5 T.T.

The *Dimitri Donskoi* was the last of that tragic collection of ships, popularly known as the Baltic Fleet, but in official terms the Second Pacific Squadron, which was almost wholly destroyed at the battle of Tsushima. The vessel was an armoured cruiser, built in 1885 and reconstructed and re-armed in 1895, with a very slow speed and a light armament for a ship of her class. Her inclusion among the modern ships of Admiral Rojdestvensky's squadron, which was intended to defeat the Japanese and unite with the Russian fleet at Port Arthur, was a naval blunder of the first order. Nevertheless this old ship acquitted herself with great honour, and redeemed by her actions a little of the sadly tarnished naval reputation of her country. The full story of Tsushima is told under the *Kniaz Swaroff*, Rojdestvensky's luckless flagship. The *Dimitri Donskoi* was a unit of the cruiser division under Rear-Admiral Enquist, and during the day of the battle, 27th May, 1905, it fell to her share to defend the fleet auxiliaries. In the performance of this duty she sustained damage to her upperworks, but was otherwise intact. She escaped the night attacks of the torpedo craft which had proved so fatal to her consorts, and on the morning of the 28th was proceeding at about 11 knots off the island of Matsushima. It was her hope to elude the Japanese squadrons and to reach Vladivostock in safety. She was not sighted by the enemy until 5.20 in the afternoon, when she was headed off by the *Niitaka* and *Otawa* of Admiral Dewa's 3rd Division of light cruisers, which were later joined by the 4th Division under Admiral Uriu, making six ships against one.

Despite the odds the ancient *Dimitri Donskoi* put up a splendid fight, lasting from 6.50 in the evening, when the two Japanese cruisers opened fire, to well into the darkness, when her attackers drew off. The ship then repulsed an attack by three destroyers, finally throwing off all her foes and continuing on her course. Her condition by this time was, however, desperate. The fire of so many ships, though not maintained by the Japanese with any vigour, had damaged her on both sides, for the *Niitaka* and *Otawa* had attacked on the port beam and the 4th Division on the starboard. Her water-line armour was intact but one boiler had been holed by a shell,

her upperworks had sustained further damage, her ammunition was almost exhausted and her losses in killed and wounded amounted to nearly 200 officers and men of her complement of 503, her captain being among the wounded.

After continuing for some time it was decided that the ship was no longer battle-worthy and just before dawn on the 29th the remnant of her crew landed in parties on the island of Matsushima from the cutter, the sole remaining boat. The last party opened the seacocks and scuttled the ship in time to prevent her from falling into the hands of the Japanese torpedo boat flotilla, which had been searching for her during the night.

In this fashion ended the last fighting unit of the Baltic Fleet, eight battleships and two cruisers having preceded her, while four battleships had surrendered, leaving only a few scattered ships to reach friendly harbours.

DIMITRIOS

E.C.Embricos; 1902; R. Stephenson & Co.; 2,508 tons; 310 X 43-1x20-5; 233 n.h.p.; triple-expansion engines.

The Greek steamship *Dimitrios* was torpedoed and sunk by a submarine in the Mediterranean on October 6th, 1915.

DIMITRIOS G. THERMIOTIS

A.M. Tatakis; 1906; A. Stephen & Sons; 4,271 tons; 385-5X 50 X 26; 390 n.h.p.; triple-expansion engines.

The Greek steamship *Dimitrios G. Thermiotis* was torpedoed and sunk by a German submarine on January 18th, 1942, off Cape Race, on a voyage from Demerara and Sydney, N.S., to London. There were no survivors.

DINARA

Austrian Navy, destroyer; 1909; Austria; 390 tons; 6,000 i.h.p.; 28 knots; turbine engines; Yarrow boilers; six 12 pdr. guns, 2 T.T.

The destroyer *Dinara* was torpedoed and sunk in Durazzo Harbour by a flotilla of Italian torpedo boats on October 2nd, 1918.

DINGLE

West Lancashire S.S. Co.; 1914; J. Fullerton & Co.; 593 tons; 170x28-1x10-3; 90 n.h.p.; triple-expansion engines.

The steamship *Dingle* hit a mine and sank on February 20th, 1916, when she was ten miles south by west of Kentish Knock. Nine of the crew including the captain were killed.

DINORAH

J. Dryden; 1860; Robinson & Co.; 367 tons; 119x26-5x17.

The barque *Dinorah* was run down by the steamship *Dorunda* near Gibraltar about July 28th, 1876. Ten lives were lost.

DINORAH

French Government; 1912; W. Doxford & Sons; 4,208 tons; 369-4x52x25-9; 310 n.h.p.; triple-expansion engines.

The French steamship *Dinorah* was torpedoed and sunk by a German submarine in the Atlantic on September 25th, 1917.

DINSDALE

The Admiralty; 1942; Harland & Wolff; 8,214 tons; 465-6x 59-5x33-8; 502n.h.p.; oilengines.

The tanker *Dinsdale* was torpedoed and sunk by a German submarine on May 31st, 1942, 120 miles S.S.W. of St. Paul Rocks. Five men were killed on board and eight were lost in a dinghy.

DIOMED

Ocean S.S. Co.; 1895; Scott & Co.; 4,672 tons; 392x47-1x26; 350 n.h.p.; 12 knots; triple-expansion engines. The *Diomed*, Capt. J. Myles, was torpedoed and sunk by a German submarine 57 miles W.N.W. of the Scilly Isles on August 22nd, 1915. The explosion killed Capt. Myles who was on the bridge at the time as well as a quartermaster and a seaman. The first officer, Mr. T. W. Richardson, and two men were injured. In getting away the boats, two British and five Chinese seamen were drowned, making a total loss of ten dead and three injured from a crew of 52.

DIONE H

Ambrose, Davies & Matthews; 1936; Ateliers et Chantiers de la Seine; 2,660 tons; 307-6x43-6x19-1; 225 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Dione II*, Capt. R. Squirrel, was bombed and disabled

by German aircraft on February 3rd, 1941, about 200 miles W. of Ireland on a voyage from Wabana to Cardiff. Early on the following morning she was torpedoed and sunk by a German submarine. The chief officer was the only survivor.

DIPLOMAT

Charente S.S. Co.; 1921; C. Cornell & Co.; 8,240 tons; 482-1x58-4x33-4; 871 n.h.p.; turbine engines.
The steamship *Diplomat* was torpedoed and sunk by a German submarine on November 27th, 1940, on a voyage from New Orleans to Liverpool. Fourteen of her crew were lost.

DIPTON

A. M. Sutherland; 1906; Furness, Withy & Co.; 3,811 tons; 340x47-1x27-4; 317n.h.p.; triple-expansion engines.
The British cargo ship *Dipton* sank after a collision on November 5th, 1918, in 49° 18' N., 6° 05' W., while on a voyage from New York and Sydney, C.B., to Havre carrying a general cargo.

DIRPHYS

V.J.Pateras; 1917; W. Pickersgill & Sons; 4,240 tons; 390 x 53-3x23-5; 466n.h.p.; triple-expansion engines.
The Greek steamship *Dirphys* was torpedoed and sunk by a German submarine at 1 a.m. on June 8th, 1941, about 600 miles E. of Newfoundland on a voyage from Swansea to Montreal. Six of her crew were killed.

DIU

Portuguese Government; 1901; Flensburger Schiffs. Ges.; 5,556 tons; 418-1x54-8x20-4; 505 n.h.p.; quadruple-expansion engines.
The German steamship *Marienfels* was requisitioned by the Portuguese Government and renamed *Diu*. She was torpedoed and sunk by a German submarine in the Bristol Channel on October 14th, 1917.

DIXIE

A/S Frank; 1937; Porsgrund Mek. Verksted; 1,610 tons; 246-6x37-9x18.2; 63 n.h.p.; compound engines & L.P. turbine.
The Norwegian steamship *Dixie* was bombed and sunk by Allied aircraft on June 17th, 1944, in the Varanger Fjord.

DIXIE ARROW

Socory-Vacuum Oil Co.; 1921; New York Shipbuilding Corpn.; 8,046 tons; 468-3x62-7x32-0; 625 n.h.p.; 11 knots; quadruple-expansion engines.
The American tanker *Dixie Arrow*, Capt. A. M. Johanson, was torpedoed and sunk by a German submarine S. of Cape Hatteras on March 26th, 1942. Eleven of her crew, including Capt. Johanson, were killed and one was wounded. The vessel was not in convoy at the time.

DJAMBI

Rotterdamsche Lloyd; 1919; Maats. Fyenoord; 6,984 tons; 445-6x54-3x34-4; 1,590n.h.p.; oil engines.
The Dutch motorship *Djambi* was in collision with the *Silverbeech* and sank on March 13th, 1943, in about 39° N., 10° W., while on a voyage from Liverpool to Beira.

DJEMNAH

Messageries Maritimes; 1875; Messageries Maritimes; 3,716 tons; 394-6x39-7x32-8; 10 knots; compound engines.
The French liner *Djemnah* was carrying a large contingent of troops through the Mediterranean in an escorted convoy on the night of July 14th-15th, 1918, when she was torpedoed by a German submarine. She sank within a short time with the loss of 442 lives.

DJERISSA

F. C. Strick & Co.; 1910; W. Gray & Co.; 3,723 tons; 350-1X50-1x23-6; 314n.h.p.; triple-expansion engines.
The British cargo ship *Djerissa* was wrecked on Newbiggin Shoal, Cresswell, on November 21st, 1927, while on a voyage in ballast from Emden to the Tyne.

DJIBOUTI

Cie. Havraise Peninsulaire de Nav. a Vap.; 1901; Sir James Laing & Sons; 4,305 tons; 388 x 47-8 x 27; 418 n.h.p.; triple-expansion engines.
The French steamship *Djibouti* was torpedoed and sunk by a submarine in the Mediterranean on January 28th, 1918.

DJURDJURA

Ministry of War Transport (Westbourne Shipping Co.); 1922; Ardrossan S.B. & D.D. Co.; 3,460 tons; 350-7x50-2x22-8; 375n.h.p.; triple-expansion engines.
The British steamship *Djurdjura* was torpedoed and sunk by a German submarine on June 13th, 1941, on a voyage from Peipel to Oban. Thirty-three of her crew were lost. There were five survivors.

DOELWYCK

740 tons; 185 X 31x18 (approx.).
The sailing ship *Doelwyck* was bound from Sydney, N.S.W. to Batavia. On the night of April 21st, 1854, when in company with the *Hester*, 840 tons, she ran on Kenn Reef in the Coral Sea. The *Hester* was wrecked at the same time. The crews took to the boats, those from the *Doelwyck* not being heard of again. One of the *Hester's* boats with nine men was picked up by the *Jenny Lind*.

DOGGER BANK, Battle of, see BLUCHER**DOGGERBANK**

German Government; 1926; Harland & Wolff; 5,154 tons; 420-3x53-9x26-5; 717n.h.p.; oil engines.
The German tanker *Doggerbank*, formerly the British *Speybank*, was torpedoed and sunk by a German submarine on March 3rd, 1943, about 600 miles S.W. of the Azores. For the full story see *Speybank*.

DOKANMARU

Osaka Shosen K.K.; 2,270 tons.
The Japanese ship *Do/can Mam* was torpedoed and sunk by the U.S. submarine *Kete* on March 10th, 1945, about 100 miles N.W. of Amami O., Ryukyu Islands.

DOKKA

D/S A/S Songa; 1925; Laxevaags Mask. & Jernskibs.; 1,168 tons; 230x36-5x14-8; 101 n.h.p.; triple-expansion engines.
The Norwegian steamship *Dokka* was torpedoed and sunk by a German submarine on October 17th, 1940, on a voyage from Barry to Sydney, N.S. Ten of her crew were killed.

DOKOMARU

Nippon Yusen Kaisha; 2,274 tons; steam engines.
The steamship *Doko Maru* was sunk by U.S. carrier-based aircraft on October 21st, 1944, W. of Panay Island, Philippines.

DOLORES

A. Holland & Co.; 1890; R.Dixon & Co.; 2,188 tons; 277x39x18-2; 200 h.p.; triple-expansion engines.
The British cargo ship *Dolores* was wrecked on May 23rd, 1892, at the Castillos, Uruguay, on a voyage from Penarth to La Plata with a cargo of coal.

DOLPHIN

General Steam Navigation Co.; 1855; London; 641 tons; 197X 28-2x16-3; 180 n.h.p.; 10 knots; steam engines.
On the night of September 18th, 1885, the paddle steamer *Dolphin* left Dover for Havre with 25 passengers and crew. When off the South Foreland the *Dolphin* was run down by the steamship *Brenda* and sank almost at once. She was struck just abaft of midships with such force that she was nearly cut in two. The number drowned was 11 of whom four were passengers.

DOM PEDRO

Chargeurs Reunis; 1879; Forges et Chantiers de la Mediterranee; 3,000 tons; 329-8x39-4x22; 1,300i.h.p.; 10 knots; compound engines.
The French ship *Dom Pedro* left Havre for La Plata on May 20th, 1895, with 126 persons under command of Capt. Crequer, an old and experienced officer of the company. The ship called at Bordeaux

DOMALA

and Pasajes and was making for Carril (now Villagarcia) to embark some 200 emigrants. At about 6 p.m. on the 27th when nearing Carril she struck on the Fraquina Reef, between 10 and 12 miles off shore. The boilers exploded and there was an immediate panic. Capt. Crequer fought, revolver in hand, to quell the crowd, but his instructions to the passengers went unheeded and finally only 39 persons were saved, some by boats from the shore.

The weather was fine and clear with a calm sea and had it not been for the panic it is very probable that the greater proportion of those on board would have been saved.

DOMALA

British India Steam Navigation Co.; 1921; Barclay Curie & Co.; 8,441 tons; 450x58-3x32-9; 1,085 n.h.p.; 13-5 knots; oil engines.

The *Domala*, Capt. Fitt, was bombed, but not sunk, in the English Channel at about 4.30 a.m. on Saturday, March 2nd, 1940. The vessel was bound from London via Antwerp, where she had embarked 143 British Indian subjects repatriated by the Germans, to Calcutta. The total number on board was 295 of whom 46 were English and 249 were Indians. Some 20 miles E. of St. Catherine's Point a Heinkel bomber with her navigation lights burning passed over her in the direction of the English coast and was assumed by the ship's officers to be a British patrol. Shortly afterwards the same aeroplane came back flying at a height of 30 to 40 feet above the liner's deck. Four bombs were dropped, three of which hit, causing terrible casualties among the passengers and crew. Capt. Fitt, who was on the bridge, was killed, together with 18 other Europeans and 81 Indians, of whom 36 were crew. Before flying away the bomber swept the liner's decks with her machine guns.

The *Domala*, badly damaged, was towed into Cowes Roads. The Dutch steamship *Jonge Willem* picked up one lifeboat containing 48 persons and also a raft with three men. Whilst engaged in this work of rescue she was bombed and machine gunned by the same aeroplane but suffered no damage or casualties.

DOMINGO

S. Censinifu D.; 1902; Hall, Russell & Co.; 4,297 tons; 365-2x 48-2x20-4; 357 n.h.p.; triple-expansion engines.

The Italian steamship *Domingo* was wrecked on February 18th, 1923, at Foz Arelho near Cape Carvoeiro on a voyage from Penarth to Venice with a cargo of coal.

DOMINGO DE LARRINAGA

Larrinaga Steamship Co.; 1929; Lithgows; 5,358 tons; 415X 55 X25-6; 359 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Domingo de Larrinaga*, Capt. William Chalmers, was 300 miles S.W. of Freetown on July 31st, 1940, when she was intercepted and sunk by a German raider. Eight of the crew were killed and 30 were taken on board the raider. The *Domingo de Larrinaga* was not in convoy at the time.

DOMINO

Ellermerfs Wilson Line; 1917; Dundee S.B. Co.; 1,193 tons; 255-5x36-2x14-9; 249 n.h.p.; triple-expansion engines.

The British cargo ship *Domino* was wrecked at Groningen light-house on November 4th, 1923, while on a voyage from London to Christianssand with a general cargo.

DOMIRA

Maclay & Mdtype; 1924; W. Gray & Co.; 3,852 tons; 352-2X 50x24-7; 354 n.h.p.; triple-expansion engines.

The British cargo ship *Domira* was wrecked on Great Guano Cay on September 25th, 1929, while on a voyage in ballast from New York to Cardenas.

DON ANTONIO ULLOA

Spanish Navy, 3rd class cruiser; 1887; Spain; 1,130 tons; 210 X 32x12-5; 1,600 i.h.p.; 14 knots; triple-expansion engines; four 4•7 in. guns, four 2•2 in., two 1•6 in., 5 m.g., 3 T. T.

For narrative of the loss of this vessel see *Reina Cristina*, flagship of Rear-Admiral Montojo at the battle of Manila Bay, May 1st, 1898, when the entire Spanish Asiatic Squadron was destroyed.

DON ARTURO

Buenos Ayres & Pacific Railway Co.; 1906; Craig Taylor & Co.; 3,680 tons; 350x50-1x23-3; 322 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Don Arturo*, on a voyage from Algiers to the Tees, in ballast, was lost in the Atlantic on, or about, June 25th, 1917. It is a reasonable surmise that she was sunk by a German submarine. The vessel carried a crew of 34.

DON BENITO

George Dodd; 1906; Short Bros.; 3,749 tons; 350-4x50-1x 23-1; 322 n.h.p.; triple-expansion engines.

The British cargo ship *Don Benito* sank after a collision on March 27th, 1917, about 50 miles south-west of Bishop's Light, Scilly. At that time she was being employed as an Admiralty collier and was on an voyage from Astoria to the United Kingdom with a cargo of patent fuel.

DON DIEGO

Buenos Ayres & Pacific Railway Co.; 1906; J. Readhead & Sons; 3,632 tons; 350x50-1x23-2; 326 n.h.p.; triple-expansion engines.

The British ship *Don Diego* was intercepted by a German submarine on May 21st, 1917, 40 miles east by south of Linosa. The ship was shelled and sunk, and five of the crew were killed.

DON ESTEBAN

De La Rama S.S. Co.; 1936; Fried. Krupp Germania Werft; 1,616 tons; 267-1x37-4x14-4; 447 n.h.p.; oil engines.

The Philippine motorship *Don Esteban* struck a mine and sank on February 20th, 1942, on a voyage from Darwin to Manila.

DON ISIDRO

De La Rama S.S. Co.; 1939; Fried. Krupp Germania Werft; 3,261 tons; 320-9x46x20; 883 n.h.p.; oil engines.

The Philippine motorship *Don Isidro* was bombed by Japanese aircraft on February 19th, 1942, on a voyage from Batavia to Darwin. The vessel was run ashore near Darwin in a sinking condition and was wrecked. Eleven lives were lost.

DON JOSE

Madrigal & Co.; 1879; Caird & Co.; 1,758 tons; 269-3x33-8 X 23-9; 208 n.h.p.; compound engines.

The Philippine ship *Don Jose* was wrecked on November 17th, 1925, 15 miles east of Keelung on a voyage from Keelung to Manila with coal.

DON JUAN DE AUSTRIA

Spanish Navy, 3rd class cruiser; 1887; Spain; 1,130 tons; 210x 32x12-5; 1,600 i.h.p.; 14 knots; triple-expansion engines; four 4•7 in. guns, four 2•2 in., two 1•6 in., 5 m.g., 3 T. T. For narrative of the loss of this vessel see *Reina Cristina*, flagship of Rear-Admiral Montojo at the battle of Manila Bay, May 1st, 1898, when the entire Spanish Asiatic Squadron was destroyed.

DON MARQUIS

U.S. War Shipping Administration; 1943; California S.B. Corp.; 7,176 tons; 422-8x57x34-8; triple-expansion engines.

The steamship *Don Marquis*, carrying service stores and personnel, was in collision with the tanker *Missionary Ridge*, 10,195 tons, on September 26th, 1944. Fire broke out and there was considerable loss of life. The ship was beached in 2° 10' S., 147° 32' E., and was later towed to Seadler Harbour, Admiralty Islands.

DONA AURORA

De La Rama S.S. Co.; 1939; Cantieri Riuniti DelVAdriatico; 5,011 tons; 413-3x55-7x25-4; 1,122 n.h.p.; oil engines.

The Philippine motor vessel *Dona Aurora* was torpedoed and sunk by an Italian submarine on December 25th, 1942, 150 miles N.W. of Fernando de Noronha on a voyage from Table Bay to Baltimore. Seven of her crew were killed.

DONAU

Flensburger Dampfercompagnie Harold Schuldt & Co.; 1939; Neptunwerft Rostock; 2,931 tons; 332• 1x49x19-1; 316n.h.p.; compound engines & L.P. turbine.

The German steamship *Donau* was torpedoed and sunk by a British submarine on August 30th, 1941, W. of Seloen Island, Norway. She was a unit of a troop carrying convoy which included, among others, the *Bahia Laura*, which was also sunk. Some 1,700 German troops were lost on these two ships.

DONAU

Norddeutscher Lloyd; 1929; Deutsche Schiff.-u. Maschinenbau; 9,035 tons; 521x63-6x31-1; triple-expansion engines & L.P. turbine.

The German liner *Donau* was wrecked by an internal explosion on January 16th, 1945, in the Oslo Fjord, and was put ashore in a sinking condition. She was carrying some 1,500 German troops at the time, a number of whom were killed by the explosion.

DONEGAL

Midland Railway Co.; 1904; J.Caird & Co.; 1,885 tons; 33 1x 42-1x17-2; 386 n.h.p.; 19 knots; triple-expansion engines.

The passenger steamship *Donegal* was converted to a hospital ship in the First World War. On the evening of April 17th, 1917, she was bringing slightly wounded men from France when she was torpedoed by a German submarine 19 miles S. of Dean lightship. She sank in a very short time taking with her 29 wounded soldiers and 11 of her crew.

DONERAIL

U.S. Maritime Commission; 1924; Burmeister & Wain; 4,473 tons; 380x53-9x25-3; 629 n.h.p.; oil engines.

The Panamanian motorship *Donerail* was intercepted by a Japanese submarine on December 9th, 1941, and sunk by gunfire, about 200 miles S.E. of Hawaii on a voyage from Suva to Vancouver. The ship carried a crew of 33 and seven passengers. One boat containing 24 men got away from the ship but the captain and 15 others died before the boat reached land.

DONETZ

Russian Navy, gunboat; 1887; Black Sea; 1,200 tons; 200 x 30x14; 13 knots; triple-expansion engines; two 6 in. guns, one 4 • 7 in., two 12 pdr., four 3 pdr.

The gunboat *Donetz* was serving as guardship at Odessa at the outbreak of the First World War. Late in October 1914 Turkey entered the war against the Allies, and on the 29th, two Turkish torpedo boats made a surprise attack upon the shipping in Odessa harbour. They were successful in torpedoing the *Donetz* and damaging the French steamship *Portugal*, together with three Russian steamships. They also shelled the town and caused some loss of life.

DONETZ

Sovtorgflot; 1924; Barclay, Curie & Co.; 1,710 tons; 250-5x 39-7x17-9; 169 n.h.p.; triple-expansion engines.

The Russian steamship *Donetz* left Leningrad on December 29th, 1935, for Hamburg and Rotterdam with a cargo of grain and is supposed to have struck a mine on the next day south of Styrsudd. Wreckage and bodies were washed ashore.

DONIZETTI

"Tirrenia" Soc. Anon di Nav.; 1928; Cant. Nav. Triestino; 2,428 tons; 294x40-2x21-1; 357n.h.p.; oil engines.

The Italian motorship *Donizetti* was sunk by gunfire from British warships on September 23rd, 1943, S.W. of Rhodes.

DONNA MARIA II

Portuguese Navy, frigate, sail; 32 guns.

On the afternoon of October 30th, 1850, the Portuguese frigate *Donna Maria II*, Capt. d'Assis e Silva, was preparing for a party in celebration of the birthday of Don Fernando, consort of the Queen of Portugal. The ship was lying at anchor in the harbour of Macao, a royal salute having been fired just previously, when she blew up without warning. All on board were killed with the exception of nine persons, who were rescued by the boats of the U.S. ship *Marion* which was lying nearby. Five of these afterwards died of their injuries.

The number of those on board at the time of the disaster was estimated at 200, chiefly Lascar seamen, with European officers and marines.

DONOVAMA

Anglo-Saxon Petroleum Co.; 1941; Hawthorn, Leslie & Co.; 8,149 tons; 465-3x59-3x33-8; 502 n.h.p.; oil engines.

The tanker *Donovama* was torpedoed and sunk by a German submarine on July 21st, 1942, on a voyage from Lagos to Trinidad. Four men were killed on board and another died after being picked up.

DORA

E. Brodin; 1881; R. Thompson & Son; 1,526 tons; 271 -3 x 34-1x16-9; 175 n.h.p.; triple-expansion engines.

The Swedish steamship *Dora* was torpedoed and sunk by a German submarine in the North Sea on June 10th, 1918.

DORA

U.S. Shipping Board (Emergency Fleet Corp.); 1913; Cantieri Navale Triestino; 7,037 tons; 411-8x51-7x26-3; 519 n.h.p.; triple-expansion engines.

The American steamship *Dora* was torpedoed and sunk by a German submarine in the Atlantic on September 4th, 1918.

DORA FRITZEN

Johs. Fritzen & Sohn; 1914; Ropner & Sons; 6,888 tons; 419-4 X56-9x34-2; triple-expansion engines.

The German steamship *Dora Fritzen* was torpedoed and sunk by British motor torpedo boats on January 6th, 1945, off Stavfjord, Norway.

DORAVORE

Lundegaard & Stray; 1887; Short Bros.; 2,760 tons; 316-5X 40x19-2; 245 n.h.p.; triple-expansion engines.

The Norwegian steamship *Doravore* was sunk by a submarine in the Mediterranean on or about February 20th, 1917.

DORCHESTER

Merchants & Miners Transportation Co.; 1926; Newport News S.B. & D.D. Co.; 5,649 tons; 350x52x36; 404 n.h.p.; triple-expansion engines.

The American steamship *Dorchester* was in convoy from St. John's, Newfoundland, to Greenland on February 3rd, 1943, when she was torpedoed by a German submarine. She had on board a crew of 130, an armed guard of 23 and 751 passengers, most of the latter being U.S. troops. In addition she carried 1,000 tons of cargo.

The attack took place at 3.55 a.m. without warning. There was some confusion and many of the boats and rafts were got out too hurriedly before the way on the ship had ceased. As a result many of them capsized. The explosion cut off the electric power and no radio signals could be sent.

The *Dorchester*, which had been torpedoed on the starboard side, sank very rapidly without the three U.S. cutters which formed the escort realising that she was in trouble. Of the 904 people on board 605 were lost, including 404 soldiers.

DORI MARU

Japanese Government; 1902; Nylands Varksted; 1,469 tons; 231-5x35-1x20-4; 109n.h.p.; triple-expansion engines.

The steamship *Dori Maru* was formerly the Chinese *Tong Lee*, seized by the Japanese. On July 6th, 1944, she was torpedoed and sunk by the U.S. submarine *Tang* about 150 miles S.W. of Chinsampo, Korea.

DORIC STAR

Blue Star Line; 1921; Lithgows; 10,086 tons; 529-8x64x37; 1,398 n.h.p.; 13 knots; turbine engines.

The liner *Doric Star*, Capt. W. Stubbs, was intercepted and sunk by the German pocket battleship *Admiral Graf Spee* on December 2nd, 1939, about 500 miles W. of Damara Land, South West Africa. Passengers and crew were taken off before the sinking and there were no casualties.

DORRINGTON COURT

DORINGTON COURT

Court Line; 1939; J. L. Thompson & Sons; 5,281 tons; 426 X 59-9x25-5; 420 n.h.p.; triple-expansion engines.

The steamship *Dorington Court* was torpedoed, shelled and sunk by a submarine on November 24th, 1942, 105 miles S.E. of Lourenço Marques, on a voyage from Calcutta to England.

DORIS

Soc. Commerciale Italiana di Nav.; 1901; N. Oderofu A. & Co.; 3,979 tons; 340 - 5x45x19-8; 322 n.h.p.; triple-expansion engines. The Italian steamship *Doris* was torpedoed and sunk by a submarine in the Mediterranean on October 13th, 1917.

DORISBROOK

Miller & Richards; 1915; J. Blumer & Co.; 3,431 tons; 348-5 X 48-7x23-3; 301 n.h.p.; triple-expansion engines.

The British steamship *Dorisbrook* sank after a collision on February 9th, 1918, in 5° 48' S., 81° 19' W., while employed as an Admiralty collier. She was on a voyage from Barry to Peru with coal.

DOROTHY

J. Ness & Co.; 1903; J. L. Thompson & Sons; 3,806 tons; 364-9x50-5x23-3; 328n.h.p.; 10 knots; triple-expansion engines.

The steamship *Dorothy* was torpedoed and sunk by a German submarine 25 miles S.E. by S.A.S. of Pantelleria on February 24th, 1917. Six of the crew were killed. The captain was among the survivors.

DORRIGO

John Burke Ltd.; 1913; *Smith's Dock Co.*; 715 tons; 180-5X 29-6x13-6; 96 n.h.p.; triple-expansion engines.

The Australian coasting steamship *Dorrigo* left Brisbane for Thursday Island, Queensland, on April 5th, 1926. There was a heavy S.E. sea and the steamship foundered off Double Island Point a few hours after leaving port. Of those on board 22 were lost and two survivors were picked up from a raft.

DORSET

Federal Steam Navigation Co.; 1934; *Workman, Clark & Co.*; 10,624 tons; 493-5x68-6x34-5; 11,000 b.h.p.; 16 knots; oil engines.

The liner *Dorset*, Capt. J. C. Tuckett, was bombed and disabled by enemy aircraft on August 13th, 1942, whilst in a convoy to Malta. She was abandoned without loss of life and shortly afterwards was again bombed and sunk 75 miles W. of Malta.

DORSETSHIRE

British Navy, heavy cruiser; 1929; *Portsmouth Dockyard*; 9,975 tons; 630x66x17; 80,000 s.h.p.; 32-25 knots; turbine engines; 3-drum boilers; eight 8 in. guns, eight 4 in., four 3pdr., 16 smaller; 1 aircraft.

The heavy cruiser *Dorsetshire*, Capt. A. W. S. Agar, v.c., D.S.O., was bombed and sunk on April 5th, 1942, the day after she left Colombo in company with the heavy cruiser *Cornwall*. The attack was carried out by dive bombers from an aircraft carrier which formed part of a strong Japanese raiding force sent into the Bay of Bengal early in April. The vessel sank with the loss of 19 officers, 192 British and 16 South African ratings killed and one officer wounded. *Cornwall* (which see) was also sunk and over 1,100 survivors from both ships, including the captains, were rescued next day by British destroyers.

Dorsetshire was one of the ships engaged in the pursuit of the *Bismarck* (which see) and fired the final torpedo which sent the German battleship to the bottom. She also sank a surface raider in the South Atlantic in December, 1941.

DORTE JENSEN

Hakon Thomsen; 1901; *Wood, Skinner & Co.*; 2,086 tons; 280X39-6X18-5; 188 n.h.p.; triple-expansion engines.

The Danish steamship *Done Jensen* struck a mine and sank in the North Sea on June 18th, 1917.

DORTHEA

A/SD/Dorthea; 1921; *Kjobenhavns Flydedok & Skibsv.*; 1,298 tons; 241-8x36-2x16-2; 106n.h.p.; triple-expansion engines. The Danish steamship *Dorthea* was in collision with the *Kirsta* on March 20th, 1937, while on a voyage from Methil to Copenhagen with a cargo of coal. She sank 15 miles S.E. of the Skaw lightship.

DORYO MARU

Osaka Shosen K.K.; 2,274 tons. The steamship *Doryo Mam* was torpedoed and sunk by the U.S. submarine *Spadefish* on March 23rd, 1945, about 150 miles W.S.W. of the Shichi-to Islands.

DORYSSA

Anglo-Saxon Petroleum Co.; 1938; *Hawthorn, Leslie & Co.*; 8,078 tons; 465-3x59-3x33-8; 4,000 i.h.p.; 12-5 knots; oil engines.

The motor tanker *Doryssa*, Capt. W. Fraser, was intercepted by a German submarine on April 25th, 1943, about 250 miles E.S.E. of Cape Agulhas. The submarine opened fire from the surface and later sank the vessel with a torpedo. Forty-eight of the crew, including Capt. Fraser, were killed.

DOSEI MARU

Japanese Government; 1920; J. C. Tecklenborg A.G.; 10,895 tons; 523-5x65-7x37-5; 1,020 n.h.p.; triple-expansion engines. The steamship *Dosei Mam* was formerly the Philippine *Don Jose*, bombed by the Japanese at Guadalcanal in December, 1941, and subsequently repaired by them. On January 16th, 1945, she was sunk by U.S. carrier-based aircraft about 50 miles S. of Hongkong.

DOTEREL

British Navy, sloop; 1880; *Chatham Dockyard*; 1,124 tons; 170 x 36x15-7; 900 i.h.p.; 12 knots; compound engines; 6 guns.

The sloop *Doterel* left Sheerness on January 17th, 1881, under command of Cdr. Richard Evans with a complement of 155 officers and men to join the British squadron in the Pacific. The ship reached the Straits of Magellan without incident and on the morning of April 26th, left Elizabeth Island at about 6 and anchored at Punta Arenas at 8.30. At 10 o'clock there was an explosion which burst open the starboard side of the ship and the upper deck. Some thirty seconds later there was a more violent explosion in the neighbourhood of the fore magazine and the ship sank. Cdr. Evans was in his bathroom at the time and was able to jump overboard and grasp some wreckage with the help of which he was able to gain the shore.

The loss of life in this disaster was 143 officers and men. The saved numbered 12, including Cdr. Evans, Lt. J. M. Stokes, Paymaster J. N. Colborne, Engineer Walker and eight members of the crew.

H.M.S. *Garnet* with divers on board arrived at Punta Arenas about the middle of May. The divers found the ship lying in 11 fathoms of water, in two portions, the larger being about 96 feet in length and the other, much damaged, about 25 feet long, some distance away. Other wreckage such as masts, guns and anchors were distributed about the bed of the ocean, all testifying to the extreme violence of the explosions.

An Admiralty Court Martial gave its verdict on September 3rd, 1881, to the effect that the explosion was attributable to gases from paint, and exonerating officers and crew from all blame.

A quantity of paint was carried on board and it was presumed that the first explosion took place in the paint store. A similar explosion occurred on board H.M.S. *Triumph*, also on the Pacific station, when three men were killed and seven injured. As a result of these accidents the Admiralty ordered all stores of the particular brand of paint in H.M. dockyards and ships to be destroyed.

DOTTEREL

Cork Steamship Co.; 1904; *Swan, Hunter & Wigham Richardson*; 1,596 tons; 270x35-8x19-6; 209 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Dotterel* struck a mine and sank 4½ miles N. by E. of Boulogne Pier on November 29th, 1915. Five of the crew were killed. The captain was among the survivors.

DOTTEREL

British & Continental Steamship Co.; 1936; Burntisland S.B. Co.; 1,385 tons; 262x40x15-7; 11 knots; triple-expansion engines.
The steamship *Dotterel*, Capt. William Nash, was in convoy off No. 6 Buoy, Southwold, on March 7th, 1941, when she was torpedoed by a German submarine. The disabled ship was taken in tow but drifted ashore and became a total wreck. Eight of the crew were killed and two wounded. Capt. Nash was among the survivors.

DOUAISIEN

Cie. des Bateaux a Vapeur du Nord; 1921; Nordseewerke A.G.; 2,954 tons; 338-7x48-2x20-8; 320 n.h.p.; triple-expansion engines.
The French steamship *Douaisien* struck a mine and sank on May 29th, 1940, when leaving Dunkirk with 1,250 evacuees on board, most of whom were saved.

DOUGLAS

Douglas S.S. Co.; 1881; Hall, Russell & Co.; 1,566 tons; 250-2x34-2x23-6; 240 h.p.; compound inverted engines.
The British cargo ship *Douglas* was wrecked on February 11th, 1886, on the White Rocks, off Swatow, China. She was on a voyage from Amoy to Swatow carrying passengers and a general cargo.

DOUGLAS

Pyman, Bell & Co.; 1873; T. Turnbull & Son; 1,022 tons; 225-3X30-1X16-7; 99hp.; compound engines.
The British cargo ship *Douglas* was wrecked on April 20th, 1888, near Hanstholm Light, Denmark, while on a voyage from Libau to Antwerp carrying a cargo of oats.

DOUGLAS MAWSON

Queensland Government; 1914; A. W. Settree; 333 tons; 141-6X30-7X7-8; 40r.hp.; compound engines.
The Queensland Government steamship *Douglas Mawson* was bound from Burketown to Thursday Island when she was overwhelmed by a cyclone in the Gulf of Carpentaria. The disaster occurred on March 28th, 1923, the steamship sinking with all on board.

DOURO

The wood ship *Douro* with a cargo of iron and brass fittings was wrecked on Crebawethan Round Rock, Scilly Isles, on January 28th, 1844. All hands were lost.

DOURO

Royal Mail Steam Packet Co.; 1865; J. Caird & Co.; 2,846 tons; 326-4x40-2x35; 500 h.p.; 12 knots; compound inverted engines.
The liner *Douro* left Lisbon on Friday, March 31st, 1882, on her homeward voyage from Brazil to Southampton. She was under command of Capt. E. C. Kemp and carried 135 persons, of whom 55 were passengers. At about 10.45 on the evening of April 1st, 45 miles off Cape Finisterre, the first officer being in charge, a light was sighted on the starboard bow which later proved to be that of the Spanish steamship *Yrurac Bat*, Corunna to Havana. A collision appeared imminent and the order was given to port the *Douro's* helm, but too late to save the vessel. The Spanish steamship struck her with a great force on the starboard side, almost amidships, and she began to sink. There was some confusion in lowering the *Douro's* boats but eventually seven got away in safety. The liner then foundered, going down by the stern.
Meanwhile the *Yrurac Bat* was in a bad way and within a short time she also foundered. Both ships had sunk within 30 minutes of the collision and matters were made worse by a strong N.N.E. wind and a heavy sea. The arrival of the steamship *Hidalgo* prevented a much greater loss of life and she was able to pick up 112 of the *Douro's* people and 32 from the *Yrurac Bat*, which carried 68 all told.

The drowned numbered 59, of whom 23 belonged to the *Douro* and 36 to the *Yrurac Bat*. Capt. Kemp and most of his officers were drowned.

DOURO

E.B. Aabys Rederi A/S; 1921; A/S Jarlso Vcerft; 928 tons; 200-4x31-9x12-7; 106 n.h.p.; triple-expansion engines.
The Norwegian steamship *Douro* was bombed and sunk by German aircraft on May 9th, 1942, between Reykjavik and Hull. Ten lives were lost and ten saved.

DOVER CASTLE

Union Castle Mail S.S. Co.; 1904; Barclay Curie & Co.; 8,271 tons; 476-4x56-7x31-9; 969 n.h.p.; 14-5 knots; quadruple-expansion engines.
The liner *Dover Castle* was first employed as a troopship in the First World War, and later converted to a hospital ship. At about 7 p.m. on May 26th, 1917, when in the Mediterranean 50 miles N. of Bona, she was attacked by a German submarine which scored a hit with a torpedo. The *Dover Castle* was in company with another hospital ship, the *Karapara*, escorted by the destroyers *Camelon* and *Nemesis*. The *Nemesis* put out a smoke screen and escorted the *Karapara* to Bona. The *Camelon* meanwhile took off the wounded and the crew from the sinking vessel. The captain and a volunteer crew remained on board in the hope of saving the hospital ship, but about an hour later another torpedo struck her and she sank in three minutes. All on board were saved except seven stokers who were killed by the explosion.

DOVER MARU

Kuribayashi Shosen K.K.; 1920; Ishikawajima S.B. & Eng. Co.; 3,212 tons; 305x43-7x27-2; 338 n.h.p.; triple-expansion engines.
The steamship *Dover Mam* was bombed and sunk by U.S. land-based aircraft on October 26th, 1943, S. of Rangoon.

DOWA MARU

Nitto Risen K.K.; 1,916 tons.
The steamship *Dowa Maru* was torpedoed and sunk by the U.S. submarine *Guavina* on November 22nd, 1944, 60 miles west of Sin Cowe Island.

DOWLAIS

Dowlais Steamship Co.; 1904; R. Craggs & Sons; 3,016 tons; 330-1x46x22-2; 289 n.h.p.; 9-5 knots; triple-expansion engines.
The steamship *Dowlais* was torpedoed and sunk by a German submarine off Cap de Fer on December 3rd, 1917. Twenty-six of her crew, including the captain, were killed.

DRAGONE

Italian Navy, torpedo boat; 194-; Italy; 706 tons; 265-7X 27-2x9; 22,000sh.p.; 31-5 knots; turbine engines; 3-drum boilers; two 3-9 in. guns, six 20 mm.A.A., 6 T.T. The Italian torpedo boat *Dragone* was torpedoed and sunk by a British motor torpedo boat off Spezia on the night of June 14th-15th, 1944.

DRAGONFLY

Galbraith, Pembroke & Co.; 1883; W. Gray & Co.; 1,761 tons; 257-2x34-9x19-6; 150 h.p.; compound engines.
The British cargo ship *Dragonfly* was wrecked on December 10th, 1889, off Nieuwe Diep while on a voyage from Taganrog to Amsterdam with a cargo of rye.

DRAGONFLY

British Navy, gunboat; 1938; J.L. Thornycroft & Co.; 585 tons; 197x33x5; 3,800 s.h.p.; 17 knots; turbine engines; two 4 in. guns, one 3 • 7 in. howitzer, 8 m.g.
The river gunboat *Dragonfly* was attempting to escape from Singapore on February 14th, 1942, when she was attacked and sunk by Japanese dive bombers. The vessel carried a complement of 74.

DRAKE

British Navy, armoured cruiser; 1902; Pembroke Dockyard; 14,100 tons; 500x71x26; 30,557 i.h.p.; 23 knots; triple-expansion engines; Belleville boilers; two 9-2 in. guns, sixteen 6 in., fourteen 12pdr., three 3pdr., 2 T.T.
The armoured cruiser *Drake*, with a complement of 900 under command of Capt. S. H. Radcliffe, was torpedoed by a German

DRAUPNER

submarine off the north coast of Ireland on October 2nd, 1916. The ship had been engaged in convoy duties and had just parted from her destroyer escort. Immediately she was struck, Capt. Radcliffe decided to make for Rathlin Island as his ship was still navigable. The destroyer escort returned and kept close company with the cruiser until she anchored in Church Bay, Rathlin Sound.

Shortly after coming to anchor the *Drake* began to list heavily and it was thought advisable to abandon her. She capsized later in the afternoon without loss of life.

DRAUPNER

Schjelderup & Schjott; 1901; Trondhjems M.V.; 1,126 tons; 231-4x34-4x13-6; 106n.h.p.; triple-expansion engines.
The Norwegian steamship *Draupner* was sunk by a German submarine in the English Channel on November 30th, 1916.

DREPANUM

Salvatore Tagliavia & Co.; 1914; Palmers' Co.; 2,736 tons; 324 X 43x23-9; triple-expansion engines.
The Italian steamship *Drepanum* was in collision with the German steamship *Lippe*, 7,849 tons, on November 20th, 1943, and sank off Gothenburg.

DRESDEN

German Navy, light cruiser; 1908; Blohm & Voss; 3,592 tons; 395x43-3x17-7; 13,500 i.h.p.; 24-5 knots; turbine engines; Schulz-Thornycroft boilers; ten 4-1 in. guns, eight 5pdr., 4 m.g., 2T.T.

The light cruiser *Dresden* was, in July of 1914, employed in safeguarding her country's interests off Mexico, as there had been a revolution in that country just previously. On July 17th, the *Dresden* took on board the family of the ex-President and took them to Jamaica, afterwards proceeding to Port au Prince where she met the *Karlshruhe*, and the two ships exchanged captains. After she left Port au Prince on the 28th, under her new commander, Capt. Ludecke, her position was a constant source of anxiety to the Allies as she was assumed to be still in West Indian waters, but in point of fact she was making for South America with a view to rounding Cape Horn and joining up with Von Spec's East Asiatic Squadron. Later the British forces began the long chase down the Atlantic coast of South America, but failed to catch the light cruiser, which made for Easter Island, where she was joined by the rest of the German squadron on October 12th.

On her voyage down the coast she captured and sank the *Hyades*, 3,352 tons, on August 15th; the *Holmwood*, 4,223 tons, on the 26th; and later, after joining up with Von Spec, the *North Wales*, 3,691 tons on November 16th. In addition to her captures she stopped several other vessels, compelling them to destroy their wireless and requiring the officers and crews to swear that they would take no further part in hostilities against Germany.

The *Dresden* took part in the battle of Coronel on November 1st (see *Good Hope*) and was also present at the battle of the Falkland Islands on December 8th (see *Scharnhorst*) from which she was the only German vessel to escape. She made for Punta Arenas, which she reached on December 11th, and thence steamed to Hewett Bay for repairs. By great good fortune the supply ship *Sierra Cordoba* was in these waters and the *Dresden* fell in with her and began a long game of hide and seek among the uncharted waters of the Magellan Straits. From there she sailed on February 14th, 1915, for Masafuera in the Juan Fernandez group. On her way she sank the British barque *Conway Castle*, 1,694 tons, on February 27th, transferring the crew to a Peruvian sailing ship a week later. On March 14th, the *Dresden* was discovered in Cumberland Bay, Juan Fernandez, by the light cruiser *Glasgow* and the armoured cruiser *Kent*.

The fight that ensued was very brief, the *Dresden* being hit several times by the salvos from the *Kent's* 6 in. guns. She then hoisted a white flag and sent a boat bearing a message that she was interned. This statement was obviously untrue as the Chilean government possessed no forces in the islands which could effect the disarmament of the ship. The Chilean maritime governor, who was the sole representative of his country's authority, and who combined with his more exalted functions the humble one of lighthouse keeper, requested Capt. Luce, commanding the British force, to disable the *Dresden's* machinery, but while preliminaries were being settled the German ship blew up. Seven of her crew had been killed and 29

wounded. The badly wounded were placed on board the auxiliary cruiser *Orama* and taken to Valparaiso. The remainder, including Capt. Ludecke, were later embarked on a Chilean cruiser and interned on an island in Valparaiso Harbour.

DRESDEN

Norddeutscher Lloyd; 1914; Bremer Vulcan; 14,690 tons; 550-3x67-3X35-1; 1,850 n.h.p.; quadruple-expansion engines.
On a Norwegian cruise with 1,000 passengers and 300 crew the *Dresden* struck a rock at 4 p.m. on June 20th, 1934 at Klepp, Boku Island. She was refloated and beached near Blikshavn on Karmoy Island. She began to list at 2.45 a.m. on June 21st, and turned over and sank at 8 a.m., an hour after the last of the crew had been taken off. One woman passenger was lost on the ship and three others died after being taken off.

DREVER

J.Fenwick&Son; 1888; Palmers'Co.; 1,029 tons; 220x32-4x14-7; 181 n.h.p.; triple-expansion engines.
The British collier *Drever* sank after a collision near Newarp lightship on April 19th, 1901, while on a voyage in ballast from London to the Tyne.

DREXLER

United States Navy, destroyer; 1944; United States; 2,200 tons; 376-5x40-9x12-5; 60,000 s.h.p.; 36-5 knots; turbine engines; six 5 in. guns, twelve 40 mm.A.A., eleven 20 mm.A.A., 10 T.T.
The destroyer *Drexler* was attacked by Japanese aircraft off Okinawa on May 28th, 1945. The vessel, which carried a complement of over 250, was hit and sunk.

DRINA

Royal Mail Steam Packet Co.; 1913; Harland & Wolff; 11,483 tons; 500-7x62-3x40-2; 680n.h.p.; 13-5 knots; quadruple-expansion engines.
The liner *Drina* was torpedoed and sunk by a German submarine two miles W. of Skokham Island on March 1st, 1917, with the loss of 15 lives. The captain was among the survivors.

DRIVER

British Navy, corvette; 1,056 tons; 280 n.h.p.; steam engines; 6 guns.
The paddle corvette *Driver*, Cdr. Horatio Nelson, was wrecked on Mariguana Island in August, 1861. The number lost is not known.

DRONNING MAUD

An Christensen; 1907; Laxevaags Maskin & Jernskibsbyg.; 1,102 tons; 229 X 35 • 3 X15 • 9; 101 n.h.p.; triple-expansion engines.
The Norwegian steamship *Dronning Maud* struck a mine and sank in the North Sea on September 1st, 1916.

DRONNING MAUD

Det Nordenfjeldske D/S; 1925; Fredriksstad M/V; 1,489 tons; 235-8x37-7x13-8; 284 n.h.p.; triple-expansion engines.
The Norwegian steamship *Dronning Maud*/zs bombed and sunk by German aircraft on May 1st, 1940, near Gratangen, Norway. The vessel was serving as a hospital ship at the time and 42 lives were lost.

DRONT

West Russian S.S. Co.; 1907; Irvine's S.B. & D.D. Co.; 3,488 tons; 324-7x47x22-4; 287n.h.p.; triple-expansion engines.
The Russian steamship *Dront* was torpedoed and sunk by a German submarine in the Arctic on September 1st, 1917.

DROTT

E.Brodin; 1881; Caird & Purdie; 1,286 tons; 244-4x34-lx15-2; 146 n.h.p.; compound engines.
The Swedish steamship *Drott* struck a mine and sank in the Baltic on January 21st, 1915.

DRUMBURLIE

Gillison & Chadwick; 1888; R. Thompson & Sons; 2,395 tons; 305 x 39 • 7 x 24 • 2; 220 h.p.; triple-expansion engines.
The British cargo ship *Drumburlye* was wrecked on April 30th, 1891, near the Smalls while on a voyage from the Clyde to Bombay carrying a general cargo.

DRUMCRUIL

J. Chadwick & Son; 2900; J. Blumer & Co.; 3,788 tons; 350-3 x 46-5x18-8; 318 n.h.p.; triple-expansion engines.

The British cargo ship *Drumcruil* was wrecked on May 7th, 1905, at Boavista, Cape Verde Islands, while on a voyage from Iquique to the United Kingdom with a cargo of nitrate.

DRUMELZIER

J. Chadwick & Son; 1895; J. Laing; 3,625 tons; 340x44-7'x 18-5; 303 n.h.p.; triple-expansion engines.

The British cargo ship *Drumelzier* was wrecked on December 27th, 1904, off Fire Island while on a voyage from New York to Swansea with a copper and general cargo.

DRUMMOND CASTLE

Castle Mail Packets Co.; 1881; John Elder & Co.; 3,706 tons; 365x43-5x31-3; 600 n.h.p.; 12-5 knots; triple-expansion engines.

The *Drummond Castle* left Cape Town for London on May 28th, 1896, with 143 passengers and 103 crew under command of Capt. W. W. Pierce. On the night of June 16th she was off Ushant and within one day's steaming of home. The sea was calm but visibility was poor.

The strong currents converging on the island of Molene, off Ushant, make the locality one of the most dangerous in the world for navigators, and the extent to which the *Drummond Castle* was pulled eastwards by the tide was apparently not realised. Between 10 and 11 o'clock that evening the liner was sighted by the steamship *Werfa*, the first officer of which noted that she was off her course and heading for a dangerous coast. The vessels were about a quarter of a mile apart at the time and soon afterwards the *Drummond Castle* was lost to view. Shortly before 11 p.m., still steaming at 12 knots, she struck a reef of rocks known as the Pierres Vertes, at the south entrance to the Fronveur Sound.

The captain believed the vessel to be driven firmly on the rocks, and although the boats were made ready they were not lowered. The Chief Engineer released steam from the boilers to prevent an explosion, but all efforts to keep the ship afloat were useless and she foundered within four minutes of striking.

The drowned numbered 243, of whom Capt. Pierce, his officers and crew accounted for 101, and the passengers for 142. The three saved were Mr. Charles Marquandt, a first class passenger, Quartermaster Wood and Seaman Godbolt, all rescued by Breton fishermen.

DRYADE

Everett & Newbiggin; 1906; A.G. "Neptun" Schiffs. & Masch.; 1,833 tons; 251-7x37-2x14-9; 133 n.h.p.; triple-expansion engines.

The British cargo ship *Dryade*, which had been requisitioned by the Admiralty, was involved in a collision and sank approximately 10 miles south-east of Flamborough Head on December 8th, 1917. She was on a voyage from the Tyne to London with a cargo of coal.

DRYBURGH

G. Gibson & Co.; 1919; Campbeltown S.B. Co.; 1,289 tons; 230x35-8x15-5; 172 n.h.p.; triple-expansion engines.

The British cargo ship *Dryburgh* struck a wreck half-a-mile northeast of Dimlington on November 11th, 1939, while on a voyage from Leith to Antwerp with a cargo of coal and horsemeat.

DUCD'AUMALE

Soc. Gen. d'Armement; 1900; Chantiers Nantais de Constr. Maritime; 2,189 tons; 277-7x40-3x22-5.

The French sailing vessel *Due d'Aumale* was sunk by a German submarine in the Bay of Biscay on January 22nd, 1917.

DUC DE NORMANDIE

Armement Ledun; 1947; Beliard Crichton & Cie.; 366 tons; 141-6x27-7x12-7; oilengines.

The French motorship *Due de Normandie*, Capt. Rigue, capsized and sank on February 21st, 1951, one mile from the West Hinder lightship off Flushing during a gale. Two members of the crew were rescued but one died afterwards.

DUCA DI GENOVA

La Veloce Nav. Italiana; 1907; Cantieri Navali Riuniti; 8,337 tons; 475-8x53-4x18-7; 760 n.h.p.; quadruple-expansion engines. The Italian steamship *Duca di Genova* was torpedoed and sunk by a submarine in the Mediterranean on February 6th, 1918.

DUCESS

Taylor & Sander son; 1883; Short Bros.; 1,881 tons; 284-5 X 37-2x20-3; 165 h.p.; compound engines.

The British cargo ship *Duchess* sank after a collision off the Casquets on April 23rd, 1893, while on a voyage from Bilbao to Sunderland carrying an ore cargo.

DUCESS

British Navy, destroyer; 1932; Palmer & Co.; 1,375 tons; 326X 33x8-5; 36,000 i.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7in. guns, 7 smaller, 8 T.T.

The destroyer *Duchess*, Lt. Cdr. R. C. H. White, was sunk in collision with the battleship *Barham* in the North Channel, west coast of Scotland, on December 12th, 1939. Six officers, including Cdr. White, and 123 ratings were lost. One officer and 22 ratings were picked up.

DUCESS OF ATHOLL

Canadian Pacific Railway Co.; 1928; W. Beardmore & Co., 20,119 tons; 582x75-2x41-7; 3,600 n.h.p.; 17-5 knots; turbine engines; Yarrow boilers.

The liner *Duchess of Atholl*, Capt. H. A. Moore, O.B.E., R.D., R.N.R., was serving as an auxiliary transport when she was torpedoed and sunk by a German submarine. The attack took place some distance N. of Ascension Island on October 10th, 1942, the vessel being in convoy at the time. Four of her crew were killed and two wounded, the survivors being picked up by ships in company.

DUCESS OF CORNWALL

Duchess of Cornwall Steamship Co.; 1889; W. Gray & Co.; 1,706 tons; 260-5x36-6x18-3; 156 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Duchess of Cornwall* was torpedoed and sunk by a German submarine five miles N. of Cape Barfleur on April 11th, 1917. Twenty-three of her crew, including the captain, were killed.

DUCESS OF HAMILTON

Caledonian Steam Packet Co.; 1890; W. Denny & Bros.; 553 tons; 250 X 30-1x10; 266 n.h.p.; 15 knots; diagonal compound engines.

The Clyde paddle steamer *Duchess of Hamilton* was taken over by the Admiralty in 1914 for service as an auxiliary minesweeper and it was while acting in this capacity that she struck a mine and sank off Longsand on November 29th, 1915.

DUCESS OF RICHMOND

London & South Western Railway Co.; 1910; D. & W. Herder son & Co.; 354 tons; 190-2x26-1x8-7; 15 knots; diagonal compound engines.

The paddle steamer *Duchess of Richmond* was taken over by the Admiralty during the First World War for service as an auxiliary patrol vessel. She survived the war but was blown up by a mine in the Mediterranean on June 28th, 1919, when engaged in mine-sweeping.

DUCESS OF YORK

Canadian Pacific Railway Co.; 1929; John Brown & Co.; 20,021 tons; 581-9x75-2x41-7; 3,748 n.h.p.; 18 knots; turbine engines.

The liner *Duchess of York*, carrying troops from the Clyde to Free-town, was bombed and set on fire by German aircraft on July 11th, 1943, off the coast of Portugal. The fire could not be controlled and the ship was abandoned. She was sunk at 12.45 a.m. the next day by a torpedo from one of the convoy escorts.

DUCKBRIDGE

DUCKBRIDGE

Duckbridge Steamship Co.; 1914; Craig Taylor & Co.; 1,491 tons; 240x36-2x20-1; 153 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Duckbridge* was mined and sunk six miles N. of Straithie Point on February 22nd, 1916. Nineteen men, including the captain, were killed.

DUERO

Cia. Maritima Frutera; 1920; Caledon S.B. & E. Co.; 1,420 tons; 270-6x38-2x23-9; triple-expansion engines.

On July 26th, 1953, during a fog in the Straits of Gibraltar, the Spanish steamship *Duero* sank in a collision with the *Culrain*. One passenger and 27 of the crew were saved.

DUFFIELD

Northern Petroleum Tank S.S. Co.; 1938; Odense Staalskibs-veerft/ALS; 8,516 tons; 475-9x61-8x33-8; 653 n.h.p.; 11 knots; oil engines.

The tanker *Duffield*, Capt. M. Manthorpe, was torpedoed and sunk by a German submarine approximately 350 miles W.N.W. of Tenerife at 9 p.m. on April 8th, 1941. Twenty-five of her crew were killed. Capt. Manthorpe was among the survivors.

DUFFRYN MANOR

Frederick Brown; 1907; W. Doxford & Sons; 3,952 tons; 349-8x49x24; 292 n.h.p.; triple-expansion engines.

The British cargo ship *Duffryn Manor* was wrecked on April 26th, 1909, at Minicoy Island while on a voyage from Rangoon to Hamburg with a cargo of rice.

DUGUESCLIN

E.Hulin; 1882; A.Leslie & Co.; 1,764 tons; 265x34-9x23-4; 172 n.h.p.; compound engines.

The French steamship *Duguesclin*, on a voyage from Rouen to Swansea in ballast, was sunk in a collision with the steamship *Ross-shire* at 4 a.m. on January 4th, 1899, 17 miles off Trevoise Head. The captain and eleven of the crew were saved. The *Ross-shire* also sank, with the loss of one man crushed by the collision.

DUILIO

Lloyd Triestino Soc. Anon. di Nav.; 1923; Ansaldo Soc. Anon.; 23,635 tons; 635-6x76-3x46-3; 4,297 n.h.p.; turbine engines.

The Italian liner *Duilio* was torpedoed by a British submarine in September, 1941, off the Adriatic coast of Italy, but managed to reach port in a badly damaged condition. On July 10th, 1944, she was bombed and sunk by Allied aircraft in the Bay of Muggia.

DUINO

"Adriatica" Soc. Anon di Nav.; 1923; Stabilimento Tecnico; 1,334 tons; 237-2x34-4x13-7; turbine engines.

The Italian steamship *Duino* struck a mine and sank on February 8th, 1942, eight miles from Bari.

DUISBURG

Hamburg-Amerika Linie; 1928; Deutsche Werft A.G.; 7,389 tons; 463-6x60-1x28; 1,585 n.h.p.; oil engines.

The German motorship *Duisburg* was torpedoed by a British submarine and sunk by gunfire from surface craft on November 9th, 1941, 145 miles E. of Syracuse.

DUIVELAND

Scheepvaart & Steenkolen Maats.; 1909; Rijkee & Co.; 1,297 tons; 231-4x34-5x14-8; 150 n.h.p.; triple-expansion engines.

The Dutch steamship *Duiveland* struck a mine and sank in the North Sea on March 25th, 1916.

DUKE OF ALBANY

Lancashire & Yorkshire Railway Co. and London & North Western Railway Co.; 1907; J. Brown & Co.; 1,997 tons; 330-5x41-1x17-1; 425 n.h.p.; 22-5 knots; triple-expansion engines.

The steamship *Duke of Albany* was taken over by the Admiralty in the First World War for service as an armed boarding steamship. On August 24th, 1916, she was attacked and sunk by a German submarine 20 miles E. of the Skerries. At the time of her loss she was

under command of Cdr. George N. Ramage, R.N.R., and carried a complement of 13 officers and 98 ratings. Cdr. Ramage and Eng.-Lt. Maskell with 22 ratings were drowned.

DUKE OF SUTHERLAND

Aberdeen & London Packet; 1847; R. Napier & Son; 804 tons; 198x26x17-5; 250 i.h.p.; 10 knots; steam engines.

The steamship *Duke of Sutherland* left London on Wednesday evening, March 30th, 1853, with 52 persons on board under command of Capt. Edward Howling. The vessel arrived off Aberdeen harbour on Friday evening, April 1st. There was a heavy sea running on the bar and the "fresh" of the River Dee was setting down very strongly. The wind was S.E. which made it a difficult matter to enter the harbour, which was protected by a granite pier running half a mile into the sea. In the judgment of the harbour master it was possible for the *Duke of Sutherland* to come in, and at half tide the flag was hoisted for the vessel to proceed. As she was crossing the bar the "fresh" caught her on the port bow and threw her head straight for the pier. The captain reversed his engines but had scarcely got stern way when another sea flung the ship on to the rocks at the head of the pier. In ten minutes there was three feet of water in the engine room and, as the ship lay broadside on to the waves, she was quickly pounded to pieces.

The boats were lowered, the first of which was swept away half empty and the other smashed in by the seas. The Aberdeen lifeboat came out but was damaged in getting alongside, as a consequence of which she could only take off a limited number of people. The rocket apparatus and lines were obtained only after a considerable loss of time owing to the absence of the key of the store, when it was discovered that there was no powder. This was obtained from a shop half a mile distant, but when procured no one knew how to discharge the rocket. A naval officer fitted up a temporary line but it proved slow and cumbersome. In the meantime Capt. Howling was injured and washed overboard and drowned.

A small boat manned by five men now reached the wreck but on the return to shore was capsized and five of the occupants drowned. From first to last there was a succession of tragic accidents until the *Duke of Sutherland* broke in two and foundered.

In all 16 persons lost their lives. There was much public censure at the unprepared state of the rocket apparatus and at the conduct of a few of the crew who escaped in the first boat.

DUKE OF YORK

Robinson Bros.; 1892; Sir Raylton Dixon & Co.; 3,026 tons; 319-5x41-1x21-5; 270 n.h.p.; triple-expansion engines.

The British cargo ship *Duke of York* sank after a collision off the Royal Sovereign Light on May 6th, 1907, while on a voyage from Hull to Alexandria carrying a cargo of coal.

DULVERTON

British Navy, destroyer; 1940; Vickers-Armstrong; 904 tons; 272-3x28-2x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in. guns, 8 smaller.

The destroyer *Dulverton*, Cdr. S. A. Buss, M.V.O., was bombed and sunk by German aircraft off Kos, Dodecanese, on November 13th, 1943. Three officers, including Cdr. Buss, and 75 ratings were killed and three officers wounded.

DULWICH

South Metropolitan Gas Co.; 1916; Dublin Dockyard Co.; 1,460 tons; 240-3x36-1x18-3; 10 knots; triple-expansion engines.

The collier *Dulwich* struck a mine and sank seven miles N. by E. from Ship wash lightship on June 10th, 1917. Five of her crew were killed. The captain was among the survivors.

DUMANA

British India Steam Navigation Co.; 1923; Barclay, Curie & Co.; 8,427 tons; 450x58-3x32-9; 1,110 n.h.p.; 13-5 knots; oil engines.

The liner *Dumana*, Capt. O. West, was on a voyage from Port Etienne to Takoradi with a Royal Air Force contingent on board when, at about 8.30 p.m. on December 24th, 1943, she was hit on the port side by a torpedo. She sank in a very short time dragging some of her boats down with her before they could be released from the falls. Three officers, one engine room hand and 20 lascars were

killed, as well as seven officers and men of the R.A.F. Capt. West was among the survivors.

A memorial to those lost was erected at Sassandra, on the Ivory Coast.

DUMRA

British India Steam Navigation Co.; 1922; C. Hill & Sons; 2,304 tons; 272x44x21; 260 n.h.p.; 11 knots; oilengines.
The liner *Dumra*, Capt. W. C. Cripps, was torpedoed by a Japanese submarine in the Indian Ocean, between Durban and Madagascar, in the early hours of June 5th, 1943. As the first torpedo failed to sink the vessel the boats stood by in the hope of returning and effecting temporary repairs. A second torpedo was fired soon after the boats got away, however, and the *Dumra* sank. The Chief Engineer, Mr. H. T. Graham, was taken prisoner.

Capt. Cripps, who remained on board, was blown into the sea by the explosion of the second torpedo. He was picked up but died shortly afterwards. Twenty-six other lives were lost.

The *Dumra's* motor boat towed the other boats to the St. Lucia lighthouse, but her engine was swamped before it was possible to make a landing. At daylight all the survivors landed safely.

DUNA

W.H.Stott & Co.; 1907; R. Duncan & Co.; 1,572 tons; 275 x 38•2x16•8; 234 n.h.p.; triple-expansion engines.
The British cargo ship *Duna* was wrecked at Old Head, South Ronald shay, on July 26th, 1912, while on a voyage from Hesosandto Liverpool carrying a general cargo.

DUNAFF HEAD

Ulster S.S. Co.; 1918; Workman Clark & Co.; 5,258 tons; 390-4x51-8x29-8; 12 knots; triple-expansion engines.
The steamship *Dunaff Head*, Capt. R. Dick, was torpedoed and sunk by a German submarine in the North Atlantic on March 8th, 1941. Five of her crew were killed. Capt. Dick was among the survivors.

DUNBAR CASTLE

Union-Castle Mail S.S. Co.; 1930; Harland & Wolff; 10,002 tons; 471-2x61-2x29-6; 977 n.h.p.; 14-5 knots; oilengines.
The liner *Dunbar Castle*, Capt. H. A. Causton, with a crew of 150 and 48 passengers was outward bound from London to Beira in convoy. On January 9th, 1940, she struck a mine two miles N.E. of the North Godwins, and foundered in 30 minutes. Capt. Causton was fatally injured by the explosion and died later in one of the boats, one man was killed and seven others reported missing. The Chief Officer, Mr. H. H. Robinson, took over command and got everyone away without further loss of life, the boats being picked up a short time afterwards by a coastal motor barge.

DUNBARMOOR

Moor Line; 1903; W. Doxford & Sons; 3,651 tons; 340x50-1x20-6; 300 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Dunbar Moor* was intercepted by a German submarine 180 miles W.N.W. of Fastnet on March 8th, 1917. The submarine opened fire from the surface and sank the vessel with shells. Twelve of her crew, including the captain, were killed.

DUNCAN

United States Navy, destroyer; 1941; Federal Shipbuilding Co., Kearney; 1,700 tons; 348-3x36x10; 50,000 s.h.p.; 36-5 knots; turbine engines; Babcock & Wilcox boilers; four 5 in. guns, 10 T.T.

The destroyer *Duncan* was part of a force of cruisers and destroyers under command of Rear-Admiral Norman Scott, comprising the cruisers *San Francisco* and *Salt Lake City*, of over 9,000 tons, nine and ten 8 in. guns respectively, and the *Boise* and *Helena*, 10,000 tons, fifteen 6 in. guns, with the destroyers *Duncan*, *Buchanan*, *Farenholt*, *Laffey* and *McCalla*, all of 1,700 tons. The squadron was one of three grouped around the island of Guadalcanal on the watch for Japanese ships attempting to reinforce their army on the island. On the afternoon of October 11th, 1942, the Japanese were discovered steaming through the channel between Choiseul Island and New Georgia and Admiral Scott's squadron proceeded in chase. Shortly before midnight there was an action lasting about 20 minutes in which the Americans sank a heavy cruiser and two destroyers and

damaged three other ships. The squadrons then lost touch for a time the *Boise* having been set on fire by shells from a Japanese heavy cruiser, and losing 107 men before the flames could be got under control. Later on the same night contact was re-established, the Japanese again suffering heavy punishment which caused them to break off the action.

The *Duncan* was badly damaged in the first phase of the battle when participating in the torpedo attack upon the Japanese cruisers. She remained afloat until morning when she had to be abandoned. The destroyer *Farenholt* was damaged, but not so badly as the *Boise*, though the latter ship was sufficiently battleworthy to take part in the second phase, in which she suffered further damage.

The Japanese losses were the cruiser *Furutaka*, 7,100 tons, and the destroyers *Fubuki* and *Murakumo*, both of 1,700 tons, and the *Natsugumo*, 1,500 tons.

The action was known as the battle of Cape Esperance.

DUNDALK

Dundalk & Newry Steam Packet Co.; 1899; A. & J. Inglis; 794 tons; 236x32-1x15-2; 283 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Dundalk* was torpedoed and sunk by a German submarine five miles N.N.W. of the Skerries, off Anglesey, on October 14th, 1918. Twenty-one of her crew, including the captain, were killed.

DUNDALK

British Navy, fleet minesweeper; 1919; Clyde Shipbuilding Co.; 710 tons; 231x28-3x7-5; 2,200 i.h.p.; 16 knots; triple-expansion engines; Yarrow boilers; one 4 in. gun, 1 smaller.

The fleet minesweeper *Dundalk* struck a mine and sank off Harwich on October 16th, 1940. The vessel's normal complement was 73.

DUNDEE

British Navy, sloop; 1932; Chatham Dockyard; 1,060 tons; 266x34x8-7; 2,000 s.h.p.; 16-5 knots; turbine engines; 3-drum boilers; two 4 in. guns, 12 smaller.

The sloop *Dundee*, Capt. O. F. M. Stokes, D.S.O., was torpedoed and sunk by a German submarine in the North Atlantic on September 15th, 1940. The vessel did not sink immediately and most of her crew were saved, but six officers and six ratings lost their lives. Capt. Stokes was among the survivors.

DUNDRENNAN

I. Houston & Co.; 1880; Oswald, Mordaunt & Co.; 1,950 tons; 268-9x39-7x24-2.

The sailing ship *Dundrennan* was lost off Struis Point on, or about, April 11th, 1895. Twenty-five of the crew were drowned.

DUNEARN

Henderson & McIntosh; 1895; Short Bros.; 3,142 tons; 351-4x42-1x17-5; 297 n.h.p.; triple-expansion engines.

The British cargo ship *Dunearn* capsized and sank on August 26th, 1908, during a typhoon off Goto Island while on a voyage from Karatsu to Singapore with a cargo of coal. Fifty-one of her crew of 53 were lost.

DUNEDIN

Shaw, Savill & Albion Co.; 1874; R. Duncan & Co.; 1,320 tons; 241x36-1x20-9.

The iron ship-rigged *Dunedin*, Capt. A. F. Roberts, left Oamaru, New Zealand, for London on March 20th, 1890, with a cargo of frozen meat. She carried a crew of 34.

The ship had made history in February, 1882, when she carried the first cargo of frozen meat from New Zealand to England. The refrigerating machinery was fitted up on board the vessel and the meat was frozen as she proceeded on her voyage. This experiment, which was initiated by the New Zealand and Australian Land Co., was successful, and marked the beginning of the New Zealand frozen meat trade.

No news of the *Dunedin* came to hand after she had been spoken by a passing ship some days out from port, and it was assumed that she had foundered in a storm in the region of Cape Horn, or had struck an iceberg.

DUNEDIN

Henderson & McIntosh; 1884; A. Stephen & Sons; 1,326 tons; 240•6x34-1x17•3; 140hp.; compound engines.

The British cargo ship *Dunedin* was wrecked on August 26th, 1893, near Omega while on a voyage from Archangel to Cette and Marseilles with a wood cargo.

DUNEDIN

British Navy, light cruiser; 1918; Armstrong; 4',850 tons; 472-5 x46-5x16-5; 40,000 s.h.p.; 29 knots; turbine engines; Yarrow boilers; six 6 in. guns, three 4 in., four 3pdr., 12 smaller, 12 T.T.
The cruiser *Dunedin* was one of the smaller and older cruisers in commission at the outbreak of the Second World War. She was commanded by Capt. R. S. Lovatt, O.B.E., and in the winter of 1941 was serving in the South Atlantic. On November 27th the German Admiralty issued a statement that H.M.S. *Dragon* had been sunk by a German submarine, this name being a mistake for *Dunedin*, which was a cruiser of the same class. No further news of the ship came to hand until four officers and 63 ratings, the survivors from the *Dunedin*, were picked up. The British Admiralty thereupon announced that *Dunedin* had been lost on November 24th.

Casualties were heavy, no fewer than 26 officers, including Capt. Lovatt, and 392 ratings being killed. Of the survivors one officer was wounded.

DUNHOLME

Watts, Ward & Co.; 1883; W. Gray & Co.; 1,762 tons; 256-2X 34-3x19-9; 150 h.p.; compound engines.

The British cargo ship *Dunholme* sank after a collision with the s.s. *Kinloch* off Dover on July 6th, 1891. She was carrying a general cargo on a voyage from Antwerp to Rio de Janeiro. Seventeen of her crew were lost.

DUNKELD

J. & M. Gunn & Co.; 1880; A. Stephen & Sons; 2,791 tons; 320-8x40-5x23-2; 258 n.h.p.; compound engines.

The British cargo ship *Dunkeld* foundered on March 27th, 1895, east of Lobos Island, Uruguay, while on a voyage from Barry to Buenos Aires carrying a cargo of coal.

DUNKERQUOIS

Cie. des Bateaux a Vapeur du Nord; 1911; Campbeltown S.B. Co.; 2,087 tons; 281-7x40x19-3; 194 n.h.p.; triple-expansion engines.

The French steamship *Dunkerquois* was torpedoed and sunk by a German submarine in the Bay of Biscay on August 18th, 1917.

DUNKIRK EVACUATION, see GRAFTON

DUNKWA

Elder Dempster Lines; 1927; A. McMillan & Son; 4,752 tons; 355-3x49-2x22-4; 489 n.h.p.; 12-5 knots; oil engines.

The liner *Dunkwa*, Capt. J. W. Andrew, was torpedoed and sunk by a German submarine on May 6th, 1941, about 300 miles W. of Freetown. Eight of the crew were killed. Capt. Andrew was among the survivors.

DUNMORE

Clyde Shipping Co.; 1878; J. & G. Thomson; 1,080 tons; 230-7 x32 8 x 15 - 9; 220 h.p.; compound inverted engines.

The British cargo ship *Dunmore* was wrecked on December 18th, 1882, on Ballyquintin Point, Co. Down, while on a voyage from Waterford to Belfast with a general cargo.

DUNMURRY

Boyd Bros. & Co.; 1891; Short Bros.; 2,592 tons; 293-5x39x 18'4; 250 h.p.; triple-expansion engines.

The British steamship *Dunmurry*, on a voyage from New York to Antwerp with grain, capsized and sank during a hurricane on August 29th, 1891, about 250 miles from Halifax. Eight of her crew were drowned, the captain and 20 others were picked up by the German tanker *Hans v. Kurt* after three days in a boat with no food or water.

DUNOON

British Navy, fleet minesweeper; 1918; Scott's S.B. & E. Co.; 710 tons; 231x28-3x7-5; 2,200 i.h.p.; 16knots; triple-expansion engines; Yarrow boilers.

The fleet minesweeper *Dunoon* struck a mine and sank off Smith's Knoll near Great Yarmouth on April 30th, 1940. Three officers and 23 ratings were killed.

DUNROBIN

Sutherland Steamship Co.; 1903; W. Doxford & Sons; 3,617 tons; 339-9x50-2x22-6; 300 n.h.p.; 9knots; triple-expansion engines.
The steamship *Dunrobin* was torpedoed and sunk by a German submarine 49 miles S.W. by S. \ S. of the Lizard on November 24th, 1917. Thirty-one of her crew, including the captain, were killed.

DUNSLEY

H. S. Thomas; 1889; J.L. Thompson & Sons; 1,987 tons; 284 x 38-1x19-4; 208 n.h.p.; triple-expansion engines.

The British cargo ship *Dunsley* foundered on August 30th, 1911, about 20 miles south-west of Bardsey Island while on a voyage in ballast from Appledore to Birkenhead.

DUNSTAFFNAGE

J.Houston; 1881; Oswald, Mordaunt & Co.; 1,945 tons; 268-4 X39-7X24.

The sailing ship *Dunstaffnage* of Liverpool was lost off Aberdeen on March 17th, 1883. Twenty-three of the crew were drowned.

DUNVEGAN CASTLE

Union-Castle Mail S.S. Co.; 1936; Harland & Wolff; 15,007 tons; 540 x71-9x37-8; 9,500 b.h.p.; 17 knots; oil engines.

The liner *Dunvegan Castle*, Capt. H. Ardill, was taken over by the Admiralty early in the Second World War for service as an auxiliary cruiser. On August 28th, 1940, when W. of Ireland the vessel was torpedoed and sunk by a German submarine. Four officers and 23 ratings were killed, and three officers and nine ratings wounded. The survivors, numbering 250 including Capt. Ardill, were landed in Scotland.

DUPETIT-THOUARS

French Navy, armoured cruiser; 1901; Toulon; 9,517 tons; 460x63-7x24-5; 19,600 i.h.p.; 21 knots; triple-expansion engines; Belleville boilers; two 7-6 in. guns, eight 6-4 in., four 4 in., sixteen 3 pdr., 2 T.T.

The armoured cruiser *Dupetit-Thouars*, engaged upon convoy duty in the Atlantic, was steaming to pick up an American convoy when she was torpedoed by the German submarine *U-62*, Lt. Cdr. Ernst Hashagen, some 400 miles W. of Brest on the evening of August 7th, 1918. The sun was setting in a clear sky and the U-boat commander was afforded an ideal target of which he took full advantage. Two torpedoes were discharged, both of which scored hits.

The *Dupetit-Thouars*, which carried a complement of 540, sank in 20 minutes. Thirteen of her crew were killed by the explosion, but the remainder were taken off, either in her own boats or by U.S. destroyers.

DURBAN

Union S.S. Co.; 1877; J.Laing; 2,809 tons; 360x38-5x28-5; 550hp.; compound engines.

The British cargo ship *Durban* was wrecked on June 11th, 1893, at Socorro Point, Teneriffe, while carrying a cargo of wool and hides on a voyage from Natal to Southampton.

DURBAN MARU

Nippon Yusen K.K.; 1919; Mitsubishi Zosen Kaisha; 7,163 tons; 420X56x38-5; 574 n.h.p.; triple-expansion engines.

The steamship *Durban Maru* was torpedoed and sunk by the U.S. submarine *Muskallunge* on August 21st, 1944, about 50 miles S.E. of Cana, Indo-China.

DURLEY CHINE

Canadian Government; 1913; Osbourne, Graham & Co.; 1,918 tons; 279X40-1x18-4; 209 n.h.p.; triple-expansion engines.

The Canadian cargo ship *Durley Chine* sank after a collision 60 miles east of Sandy Hook on April 22nd, 1917, while on a voyage in ballast from Halifax, N S. to Norfolk, Va.

DUSSELDORF

DeutschAustralischeDampfs.Ges.; 1922; Blohm&Voss; 5,146 tons; 407x56x25-9; 634 n.h.p.; turbine engines.

The German steamship *Dusseldorf* was wrecked on December 6th,

1923, 20 miles north of Valparaiso on a voyage from Hamburg and Antwerp to Valparaiso.

DWINSK

Russian East Asiatic Steamship Co.; 1897; Harland & Wolff; 8,173 tons; 469-5x53-1x22-3; 954 n.h.p.; 14 knots; triple-expansion engines.

The steamship *Dwinsk* was torpedoed and sunk by a German submarine 400 miles N.E. by N. f N. of Bermuda on June 18th, 1918. Twenty-four of her crew were killed. The captain was among the survivors.

E. A. BRYAN

E. A. BRYAN

U.S. War Shipping Administration; 1944; Permanente Metals Corp.; 7,212 tons; 422-8x57x34-8; triple-expansion engines.

The steamship *E. A. Bryan* was completely destroyed by an explosion on July 17th, 1944, at Port Chicago in San Francisco Bay while loading ammunition.

E. G. SEUBERT

Standard Oil Company of New Jersey; 1918; New York S.B. Corp.; 9,181 tons; 467-6x62-7x32; quadruple-expansion engines.

The tanker *E. G. Seubert* was torpedoed and sunk by a submarine on February 23rd, 1944, in the Gulf of Aden on a voyage from Abadan to Aden. Three of her crew and three gunners were lost.

E. J. BULLOCK

Standard Oil Co. of New Jersey; 1920; Bethlehem S.B. Corp.; 6,630 tons; 435x56x32; 600 n.h.p.; triple-expansion engines.

The tanker *E. J. Bullock* was sunk by an explosion on October 6th, 1938, twenty-five miles off Dry Tortugas Island in the Gulf of Mexico while carrying crude oil from Smiths Bluff to Baltimore.

EAGLE

British Navy, aircraft carrier; 1918; Armstrong Whitworth; 22,600 tons; 667x105x27; 50,000 s.h.p.; 24 knots; turbine engines; Yarrow boilers; nine 6 in. guns, four 4 in., 22 smaller, 21 aircraft.

The aircraft carrier *Eagle*, laid down at Elswick in 1913 as the Chilean battleship *Almirante Cochrane*, was purchased on the stocks by the British government in 1917, launched in 1918 and completed as an aircraft carrier in 1920. She was not too successful in her new role and many modifications had to be carried out before she was finally commissioned in 1922. Like all the early types of aircraft carrier she could accommodate only a small number of planes for her large dimensions and tonnage.

In August, 1942, she was one of a squadron of four aircraft carriers operating in the Mediterranean under command of Rear-Admiral Lyster. An important convoy for Malta was passing through the Sicilian Narrows in face of most determined opposition from German submarines and dive bombers, and a few Italian torpedo boats. Action was joined on August 11th when submarines, attacking in packs, hit the *Eagle* with several torpedoes. The ship did not remain long afloat, but those of her aircraft which were flying at the time managed to land safely on other vessels.

The official complement of *Eagle* was 748, which was greatly exceeded on this occasion, probably owing to the ship carrying many more than her regular number of aircraft, and no fewer than 930 persons, of whom 68 officers, including Capt. L. D. Mackintosh, her commander, and 862 ratings, were taken off. Two officers and 161 ratings were lost.

The cruiser *Manchester* (which see for full story of the convoy), the cruiser *Cairo* and the destroyer *Foresight* were also lost in this action.

EALING

Watts, Watts & Co.; 1882; Hodgson & Soulsby; 2,026 tons; 285 x 36 X 24; 240 n.h.p.; compound engines.

The British cargo ship *Baling* was wrecked on January 6th, 1896, near Canso, while on a voyage from St. John's, N.F.L. to New York. She was carrying a cargo of copper ore. One of her boats arrived at Canso on the 8th, with nine survivors badly frostbitten, the captain and eight others having died of exposure and been put overboard. The first officers' boat with the remaining nine of the crew was never seen again.

EARL WEMYSS

A. McAlister; 1884; R. Duncan & Co.; 1,411 tons; 247X 37-8x21-4.

The iron sailing ship *Earl Wemyss* was sunk in a collision off Pernambuco on September 8th, 1888. Two passengers and 12 members of the crew were drowned.

EARL OF ABERDEEN

Earl Sailing Ship Line (D. Brown & Sons); 1886; C. Cornell & Co.; 2,205 tons; 291-2x42-6x24.

The four masted ship *Earl of Aberdeen*, Capt. W. Patrick, with a

crew of 29 and a cargo of 3,099 tons of coal, left Barry for Montevideo on May 13th, 1892. At about 2.30 a.m. on the 15th the ship struck on the Hat and Barrels reef, off Pembrokeshire, and sank. Two men managed to get away in a boat and the others took refuge in the rigging.

Later the steamship *Mary Hough* came on the scene and sent a boat, which could not effect a rescue owing to the heavy swell. The gunboat *Foxhound* then arrived and managed to take off several men, but those in the fore rigging would not attempt to reach the jigger mast and were drowned. Sixteen men, including five apprentices, were lost. The captain and first officer were among the survivors.

EARL OF CHESTER

Prowse & Co.; 1845; Chester; 493 tons; 125-6x28-2x19-5.

The sailing ship *Earl of Chester*, Capt. Mancollis, left Liverpool at the end of October, 1867, with a general cargo and a crew of about 18. The vessel was wrecked two miles from Ty Cross, Holyhead, shortly after leaving port. All on board were lost.

EARL OF CHESTER

Martin & Marquand; 1883; J. Blumer & Co.; 1,449 tons; 246-5 x 35-1 x 16-3; 125 h.p.; compound engines.

The British cargo ship *Earl of Chester* sank after a collision on April 22nd, 1892, near Ilfracombe while on a voyage from Cardiff to Sables d'Olonne carrying a cargo of coal.

EARL OF ELGIN

Anglo-American Oil Co.; 1909; Russell & Co.; 4,448 tons; 384-7x49-7x26-3; 320 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Earl of Elgin* was torpedoed and sunk by a German submarine ten miles W. % S. of Caernarvon Bay lightship on December 7th, 1917. Eighteen of her crew, including the captain, were killed.

EARLSPARK

Denholm Line Steamers; 1929; Scott's Shipbuilding & Engineering Co.; 5,250 tons; 407-3x53-3x28-5; 534 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Earlspark*, Capt. E. J. Williams, was W. of Bordeaux on June 12th, 1940, when she was torpedoed and sunk by a German submarine. Seven of her crew, including Capt. Williams, were killed and one wounded.

EARLSTON

R. Chapman & Son; 1941; Burntisland S.B. Co.; 7,195 tons; 420X58x35-3; 468 n.h.p.; triple-expansion engines.

The British steamship *Earlston* was torpedoed and sunk by a German submarine on July 5th, 1942, in the Barents Sea on a voyage from Iceland to North Russia. Twenty-three of her crew and three passengers were lost.

EARNMOOR

Earnmoor Steamship Co. (A. Earnshaw); 1887; Palmers^l Co.; 1,320 tons; 280x36-2x23; 250 h.p.; triple-expansion engines.

The steamship *Earnmore*, on a voyage from Baltimore to Rio de Janeiro, was overwhelmed in a hurricane off the Bahamas on September 5th, 1889. Two boats managed to get away; that containing the captain and 18 men was never heard of again. The second boat in charge of the first officer with six men was picked up after some days, the occupants being in the last stages of exhaustion. They were landed at Nassau on September 30th.

EAST INDIAN

Ford Motor Co.; 1918; Uraga Dock Co.; 8,159 tons; 445 x 58x 29; 1,112 n.h.p.; oil engines.

The American motor vessel *East Indian* was torpedoed and sunk by a German submarine on November 3rd, 1942, about 300 miles S.W. of the Cape of Good Hope on a voyage from Table Bay to Punta Arenas. Fifty-six lives were lost from her complement of 45 crew, 16 gunners and 12 passengers.

EAST WALES

West Wales S.S. Co.; 1925; W. Dobson & Co.; 4,358 tons; 400-1x53x25-3; 490 n.h.p.; triple-expansion engines. The British steamship *East Wales* was torpedoed and sunk by a German submarine on December 16th, 1942, on a voyage from New York to Alexandria via the Cape. The captain and 16 of the crew were lost.

EASTBOURNE

E. Morgan & Co.; 1878; R. Thompson, jun.; 2,240 tons; 300-2x36x25-3; 226n.h.p.; compound engines. The British cargo ship *Eastbourne* was wrecked on May 7th, 1901, near Bougaroni, Algeria, while on a voyage from Hull to Sulina carrying a cargo of coal.

EASTERN LUCKY

Heng Shipping Co.; 1919; American S.B. Co.; 3,355 tons; 323x43-7X—; triple-expansion engines. The Panamanian steamship *Eastern Lucky* sprang a leak and sank on December 12th, 1959, in lat. 23° 39' N., long. 117° 39' E., while on a voyage from Hong Kong to Yokohama with scrap iron.

EASTERN MONARCH

Somes Bros.; 1856; Dundee; 1,844 tons. The sailing ship *Eastern Monarch* arrived at Spithead from Karachi on Friday morning, June 3rd, 1859. She had on board 352 invalid soldiers, 30 women and 53 children, besides crew and some other passengers, making a total of nearly 500 persons.

At 2.30 a.m., about an hour after the ship had dropped anchor, there was a loud explosion followed by a burst of flame. The ports of the ship had been opened for purposes of ventilation and fanned by the current of air from these the fire spread with great rapidity. The troops, under Col. Alien, exhibited perfect discipline and there was no panic. Two sailing barges, the *Providence* and the *Petrel*, came alongside and took off large numbers of people as did the boats from the Naval ships *Falcon* and *Flying Fish*.

Capt. Morris, in command, did everything possible to subdue the fire but without avail and finally the ship had to be abandoned.

Owing to the good discipline and the promptness of the rescuing boats there was only a small loss of life. In all eight persons were burned, including a woman and five children. The cargo consisted of saltpetre, linseed, ivory and bones. The fire was supposed to have been caused by the spontaneous combustion of the saltpetre.

EASTERN PRINCE

Prince Line; 1910; J.Priestman & Co.; 2,885 tons; 340x46-2x 21-6; 383 n.h.p.; 11-5 knots; triple-expansion engines. The steamship *Eastern Prince* was torpedoed and sunk by a German submarine 30 miles S.f.W. of the Eddystone on August 30th, 1917. Five of her crew were killed. The captain was among the survivors.

EASTERN SWORD

Sword S.S. Line; 1920; Uraga Dock Co.; 3,785 tons; 330-3 X 46-1x27-6; 419n.h.p.; triple-expansion engines. The American steamship *Eastern Sword*, on a voyage from New York to Demerara, was torpedoed and sunk by a German submarine on May 4th, 1942, eight miles from Georgetown. The captain and 11 of the crew were killed.

EASTLAND

Eastland Nav. Co.; 1903; Jenks Shipbuilding Co.; 1,961 tons; 265x38-2x19-5; 343 n.h.p.; 22 knots; triple-expansion engines.

The excursion steamship *Eastland*, Capt. Harry Pedersen, was chartered for a pleasure trip arranged by the employees of the Western Electric Co. On the morning of July 24th, 1915, she was lying alongside the Chicago River quay having embarked about 2,500 persons. The order was given to cast off but before more than one hawser could be loosened the others snapped with the weight of the vessel, which drifted away from the quay and gradually turned over to port. For a few minutes she floated on her side and then sank in shallow water, the waves just level with her starboard side. Over 1,000 people on the upper deck were precipitated into the river in a few seconds, while below deck the water flooded through the portholes and drowned many more. Five other steamships lying at the quayside at once lowered their boats and began the work of

rescue. Despite the greatest heroism on the part of these and other rescuers, however, no less than 812 persons lost their lives.

The *Eastland* was afterwards raised and sold to the U.S. Navy Board, which converted her into a training ship and renamed her *Wilmette*. She was scrapped in November, 1946.

EASTLEA

Cliff side Shipping Co.; 1924; J. Priestman & Co.; 4,267 tons; 365 X 51 • 6 X 25 • 2; 330 n.h.p.; 10 knots; triple-expansion engines. The steamship *East lea*, Capt. M. McPherson, was torpedoed and sunk by a German submarine in the North Atlantic on March 30th, 1941. Thirty-six of her crew, including Capt. McPherson, were killed. She had sailed from St. Vincent, Cape Verde Islands, for Newport News and was carrying a general cargo.

EASTMOOR

Moor Line; 1922; Northumberland S.B. Co.; 5,812 tons; 399-8x52-9x32-8; 569n.h.p.; triple-expansion engines. The British steamship *Eastmoor* was torpedoed and sunk by a German submarine on March 31st, 1942, about 600 miles E. of Hampton Roads on a voyage from Savannah to the U.K. The captain and 15 of the crew were lost.

EASTWAY

Williams Bros.; 1918; W. Gray & Co.; 3,107 tons; 331 -2X46-8x23-1; 430 n.h.p.; triple-expansion engines. The British cargo ship *Eastway* was wrecked on Danae Reef on March 15th, 1923, while on a voyage from Delagoa Bay to Djibouti with a cargo of coal.

EASTWAY

St. Mary Steamship Co.; 1915; Northumberland Shipbuilding Co.; 5,832 tons; 400x52x35-4; 535 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Eastway* left Norfolk, Virginia, for Pernambuco on October 18th, 1926, with 7,500 tons of cargo and 1,761 tons of bunker coal, being overloaded to the extent of 141 tons. She was commanded by Capt. J. H. Vanstone and carried a crew of 35. On the 21st the ship received wireless warning that the hurricane was approaching, but on the course she was steaming it was assumed that she would encounter only its outer fringes. This proved a miscalculation and by the 22nd she was being swept by tremendous seas which smashed one of her port lifeboats, washed away much of her deck gear and ripped off her hatch covers. She also developed a slight list which increased as the day wore on.

Capt. Vanstone personally supervised the efforts of his crew to place fresh covers over the hatches, and it was while engaged in this work without a lifeline that he was washed overboard and drowned. At 5.38 p.m.—the *Eastway* at that time having a list of 15 degrees—an S.O.S. call giving her position as lat. 31° 25' N., long. 64° 15' W., was sent out, which was picked up by the steamship *Luciline* 30 miles away. The *Luciline* steamed in the direction given but at about 7 p.m. the *Eastway* turned on her beam ends and sank with 22 members of her crew including all the officers, except the third officer, Mr. Davey. One of the starboard lifeboats was cut from its lashings and floated clear when the vessel sank, and Mr. Davey and 11 men swimming nearby were able to clamber into it—these were the sole survivors. The *Luciline* arrived on the spot at about 10 p.m. and cruised around until noon the next day when she picked up the lifeboat.

EAVESTONE

Furness Withy & Co.; 1912; Sir R. Dixon & Co.; 1,858 tons; 275-9x40-5x18-3; 156n.h.p.; 9 knots; triple-expansion engines.

The steamship *Eavestone* was intercepted by a German submarine 95 miles W. of Fastnet on February 3rd, 1917. The submarine opened fire from the surface and sank the vessel with shells. Five of her crew, including the captain, were killed.

EBER

German Navy, gunboat; 1887; Germany; 570 tons; 152-5X 26-3x10-3; 400i.h.p.; 12 knots; triple-expansion engines; three 4•7 in. guns.

The gunboat *Eber* was a unit of a small squadron lying in the harbour of Apia, Samoa, during the crisis between Germany and

EBISU MARU

the United States over the islands in the early months of 1889. On March 15th the anchorage was swept by a violent hurricane which destroyed the three German and three American warships, as well as the merchant shipping. The full story is related under the the *Trenton*, flagship of the U.S. squadron, which was lost.

The *Eberhad* previously suffered some damage to her propeller, which limited her steaming powers, and soon after the hurricane burst she was hurled on to a coral reef and her side torn open. She sank immediately, taking with her 76 out of her complement of 80, including Capt. Lt. Wallis, her commander.

EBISU MARU

Kobe Sanbashi K.K.; 1935; *Kasado Qock K.K.*; 490 tons; 161-5x28-5x13; oil engines.

The motorship *Ebisu Mam* broke into three after striking a wreck on October 29th, 1946, off Chinampo, Korea. The ship was carrying passengers and 497 Japanese were drowned.

EBONOL

Great Southern S.S. Co.; 1917; *Clyde S.B. & E. Co.*; 1,175 tons; 210•1x34-7x15-6; triple-expansion engines. The British cargo ship *Ebonol* sank 3[^] miles off Sugar Loaf Island, south of Swatow on May 24th, 1950. She was on a voyage from Swatow to Hongkong carrying passengers and a cargo of sugar. It was reported at the time that an explosion had occurred but the cause of the casualty was never established. The crew were saved but seven passengers lost their lives.

EBRO

Del Forenede Dampskibs Selsk.; 1912; *Helsingors Jernskibs-og Maskinbyg.*; 1,028 tons; 235x35-6x23-9; 150 n.h.p.; triple-expansion engines.

The Danish steamship *Ebro* was sunk by a German submarine in the Bay of Biscay on January 6th, 1917.

ECHIZEN MARU

Kita Nippon Risen K.K.; 1907; *W. Hamilton & Co.*; 2,424 tons; 294-4x44x13-3; 202 n.h.p.; triple-expansion engines. The steamship *Echizen (Etizen) Mam* was torpedoed and sunk by the U.S. submarine *Tang* on February 24th, 1944, about 150 miles W. of Terian Island, Ladrone Islands.

ECHUNGA

Adelaide Steamship Co.; 1907; *Sir R. Dixon & Co.*; 6,285 tons; 390 -1x56x33; 10-5 knots; triple-expansion engines. The steamship *Echunga* was torpedoed and sunk by a German submarine 40 miles N. by E. of Ushant on September 5th, 1917. Nine of her crew were killed. The captain was among the survivors.

ECLAIR

P. Dreland; 1855; France; 187tons; 109-2x22-5x12-7. The brig *Eclair*, Capt. P. Dreland, was wrecked on the Longships reef off Land's End, on September 1st, 1874. The vessel was on a voyage from Norway to Dublin. Six of the crew were drowned. Capt. Dreland was among the survivors.

ECLIPSE

British Navy, destroyer; 1934; *W. Denny & Bros.*; 1,375 tons; 329x33-2x8-5; 36,000 s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4•7 in. guns, 7 smaller, 8 T.T. The destroyer *Eclipse*, Cdr. E. Mack, D.S.O., D.S.C., was mined and sunk off Kalimno, Dodecanese, on October 24th, 1943. Five officers and 114 ratings were killed. Cdr. Mack and another officer were wounded.

ECUADOR

Pacific Steam Navigation Co.; 1881; *Laird Bros.*; 1,768 tons; 300x36-2x19-3; 90 n.h.p.; compound engines. The British cargo ship *Ecuador* foundered on July 4th, 1916, about 14 miles off Constitucion.

EDAM

BrodreneBjornstad; 1901; A.G. "Neptun"; 2,381 tons; 291 -5X 41-2x16-6; 180 n.h.p.; triple-expansion engines. The Norwegian steamship *Edam* was sunk by a German submarine in the North Sea on October 15th or 16th, 1916.

EDAMITSU MARU

Osaka Shosen K.K.; 6,872 tons. The steamship *Edamitsu Mam* was sunk by U.S. carrier-based aircraft on August 9th, 1945, off Rashin, Manchuria.

EDDA

Lloyd Triestino S.A. diNav.; 1924; *Stabilimento Tecnico*; 6,107 tons; 414-5x53-9x30-2; turbine engines. The Italian steamship *Edda* was torpedoed and sunk by a British submarine on January 20th, 1943, about ten miles S.E. of Djerba Island.

EDDLETHORPE

J.Coverdale&Son; 1882; *W. Gray & Co.*; 1,735 tons; 259-6X 34-7x19-5 ; 150 h.p.; compound engines. The British cargo ship *Eddlethorpe* sank after a collision on November 19th, 1891, in the Bosphorus while on a voyage in ballast from Port Said to Odessa.

EDEN

Royal Mail Steam Packet Co.; 1882; *Barrow S.B. Co.*; 2,145 tons; 309 -5x36-2x16-7; 335 n.h.p.; compound engines. The British cargo ship *Eden* was wrecked on Cabrit Island, Martinique, on August 25th, 1909, while on a voyage in ballast from Barbados to St. Thomas.

EDEN

British Navy, destroyer; 1904; *Hawthorn Leslie*; 550 tons; 225 x 23-5x12; 7,000 i.h.p.; 25-5 knots; triple-expansion engines; Yarrow boilers; four 12pdr., 2 T.T. The destroyer *Eden*, Lt. A. C. N. Farquhar, was one of the smaller and older destroyers serving in the First World War. On the night of June 16th, 1916, she sank after a collision in the Channel, going down with about half her complement, including Lt. Farquhar.

EDEN

H.S.Horgen; 1879; *W. Gray & Co.*; 1,304 tons; 246x34-2x 17-2; 136 n.h.p.; compound engines. The Norwegian steamship *Eden* was torpedoed and sunk by a German submarine in the English Channel on April 30th, 1917.

EDENCRAG

Hartlepool S.S. Co.; 1940; *Burntisland S.B. Co.*; 1,592 tons; 264•3x40-3x16-2; 185 n.h.p.; triple-expansion engines. The steamship *Edencrag* was sunk by mine or torpedo on December 14th, 1942, off Oran on a voyage from Gibraltar to North Africa. The ship sank in two minutes, with the loss of 13 lives.

EDENMOOR

Walter Runciman & Co.; 1894; *J. Readhead & Sons*; 3,107 tons; 321-5x41-6x21-9; 281 n.h.p.; triple-expansion engines. The British cargo ship *Edenmoor* caught fire and sank off Jebeltier, Red Sea, on November 26th, 1897, while on a voyage from Batoum to Bombay carrying a cargo of petroleum.

EDERNIAN

S.S. Demetian & Ordovician Co.; 1906; *Craig Taylor & Co.*; 3,588 tons; 342x51x22-7; 308 n.h.p.; 10 knots; triple-expansion engines. The steamship *Edernian* was torpedoed and sunk by a German submarine six miles S. by E. of Southwold on August 20th, 1917. Fourteen of her crew were killed. The captain was among the survivors.

EDILIO

Soc. Commerciale Italiana di Nav.; 1910; *W. Doxford & Sons*; 4,829 tons; 392-6x51-5x27-6; 338 n.h.p.; triple-expansion engines. The Italian steamship *Editio* was torpedoed and sunk by a submarine in the Mediterranean on February 2nd, 1918.

EDINBURGH

James Mitchell & Sons; 1884; *M. Pearse & Co.*; 1,645 tons; 248x34-5x20-6; 159 n.h.p.; compound engines. The British cargo ship *Edinburgh* sank after a collision off Hais-borough Lightship on February 13th, 1913, while on a voyage from Methil to Oran carrying a cargo of coal.

EDINBURGH

British Navy, cruiser; 1938; Swan Hunter, Wigham Richardson; 10,000 tons; 613-5x63-3x17-2; 80,000 s.h.p.; 32-5 knots; turbine engines; 3-drum boilers; twelve 6 in. guns, twelve 4 in., four 3pdr., 16smaller, 6 T.T.; 4 aircraft.

The cruiser *Edinburgh*, Capt. H. W. Faulkner, was engaged upon convoy duties on the Murmansk route when, on April 30th, 1942, she was disabled by a submarine attack. The ship carried a complement of about 700. The torpedo damaged *Edinburgh's* steering gear and she was assisted by H.M. destroyers *Foresight* and *Forester* and two Russian destroyers. She was taken in tow by *Forester* but the tow rope parted and the heavy seas made further towing impracticable.

After nearly 24 hours, in which *Edinburgh* was assisted to steer by towing *Foresight*, a tug was brought on the scene escorted by British and Russian destroyers and a fresh attempt was made. The weather was still very bad, with occasional snow squalls, and under cover of these the submarines pressed their attacks, assisted by large enemy destroyers. At about 6.30 on the morning of May 2nd, there was a sharp engagement between four British and three German destroyers. One of the German destroyers was hit and stopped but the others managed to get off a salvo of torpedoes against the helpless *Edinburgh*, which received a second hit. The loss of life amounted to two officers and 55 ratings. Despite the bad weather a large proportion of the crew was taken off in safety, the guns' crews being left on board. The ship continued to float until late in the afternoon, when the remainder of the crew was taken off and she was sunk by the escorting destroyers.

EDIRNE

T. C. Munakalat Vekdleti Devlet Denizyollari; 1948; Oskar-shamms Varv A/B; 3,619 tons; 335-9x48-9x21-2; compound engines.

The Turkish steamship *Edirne* went ashore on Burhou Island, Alderney, during fog on January 29th, 1950. She was refloated but sank on the next day two miles N.W. of Alderney lighthouse.

EDITH

J.Lauritzen; 1931; Nakskov Skibs. A/S; 1,566 tons; 254-2 x 39-2x15-4; 164 n.h.p.; compound engines. The Danish steamship *Edith* was bombed and sunk by insurgent aircraft 30 miles off Barcelona on August 27th, 1937, during the Spanish Civil War.

EDITH CAVELL

H. E. Moss & Co.; 1898; Bar tram & Sons; 3,475 tons; 350 x 46-5x16-2; 298 n.h.p.; triple-expansion engines. The British cargo ship *Edith Cavell* was wrecked near Maroni in position 5°45'N., 54° W., on November 30th, 1924, while on a voyage from Marseilles to Cayenne and Fort de France with a general cargo.

EDITOR

T.&J.Harrison; 1885; M. Pearse & Co.; 1,701 tons; 250X 33-9x15-1; 170n.h.p.; triple-expansion engines. The British cargo ship *Editor* was wrecked on March 22nd, 1897, on Penrhor Point, Holyhead. She was on a voyage from Maceio to Liverpool carrying a cargo of cotton and sugar.

EDMONTON

Watts, Ward & Co.; 1879; Swan; 1,663 tons; 255-6 x 34-2 x 22-9; ifiO h.p.; compound inverted engines.

The British cargo ship *Edmonton* was wrecked on Great Bahama Bank on May 30th, 1880. She was carrying a cargo of coal on a voyage from Cardiff to Havana.

EDMUND

Emigrant ship; 1840 (circa); 400 tons (approx.). The emigrant ship *Edmund*, Capt. Wilson, left the roadstead of Carrigaholt, Co. Clare, on the evening of Sunday, November 18th, 1850, with 207 persons on board, bound for New York. On the following day the vessel encountered a W.N.W. gale which carried away two of her masts and she became unmanageable. At about 11 o'clock on the night of Tuesday, the 20th, she struck on the Duggerna Rocks off the Bay of Kilkee. The force of the seas washed her off the rocks and drove her further inshore, where the remaining

mast went by the board and she broke in two. Fortunately the mast provided a bridge from the ship to the rocks, and by clambering over it a total of 111 persons were saved. Those lost numbered 96.

Capt. Wilson, who was among the survivors, was the last to leave the ship.

EDNA

AlBHera; 1905; SunderlandS.B.Co.; 829tons; 195x32x13-5; 123n.h.p.; triple-expansion engines.

The Finnish steamship *Edna*, Capt. C. F. Carlstedt, on a voyage from Trondheim to Preston, sprang a leak in heavy weather on March 7th, 1952, about 80 miles N.W. of the Shetland Islands. A wireless message stated that the ship was being abandoned in a sinking condition, but that was the last heard of the ship or of her crew of 18.

EDO MARU

Konan Risen K.K.; 1937; Osaka Zosen K.K.; 1,299 tons; 219-3x35-8x18-5; 145 n.h.p.; triple-expansion engines. The steamship *Edo Mam* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On August 13th, 1943, she was torpedoed and sunk by the U.S. submarine *Sunfish*, S. of Iwojima, Volcano Islands.

EDOGAWA MARU

Nippon YusenKaisha; 6,968 tons. The steamship *Edogawa Mam* was torpedoed and sunk by the U.S. submarine *Sunfish* on November 17th, 1944, about 100 miles W.S.W. of Cheju Do Island, Korea.

EDOGAWA MARU

Toyo Kaiun K.K.; 1,972 tons. The steamship *Edogawa Mam* was torpedoed and sunk by the U.S. submarine *Sea Devil* on April 2nd, 1945, about 120 miles S.W. of Mokpo, Korea.

EDOUARD DETRAILLE

G. Belot; 1901; Ateliers et Chantiers de la Loire; 2,185 tons; 276-5x40-3x22-5.

The French sailing vessel *Edouard Detaille* was sunk by a German submarine in the Bay of Biscay on September 25th, 1917.

EDSALL

United States Navy, destroyer; 1920; W. Cramp & Sons, Philadelphia; 1,190 tons; 314x30x10; 25,000s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in.A.A., 12 T.T. The destroyers *Edsall* and *Pillsbury* were ordered to leave Javanese waters and make for Australia at the close of the disastrous battle of the Java Sea, February 27th-March 1st, 1942. The vessels, which were sister ships of the old flush-deck type built between 1919 and 1920, were intercepted by a superior Japanese force which sank them both. The destroyers had an official complement of 122 per ship.

EDUARD GEISS

C. E. Geiss; 1903; Nylands Verksted; 1,456 tons; 231-7x 35-2x14-7; triple-expansion engines.

I The German steamship *Eduard Geiss* was bombed and sunk by British aircraft on May 6th, 1944, off Borkum.

EDWARD B. DUDLEY

U.S. War Shipping Administration; 1943; North Carolina S.B. Co.; 7,177 tons; 422-8x57x34-8; triple-expansion engines. The steamship *Edward B. Dudley* left New York on April 1st, 1943, and Halifax on the 4th for Liverpool. On the 10th she reported that she had evaded a submarine attack but was being followed by two submarines. Nothing more was ever heard of the ship or her crew.

EDWARD DAWSON

J. M. Lennard & Sons; 1890; Armstrong, Mitchell & Co.; 1,907 tons; 265x37x23-4; 169 n.h.p.; triple-expansion engines. The British tanker *Edward Dawson* ran aground and burnt out on Zoutlande Bank, mouth of the river Scheldt, on October 1st, 1911, while carrying petroleum on a voyage from Novorossisk to Rotterdam.

EDWARD RUTLEDGE

American Export Lines; 1931; New York S.B. Co.; 9,360 tons; 450x61-6x42-3; turbine engines.

The American steamship *Edward Rutledge* was torpedoed and sunk by the German submarine *U-130* on November 12th, 1942, off Casablanca during the Allied landings.

EDWARD U. DEMMER

Milwaukee- Western S.S. Co.; 1899; Detroit S.B. Co.; 4,651 tons; 423-9x51-9x28; 218 n.h.p.; triple-expansion engines. The American steamship *Edward U. Demmer* sank in a collision on May 20th, 1923, about 40 miles S.E. of Thunder Bay Island whilst trading on the Great Lakes.

EDWY R. BROWN

Oriental Trade & Transport Co.; 1938; Cantieri Riuniti delV Adriatico; 10,455 tons; 490-2x70x37; 1,003 n.h.p.; 12 knots; oil engines.

The tanker *Edwy R. Brown*, Capt. A. Chambers, was in the North Atlantic, about 400 miles W. of the Faroes, on February 17th, 1941, when she was torpedoed and sunk by a German submarine. She was on a voyage from Aruba to Liverpool and her crew of 47 and two gunners were lost.

EEMDIJK

Holland-Amerika Lijn; 1913; W. Gray & Co.; 6,180 tons; 401-6x54x33; 339 n.h.p.; triple-expansion engines. The Dutch steamship *Eemdiijk* struck a mine and sank in the North Sea on September 23rd, 1915.

EETA

W. V. Stott & Co.; 1883; Wigham Richardson & Co.; 1,191 tons; 235 x 32 • 3 X14 • 6; 150 h.p.; compound engines. The British cargo ship *Eeta* was wrecked on Saltholman Reef on May 5th, 1894, while on a voyage from Liverpool to Norrköping carrying a general cargo.

EFFINGHAM

British Navy, cruiser; 1925; Portsmouth Dockyard; 9,770 tons; 605x58x20-5; 65,000 i.h.p.; 30-5 knots; turbine engines; Yarrow boilers; nine 6 in. guns, four 4 in., four 3pdr., two 2pdr., 11 m.g.

The cruiser *Effingham*, Capt. J. M. Howson, was conveying the 2nd Battalion South Wales Borderers and other troops from Ankenes to Bodo in Norway, during the brief campaign in that country. On May 18th, 1940, when within one hour's steaming of her destination, the cruiser struck an uncharted rock and became a total loss. There were no casualties among the ship's company or the troops, and much of the military equipment was transferred to small craft and taken to Bodo.

EFFNA

Ministry of Shipping (M. Campbell & Co.); 1919; Skinner & Eddy Corp.; 6,461 tons; 402-6x54-8x32-1; 359 n.h.p.; triple-expansion engines.

The steamship *Effna* was torpedoed and sunk by a German submarine on the night of February 28th, 1941, about 350 miles N.W. of the Hebrides on a voyage from Baltimore to Newport. There were no survivors.

EGDA

L. Mowinkel; 1897; A. Rodger & Co.; 2,527 tons; 314x 44-1x20'7; 249 n.h.p.; triple-expansion engines. The Norwegian steamship *Egda* was torpedoed and sunk by a German submarine in the Irish Channel on January 7th, 1918.

EGEO

"Adriatica" Soc. Anon, di Nav.; 1927; Stabilimento Tecnico; 3,311 tons; 331-7x44-8x21-3; 1,103 n.h.p.; oil engines. The Italian motor vessel *Egeo* was sunk by gunfire from Allied warships on April 24th, 1941, about one mile from Tripoli.

EGERAN

1941; 1,142 tons; oilengines.

The German motor vessel *Egeran* struck a mine and sank off Memel on November 26th, 1941.

EGERLAND

1940; 8,788 tons; oilengines. The motor tanker *Egerland* was built in Norway as the *North America* for Norwegian owners, and was taken over by the Germans on completion. On June 5th, 1941, she was sunk by Allied warships in the North Atlantic.

EGGA

Elder, Dempster & Co.; 1901; Londonderry S.B. & E. Co.; 1,445 tons; 219-8x36-2 x 13-1; 119 n.h.p.; compound engines. The British cargo ship *Egga* was wrecked on June 17th, 1908, on Lagos bar while trading on the west coast of Africa. She was carrying a general cargo.

EGGLESTONE ABBEY

Pyman, Watson & Co.; 1888; W. Gray & Co.; 2,401 tons; 290X 38-2x20-3; 217 n.h.p.; triple-expansion engines. The British cargo ship *Egglesstone Abbey* was wrecked off Cape Sao Thome, South Brazil, on March 16th, 1896, while on a voyage from Cardiff to Buenos Aires carrying a cargo of coal.

EGHOLM

Ministry of War Transport (Ellermarts Wilson Line); 1924; Fredrikshavn Skibs. & Flydedok; 1,317 tons; 254-6x37-2x16; turbine engines.

The steamship *Egholm* was torpedoed and sunk by a German submarine on February 25th, 1945, off St. Abb's Head on a voyage from Leith to London. Two of her crew and three gunners were lost.

EGITTO

"Adriatica" Soc. Anon, di Nav.; 1927; Stabilimento Tecnico; 3,329 tons; 331-9x44-8x21-8; 1,103 n.h.p.; oilengines. The Italian motorship *Egitto* struck a mine and sank on March 1st, 1942, about one mile off Taranto.

EGLANTINE

John Ridley, Son & Tully; 1878; Tyne Iron S.B. Co.; 1,312 tons; 258x32x21-1; 130 n.h.p.; compound engines. The British cargo ship *Eglantine* was wrecked on Filey Brigg on April 16th, 1915, while on a voyage from the Tyne to Havre with a cargo of coal.

EGLE

MarioZoboli; 1893; Rijkee&Co.; 1,143 tons; 238-9x32-lx 15-6; triple-expansion engines. The Italian steamship *Egle* was torpedoed and sunk by a British submarine on March 29th, 1943, about one mile from Capo Carbonara.

EGRET

West Russian S.S. Co.; 1905; W. Gray & Co.; 4,055 tons; 350 X 46-1x23-6; 291 n.h.p.; triple-expansion engines. The Russian steamship *Egret* struck a mine and sank in the North Sea on January 28th, 1917.

EGRET

British Navy, sloop; 1938; J. S. White & Co.; 1,200 tons; 276X 37-5x8-3; 3,600 s.h.p.; 19-25 knots; turbine engines; 3-drum boilers; eight 4 in.A.A. guns, 5 smaller. The sloop *Egret* was sunk by a German glider bomb off the coast of N.W. Spain on August 27th, 1943. Six officers and 188 ratings were killed and one officer wounded.

EGUSKIA

Cia. Anon, de Nav. Izarra; 1875; Scnlesinger, Davis & Co.; 1,181 tons; 235'3x32-3x18-2; 127 n.h.p.; compound engines. The Spanish steamship *Eguskia*, formerly the *Puebla*, was torpedoed and sunk by a submarine in the Mediterranean on July 19th, 1918.

EGYPT

Peninsular & Oriental Steam Navigation Co.; 1897; J. Caird & Co.; 7,941 tons; 499-8x54-3x24-5; 11,000 i.h.p.; 18 knots; triple-expansion engines. The P. and O. liner *Egypt*, Capt. A. Collyer, left Tilbury for Marseilles and Bombay on May 19th, 1922, having on board 44 passengers and 294 crew, of whom 208 were Lascars and other

Asiatics. In addition to her other cargo the *Egypt* carried a consignment of gold and silver totalling £1,054,000 in value.

On the evening of the next day, in the neighbourhood of Ushant, the liner ran into thick fog and after proceeding for some little time Capt. Collyer stopped his engines and lay to. The sound of another steamship's siren could be heard gradually approaching but the fog was too dense to locate her. Suddenly she appeared on the port beam of the *Egypt*, going very fast, and within the short space of 15 seconds struck the liner on the port side between the funnels with terrific violence. The stricken ship at once began to sink and a dreadful panic ensued among the Lascar seamen, who rushed the boats. Several of the European members of the crew followed their example and all orderly methods of saving life went by the board. The heavy list to port also created much greater difficulties for those who were striving to preserve some sort of discipline, and impeded the proper launching of the remaining boats.

Within 20 minutes of the collision the *Egypt* sank, her list being so great just prior to her going that all boats, rafts and deck fittings were cut loose so that they might float when the wreck submerged. By this action the lives of many persons were saved. There are several instances of individual heroism, such as that of an army officer who jumped into a boat and forced its Lascar occupants to return to the side, eventually getting 70 people away in safety.

Meanwhile the vessel which had done the damage, the French steamship *Seine*, 1,383 tons, La Pallice to Havre, took the survivors on board and conveyed them to Brest.

Fifteen passengers and 71 of the crew were lost with the ship, and one person died in hospital. Capt. Collyer remained at his post to the last and was picked up in the water by one of the boats.

The position of the vessels at the time of the collision was about 20 miles off the Armen Lighthouse, the disaster occurring about 7 o'clock in the evening.

The task of recovering the specie lost in the liner marked a new era in the science of undersea salvage. The work was taken in hand as soon as possible, but not without misgiving, for the vessel had sunk in 60 fathoms of water, a depth beyond that at which diving operations could normally be carried on. From 1923 to 1928 various companies conducted a search for the wreck, but without success. In June, 1929, the Italian Society for Marine Recovery, directed by Commendatore Giovanni Quaglia, took up the search. After many disappointments extending over 15 months the wreck was located at a depth of 360 feet. The ship was lying on an even keel, with masts and funnels still standing, and on a smooth sea bed. The patent diving suit carried on board the Italian salvage ship, *Artiglio*, enabled a diver to descend to this great depth in perfect safety and later to recover nearly all the specie. Blasting operations opened up a way into the ship's hull through which the treasure was eventually extracted.

The cost of the salvage from first to last to the Italian company alone was £200,000, but a great task had been achieved and much valuable experience of deep sea diving had been gained. An idea of the immensity of the work may be realised from the fact that it did not finally conclude until 1933, or nearly five years after it commenced. Taking into account the fruitless years of search by the French and Swedish companies from 1923 onwards, quite ten years had been spent on salving the *Egypt's* gold.

EGYPTIE

Armement Adolf Deppe; 1901; *S.A. John Cockerill*; 2,412 tons; 288-3x45x18; 231 n.h.p.; triple-expansion engines. The Belgian steamship *Egypte* was lost in the Atlantic on or about January 22nd, 1917, presumably sunk by a German submarine.

EGYPTIE

French Government; 1905; *Eiderwerft A.G.*; 2,568 tons; 283-4x41-9x24-9; triple-expansion engines. The former Belgian steamship *Egypte* was seized by French authorities on August 15th, 1941. She was lost by war causes in June, 1944.

EGYPTIAN

Ellerman Lines; 1891; *Russell & Co.*; 2,923 tons; 311-5x41-3x20-2; 246n.h.p.; triple-expansion engines. The British cargo ship *Egyptian* was wrecked on August 26th, 1912, on Scroby Sands while on a voyage from Antwerp to the Tyne with a cargo of iron and cement.

EGYPTIAN

Ellerman Lines; 1920; *W. Harkess & Son*; 2,868 tons; 316-3x44-1x23-3; 233 n.h.p.; triple-expansion engines. The steamship *Egyptian* was torpedoed and sunk by a German submarine on March 6th, 1943, about 400 miles S.S.E. of Cape Farewell on a voyage from New York to London. Thirty-five crew and nine gunners were lost.

EHIME MARU

Yamashita Risen K.K.; 1920; *Uraga Dock Co.*; 4,653 tons; 360X51-2x28-5; 358 n.h.p.; triple-expansion engines. The steamship *Ehime Maru* was torpedoed and sunk by the U.S. submarine *Halibut* on November 2nd, 1943, about 300 miles E. of the Ryukyu Islands.

EIAN MARU

Dairen Kisen K.K.; 1905; *J. L. Thompson & Sons*; 3,825 tons; 352X49-7X24-6; triple-expansion engines. The steamship *Eian Maru* struck a mine and sank on July 25th, 1945, off Yonago, Japan.

EIDENT

James Westoll; 1880; *Short Bros.*; 1,520 tons; 260-5x34x18-7; 178 n.h.p.; compound engines. The British cargo ship *Eident* sank after a collision off Sunderland on October 24th, 1902. She was on a voyage in ballast from London to the Tyne.

EIDSIVA

A. Halvorsen; 1902; *Bergens Mek. Verksted*; 1,092 tons; 228-6x35-2x15-9; 101 n.h.p.; triple-expansion engines. The Norwegian steamship *Eidsiva* struck a mine and sank in the North Sea on October 31st, 1915.

EIDSIVA

Pelton S.S. Co.; 1907; *Frammes Mek. Vaerks.*; 1,053 tons; 216 X 31X 20 • 1; 132 n.h.p.; triple-expansion engines. The British cargo ship *Eidsiva* was wrecked on December 26th, 1917, two miles south of the entrance to the River Tees. She was on a voyage from the River Tyne to Rouen carrying a cargo of coal.

EIDSVOLD

A.T. Simonsen; 1902; *Burmeister & Wain*; 1,570 tons; 250 X 34-7x15-7; 225n.h.p.; triple-expansion engines. The Norwegian steamship *Eidsvold* was sunk by a German submarine in the western Atlantic on June 4th, 1918.

EIDSVOLD

Norwegian Navy, coast defence ship; 1900; *Armstrong*; 4,166 tons; 301-2x50-5x17-7; 4,500 i.h.p.; 16-5 knots; triple-expansion engines; Yarrow boilers; two 8-2 in. guns, six 5-9 in., eight 3 in., two 3 pdr.

The coast defence ship *Eidsvold*, in company with her sister ship, the *Norge*, was lying at the port of Narvik on April 9th, 1940. A large amount of German seaborne supplies, particularly iron ore, had been passing through neutral Norwegian waters and on April 8th the British had begun preventive measures, sowing minefields over the course to Narvik. It had become known that the Germans were engaged upon operations of a more extensive nature and were sending a force of 11 destroyers and some merchantmen to occupy the port, while at the same time powerful military and naval expeditions were undertaking the invasion of Norway at points lower down the coast.

The *Eidsvold* received orders from Capt. Askim, of the *Norge*, senior naval officer, to proceed outside the harbour and intercept the attackers. This was at about 3.20 a.m. and the weather was very foggy. Just under an hour afterwards two German destroyers appeared out of the mist and one of them sent an officer to the *Eidsvold* with a demand for immediate surrender. The demand was rejected and the German officer, immediately on pushing off from the ship discharged a Very-light signal to the waiting destroyers, which at once fired torpedoes.

The *Eidsvold* was struck in the forward magazine and instantly blew up. Of her crew of 193 only eight were saved. The full story of the action is told under the *Norge*.

EIFUKU MARU

EIFUKU MARU

Todai Risen K.K.; 1918; *Kawasaki Dockyard Co.*; 5,866 tons; 385 x 51 x 36; 444 n.h.p.; triple-expansion engines. The steamship *Eifuku (Eihuku) Mam* was torpedoed and sunk by the U.S. submarine *Growler* on August 31st, 1942, off Keelung, Formosa.

EIFUKU MARU

Nippon Yusen K.K.; 1939; *Mitsubishi Jukogyo K.K.*; 3,520 tons; 341 - 2x48-2x27-9; triple-expansion engines. The steamship *Eifuku (Eihuku) Mam* was torpedoed and sunk by the U.S. submarine *Pampanito* on February 8th, 1945, about 150 miles N.E. of Dungun, Malaya.

EIHO MARU

Japanese Government; 5,209 tons. The tanker *Eiho Mam* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, twenty-five miles S.E. of Phanrang, Indo-China.

EIHO MARU

Iino Kaiun K.K.; 5,068 tons. The tanker *Eiho Mam* was sunk by U.S. carrier-based aircraft on January 21st, 1945, off Kaohsiung, Formosa.

EIJI MARU

Nippon Yusen Kaisha; 6,968 tons. The steamship *Eiji Mam* struck a mine and sank on September 6th, 1944, in the Bashi Channel, Formosa.

EIJO MARU

Toa Kaiun K.K.; 2,274 tons. The steamship *Eijo Maru* was torpedoed and sunk by the U.S. submarine *Spadefish* on June 17th, 1945, near Esashi, Japan.

EIJU MARU

Kihara Shosen Kogyo K.K.; 1897; *W. Gray & Co.*; 2,455 tons; 302 x 43 • 1 x 19 • 7; 227 n.h.p.; triple-expansion engines. The steamship *Eiju (Eizyu) Maru* was torpedoed and sunk by the U.S. submarine *Eaton* on May 16th, 1945, in the Yellow Sea.

EIJUN MARU

Dairen Risen K.K.; 1916; *Uraga Dock Co.*; 2,156 tons; 268 X 40-7x23-6; triple-expansion engines. The steamship *Eijun (Eizyuri) Maru* struck a mine and sank on July 1st, 1945, off Shimonoseki.

EIJUN MARU

Toho Kaiun K.K.; 1916; *Uraga Dock Co.*; 2,156 tons; 268X 40-7x23-6; triple-expansion engines. The steamship *Eijun (Eizyuri) Mam* sank on September 18th, 1945, near Hikoshima during a typhoon.

EIKA

Aalesunds Dampskibsred. A/S; 1903; *Framnes Mek. Verksted*; 695 tons; 181-7x28-2x13-2; 56 n.h.p.; triple-expansion engines. The Norwegian steamship *Eika* left Dunston on February 6th, 1934, for Murviken. Lifebuoys, a lifeboat, wreckage and the bodies of two of the crew were washed ashore on the Norwegian coast, but there was no further news of the ship.

EIKA

Rederi A/S Kragero; 1939; *Langesunds Mek. Verksted*; 1,503 tons; 248-3x38-6x17-2; compound engines & L.P. turbine. The Norwegian steamship *Eika* was torpedoed and sunk by a German submarine on January 29th, 1940, 200-250 miles off Ushant. Sixteen of her crew were killed.

EIKA H

H. Haraldsen; 1906; *Osbourne, Graham & Co.*; 1,268 tons; 235 - 3x33-8x15; 157 n.h.p.; triple-expansion engines. The Norwegian steamship *Eika II* was torpedoed and sunk by a German submarine in the North Sea on August 19th, 1917.

EIKA MARU

Japanese Government; 1896; *W. Hamilton & Co.*; 1,248 tons; 239-7x35-6x17-8; 214 n.h.p.; triple-expansion engines. The steamship *Eika Maru* was formerly the Portuguese *Wing Wah*, sunk by mine or torpedo in June, 1943, near Haiphong, and afterwards raised and repaired by the Japanese. She was torpedoed and sunk by the U.S. submarine *Tambor* on June 2nd, 1945, in the Gulf of Tonkin.

EIKAN MARU

Nippon Yusen Kaisha; 6,903 tons. The steamship *Eikan Mam* struck a mine and sank on June 26th, 1945, off Kamaishi, Japan.

EIKHAUG

Eikhaugs Rederi A/S; 1903; *Nylands Verksted*; 1,436 tons; 231 - 6x35-1x20-4; 109 n.h.p.; triple-expansion engines. The Norwegian steamship *Eikhaug* was torpedoed and sunk by a German submarine on September 7th, 1941, in the North Sea. Fifteen of her crew were lost.

EIKO MARU

Taiyo Kogyo K.K.; 1940; *Tama Shipbuilding Co.*; 3,535 tons; 340-4x48-2x26-2; triple-expansion engines. The steamship *Eiko Maru* was shelled and sunk by U.S. surface craft on January 30th, 1944, off Lae Island.

EIKO MARU

Osaka Shosen Kaisha; 3,011 tons. The steamship *Eiko Maru* was torpedoed and sunk by a British submarine on June 18th, 1944, about 50 miles N.W. of Penang Island.

EIKO MARU

Nippon Yusen K.K.; 1903; *Mitsubishi Dockyard*; 1,843 tons; 262 X 35 • 5 X 14 -1; 263 n.h.p.; triple-expansion engines. The steamship *Eiko Maru* was torpedoed and sunk by the U.S. submarine *Seadragon* on October 24th, 1944, about 150 miles N.W. of Luzon Island, Philippines.

EIKO MARU

Chosen Yusen K.K.; 1918; *Hakodate Dockyard Co.*; 1,164 tons; 215 X 31' 5 X 18 • 5; 74 n.h.p.; triple-expansion engines. The steamship *Eiko Maru* was bombed and sunk by U.S. land-based aircraft on May 6th, 1945, off Kunsan, Korea.

EIKYO MARU

Osaka Shosen Kaisha; 6,948 tons. The steamship *Eikyo Maru* was torpedoed and sunk by the U.S. submarine *Dale* on October 14th, 1944, 45 miles west of Papar, North Borneo.

EIKYU MARU

Nippon Yusen Kaisha; 6,862 tons. The steamship *Eikyu Maru* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

EILDON

George Gibson & Co.; 1905; *A. Stephen & Sons*; 1,329 tons; 260X34-1X17-7; 276 n.h.p.; triple-expansion engines. The British cargo ship *Eildon* struck a rock and sank two miles north-east of Molene on May 4th, 1915, while on a voyage from Liverpool to Nantes carrying a cargo of sheet iron and railway materials.

EIMAN MARU

Nippon Yusen Kaisha; 6,968 tons. The tanker *Eiman Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles N.E. of Binh Dinh, Indo-China.

EIREKI MARU

Nippon Yusen Kaisha; 6,923 tons. The steamship *Eireki Maru* was sunk by U.S. carrier-based aircraft on July 14th, 1945, near Hakodate.

EIRINI

N. G. Kyriakides; 1897; *J. Blumer & Co.*; 2,452 tons; 290 x42x17-4; 227 n.h.p.; triple-expansion engines. The Greek steamship *Eirini* struck a mine and sank in the Bristol Channel on August 26th, 1917.

EIRINI KYRIAKIDES

The heirs of the late N. G. Kyriakides; 1922; *R. Thompson & Sons*; 3,781 tons; 360-1x50x22-9; 340 n.h.p.; triple-expansion engines. The Greek steamship *Eirini Kyriakides* was torpedoed and sunk by a German submarine on June 13th, 1941, off the Azores on a voyage from Lourenco Marques and Freetown to Ardrossan. All 31 of her crew were lost.

EISHO MARU

Japanese Government; 1917; *Great Lakes Engineering Works*; 2,486 tons; 253x43-5x27-5; 284n.h.p.; triple-expansion engines. The steamship *Eisho Maru* was formerly the Panamanian *Folozu*, seized by the Japanese at Shanghai on December 8th, 1941. On May 29th, 1943, she was torpedoed and sunk by the U.S. submarine *Tambor* about 200 miles E. of Hue, Indo-China.

EISHO MARU

Iino Kaiun K.K.; 2,850 tons. The tanker *Eisho Maru* was bombed and sunk by U.S. land-based aircraft on March 2nd, 1945, thirty miles S.W. of Cheongkong, Hainan Island.

EIWA MARU

Nippon YusenKaisha; 6,968 tons. The steamship *Eiwa Maru* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

EIYO MARU

Kanto Tanker K.K.; 1929; *Yokohama Dock Co.*; 8,673 tons; 460-9x60x37-5; 975 n.h.p.; triple-expansion engines. The steamship *Eiyo Maru* was torpedoed and sunk by the U.S. submarine *Guavina* on February 20th, 1945, about 50 miles S.E. of Cana, Indo-China.

EIYO MARU No. 2

Nippon YusosenK.K.; 5,061 tons. The tanker *Eiyo Maru No. 2* was torpedoed by the U.S. submarine *Paddle* and bombed and sunk by carrier-based aircraft on September 7th, 1944, in the Sulu Sea.

EIZAN MARU

KokokuKisenK.K.; 1913; *W. Pickersgill & Sons*; 4,702 tons; 383x51-7x26-6; 431 n.h.p.; triple-expansion engines. The steamship *Eizan Maru* was torpedoed and sunk by the U.S. submarine *Plunger* on January 18th, 1942, south of Susami, Japan.

EIZAN MARU

Tsurumaru Hirotaro; 1915; *Kawasaki Dockyard Co.*; 1,681 tons; 249X37-5X20-9; 172 n.h.p.; triple-expansion engines. The steamship *Eizan Maru* was torpedoed and sunk by the U.S. submarine *Trigger* on November 21st, 1943, off the coast of Korea.

EJIRI MARU

Nippon YusenKaisha; 6,968 tons. The steamship *Ejiri Maru* was torpedoed and sunk by the U.S. submarine *Laponon* October 10th, 1944, off Masinlok, Philippines.

EKATERINI PEPPA

Christos Peppas; 1889; *Hall, Russell & Co.*; 1,788 tons; 270-2 X 35-2x16-7; 216n.h.p.; triple-expansion engines. The Greek ship *Ekaterini Peppa* was in collision in a fog with the *Pluto* on February 7th, 1938, and sank half a mile N.W. of Adler Grand lightship. She was on a voyage from Danzig (Gdansk) to Oran with a cargo of coal.

EKISAN MARU

Tomoe Gumi K. K.; 3,690 tons. The steamship *Ekisan Maru* was torpedoed and sunk by the U.S. submarine *Skate* on September 29th, 1944, off Okinawa Island, Ryukyu Islands.

EKKAI MARU

Japanese Government; 1908; *Scotts'S. & E. Co.*; 2,984 tons; 300-3x45-2x21-1; 381 n.h.p.; triple-expansion engines. The steamship *Ekkai Maru* was formerly the Panamanian *Morazan*, seized by the Japanese. She was sunk by U.S. carrier-based aircraft on September 24th, 1944, S. of the Calamian Group, Philippines.

EKNAREN

Rederiaktieb. Transatlantic; 1922; *W. Doxford & Sons*; 5,243 tons; 420x54x25; 640n.h.p.; oilengines. The Swedish motorship *Eknaren* was torpedoed and sunk by a submarine on July 1st, 1942, off the west coast of Madagascar on a voyage from Suez to Table Bay. The captain and four others were picked up by a whaler. Some of the survivors who were picked up by the British steamship *Mundra* were lost when that ship was sunk five days later.

EKNO

RederiAIBRex; 1916; *Lindholmens M.V.*; 1,847 tons; 262 X 42-7x18-1; 214n.h.p.; triple-expansion engines. The Swedish steamship *Ekno* struck a mine and sank on June 21st, 1942, between Heligoland and Bremen.

EKONTARCHOS DRACOULIS

G. A. Dracoulis; 1918; *Richardson, Duck & Co.*; 5,329 tons; 400-2x52-4x28-4; 517n.h.p.; triple-expansion engines. The Greek steamship *Ekontarchos Dracoulis* was torpedoed and sunk by a German submarine on January 20th, 1940, in the North Atlantic. Six of her crew were killed.

EL ALMIRANTE

U.S. Maritime Commission; 1917; *Newport News S.B. & D.D. Co.*; 5,248 tons; 364X51-2x23-8; triple-expansion engines. The Panamanian steamship *El Almirante* was sunk in collision with the steamship *Elias Boudinot*, 7,176 tons, on April 20th, 1943, about 400 miles E. of New York on a voyage from New York to Liverpool.

EL CANO

Spanish Navy,gunboat; 1885; *Spain*; 524 tons; 157-5x25-5x 8-5; 600i.h.p.; 11-5 knots; triple-expansion engines; three 4*7 in guns, 2 m.g. For narrative of the loss of this vessel, see *Reina Cristina*, flagship of Rear-Admiral Montojo at the battle of Manila Bay, May 1st, 1898, when the entire Spanish Asiatic Squadron was destroyed.

EL COSTON

U.S. Maritime Commission; 1924; *ToddD.D. & Const. Corp.*; 7,280 tons; 426-9x57x26-6; turbine engines. On fire after collision with the *Murfreesboro* on February 26th, 1944, the Panamanian ship *El Coston* sank on the next day in lat. 37°5N, long. 53° 17' W. She was on a voyage from New York to Liverpool.

EL DJEM

P.G. Cottaropoulos; 1913; *Schiffsw.v. Henry Koch*; 2,575 tons; 290-6x41-2x24-3; 190 n.h.p.; triple-expansion engines. The French steamship *El Djem* was bombed and set on fire by insurgent aircraft on May 30th, 1938, at Valencia during the Spanish Civil War. The ship was run ashore and became a total wreck.

EL DORADO

A/B Halmstad; 1883; *J. L. Thompson & Sons*; 1,519 tons; 259-9x38x14-4; 175 n.h.p.; compound engines. The Swedish steamship *El Dorado* sank on July 15th, 1923, after a collision three and a half miles S.E. by S. of Cross Sand lightship while sailing in ballast from Ghent to Hull.

EL GAMIL

EL GAMIL

The United Storage Navigation & Commercial Co. S.A.E.; 1904; Sunderland S.B.Co.; 1,356 tons; 249x36-5x—; triple-expansion engines.

The Egyptian steamship *El Gamil* sank on October 25th, 1960, in the Red Sea about 30 miles N.N.W. of Abu Ail while sailing from Suez to Aden. Twenty-two lives were lost.

EL GOLEA

Cie. de Nav. Mixte; 1929; Forges & Chantiers de la Mediterranee; 4,840 tons; 369-7x52-6x23-8; turbine engines. Sailing from Port Vendres to Algiers with passengers and general cargo, the French steamship *El Golea* struck rocks at Cala Ratjada, N. Majorca, in bad weather on May 26th, 1931, and broke in two.

EL LAGO

U.S. Maritime Commission; 1920; Downey S.B. Corp.; 4,221 tons; 334 • 6 X 47 • 1 X 23 • 1; 359 n.h.p.; triple-expansion engines. The Panamanian steamship *El Lago* was torpedoed and sunk by a German submarine on October 11th, 1942, six days out from Reykjavik bound to New York. There were no survivors.

EL MADINA

Scindia Steam Nav. Co.; 1937; Barclay, Curie & Co.; 3,962 tons; 359-8x50-2x22; 916 n.h.p.; triple-expansion engines & L.P. turbine. The Indian steamship *El Madina*, sailing from Calcutta to Chittagong with troops, was torpedoed and sunk by a Japanese submarine on March 16th, 1944. Ten of her crew, six gunners and 364 soldiers were lost.

EL OCCIDENTE

U.S. Maritime Commission; 1910; Newport News S.B. & D.D. Co.; 6,008 tons; 405-6x53-1x27-4; 714 n.h.p.; triple-expansion engines. The Panamanian steamship *El Occidente* was torpedoed and sunk by a German submarine on April 13th, 1942, about 200 miles out of Murmansk bound to Iceland and New York. Twenty of her crew of 41 were lost.

EL SONADOR

Cia. de Vap. Primera; 1897; Gourlay Niestern; 1,406 tons; 261-3x33-6x13-9; 202 n.h.p.; triple-expansion engines. The Panamanian steamship *El Sonador*, Capt. Andrepu, left Methil Roads on February 16th, 1940, for Gothenburg with a cargo of coal. She was not heard of again and was thought to have been lost by enemy action on the 17th or 18th.

EL TORO

C. T. Bowring & Co.; 1913; Swan, Hunter & Wigham Richardson; 5,958 tons; 420X54-4X32-2; 513 n.h.p.; triple-expansion engines. The British tanker *El Toro* was wrecked on the Skelligs on January 2nd, 1917, while employed as an Admiralty oiler. She was outward bound from Sabine, Texas.

ELANCHOVE

Cia. Maritima Elanchove; 1902; Northumberland S.B. Co.; 4,524 tons; 351-4x50-8x28-3; 359 n.h.p.; triple-expansion engines. On a voyage from Bilbao to Cardiff with iron ore, the Spanish ship *Elanchove* broke in two and foundered at 11.30 p.m. on October 25th, 1936, in a storm about 150 miles off Bilbao.

ELBA

Leith Hull & Hamburg Steam Packet Co.; 1899; Ramage & Ferguson; 1,081 tons; 225-2x33-5x14-8; 146 n.h.p.; 9 knots; triple-expansion engines. The steamship *Elba* was torpedoed and sunk by a German submarine six miles N.W. by W. of Pendeen Lighthouse, Cornwall, on April 28th, 1918. Ten of her crew were killed. The captain was among the survivors.

ELBE

Norddeutscher Lloyd; 1881; John Elder & Co.; 4,510 tons; 418-2x44-9x35-4; 17-5 knots; compound engines. The liner *Elbe*, Capt. von Gossel, left Bremerhaven at 3 o'clock on the afternoon of Tuesday, January 29th, 1895, bound for New York, and due to call at Southampton for her full complement of passengers. At the moment of sailing she had on board 354 persons, of whom 50 were first and second-class passengers and 149 steerage. Her crew numbered 155, including a Weser pilot and an English pilot. The weather was exceptionally severe, the winter of 1894-95 being distinguished by a blizzard of great intensity throughout Europe. A bitter E.S.E. wind was blowing and there was a heavy sea, but the night was clear, though very dark.

As the ship crossed the North Sea she discharged rockets at intervals, to warn nearby shipping of her presence. At just before 5.30 on the morning of January 30th a small steamship, the *Crathie*, 475 tons, was sighted bearing down upon the *Elbe*, apparently quite unaware of the latter's presence, though all lights were brightly burning. A succession of rockets were discharged by the liner in the hope of causing the oncoming ship to alter course, but in vain. Within a few minutes of being sighted she struck the *Elbe* with terrific force on the port side, abaft the engine room.

The confusion which always attends a collision at night was made worse by the failure of the *Elbe's* electric light, the hundredth frightened passengers and the intense cold. The work of getting away the boats was difficult as the falls of many of them were frozen and had to be chopped through. Shortly before 6 a.m., twenty minutes after the collision, the *Elbe* sank by the stern, taking with her 334 of those on board, and leaving afloat one boat in which were 20 persons, the sole survivors.

This boat, which contained five passengers, one of whom was a woman, and 15 members of the crew, including the third officer, Herr Stollberg, the chief engineer, Herr Neussell and the English pilot Mr. R. Greenham, was picked up at about 11 a.m. by the smack *Wildflower*, Skipper William Wright, the occupants being almost dead from exposure.

Capt. von Gossel was last seen on the bridge and went down with his ship.

Meanwhile the *Crathie*, Capt. A. Gordon, continued on her course. She had her bows stove in down to below the water line and had shipped some water. Those on board were unaware of the devastation they had wrought and believed the other vessel to have continued on her course. In any case the way on both ships soon separated them and the *Crathie* made no attempt to ascertain if her assistance was required, but made for Maassluis, and later for Rotterdam, where she docked. Of her crew of 12 one man was injured.

ELBERFELD

Norddeutscher Lloyd; 1923; J.C. Tecklenborg A.G.; 6,272 tons; 431-1x56-5x30-3; 447n.h.p.; triple-expansion engines. On a voyage from Hamburg to Vladivostok the German ship *Elberfeld* went ashore on November 20th, 1927, at Bajo Aceitera between Cape Trafalgar and Zahara.

ELBING

German Navy, light cruiser; 1914; Schichau; 4,320 tons; 426-5x46x17-7; 27,400 i.h.p.; 27-5 knots; turbine engines; eight 5 • 9 in. guns, four 2-5 in., 2 T.T. The light cruiser *Elbing*, Capt. Madlung, was a unit of the German 2nd Scouting Group at the battle of Jutland. This group was under the direction of Admiral Hipper, commanding the German Battle Cruiser Squadron. The ship was originally built to the order of the Russian government, but was completed for the German navy after the declaration of war.

At 2.38 on the afternoon of May 31st, 1916, the *Elbing* made contact with H.M.S. *Galatea*, flagship of the 1st Light Cruiser Squadron, with which she exchanged salvos. The ship escaped the more serious fighting during the day and it was not until nightfall that she was again engaged, coming within range of a British flotilla which discharged torpedoes at her, but at too great a depth, so that they passed beneath her hull.

At her next encounter she was not so fortunate as she was hit in the wireless room and sustained 18 casualties. Just after midnight, when other British flotillas were pressing home an attack on a German Battle Squadron, the 2nd Scouting Group was compelled

to turn towards their battleships and attempt to run between them, a delicate manoeuvre at the best of times, but doubly hazardous under war conditions. Two ships contrived to get through, but the *Elbing* was rammed on the starboard quarter by the battleship *Posen*. The light cruiser at once began to settle down, and after trying for an hour-and-a-half to navigate her, Capt. Madlung called a destroyer alongside and transferred 477 officers and men, and then with a skeleton crew tried to save his ship. At 3 a.m. British destroyers hove in sight and the German captain exploded charges and sank the *Elbing*, he and his party escaping in the cutter.

Finding himself among a number of sailors from H.M. destroyer *Tipperary*, which had been sunk just previously, Capt. Madlung caused a flare to be burned in order to direct the British ships to the rescue of their drowning countrymen. Considering that he ran great risk of capture this was a most chivalrous action.

The *Elbing's* cutter was later picked up by a Dutch trawler and her party taken to Holland.

ELCANO

Cia. Arrendataria del Monopolio de Petroleo S.A.; 1918; *Vickers*; 5,199 tons; 400x52-4x28-5; 490n.h.p.; triple-expansion engines.

The Spanish steamship *Elcano* was sunk by aircraft at Gijon on August 28th, 1937, during the Spanish Civil War.

ELCANO

La Naviera Filipina; 1938; *Hong Kong & Whampoa Dock Co.*; 1,435 tons; 218-8x38-6x13-5; 213 n.h.p.; oil engines. The Philippine motor vessel *Elcano* was torpedoed and sunk by a Japanese submarine on April 20th, 1942, off Corregidor.

ELDORADO

A. Gray & E. S. Dawes; 1873; *Earles* Co.*; 3,332 tons; 387-3x39-1x19-4; 450 h.p.; compound inverted engines. The British cargo ship *Eldorado* was wrecked on February 11th, 1885, near Peniche while on a voyage from London to Calcutta with a general cargo.

ELEANOR

Eleanor Steamship Co.; 1888; *H. S. Edwards & Sons*; 1,980 tons; 270x36-5x19-7; 186n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Eleanor* was torpedoed and sunk by a German submarine nine miles W. by S.+S. of St. Catherine's Point on February 12th, 1918. The captain and 34 others were killed.

ELEANOR

Harries Bros. & Co.; 1912; *Antwerp Eng. Co.*; 1,277 tons; 229-5x35-7x14-7; 141 n.h.p.; triple-expansion engines. The British cargo ship *Eleanor* lost her propeller and drifted on to rocks and sank at Godrevy Light on December 22nd, 1922. She was on a voyage from Barry to Portsmouth with a cargo of coal.

ELECTRA

British Navy, destroyer; 1934; *Hawthorn Leslie*; 1,375 tons; 329x33-2x8-5; 36,000s.h.p.; 36 knots; turbine engines; 3-drum boilers; four 4•7in. guns, 6smaller, 8 T.T. The destroyer *Electra*, Cdr. C. W. May, formed part of an Allied force of five cruisers and four destroyers under Rear-Admiral K. Doorman of the Royal Netherlands Navy engaged in resisting a Japanese landing on the island of Java. The first phase of the battle occurred on the afternoon of February 27th, 1942, between the Allies and two Japanese 10,000-ton cruisers, several light cruisers and about dozen destroyers. The Allies suffered heavily, losing two Dutch cruisers and a destroyer, and two British destroyers. In the second phase, which took place on the next night, one British, one Australian and one American cruiser were lost, as well as a British, an American and a Dutch destroyer, thus the entire force was overwhelmed.

The *Electra* was lost on the first afternoon in a hot engagement with three Japanese destroyers of superior weight and armament. Of her complement of about 145 there were 54 survivors, these being picked up on the following day by an American submarine which transferred them to a Dutch minesweeper. They eventually reached Australia in safety.

The full story of the battle is told under the cruiser *De Ruyter*, flagship of Admiral Doorman, which was lost in the first action.

ELEFHERIOS M. TRICOGLU

E. Tricoglu; 1894; *Palmers' Co.*; 2,633 tons; 303x43-1x19-2; 269 n.h.p.; triple-expansion engines.

The Greek steamship *Eleftherios M. Tricoglu* was wrecked on January 29th, 1926, on Aranmore Island, Co. Donegal, on a voyage from Braila to Sligo with a cargo of maize.

ELENA R.

A. Roussos & Co.; 1917; *Newport News S.B. & D.D. Co.*; 4,576 tons; 370 X 53 - 2 X 27; 471 n.h.p.; triple-expansion engines. The Greek steamship *Elena R.* struck a mine and sank on November 22nd, 1939, off the Shambles, on a voyage from Rosario to Antwerp.

ELENI STATHATOU

A. D. Stathatos; 1919; *Northumberland S.B. Co.*; 5,625 tons; 399-6x53x32-8; 517n.h.p.; triple-expansion engines. The Greek steamship *Eleni Stathatou* was torpedoed and sunk by a German submarine on January 28th, 1940, 200 miles W. of the Scilly Isles. Twelve of the crew were killed.

ELEONORA MAERSK

Ministry of War Transport (Athel Line); 1936; *Deutsche Werke*; 10,694 tons; 504-3x68-7x34-1; 1,356 n.h.p.; 12 knots; oil engines.

The Danish tanker *Eleonora Mcersk* was operated by the Athel Line after the German occupation of Denmark in 1940. She was bombed and sunk by German aircraft in Suda Bay, Crete, on May 17th, 1941. Seven of her crew were killed.

ELFI

T. O. Hannevig & Co.; 1908; *Rotterdam Droogdok Maats.*; 1,120 tons; 230-4x34-2x13-8; 147n.h.p.; triple-expansion engines.

The Norwegian steamship *Elfi* was torpedoed and sunk by a German submarine in the North Sea on February 7th, 1918.

ELFRIDA

Pyman, Bell & Co.; 1889; *Osbourne, Graham & Co.*; 2,257 tons; 290X38x20-1; 235 n.h.p.; triple-expansion engines. The British cargo ship *Elfrida* sank after a collision off Flam-borough Head in December, 1906, while on a voyage from Benisaf to the Tyne carrying an ore cargo.

ELGIN

John Warrack & Co.; 1870; *Aitken & Mansel*; 1,430 tons; 247-1x32-5x23-9; 150 h.p.; compound inverted engines. The British cargo ship *Elgin* was wrecked on Bombay Shoal, China Sea, on May 28th, 1881, while on a voyage from Saigon to Hong Kong carrying a cargo of rice, fish and sugar.

ELGINSHIRE

Turnbull, Martin & Co.; 1881; *E. Withy & Co.*; 2,069 tons; 285-5x36x22-7; 200 h.p.; compound engines. The British cargo ship *Elginshire* was wrecked near Vera Cruz on April 22nd, 1890. She was on a voyage from Swansea to Vera Cruz carrying a general cargo.

ELGINSHIRE

Turnbull, Martin & Co.; 1891; *C. S. Swan & Hunter*; 4,579 tons; 364x48•1x25; 450 h.p.; triple-expansion engines. The British cargo ship *Elginshire* was wrecked near Timaru, New Zealand, in March, 1892, while on a voyage from Rockhampton to London. She was carrying a cargo of meat and wool.

ELI

P. Lindoe; 1870; *Bergens Mek. Vcerks.*; 1,107 tons; 229 x 35-2x15-8; 106 n.h.p.; triple-expansion engines.

The Norwegian steamship *Eli* struck a mine and sank in the North Sea on December 25th, 1914.

ELI

Jorgensens Rederi A/S; 1931; *Eriksbergs Mek. Vcerks.*; 4,332 tons; 380-8x54-2x24-5; 474 n.h.p.; oil engines.

The Norwegian motorship *Eli* was bombed and sunk by German aircraft on September 10th, 1940, near Skerkyvore.

ELIAS HOWE

ELIASHOWE

U.S. War Shipping Administration; 1942; Kaiser Co.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines. The American steamship *Elias Howe* was torpedoed and sunk by a submarine in the Gulf of Aden on September 24th, 1943. She was on a voyage from Durban to Aden.

ELIDA

J. Ingmansson; 1889; Campbelltown S.B. Co.; 1,693 tons; 260 X 37 • 2 X16 • 6; 153 n.h.p.; triple-expansion engines. The Swedish steamship *Elida* was torpedoed and sunk by a German submarine in the North Sea on May 2nd, 1915.

ELIE

Chr. Andresen; 1921; Antwerp Eng. Co.; 1,873 tons; 279x 40-2x18-2; 213 n.h.p.; triple-expansion engines. The Danish steamship *Elie* struck a mine and sank on November 24th, 1944, between Rixhoft and Leba.

ELIKON

Achaia S.S. Co.; 1883; Earle's Co.; 1,166 tons; 251'5x32-2x 15-9; 224 n.h.p.; compound engines. The Greek steamship *Elikon* was sunk by a German submarine in the Bay of Biscay on February 1st, 1917.

ELINGAMITE

Huddart Parker & Co.; 1887; C. S. Swan & Hunter; 2,585 tons; 310-5x40-8x19-7; 10 knots; triple-expansion engines. The steamship *Elingamite*, Capt. Attwood, left Sydney for Auckland on November 5th, 1902, with 136 passengers and 59 crew. On the morning of Sunday, November 9th, she ran into thick fog. At the time the ship was within a day's steaming of her destination. She reduced speed to five knots but at about 10.30 a.m. struck the rocks on the middle island of the Three Kings. An order to reverse the engines was acknowledged by the engine room, but the engines were for some unknown reason unable to obey. This failure at a vital moment sealed the vessel's doom and she again swung on to the rocks and sank in 20 minutes.

Five boats and two rafts were launched, one boat capsized but its occupants were rescued by the others. Several of the boats reached Hohura, a small settlement on the mainland, and one raft with 11 persons reached the Great King Island. Another boat came safely ashore on the middle island of the Three Kings. The people from this boat experienced great privation until rescued by H.M.S. *Penquin*, which had been sent to look for survivors.

Altogether 150 persons were collected from various places, including a party originally of 16 who were on a raft, eight having perished in the meantime. One boat was never heard of again.

A Court of Inquiry suspended Capt. Attwood's certificate for 12 months and fined him £50. This decision was reversed many years afterwards when an error of three miles in charting the islands was discovered. The £50 fine was refunded to the captain and he also received compensation.

ELIOFILO

D. & E. Fratelli Bozzo; 1897; Russell & Co.; 3,583 tons; 339-3 x45-9x17-8; 294 n.h.p.; triple-expansion engines. The Italian steamship *Eliofilo* was torpedoed and sunk by a German submarine off the Scilly Isles on June 2nd, 1917.

ELISABETH BORNHOFEN

Robert Bornhofen; 1923; J. Frerichs & Co. A.G.; 2,289 tons; 296-2x42-8x19-6; 185 n.h.p.; triple-expansion engines. The German steamship *Elisabeth Bornhofen* was bombed and sunk by British aircraft on October 4th, 1944, at Bergen.

ELISABETH HENDRIK FISSE

Hendrik Fisser A.G.; 1924; R. Duncan & Co.; 5,145 tons; 403X53X27-8; 410 n.h.p.; triple-expansion engines. The German steamship *Elisabeth Hendrik Fisser* outward bound from Venice, struck a mine and sank on October 18th, 1943, near Dubrovnik.

ELISABETHVILLE

Cie. Beige Maritime du Congo; 1910; A. Stephen & Sons; 7,017 tons; 415x55-2x25-6; 568 n.h.p.; quadruple-expansion engines. The Belgian steamship *Elisabethville* was torpedoed and sunk by a German submarine in the Bay of Biscay on September 6th, 1917.

ELISE SCHULTE

Atlas Reederei A.G.; 1911; Cant. Nav. Riuniti; 5,238 tons; 379X51-3x27-7; 335 n.h.p.; triple-expansion engines. On a voyage from Lulea to Emden with a cargo of ore, the German steamship *Elise Schulte* went ashore on October 8th, 1934, on the Juister Riff and broke amidsthips.

ELISESCHULTE

Atlas Reederei A.G.; 1913; Northumberland S.B. Co.; 4,163 tons; 384-1x52-2x27; 320 n.h.p.; triple-expansion engine^A The German steamship *Elise Schulte* was wrecked near Tromso, North Norway, on January 10th, 1942.

ELIXIR

Thos. Appleby & Co.; 1904; Irvine's S.B. & D.D. Co.; 2,746 tons; 300x44x19-7; 245 n.h.p.; triple-expansion engines. The British steamship *Elixir* was wrecked on October 28th, 1906, at Cape Ballard, N.F.L., while on a voyage from Hamburg to Charleston with a cargo of salt.

ELIZABETH

A.H. Bull's S.Co.; 1918; Standard Shipbuilding Corp.; 4,727 tons; 377x52x26-8; 1,650i.h.p.; 11 knots; triple-expansion engines.

The steamship *Elizabeth*, Capt. W. G. Hudgins, was torpedoed and sunk by a German submarine off the coast of Cuba on May 20th, 1942. Six of her crew were killed. Capt. Hudgins was among the survivors. The vessel was not in convoy at the time.

ELIZABETHIV

1911; W. Doxford & Sons; 7,395 tons; 445x60x29-2; 412 n.h.p.; triple-expansion engines.

The Norwegian steamship *Elizabeth IV*, formerly named *Tellus*, was sunk by a submarine in the Mediterranean on September 8th, 1916.

ELIZABETH JENKINS

1862; Yarmouth, N.S.; 667 tons; 141-8x29-8x18. The Canadian wooden barque *Elizabeth Jenkins* was sunk by collision in the English Channel in November, 1866, with the loss of ten lives.

ELIZABETH KELLOGG

Kellogg S.S. Corp.; 1920; Terry S.B. Corp.; 5,190 tons; 391-9X 51x28-5; 550 n.h.p.; triple-expansion engines. The American tanker *Elizabeth Kellogg* was torpedoed and sunk by a German submarine on November 23rd, 1943, soon after leaving Cristobal for Puerto Barrios with fuel oil. Eight of her crew and two gunners were lost.

ELKA

J. Charopoulos; 1881; T. Turnbull & Son; 2,128 tons; 281 -2X 38x23-8; 220 n.h.p.; triple-expansion engines. The Greek steamship *Elka* was torpedoed and sunk by a submarine in the Mediterranean on April 19th, 1918.

ELKTON

U.S. Shipping Board (operated by Lykes Bros.); 1919; Skinner & Eddy Corp.; 6,18 tons; 402-6x54-8x32-1; 359n.h.p.; triple-expansion engines.

Sailing from Shanghai on December 30th, 1926, and Iloilo on February 9th, 1927, for New York with a cargo of sugar and coconut oil, the *Elkton* is believed to have foundered in about lat.14°N., long.136°E.

ELLA

German Government; 1904; Helsingors Jernsk. & Maskin.; 1,522 tons; 249-1x37-5x15-9; 169n.h.p.; triple-expansion engines.

The steamship *Ella* was formerly Estonian, seized by the Germans. She was sunk by the Russians in July, 1941, N. of Juminda, Gulf of Finland.

ELLASAYER

Fisher, Renwick & Co.; 1883; Doxford & Sons; 1,744 tons; 258x37x16-7; 200n.h.p.; compound engines. The British cargo ship *Ella Sayer* was wrecked on September 1st, 1897, about seven miles north of Scarborough while on a voyage from Kotka to Hull with a cargo of pit props.

ELLAN VANNIN

Isle of Man Steam Packet Co.; 1860; Tod & McGregor; 380 tons; 198-6x22-2x10-7; 600 i.h.p.; 12 knots; compound engines.

The steamship *Ellan Vannin* was an old ship and well known to all Isle of Man visitors. Built in 1860 as a paddle steamer and named *Monads Isle*, she was converted to twin screw in 1883 and renamed *Ellan Vannin*. On December 3rd, 1909, she left Ramsey, Lo.M., for Liverpool, having on board 14 passengers and a crew of 21, under command of Capt. James Teare. The weather was very wild and on approaching the mouth of the Mersey the ship was overwhelmed by the seas and foundered with all on board.

ELLEN

J. Render son; 1865; J.&S. W.Olive; 499 tons; 135-1x30-2x17-7.

The Australian barque *Ellen* foundered in a S.E. gale off the Seal Rocks, just N. of Newcastle, N.S.W., on June 11th, 1891. There was only one survivor.

ELLEN JAMES

J. Jones & Co.; 1904; D. Williams & Co.; 165 tons; 101-4x23-7x11-9.

The three-masted schooner *Ellen James* was intercepted by a German submarine in the Bay of Biscay on April 3rd, 1917. The submarine opened fire from the surface and sank the schooner. Five of her crew, including the captain were killed.

ELLENIA

D. Tripovich & Ci.; 1900; Northumberland S.B. Co.; 4,580 tons; 360x48x20•1; 356n.h.p.; triple-expansion engines. Sailing from Hampton Roads to London with a cargo of coal, the Italian ship *Ellenia* was in collision on September 15th, 1926, and sank on the next day in lat. 49° 50' N., long. 11° 37' W.

ELLERBECK

Sharp & Co.; 1910; Blyth S.B. & D.D. Co.; 1,499 tons; 245X 36-7x16-3; 224n.h.p.; triple-expansion engines. The British cargo ship *Ellerbeck* was wrecked on Flats and Barrels Rock on August 15th, 1914, while on a voyage from Barry to Pentland carrying a cargo of coal.

ELLERSLIE

Hansen Bros.; 1906; J. Readhead & Sons; 3,854 tons; 346 x 49-5x26-5; 334n.h.p.; triple-expansion engines. The British ship *Ellerslie* was wrecked on Michel Reef, Mozambique, on October 20th, 1917, while employed as an Admiralty collier. She was on a voyage from Cardiff and Durban to Zanzibar carrying a cargo of coal and Government stores.

ELLEWOUTSDIJK

Solleveld, van der Meer & T. H. van Hatturfs Stoomvaart Maats.; 1906; Scheepswerf Voor Jan Smit, Czn.; 2,229 tons; 303-6X 43•1x20; 226n.h.p.; triple-expansion engines. The Dutch steamship *Ellewoutsdijk* struck a mine and sank in the North Sea on December 30th, 1915.

ELLIDA

A. Halvorsen; 1901; Bergen Mek. Verksted; 1,124 tons; 228-5 x 35-4x15-9; 101n.h.p.; triple-expansion engines. The Norwegian steamship *Ellida* was torpedoed and sunk by a German submarine in the North Sea on April 19th, 1917.

ELLIMINA

E. Goumas; 1922; Stettiner Oderwerke A.G.; 1,055 tons; 223X 33-9X —; triple-expansion engines.

The Greek ship *Ellimina* struck rocks and sank on August 20th, 1960, about four miles N.W. of Telos Island. She was on a voyage from Thessaloniki to Port Said with a cargo of iron ore.

ELLINICO

Sardi, Andreadaki & Stavridi; 1904; Grangemouth & Greenock Dockyard Co.; 3,059 tons; 331x48x22; 285n.h.p.; triple-expansion engines.

The Greek steamship *Ellinico* left the River Mersey on June 14th, 1941, for Wabana and was not heard of again. She was thought to have been sunk by a submarine about 500 miles S.S.W. of Cape Farewell.

ELLISPONTOS

Embiricos Bros.; 1906; Campbeltown S.B. Co.; 2,989 tons; 331-5x45-5x22-1; 287n.h.p.; triple-expansion engines. The Greek steamship *Ellispontos* was torpedoed and sunk by a German submarine in the North Sea on April 17th, 1915.

ELM GROVE

J. Leddra; 1863; Arbroath S.B. Co.; 255 tons; 109x24-5x14-5. The barque *Elm Grove* of Sydney, N.S.W., was* engaged in the Australian coasting trade. On September 8th, 1876, when on a voyage from Newcastle, N.S.W., to Adelaide, the barque was wrecked on Five Mile Beach. Eight of the crew were lost.

ELMCREST

Crest Shipping Co.; 1911; W. Dobson & Co.; 4,343 tons; 378x53-5x24-4; 342n.h.p.; triple-expansion engines. The British steamship *Elmcrest* was torpedoed and sunk by a German mo tor torpedo boat on July 4th, 1940, on a voyage from Hull to Wabana. Sixteen of her crew of 38 were lost.

ELMDALE

Morrison S.S. Co.; 1941; Burntisland Shipbuilding Co.; 4,872 tons; 424-2x57x25-8; 451 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Elmdale*, Capt. D. McPhee, Baltimore for Alexandria, was torpedoed by a German submarine on November 1st, 1942, in lat. 0° 18'N., long. 34° 55'W. The vessel sank in seven minutes. Six of her crew were killed. Capt. McPhee was among the 36 survivors landed at Fortaleza.

ELMETE

Pyman Bros.; 1891; W. Gray & Co.; 1,991 tons; 277-4x38-1 x 17-6; 160 h.p.; triple-expansion engines.

The British cargo ship *Elmete* was wrecked at Abrolhos, Brazil, on February 5th, 1895, while on a voyage from Buenos Aires to Antwerp. She was carrying a cargo of wool, grain and sheep.

ELNA

United States Government; 1924; Hanlon D.D. & S.B. Co.; 1,435 tons; 240x40x15; 188 n.h.p.; triple-expansion engines. The *Etna* was taken over by the U.S. Army during the Second World War and was lost owing to marine causes off Rattray Head on December 27th, 1943.

ELNAE.

D/SA/SForto; 1925; Laxevaags Mask. & Jernskibs.; 1,174 tons; 230X36-5x14-8; 101 n.h.p.; triple-expansion engines. The Norwegian steamship *Etna E.* struck a mine and sank on March 16th, 1941, near Crackington Haven.

ELOBY

British & African Steam Nav. Co.; 1913; Irvine's Shipbuilding Co.; 6,545 tons; 405x54-1x32-6; 577n.h.p.; 12 knots; triple-expansion engines.

The liner *Eloby* was torpedoed and sunk by a German submarine 75 miles S.E. by E. of Malta on July 19th, 1917. The captain and 55 of her crew were killed.

ELPS

Hellenic Co. of Maritime Enterprises; 1879; A. Leslie & Co.; 1,481 tons; 260x34-2x23-3; 167 n.h.p.; compound engines. The Greek steamship *Elpis* foundered on April 22nd, 1921, 23 miles N.W. of Acre, Palestine.

ELPIS

A.Basilis; 1901; W. Gray & Co.; 3,433 tons; 331x47-2x24-8; 285 n.h.p.; triple-expansion engines. The Greek steamship *Elpis* went ashore on November 12th, 1921, in the Balearic Islands while on a voyage from Blyth to Odessa with a cargo of coal.

ELSA

K.S.Petersen; 1876; G.W.Russell; 1,236 tons; 190-5x37-1X 22-1. The Danish sailing vessel *Elsa* was torpedoed and sunk by a German submarine off the south coast of Ireland on September 9th, 1917.

ELSA

W. Wilhelmsen & Fearnley & Eger; 1904; Tyne Iron S.B. Co.; 3,581 tons; 335x48-1x25-5; 292 n.h.p.; triple-expansion engines. The Norwegian steamship *Elsa* was torpedoed and sunk by a German submarine in the English Channel on January 24th, 1918.

ELSDON

Sharp Steamship Co.; 1914; Blyth Shipbuilding & Dry Dock Co.; 1,522 tons; 245x37-3x16-4; 224 n.h.p.; 10-5 knots; triple-expansion engines. The steamship *Elsdon*, Capt. R. W. Milburn, left Hull with 1,979 tons of coal for Odense on December 18th, 1925. She carried a crew of 17. Nothing more was heard of her after the pilot was dropped off the Humber at 11.20 p.m. until the 29th, when a lifeboat bearing her name and containing the body of a man was picked up by Danish fishermen 22 miles W.S.W. of Thyboron Canal, Jutland. On January 8th, 1926, another of her lifeboats was found off Torungen Light on the S.E. coast of Norway.

From reports of captains crossing the North Sea on the night of December 19th-20th it was ascertained that the weather was rough with heavy cross seas, snow squalls and patches of fog.

ELSE

O/YElse(A. K. Seppinen); 1900; Niiscke & Co.; 1,360 tons; 248-3x37-4x16; 104 n.h.p.; triple-expansion engines. The Finnish steamship *Else* struck a mine and sank on August 27th, 1942, near Samso Island, Denmark.

ELSEMARIE

A/S Schanches Rederi; 1917; Superior S.B. Co.; 1,885 tons; 251-1x43-8x18-2; 266 n.h.p.; triple-expansion engines. The Norwegian steamship *Else Marie*, under German control, was bombed and sunk by Russian aircraft on July 7th, 1942, near Vardo. Thirteen of her crew were killed.

ELSIE

Rederi A/B Fram; 1882; J. Readhead & Co.; 1,410 tons; 259-1 x 36-1x16-3; 135 n.h.p.; compound engines. On a voyage from Viipuri to Zaandam with a cargo of timber the Finnish ship *Elsie* went ashore on November 12th, 1939, on the North Grounds of Terschelling Island and broke her back.

ELSTREE GRANGE

Houlder Bros. & Co.; 1916; Sir R. Dixon & Co.; 6,598 tons; 420 X 5 3-5 X 3 6-6; 790 n.h.p.; 11 knots; triple-expansion engines. The steamship *Elstree Grange*, Capt. A. G. Ablett, was lying in Liverpool Docks on May 3rd, 1941, having just discharged her cargo, when the area was subjected to a very heavy air raid. The vessel was hit amidships by a parachute mine and completely wrecked. The ammunition store also exploded causing further havoc. Of those on board at the time seven men were killed. Seaman George Wheeler rescued two badly wounded men and was later awarded the George Medal.

ELTERWATER

Sharp S.S. Co.; 1907; Blyth S.B. Co.; 1,228 tons; 235x33-5x 15; 166 n.h.p.; triple-expansion engines. The British ship *Elterwater* hit a mine and sank on December 16th, 1914, three miles east of Scarborough. Six of the crew were lost.

ELUSA

N.V. Petroleum Maats. "La Corona"; 1936; Wilton-Fijenoord; 6,236 tons; 428-1x54-5x30-9; 377 n.h.p.; oil engines. The Dutch motor tanker *Elusa*, loaded with diesel oil, was torpedoed in the North Atlantic by a German submarine on May 21st, 1941, and caught fire and sank. Three lives were lost.

ELVE

P. A. van Es & Co.; 1916; Fijenoord; 889 tons; 222x34-4x 15-2; 127 n.h.p.; triple-expansion engines. The Dutch steamship *Elve* was bound from Oporto to London on October 9th, 1917, when she was torpedoed and sunk by the German submarine *U-72*. The attack took place off the north coast of Scotland. The steamship, which was sailing under the British flag at the time, sank with the loss of 31 lives.

ELVIRA

Luis Liano; 1885; Tyne Iron S.B. Co.; 1,114 tons; 209-6X 30-2x13-5; 123 n.h.p.; triple-expansion engines. The Spanish steamship *Elvira* was wrecked on December 18th, 1922, at the entrance to Rivasdella while on a voyage from Bilbao in ballast.

ELY

Chr. Andresen; 1888; W. Gray & Co.; 1,747 tons; 260x36-7x 18-2; 156 n.h.p.; triple-expansion engines. The Danish steamship *Ely* struck a mine and sank in the Baltic Sea on May 27th, 1915.

EMANUELE PESSAGNO

Italian Navy, destroyer; 1930; Cantieri Navali Riuniti; 1,628 tons; 352x33-5x16-7; 50,000 s.h.p.; 38 knots; turbine engines; Odero boilers; six 4-7 in. guns, four 37 mm.A.A., eight 13 mm. A.A., 4 T.T. The Italian destroyer *Emanuele Pessagno* was torpedoed and sunk by a British submarine 70 miles N.W. of Benghazi on May 29th, 1942. The vessel carried a complement of about 200.

EMBASSAGE

Hall Bros. Steamship Co.; 1935; J. L. Thompson & Sons; 4,954 tons; 409-2x57-6x24; 1,700 i.h.p.; 10 knots; triple-expansion engines. The steamship *Embassage*, Capt. W. E. Kiddie, was torpedoed and sunk by a German submarine on August 27th, 1941, 100 miles W. of Achill Head, Co. Mayo, on a voyage from Leith to Pepel. Capt. Kiddie and 38 men were killed. The boatswain and two seamen clung to an upturned boat and were rescued after three and a half days adrift. They were the only survivors.

EMBRICOS NICOLAOS

Geo. Nic. Embiricos; 1918; J. Priestman & Co.; 3,798 tons; 365 x 51-5 x 22-1; 384 n.h.p.; triple-expansion engines. The Greek steamship *Embricos Nicolaos* was bombed and sunk by German aircraft on March 22nd, 1941, off Gavros on a voyage from Piraeus to Port Said.

EMBLA

Stockholms Rederiaktieb. Svea; 1908; Lindholmens V.A.; 1,040 tons; 227-2x33-6x14-1; 83 n.h.p.; triple-expansion engines. The Swedish steamship *Embla* was bombed and set on fire by German aircraft on April 6th, 1944, in the Gulf of Lyons. She reached Port Vendres still burning and was repaired. Soon after leaving port, on the 19th, she was again bombed and sank.

EMDEN

German Navy, light cruiser; 1908; Danziger Schiffswerft; 3,593 tons; 387X43-5X17-7; 13,500 i.h.p.; 25-1 knots; triple-expansion engines; Schulz-Thorny croft boilers; ten 4-1 in. guns, nine 5 pdr., 4 m.g., 2 T.T.

The light cruiser *Emden*, Capt. K. von Muller, was one of the German East Asiatic Squadron, all the ships of which were destined to become famous before their final destruction in battle. Towards the end of July 1914 the ship was lying at the German naval base of Tsingtau, China. On the outbreak of war a conference of all the captains under command of Admiral Graf von Spee was held at Pagan Island, where the vessels of the squadron had gathered. It was decided to make for South America, but Capt. von Muller, an officer of exceptional ability, suggested that his fast ship *Emden* should be given permission to enter the Indian Ocean and conduct commerce raiding operations on her own. The admiral concurred and the *Emden*, with the supply ship *Markomannia* was detached from the squadron and at once proceeded to the Indian Ocean.

The first act of the raider was to step a dummy funnel, making four in imitation of the ships of the British 'county' class. This done the ship kept a sharp look out for merchantmen, particularly colliers as she would soon be in need of large supplies of coal. From the commencement she was fortunate, sighting the Greek steamship *Pontoporos* on September 8th, with 6,000 tons of coal for the British government at Bengal. The coal was seized as contraband and the Greek ship ordered to accompany the *Emden*. Within the course of the next few months the raider captured the following merchant ships:—

Indus, 3,413 tons; *Kabinga*, 4,657 tons; *Lovat*, 6,102 tons; *Diplomat*, 7,615 tons; *Trabboch*, 4,028 tons; *Killin*, 3,544 tons; *Clan Matheson*, 4,775 tons; *King Lud*, 3,650 tons; *Gryfevale*, 4,437 tons; *Buresk*, 4,350 tons; *Ribera*, 3,500 tons; *Foyle*, 4,147 tons; *Tymeric*, 3,314 tons; *Clan Grant*, 3,908 tons; *Ponrabble*, 473 tons; *Ben Mohr*, 4,806 tons; *St. Egbert*, 5,596 tons; *Chilkana*, 5,220 tons; *Troilus*, 7,562 tons; *Exford*, 4,542 tons.

The passengers and crews of these vessels were treated with the greatest consideration by Capt. von Muller who maintained the most chivalrous traditions of the sea. Of the steamships listed above, the *Kabinga* and *Gryfevale* were spared to convey the prisoners to neutral ports and the other ships were sunk.

On September 22nd at 9.30 p.m. the *Emden* appeared off Madras which she shelled for a short time, setting fire to the storage tanks of the Burma Oil Company. She fired about 40 shells which, in addition to destroying two or three tanks also killed 16 persons and wounded three others.

On October 28th, just before dawn, the *Emden* steamed into Penang where the Russian light cruiser *Jemtschug* (which see) lay at anchor with a French destroyer which was undergoing boiler repairs. The German cruiser, flying the Japanese flag was first mistaken for British and then for Japanese until too late. She succeeded in torpedoing the *Jemtschug*, which sank immediately. The destroyer was shelled to pieces and on coming out of harbour the *Emden* encountered another French destroyer, the *Mosquet* (which see). This little vessel made a most plucky attack on the raider but was soon sunk. The *Emden*, at risk of capture, hove to and rescued 36 men, three of whom died later.

The end was now drawing near. Early in the morning of November 9th the raider arrived off Cocos (Keeling) Island and sent an officer and 48 men armed with four machine-guns and 30 rifles to destroy the wireless equipment and cables of the Eastern Telegraph Company. An "S.O.S. *Emden* here" was sent off before the raider's wireless was able to jam. It reached a convoy some 60 miles distant consisting of the Australian cruisers *Melbourne* and *Sydney*, with a number of transports. Capt. Silver of H.M.A.S. *Melbourne*, in command of the convoy, at once detached the *Sydney*, Capt. J. C. T. Glossop, to engage the *Emden*.

The message reached the convoy at 6.30 a.m. and at 9.40 a.m. the first shot, fired by the *Emden*, began the fight. The Germans were at the time under the impression that they had encountered the light cruiser *Newcastle*, a vessel for which they thought themselves more than a match. They soon discovered their mistake and although they fired rapidly and accurately the superior weight of metal and the expert manoeuvring of the *Sydney* began to tell against them. The German's foremast and three funnels were shot away, her decks were a shambles and she was heavily on fire. In this

condition she was driven ashore at North Keeling at 11.20 a.m. The *Sydney* then went in pursuit of the captured British collier, *Buresk*, which was sunk by her prize crew at 12.10 p.m. The *Sydney* lowered two boats to pick up survivors, took on board 37 persons, of whom 16 were the German prize crew, and, leaving boats behind, to look for others, steamed back to the wreck. The *Emden* still flew her flag which she refused to haul down until fired upon, when a man was sent aloft to remove it.

The ships engaged are here compared, together with the losses sustained by each:

Emden, 3,593 tons, ten 4-1 in. guns, Seven officers, 108 men killed, Three officers, 53 men wounded. One hundred and fifty-five unwounded prisoners.

Of the wounded one officer and three men died later. Capt. von Muller escaped uninjured.

Sydney, 5,600 tons, eight 6 in. guns.
Four killed, 12 wounded.

The German crew were interned in Australia until the end of the war.

An interesting sequel was the voyage of the landing party left behind when the fight commenced. Lt. von Mucke in charge of this seized an old three-masted schooner, the *Ayasha*, of 70 tons. He hurriedly provisioned her and after thoroughly destroying the cable station set off with his crew for Padang, Sumatra, which he reached after a voyage of 16 days. Here he added four Germans who desired to get home to serve the Fatherland and then steered for the Gulf of Aden, being overtaken by the German collier *Choising* from Padang. The *Ayasha* was then scuttled and von Mucke and his men voyaged on the collier to Hodeidah, on the coast of Arabia, where they landed with their machine-guns and rifles. After many adventures they reached Constantinople, having lost one man by typhus and three in fights with the Arabs on the journey.

EMDEN

German Navy; 1925; Wilhelmshaven; 5,400 tons; 493-5x47x 17-5; 46,500 h.p.; 29 knots; turbine engines; eight 5-9 in. guns, three 3•5 in., 4 m.g., 4 T.T.

The German light cruiser *Emden* had seen more than 14 years service at the outbreak of the Second World War, when she was serving as a training ship for officer cadets. In the first fortnight of the war, when lying at Wilhelmshaven, she was bombed and damaged by British aircraft. She was repaired and later took part in the invasion of Norway.

As a light, fast vessel, which might have been used to advantage on the high seas, the *Emden* did little to emulate her famous fore-runner, and her record was uneventful. On April 9th, 1945, she was lying in Kiel harbour when she was attacked by British bombers and heavily damaged. On the 13th she was attacked again and although she remained afloat was wrecked beyond repair. On May 3rd the naval authorities gave orders for her to be scuttled.

EMIDIO

Socony-Vacuum Oil Co.; 1921; Bethlehem Shipbuilding Corp.; 6,912 tons; 435x56-2x33-5; 2,600 i.h.p.; 10-5 knots; triple-expansion engines.

The American tanker *Emidio*, Capt. Clark A. Barrow, was torpedoed, shelled and sunk by a Japanese submarine 20 miles W. of Blunt's Reef, California, on December 20th, 1941. Five of her crew were killed and five wounded. Capt. Barrow was among the survivors.

EMILE FRANCOU

Cie. Maritime Beige (Lloyd Royal) S.A.; 1929; Flensburger Schiffsb. Ges.; 5,859 tons; 443-7x57-2x26-7; 383n.h.p.; quadruple-expansion engines.

The Belgian steamship *Emile Francqui* was torpedoed and sunk by a German submarine on December 16th, 1942, about 800 miles W. of Ushant on a voyage from Liverpool to St. John, N.B. Forty-six lives were lost.

EMILE MIGUET

Cie. Navale des Petroles; 1937; Atel. & Chant, de France; 14,115 tons; 546-1x73-8x40-1; 982 n.h.p.; oilengines. The French motor tanker *Emile Miguet*, on a voyage from Corpus Christi to Havre, was torpedoed, set on fire and sunk by a German submarine on October 13th, 1939. Two lives were lost.

EMILIE

EMILIE

A. Richaud; 1875; Charland; 729 tons; 163-2x32-8x19-1. The wooden barque *Emilie*, Capt. G. L. Small, was formerly the *Arabella*. On March 26th, 1890, she sailed from Bluff, South Island, New Zealand, for Port Pirie, South Australia, with a cargo of sawn timber. On the following day she encountered a hurricane and started a leak. She became waterlogged and did not answer to her helm. Under these circumstances the captain gave orders to abandon ship, and one boat containing nine men was in the act of putting off when it was struck by a falling mast and smashed. Only one of its occupants regained the ship which had now rolled over on to her side. All her masts had gone and, after some lapse of time she righted herself and continued to drift for five days, eventually going ashore at Red Head, Stewart Island, on March 31st.

Four survivors, including the mate who was fatally injured, managed to reach shore where they remained for seven days, subsisting on shellfish and a dead seal. They were found by a party of mutton-birders and taken on board the tug *Awarua*, which landed them at Bluff on April 14th. The mate, John Brownrigg, died in hospital shortly afterwards.

EMILIE MAERSK

Dampskibsselsk. af 1912; 1922; Odense Staalskibsværft; 2,212 tons; 284-9x42-4x19-9; triple-expansion engines & L.P. turbine.

The Danish steamship *Emilie Maersk* went aground on January 14th, 1941, near Borkum and at some time between that date and February 5th, she foundered off Borkum Island. A life raft was recovered.

EMILIO MORANDI

Federazione Italiana del Consorzi Agrari; 1904; Howaldts-werke; 1,523 tons; 246x36x13-2; 117n.h.p.; triple-expansion engines.

The Italian steamship *Emilio Morandi* was torpedoed and sunk by a British submarine on January 9th, 1943, N.E. of Kuriat, Tunisia.

EMILY REED

Emily Reed Ship Co.; 1880; A. R. Reed; 1,565 tons; 215x40-6x24-1.

The American sailing ship *Emily Reed* was bound from Newcastle, N.S.W., to Portland, Oregon. She had almost reached the end of her voyage when she was wrecked at the mouth of the Neghalem River on February 14th, 1908. Ten of the crew were drowned and six saved.

EMIR

Compagnie de Navigation Mixte; 1882; Wigham Richardson & Co.; 1,291 tons; 246x31-7x23-6; 12 knots; compound engines.

The French passenger steamship *Emir* left Gibraltar for Oran on August 8th, 1911, with 113 persons all told, most of the passengers being Moors and the remainder French. Shortly after leaving, the steamship ran into fog and at 4 o'clock on the following morning, when five miles E. of Tarifa, she came into collision with the s.s. *Silver ton*, 2,682 tons, Newport, Mon., to Taranto with 4,000 tons of coal. The *Emir* was so badly damaged that she sank in deep water in a very few minutes taking with her 86 of those on board. The remaining 27, including all the crew, were picked up by the boats of the *Silver ton*.

EMILYNMOR

Emlyn Line; 1919; Smith's Dock Co.; 606 tons; 170x30x15-7; 94n.h.p.; 9 knots; triple-expansion engines. The steamship

Emlynmor, Capt. T. Butler, left Middlesbrough for Pembroke Dock at 3 p.m. on October 22nd, 1927, with a cargo of iron plates and angles. She carried a crew of 13. Weather conditions were ordinary for the time of the year and the ship signalled Dungeness at 8.45 p.m. on the 24th in fine and clear weather. She was then proceeding at a speed of 5.5 knots which would have brought her near the Wolf Rock Light by midnight on the 26th, and it is presumed that she foundered somewhere in this neighbourhood with all hands.

The *Emlynmor* was a converted submarine chaser.

EMMA

Worms etde.; 1892; A. McMillan & Son; 1,617 tons; 255 X 35-5x22; 189 n.h.p.; 10 knots; triple-expansion engines. The French steamship *Emma*, in ballast, was bound from Dunkirk to Bordeaux when she was torpedoed by a German submarine off Beachy Head at about 4.30 on the afternoon of Wednesday, March 31st, 1915. She was hit on the starboard side just abaft the engine room and sank in three minutes. Of her crew of 21 only two were saved, being picked up by a British destroyer after they had been in the water for one and a half hours.

EMMA

A. Zanchi; 1942; Italy; 7,931 tons; oil engines. The Italian motorship *Emma* was torpedoed and sunk by a British submarine on January 16th, 1943, about four miles S. of Ischia.

EMMA BAKKE

Skibs A/S Hilda Knudsen; 1929; Kockums Mek. Verks.; 4,721 tons; 397 x 54 • 7 x 24 • 9; oil engines. The Norwegian motorship *Emma Bakke* caught fire after an explosion on October 9th, 1954, about 250 miles W. of Casablanca. She was abandoned and 40 crew and nine passengers were picked up by the s.s. *Corrientes*. The *Emma Bakke* sank within the next two days. She was on a voyage from Philadelphia to Istanbul.

EMMA L. OULTON

Canadian; 1871; Sackville, N.B.; 660 tons; 145x29x18 (approx.).

The Canadian wooden barque *Emma L. Oulton* was overwhelmed by bad weather in the North Atlantic in March, 1876. The crew abandoned ship. One boat with five men was picked up.

EMMONS

United States Navy, fleet minesweeper; 1941; Bath Ironworks; 1,630 tons; 348-3x36x10-2; 50,000 s.h.p.; 36-5 knots; turbine engines; four 5 in. guns, four 40mm, four 20mm. The United States fleet minesweeper *Emmons* was formerly a destroyer. On April 6th, 1945, she was sunk off Okinawa by Japanese bombers. The vessel carried a complement of 210.

EMPEROR

Canada S.S. Lines; 1910; Collingwood S.B. Co.; 7,031 tons; 525 x 56 • 1 x 27; triple-expansion engines.

The British cargo ship *Emperor* was wrecked on Canoe Rocks off Isle Royale, Lake Superior, on June 4th, 1947, while on a voyage from Port Arthur, Ontario, to Ashtabula, Ohio, with a cargo of iron ore. Fourteen lives were lost.

EMPIRE ACTIVITY

Ministry of War Transport (Galbraith, Pembroke & Co.); 1919; Swan, Hunter & Wigham Richardson; 5,329 tons; 400 • 3x52-4X 28-4; 517 n.h.p.; triple-expansion engines.

The British cargo ship *Empire Activity* was wrecked one-and-a-half miles south-east of Peckford Reef on October 3rd, 1943, while on a voyage from Botwood to the United Kingdom with a cargo of zinc concentrates.

EMPIRE ADVENTURE

Ministry of Shipping (Runciman Shipping Co.); 1921; Northumberland S.B. Co.; 5,145 tons; 375x51-2x31-7; 370 n.h.p.; triple-expansion engines.

The steamship *Empire Adventure* was torpedoed and sunk by a German submarine on September 20th, 1940, on a voyage from the Tyne to Wabana, N.F.L. Twenty-one of her crew of 39 were lost.

EMPIRE AIRMAN

Ministry of Shipping (M. Whitwill & Son); 1915; Stabilimento Tecnico; 6,586 tons; 449-8x55-6x34-1; 369 n.h.p.; triple-expansion engines.

The steamship *Empire Airman* was torpedoed and sunk by a German submarine on September 21st, 1940, 350 miles W. of Maim Head on a voyage from Wabana, N.F.L. to Cardiff. Twenty-nine of her crew were lost.

EMPIRE AMETHYST

Ministry of War Transport (Hadley Shipping Co.); 1941; Furness S.B. Co.; 8,032 tons; 463-5x61-2x33; 674 n.h.p.; triple-expansion engines.

The British cargo ship *Empire Amethyst* was lost without trace after sailing from New Orleans on April 6th, 1942, on a voyage to Free-town with a crew of 47, including six gunners. She was last seen at 8.15 a.m. on the 12th, 150 miles S. of Haiti, and was considered to have been sunk by a submarine on about the 14th.

EMPIRE ARNOLD

Ministry of War Transport (Sir R. Ropner & Co.); 1941; W. Gray & Co.; 7,045 tons; 431-5x56-2x35-2; 11-5 knots; triple-expansion engines.

The steamship *Empire Arnold*, Capt. Tate, with a general cargo was 500 miles E. of Trinidad on August 4th, 1942, when she was torpedoed and sunk by a German submarine. Three officers and six men were killed. Capt. Tate and one other were taken prisoner.

EMPIRE ATTENDANT

Ministry of War Transport (Andrew Weir & Co.); 1921; Barclay Curie & Co.; 7,524 tons; 450x58-3x32-9; 1,085 n.h.p.; 13 knots; triple-expansion engines.

On July 15th, 1942, the steamship *Empire Attendant* was off the coast of Rio de Oro, West Africa, when she was torpedoed and sunk by a German submarine. She carried a crew of 59, none of whom was ever heard of again.

EMPIRE BARRACUDA

Ministry of War Transport (Stanhope S.S. Co.); 1919; American International S.B. Corp.; 4,972 tons; 391-9x54-2x28; 660 n.h.p.; turbine engines.

The steamship *Empire Barracuda* was torpedoed and sunk by a German submarine on December 15th, 1941, about 250 miles out from Gibraltar, with the loss of 12 lives.

EMPIRE BEAUMONT

Ministry of War Transport (W. Runciman & Co); 1942; Furness S.B. Co.; 7,044 tons; 431-3x56-2x35-2; triple-expansion engines.

The steamship *Empire Beaumont* was torpedoed and sunk by German aircraft on September 13th, 1942, about 200 miles S. of Spitsbergen on a voyage from the Clyde to North Russia. Four of her crew, one gunner and one passenger were killed.

EMPIRE BELL

Ministry of War Transport (J. Westoll); 1930; Nya Varvs A/B; 1,744 tons; 286-5x40-2x16-7; 124 n.h.p.; compound engines.

The steamship *Empire Bell* was torpedoed and sunk by a German submarine on September 25th, 1942, on a voyage from the Tyne to Reykjavik. The ship sank in four minutes, with the loss of ten lives.

EMPIRE BISON

Ministry of War Transport (Ropner Shipping Co); 1919; South Western Shipbuilding Co.; 5,612 tons; 410-5x54-3x27-2; 359 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Empire Bison*, Capt. W. H. Harland, was in the North Atlantic on November 1st, 1940, when she was torpedoed and sunk by a German submarine. At the time of her loss she was carrying as passengers seven ratings from the auxiliary cruiser *Rajputana*. Capt. Harland and 37 others were killed. The second officer, Mr. Carlton and three others, spent eight and a half days adrift on a raft before being rescued.

EMPIRE BLANDA

Ministry of War Transport (Larrinaga Steamship Co); 1919; Lithgows Ltd.; 5,693 tons; 423-5x56x28-7; 548n.h.p.; 12 knots; triple-expansion engines.

The steamship *Empire Blanda*, Capt. George A. Duncan, was formerly the Hamburg-Sudamerika *Rio Grande* which became a prize of war. She was lost without trace after sailing from Halifax, N.S., on February 3rd, 1941, on a voyage to Grangemouth with a cargo of scrap iron and steel. She was last sighted on February 9th, and was carrying a crew of 40.

A German broadcast on October 7th, 1942, claimed that she was sunk by a submarine about 300 miles E.S.E. of Cape Farewell.

EMPIRE BRIGADE

Ministry of War Transport (Cairns, Noble & Co); 1912; J. Priestman & Co.; 5,154 tons; 400x53-5x26-6; 440n.h.p.; 12 knots; triple-expansion engines.

The steamship *Empire Brigade*, Capt. S. W. Parks, was formerly the Italian *Elios* of the Lauro Line which had been taken over as a prize of war by the Ministry of War Transport and managed by the Cairns Noble company. On October 18th, 1940, the vessel was W. of the Hebrides in convoy when she straggled and fell victim to a German submarine. Six men were killed. Capt. Parks was among the survivors.

EMPIRE BROADSWORD

Ministry of War Transport (Cunard White Star Line); 1944; Short Bros.; 7,177 tons; 396-5x60-1x35; turbine engines. The steamship *Empire Broadsword* struck a mine and sank on the coast of Normandy on July 2nd, 1944, with the loss of seven lives.

EMPIRE BUFFALO

Ministry of War Transport (Lyle Shipping Co); 1919; Skinner & Eddy Corp.; 6,404 tons; 402-6x54-8x32-1; 11 knots; triple-expansion engines.

The steamship *Empire Buffalo*, Capt. John B. Hill, was torpedoed by a German submarine about 75 miles S.W. of Grand Cayman Island in the British West Indies on May 6th, 1942. Capt. Hill and 12 men were killed. The survivors landed at Kingston with the exception of the boatswain who was found after a search by aircraft and landed at Key West.

EMPIRE BYRON

Ministry of War Transport (J. & C. Harrison); 1941; Bar tram & Sons; 6,645 tons; 416-8x56-6x34; 292n.h.p.; triple-expansion engines.

The steamship *Empire Byron* was torpedoed and sunk by a German submarine at 6.15 a.m. on July 5th, 1942, in the Barents Sea on a voyage from Hull to North Russia. Three of her crew, three gunners and one passenger were lost.

EMPIRE CARIBOU

Ministry of War Transport (Sir W. R. Smith & Sons); 1919; Downey Shipbuilding Corp., Arlington, U.S.A.; 4,861 tons; 383-3x52-2x27-4; 339n.h.p.; 10 knots; triple-expansion engines.

The steamship *Empire Caribou*, Capt. M. Duffield, was in the North Atlantic on May 10th, 1941, when she was torpedoed and sunk by a German submarine. Capt. Duffield and 28 men were killed.

EMPIRE CELT

Ministry of War Transport (J. German & Co); 1941; Furness S.B. Co.; 8,032 tons; 463-5x61-2x23; 674n.h.p.; triple-expansion engines.

The steamship *Empire Celt* was torpedoed by a German submarine on February 24th, 1942, broke in two and sank about 420 miles S.S.E. of St. John, N.B., on a voyage from the Clyde to New York. Six of her crew were killed.

EMPIRE CITIZEN

Ministry of War Transport (P. Henderson & Co); 1922; Reiherstieg Schiffswerft; 4,683 tons; 361-2x50-2x23-8; 336 n.h.p.; 10 knots; quadruple-expansion engines.

On February 2nd, 1941, the steamship *Empire Citizen* was in the North Atlantic when she was torpedoed and sunk by a German submarine. Capt. Hughes and 77 men were killed and one wounded.

EMPIRE CLOUGH

Ministry of War Transport (Larrinaga Steamship Co); 1942; J. Readhead & Sons; 6,147 tons; 405-8x53-5x32-8; SOSn.h.p.; 12 knots; triple-expansion engines.

The steamship *Empire Clough*, Capt. Felix Bastarrechea, was in convoy in the North Atlantic on June 9th, 1942, when she was torpedoed and sunk by a German submarine. Five of her crew were killed. Capt. Bastarrechea was among the survivors.

EMPIRE COMET

EMPIRE COMET

Ministry of War Transport (Dodd Thomson & Co.); 1941; Lithgows Ltd.; 6,914 tons; 432-7x56-2x34-3; 490n.h.p.; 12 knots; triple-expansion engines.

The steamship *Empire Comet*, Capt. H. R. Willis, with a crew of 35, sailed from Halifax on 7th February, 1942, bound for Manchester, in convoy. On February 9th she became detached from the convoy and was never seen again. It was assumed that she was torpedoed by a German submarine.

EMPIRE CORPORAL

Ministry of War Transport (British Tanker Co.); 1922; Palmers' Shipbuilding & Iron Co.; 6,972 tons; 440x57-1x33-8; 654n.h.p.; 10 knots; turbine engines.

The tanker *Empire Corporal*, Capt. G. E. Hodgson, was in convoy in the Bahama Channel at the south-eastern end of Cuba when, on August 14th, 1942, she was torpedoed and sunk by a German submarine. Six of her crew were killed. Capt. Hodgson was among the survivors.

EMPIRE COWPER

Ministry of War Transport (R. Chapman & Son); 1941; W. Doxford & Sons; 7,164 tons; 428-8x56-6x35-5; 511 n.h.p.; triple-expansion engines.

The steamship *Empire Cowper* was bombed and sunk by German aircraft on April 11th, 1942, on a voyage from Murmansk to Iceland. Nine of her crew were lost.

EMPIRE CROMWELL

Ministry of War Transport (Lambert Bros.) ; 1941; W. Pickersgill & Sons; 5,970 tons; 401x54x33-2; 292n.h.p.; triple-expansion engines.

The steamship *Empire Cromwell* was torpedoed and sunk by a German submarine on November 28th, 1942, on a voyage from Table Bay to Trinidad and New York. The captain, 20 crew and three gunners were killed.

EMPIRE CROSSBILL

Ministry of War Transport (J. Morrison & Son); 1919; Los Angeles S.B. & D.D. Co.; 5,463 tons; 410x54-4x27-2; 422 n.h.p.; 10.5 knots; triple-expansion engines. The steamship *Empire Crossbill*, Capt. E. R. Townend, was torpedoed and sunk by a German submarine on September 11th, 1941, on a voyage from Philadelphia to Hull in convoy. All on board, 37 crew, ten gunners and one passenger, were lost.

EMPIRE DABCHICK

Ministry of War Transport (J. Morrison & Son); 1919; Atlantic Corpn.; 6,089 tons; 410-5x54-2x27; 598 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Empire Dabchick*, Capt. P. Birch, was torpedoed and sunk by a German submarine on December 3rd, 1942, about 200 miles S.E. by S. of Sable Island on a voyage from Liverpool to St. John, N.B. Capt. Birch, the entire crew of 36 and 11 gunners were lost.

EMPIRE DACE

Ministry of War Transport (Townsend Bros. Ferries); 1942; Swan, Hunter & Wigham Richardson; 716 tons; 179 - 5 X 40 - 2 X 11; 132 n.h.p.; triple-expansion engines.

The ferry *Empire Dace*, with a crew of 20 and some 100 passengers, struck a mine and sank at the entrance to Missolonghi, Greece, on December 1st, 1944. At least 45 lives were lost.

EMPIRE DAWN

Ministry of War Transport (Runciman Shipping Co.); 1941; W. Doxford & Sons; 7,241 tons; 428-8x56-5x35-5; 516 n.h.p.; oil engines.

The motorship *Empire Dawn*, on a voyage from Suez to New York, was shelled and sunk by a German raider on September 12th, 1942, about 900 miles W. of Cape Town. Twenty of her crew were killed and 21 taken prisoner.

EMPIRE DELL

Ministry of War Transport (G. Nisbet & Co.); 1941; Lithgows; 7,065 tons; 432-2x56-2x34-2; 436 n.h.p.; triple-expansion engines.

The steamship *Empire Dell* was torpedoed and sunk by a German submarine on May 12th, 1942, on a voyage from Garston to Halifax. Fifteen of her crew were lost.

EMPIRE DEW

Ministry of War Transport (R. Chapman & Son); 1941; Lithgows; 7,005 tons; 432x56-2x34-2; 436 n.h.p.; triple-expansion engines.

The steamship *Empire Dew* was torpedoed and sunk by a German submarine on June 12th, 1941, in mid-Atlantic on a voyage from the Tyne to the St. Lawrence. Twenty-three lives were lost.

EMPIRE DRYDEN

Ministry of War Transport (Sir R. Ropner & Co.); 1942; Wm. Doxford & Sons; 7,164 tons; 428-8x56-5x35-5; 511 n.h.p.; 11.5 knots; triple-expansion engines.

The steamship *Empire Dryden*, Capt. Powley, with a general cargo was in the Atlantic on April 20th, 1942, when she was torpedoed and sunk by a German submarine. Twenty-five survivors in boats landed at Bermuda on May 8th. Captain Powley and twenty-four men in two boats were last seen on April 23rd.

EMPIRE ELAND

Ministry of War Transport (Douglas & Ramsey); 1920; Long Beach S.B. Co.; 5,613 tons; 410-5x54-3x27-2; 552 n.h.p.; triple-expansion engines.

The British cargo ship *Empire Eland* was lost without trace after sailing in ballast from the River Mersey on September 7th, 1941 on a voyage to Mobile and Tampa. She carried a crew of 32 and five gunners.

EMPIRE ENDURANCE

Ministry of War Transport (Booth S.S. Co.); 1928; Deutsche Werk Vulkan; 8,570 tons; 512-7x63-7x30-9; 1,190n.h.p.; 14 knots; triple-expansion engines & L.P. turbine. The steamship *Empire Endurance*, Capt. W. W. Torkington, with a crew of 89 and five passengers, was torpedoed and sunk by a German submarine on April 20th, 1941, 500 miles W. of Ireland. A boat containing 20 of the crew and four passengers was picked up the next day, but another boat known to have got away was found empty on May 10th, 250 miles W.N.W. of the Orkney Islands.

EMPIRE ENERGY

Ministry of War Transport (E. R. Management Co.); 1923; A. G. "Neptun"; 6,589 tons; 440x57-1x29-5; 720 n.h.p.; triple-expansion engines & L.P. turbine.

The British cargo ship *Empire Energy* was wrecked 11 miles west of Cape Norman in Belle Isle Strait on November 4th, 1941, while on a voyage from New York and Sydney, N.S., to Belfast carrying a cargo of maize.

EMPIRE ENGINEER

Ministry of Shipping (Weidner, Hopkins & Co.); 1921; Canadian Vickers; 5,358 tons; 400x52-4x28-5; 520 n.h.p.; triple-expansion engines.

The British cargo ship *Empire Engineer* was lost without trace on a voyage from Sydney, N.S., to Newport, Mon. She sailed from Halifax, N.S., on January 22nd, 1941, with a cargo of steel. She had a crew of forty.

EMPIRE EVE

Ministry of War Transport (Headlam & Son); 1941; W. Pickersgill & Sons; 5,979 tons; 401x54x33-2; 292 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Empire Eve*, Capt. L. Z. Weatherill, was under Admiralty charter in the Mediterranean off the Algerian coast when, on May 18th, 1943, she was torpedoed and sunk by a submarine. Five of her crew were killed. Capt. Weatherill was among the survivors.

EMPIRE EXPLORER

Ministry of War Transport (T. & J. Harrison); 1925; Swan, Hunter & Wigham Richardson; 5,345 tons; 407x52-2x28-5; 606 n.h.p.; quadruple-expansion engines. The steamship *Empire Explorer* was torpedoed, shelled and sunk by a German submarine on July 8th, 1942, between Demerara and Barbados, with the loss of ten lives.

EMPIRE FROST

Ministry of War Transport (G. Heyn & Sons); 1940; Lithgows; 7,005 tons; 432-2x56-2x34-2; 436n.h.p.; 11 knots; triple-expansion engines. The steamship *Empire Frost*, Capt. J. McClelland, was attacked and badly damaged by German aircraft on March 12th, 1941, about 30 miles N.W. of Lundy Island. She was taken in tow by ships in company but on the 13th she was again attacked and sunk with the loss of six men. Capt. McClelland was among the survivors.

EMPIRE FUSILIER

Ministry of War Transport (Watts, Watts & Co.); 1921; Soc. Anon. Cantieri Cerusa; 5,408 tons; 379-2x51-9x27-5; 337 n.h.p.; triple-expansion engines. The steamship *Empire Fusilier*, sailing from the Tyne to Tampa, straggled from convoy on February 8th, 1942, and was torpedoed and sunk by a German submarine on the following day. Nine of her crew were lost.

EMPIRE GEM

Ministry of War Transport (British Tanker Co.); 1941; Harland & Wolff; 8,139 tons; 463-2x61-2x33-1; 502 n.h.p.; 11-5 knots; oil engines. The tanker *Empire Gem*, Capt. F. R. Broad, was torpedoed and sunk by a German submarine at 7.45 p.m. on January 23rd, 1942, when some distance off Cape Hatteras. Forty-nine of her crew were killed. Capt. Broad and the wireless operator were the only survivors. The *Empire Gem* was not in convoy.

EMPIRE GHYLL

Ministry of War Transport (Stephenson Clarke & Co.); 1941; Grangemouth Dockyard Co.; 2,011 tons; 272x40x17-2; 144 n.h.p.; 10 knots; triple-expansion engines. The collier *Empire Ghyll*, Capt. A. C. Mansen, struck a mine and sank near Gunfleet on October 18th, 1941. Five of her crew and two gunners were killed. Capt. Mansen was among the survivors.

EMPIRE GILBERT

Ministry of War Transport (Turner, Brightman & Co); 1941; Bartram & Sons; 6,640 tons; 416-8x56-6x34; 292 n.h.p.; triple-expansion engines. The steamship *Empire Gilbert* was torpedoed and sunk by a German submarine on November 2nd, 1942, between Spitsbergen and Jan Mayen Island on a voyage from the Tyne to Archangel. There were only three survivors, who were picked up by the submarine after having been two hours in the water.

EMPIRE GOLD

Ministry of War Transport (Common Bros); 1941; Furness S.B. Co.; 8,028 tons; 463-5x61-2x33; 674 n.h.p.; triple-expansion engines. The tanker *Empire Gold*, carrying 10,500 tons of white spirit, was torpedoed by a German submarine on April 18th, 1945, off the Bay of Biscay. She caught fire, broke in two and sank. Thirty-eight of her crew of 42 and all five gunners were lost.

EMPIRE GUILLEMOT

Ministry of War Transport (W. A. Souter & Co.); 1919; Western Pipe & Steel Co.; 5,720 tons; 410-5x54-2x27-1; 359 n.h.p.; triple-expansion engines. The steamship *Empire Guillemot* was torpedoed and sunk by Italian aircraft on October 24th, 1941, off Bona, on a voyage from Malta to Gibraltar. Eleven of her crew were lost.

EMPIRE HAIL

Ministry of War Transport (Larrinaga Steamship Co.); 1941; Lithgows; 7,005 tons; 432-2x56-2x34-2; 436n.h.p.; 10 knots; triple-expansion engines. The steamship *Empire Hail*, Capt. Robert Jones, was in convoy in the North Atlantic on February 23rd, 1942, when she was torpedoed and sunk by a German submarine. The entire crew of 42 and seven gunners were lost.

EMPIRE HAWKSBILL

Ministry of War Transport (Runciman (London) Ltd.); 1920; South Western S.B. Co.; 5,724 tons; 410-5x54-3x27-2; 576n.h.p.; triple-expansion engines. The steamship *Empire Hawksbill* was torpedoed and sunk by a German submarine at 12.29 a.m. on July 19th, 1942, about 200 miles N. of the Azores on a voyage from Barry to Table Bay. All her crew of 37 and nine gunners were lost.

EMPIRE HEATH

Ministry of War Transport (Joseph Robinson & Sons); 1941; Bartram & Sons; 6,643 tons; 416-8x56-6x34; 10 knots; triple-expansion engines. The steamship *Empire Heath*, Capt. W. T. Brown, was on passage from Victoria, Brazil, to Freetown when she was torpedoed and sunk by a German submarine. The attack took place on May 11th, 1944, when the vessel was N.W. of the small volcanic island of Trinidad in lat. 29° 31' S., long. 29° 50' W. The chief steward was saved and became a prisoner of war. The remaining 48 of the crew, nine gunners and one passenger were lost.

EMPIRE HERITAGE

Ministry of War Transport (Chr. Salvesen & Co.); 1930; Armstrong, Whitworth & Co.; 15,702 tons; 508-3x72-5x50-5; 1,079 n.h.p.; 11 knots; triple-expansion engines. The tanker *Empire Heritage*, Capt. J. C. Jamieson, was torpedoed and sunk by a German submarine about 25 miles W.N.W. of Malin Head, Co. Donegal, on September 8th, 1944. Forty-seven of her crew, 52 passengers, eight gunners and a signalman were lost.

EMPIRE HERON

Ministry of War Transport (Andrew Weir & Co.); 1920; Moore Shipbuilding Co.; 6,023 tons; 402-6x53x32-2; 12 knots; turbine engines. The steamship *Empire Heron* was in the North Atlantic when, at 11.3.0 on the night of October 15th, 1941, she was torpedoed and sunk by a German submarine. Thirty-four of her crew and nine gunners were lost, one survivor being picked up later.

EMPIRE HOMER

Ministry of War Transport (Haldin & Philipps); 1941; Greenock Dockyard Co.; 6,993 tons; 432-7x56-2x34-2; 320 n.h.p.; triple-expansion engines. The British cargo ship *Empire Homer* was blown ashore and wrecked on Sandray Island on January 15th, 1942. She was sailing in ballast on a voyage from Greenock to New York.

EMPIRE HOPE

Ministry of War Transport (Shaw Savill & Albion Co.); 1941; Harland & Wolff; 12,688 tons; 521-4x70-4x40-5; 12,000s.h.p.; 16 knots; oil engines. The *Empire Hope*, Capt. G. Williams, was one of the vessels comprising the famous Malta convoy of August, 1942. On the evening of the 12th, when near Cape Son after a day of continuous bombing attacks, the vessel's engines were damaged by near misses from bombs, 18 of which fell around her. So near were the explosions that some of her guns' crews were blown overboard but managed to swim back to the ship. Finally two direct hits set fire to the part cargo of kerosene in drums. The fire could not be controlled and the *Empire Hope* was sunk by ships in company, all the crew being picked up by the destroyer *Penn*.

Capt. Williams and the third officer, Mr. G. V. Conolly, were each awarded the D.S.C. in recognition of their efforts to save the vessel.

For further details see the *Waimarama*. The full story of the Malta convoy is told under the aircraft carrier *Eagle*.

EMPIRE HOWARD

EMPIRE HOWARD

Ministry of War Transport (*Raeburn & VereT*); 1941; *Lithgows Ltd.*; 6,985 tons; 431x56-2x34-2; 439n.h.p.; 11 knots; triple-expansion engines.

The steamship *Empire Howard*, Capt. H. J. M. Downie, O.B.E., was torpedoed and sunk by an enemy submarine on April 16th, 1942, while in a convoy to Russia. Twenty of her crew were killed on board and nine others died after being picked up. Capt. Downie was among the survivors.

EMPIRE HURST

Ministry of War Transport (*Smith, Hogg & Co.*); 1941; *W. Gray & Co.*; 2,852 tons; 310-6x44-4x19-4; 255n.h.p.; triple-expansion engines.

The steamship *Empire Hurst* was bombed and sunk by German aircraft on August 11th, 1941, about 400 miles W. of Gibraltar on a voyage from Aguilas to Barrow. Twenty-six of her crew were killed.

EMPIRE IMPALA

Ministry of War Transport (*Sun Shipping Co.*); 1920; *Virginia S.B. Corp.*; 6,116 tons; 403-3x53-2x32; 359n.h.p.; triple-expansion engines.

The British cargo ship *Empire Impala* was lost without trace after sailing from New York on February 23rd, 1943, on a voyage to Hull carrying a general cargo. She had a crew of 42 and six gunners.

EMPIRE JAGUAR

Ministry of War Transport (*Sir W. R. Smith & Sons*); 1920; *Uchida Shipbuilding Co.*; 5,186 tons; 399-6x54-7x27-6; 513 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Empire Jaguar*, Capt. H. T. Thomas, was in the North Atlantic when, on December 8th, 1940, she was torpedoed and sunk by a German submarine. Capt. Thomas and his crew of 36 were killed. Capt. Thomas commanded the *Empire Toucan* when she was torpedoed in June of the same year.

EMPIRE JAVELIN

Ministry of War Transport (*Blue Star Line*); 1944; *Consolidated Steel Corp.*; 7,177 tons; 396-5x60-1 x55; 11 knots; turbine engines.

The steamship *Empire Javelin*, Capt. J. McLean, was torpedoed and sunk by a German submarine on December 28th, 1944, about 40 miles S. of St. Catherine's Point. Eight of her crew were killed. Capt. McLean was among the survivors.

EMPIRE KESTREL

Ministry of War Transport (*Sir W. R. Smith & Sons*); 1919; *Great Lakes Engineering Works*; 2,689 tons; 254x43-9x25-9; 232 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Empire Kestrel*, Capt. A. J. R. Hooper, was in the Mediterranean off the coast of North Africa when, on August 16th, 1943, she was attacked by enemy aircraft and sunk by an aerial torpedo. Eleven of her crew were killed. Capt. Hooper was among the survivors.

EMPIRE KINGSLEY

Ministry of War Transport (*Chr. Salvesen & Co.*); 1941; *Greenock Dockyard Co.*; 6,996 tons; 432-7x56-2x34-2; 11 knots; triple-expansion engines.

The steamship *Empire Kingsley*, Capt. D. Hunter, was torpedoed and sunk by a German submarine on March 22nd, 1945, off Falinouth. Eight of her crew were killed. Capt. Hunter was among the survivors.

EMPIRE KOHINOOR

Ministry of War Transport (*Anchor Line*); 1919; *W. Hamilton & Co.*; 5,225 tons; 400-5x52-3x28-5; 517n.h.p.; triple-expansion engines.

The steamship *Empire Kohinoor* was torpedoed and sunk by a German submarine on July 2nd, 1943, about 150 miles S.W. of Monrovia on a voyage from Table Bay to England. Six of her crew were lost.

EMPIRE LAKE

Ministry of War Transport (*Constants (S. Wales) Ltd.*); 1941; *W. Gray & Co.*; 2,852 tons; 310-6x44-4x19-4; 255 n.h.p.; triple-expansion engines.

The steamship *Empire Lake* was torpedoed and sunk by a submarine on July 15th, 1943, off the east coast of Madagascar on a voyage from Durban to Aden. She sank in one minute with the loss of 25 of her crew and six gunners.

EMPIRE LAKELAND

Ministry of War Transport (*Blue Star Line*); 1942; *J. Readhead & Sons*; 7,015 tons; 430-9x56-2x35-2; 577n.h.p.; 11 knots; triple-expansion engines.

The steamship *Empire Lakeland*, Capt. F. J. Gudgein, left New York on February 23rd, 1943, for Glasgow with a crew of 57 and eight gunners. She straggled from convoy during the evening of March 11th and was never seen again. She was probably sunk by a German submarine.

EMPIRE LANCER

Ministry of War Transport (*Glen Line*); 1942; *Lithgows Ltd.*; 7,037 tons; 432-7x56-2x34-2; 558 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Empire Lancer*, Capt. M. Jollivet, was torpedoed and sunk by a German submarine on August 16th, 1944, in the Mozambique Channel. Capt. Jollivet and 36 of his crew and five gunners were killed.

EMPIRE LAWRENCE

Ministry of War Transport (*Crosby, Son & Co.*); 1941; *J. L. Thompson & Sons*; 7,457 tons; 423-8x59-9x35; 320 n.h.p.; triple-expansion engines.

The steamship *Empire Lawrence* was bombed and sunk by German aircraft on May 27th, 1942, off the North Cape on a voyage from Reykjavik to Murmansk. The captain, 11 crew and three gunners were lost.

EMPIRE LEOPARD

Ministry of War Transport (*Maritime Shipping & Trading Co.*); 1917; *Skinner & Eddy Corp.*; 5,676 tons; 411-2x54-1x27-1; 549 n.h.p.; triple-expansion engines.

The steamship *Empire Leopard* was torpedoed and sunk by a German submarine on November 2nd, 1942, about 500 miles E. of Belle Isle on a voyage from Botwood, N.F.L., to Avonmouth. Thirty of her crew and seven gunners were lost. There were four survivors.

EMPIRE LIGHT

Ministry of Shipping (*British India S.N. Co.*); 1940; *Barclay, Curie & Co.*; 6,828 tons; 427-9x57-5x32-1; 630 n.h.p.; triple-expansion engines & L.P. turbine.

The steamship *Empire Light*, on a voyage from Calcutta to Durban, was sunk by the German raider *Pinguin* on April 25th, 1941, N. of the Seychelles. The crew were taken aboard the *Pinguin* and, save for one Lascar, were lost when the raider was sunk by the cruiser *Cornwall* 13 days later.

EMPIRE LIGHT

Ministry of War Transport (*H. E. Moss & Co.*); 1925; *J. Brown & Co.*; 6,537 tons; 420-1x54-4x32-8; 776n.h.p.; oil engines.

The motorship *Empire Light*, on a voyage from Manchester to New York, was torpedoed by a German submarine on March 7th, 1943, about 400 miles E. of Labrador. Some of the crew got away in boats, in very bad weather, but the boats were never seen again. A naval ship stood by for three days to take off those still on board but was not able to approach on account of the weather. The ship disappeared on the 10th. Forty-four of her crew and five gunners were lost.

EMPIRE LYTTON

Ministry of War Transport (*Harris & Dixon*); 1942; *Furness S.B. Co.*; 9,807 tons; 438-8x68-3x36-1; 674 n.h.p.; triple-expansion engines.

The tanker *Empire Lytton*, sailing from Curacao to Gibraltar with 12,500 tons of benzine, was torpedoed and sunk by a German sub-

marine on January 9th, 1943, about 500 miles E. of the Canary Islands. Thirteen of her crew and one gunner were lost.

EMPIRE MAHSEER

Ministry of War Transport (Mitchell, Cotts & Co.); 1920; American International S.B. Corp.; 5,087 tons; 390x54-2x28; 416 n.h.p.; turbine engines.

The steamship *Empire Mahseer* was torpedoed and sunk by a German submarine on March 3rd, 1943, about 100 miles out from Durban bound for Baltimore. Seventeen of her crew and one gunner were lost.

EMPIRE MALLARD

Ministry of War Transport (H. Hogarth & Sons); 1918; Todd D.D. & Constr. Corp.; 4,957 tons; 381-4x53-2x27; 472 n.h.p.; triple-expansion engines.

The British cargo ship *Empire Mallard* sank after a collision with the *Empire Moon* on September 26th, 1941, near Point Amour, Belle Isle Strait. She was on a voyage from New York and Sydney, N.S., to the River Mersey with a cargo of steel ingots and bars.

EMPIRE MARCH

Ministry of War Transport (Headlam & Son); 1942; Vickers-Armstrongs; 7,040 tons; 433x56-2x34-4; 516 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Empire March*, Capt. A. W. Pinkney, left Calcutta on October 21st, 1942, and Durban on December 18th, bound for Bahia and England. On January 2nd, 1943, about 150 miles N.W. of Tristan da Cunha she was intercepted and sunk by an enemy raider. Thirty-three of her crew were killed. Capt. Pinkney and 24 others were taken aboard the raider.

EMPIRE MERCHANT

Ministry of Shipping (Kaye, Son & Co.); 1938; Deutsche Werft A.G.; 4,864 tons; 398-6x52-7x16-3; 1,163 n.h.p.; oil engines. The motorship *Empire Merchant* was torpedoed and sunk by a German submarine on August 16th, 1940, off the west coast of Ireland on a voyage from Avonmouth to Kingston, Jamaica. Six of her crew and one gunner were lost.

EMPIRE MERLIN

Ministry of War Transport (Sir R. Ropner & Co.); 1919; Ames S.B. & D.D. Co.; 5,763 tons; 409-8x54-2x29-2; 369 n.h.p.; 11-5 knots; triple-expansion engines.

The steamship *Empire Merlin*, Capt. Simpson, with a general cargo was in the North Atlantic about 250 miles N.W. of the Hebrides on August 25th, 1940, when she was torpedoed and sunk by a German submarine. Of a crew of eight officers and 25 men only one man survived.

EMPIRE MERMAID

Ministry of War Transport (Lyle Shipping Co.); 1919; Skinner & Eddy Corp.; 6,381 tons; 403-1x54-9x31-8; 359 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Empire Mermaid*, Capt. J. Ferguson, was bombed off the N.W. coast of Scotland on March 26th, 1941. The vessel was carrying survivors of the s.s. *Cape Nelson*, of the same company, as well as her own crew. She remained afloat for two days, sinking on the 28th with the loss of 19 men in the first officer's boat, and four who died from exposure or wounds out of 23 in the captain's boat. Capt. Ferguson was among the survivors.

EMPIRE MERSEY

Ministry of War Transport (Larrinaga Steamship Co.); 1920; R.Duncan & Co.; 5,791 tons; 449-9x57-9x26-6; 609 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Empire Mersey*, Capt. Felix Bastarrechea, was in convoy in the North Atlantic on October 14th, 1942, when she was torpedoed and sunk by a German submarine. Captain Bastarrechea and 15 of his crew were killed, and two wounded. Captain Bastarrechea was in command of the *Empire Clough* when she was torpedoed in June of the same year.

The *Empire Mersey* was formerly the *Ramon de Larrinaga* and capsized in the Delaware River on February 9th, 1941, with the loss

of two lives. She was salvaged, reconditioned and taken over by the Ministry of War Transport and handed back to the Larrinaga company to manage.

EMPIRE METAL

Ministry of War Transport (British Tanker Co.); 1942; Harland & Wolff; 8,201 tons; 465-6x59-5x33-8; 502 n.h.p.; 10 knots; oil engines.

The motor tanker *Empire Metal*, Capt. S. Shaw, was bombed and sunk by German aircraft on January 2nd, 1943, whilst lying in Bona Harbour, Algeria. Capt. Shaw and five of his crew were killed.

EMPIRE MICA

Ministry of War Transport (Anglo-American Oil Co.); 1941; Furness S.B. Co.; 8,032 tons; 463-5x61-2x33; 674 n.h.p.; triple-expansion engines.

The tanker *Empire Mica*, on a voyage from Houston to the United Kingdom, was torpedoed and sunk by a German submarine on June 29th, 1942, off the west coast of Florida. Thirty-three of her crew were lost.

EMPIRE MORDRED

Ministry of War Transport (G. Nisbet & Co.); 1942; C. Connell & Co.; 7,024 tons; 431-3x56-3x35-2; 510 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Empire Mordred*, Capt. Hugh Mackinnon, was mined and sunk off Ceuta on the night of February 7th, 1942. Eleven of her crew, three gunners and one passenger were lost. This was the fourth time during the war that Capt. Mackinnon was among the survivors from a vessel under his command which had been sunk by enemy action.

EMPIRE NEWCOMEN

Ministry of War Transport (Martyn, Martyn & Co.); 1941; W. Gray & Co.; 2,873 tons; 315-4x46-5x23; 269 n.h.p.; triple-expansion engines.

The steamship *Empire Newcomen* was torpedoed and sunk by a German motor torpedo boat on November 30th, 1941, five miles S. of Dudgeon Light on a voyage from London to Sunderland. Ten of her crew were killed.

EMPIRE NOMAD

Ministry of War Transport (Connell & Grace); 1942; J. L. Thompson & Sons; 7,167 tons; 423-8x57-2x34-5; 507 n.h.p.; triple-expansion engines.

The steamship *Empire Nomad* was torpedoed and sunk by a German submarine on October 13th, 1942, about 150 miles S. of Durban bound for Trinidad and New York. Three of her crew and three gunners were killed.

EMPIRE PANTHER

Ministry of War Transport (Stanhope S.S. Co.); 1919; Columbia River S.B. Corp.; 5,600 tons; 410x54-2x27-6; 579 n.h.p.; turbine engines.

The steamship *Empire Panther* struck a mine and sank on January 1st, 1943, off Strumble Head on a voyage from New York to Cardiff. Six of her crew were killed.

EMPIRE PATROL

Ministry of War Transport (Furness, Withy & Co.); 1928; Stabilimento Tecnico; 3,334 tons; 331-9x44-8x21-3; oil engines.

The British motorship *Empire Patrol* caught fire on September 29th, 1945, when approximately 38 miles off Port Said. She sank on October 1st in position 31° 30' N., 32° 33' E. The ship was sailing in ballast from Port Said to Castelorizo Island with Greek refugees. Thirty-three lives were lost in this disaster.

EMPIRE PRAIRIE

Ministry of War Transport (Kaye Son & Co); 1941; Lithgows Ltd.; 7,010 tons; 431x56-2x34-2; 519 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Empire Prairie*, Capt. R. J. Payne, left Halifax on April 7th, 1942, for Table Bay and Alexandria with a crew of 44 and five gunners. She was never seen again and was probably sunk by a submarine.

EMPIRE PROGRESS

EMPIRE PROGRESS

Ministry of War Transport (H. Hogarth & Sons); 1918; Harland & Wolff; 5,249 tons; 400-6x52-3x28-5; 490n.h.p.; triple-expansion engines.

The steamship *Empire Progress*, on a voyage from Glasgow to Tampa, was torpedoed and sunk by a German submarine on April 13th, 1942, about 200 miles N.W. of the Azores. The captain, seven crew and four gunners were killed.

EMPIRE PROTECTOR

Ministry of War Transport (W. Thomson & Co.); 1921; Cant. Offic. Savoia; 6,181 tons; 394-5x51-5x34-9; 12 knots; turbine engines.

The steamship *Empire Protector*, Capt. J. Cringle, was originally an Italian vessel and became a British prize of war in 1940. On May 30th, 1941, when near Cape Palmas on her way from Cape Town to Freetown, the *Empire Protector* was struck amidships on the starboard side by a torpedo from a German submarine. The attack took place at about 10.20 a.m. and the ship was badly damaged, her engine room flooded, No. 3 hatch was burst open and fuel oil was set on fire. Four of the crew and one gunner were killed by the explosion.

In view of the damage and the hopelessness of his position Capt. Cringle gave orders to abandon ship and the survivors put off in two small bridge boats and a few rafts, the other boats having been rendered unseaworthy. Soon after leaving the vessel the crew observed a second torpedo explode against the starboard side abaft of the mainmast and the ship sank.

Capt. Cringle had sent out a wireless call for assistance, but this did not reach any other ship and the arrival of the s.s. *Arundo* of Rotterdam was quite fortuitous. She picked up all the boats by 4.30 in the afternoon and landed the 33 occupants at Freetown on the following day.

EMPIRE PURCELL

Ministry of War Transport (Dover Nav. Co.); 1942; W. Gray & Co.; 7,049 tons; 431-5x56-2x34-3; 510n.h.p.; triple-expansion engines.

The steamship *Empire Purcell* was bombed, set on fire and sunk by German aircraft on May 27th, 1942, off the North Cape on a voyage from Middlesbrough and Reykjavik to North Russia. Seven of her crew and one gunner were killed.

EMPIRE RIDGE

Ministry of Shipping (Witherington & Everett); 1941; Lithgows; 2,922 tons; 315-2x44-4x19-9; 240n.h.p.; triple-expansion engines.

The steamship *Empire Ridge* was torpedoed and sunk by a German submarine on May 19th, 1941, on a voyage from Melilla to Garston with iron ore. Twenty-eight of her crew and three gunners were lost. There were two survivors.

EMPIRE ROSEBERY

Ministry of War Transport (C. Rowbotham & Sons); 1944; Blythswood S.B. Co.; 2,370 tons; 290-7x44-1x19-1; triple-expansion engines.

The steamship *Empire Rosebery* struck a mine and sank on August 24th, 1944, two miles N. of Anromanches, with the loss of ten of her crew and three gunners.

EMPIRE SAILOR

Ministry of War Transport (Cairns Noble & Co.); 1926; Stabilimento Tecnico; 6,140 tons; 430x55-5x27-6; 1,323n.h.p.; 14 knots; oil engines.

The motor vessel *Empire Sailor*, Capt. F. W. Fairley, was formerly the Italian *Cellini* of the Italia company which had been taken over as a prize of war by the Ministry of War Transport. On November 21st, 1942, the vessel was in convoy some 300 miles E. of Halifax, N.S., when she was torpedoed by a German submarine. The explosion released deadly fumes from the phosgene and mustard gas which formed part of her cargo and 23 officers and men died from its effects and several others were seriously affected but recovered. Capt. Fairley, who commanded the *Cairmona* when she was torpedoed in 1939, was among the survivors.

EMPIRE SHACKLETON

Ministry of War Transport (Houlder Bros. & Co.); 1941; Lithgows Ltd.; 7,068 tons; 432-7x56-2x34-2; 436n.h.p.; triple-expansion engines.

The steamship *Empire Shackleton*, Capt. H. E. Jones, left the Mersey on December 18th, 1942, for Halifax, N.S., being the 'Commodore ship' of the convoy under command of Vice-Admiral Egerton. On the evening of the 26th the convoy was attacked by German submarines with disastrous results. Between the evening of the 26th and the evening of the 28th no fewer than 18 British and Allied vessels were sunk. The *Empire Shackleton* was torpedoed and sunk at 10.15 p.m. on the 28th. One boat containing 11 men, of whom five were gunners, was lowered to the water's edge and cut adrift by the men without orders. This boat drifted away and was picked up by the s.s. *Calgary* which took the men to Freetown. Two other boats, with Vice-Admiral Egerton and 41 others, were picked up by the special service vessel *Fidelity* which was torpedoed and sunk with all on board on December 29th. Captain Jones and 36 others were lost with the ship.

EMPIRE SKY

Ministry of War Transport (Claymore Shipping Co.); 1941; J. L. Thompson & Sons; 7,455 tons; 426x59-9 x 35; 320 n.h.p.; triple-expansion engines.

The steamship *Empire Sky*, on a voyage from Hull and Reykjavik to Archangel, was torpedoed and sunk by a German submarine on November 6th, 1942, about 300 miles W. of the North Cape, with the loss of all on board.

EMPIRE SOLDIER

Ministry of War Transport (Wm. Cory & Son); 1929; Lithgows; 4,539 tons; 385x52x26-1; 477 n.h.p.; triple-expansion engines. The British cargo ship *Empire Soldier* was in collision with the *F. J. Wolfe* and sank on September 16th, 1942, in position 47° 35' N., 51° 44' W. She was on a voyage from New York and Halifax, N.S. to Hull carrying a general cargo.

EMPIRE SONG

Ministry of Shipping (Cayzer, Irvine & Co); 1940; Greenock Dockyard Co.; 9,228 tons; 463-8x63x32-7; 1,370 n.h.p.; triple-expansion engines & LP turbine.

The steamship *Empire Song*, on a voyage from the Clyde to the Middle East with munitions, was sunk by an internal explosion on May 9th, 1941, off Malta. Eighteen of her crew were killed.

EMPIRE SPRING

Ministry of War Transport (Donaldson Bros. & Black); 1941; Lithgows; 6,946 tons; 432-2x56-2x34-3; 490 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Empire Spring*, Capt. A. McKechnan, left the Mersey on February 2nd, 1942, in convoy for Halifax with a crew of 42 and five gunners. The convoy dispersed on the 15th about 300 miles E. of Sable Island. The *Empire Spring* was never seen again and was thought to have been sunk by a submarine.

EMPIRE SPRINGBUCK

Ministry of War Transport (W. A. Souter & Co); 1918; Ames S.B.&D.D.CO.; 5,591 tons; 409-5x54-2x27-4; 543 n.h.p.; 10.5 knots; triple-expansion engines.

The steamship *Empire Springbuck*, Capt. W. O'Connell, was in convoy in the North Atlantic when she was torpedoed and sunk by a German submarine. She had sailed from Sydney, N.S., for Leith and London carrying a cargo of steel and explosives. The attack took place on September 10th, 1941, and the vessel sank with all hands, 42 officers and men. Capt. O'Connell had been in command of the motor vessel *Hylton* when she was torpedoed six months previously.

EMPIRE STANLEY

Ministry of War Transport (R. S. Dalgliesh); 1941; Greenock Dockyard Co.; 6,921 tons; 432-7x56-2x33-2; 688 n.h.p.; oil engines.

The motorship *Empire Stanley*, on a voyage from Durban to Aden, was torpedoed and sunk by a submarine on August 17th, 1943, about 200 miles S.E. of Madagascar. The captain, 18 crew, six gunners and one passenger were killed.

EMPIRE STAR

FrederickLeyland & Co.; 1935; *Harland & Wolff*; 12,656 tons; 524-2x70-4x32-3; 12,000 b.h.p.; 16knots; oilengines. The *Empire Star*, Capt. S. N. Capon, was torpedoed and sunk by a German submarine in the North Atlantic on October 23rd, 1942. Four men were killed on board. The captain's boat with 26 crew, six gunners and six passengers was never seen again.

EMPIRE STATESMAN

Ministry of Shipping (Runciman Shipping Co.); 1920; *G. Ansaldo & Co.*; 5,306 tons; 379x51-5x28-3; 606 n.h.p.; oilengines. The British cargo ship *Empire Statesman* sailed from Freetown on November 19th, 1940, on a voyage to Oban and Middlesbrough with an ore cargo. She reported engine trouble two days later but no subsequent news of the ship was received. She carried a crew of 32.

EMPIRE STEEL

Ministry of War Transport (Andrew Weir & Co.); 1941; *Cammell Laird & Co.*; 8,138 tons; 465-3x59-3x33-8; 502 n.h.p.; 10 knots; oilengines.

The motorship *Empire Steel* was torpedoed and sunk by a German submarine on March 24th, 1942, in the North Atlantic. She carried a crew of 47 of whom 39 were killed.

EMPIRE STEVENSON

Ministry of War Transport (W. Brown, Atkinson & Co.); 1941; *J. Readhead & Sons*; 6,029 tons; 405-8x53-5x33-3; 415 n.h.p.; triple-expansion engines.

The steamship *Empire Stevenson*, on a voyage from Hull to North Russia, was torpedoed by a German aircraft, blew up and sank on September 13th, 1942, off the North Cape. All on board were lost, 40 crew and 19 gunners.

EMPIRE STREAM

Ministry of War Transport (J. S. Stranaghan & Co.); 1941; *Lithgows*; 2,922 tons; 315-2x44-4x19-9; 240 n.h.p.; triple-expansion engines.

The steamship *Empire Stream*, on a voyage from Gibraltar to Dundee, was torpedoed and sunk by a German submarine on September 25th, 1941, about 800 miles W. of Cape Finisterre. Four of her crew, two gunners and two stowaways were killed.

EMPIRE SUN

Ministry of War Transport (J. Cory & Sons); 1941; *Short Bros.*; 6,952 tons; 427-5x57x34-3; 431 n.h.p.; triple-expansion engines.

The steamship *Empire Sun*, on a voyage from Portland, Me., to England, was torpedoed and sunk by a German submarine on February 7th, 1942, about 150 miles S. of Halifax. Eight of her crew, two gunners and one passenger were killed.

EMPIRE SURF

Ministry of War Transport (Saint Line); 1941; *Bartram & Sons*; 6,641 tons; 416-8x56-6x34; 292 n.h.p.; triple-expansion engines.

The steamship *Empire Surf*, on a voyage from Manchester to Jacksonville, was torpedoed and sunk by a German submarine on January 14th, 1942, about 600 miles E. of the Orkney Islands. Thirty-eight of her crew of 44 and all nine gunners were lost.

EMPIRE THUNDER

Ministry of Shipping (F. Carrick & Co.); 1940; *W. Pickersgill & Sons*; 5,965 tons; 401x54x33-2; 292 n.h.p.; triple-expansion engines.

The steamship *Empire Thunder* was torpedoed and sunk by a German submarine on January 6th, 1941, off Stornoway. All the crew got away in the boats but one boat with nine men was blown up by a torpedo.

EMPIRE TIGER

Ministry of Shipping (Turner, Brightman & Co.); 1919; *Todd D.D. & Construction Corp.*; 4,886 tons; 380-2x53-2x27; 339 n.h.p.; triple-expansion engines.

The steamship *Empire Tiger* left Philadelphia on February 6th, 1941, and Halifax on the 13th, bound for the Clyde. At 10 p.m. on the

26th the ship called for assistance, giving her position about 300 miles S. of Iceland and stating that she was badly down by the head in heavy weather. A second call at 12.35 a.m. on the 27th reported "shipping heavy seas" and a final message at 2.12 a.m. "all boats washed away".

EMPIRE TOWER

Ministry of War Transport (Counties Ship Management Co.); 1935; *Burntisland S.B. Co.*; 4,378 tons; 372x52-4x25-2; 335 n.h.p.; triple-expansion engines.

The steamship *Empire Tower*, on a voyage from Gibraltar to Middlesbrough, was torpedoed and sunk by a German submarine on March 5th, 1943, about 250 miles W. of Cape Finisterre. Forty-one of her complement of 47 were lost.

EMPIRE TURNSTONE

Ministry of War Transport (Kaye Son & Co.); 1918; *Columbia River S.B. Corp.*; 6,113 tons; 410x54-2x27-6; 551 n.h.p.; 11 knots; turbine engines.

The steamship *Empire Turnstone*, Capt. H. B. Collins, was torpedoed and sunk by a German submarine on October 22nd, 1942, in the North Atlantic. She went down with all hands, 46 officers and men.

EMPIRE UNION

Ministry of War Transport (Canadian Pacific Steamships); 1924; *Stabilimento Tecnico*; 5,952 tons; 390-8x54x29-6; 465 n.h.p.; triple-expansion engines.

The steamship *Empire Union* was torpedoed and sunk by a German submarine at 11.40 p.m. on December 26th, 1942, on a voyage from London to St. John, N.B. The captain, five crew and one gunner were killed.

EMPIRE VOLUNTEER

Ministry of Shipping (J. Cory & Sons); 1921; *Harbour Marine*; 5,319 tons; 399-8x52-3x28-5; 521 n.h.p.; triple-expansion engines.

The steamship *Empire Volunteer*, on a voyage from Wabana, N.F.L., to Glasgow, was torpedoed and sunk by a German submarine on September 15th, 1940, about 250 miles W. of the Hebrides. Six of her crew were killed.

EMPIRE WAGTAIL

Ministry of War Transport (Smith, Hogg & Co.); 1919; *Todd Dry Dock Corp.*; 4,893 tons; 380-1x53-1x27; 339 n.h.p.; triple-expansion engines.

The steamship *Empire Wagtail*, on a voyage from Cardiff to Boston, was torpedoed and sunk by a German submarine on December 28th, 1942, about 900 miles E. of Cape Finisterre. All on board were lost, 36 crew and seven gunners.

EMPIRE WAVE

Ministry of War Transport (Ban, Crombie & Co.); 1941; *J. L. Thompson & Sons*; 7,463 tons; 423-8x59-9x35; 320n.h.p.; triple-expansion engines.

The steamship *Empire Wave*, on a voyage from Sunderland to Halifax, was torpedoed and sunk by a German submarine on October 2nd, 1941, about 500 miles E. of Cape Farewell. One boatload of 30 men was lost and one man died in another boat.

EMPIRE WHALE

Ministry of War Transport (Donaldson Bros. & Black); 1919; *Federal Shipbuilding Co.*; 6,159 tons; 395-5x55x31-4; 645 n.h.p.; 11 knots; turbine engines.

The steamship *Empire Whale*, Capt. J. Davitt, was torpedoed and sunk by a German submarine on March 29th, 1943, while in convoy in the Bay of Biscay. Capt. Davitt, 41 crew and one passenger were lost.

EMPIRE WILDEBEESTE

Ministry of War Transport (G. Nisbet & Co.); 1918; *Skinner & Eddy Corp.*; 5,631 tons; 409-6x54-2x27-1; 416n.h.p.; turbine engines.

The steamship *Empire Wildebeeste*, on a voyage from Hull to Baltimore, was torpedoed and sunk by a German submarine at 2.5 a.m. on January 24th, 1942, about 600 miles W. of Philadelphia. Eight of her crew and one gunner were killed.

EMPRESS

Curwen Bros.; 1889; *Grangemouth Dockyard Co.*; 1,315 tons; 232x34-9x16-4; 136n.h.p.; triple-expansion engines. The British cargo ship *Empress* was wrecked on March 21st, 1897, on Black Rock, Carnsore, Wexford, while on a voyage from Seville to Ayr with a cargo of iron ore.

EMPRESS

Taylor & Sander son; 1882; *Short Bros.*; 2,025 tons; 291x40-2x20-2; 204 n.h.p.; compound engines. The British cargo ship *Empress* struck a wreck and foundered on January 23rd, 1915, off Sheringham, while on a voyage in ballast from London to Sunderland.

EMPRESS

Amaryllis Shipping Co.; 1893; *Furness Withy & Co.*; 2,914 tons; 314x40-5x21-4; 249 n.h.p.; 9 knots; triple-expansion engines. The steamship *Empress* was mined and sunk on July 31st, 1917, four and a half miles E. by S. ½ S. of Withernsea Lighthouse. Five of her crew were killed. The captain was among the survivors.

EMPRESS EKATERINA II

Russian Steam Navigation & Trading Co.; 1913; *W. Denny & Bros.*; 5,545 tons; 381x51-8x27-7; 788 n.h.p.; triple-expansion engines. The Russian steamship *Empress Ekaterina II* was torpedoed and sunk by a submarine in the Mediterranean on January 30th, 1918.

EMPRESS QUEEN

Isle of Man Steam Packet Co.; 1897; *Fairfield Co.*; 1,995 tons; 360-1x42-3x17; 1,290 n.h.p.; compound diagonal engines. The British cargo ship *Empress Queen* was wrecked on February 1st, 1916, at Bembridge Ledge, Isle of Wight, while on a voyage from Havre to Southampton carrying a cargo of ammunition.

EMPRESS OF ASIA

Canadian Pacific Railway Co.; 1913; *Fairfield Shipbuilding Co.*; 16,909 tons; 570-1x68-2x42; 3,720 n.h.p.; 20 knots; turbine engines. The liner *Empress of Asia*, Capt. J. Bissett-Smith, O.B.E., was transporting some 2,200 troops to the Far East when she was attacked by nine Japanese dive-bombers about six miles from Singapore on February 5th, 1942. The vessel sustained five direct hits, of which four fell near the bridge and the fifth on the galley, causing her to catch fire. The Australian sloop *Yarra* (which see) came alongside and took off many hundreds of those on board, at the same time engaging the enemy bombers with her anti-aircraft guns. It proved impossible to extinguish the fire and the *Empress of Asia* drifted ashore and was burned out.

Seven persons were killed and 153 taken prisoner by the Japanese.

EMPRESS OF BRITAIN

Canadian Pacific Railway Co.; 1931; *John Brown & Co.*; 42,348 tons; 733-3x97-8x56; 12,753n.h.p.; 24 knots; turbine engines. The liner *Empress of Britain*, Capt. C. H. Sapsworth, C.V.O., was the largest unit of the company's fleet. On October 26th, 1940, the vessel was 150 miles off the coast of Ireland, homeward bound from Canada, when she was attacked by German aircraft which machine-gunned the liner's gun crew and then returned and dropped a heavy bomb, scoring a direct hit. Shortly after this the aircraft returned for the third time and dropped a large number of incendiary bombs, setting the ship on fire in several places.

The *Empress of Britain* was manoeuvred so that the forward portion of the ship was clear of smoke, and about 300 of the passengers were gathered there. The work of launching the boats was then commenced and was carried through with a complete absence of panic. As the ship was not sinking there was ample time for most of the 643 persons on board to be embarked in safety.

Ships of the Royal Navy hurried to the scene and picked up the survivors, while others took the *Empress of Britain* in tow. On October 28th, the liner was attacked for the fourth time, on this occasion by a German submarine, commanded by Lt. Jaenisch, which got home two torpedoes. The ship blew up and sank soon afterwards.

Of those on board 598 were saved, including Capt. Sapsworth, who was the last to leave the vessel. The number either killed or drowned was 49.

EMPRESS OF CANADA

Canadian Pacific Railway Co.; 1922; *Fairfield Shipbuilding Co.*; 21,517tons; 627x77-9x42-2; 26,000s.h.p.; 20knots; turbine engines. The liner *Empress of Canada*, Capt. G. Goold, with about 1,400 Greek and Polish refugees as well as Italian prisoners on board, was torpedoed by an Italian submarine 400 miles S. of Cape Palmas, West Africa, at 11.56p.m., on March 13th, 1943, and again 55 minutes later. The vessel sank in 12 minutes but despite this a large proportion of those on board were saved. Forty-four of the crew, eight gunners and about 340 passengers were lost. Capt. Goold was among the survivors.

EMPRESS OF CANADA

Canadian Pacific Co.; 1928; *John Brown & Co.*; 20,325 tons; 581-9x75-2x41-7; 18 knots; turbine engines. The liner *Empress of Canada*, formerly the *Duchess of Richmond*, was lying in Gladstone Dock, Liverpool, on January 26th, 1953, when she caught fire. All efforts to control the flames failed and the ship capsized on the following day. She was raised in February, 1954, but as repairs were estimated to be in the region of £200,000 she was sold for scrap. There was no loss of life.

EMPRESS OF CHINA

Canadian Pacific Railway Co.; 1891; *Naval Construction & Armaments Co.*; 5,947 tons; 455-6x51-2x33-1; 1,167n.h.p.; 17-5 knots; triple-expansion engines. The three sister ships, *Empress of China*, *Empress of India* and *Empress of Japan*, were built by the C.P.R. Co. in 1891, when the company entered into a contract with the British and Canadian governments to carry mails. On August 27th, 1911, the *Empress of China* was wrecked in a fog off Nojima, some 35 miles from Yokohama, but all the passengers and crew, together with the mails, were taken off in safety.

EMPRESS OF IRELAND

Canadian Pacific Railway Co.; 1906; *Fairfield Shipbuilding Co.*; 14,191 tons; 548-9x65-7x36-7; 18,500i.h.p.; 20 knots; quadruple-expansion engines. The *Empress of Ireland*, Capt. Kendall, R.N.R., left Quebec at 4.30 p.m. on May 29th, 1914, bound for Liverpool. She carried 1,477 persons, inclusive of crew and passengers. The night was alternately fine and foggy, as the fog lay about in patches. When altering course some 20 miles below Rimouski the look-out observed the lights of another steamship coming up the river, which would normally pass the liner on her starboard side. The fog then swept over the water and enveloped both ships and Capt. Kendall therefore put his engines astern and signalled by three blasts of his siren that he had done so.

The fog was now very thick when suddenly the bows of a big ship loomed into sight and crashed into the starboard side of the liner. The on-coming vessel proved to be the *Storstadt*, 6,028 tons, Capt. Andersen, belonging to the A/S Maritim of Norway. The *Empress of Ireland* was struck between the funnels and a huge hole torn in her side, running from the engine room aft. The boiler rooms were flooded and the watertight bulkheads rendered useless.

Capt. Kendall at once hailed the *Storstadt* and requested her to keep her engines going so that her bow might remain in the hole and thus serve to keep the liner afloat. This request could not be complied with, as the bows of the *Storstadt* were too crumpled by the collision, she was therefore obliged to back away, permitting a torrent of water to rush into the doomed ship. Within 15 minutes of the collision, the *Empress of Ireland* had foundered, going down in some 19 fathoms, five miles E. of Father Point.

The disaster occurred at 1.55 a.m. and the passengers were asleep in their berths. Only a few of them found their way to the upper deck. Five minutes after the ship was struck her position was hopeless. Her wireless failed after the first S.O.S. messages had gone out; she was listing heavily and it was almost impossible to launch the boats, although four ultimately got away. The first officer, Mr. Steede, attended personally to the launching of what few boats

could be got away; but while engaged in this work he was killed by a boat which carried away from its tackle.

Two steamships, the *Eureka* and the *Lady Evelyn*, were lying alongside the wharf at Father Point with steam up and both put out on receipt of the *Empress of Ireland's* S.O.S. Between them they picked up several hundreds of survivors, while the boats of the *Storstadt* picked up many others.

The number lost was 1,014; 463 were saved, including Capt. Kendall. It was the second occasion on which the captain had been in the public eye, for some years previously, when in command of the *Montrose*, he had wirelessed the news to England that Dr. Crippen, the murderer, was among his passengers.

EMS

Norddeutscher Lloyd; 1937; Deutsche Sch.-u-Maschb. A.G. Weser; 3,287 tons; 358-8x50-2x19-9; 885 n.h.p.; oil engines.
The German motorship *Ems* was sunk by British light naval craft 30 miles E.S.E. of Barfleur on October 13th, 1942.

EMSHORN

Kauffahrtei Seereed. Adolf Wiards & Co.; 1913; J. Readhead & Sons; 4,301 tons; 369-6x51-1x25-5; 385n.h.p.; triple-expansion engines.
The German steamship *Emshorn* was torpedoed and sunk by a Russian submarine on December 21st, 1941, 23 miles from Kirkenes, Norway.

EMSLAND

Kauffahrtei Seereed. Adolf Wiards & Co.; 1901; Howaldtswerke; 5,170 tons; 405-3x52-4x23-1; 312n.h.p.; triple-expansion engines.
The German steamship *Emsland* was torpedoed by a British submarine and sunk by carrier-based aircraft on February 5th, 1942, off the coast of Norway.

EMSSTROM

Kauffahrtei Seereed. Adolf Wiards & Co.; 1900; Howaldtswerke; 4,517 tons; 388-9x52-1x21-8; 312n.h.p.; triple-expansion engines.
The German steamship *Emsstrom* was bombed and sunk by Russian aircraft in the East Baltic on February 16th, 1945.

ENA DELARRINAGA

Larrinaga Steamship Co.; 1925; F. Schichau; 5,200 tons; 387-5x52-7x32-2; 346n.h.p.; 10-5 knots; triple-expansion engines.
The steamship *Ena de Larrinaga*, Capt. R. S. Craston, was torpedoed and sunk by a German submarine off the Gulf of Guinea on April 5th, 1941. Five of her crew were killed. Capt. Craston was among the survivors. The *Ena de Larrinaga* was not in convoy at the time.

ENCOUNTER

British Navy, destroyer; 1934; Hawthorn, Leslie; 1,375 tons; 329x33-2x8-5; 36,000s.h.p.; 36 knots; turbine engines; 3-drum boilers; four 4 • 7 in. guns, 6 smaller; 8 T.T. The destroyer *Encounter*, Lt. Cdr. E. V. St.J. Morgan, took part in the battle of the Java Sea, fought on February 27th-March 1st, 1942, when an Allied squadron consisting of one British, one Australian, one American and two Dutch cruisers, with one Dutch and three British destroyers under command of Rear-Admiral K. Doorman of the Royal Netherlands Navy was completely destroyed.

The *Encounter* was the only destroyer to escape the first phase of the action on the 27th, when both Dutch cruisers and three destroyers were sunk. She reached Sourabaya in safety where she joined the cruiser *Exeter*, badly damaged in the action, and the U.S. destroyer *Pope* which so far had not been engaged. The three ships left harbour on the night of the 28th with the intention of steaming to Australia. Owing to injuries to her boilers *Exeter* could only steam at half speed, though during the night repairs to two more of her boilers enabled her to make 23 knots. On the following morning she wirelessed that she had been intercepted by three Japanese cruisers. At just before noon she was sunk by her crew having expended all her ammunition and with her engines damaged beyond repair.

The *Encounter* sank a short time afterwards, but the *Pope* ran into a rain squall and was not located by the enemy for more than an hour, at the end of which time she was attacked and sunk by Japanese bombers.

The full story of the battle is told under the *De Ruyter*, flagship of Admiral Doorman.

ENDEAVOUR

Australian Commonwealth Government; 1908; Government Dockyard, N.S.W.; 331 tons; 131-2x23-2x10-8; 45r.h.p.; triple-expansion engines.
The Australian Fisheries Investigation steamship *Endeavour* left Melbourne for Macquarie Island with the Director of Fisheries and his staff on December 3rd, 1914. She left homeward bound with 24 persons on board but foundered without survivors. Ships sent in search failed to find any trace of her.

ENDYMION

Verano S.S. Co.; 1909; J. Fullerton & Co.; 887 tons; 210x 32-7x13-5; 129n.h.p.; triple-expansion engines. The British steamship *Endymion* was torpedoed and sunk by an insurgent submarine on January 31st, 1938, during the Spanish Civil War.

ENERGI

Cia. de Nav. Estoco, S.A.; 1898; Flensburger Schiffsb. Ges., 1,051 tons; 219-8x34-9x12-6; triple-expansion engines. The Panamanian steamship *Energi* struck a mine on September 21st, 1950, and sank in three minutes, off Furusund, N. of Stockholm.

ENERGIE

J. & A. Van der Schuyt; 1918; N.V. Haarlemsche Scheepsb. Maats.; 843 tons; 201-5x30-2x13; 89n.h.p.; triple-expansion engines.
The Dutch steamship *Energie* left Haugesund for Holland on November 3rd, 1918. She carried a crew of 17, and was never heard of again. The Dutch authorities regarded her as a war casualty; probably mined and sunk.

ENERGIE

1943; 1,866 tons.
The German ship *Energie* was bombed and sunk by British aircraft on May 3rd, 1945, in the Baltic.

ENERO

Cia. Bilbainade Nav.; 1898; Campbeltown S.B. Co.; 2,047 tons; 282x40-1x19-2; 174 n.h.p.; triple-expansion engines. The Spanish steamship *Enero* was sunk in a collision with the steamship *Stregulus* on October 31st, 1902, off Dungeness. Twenty-two of her crew were drowned.

ENFIELD

Pyman Bros.; 1885; W. Gray & Co.; 2,055 tons; 279-7x37-4X 20; 200 h.p.; triple-expansion engines.
The British cargo ship *Enfield* was wrecked near Vinga on December 8th, 1893, while on a voyage in ballast from Aarhus to West Hartlepool.

ENGEN MARU

Nippon Yusen Kaisha; 6,968 tons.
The steamship *Engen Mam* was torpedoed and sunk by the U.S. submarine *Pampanito* on February 6th, 1945, about 150 miles N.E. of Dungan, Malaya.

ENGINEER

T. & J. Harrison; 1908; Swan, Hunter & Wigham Richardson; 5,883 tons; 399x51x26-7; 491 n.h.p.; triple-expansion engines.
The British cargo ship *Engineer* caught fire and sank on June 18th, 1920, at Delagga Bay while on a voyage from Liverpool to Mauritius carrying a general cargo.

ENGLAND

De Forenede Kulimportorer; 1930; Swan, Hunter & Wigham Richardson; 2,319 tons; 283-8x42x17-8; 201 n.h.p.; triple-expansion engines. The Danish steamship *England* was torpedoed and sunk by a

ENGLAND MARU

German submarine on January 27th, 1940, about 25 miles E. of Copinsay. There was only one survivor.

ENGLANDMARU

Yamashita Kisen K.K.; 1919; *Kawasaki Dockyard Co.*; 5,830 tons; 385x51x36; 437 n.h.p.; triple-expansion engines. The steamship *England Mam* was torpedoed and sunk by the U.S. submarine *Grayback*, on May 17th, 1943, in the Admiralty Islands.

ENGLISH TANKER

Mid-Atlantic Shipping Co.; 1923; *Tynelron S.B.Co.*; 5,387 tons; 365•2x51•3x30•7; 467 n.h.p.; turbine engines. The British tanker *English Tanker* was damaged in an insurgent air raid at Alicante on March 6th, 1938, during the Spanish Civil War. The tanker was again bombed and set on fire on June 6th. She was eventually sunk in a third attack on June 9th.

ENGLISHMAN

British & North Atlantic Steam Navigation Co.; 1891; *Harland & Wolff*; 5,257 tons; 430x47x37-9; 350 n.h.p.; 11 knots; triple-expansion engines. The steamship *Englishman* was torpedoed and sunk by a German submarine 30 miles N.E. of Malin Head at about noon on Friday, March 24th, 1916. Ten of her crew were killed; 68 survivors, including the captain, were picked up and brought into Oban.

ENJU MARU

Okada Gumi K.K.; 1919; *Canadian Vickers*; 5,374 tons; 400-3X 52-3x28'5; 520 n.h.p.; triple-expansion engines. The steamship *Enju (Enzyu) Mam* was bombed and sunk by U.S. carrier-based aircraft on August 4th, 1944, N. of the Bonin Islands.

ENKIMARU

Nippon Yusen Kaisha; 6,968 tons. The steamship *Enki Mam* was torpedoed and sunk by the U.S. submarine *Boarfish* on January 31st, 1945, off Quangngai, Indo-China.

ENKYOMARU

Japanese Government; 1907; *Fevigs Jernskibsbyggeri*; 2,278 tons; 298-9x42x19-4; 230 n.h.p.; triple-expansion engines. The steamship *Enkyo Mam* was formerly the Italian *Enderta*, chartered by the Japanese. She was bombed and sunk by U.S. land-based aircraft on May 18th, 1945, E. of Cheju Island, Korea.

ENMORE

John Holman & Sons; 1872; *Pearse*; 1,763 tons; 269•9x32•7x25; 170 h.p.; compound inverted engines. The British cargo ship *Enmore* foundered on October 23rd, 1880, in 50° N., 24° W., while on a voyage from Montreal to Hamburg with a cargo of rye.

ENNA

Sicilia Societa di Navigazione; 1874; *Fill Orlando*; 1,814 tons; 276-5x32-5x25-1; 231 n.h.p.; triple-expansion engines. The Italian steamship *Enna* was torpedoed and sunk by a submarine in the Mediterranean on November 24th, 1917.

ENNA

Italian Government; 1922; *Fried. Krupp A.G.*; 3,325 tons; 288-4x46-8x26-3; 338 n.h.p.; triple-expansion engines. The steamship *Enna* was formerly the French *Montesquieu*, seized by the Germans at Marseilles and handed over to the Italians. On May 30th, 1943, she was bombed and sunk by British aircraft in the Bay of Naples.

ENNISKILLEN

John Kelly, Ltd.; 1927; *J. Lewis & Sons*; 355 tons; 138-1x24-3x10; 50 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Enniskillen*, Capt. J. Semple, left Blyth on January 20th, 1927, for Dundalk with a cargo of 360 tons of coal. She was a new ship and was valued at £12,931. She carried a crew of nine. After leaving port at 7 p.m. in thoroughly good trim and with no indications of defects of any kind she was never seen again. On the 22nd, at a point some 24 miles E. of Bell Rock, off the Firth of Tay, the trawler *Strathblane* found her port lifeboat floating bottom upwards.

This was the first indication that the *Enniskillen* had met with disaster and after the usual lapse of time she was posted missing.

Bad weather was reported from ships and lighthouses in the North Sea over the period when it was assumed that the vessel was lost.

ENNISMORE

J. Cormack & Co.; 1880; *Barrow S.B. Co.*; 1,499 tons; 260X 34-2x17-9; 180 n.h.p.; compound engines. The British ship *Ennismore* was torpedoed and sunk by a German submarine 23 miles east of Girdleness on December 29th, 1917. Ten lives were lost.

ENOSHIMA MARU

The *Enoshima Mam*, engaged on repatriation service, struck a mine and sank on January 22nd, 1946, 30 miles from the mouth of the Yangtze River. She had some 4,300 Japanese passengers on board, most of whom were rescued by the American motor vessel *Brevard* but about 600 were drowned.

ENOURA MARU

Nippon Yusen Kaisha; 6,968 tons. The steamship *Enoura Mam* was bombed and sunk by U.S. land-based aircraft on March 26th, 1945, about 50 miles S.W. of Formosa.

ENRICHETTA

Dair Orso & Co.; 1899; *J. Priestman & Co.*; 3,683 tons; 340x 48x20-5; 343 n.h.p.; triple-expansion engines. The Italian steamship *Enrichetta* struck a mine and sank in the Mediterranean on June 30th, 1917.

ENRICHETTA

V. DeLuca; 1910; *W. Doxford & Sons*; 5,011 tons; 394-8x51-7x27-8; 338 n.h.p.; triple-expansion engines. The Italian steamship *Enrichetta* was torpedoed and sunk by a German submarine west of Gibraltar on May 9th, 1918.

ENRICHETTA

Italian Navy; 1907; *J.L. Thompson & Sons*; 4,652 tons; 386x50-2x24-5; 392 n.h.p.; triple-expansion engines. The steamship *Enrichetta* was torpedoed and sunk by a British submarine on October 10th, 1942, five miles from Preti Island, N.W. of Navarino.

ENRICO COSTA

G. Costa fu Andrea; 1928; *Burntisland S.B. Co.*; 4,080 tons; 380-8x51-4x25-1; 387 n.h.p.; triple-expansion engines. The Italian steamship *Enrico Costa* was torpedoed and sunk by a British submarine on June 26th, 1941, off Marina di Caronia, Sicily.

ENTEELLA

L. Mangiarotti & E. Ravano; 1899; *N. Oderofu A.*; 2,691 tons; 311-6x40-9x18-2; 224 n.h.p.; triple-expansion engines. The Italian steamship *Entella* was torpedoed by a British submarine on April 11th, 1943, and ran ashore and sank off Torre Finocchia, Sardinia.

ENTERKIN

T. C. Guthrie; 1889; *R. Duncan & Co.*; 1,698 tons; 256-4x 38-9x22-4. The sailing ship *Enterkin*, on a voyage from Hull to Brisbane with a cargo of iron pipes, was driven on to the Galloper Sands in a heavy gale on December 12th, 1891. Only one man of her crew of 31 survived.

ENTERPRIZE

F. H. Kirkhouse & Co.; 1888; *J. L. Thompson & Sons*; 2,002 tons; 284x38-1x18-2; 202 n.h.p.; triple-expansion engines. The British cargo ship *Enterprize* was wrecked on June 15th, 1907, on Cowbar Steel, near Staitness, while on a voyage from the Tyne to Rotterdam carrying a cargo of coal.

ENTRERIOS

Hamburg-Sudamerika Linie; 1923; *F. Schichau*; 5,179 tons; 386-4x52-7x29-9; 344 n.h.p.; triple-expansion engines. The German steamship *Entrerios*, on a voyage from Narvik to

Germany with ore, was bombed and sunk by British aircraft on January 14th, 1944, off Lister. All her crew of 40 were lost.

ENVOY

T. Wilson, Sons & Co.; 1872; Gilbert & Cooper; 1,353 tons; 253-8x31-9x18; 167 n.h.p.; compound engines. The British cargo ship *Envoy* foundered on November 8th, 1911, in the North Sea while on a voyage from Hull to Stockholm. She was carrying a general cargo.

EOLE

Soc. "Les Affreteurs Reunis"; 1916; Jos. T. Eltringham & Co.; 3,156 tons; 330-8x47-9x22-5; 305 n.h.p.; triple-expansion engines. The French steamship *Eole* sank near Corunna on December 16th, 1921, while on a voyage from Hamburg to Braila with coal.

EOLO

Chiarella & Carbone; 1877; Tyne Iron S.B. Co.; 1,679 tons; 270x34x24-5; 173 n.h.p.; compound engines. The Italian steamship *Eolo* was torpedoed and sunk by a German submarine in the Atlantic on July 30th, 1917.

EOLO

Cia. Uruguay a de Nav.; 1886; W. Denny & Bros.; 1,653 tons; 296x35-8x13-9; 535 n.h.p.; compound-diagonal engines. The Argentine paddle steamship *Eolo* sank in a collision on September 20th, 1928, near Vizcaino Island in the River Parana. The ship was carrying passengers.

EPAMINONDAS C. EMBIRICOS

C. E. Embiricos; 1927; W. Pickersgill & Sons; 4,385 tons; 373-2x52-7x25-8; 387 n.h.p.; triple-expansion engines. The Greek steamship *Epaminondas C. Embiricos* was torpedoed and sunk by a Japanese submarine on February 15th, 1944, about 150 miles N.W. of the Addu Atoll on a voyage from Colombo to Lourenco Marques.

EPSILON

B. J. Van Hengel; 1913; Rotterdam Droogdok Maats.; 3,211 tons; 331-7x48-2x22-2; 274 n.h.p.; triple-expansion engines. The Dutch steamship *Epsilon* struck a mine and sank in the English Channel on January 31st, 1917.

EQUIPOISE

U.S. Maritime Commission; 1906; Barclay Curie & Co.; 6,210 tons; 430-2x54-3x32; 784 n.h.p.; triple-expansion engines. The Panamanian steamship *Equipoise* was torpedoed and sunk by a German submarine on March 26th, 1942, about 100 miles E. of Norfolk, Virginia, on a voyage from Rio de Janeiro to Baltimore. Thirty-eight of her crew were lost.

ERA

Australian Steamships; 1888; E. Withy & Co.; 2,379 tons; 299-2x38-5x20-7; 240 n.h.p.; triple-expansion engines. The Australian ship *Era* was torpedoed and sunk by a submarine on May 1st, 1918, when she was 18 miles north east by east of Cape Terej, Algeria. Twelve men were killed.

ERATO

Ellermarks Wilson Line; 1923; J. Duthie Torry S.B. Co.; 1,335 tons; 247-3x36-2x14-6; 207 n.h.p.; triple-expansion engines. The British steamship *Erato* was torpedoed and sunk by a German submarine on July 28th, 1941, about 450 miles W. of Ushant, on a voyage from Liverpool to Oporto. The ship sank in five minutes, with the loss of eight of her crew and one gunner.

EREAGA

Cia. Maritima del Nervion; 1890; Ropner & Son; 2,233 tons; 272-3x38-9x18-6; 201 n.h.p.; triple-expansion engines. The Spanish steamship *Ereaga* struck a mine and sank in the Bay of Biscay on June 2nd, 1917.

EREBUS

British Navy, survey vessel; 1826; Pembroke Dockyard; 372 tons; 105x28-9x13-9; 20 n.h.p.; 6 knots.

H.M.S. *Erebus* was a former naval bomb ship fitted out for Antarctic exploration in 1839, when she sailed under command of Capt. Sir James Ross, in company with H.M.S. *Terror* (which see). In 1845 the same two ships were again chosen for an expedition to the Arctic under command of Rear-Admiral Sir John Franklin, who flew his pennant in *Erebus*. It was anticipated that the expedition would take about three years, and stores and provisions were laid in for that period. In addition the ships were overhauled and equipped with auxiliary engines of 20 horse power and screws were fitted. On May 19th, 1845, they sailed from Greenhithe with a complement of 134 officers and men. Capt. Francis R. M. Crozier of *Terror* was second in command of the expedition, he having commanded the same ship in the Antarctic voyage of Sir James Ross. Cdr. James FitzJames was, under Franklin, in command of *Erebus*.

The object of the expedition was to complete the work of Ross, Parry and other explorers and to trace and, if possible, navigate the North-West Passage, of which less than 300 miles remained to be charted. The Admiralty was responsible for sending the ships, and from it Franklin received his orders to make his way up Lancaster Sound to about lat. 74° N., long. 98° W., in the vicinity of Cape Walker. From there he was to work southward and westward in a course as direct to Behring's Strait as conditions would permit.

On June 3rd they left Stromness in the Orkney Islands and on July 4th anchored off Whale Fish Islands, near Disco, on the west coast of Greenland. On July 26th they were sighted by the whaler *Prince of Wales*, of Hull, Capt. Dannet, in about lat. 74° 48' N., long. 66° 13' W. Both ships were then made fast to the ice in Melville Bay. This was the last that was ever seen of them.

The disappearance of the Franklin expedition caused a tremendous sensation in Britain and America. How deep was the feeling may be gauged by the fact that some 39 public and private relief parties were sent out between 1847 and 1857.

From relics and messages found at various times by these search parties and from conversations they had with Eskimos, it is possible to piece together the outstanding features of the voyage. The ships sailed through Baffin's Bay and Lancaster Sound where the presence of ice caused them to turn along the Wellington Channel and proceed around Cornwallis Island, coming back again to Barrow Strait about 100 miles to the westward of the entrance to the Wellington Channel. The winter was now fast approaching and the ships turned back to Beechy Island, where they went into winter quarters. Before the coming of spring they experienced their first loss, two seamen and a marine dying and being buried on the island.

In the summer of 1846 the ships proceeded down Peel Sound, as the ice in Barrow Strait forbade their passage in that direction, and came to within 12 miles of the north extreme of King William's Land. *Terror* and *Erebus* were caught in the ice on September 12th, 1846. Sir John Franklin died on the 11th June, 1847, and on April 22nd, 1848, the party, now reduced to 105, under command of Capt. Crozier set off on foot to find a way back, but they all perished in the Arctic Circle.

ERFURT

Norddeutscher Lloyd; 1923; Vulcan Werke, A.G.; 4,201 tons; 360-7x51x26; 480 n.h.p.; oil engines.

The German motorship *Erfurt* struck a mine and sank on March 20th, 1944, near Fehmarn.

ERIC

Turnbull Bros.; 1892; T. Turnbull & Son; 2,768 tons; 312-5X40-7x21-9; 235 n.h.p.; triple-expansion engines. The British cargo ship *Eric* was wrecked on August 14th, 1912, on Sable Island. She was carrying a cargo of maize on a voyage from Rosario to Quebec.

ERICA

British Navy, corvette; 1941; W. Simons & Co., Renfrew; 925 tons; 193x32x16; 17 knots; quadruple-expansion engines; one 4 in.A.A. gun, several smaller.

The corvette *Erica*, Lt. A. C. C. Seligman, R.N.R., struck a mine and sank N.E. of Benghazi on February 9th, 1943. The vessel's normal complement was 85.

ERICE

ERICE

Giuseppe D'Ali; 1919; *McDougatt Duluth Co.*; 2,350 tons; 261 x43-5x22-4; 262 n.h.p.; triple-expansion engines. The Italian steamship *Erice* was bombed and sunk by British aircraft on May 14th, 1943, at Civitavecchia.

ERICH GIESE

German Navy, destroyer; 1936; *Deschimag, Bremen*; 1,625 tons; 374x37x9-3; 50,000 s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37 mm., 8 T.T.

The German destroyer *Erich Giese* was one of a flotilla of 11 destroyers which entered Ofot Fjord on April 9th, 1940, with the intention of making a landing at the port of Narvik. Owing to engine trouble the *Erich Giese* was not able to take part in the first battle of Narvik, on April 10th, but at its close she steamed out and picked up some survivors from H.M.S. *Hunter* (which see). At the second battle, which took place on the 13th, she had only one engine in working order, and this broke down soon after she came into action, leaving her at the mercy of the British gunners. Her guns were knocked out one by one, about 60 of her complement were killed or wounded, and she capsized, blowing up as she disappeared beneath the water. About half her crew were drowned.

The full story of both battles of Narvik is told under the British flotilla-leader *Hardy*, which was sunk in the first action, April 10th.

ERICH KOELLNER

German Navy, destroyer; 1937; *Deschimag, Bremen*; 1,625 tons; 374x37x9-3; 50,000 s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37 mm., 8 T.T.

The *Erich Koellner* was one of the flotilla of German destroyers sunk in the second battle of Narvik on April 13th, 1940. A full account of both battles is given under the British flotilla-leader *Hardy*, which was sunk in the first action on April 10th. There is also a short account under the Norwegian coastal defence ship *Norge*.

ERICH LEA

Bjornstad & Bmkhus; 1904; *R. Duncan & Co.*; 1,630 tons; 260x37•2X18•1; 172 n.h.p.; triple-expansion engines. The Norwegian steamship *Erich Lea* was torpedoed and sunk by a German submarine in the North Sea on May 10th, 1918.

ERIDANIA

Lloyd Triestino; 1916; *Cant fere San Rocco*; 7,039 tons; 411-1x53-1x24-8; 853 n.h.p.; triple-expansion engines. The Italian passenger steamship *Eridania* was torpedoed and sunk by a Polish submarine on October 7th, 1943, between Veruda and Pola.

ERIDANO

"Ave" Soc. Anon. di Nav.; 1912; *R. Thompson & Sons*; 3,586 tons; 352-9x50-8x21-6; 355 n.h.p.; triple-expansion engines. The Italian steamship *Eridano* was torpedoed and sunk by a British submarine on December 4th, 1941, six miles off Cape Dukato.

ERIDANO

Italian Navy, torpedo boat; 194-, *Italy*; 706 tons; 265-7x27-2x9; 22,000 s.h.p.; 31-5 knots; turbine engines; 3-drum boilers; two 3-9 in. guns, six 20 mm.A.A., 6 T.T.

The Italian torpedo boat *Eridano* in company with her sister ship, the *Arturo*, was engaged by H.M. destroyers *Lookout* and *Meteor*, 1920 tons, six 4-7 in. guns, off Genoa, on the night of March 17th, 1945. The *Arturo* was sunk by gunfire and the *Eridano* so badly damaged that she was scuttled by her crew. Both ships were manned by Germans and had been renamed *TA-29* and *TA-24* respectively. The number lost is not known.

See also *Arturo*.

ERIE

United States Navy, gunboat; 1936; *New York Navy Yard*; 2,000 tons; 328-5x41-3x11-5; 6,200 s.h.p.; 20 knots; turbine engines; four 6 in. guns, two 3par., 2 m.g., 1 seaplane. The United States gunboat *Erie* was torpedoed and sunk by a German submarine off Curacao on November 12th, 1942. The vessel carried a complement of over 200.

ERIE MARU

Nanyo Kaiun K.K.; 1920; *Asano S.B. Co.*; 5,493 tons; 400X 53-2x29-4; 513 n.h.p.; triple-expansion engines. The steamship *Erie Maru* was torpedoed and sunk by the U.S. submarine *Sturgeon* on January 11th, 1944, in the Bungo Channel, Japan.

ERIKA

Helmsing & Grimm; 1899; *Helsingors Jernskibs-og Maskinbyg.*; 2,430 tons; 290x42-5x19-3; 215 n.h.p.; triple-expansion engines.

The Russian steamship *Erika* was sunk by a German submarine in the Arctic on October 6th, 1916.

ERIKA FRITZEN

Johs. Fritzen & Sohn; 1906; *W. Doxford & Sons*; 4,169 tons; 349 X50-9x24; 310 n.h.p.; triple-expansion engines. The German steamship *Erika Fritzen* struck a mine and sank on February 25th, 1945, N. of Wamemunde.

ERIKA HENDRIK FISSER

Hendrik Fisser A.G.; 1924; *Nordseewerke*; 3,347 tons; 332-7X46-5x20-6; 248 n.h.p.; triple-expansion engines. The German steamship *Erika Hendrik Fisser* was bombed and sunk by British aircraft on November 25th, 1942, five miles S. of Christiansand. All but four of her complement of 50 were lost.

ERIKA SCHUNEMANN

E. Haubuss Schiffahrtsges.; 1889; *Strand Slipway Co.*; 1,177 tons; 225-9x34-2x15; 137 n.h.p.; triple-expansion engines. The German steamship *Erika Schunemann* was bombed by Russian aircraft and blew up and sank on December 14th, 1944, at Libau.

ERIKSHOLM

Aktieb. Svenska Amerika-Mexiko Linien; 1901; *R. Thompson & Sons*; 2,632 tons; 313x45x20-5; 254 n.h.p.; triple-expansion engines.

The Swedish steamship *Eriksholm* struck a mine and sank in the North Sea on January 1st, 1918.

ERIMO

Nippon Yusen Kaisha; 6,500 tons. The Japanese tanker *Erimo* was torpedoed and sunk by the U.S. submarine *S-39* on March 4th, 1942, about 200 miles N.E. of Djakarta.

ERINPURA

British India Steam Navigation Co.; 1911; *W. Denny & Bros*; 5,143 tons; 411x52-5x24-7; 1,059 n.h.p.; 16 knots; triple-expansion engines.

The steamship *Erinpura*, Capt. P. V. Cotter, was a unit of a convoy of 23 merchantmen escorted by 11 destroyers and sloops bound for Malta on May 1st, 1943. The convoy was some 30 miles N. of Benghazi when it was attacked by German bombers and torpedo-carrying aircraft. The action commenced in the late afternoon and aided by the fading light the aircraft torpedoed a tanker and then bombed the *Erinpura*, which had 1,025 troops on board. The bomb fell through one of the hatches and exploded in the hold, sinking the ship with great rapidity. The gun crew fought to the last and went down with the vessel. Fifty-four of the crew, three gunners and an unspecified number of troops were lost.

Capt. Cotter was knocked down by a column of water which fell on the bridge and was rendered unconscious. He was rescued by an Indian rating who swam with him to a raft.

ERITREA

Lloyd Triestino; 1918; *Blyth S.B. & D.D. Co.*; 2,517 tons; 295-7x42x19-2; 417 n.h.p.; triple-expansion engines. The Italian passenger steamship *Eritrea* was torpedoed and sunk by a British submarine on February 9th, 1943, five miles from Monopoli.

ERIVAN

Tonsberg Hvalfangeri; 1893; *Palmers'Co.*; 2,395 tons; 285-2X 38-7x26; 233 n.h.p.; triple-expansion engines. The Norwegian tanker *Erivan* struck rocks and sank on December 31st, 1924, 15 miles off Swain Island, near Kerguelen Island.

ERLANGEN

German Government; 1922; Forges & Chantiers de la Mediterranee; 3,509 tons; 346-4x44-7x21 -8; 502 n.h.p.; triple-expansion engines.

The steamship *Erlangen* was formerly the French *Gouverneur General Cambon*, seized by the Germans. She was bombed and set on fire by Allied aircraft on June 15th, 1944, and beached in a sinking condition about six miles S. of Sestri Levante.

ERLING LINDOE

AISDIS Erling Lindoe; 1917; N.V. Werfde Njord; 1,281 tons; 236-9x36-4x16-1; 127n.h.p.; triple-expansion engines. The Norwegian steamship *Erling Lindoe* struck a mine and sank on August 11th, 1944, in the Kattegat. Thirteen of her crew were killed.

ERNA III

Ministry of War Transport (Joseph Constantine S.S. Line); 1930; Helsingors Jernskibs & Maskinbyggeri A/S; 1,590 tons; 253-3X 39-1x15-4; 184 n.h.p.; 10 knots; compound engines with L.P. turbine.

The former Danish steamship *Erna III*, Capt. Sorensen, left Milford Haven in convoy on September 12th, 1941, bound for Montreal in ballast. She was last reported on September 21st-22nd in heavy weather with low visibility, dropping astern of the convoy.

ERNA OLDENDORFF

Egon Oldendorff; 1900; J.Priestman & Co.; 2,095 tons; 289 -8 x 42-2x20-4; 205 n.h.p.; triple-expansion engines. The German steamship *Erna Oldendorff* was bombed and sunk by Allied aircraft on August 11th, 1941, at St. Nazaire.

ERNANI

Giovanni Gavarone; 1910; Russell & Co.; 6,619 tons; 476-4X 57x28-9; 690 n.h.p.; triple-expansion engines. The Italian steamship *Ernani* was torpedoed and sunk by a submarine on June 28th, 1941, 450 miles W. of Las Palmas.

ERNE

British Navy, destroyer; 1903; Palmer & Co.; 550 tons; 225 x 23-5x12; 7,000 i.h.p.; 25-5 knots; triple-expansion engines; Reed boilers; four 12pdr. guns; 2 T.T.

The destroyer *Erne* was wrecked off Rattray Head, on the coast of Aberdeenshire, on February 6th, 1915. Her official complement was 70.

ERNEST LEGOUVE

G. Belot; 1901; Ateliers et Chantiers de la Loire; 2,246 tons; 276-5x4x22-5.

The French sailing vessel *Ernest Legouve* was torpedoed and sunk by a German submarine in the English Channel on April 5th, 1917.

ERNEST REYER

Soc. Nouvelle d'Armement; 1902; Chantier & Ateliers de St. Nazaire; 2,708 tons; 282-8x44x22-7.

The French sailing vessel *Ernest Reyer* was lost off Ushant on May 2nd, 1916, presumably sunk by a German submarine.

ERNEST SIMONS

Messageries Maritimes; 1893; Messageries Maritimes; 5,555 tons; 442-9x47-1x36-7; 727n.h.p.; triple-expansion engines.

The French steamship *Ernest Simons* was sunk by a submarine in the Mediterranean on April 3rd, 1917.

ERNESTO

Demetrio Vanni; 1920; Vanni & Puglisi; 1,389 tons; 221 -1x 37-5x24; 80h.p.; oil engines.

The Italian motorship *Ernesto* was dismasted, sprang a leak and was wrecked off Lampedusa on February 21st, 1921.

ERNESTO TORNQUIST

Cia. Argentina de Pesca S.A.; 1897; C. Connell & Co.; 6,620 tons; 450x52-5x30-7; triple-expansion engines. Carrying 208 whaling factory workers and stores from Sandefjord to Grytviken, the Argentine whale oil refinery *Ernesto Tornquist*

went ashore on October 15th, 1950, between Cape Constance and Antarctic Point on the N. coast of South Georgia during a snow-storm. The ship was abandoned at 7 a.m. on the next day and broke in two.

ERNST HUGO STINNES 11

A. G. Hugo Stinnes; 1905; Burmeister & Wain; 3,637 tons; 360-4x49x22-4; 441 n.h.p.; triple-expansion engines. The German steamship *Ernst Hugo Stinnes 11* was wrecked on November 20th, 1925, near Gisko, Aalesund, while on a voyage from Rio de Janeiro to Trondhjem.

EROS

Shipping Controller (Fisher Renwick & Co.); 1900; Laxevaags Mask. & Jernskibsbyggeri; 1,122 tons; 230-7x34-2x13-5; 97n.h.p.; 8 knots; triple-expansion engines. The steamship *Eros* was on a voyage from the Tyne to Rouen with coal when, on August 17th, 1918, two miles N.E. by N. of Filey Brig, Yorkshire, she was torpedoed and sunk by a German submarine. The captain and six of his crew were killed.

ERRIA

A/S Det Ostasiatiske Kompagni; 1932; Nakskov Skibs. A/S; 8,767 tons; 440-3x62-2x33-7; 1,283n.h.p.; oil engines. Carrying 133 passengers and cargo from Vancouver to Liverpool and Copenhagen, the Danish motorship *Erria* caught fire at the mouth of the Columbia River on December 20th, 1951, and was abandoned. Eight passengers and three of the crew were missing. In the following year the ship was towed across the Atlantic to Schiedam, repaired, and re-entered service in 1953.

ERROL

A. P. Ulriksen; 1868; Barclay, Curie & Co.; 1,446 tons; 239-5x37-6x22-9.

The Norwegian barque *Errol* was bound from Peru to Newcastle, N.S.W. She carried a crew of 22. At midnight on June 18th, 1909, she was wrecked on the Middleton Reef, Tasman Sea. The crew managed to reach shore, but during the following three weeks 17 died from exposure and privation. Five survivors were rescued by the steamer *Jofua* on July 12th.

ERTOGRUL

Turkish Navy, wooden frigate; 1863; Constantinople; 2,344 tons; 250x49-8x23-6; 600 n.h.p.; 10 knots; two 6 in. guns, eight 4-7 in.

The Turkish frigate *Ertogrul*, wearing the flag of Vice-Admiral Osman Pasha, was on a ceremonial and training cruise. She had a ship's company of 653 all told, and in 1886 had been reconstructed and armed with 6 in. and 4-7 in. breech loading, quick-firing guns. There was no reason to assume that she was ill found in any particular.

On September 18th, 1890, she was off the south coast of Japan when she encountered a great gale which wrecked other vessels beside herself, including the Japanese mail steamship *Musasha Mam*. The frigate sank with nearly all her company, including Vice-Admiral Osman Pasha. There were only 69 survivors.

ERVIKEN

H.J. Wallem; 1895; J. Readhead & Sons; 2,134 tons; 284-3X 39x16-8; 185 n.h.p.; triple-expansion engines. The Norwegian steamship *Erviken* was torpedoed and sunk by a submarine in the Mediterranean on October 25th, 1917.

ERVIKEN

Wallem & Co.; 1921; W. Doxford & Sons; 6,595 tons; 420x 54x34-4; 577n.h.p.; triple-expansion engines. The Norwegian steamship *Erviken* was torpedoed and sunk by a German submarine on October 16th, 1941, 600 miles N.W. of Ireland. Twenty-four of her crew were killed.

ESASHI MARU

Nippon Yusen Kaisha; 6,923 tons. The steamship *Esashi Mam* was sunk by U.S. carrier-based aircraft on November 19th, 1944, off Cape Bolinao, Lingayen Gulf.

ESCAMBIA

ESCAMBIA

Crow, Bogart & Rudolf; 1879; Mounsey & Foster; 2,154 tons; 291 X34-7X24-5; 210 h.p.; compound inverted engines. The British cargo ship *Escambia* foundered on the San Francisco bar on June 19th, 1881, while on a voyage from San Francisco to St. Vincent with a cargo of grain.

ESCAUT

Cie. Nationale Beige de Transports Maritimes; 1938; Soc. Anon. J. Cockerill; 1,087 tons; 230x36-3x13-3; 198 n.h.p.; oil engines.

The Belgian motorship *Escaut* was taken over by the British navy for use as a depot ship. She was torpedoed and sunk by German aircraft on August 3rd, 1941, off Point Attika, Gulf of Suez.

ESCHERSHEIM

Lehnkering & Cie. A.G.; 1913; Rotterdam Droogdok Maats.; 3,303 tons; 330-3x48-2x22-2; 274 n.h.p.; triple-expansion engines.

Sailing from Bremen to Oslo with a cargo of coke, the German ship *Eschersheim* was abandoned in a sinking condition on March 13th, 1940, two miles from Hirtshals and sank on the same day near Rubjaerg lighthouse. Eight of the crew were missing.

ESCORT

British Navy, destroyer; 1934; Scott's Shipbuilding Co.; 1,375 tons; 326x33-25x8-5; 36,000 s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 7 smaller, 8 T.T. The destroyer *Escort*, Lt. Cdr. J. Bostock, was hit by a torpedo from a submarine while in the Western Mediterranean on July 14th, 1940. The ship was taken in tow but she foundered some hours later. *Escort* carried a complement of 145, of whom two ratings were killed and one officer and 12 ratings wounded.

ESCURIAL

Raeburn & Verel; 1879; A. Stephen & Sons; 1,188 tons; 230-2 X 30-2x22; 130 h.p.; compound engines.

The British cargo ship *Escorial* was wrecked near Portreath, Cornwall, on January 25th, 1895, while on a voyage from Cardiff to Fiume with a cargo of coal. The captain and 13 of the crew were drowned; eight were saved.

ESK

British Navy, destroyer; 1934; Swan Hunter & Wigham Richardson; 1,375 tons; 329x33-2x8-5; 36,000 i.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 7 smaller, 8 T.T.

The destroyer *Esk*, Lt. Cdr. R. J. H. Couch, D.S.C., was sunk by a mine on September 1st, 1940, in the North Sea. The destroyer sank with the loss of nine officers, including Lt. Cdr. Couch, and 151 ratings. One rating was wounded.

ESKDALE

Maclean, Doughty & Co.; 1873; J. Readhead & Co.; 1,133 tons; 229-4x30-8x17-6; 99 h.p.; compound engines. The British cargo ship *Eskdale* was wrecked on November 20th, 1888, near Hoburg light, Sweden, while on a voyage from Riga to West Hartlepool carrying a cargo of wooden goods.

ESKDALE

Norwegian Navy, destroyer; 1942; British Isles; 1,025 tons; 280x-29x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in. guns, two 20 mm.A.A. The destroyer *Eskdale* was built for the Royal Navy but was lent to Norway. She was torpedoed and sunk by a German motor torpedo boat, on April 14th, 1943, off the Lizard while escorting a convoy.

ESKMERE

Bromport Steamship Co.; 1916; North of Ireland Shipbuilding Co.; 2,293 tons; 287-2x40-6x22-8; 240 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Eskmere* was torpedoed and sunk by a German submarine 15 miles W.N.W. of South Stack, off Anglesey, on October 13th, 1917, while employed as an Admiralty collier. The captain and 19 of his crew were killed.

ESPAGNE

Armement Adolf Deppe; 1909; Chant. Nov. Anversois; 1,463 tons; 235-5x36-1x12-3; 150 n.h.p.; triple-expansion engines. The Belgian steamship *Espagne* was torpedoed and sunk by a German submarine in the English Channel on December 25th, 1917.

ESPANA

Spanish Nationalist Navy, dreadnought battleship; 1912; Vickers-Ferrol Dockyard; 15,452 tons; 439-5x78-7x26; 15,500 i.h.p.; 19-5 knots; turbine engines; Yarrow boilers; eight 12 in. guns, twenty 4 in., two 3 pdr., 2 m.g., 3 T.T.

The battleship *Espana* was one of two capital ships possessed by Spain at the outbreak of the Civil War, 1936-39. The vessel was taken over by the Nationalists, her sister ship, the *Jaime Primo*, (which see) remaining in the hands of the Government.

When the Nationalist offensive against the Basques took place in 1937 the *Espana* was employed in the blockade of Bilbao. On April 30th she struck a mine, going down off Santander with a very heavy loss of life.

The disaster was a severe blow to the small Nationalist navy, which lost a 10,000 ton cruiser, the *Baleares* (which see) soon after. A more detailed account of the fighting is given under the *Jaime Primo*, which blew up at Carthagena.

ESPARTA

United Fruit S.S. Corp.; 1904; Workman Clark & Co.; 3,366 tons; 330-6x44-5x28-9; 320 n.h.p.; triple-expansion engines.

The American steamship *Esparta* was torpedoed and sunk by a German submarine on April 9th, 1942, 17 miles from Jacksonville.

ESPARTO

London & Edinburgh Shipping Co.; 1880; S. & H. Morton & Co.; 1,245 tons; 241-2x33-1x15-8; 127 n.h.p.; triple-expansion engines.

The British cargo ship *Esparto* sank after a collision with the French steamship *Noel* on November 28th, 1897, off the Royal Sovereign lightship while on a voyage from Bonell to Barcelona carrying a cargo of coal. Five of her crew were lost.

ESPERIA

"Adriatica" Soc. Anon. di Nav.; 1918; Soc. Esercizio Bacini; 11,398 tons; 527-9x61-9x31; turbine engines. The Italian liner *Esperia*, carrying troops from Italy to North Africa in a strongly escorted convoy, was torpedoed and sunk by the submarine *Unique*, 11 miles N.W. of Tripoli, Libya.

ESPERO

Italian Navy, destroyer; 1927; Ansaldo; 1,073 tons; 307-5 X 30-6x10-7; 40,000 s.h.p.; 36 knots; turbine engines; Express boilers; four 4 • 7 in. guns, four 37 mm., two 13 mm., 6 T.T. The Italian destroyer *Espero* was one of a division of three cruising in the Eastern Mediterranean on June 27th, 1940. The ships were sighted by British scouting aircraft and the Australian cruiser *Sydney*, 6,830 tons, eight 6 in. guns, Capt. John Collins, R.A.N., and a destroyer flotilla at once gave chase. The Italian vessels were all very fast and at once took evasive action, the gunfire being at extremely long range, despite which the *Espero* was hit and sunk by the *Sydney*. She fought in a most resolute manner and went down with colours flying and with her only effective gun still firing. Forty-four officers and ratings from her complement of 142 were picked up by the British. The two other destroyers managed to outsteam their pursuers and escape.

This was the first engagement between British and Italian naval forces after Italy had entered the Second World War on June 11th, 1940.

ESPEROS

Hellenic Shipping & Commercial Co.; 1918; Blyth S.B. & D.D. Co.; 1,461 tons; 255-2x35x16-2; 237 n.h.p.; triple-expansion engines.

The Greek steamship *Esperos* was bombed and sunk by German aircraft on April 21st, 1941. She was in service as a hospital ship and was anchored off Missolonghi to take off wounded.

ESQUIMAUT

Canadian Navy, fleet minesweeper; 1941; Canada; 590 tons; 162x28x8-5; 2,000b.h.p.; 16 knots; diesel engines; one 3 in. A.A.gun,two20mm,4mg.

The fleet minesweeper *Esquimaut* was torpedoed and sunk by a German submarine off Halifax, N.S., in April, 1945. The vessel's normal complement was 60.

ESSO GETTYSBURG

Standard Oil Co. of New Jersey; 1942; Sun Shipbuilding & Dry Dock Co.; 10,173 tons; 503x68x39-3; 7,240s.h.p.; 14-6 knots; turbo-electric engines.

The tanker *Esso Gettysburg*, Capt. Peder A. Johnson, left Atreco, Texas, for Philadelphia on June 6th, 1943, with a cargo of 119,726 barrels of crude oil. The vessel carried a mercantile crew of 45 officers and men and one officer and 26 men of the U.S. navy as gun crews. On June 10th, at about 2p.m., when 100 miles S.E. of Savannah, Georgia, the tanker was struck on the port side by two torpedoes. She immediately burst into flames and the men launching the lifeboats were compelled to abandon their task and jump overboard. The water round about was soon ablaze with burning oil and a total of 15 survivors eventually succeeded in reaching a half burned lifeboat in which they were adrift for 19 hours until picked up by the s.s. *George Washington*, Capt. T. H. Park. All the officers of the *Gettysburg* were killed with the exception of Ensign John S. Arnold, U.S.N., in command of the gun crews, who kept up a hot fire on the submarine until driven from his post by the flames. Later he was awarded the Navy Cross.

ESSO HAMBURG

1939; Germany; 9,847tons; oilengines.

The motor tanker *Esso Hamburg* was taken over on completion by the German navy for use as a fleet auxiliary. She was sunk off the coast of Greenland during the naval action, May 24th-27th, 1941, which resulted in the sinking of the *Bismarck* (which see).

ESSO HARRISBURG

Standard Oil Co. of New Jersey; 1942; Bethlehem Sparrows Point Shipyard; 9,887 tons; 488-3x68-3x36-9; 7,700s.h.p.; 15 knots; turbine engines.

The tanker *Esso Harrisburg*, Capt. C. Kelson, left Cartagena, Colombia, with a cargo of 113,342 barrels of crude oil early in July, 1944. She carried a mercantile crew of 44 officers and men and one officer and 27 men U.S. naval gun crew. At 7.25 p.m. on the 6th the vessel was hit in the stern by a torpedo which damaged her rudder and propeller and stopped her engines. A second torpedo struck her on the starboard side about 20 minutes later, followed by a third after a short interval. Most of the crew got away safely and were picked up by the Dutch submarine chaser *Queen Wilhelmina*, but Capt. Kelson and three mercantile crew with four U.S. naval ratings went down with the vessel.

ESSO SALTA

Cia. Transportadora de Petroleos; 1928; Palmers¹ Co.; 3,109 tons; 325x55-2x16-4; 288n.h.p.; triple-expansion engines.

The Argentine tanker *Esso Salta* was struck by lightning on September 25th, 1948, at Campana. There was an explosion, fire broke out and she sank. Attempts to refloat her were unsuccessful.

ESSO WHEELING

Standard Oil Co. (New Jersey); 1944; Alabama D.D. & S.B. Co.; 10,173 tons; 504x68-2x39-2; turbo-electric engines.

Sailing from Santos to Abadan the American tanker *Esso Wheeling* went ashore on a reef off Quoin Point on November 5th, 1948, and broke in two in a heavy swell.

ESSO WILLIAMSBURG

Standard Oil Co. of New Jersey; 1941; Sun Shipbuilding & Dry Dock Co.; 11,337 tons; 524-6x70-2x39-7; 915 n.h.p.; 15-2 knots; oilengines.

The tanker *Esso Williamsburg*, Capt. J. Tweed, left the island of Aruba, Dutch West Indies, for Reykjavik, Iceland, on September 12th, 1942, with a cargo of 110,043 barrels of fuel oil and a crew of 42 officers and men with 18 naval gunners. She sent a wireless distress call at 8 24 a.m. on the 21st, and a blue flare was sighted

about 450 miles S.E. of Cape Race, but nothing more was ever heard of her.

ESSONITE

W. Robertson; 1904; Scott & Sons; 589 tons; 174-8x28-lx 10 • 7; 99 r.h.p.; triple-expansion engines.

On February 1st, 1917, the British ship *Essonite* was torpedoed and sunk by a German submarine three miles N.N.W. of Trevose Head. Ten of her crew were killed.

ESTE

SchachSteenberg & Co.; 1891; C. Cornell & Co.; 1,420tons; 229-8x36-1x21-7.

The Danish sailing vessel *Este* was sunk by a German submarine in the North Sea on or about April 26th, 1917.

ESTER

l. Lauritzen; 1917; Kjobenhavns Flydedok-og Skibsbyg.; 1,207 tons; 239-9x35-7x14-5; 98n.h.p.; triple-expansion engines.

The Danish steamship *Ester* was sunk by a German submarine in the North Sea on April 1st, 1917.

ESTEREL

Fraissinet&Co.; 1904; A. McMillan & Son; 2,574 tons; 295 x 41-6x14-7; 261 n.h.p.; triple-expansion engines. The French steamship *Esterel* was torpedoed and sunk by a submarine in the Mediterranean on April 9th, 1917.

ESTON

Peninsular & Oriental Steam Navigation Co.; 1919; Goole S.B. & Repairing Co.; 1,487 tons; 240-2x36-1x19-1; 172 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Eston*, Capt. H. Harris, left Hull on January 26th, 1940, for Blyth, and was reported off Blyth on the 28th. Nothing more was heard of the ship or her crew of 17 until one of her boats and the body of one of the crew were washed ashore some days later.

ESTRELLA

Shipping Controller (Elder Dempster & Co.); 1912; Clyde Shipbuilding & Engineering Co.; 1,740 tons; 280-5x42-6x16-6; 217n.h.p.; 10 knots; triple-expansion engines. The steamship *Estrella* struck a mine and sank five miles S.^{W.} of the Shipwash lightship, off Harwich, on March 5th, 1918. Twenty of her crew were killed. The captain was among the survivors.

ESTRELLANO

Ellerman Lines; 1920; Hall, Russell & Co.; 1,983 tons; 250-8 X 38-2x17-1; 230 n.h.p.; triple-expansion engines. The British steamship *Estrellano* was torpedoed and sunk by a German submarine on February 9th, 1941, about 400 miles W. of Gibraltar on a voyage from Leixoes to Liverpool. Six of her crew were killed.

ESTRID

A/S D/S Torm; 1924; Kjobenhavns Flydedok-og Skibsbyg.; 1,200 tons; 235-4x36-2x13-7; 83n.h.p.; triple-expansion engines.

Sailing from Valencia to London with oranges the Danish steamship *Estridwent* ashore off Audierne during a fog on February 2nd, 1933.

ETAL MANOR

l. Fenwick & Sons; 1916; J. Crown & Sons; 1,875 tons; 268 X 37-9x17-6; 199 n.h.p.; 9 knots; triple-expansion engines.

The collier *Etal Manor* was torpedoed and sunk by a German submarine seven miles S. by W. of Hook Point, Waterford, on September 19th, 1917. The captain and five of his crew were killed.

ETASHIMA MARU

Nippon Yusen Kaisha; 6,435 tons.

The steamship *Etashima Mam* was torpedoed and sunk by the U.S. submarine *Sunfish* on September 13th, 1944, about 150 miles W. of Mokpo, Korea.

ETEN

Pacific Steam Navigation Co.; 1871; *Lairds*; 1,853 tons; 292 x 38-1x21-2; 300 n.h.p.; 12 knots; compound inverted engines. The steamship *Eten*, Capt. Coathupe, was employed in the company's South American coastal trade and plied regularly between Valparaiso and Panama. On Saturday, July 14th, 1877, she left Valparaiso for Panama, her first port of call being Coquimbo, with mails and a total of 155 persons, passengers and crew. Capt. Coathupe was an officer well acquainted with the coast. The ship set her normal course and according to all the evidence kept to it throughout the night. There was, however, an extremely strong current running, with a continual disturbance of the sea, due to the effects of an earthquake and tidal wave on May 10th. These disturbances and their power to drive ships off their course were reported shortly afterwards by Capt. Mills of the *Lima*. At about 5.50 on the morning of Sunday, the 15th, the *Eten* struck the rocks near Cape Ventanas. Her position was hopeless from the beginning as the coast was strewn with huge boulders which broke the seas into a welter of surf. One boat was launched but was partially swamped so that it took one hour to make the shore with six persons. The ship then foundered with great suddenness.

Of those on board, a number, estimated at between 20 and 30, managed to reach one of the tallest boulders, where they gathered to await rescue, constantly swept by the sea. A few persons escaped from the wreck in boats or on spars and other floating wreckage, but by far the greater number were drowned immediately. Among the survivors was Mr. Stevenson, the second officer, who landed about 1.30 in the afternoon. He at once sought out one of the chief residents of the district and asked that a message for help be sent to Los Vilos and Coquimbo. This was readily promised, but the message did not reach either of the places until the 16th, by which time most of the unfortunates on the rock had either jumped or been swept into the sea.

An attempt at rescue was made by H.M.S. *Amethyst*, steam corvette, 1,934 tons, Capt. A. J. Chatfield, R.N., which was lying at Coquimbo. She arrived on the 16th and sent a boat to the rock, but the fury of the seas prevented it from approaching very near. The crew could not see any sign of life on the rock and the boat returned and reported that all who had taken refuge there must be regarded as lost. Meanwhile the Chilean man-of-war *Chacabuco* arrived and took on board 35 survivors from the shore, and conveyed them to Valparaiso.

The drowned numbered 120, including Capt. Coathupe and the first officer.

The wreck, which lay about 500 yards from shore, broke up very quickly and by evening on the 16th there was very little of it left.

ETENDARD

French Navy, destroyer; 1908; *France*; 335 tons; 196-8x 21-7x11-5; 6,400 h.p.; 30 knots; turbine engines; Normand boilers; one 9 pdr gun, four 6pdr, 2 T.T.

The French destroyer *Etendard* was in action with German destroyers off Dunkirk on April 25th, 1917. She was hit and sunk by torpedoes. Her normal complement was 71.

ETHEL GWENDOLINE

R. Taylor; 1883; *Usk Shipbuilding Co.*; 249 tons; 120-1 x 22x10-5; 50 h.p.; compound engines.

The coasting steamship *Ethel Gwendoline* sank off Rattray Head on March 21st, 1890. The captain and six of the crew were drowned.

ETHELINDA

Harrowing Steamship Co.; 1911; *W. Gray & Co.*; 3,257 tons; 335x47-5x23-2; 309 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Ethelinda* was torpedoed and sunk by a German submarine 15 miles N.W. of the Skerries on January 29th, 1918, on a voyage from Bilbao to Barry with iron ore. The captain and 25 of his crew were killed.

ETHELWALDA

Harrowing Steamship Co.; 1890; *J. Readhead & Sons*; 2,414 tons; 290-4x40x19-9; 251 n.h.p.; triple-expansion engines. The British cargo ship *Ethelwalda* was wrecked on October 30th, 1911, at the entrance to Port Talbot. She was on a voyage from Uleaborg to Port Talbot carrying a cargo of pitwood.

ETHIOPIA

African S.S. Co.; 1873; *T. Royden & Sons*; 1,761 tons; 293x 34-3x23-2; 250 h.p.; compound inverted engines. The British cargo ship *Ethiopia* was wrecked off Loango on July 28th, 1882, while on a voyage from Hamburg to the west coast of Africa with a general cargo.

ETNA

Nav.Gen.Italiana; 1914; *Cant.Nav. Riuniti*; 5,604 tons; 394-9 x 51 • 7 x 27 • 6; 337 n.h.p.; triple-expansion engines.

The Italian steamship *Etna* was torpedoed and sunk by a German submarine off Madeira on October 1st, 1917.

ETOLIA

Elder, Dempster & Co.; 1887; *Harland & Wolff*; 3,220 tons; 345 • 6X40 • 9X26 • 7; 288 n.h.p.; triple-expansion engines. The British cargo ship *Etolia* was wrecked on June 9th, 1906, at Cape Sable while on a voyage from St. John, N.B., to Barrow with a wood cargo.

ETONIAN

F. Leyland & Co.; 1898; *Furness Withy & Co.*; 6,515 tons; 475-5x52-3x23-2; 842 n.h.p.; 14 knots; triple-expansion engines.

The steamship *Etonian* was torpedoed and sunk by a German submarine 34 miles S. by E. % E. of the Old Head of Kinsale on March 23rd, 1918, while on a voyage from Liverpool to Boston with general cargo. Seven of the crew were killed. The captain was among the survivors.

ETRURIA

Italian Navy, protected cruiser; 1891; *Italy*; 2,280 tons; 278 -2 X 39-5x16-7; 7,500 i.h.p.; 19-5 knots; triple-expansion engines six 4 • 7 in. guns, six 6 pdr., 2 T. T.

The old Italian cruiser *Etruria* was lying in Leghorn Harbour on August 13th, 1918, when she suddenly blew up. The cruiser carried a complement of 246, but the full number was not on board at the time of the disaster.

For list of warships destroyed by internal explosion while lying at anchor during the First Great War see *Vanguard*.

ETRURIA

D. Tripovich & Ci.; 1906; *Flensburger Schiffsb. Ges.*; 2,633 tons; 302-6x44x16-6; 192 n.h.p.; triple-expansion engines. The Italian steamship *Etruria* was bombed and sunk by British aircraft on December 22nd, 1942, W. of Egadi.

ETRICK

Peninsular & Oriental Steam Navigation Co.; 1938; *Barclay Curie & Co.*; 11,279 tons; 496-5x63-2x31; 1,510 n.h.p.; 20 knots; oilengines.

The P. & O. liner *Ettrick*, Capt. J. M. Legg, O.B.E., was serving as an auxiliary transport during the Allied landings in French North Africa in November, 1942. She was on the homeward voyage in convoy on the 15th when she was torpedoed and sunk by a German submarine 150 miles W. of Gibraltar. Eighteen naval ratings and six Indian members of the crew were killed, and four men were wounded.

ETRICKDALE

R. Mackill & Co.; 1875; *W.B. Thompson*; 1,324 tons; 245 x 32-2x20-8; 165 h.p.; compound inverted engines. The British cargo ship *Ettrickdale* was wrecked three miles off Gibraltar on March 11th, 1886, while on a voyage from Benisaf to the Clyde carrying a cargo of iron ore and esparto.

EUBEE

Chargeurs Reunis; 1922; *Chantiers de France*; 9,645 tons; 483-4x58-9x34-6; 340 n.h.p.; triple-expansion engines.

Carrying 178 passengers and a general cargo from Bordeaux to Buenos Aires, the French steamship *Eubee* was involved in a collision with the *Corinaldo* during a fog. The accident occurred at 4 a.m. on August 14th, 1936, about 90 miles N. of Rio Grande, and the *Eubee* foundered two days later.

EUGENE V. R. THAYER

Sinclair Refining Co.; 1920; *Bethlehem S.B. Corp.*; 7,138 tons; 430-2x59-2x32-8; 2,600 i.h.p.; 10• 5 knots; triple-expansion engines.

The American tanker *Eugene V. R. Thayer*, Capt. B. F. Svendsen, was some distance off Parnahyba, Brazil, on April 9th, 1942, when she was torpedoed and sunk by a German submarine. Eleven of her crew were killed and three wounded. Capt. Svendsen was among the survivors. The vessel was not in convoy at the time of the sinking.

EUGENIA

Italian State Railways; 1906; *Russell & Co.*; 4,835 tons; 385 X 49-7x18-4; 429 n.h.p.; triple-expansion engines. The Italian steamship *Eugenia* was torpedoed and sunk by a German submarine off the south-west coast of Ireland on August 6th, 1917.

EUGENIA

M.Livanos; 1902; *R. Craggs & Sons*; 3,029 tons; 330-2x46x22-2; 289 n.h.p.; triple-expansion engines. The Greek steamship *Eugenia* was torpedoed and sunk by a submarine in the Mediterranean on August 14th, 1917.

EUGENIA

Turner, Morrison & Co.; 1881; *T. Turnbull & Son*; 2,079 tons; 286 X 36 X 24 • 1; 241 n.h.p.; compound engines. The British cargo ship *Eugenia* was wrecked on April 16th, 1918, 13 miles south of Batticaloa. She was on a voyage from Rangoon to Bussorah carrying a cargo of teak and cattle trucks.

EUGENIA

A.Basilis; 1898; *Russell & Co.*; 3,974 tons; 345-3x49-8x17-9; 364 n.h.p.; triple-expansion engines. Sailing from Huelva to Hamburg with ore, the Greek ship *Eugenia* struck a mine and foundered on April 16th, 1921, off the Burlings.

EUGENIA

F. Dragone & A. Turcio; 1880; *J. L. Thompson & Sons*; 1,162 tons; 243-0x34-2x18-2; 154 n.h.p.; compound engines. The Italian steamship *Eugenia* sprang a leak and sank on October 19th, 1921, 15 miles S.S.E. of Ischia.

EUGENIE

Martin & Son; 1855; *New Brunswick*; 1,194 tons; 189-2x36-1x22-5.

The sailing ship *Eugenie*, Capt. W. McNeily, left Liverpool for America in mid-December, 1865. She met a succession of gales and could not get away from the Irish coast. Off the Old Head of Kinsale she attempted to follow a pilot boat, as she had had to cut away her mainmast and was badly in need of shelter. The weather was thick and the pilot boat soon became lost to sight. The vessel, however, was able to make Ballycotton Bay, where fore and mizzen masts were cut away and two anchors dropped. The violence of the seas caused both cables to part and the *Eugenie* drifted ashore, where she rapidly went to pieces. Of her crew of 17 the first officer, Mr. Russell, was the only survivor. The wreck occurred on, or about, January 7th, 1866.

EUGENIE FAUTREL

G. Belot; 1899; *Ateliers et Chantiers de la Loire*; 2,212 tons; 279-1x40-2x22-7.

The French sailing vessel *Eugenie Fautrel* was sunk by a German submarine in the Bay of Biscay on September 29th, 1917.

EUGENIE LIVANOS

Theofano Maritime Co.; 1936; *W. Gray & Co.*; 4,816 tons; 419-2x56-7x25-3; 460 n.h.p.; triple-expansion engines. The Greek steamship *Eugenie Livanos* was intercepted by a German raider and sunk by gunfire on December 7th, 1942, 300 miles S.E. of Madagascar. Eleven of her crew were killed and the remainder were taken prisoner by the raider. One of these died soon after being picked up.

EUGENIO C.

G. Costa fu Andrea; 1928; *Burntisland S.B. Co.*; 4,078 tons; 380-8x51-4x25-2; 387 n.h.p.; triple-expansion engines. The Italian steamship *Eugenio C.* was bombed and sunk by British aircraft on April 26th, 1944, in the Bodo Fjord, Norway.

EULER

Dampfsch.Ges.Neptun; 1925; *A.G. Weser*; 1,879 tons; 238-7x41-7x16-5; 280 n.h.p.; oil engines. The German motorship *Euler* struck a mine and sank on October 14th, 1941, off Grand Charpentier Light, near St. Nazaire.

EULIMA

Anglo-Saxon Petroleum Co.; 1937; *N.V. Wilton-Fijenoord*; 6,207 tons; 432-1x54-6x30-8; 377 n.h.p.; 11-5 knots; oil engines.

The tanker *Eulima*, Capt. F. W. Wickera, was torpedoed and sunk by a German submarine on February 23rd, 1943, 500 miles N.W. of the Azores. Two men were killed on board. The second and third mates were taken prisoner by the submarine, and the remaining 50 crew and nine gunners were lost at sea in the boats.

EUMAEUS

Ocean S.S. Co.; 1921; *Caledon Shipbuilding Co.*; 7,472 tons; 459-2x56-3x32-5; 6,000 s.h.p.; 14-5 knots; turbine engines. The liner *Eumaeus*, Capt. J. E. Watson, left Liverpool on December 28th, 1940, for Singapore and Shanghai via the Cape. On January 14th, 1941, when about 500 miles S.W. of Cape Palmas, she was intercepted by a German submarine. The enemy opened fire from the surface at a range of about 2,000 yards shortening to 700 yards, at which distance he opened up with machine guns, intending to drive the liner's gunners from their guns. For more than an hour the lightly armed British ship stood up to the shelling of two 4 in. guns and bullets from machine guns, but by the end of that time she was no longer manageable, having received four direct hits on the bridge and much damage in the engine room. It was not, however, until she had exhausted her small supply of ammunition that the order was given to abandon ship. Eight of the crew, including the chief and fourth officers, and 24 passengers were killed, 305 survivors were picked up on January 16th.

The *Eumaeus* was sunk by a torpedo shortly after she was abandoned.

EUPHORBIA

Stag Line; 1907; *W. Doxford & Sons*; 3,837 tons; 350-1 x 50-1x22-4; 292 n.h.p.; 10 knots; triple-expansion engines. The steamship *Euphorbia* was torpedoed and sunk by a German submarine 56 miles N.E. of Algiers on July 16th, 1916. Eleven of her crew were killed. The captain was among the survivors.

EUPHORBIA

Stag Line; 1917; *W. Dobson & Co.*; 3,109 tons; 331 x 48x22-2; 249 n.h.p.; 9 knots; triple-expansion engines. The steamship *Euphorbia* was torpedoed and sunk by a German submarine 14 miles E. by S. of the Royal Sovereign lightship on December 1st, 1917. Fourteen of her crew were killed. The captain was among the survivors.

EUPHORBIA

Stag Line; 1924; *Sunderland Shipbuilding Co.*; 3,380 tons; 331x48x23-2; 249 n.h.p.; 10 knots; triple-expansion engines. The steamship *Euphorbia*, Capt. T. Hilton, left Swansea on December 5th, 1940, and Milford Haven on, December 7th, for Lynn, Massachusetts, after which no further news of her came to hand. Presumably she fell victim to a submarine. The *Euphorbia* carried a crew of 33 and one gunner.

EUPHRATES

Armement Adolf Deppe; 1901; *Armstrong, Whitworth & Co.*; 2,809 tons; 300x45-7x16-8; 280 n.h.p.; triple-expansion engines.

The Belgian steamship *Euphrates* was torpedoed and sunk by a German submarine in the Atlantic on January 22nd, 1917.

EUPION

EUPION

British Tanker Co.; 1914; *Mackay Bros.*; 3,575 tons; 325-3X 44-7x28-2; 401 n.h.p.; 11 knots; triple-expansion engines. The tanker *Eupion* was torpedoed and sunk by a German submarine W. of Loop Head, Co. Clare, on October 3rd, 1918. Eleven of her crew were killed. The captain was among the survivors.

EURO

Italian Navy, destroyer; 1927; *Tirreno*; 1,092 tons; 307-5 x 30-5x10-7; 40,000 s.h.p.; 36 knots; turbine engines; Express boilers; four 47 in. guns, four 37mm.A.A., two 13 mm.A.A., 6T.T.

The destroyer *Euro* was bombed and sunk by British aircraft off Tobruk in August, 1940. The vessel sank in shallow water and was refloated and repaired by the Italians. At the capitulation of Italy in September, 1943, she fell into the hands of the Germans, and a month later, October 1st, she was sunk by bombers of the R.A.F. off Leros. The *Euro's* normal complement was 142.

EUROPA

Somes Bros.; 1851; *London*; 841 tons.

The sailing ship *Europa*, Capt. Gardner, left Plymouth for the Crimea on May 30th, 1854. She carried five officers and 54 men of the Enniskillen Dragoons, one officer's servant and two women, and a crew of 44, making 106 persons all told; there were also 57 horses besides war stores on board. On the 31st, at about 10 p.m., when 200 miles from Plymouth, the captain was called from his cabin to an outbreak of fire. He at once set the seamen and soldiers to extinguish it, but the discipline among both bodies of men was not good. On returning to the deck the captain found the soldiers attempting to launch the boats, from which they were dissuaded by their officers, though several men got away in boats not equipped with oars or furnished with provisions. Lt. Col. Willoughby Moore, commanding the detachment, the captain and a handful of seamen did what they could against heavy odds. At last, when the fire gained a tremendous hold upon the ship, Capt. Gardner gave orders for all on board to attend to their own safety and to make their way to the fore channels where a boat from the brig *Clemathe* was ready to take them off. Lt. Col. Moore was unable to get so far and was lost with the ship.

The total loss of life was two officers and 16 men of the Enniskillens, one woman and two seamen. The survivors were picked up by the brig *Clemathe*, the barque *Maranan*, the German schooner *Kennet Kingsford* and the steam frigate *Tribune*.

The fire was assumed to have originated through spontaneous combustion of the hay carried for the horses.

EUROPA

Palgrave, Murphy & Co.; 1862; *Palmers' Co.*; 676 tons; 206-5x26-1x17-2; 90 h.p.; compound engines. The steamship *Europa*, on a voyage from Glasgow to Malaga, was sunk in a collision with the steamship *Roseville* at 12.15 a.m. on October 12th, 1884, off the Cloch Lighthouse, River Clyde. The captain, chief engineer and three men were drowned.

EUROPA

Canadian National Steamships; 1931; *Burmeister & Wain*; 10,224 tons; 465-4x62-2x37-2; 6,400 b.h.p.; 14 knots; oil engines.

The former Danish liner *Europa* was bombed and sunk by German aircraft, on May 3rd, 1941, when lying at Liverpool.

EUROPA

Atlas Reederi A.G.; 1899; *W. Gray & Co.*; 3,767 tons; 338-5X 51x24-4; 312 n.h.p.; triple-expansion engines. The German ship *Europa* was reported to have sunk after collision on March 15th, 1944, near Stavanger.

EUROPE

Ant. Dom. Bordes & Fils; 1897; *Laporte & Co.*; 2,839 tons; 303-7x41-9x23-8.

The French sailing vessel *Europe* was sunk by a German submarine in the Bay of Biscay on September 24th, 1917.

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EUROSEE

1941; *Germany*; 10,327 tons.

The German tanker *Eurosee* was bombed and sunk by British aircraft on March 22nd, 1943, at Wilhelmshaven.

EUROSTADT

Europdische Tanklager-u. Transp. A.G.; 1923; *J. C. & N. C. Kiehn*; 1,118 tons; 221-9x32-5x15-3; 144 n.h.p.; oilengines. The German tanker *Eurostadt* was torpedoed and sunk by a British submarine on May 17th, 1943, in the Kongsfjord on a voyage from Tromso to Kirkenes.

EURYDICE

Royal Navy, training frigate, sail; 1843; *Portsmouth Dockyard*; 921 tons; 141x38x8-7; 26guns.

In 1877 the frigate *Eurydice*, Capt. M. A. S. Hare, was converted into a training ship for ordinary seamen and sailed from Portsmouth on November 13th, 1877, with a complement of about 300 officers and ordinary seamen. Her destination was the West Indies and she was accompanied by the training brig *Martin*, being joined later at Madeira by H.M.S. *Liberty* from Plymouth, also manned by ordinary seamen.

On March 6th, 1878, the *Eurydice* left Bermuda on her homeward voyage, the other ships of the squadron having preceded her. In addition to her crew the vessel now carried a number of military officers and invalids from the West Indies. So far as can be ascertained the number on board totalled 368 persons.

From the time of her leaving Bermuda to her being sighted by the coastguard at Bonchurch, I.O.W., no news of the *Eurydice* reached England. At about 3.30 on the afternoon of Sunday, March 24th, the vessel was seen bearing for Spithead under all plain sail. A heavy bank of cloud was coming down from N.W. and the glass was falling rapidly. There was an ominous stillness and such wind as there was came from westward, blowing on the port quarter of the ship. At ten minutes to four the wind suddenly veered to the eastward; and a gale, accompanied by a blinding fall of snow came from the highlands down Luccombe Chine, striking the *Eurydice* just a little before the beam and driving her out of her course, which was heading to the N.E. The ship was then discerned about two and three-quarter miles E.N.E. of Dunnose Head, near Ventnor.

The schooner *Emma* was sailing a little behind the *Eurydice* and when the squall had passed she was seen to be on course in a normal manner; an evidence of the freakish nature of the wind. This ship picked up only five survivors, three of whom afterwards died. The remaining two were members of the crew, Benjamin Cuddiford of Plymouth, an able seaman, and Sydney Fletcher of Bristol, an ordinary seaman.

The evidence of these men was that sail was taken in at 3.45 p.m. when the weather showed signs of changing. The captain was on deck and ordered the lower studding-sails to be taken in; to let go the topsail halliards and the mainsheet. At this time the water was over the lee netting on the starboard side. Meanwhile extra men had been ordered to the wheel, there being six all told, assisted by Sub-Lt. the Hon. Edward Gifford. The men aloft taking in the royals were ordered below. The ship righted for a moment and then turned gradually over from forward and went down. Most of the men and boys were in the forepart and were sucked under when the vessel sank. On the following day it was established that the ship had foundered in 11 fathoms and that her topmasts with all sail set, were plainly visible.

Salvage operations were immediately instituted and the vessel was raised and brought into Portsmouth on September 1st, 1878. She was never in commission again and was shortly afterwards broken up.

EURYLOCHUS

China Mutual Steam Nav. Co.; 1912; *London & Glasgow Co.*; 5,723 tons; 430-5x53-9x30-3; 13 knots; triple-expansion engines.

The steamship *Eurylochus*, Capt. A. M. Caird, was intercepted and sunk by the German raider *Steiermark*, on January 29th, 1941, about 600 miles W. of Sierra Leone. Thirty-eight of the crew were killed and 33 taken on board the raider. Capt. Caird was among the survivors.

EURYMEDON

Ocean S.S. Co.; 1924; Caledon Shipbuilding & Engineering Co.; 6,223 tons; 431 - 8 x 54 • 7 x 30 • 1; 3,700 b.h.p.; 13 - 5 knots; oil engines.

The mptrsrhp *Eurymedon*, Capt. J. F. Webster, was in the North Atlantic in convoy on September 25th, 1940, when she was attacked by a German submarine. The first torpedo struck the vessel on the port side in the engine room after which the enemy craft circled round to the starboard side and discharged a second torpedo which again struck the engine room. Two lifeboats were destroyed by the explosion and most of those in them were killed. The *Eurymedon* still continued to float and Capt. Webster returned on board in the hope of saving her. This proved impossible and the captain was taken off on the 27th by a boat from the s.s. *Sulairia*, herself torpedoed, and at 8.5 p.m. the *Eurymedon* sank. Twenty of the crew and nine passengers were killed.

EUSEBIA DEL VALLE

Cia. Naviera Valle; 1894; Russell & Co.; 4,157 tons; 368-7x 47-5x26-9; 399n.h.p.; triple-expansion engines. Sailing from Follonica on February 20th, 1932, for Hamburg, the Spanish ship *Eusebia del Valle* sprang a leak and foundered on March 2nd, 60 miles S.W. of Ushant.

EUSTACE

George Pyman & Co.; 1878; T. Turnbull & Son; 1,665 tons; 258 - 6x34-1x19-9; 187 n.h.p.; compound engines. The British cargo ship *Eustace* sank after a collision off Yarmouth on November 8th, 1895, while on a voyage in ballast from Cherbourg to Sunderland.

EUSTON

Webster & Barraclough; 1905; R. Craggs & Sons; 3,511 tons; 340x47-1x24 • 7; 319 n.h.p.; triple-expansion engines. The British cargo ship *Euston* was wrecked on November 21st, 1911, on Juan de Nova, Mozambique Channel, while on a voyage from Tampa to Yokohama carrying a cargo of phosphate.

EUTERPE

Euterpe Steamship Co.; 1883; A. Stephen & Sons; 1,522 tons; 260 - 1x36x16-4; 184 n.h.p.; 8-5 knots; compound engines. The steamship *Euterpe* left Huelva on December 26th, 1915, bound for the Tees, and was last reported passing Yarmouth on January 7th, 1916. She had a crew of 19.

EUXEINOS

L. Nicolaidis; 1901; W. Pickersgill & Sons; 2,891 tons; 324 X 47-1x21-7; 291 n.h.p.; triple-expansion engines. The Greek steamship *Euxeinos* was torpedoed and sunk by a submarine in the Mediterranean on March 2nd, 1918.

EUZKADI

Madrigal & Co.; 1900; American S.B. Co.; 1,143 tons; 251X 43-6x26-1; 352 n.h.p.; triple-expansion engines. The Philippine steamship *Euzkadi*, on a voyage from Legaspi to Manila with hemp and copra, foundered during a typhoon on November 23rd, 1928, off Samar Island.

EUZKERA

AyoHermanos; 1894; 350 tons.
The Honduran ship *Euzkera*, a converted yacht, was sailing from Cuba to Cartagena, Colombia, with circus livestock, passengers and a small cargo when she lost her rudder and capsized and sank on September 1st, 1948, about 150 miles N. of Puerto Colombia. Eight of her crew and 36 passengers were lost. A boat containing three of her crew and nine passengers was picked up a week later by the Norwegian tanker *El Caribe*.

EVELYN

Joseph Merryweather & Co.; 1876; W. Gray & Co.; 1,230 tons; 237x31-4x17-1; 110h.p.; compound inverted engines. The British cargo ship *Evelyn* sank after a collision off Cape St. Vincent on August 13th, 1883, while on a voyage from Newport to Salerno carrying a cargo of coal.

EVELYN

/ Cornfoot & Co.; 1863; Jones, Quigin & Co.; 1,202 tons; 204X 34x23.

The iron barque *Evelyn* left Newcastle, N.S.W., on September 19th, 1893, for Lyttelton, New Zealand, with a cargo of 1,689 tons of coal. She carried a crew of 20, of whom four were apprentices.

Ten days later she was sighted from shore passing through Cook Strait on a southerly course. A succession of gales, alternating between north and south, had buffeted the ship since leaving port, and it was assumed that after she had passed out of sight on the 29th she was overwhelmed by the seas and sank.

The s.s. *Rotorua* reported a large amount of wreckage over an area of two miles, and two other vessels stated that they had seen the *Evelyn* in a precarious situation off Cape Palliser. As late as February, 1896, a lifebuoy marked *Evelyn*, was picked up by the s.s. *Kahu*. That was the last ever heard of the barque.

EVELYN

Greatham S.S. Co.; 1906; Irvine's S.B. & D.D. Co.; 3,664 tons; 340x48-2x12-9; 301 n.h.p.; triple-expansion engines. The British cargo ship *Evelyn* was wrecked on January 9th, 1913, at Louisburg. She was on a voyage from Bremen to Savannah with a cargo of salt.

EVELYN

Harris, Irby & Vose; 1883; Oswald, Mordaunt & Co.; 1,963 tons; 263-8x36-1x24-2; 205 n.h.p.; compound engines. The American steamship *Evelyn* struck a mine and sank in the North Sea on February 20th, 1915.

EVENING STAR

Traves & Co.; 1854; Jersey; 786 tons; 160-4x32-1x20-8. The barque *Evening Star* was lost off Little Cayman in the West Indies in the middle of August, 1876. The captain, first officer and nine men were drowned. There were six survivors.

EVERASMA

F. Grauds; 1920; R. Duncan & Co.; 3,644 tons; 364-9x51-5X 22-6; 391 n.h.p.; triple-expansion engines.
The Latvian steamship *Everasma* was torpedoed and sunk by a German submarine on February 28th, 1942, about 800 miles E. of the Windward Islands on a voyage from St. Thomas, W.I., to Rio de Janeiro. One of her boats with 15 men eventually reached Barbados.

EVERELZA

Mrs. E. Grauds; 1921; J. L. Thompson & Sons; 4,520 tons; 364-5x52-8x24-3; 347n.h.p.; triple-expansion engines. The Latvian steamship *Everelza* was torpedoed and sunk by a German submarine on August 13th, 1942, off Haiti on a voyage from Trinidad to Baltimore. Twenty-three of her crew of 37 were lost.

EVEREST

Peter Rowe & Sons; 1881; W. Gray & Co.; 1,646 tons; 261 • 6 X 34-6x19-5; 170 n.h.p.; compound engines. The British cargo ship *Everest* was wrecked on March 30th, 1911, on Isabella Bank, near Ceuta, while on a voyage from Bagnoli to the Clyde carrying a cargo of iron ore.

EVERILDA

A.L.Nilson; 1882; T. Turnbull & Son; 1,366 tons; 243x34x 17 • 9; 156 n.h.p.; compound engines.
The Swedish steamship *Everilda* struck a mine and sank in the Baltic on December 6th, 1914.

EVERLEIGH

Atlantic Shipping & Trading Co.; 1930; Furness S.B. Co.; 5,222 tons; 406-3x56x26-9; 527n.h.p.; triple-expansion engines. The steamship *Everleigh*, on a voyage from London to New York, was torpedoed and sunk by a German submarine on February 6th, 1945, off the Cherbourg peninsula. Six of her crew were killed.

EVERSOLE

EVERSOLE

United States Navy, destroyer; 1943; United States; 1,450 tons; 306x36-9x10-7; 12,000s.h.p.; 28 knots; turbine engines; two 5 in. guns, two 40 mm.A.A., six 20 mm.A.A., 3 T.T. The United States destroyer *Eversole* was torpedoed and sunk by a Japanese submarine E. of Leyte, on October 28th, 1944. The vessel carried a complement of 220.

EVERISEN

Netherlands Navy, destroyer; 1926; Burgerhouts, Rotterdam; 1,310 tons; 322x31-2x10-5; 31,000s.h.p.; 36 knots; turbine engines; Yarrow boilers; four 4-7in. guns, two 3 in., four 12-7 mm., 2 m.g., 6 T.T.

The Dutch destroyer *Evertsen* left Tandjong Priok, Java, on the night of February 28th, 1940, in company with the U.S. heavy cruiser *Houston* and the Australian cruiser *Perth*, both of which had been damaged in the fighting against the Japanese in the previous few days. It was known that the enemy was in strength at all the exits of the straits leading from those waters to the open sea. Nevertheless the three ships hoped to get through and reach Australia. At 11.30p.m. the *Perth* sent out a wireless message stating that the enemy had been sighted and that action was about to be joined. The *Houston* was sunk by torpedo within the first hour and the *Perth* sank some two hours afterwards.

The *Evertsen* was engaged by two Japanese cruisers which set her on fire and forced her ashore on a reef off Sebutu Island, Sunda Strait. Of her complement of about 150 a few managed to escape, the remainder of the survivors becoming prisoners of war.

The full story of the fighting in the Dutch East Indies is told under the Dutch cruiser *De Ruyter*, flagship of Rear-Admiral K. Doorman, in command of the Allied squadron.

EVROS

I. G. Livanos; 1918; J. L. Thompson & Sons; 5,283 tons; 400-3x52-3x28-4; 517n.h.p.; triple-expansion engines. The Greek steamship *Evros* was torpedoed and sunk by a German submarine on October 17th, 1941, about 800 miles W. of the Hebrides on a voyage from Victoria, Brazil and Sydney, N.S., to Ardrossan. Thirty of her crew of 32 were lost.

EXAMELIA

American Export Lines; 1920; American International S.B. Corp.; 4,891 tons; 390x54-2x27-8; turbine engines. The American steamship *Examelia* was torpedoed and sunk by a submarine on October 9th, 1942, off Mossel Bay on a voyage from Calcutta to New York. Eleven of her crew were killed and 40 picked up and taken to Table Bay. Twenty-six of these survivors were killed when on board the Dutch steamship *Zaandam*, sunk on November 2nd.

EXCELLENCE PLESKE

Shipping Controller (Lambert Bros.); 1886; W. Gray & Co.; 2,059 tons; 275-3x37-3x19-8; 203n.h.p.; 9-5 knots; triple-expansion engines.

The former Danish steamship *Excellence Pleske* was torpedoed and sunk by a U-boat two and a half miles S.S.E. of Dungeness on March 31st, 1918. Thirteen of her crew were killed. The captain was among the survivors.

EXCHANGE

Manchester Liverpool and North Wales S.S. Co.; 1884; W. Thomas; 279 tons; 135x22-3x9-9; SOr.h.p.; 9 knots; compound engines.

The steamship *Exchange* was intercepted by a German submarine 30 miles N.W. of Cayeux on March 23rd, 1917. The enemy opened fire from the surface and sank the vessel with shells. Eight of her crew were killed. The captain was among the survivors.

EXECUIVE

American Export Lines; 1920; American International S.B. Corp.; 4,978 tons; 390x54-2x27-8; turbine engines. The American steamship *Executive* was torpedoed and sunk by a German submarine on March 5th, 1943, about 300 miles W. of Tromsø on a voyage from Murmansk to Loch Ewe. Eight of her crew and one gunner were killed.

EXETER

British Navy, heavy cruiser; 1929; Devonport Dockyard; 8,390 tons; 575x58x17; 80,000 i.h.p.; 32 knots; turbine engines; 3-drum boilers; six 8 in. guns, eight 4 in., four 3pdr., 6 T.T., 2 aircraft.

The 8 in. gun cruiser *Exeter* first came into prominence at the battle of the River Plate, which ended in the destruction of the German pocket battleship *Admiral Graf Spee* (which see) in December, 1939. The ship, then commanded by Capt. F. S. Bell, sustained the full weight of the enemy's heavy guns until her consorts, *Ajax* and *Achilles*, arrived. Four of her six 8 in. guns were put out of action; her steering gear was smashed and hand steering had to be employed. Of her complement, five officers and 56 ratings were killed and three officers and 20 ratings wounded. After the battle she was sent home for a refit and early in 1942 was in Far Eastern waters. On February 27th, under command of Capt. O. L. Gordon, M.V.O., she formed one of a force of cruisers and destroyers under Rear-Admiral K. Doorman of the Royal Netherlands Navy engaged in repelling a Japanese landing in the Dutch East Indies. The Allied force comprised, beside *Exeter*, the Dutch cruisers *De Ruyter*, 6,450 tons, seven 5-9 in. guns (flagship) and *Java*, 6,670 tons, ten 5-9 in. guns, the Australian cruiser *Perth*, 7,040 tons, eight 6 in. guns, the U.S. heavy cruiser *Houston*, 9,050 tons, nine 8 in. guns, and the Dutch destroyer *Kortenaer* with the British destroyers *Electra*, *Encounter* and *Jupiter*. Not one ship of this unfortunate squadron escaped destruction. The Japanese force comprised the cruisers *Nati* and *Haguro*, 10,000 tons, ten 8 in. guns apiece, two lighter cruisers and about a dozen destroyers.

Action was joined about 4 o'clock in the afternoon, *Exeter* receiving a hit from an 8 in. shell which caused great damage in her boiler room, putting six of her eight boilers out of action and considerably reducing her speed. In these circumstances she had no alternative than to go about for Sourabaya as she could not keep up with her consorts.

At Sourabaya she made contact with the U.S. destroyer *Pope* and later was joined by *Encounter*, the three ships leaving under cover of night for Australia. For this voyage *Exeter's* maximum speed was at first 15 knots, but her engine room staff worked heroically through the night and by morning three more boilers were in use and speed had increased to 26 knots. Her plight was still very grave, however, as she had expended four-fifths of her 8 in. gun ammunition in the recent action and was in no condition to fight a prolonged engagement. At 9.35 on the morning of March 1st the ships ran into three Japanese cruisers and some four or five destroyers and *Exeter* sent out a wireless message that she was about to engage the enemy. Despite the odds the battered cruiser fought well for over two hours after which time, at just before noon, she was sunk by her crew. Her boilers had been wrecked and all her ammunition expended before she sank.

The loss on board *Exeter* in both actions amounted to 54 officers and men killed. The survivors were taken prisoner by the Japanese and no less than 152 of them died in captivity. Capt. Gordon, who was released at the conclusion of hostilities, had preserved his records of the actions in a tube of shaving cream.

The destroyer *Encounter* sank shortly after the cruiser, but *Pope*, which scored a hit on a cruiser, ran into a rain squall and was not located for more than an hour, at the end of which time she was attacked and sunk by Japanese bombers.

EXFORD

Tatem Steam Nav. Co.; 1914; Bartram & Sons; 5,886 tons; 400 X 52x25-4; 453 n.h.p.; triple-expansion engines. The British ship *Exford* was torpedoed and sunk by a German submarine on July 14th, 1917, 180 miles W. by S. \ S. of Ushant. Six of the crew were killed.

EXMOOR

British Navy, destroyer; 1939; Vickers-Armstrong; 904 tons; 272-3x28-2x7-7; 19,000 s.h.p.; 32-5 knots; turbine engines; 3-drum boilers; four 4 in. guns, 8 smaller.

The destroyer *Exmoor*, Lt. Cdr. R. T. Lampard, was escorting a convoy off Lowestoft on the night of February 25th, 1941, when she was attacked by a flotilla of German torpedo boats. *Exmoor* put up a strong defence of her convoy but was torpedoed in the action and sank with the loss of four officers, including her commander, and 100 ratings. No ships of the convoy suffered loss or damage.

EXMOUTH

Emigrant ship; 1835 (circa); 320 tons.

The sailing vessel *Exmouth*, Capt. I. Booth, left Londonderry on Sunday, April 25th, 1847, for Quebec with a crew of 11 and 240 emigrants, and three women passengers. The vessel was registered for 165 passengers, but by counting two children to one adult it was possible to comply with the very easy-going regulations of the time. The ship encountered bad weather from the commencement of the voyage and on the night of Wednesday, the 28th, the captain, decided to run for shelter. He picked up a light which he assumed to be that of Tory Island, but was badly out in his reckoning and on nearer approach it was seen to be the flashing light of pransa on the point of the Runs of Islay. The ship was by this time too close inshore and she was dashed upon the rocks of the island, where she foundered.

During the storm the emigrants had been battened below deck and they were drowned without the slightest opportunity of escape.

The survivors were three seamen, those lost numbered 251 persons.

EXMOUTH

British Navy, destroyer; 1934; Portsmouth Dockyard; 1,475 tons; 343x33-7x8-7; 38,000 s.h.p.; 36knots; turbine engines; 3-drum boilers; five 4 • 7 in. guns, 7 smaller, 8 T.T. The destroyer *Exmouth*, Capt. R. S. Benson, was either mined or torpedoed in the Moray Firth on January 21st, 1940. Loss by submarine torpedo is considered the more probable. Capt. Benson, 15 officers, and 173 ratings were killed.

EXPORT

Russian Commercial S.S. Co.; 1902; R. Craggs & Sons; 2,712 tons; 320 • 1X 45 • 1 X 21 • 4; 263 n.h.p.; triple-expansion engines. The Russian steamship *Export* was torpedoed and sunk by a German submarine in the North Sea on August 9th, 1917.

EXPOSITOR

American Export Lines; 1919; American International S.B. Corp.; 4,959 tons; 390x54-2x27-6; 600 n.h.p.; turbine engines. The American steamship *Expositor* was torpedoed and sunk

by a German submarine on February 22nd, 1943, about 900 miles E. of Newfoundland on a voyage from Belfast Lough to New York. Six of her crew were killed.

EXPRESS

South Western Steam Navigation Co.; 1847; Ditchburn & Mare; 311 tons; 160x22-1x11; 13 knots; annular cylinder engines; paddles 18ft. diam.

The paddle steamer *Express* was owned by the London and South Western Railway through the South Western Steam Navigation Co., as at that date, 1847, permission had not been granted to railway companies to own steamships. The vessel was built in the very short time of six weeks, having engines installed which were originally intended for a gunboat of the Royal Navy. These engines were what was known as annular cylinder engines and caused some sensation in engineering circles at the time.

In 1848 the *Express* was temporarily taken over by the government, who placed Capt. Paul, R.N., in command, and sent her to Havre to receive the fugitive ex-King Louis Philippe of France, who came on board in the guise of a fisherman. The *Express* then went to Littlehampton where the ex-King was put ashore.

The ship was wrecked in the Jailer Passage, off St. Corbiere, Jersey, on September 20th, 1859. She had on board 200 passengers and crew, of whom three passengers were drowned in a panic rush for the boats. The captain had been taken ill and his absence from the bridge left the course of the ship in less experienced hands, and was a contributory cause of the wreck.

EXPRESS

American Export Lines; 1940; Bethlehem Steel Co.; 6,736 tons; 451-9x66-2x28-9; turbine engines.

The American steamship *Express* was torpedoed and sunk by a submarine June 27th, 1942, about 200 miles off Mozambique on a voyage from Bombay to Table Bay. Fourteen of her crew of 56 were lost.

F. W. HARRIS

F. W. HARRIS

Harris & Dixon; 1877; Pearse; 1,834 tons; 280-5x33-7x24; 220 h.p.; compound inverted engines.

The British cargo ship *F. W. Harris* was wrecked on July 1st, 1880, at Cape Chance Cove, N.F.L., while on a voyage in ballast from Cardiff to Montreal.

FABIAN

Ellerman Lines; 1919; W. Gray & Co.; 3,059 tons; 331 -2x 46-8x23-2; 407n.h.p.; triple-expansion engines. The British steamship *Fabian*, on a voyage from Liverpool to Istanbul via the Cape, was torpedoed, shelled and sunk by a German submarine on November 16th, 1940, about 300 miles W. of Cape Palmas, Liberia. Six of her crew were killed.

FABIO FILZI

Lloyd Triestino; 1940; Cantieri Riuniti DelVAdriatico; 6,836 tons; 463-9x62-3x25-4; oilengines.

The Italian motor vessel *Fabio Filzi* was torpedoed and sunk by a British submarine on 13th December, 1941, 15 miles S. of Taranto.

FABRIANO

Italian Government; 1909; Swan, Hunter & Wigham Richardson; 2,943 tons; 322-7x46-1x19-2; triple-expansion engines. The steamship *Fabriano* was formerly the French *Mayenne*, seized by the Italians. On April 11th, 1943, she was torpedoed and sunk by a British aircraft near Cape Gallo.

FACTO

B. Stolt-Nielsen; 1904; Short Bros.; 2,372 tons; 295x45-1x 20-8; 257n.h.p.; triple-expansion engines.

The Norwegian steamship *Facto* was torpedoed and sunk by a German submarine in the English Channel on September 16th, 1917.

FACTOR

George Gibson & Co.; 1903; S. P. Austin & Son; 1,178 tons; 227-9x35x14-6; 173 n.h.p.; triple-expansion engines. The

British cargo ship *Factor* sank after a collision in position 54°30'N., 0°23'W. on May 9th, 1919, while on a voyage in ballast from Antwerp to Leith.

FAGERHEIM

D/S A/S Fagerheim; 1938; Kaldnes Mek. Verks.; 1,590 tons; 248-6x42-2x17-9; 205n.h.p.; compound engines. The

Norwegian steamship *Fagerheim* was torpedoed and sunk by a German submarine on January 14th, 1940, in the Bay of Biscay. Fourteen of her crew were killed.

FAGERNES

Societa Nazionale di Navigazione; 1916; Osaka Iron Works; 3,204 tons; 305x43-7x27-2; 288 n.h.p.; 10 knots; triple-expansion engines.

The Italian steamship *Fagernes* left Swansea at 9.30 p.m. on March 17th, 1926, under command of Capt. V. Ventura with a cargo of 4,500 tons of coal for Leghorn. The vessel carried a crew of 31. Some two hours after leaving port she sighted the lights of another vessel on the starboard bow. There was a slight haze and a choppy sea. The lights of the strange vessel were sighted again much nearer the *Fagernes* and the captain ordered his helm hard-a-starboard and sounded his siren but too late to prevent a collision. The Italian steamship was struck near the after mast and Nos. 3 and 4 holds were flooded. The ship sank by the stern at such an angle as to render it impossible to launch the lifeboats, but the jolly boat was launched from the side of the ship as she heeled over. Ten men managed to get away in this, narrowly escaping being drawn down when the steamship foundered.

The s.s. *Cornish Coast*, 616 tons, of the Coast Line, put into Cardiff some hours later with damage to her bows and reported having been in collision with an unknown steamship off the Scarweather lightship, 15 miles from Swansea. She had made signals in morse and had remained in the vicinity for about an hour without sighting the ship or any survivors.

The ten men in the jolly boat were picked up by the s.s. *Skeldon* and landed at St. Ives. It was stated later that the *Fagernes* had sent

out S.O.S. calls, but these were not received owing to a wireless concert at Swansea interrupting their reception. The total number drowned was 21.

FAGERSTEN

Skips A/S Akershus; 1921; Eltringhams; 2,342 tons; 290 X 44x20-8; 203 n.h.p.; triple-expansion engines. The Norwegian steamship *Fagersten* was torpedoed and sunk by a German submarine on October 13th, 1942, about 500 miles E. of Belle Isle Strait, with the loss of 19 lives.

FAIDHERBE

Pascal, Buhan & Cie.; 1882; R. Thompson & Son; 1,589 tons; 240 X 35 x 15 • 1; 160 n.h.p.; compound engines. The French steamship *Faidherbe* was sunk in a collision with the French steamship *Mitidja*, 1,174 tons, on October 23rd, 1900, off Alicanti, in fog. Twenty-four of the crew were drowned; eight survivors were picked up by the *Mitidja*.

FAIRFIELD

Lawrence; 1833; Hernosand; 434 tons.

The wood sailing ship *Fairfield* left Calcutta on July 6th, 1852, for England with a crew of 27. The ship experienced good weather until off the coast of Africa when she ran into a gale. She was driven ashore 110 miles S. of Port Natal on September 7th and was broken up by heavy seas. The captain, first and second officers and 17 men were drowned, but seven seamen managed to reach shore in an exhausted condition. Fortunately they fell in with a party of Kaffirs, by whom they were well treated, and were eventually brought to a South African town.

FAIRFIELD CITY

Isthmian S.S. Co.; 1921; Chickasaw S.B. & Car Co.; 5,686 tons; 424-2x56-2x26-5; turbine engines.

The American steamship *Fairfield City* was bombed and sunk by German aircraft on July 5th, 1942, between Reykjavik and North Russia. Eight of her crew were killed.

FAIRHOLM

McCalman & Co.; 1871; A. & J. Inglis; 196 tons; 120x20-1x 10-8; 40 n.h.p.; compound engines.

The Glasgow steamship *Fairholm* was off the north coast of Ireland in dense fog when she struck a rock and foundered on, or about, August 24th, 1874. The captain and several of the crew were drowned.

FAIRMOUNT

Montreal Transportation Co.; 1903; C. S. Swan & Hunter; 1,895 tons; 248-6x42x20-6; 210n.h.p.; triple-expansion engines.

The Canadian cargo ship *Fairmount* was wrecked on August 23rd, 1915, in 22° 15' N., 73° 44' W., while on a voyage from Newport News to Cienfuegos carrying a cargo of coal.

FAIRY

British Navy, sloop; 1826; Chatham Dockyard; 233 tons; 90-2x24-7x11; two 12pdr guns.

The sloop *Fairy*, Capt. W. Hewett, was brig rigged and was used as a survey vessel. Her official complement was 55 officers and men, but at the time of her loss she had 63 persons on board. She left Harwich on a surveying cruise on November 12th, 1840.

Soon after putting to sea the sloop encountered a violent gale which drove her ashore on the coast of Norfolk. So heavy were the seas that it proved impossible to send help from shore, and the vessel broke up and sank with all on board.

FAIRY

British Navy, destroyer; 1897; Fairfield Shipbuilding Co.; 380 tons; 5,700 i h.p.; 30 knots; triple-expansion engines; Thorny-croft boilers; one 12pdr. gun, five 6pdr., 2 T.T. The destroyer *Fairy* rammed and sank the German submarine, *UC-75*, in the North Sea on May 31st, 1918. As a result of this the *Fairy* sustained damage which caused her to sink later. Her official complement was 60.

FAJA DE ORO

Petroleos Mexicanos S.A.; 1914; *Hawthorn, Leslie & Co.*; 6,067 tons; 433-5x54-6x32-4; 536n.h.p.; triple-expansion engines.

The Mexican tanker *Faja de Oro* was torpedoed and sunk at 2.15 a.m. on May 21st, 1942, off Key West on a voyage from Philadelphia to Tampico. Ten of her crew of 37 were lost.

FALABA

Elder Line; 1906; *A. Stephen & Sons*; 4,086 tons; 380 -5 X 47-4x22-9; 424 n.h.p.; 14 knots; triple-expansion engines. The steamship *Falaba*, Capt. Davis, left Liverpool at 6 p.m. on Saturday, March 27th, 1915, for Sierra Leone. She carried 151 passengers and 96 crew, together with cargo valued at £50,000. At 11.40 on the morning of the 28th, when 38 miles W. of the Smalls lighthouse, she sighted a submarine flying the white ensign but as she came closer this was hauled down and the German naval ensign substituted. The submarine, which was the *U-28*, 870 tons, Cdr. Baron von Forstner, who had sunk the Yeoward liner *Aguila* (which see) on the previous day, immediately signalled 'Stop and abandon ship'. To this signal the *Falaba* paid no attention but increased to full speed. A second signal then came from the submarine, 'Stop, or I will fire into you'. As the *U-28* could do 16 knots on the surface, Capt. Davis decided that he had no alternative but to obey, as he could not outpace the submarine. He therefore stopped his ship and swung out five of his boats but had no time to do more before the *U-28* fired a torpedo at a range of 150 yards. She remained afloat for barely ten minutes after the explosion.

The steam-drifter *Eileen Emma*, Skipper George Wright, picked up 40 persons, six of whom, including Capt. Davis, died shortly afterwards. The drifter *Wenlock*, Skipper Denis Randleson, rescued another eight, of whom two died. Altogether 104 persons perished.

FALCON

British Navy, destroyer; 1899; *Fairfield Shipbuilding Co.*; 408 tons; 5,700 i.h.p.; 30 knots; triple-expansion engines; *Thornycroft boilers*; one 12pdr. gun, five 6pdr., 2 T.T. The destroyer *Falcon* was sunk in collision in the North Sea on April 1st, 1918. Her official complement was 60.

FALK

Brodrene Biornstad; 1904; *Fevigs Jernskibsbyg.*; 1,379 tons; 230 x35-1x14-6; 142 n.h.p.; triple-expansion engines. The Norwegian steamship *Folk* was sunk by a German submarine off Ushant on December 8th, 1916.

FALKE

German Navy, torpedo boat; 1926; *Wilhelmshaven Yard*; 800 tons; 277-7x27-5x9-2; 24,000 s.h.p.; 33 knots; turbine engines; *Schulz-Thornycroft boilers*; three 4-1 in. guns, two 1 pdr., 6 T.T. The German torpedo-boats *Falke*, *Jaguar*, *Mowe* and *Kondor* were lying at Havre on "D" Day, June 6th, 1944. The vessels were all of a small and not very fast class, but suitable for night raids on Allied shipping transporting troops and stores to Normandy. In the course of Allied air attacks upon shipping in the port of Havre the *Falke*, *Jaguar*, and *Mowe* were sunk on June 14th, and the *Kondor* met with the same fate on the 28th. The normal complement of ships of this class was 121.

FALKLAND

Palace Shipping Co.; 1889; *W. H. Potter & Sons*; 2,867 tons; 317-8x45-3x24-9.

The four-masted barque *Falkland*, Capt. G. S. Grade, was 135 days out from Tacoma and was off the Bishop Rock, Scilly Isles at 5.30 p.m. on June 22nd, 1901, in a strong south-westerly gale. The vessel missed stays while altering tack to pass the Bishop Rock and the tide carried her on to the rock. She struck amidships at about 6.45 p.m., her mainyard actually touching the lighthouse. She then slipped off the rock and drifted away, sinking about ten minutes later.

Lifeboats from St. Mary and St. Agnes landed 24 persons, including the captain's wife and child, but Capt. Gracie and five of the crew were drowned.

FALKLAND

H. Fredriksen; 1897; *D. & W. Henderson & Co.*; 4,877 tons; 400 X 49 • 2 X 28; 349 n.h.p.; triple-expansion engines. The Norwegian steamship *Falkland* was torpedoed and sunk by a German submarine off the south coast of Ireland on August 12th, 1917.

FALKLAND

A/S Det Dansk Franske D/S; 1888; *J. Readhead & Co.*; 2,224 tons; 290X39x18-8; 234 n.h.p.; triple-expansion engines. While on a voyage from Sutha to Stettin the Danish ship *Falkland* went ashore on December 10th, 1921, at Darsserort, east of Warne-munde, and broke up in a gale.

FALMOUTH

British Navy, light cruiser; 1910; *W. Beardmore & Co.*; 5,250 tons; 450x48-5x15-2; 22,000 i.h.p.; 27 knots; turbine engines;

Yarrow boilers; eight 6 in. guns, four 3pdr., 2 T.T. The *Falmouth* of the 3rd Light Cruiser Squadron, was commanded by Capt. J. D. Edwards and had a complement of 376. On August 19th, 1916, she was part of a cruiser screen guarding the Battle Fleet. In the course of this duty *Falmouth* engaged two Zeppelins which were shadowing the British, and just about 5 p.m. turned back to close her consorts. At that moment she ran across the line of fire of the German submarine *U-66*, Lt. Cdr. von Bothner, which discharged two torpedoes at less than 1,000 yards range, both striking *Falmouth* on the starboard side. The ship did not sink for many hours and throughout the following night proceeded under her own steam until the early morning, when she was taken in tow by two tugs from Immingham.

Quite unsuspected by the British the Germans had established a line of submarines running out from Flamborough Head to intercept shipping approaching the Humber. As *Falmouth* was towed directly across this line she became an easy target for the enemy and the *U-63* got home two torpedoes which, surprisingly enough, did not sink the vessel, though she had now been hit four times. She remained afloat for another eight hours and eventually sank five miles S. of Flamborough Head.

All the crew were taken off by the escorting destroyers and there was no loss of life, but one stoker died from his injuries later.

FAMA

C. Archer Arentz; 1889; *Russell & Co.*; 2,417 tons; 294-5X 40-2x18-4; 222 n.h.p.; triple-expansion engines. The Norwegian steamship *Fama* was sunk by a German submarine off the south-west coast of Spain on January 3rd, 1917.

FANAD HEAD

Ulster S.S. Co.; 1917; *Workman, Clark & Co.*; 5,200 tons; 390-4x51-8x29-8; 379 n.h.p.; triple-expansion engines. The steamship *Fanad Head* was torpedoed and sunk by a German submarine on September 14th, 1939, off the west coast of Ireland on a voyage from Montreal to Belfast.

FANDANGO

British Navy, minesweeper; 1918; *Great Britain*; 290 tons; 130x27x3-5; 450 i.h.p.; 10 knots; compound engines; one 3 pdr. gun.

The minesweeper *Fandango* struck a mine and sank in the Dvina River, North Russia, on July 3rd, 1919, when engaged in operations against the Bolsheviks. The vessel carried a complement of about 50.

FANE

V. Torkildsen; 1901; *Bergens Mek. Verksted*; 1,119 tons; 228-5x35^3x15-9; 101 n.h.p.; triple-expansion engines. The Norwegian steamship *Fane* struck a mine and sank in the North Sea on August 6th, 1917.

FANEFJELD

D/S A/S Storfjeld; 1920; *C. van der Giessen & Zonen*; 1,354 tons; 239-7x36-2x16-2; 126n.h.p.; triple-expansion engines. The Norwegian ship *Fanefjeld* left Bidulal on April 8th, 1942, and foundered near Isafjord some time before April 11th. The crew of 22, the pilot and one passenger were lost, and only one body was recovered.

FANNY

AlBSvenskaAmerika-MexikoLinien; 1887; CraigTaylor&Co.; 1,450 tons; 236x33-7x16-7; 147n.h.p.; triple-expansion engines.

The Swedish steamship *Fanny* was torpedoed and sunk by a German submarine in the Bay of Biscay on September 19th, 1918.

FANTASSIN

French Navy; destroyer; 1909; France; 450 tons; 222x22x10; 8,600hp.; 30 knots; turbine engines; Normand boilers; six 9pdr guns, 3 T.T.

The French destroyer *Fantassin* was sunk in a collision with the destroyer *Mameluk*, 407 tons, near Corfu on June 5th, 1916. The destroyer's normal complement was 77.

FANTOFT

Rasmus F. Olsen; 1898; Bergens Mek. Verksted; 1,034 tons; 225-5x32-1x13-2; 97n.h.p.; triple-expansion engines. The Norwegian steamship *Fantoft* struck a mine and sank in the Bay of Biscay on February 9th, 1918.

FAR

Skibs. AIS Skibsfart; 1921; Forth S.B. Co.; 2,475 tons; 295-5x 43-7x22-5; 182 n.h.p.; triple-expansion engines. Sailing from the Tyne for Copenhagen, the Norwegian ship *Far* went aground on January 8th, 1950, off Flekkefjord, and broke up during a storm.

FARADAY

Siemens Bros. & Co.; 1923; Palmers' Co.; 5,533 tons; 394-3 X 48-3x34-6; 530 n.h.p.; triple-expansion engines. The cable ship *Faraday* was bombed and set on fire by German aircraft on March 26th, 1941, half mile off St. Abbs Head, and sank the next day. Sixteen of her crew of 125 were killed. Ninety miles of submarine cable were recovered from the wreck.

FARMATYR

Holm&Wonsild; 1906; Howaldtswerke; 1,426 tons; 241 -2 X 36-1x16-5; 96 n.h.p.; triple-expansion engines.

The Danish steamship *Farmatyr* struck a mine and sank in the North Sea on September 2nd, 1916.

FARMSUM

Stoomv. Maats. Oostzee; 1929; A. Vuijk&Zonen; 5,237 tons; 421 -7x56-2x26-5; 549n.h.p.; quadruple-expansion engines. The Dutch steamship *Farmsum* was a unit of Convoy OB 252, bound from Blyth to Buenos Aires. She was unable to maintain her place in the convoy and became a straggler. On December 7th, 1940, some 500 miles N. of the Azores, she was torpedoed and sunk by the German submarine *U-99*, with the loss of 16 lives.

FARNHAM

Thompson Steam Shipping Co.; 1898; R. Thompson & Sons; 3,102 tons; 325-4x48-6x21-5; 289 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Farnham* was torpedoed and sunk by a German submarine 90 miles N.W. of Fastnet on May 19th, 1917. Seventeen men, including the captain, were killed.

FARNHAM

Alpha S.S. Co.; 1913; Richardson, Duck & Co.; 4,793 tons; 380-2x50-9x28; 385 n.h.p.; triple-expansion engines. The British steamship *Farnham* was bombed by insurgent aircraft and set on fire on June 27th, 1938, at Alicante, during the Spanish Civil War. The fire was extinguished but the vessel sank with her back broken.

FARNLEY

J. Temperley & Co.; 1879; Smith; 2,002 tons; 280x35-2x 24-6; 200 h.p.; compound inverted engines.

The British cargo ship *Farnley* was wrecked on Horns Reef, Denmark, on December 31st, 1880, while on a voyage from Savannah to Reval carrying a cargo of cotton. All on board were lost.

FARO

E. B. Aabys Rederi A/S; 1919; Schiffsbau Ges. Unterweser; 844 tons; 212-9x31-4x13-2; 85n.h.p.; triple-expansion engines.

The Norwegian steamship *Faro* was torpedoed by a German submarine on January 27th, 1940, and was wrecked in Taracliff Bay, Orkney Islands, the following day. Seven of her crew were killed.

FASHODA

Maclay & McIntyre; 1898; J.Reid&Co.; 2,786 tons; 320 x 46x21-3; 236n.h.p.; triple-expansion engines. The British cargo ship *Fashoda* was wrecked two miles north of Cape Carvoeiro on August 30th, 1911, while on a voyage from Barry to Port Said carrying a cargo of coal.

FAULX

French Navy; destroyer; 1911; France; 745 tons; 237x24-9x 9-4; 14,000 h.p.; 31 knots; turbine engines; Normand boilers; two 4 in. guns, four 9pdr., 4 T.T.

The French destroyer *Faulx* was sunk in a collision in the Straits of Otranto on March 10th, 1918. The destroyer's normal complement was 62.

FAUSTINO R. SAN PEDRO

Altos Hornos de Vizcaya S.A.; 1890; J. Readhead & Sons; 2,420 tons; 290-5x40x19-8; 234 n.h.p.; triple-expansion engines.

Sailing from Gijon to Bilbao with a cargo of coal, the Spanish ship *Faustina R. San Pedro* was in collision with the *Maria Amalia* and sank on June 11th, 1937, S.W. of the Isla de Los Conejos, near Comillas.

FAUSTUS

Cia. Nav. Acapulco S.A.; 1943; Bartram & Sons; 6,379 tons; 416-8x56-6x34-0; triple-expansion engines. The Panamanian steamship *Faustus* went ashore during a gale on the night of November 6th, 1952, outside the northern entrance of the Nieuwe Waterweg and sank. The ship was on a voyage from Hampton Roads to Rotterdam with coal.

FAUVETTE

General Steam Navigation Co.; 1912; Sir R. Dixon & Co.; 2,644 tons; 315x43-9x18-7; 534n.h.p.; 15-34 knots; triple-expansion engines.

The steamship *Fauvette* rendered important and useful service during the First World War. When war was declared she was lying at Bordeaux and brought the British colony from that port to England. She later returned and acted as despatch vessel during the period that the French government remained at Bordeaux. In 1915 she brought the boom defence to the island of Mudros and laid it at the approaches to the harbour. During the Dardanelles campaign she served as a fleet auxiliary, carrying troops to and from Gallipoli and Salonika.

On March 9th, 1916, the *Fauvette*, under command of Cdr. H. J. Wilson, R.N.R., was steaming towards the Thames when she struck two mines off the North Foreland in quick succession. The ship sank in four minutes, taking with her two officers and 12 ratings.

Cdr. Wilson and the remaining members of the ship's company got away in the two port lifeboats.

FAVONIAN

F. Ley land & Co.; 1881; Oswald, Mordaunt & Co.; 2,282 tons; 342-5x34-5x23-5; 208n.h.p.; compound engines. The British cargo ship *Favonian* was wrecked on June 6th, 1900, near Bougaroni, Algeria, while on a voyage from Liverpool to Alexandria carrying a general cargo.

FAVOR

German Government; 1940; Langesunds Mek. Verksted; 1,323 tons; 251 -2x41-7x14-8; compound engines & L.P. turbine.

The steamship *Favor* was formerly Norwegian, seized by Vichy French authorities at Oran and later taken over by the Germans. On January 18th, 1943, she was sunk by British warships S.E. of Sardinia.

FAVORITA

Industrie Navali S.A.; 1906; R. Craggs & Sons; 3,576 tons; 349-8x49-8x23; 322 n.h.p.; triple-expansion engines. The Italian steamship *Favorita* was torpedoed by British aircraft on November 22nd, 1942, 80 miles E. of Cape Carbonara, and sank the next day.

FAVOURITE

Emigrant ship, Bremen; 1845 (circa); 450 tons. On the morning of Friday, April 29th, 1854, the sailing vessel *Favourite*, bound from Bremen to Baltimore with 191 emigrants was in collision off Start Point with the American ship *Hesper*, Capt. Jones, bound from Charleston to Antwerp. At the time of the collision, about 1.30 a.m., a thick rain was falling and there was a heavy sea with a strong westerly wind. Capt. Hoegman of the *Favourite* was in his berth and on coming on deck saw that his ship had been struck on the starboard side and cut down to the waterline. In company with the first officer and four seamen he jumped for the bows of the *Hesper* and succeeded in getting on board.

The vessels drifted apart after the impact and when last seen the *Favourite* was thronged with despairing emigrants for whom there was no hope of rescue. The roughness of the seas prevented the *Hesper* from rendering assistance, but she stood by till daybreak when no sign of the other ship or her passengers was visible.

The number drowned was 201, the six men who had jumped on to the *Hesper* being the only survivors.

FAWN

F. A. Jaques & Co.; 1883; Vulcan Iron Works; 1,131 tons; 230x32-2x15-3; 99 n.h.p.; compound engines. The British cargo ship *Fawn* foundered on February 1st, 1896, after striking a rock in Gijon Bay, while on a voyage from Vigo to Santander carrying a cargo of coal.

FAZILKA

British India S.N. Co.; 1890; W. Doxford & Sons; 4,152 tons; 366x48-2x26-5; 462 n.h.p.; triple-expansion engines. The British steamship *Fazilka* was wrecked on October 31st, 1919, on the east coast of Great Nicobar Island. She was on a voyage from Penang to Calcutta, carrying passengers and a general cargo.

FEARLESS

British Navy, destroyer; 1934; Cammell Laird; 1,375 tons; 329x33-25x8-5; 36,000 s.h.p.; 35-5 knots; turbine engines; 3-drumboilers; four 4-7 in. guns, 7 smaller, 8 T.T. The destroyer *Fearless*, Cdr. A. F. Pugsley, was one of a large escorting force of battleships, aircraft carriers, cruisers and destroyers taking an important convoy through the Central Mediterranean in July, 1941. On the 22nd the ships were sighted by Italian scouting aircraft and during the night attacks were made with indifferent success by high level and torpedo bombers. *Fearless* was the only ship among the large number present to suffer any vital damage. She was hit by a torpedo from one of the bombers and put out of action. It was not possible to take her in tow so her company was transferred to other ships and she was sunk by the British forces. Of her complement of 145 one officer and 24 ratings were killed.

A cruiser, a destroyer and one merchant ship suffered minor damage and sustained a few casualties, but the convoy was otherwise unscathed and reached its destination safely.

FECHENHEIM

Unterweser Reederei A.G.; 1930; Howaldtswerke A.G.; 7,871 tons; 499-2x63-lx—; oil engines. Sailing from Narvik to Emden with ore, the German motorship *Fechenheim* went aground in Maaloyssund on October 3rd, 1955, and broke in two.

FECHTELER

United States Navy, destroyer; 1943; United States; 1,450 tons; 306x36-9x10-7; 12,000 s.h.p.; 28 knots; turbine engines; two 5 in. guns, two 40 mm.A.A., six 20 mm.A.A., 3 T.T. The destroyer *Fechtelar* was torpedoed by a submarine N. of the Zafarin Islands, in lat. 35° IT N., long. 2° 23' W., on May 4th, 1944. The vessel carried a complement of 220.

FEDERAL

McIlwraith, McEacharn & Co.; 1890; W. Doxford & Sons; 2,403 tons; 290x40x19-6; 256 n.h.p.; 10 knots; triple-expansion engines.

The *Federal* was a steamship engaged in the Australian coastal trade. On March 21st, 1901, she was on a voyage from Port Kembla to Albany, West Australia, with a cargo of coal. She was sighted by the lighthouse keeper at Gabo Island, there being a full gale at the time. The keeper subsequently reported that she was hugging the shore and that, considering the sea, he was surprised that she was not in more open water. The ship was last seen near Ram Head. Later on the 21st wreckage from the ship's superstructure was washed ashore on Gabo Island.

At the time of the disaster the ship was carrying a crew of 30, but no passengers.

FEDERAL

American Republics Corp.; 1901; Chicago S.B. Co.; 2,881 tons; 303-2x42-2x23-2; 184 n.h.p.; triple-expansion engines. The American tanker *Federal* was shelled and sunk by a German submarine on April 30th, 1942, five miles N. of Gibara on a voyage from Tampa to Banas. Five of her crew of 33 were killed.

FEDERICO

G. Costa fu Andrea; 1920; Bremer Vulkan; 1,466 tons; 247-3x33-9x19-4; 106 n.h.p.; triple-expansion engines. The Italian steamship *Federico* was torpedoed and sunk on July 28th, 1941, off Cape Bonifati, Cosenza.

FEDERICO CONFALONBERI

1911; W. Doxford & Sons; 4,434 tons; 369-5x50x26-3; 383 n.h.p.; triple-expansion engines.

The Austrian steamship *Izged*, which had been requisitioned by the Italian Government and renamed *Federico Confalonieri*, was torpedoed and sunk by a German submarine off the south-west coast of Ireland on March 5th, 1917.

FEDERICO GAROLLA

F. Garolla; 1889; Palmers' Co.; 2,180 tons; 279x37-7x19-1; 216 n.h.p.; triple-expansion engines. Sailing from Fiume to Novorossisk the Italian steamship *Federico Garolla* sank on April 19th, 1930, between Zante and Cephalonia after a boiler explosion. Only three of her crew of 23 survived.

FEDORA

Giovanni Gavarone; 1910; W. Doxford & Sons; 5,016 tons; 387-4x51-7x27-6; 338 n.h.p.; triple-expansion engines. The Italian steamship *Fedora* was torpedoed and sunk by a British submarine on January 10th, 1944, 35 miles off Cephalonia.

FEHMARN

Rochling, Menzell & Co.; 1915; Howaldtswerke A.G.; 1,200 tons; 233-3x34-6x15-1; 84 n.h.p.; triple-expansion engines. The *Fehmarn* capsized and sank on December 31st, 1921, 180 miles E. of Spurn Head on a voyage from the Tyne to Hamburg with coal. The ship took a heavy list during a gale and never recovered.

FEISTEIN

Hans Waage; 1913; Blyth S.B. Co.; 2,991 tons; 324-2x46-6x22-6; 265 n.h.p.; triple-expansion engines. The Norwegian steamship *Feistein* struck a mine and sank in the North Sea on March 31st, 1917.

FELIPE

Viuda de F. Astorqui; 1888; R. Dixon & Co.; 2,204 tons; 275-2x37x19; 185 n.h.p.; triple-expansion engines. The Spanish ship *Felipe* sank after a collision in the English Channel on September 3rd, 1926, while sailing from Rotterdam to Cadiz with coal.

FELIX HENRI

Mme. Nicolardot; 1933; Fredriksstad Mek. Verks.; 2,526 tons; 300-9x46-6x22-5; 138 n.h.p.; compound engines. The French steamship *Felix Henri* was torpedoed and sunk by a submarine on August 28th, 1943, 20 miles S.W. of Elba.

FELIXSTOWE

FELKSTOWE

British Navy, fleet minesweeper; 1940; Lobnitz & Co.; 672 tons; 174x28-5x9-5; 2,400s.h.p.; 16 knots; turbine engines; 3-drum boilers; one 3 in.A.A. gun, two 20 mm.A.A., 4 m.g. The fleet minesweeper *Felixstowe*, Lt. Cdr. C. G. Powney, R.N.V.R., struck a mine and sank off Sardinia on December 18th, 1943.

FELLSIDE

Quayside Shipping Co.; 1917; *J. Blumer & Co.*; 3,509 tons; 356-3X48-7x23-9; 311 n.h.p.; triple-expansion engines. The British steamship *Fellside* was torpedoed and sunk by a German submarine on July 17th, 1940, about 130 miles W. of Ireland on a voyage from the Tees to Sydney, N.S. Twelve of her crew were killed.

FELTORE

Ore S.S. Corp.; 1917; *Bethlehem Steel Co.*; 7,117 tons; 449-1x57-2x34; 556n.h.p.; turbine engines. The American ship *Feltore* went ashore on August 1st, 1930, at Cruz Grande after a voyage from Sparrows Point, Baltimore, in ballast. She broke her back on the rocks.

FELTRE

1904; *Bremer Vulkan*; 6,455 tons; 409-4x52-8x28; 387 n.h.p.; quadruple-expansion engines. The German steamship *Rhenania*, which had been requisitioned by the Italian Government and renamed *Feltre*, was torpedoed and sunk by a German submarine in the North Sea on August 26th, 1917.

FELTRIA

Cunard S.S. Co.; 1891; *W. Denny & Bros.*; 5,254 tons; 420 x 48-2x30-6; 666 n.h.p.; 13 knots; quadruple-expansion engines. The steamship *Feltria* was torpedoed and sunk by a German submarine eight miles S.E. of Mine Head, Co. Waterford, on May 5th, 1917. The captain and 44 of the crew were killed.

FENAY LODGE

Fenay Steamship Co.; 1904; *J.L. Thompson & Sons*; 3,223 tons; 326-1x48x23-8; 299n.h.p.; 10 knots; triple-expansion engines. The steamship *Fenay Lodge* was torpedoed and sunk by a German submarine 250 miles N.W. by W.£W. of Fastnet, on March 6th, 1917. Five men, including the captain, were killed.

FENELLA

Isle of Man Steam Packet Co.; 1937; *Vickers Armstrongs*; 2,376 tons; 314-6x46-1x17-1; 1,379n.h.p.; 21 knots; turbine engines. The steamship *Fenella*, Capt. W. Cubbon, was acting as an auxiliary transport during the evacuation of the British Army from the Dunkirk beaches. On May 29th, 1940, she was lying on the outside of the Eastern Arm of Dunkirk harbour in company with the destroyers *Grenade* and *Jaguar* and the paddle steamship *Crested Eagle*. All five ships were heavily bombed and the *Fenella* was hit and sank the next day. Fifteen men were killed. Capt. Cubbon was among the survivors. The *Grenade* was set on fire and sank soon afterwards.

The full story of the Dunkirk evacuation is told under the destroyer *Grafton*.

FENG YANG MARU

Toa Kaiun K.K.; 1915; *Osaka Iron Works*; 3,977 tons; 320 X 47x14-7; 202 n.h.p.; triple-expansion engines. The steamship *Feng Yang Mam* was bombed and sunk by U.S. land-based aircraft on August 31st, 1944, near Kiukiang, Yangtze River.

FENICIA

"Adriatica" Soc. Anon. di Nav.; 1919; *Toledo S.B. Co.*; 2,584 tons; 260-9x43-8x25-4; 315 n.h.p.; triple-expansion engines. The Italian steamship *Fenicia* was torpedoed and sunk by a British submarine on March 10th, 1941, about 65 miles S.E. of the Kerkenna Islands.

FENSTANTON

William Milburn & Co.; 1882; *A. Leslie & Co.*; 2,465 tons; 300x37x27-4; 300 h.p.; compound engines. The British cargo ship *Fenstanton* was wrecked off Saddle Island, Queensland, on September 30th, 1884, while on a voyage from Newcastle, N.S.W., to Singapore carrying a cargo of coal.

FEODOSIA

Hamburg-Amerika Linie; 1922; *Akt. Ges. "Neptun"*; 3,075 tons; 337-7x48-3x20-9; 246n.h.p.; triple-expansion engines. The German steamship *Feodosia* was bombed and sunk by British aircraft on the night of April 4th, 1945, in the Kattegat.

FERDINAND A.

J. Stern; 1888; *Tyne Iron S.B. Co.*; 2,062 tons; 286-7x37x 22-1; 229 n.h.p.; triple-expansion engines. The French steamship *Ferdinand A.* was torpedoed and sunk by a German submarine off Ushant on May 21st, 1917.

FERDINAND BOL

Netherlands Government; 1919; *Columbia River S.B. Corp.*; 5,704 tons; 410x54-2x27-6; turbine engines. The Dutch ship *Ferdinand Bol* sank after a collision in fog with the *Norse King* off Newfoundland on July 30th, 1942.

FERMOY

British Navy, fleet minesweeper; 1919; *Dundee Shipbuilding Co.*; 710 tons; 231x28-3x7-5; 2,200 i.h.p.; 16 knots; triple-expansion engines; Yarrow boilers; one 4 in. gun, 1 smaller. The fleet minesweeper *Fermoy* was lying in dock at Malta on May 4th, 1941, when she was bombed and totally destroyed by enemy aircraft. The vessel's normal complement was 73.

FERN

Laird Line; 1900; *Ailsa Shipbuilding Co.*; 444 tons; 180-2 x 29x21-1; 120 n.h.p.; 8-5 knots; triple-expansion engines. The steamship *Fern* was torpedoed and sunk by a German submarine five miles E. by N. of the Kish lighthouse on April 22nd, 1918. The captain and 12 of her crew were killed.

FERN HOLME

Hine Brothers; 1883; *J. L. Thompson & Sons*; 2,610 tons; 310-6x40-2x24-5; 325 h.p.; compound engines. The British cargo ship *Fern Holme* was wrecked on July 9th, 1888, in Holyrood Bay, N.F.L., while on a voyage from Montreal to London with a cargo of deals.

FERNANDO L. DE YBARRA

Altos Hornos de Vizcaya Soc. Anon.; 1919; *Soc. Espanola de Construccion Naval*; 3,308 tons; 314 X 48 • 1 X 22 • 1; 304 n.h.p.; triple-expansion engines. The Spanish ship *Fernando L. de Ybarra* went aground on December 20th, 1943, at Baleal Beach near Cabo Carvoeiro and sank.

FERNANDO POO

Compania Transmediterranea; 1935; *Compania Euskalduna*; 6,914 tons; 391-7x53-8x29; 1,240n.h.p.; oilengines. The Spanish motorship *Fernando Poo* was sunk by gunfire from the insurgent warship *Ciudad de Mahon* at Bata in October, 1936, during the Spanish Civil War.

FERNCASTLE

AISGlittre; 1936; *Deutsche Werft A.G.*; 9,940 tons; 492-9X 66-1x36-4; 1,165n.h.p.; oilengines. The Norwegian motorship *Ferncastle*, sailing from Fremantle to Abadan with wheat, was intercepted by a German raider with an attendant motor torpedo boat on June 17th, 1943, about 700 miles S. of Cocos Island. She was struck by four torpedoes from the torpedo boat and sunk by gunfire from the raider. Two men were killed on board and the remainder of the crew put off in two boats. One of these with 16 men was never seen again. The other reached Madagascar 30 days later, six of the 19 men on board having died during the 2,800 mile voyage.

FERNDALE

AISGlittre; 1925; *Deutsche Werft A.G.*; 4,302 tons; 382-7X 53-4x24-9; 493n.h.p.; oilengines.

The Norwegian motorship *Ferndale*, under German control, was bombed and sunk by British aircraft on December 16th, 1944, off the coast of Norway.

FERNDENE

Dene Steam Shipping Co.; 1899; *Northumberland Shipbuilding Co.*; 3,770 tons; 340X48x25-9; 316 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Ferndene* was torpedoed and sunk by a German submarine 150 miles W. of Bishop Rock on April 24th, 1917. The captain and eight of her crew were killed.

FERNEBO

A. Brostrom & Son; 1912; *Oskarshamns M.V. Aktieb.*; 1,326 tons; 228-8x36x16; 126n.h.p.; triple-expansion engines.

The Swedish steamship *Fernebo* struck a mine and sank in the North Sea on February 9th, 1917.

FERNHILL

AJSGlittre; 1926; *KockumsMek. Vcerks.*; 4,116 tons; 377-6x 54x22-9; 438n.h.p.; oilengines.

The Norwegian motorship *Fernhill* was torpedoed and sunk by a German submarine on August 7th, 1943, about 300 miles W. of Sierra Leone on a voyage from Liverpool to Montevideo. Five of her crew were killed.

FERNLANE

Dampskätsk Garonne; 1927; *Burneister & Wain*; 4,310 tons; 376-5x53-8x23-6; 489n.h.p.; oilengines. The Norwegian motorship *Ferlane* was torpedoed and sunk by a German submarine on May 7th, 1941, about 400 miles from Sierra Leone.

FERNTOWER

GohGwanLoo; 1867; *Denton, Gray & Co.*; 943 tons; 212-8x 28-6x14-7; 110hp.

The steamship *Ferntower* was lost near Saigon on August 26th, 1886, on a voyage from Saigon to Hongkong. About 50 persons were drowned.

FERONIA

Gladstone & Co.; 1890; *Ropner&Son*; 2,966 tons; 315X40-5x 20-2; 256 n.h.p.; triple-expansion engines.

The British cargo ship *Feronia* was wrecked on March 13th, 1906, in the Maulmain River. She was on a voyage from Maulmain to Port Said with a cargo of rice.

FERRET

British Navy, sloop; 385 tons; 8 guns.

The brig rigged sloop *Ferret*, Lt. H. M. Carre, was wrecked off Dover on March 29th, 1869. There was no loss of life.

FERRUCCIO

1881; *Schlesinger, Davis & Co.*; 2,192 tons; 290-4x37-2x24-5; 228 n.h.p.; compound engines.

The Italian steamship *Ferruccio*, formerly named *Cicerone*, was torpedoed and sunk by a German submarine in the North Sea on February 6th, 1917.

FERRYHILL

Aberdeen Coal & Shipping Co.; 1919; *Hall, Russell & Co.*; 1,086 tons; 221-1x33-4x14; 178 n.h.p.; triple-expansion engines.

The steamship *Ferryhill*, Capt. Wm. Stevens, on a voyage from Blyth to Aberdeen, struck a mine and sank on January 21st, 1940, with the loss of 11 lives.

FIANONA

Soc. Anon. Coop. di Nav. "Garibaldi"; 1915; *Stabilimento Tecnico*; 6,660 tons; 449-6x57-3x31-1; 370n.h.p.; triple-expansion engines.

The Italian steamship *Fianona* was torpedoed and sunk by a Dutch submarine on June 12th, 1941, S. of Vada, near Piombino.

FIDELIO

AISFidelio; 1930; *Burntisland S.B. Co.*; 1,843 tons; 265-8X 43 X18; 144 n.h.p.; triple-expansion engines. The Norwegian steamship *Fidelio* was torpedoed and sunk by a German submarine on November 2nd, 1942, off Great Yarmouth. Nine of her crew were killed.

FIDELITAS

Soc. Anon. di Nav. Mare Nostrum; 1914; *W. Hamilton & Co.*; 5,740 tons; 439-4x53x29-9; triple-expansion engines. The Italian steamship *Fidelitas* was bombed and sunk by Allied aircraft on November 27th, 1944, at Sula Fjord, Norway.

FIDELITY

British Admiralty; 1920; *H. & C. Gray son*; 2,456 tons; 264-8X41-3x18-8; 252 n.h.p.; triple-expansion engines. The steamship *Fidelity* was formerly the French *Le Rhin*, taken over by the Admiralty for convoy escort duty. On December 29th, 1942, while escorting a convoy from Liverpool to Halifax, she was torpedoed and sunk by a German submarine 200-300 miles N.N.W. of the Azores. All on board were lost, including 42 survivors from the *Empire Shackleton*, sunk on the previous day.

FIDRA

Chr. Salvesen & Co.; 1889; *R. Irvine & Co.*; 1,218 tons; 231-5 X 32 X14; 96 n.h.p.; triple-expansion engines.

The British cargo ship *Fidra* was wrecked near Amrum in January, 1909, while on a voyage from Burntisland to Rendsburg carrying a cargo of coal.

FIDRA

Scottish Navigation Co.; 1936; *Burntisland S.B. Co.*; 1,574 tons; 265X40-5X16-3; 111 n.h.p.; triple-expansion engines. The steamship *Fidra* was torpedoed and sunk by a German submarine on March 5th, 1943, about 250 miles W. of Cape Finisterre on a voyage from Almeria to Barrow. The captain, 13 crew and three gunners were lost.

FIERY STAR

1851; *Webb & Co., New York*; 1,361 tons. The full-rigged clipper ship *Fiery Star*, Capt. W. H. Yule, was formerly a famous unit of the Black Ball Line, when she was known as the *Comet*. Under the latter name she made some record passages—New York to San Francisco, 102 days; San Francisco to New York, 76 days; Liverpool to Hong Kong, 84 days. As *Fiery Star*, however, her career was less distinguished.

On April 1st, 1865, she left Moreton Bay, Queensland, for London, with 55 passengers and 41 crew, and a cargo consisting largely of wool. On the 19th, when 150 miles N.W. of the Chatham Islands, a quantity of wool which was stored in the fore-hold was found to be on fire. The outbreak was not considered serious at first and the captain gave orders for the hold to be sealed off in the hope that the flames might be stifled. Meanwhile the ship's course was changed for Lyttelton, New Zealand, but a gale-force wind compelled the captain to make for the Hauraki Gulf.

The fire was now taking firm hold of the ship and by the 23rd there was no other course than to abandon her. The boats available were, however, quite inadequate to accommodate all on board. Two had been washed away in the gale; two were unsuitable for a long sea voyage, leaving only two others for 96 people.

Capt. Yule called all hands and asked for volunteers to remain with the ship in the hope of sighting a passing vessel, while the remainder took to the boats. The first mate, Mr. W. C. Sargent, and 17 men volunteered to stay, and the captain with the passengers and the remainder of the crew, 78 all told, left in the two boats at 3 p.m. on the 23rd. They were never seen again.

Those left on board the *Fiery Star* now turned to fight the fire with great resolution. The gale still continued and on the 5th of May the raft constructed as a last means of escape was swept away. The ship still continued to burn, but the gale blew itself out and at 1 a.m. on the 12th the lights of a vessel were sighted. Rockets were sent up and the sailing ship *Dauntless*, Capt. Moore, from Dublin to Auckland, came alongside.

The resolute Mr. Sargent asked for help to fight the fire, but Capt. Moore declined as he felt the plight of the *Fiery Star* to be hopeless. Boats were sent and all the crew were taken off, the mainmast of the

FIFE

burning ship falling as the last boat left the side. Soon after this the ship sank.

The mate and his 17 men had upheld the highest traditions of their service. The people of Auckland, where they landed, were so impressed by their devotion and courage that the town presented Mr. Sargent with £80, and gave another £80 to be shared among the men.

H.M.S. *Brisk* carried out a search for the missing boats in the waters around the Chatham Islands, but without success.

FIFE

Sutherland S.S. Co.; 1907; *W. Doxford & Sons*; 3,918 tons; 350-5x49-1x24; 292 n.h.p.; triple-expansion engines. The British cargo ship *Fife* sank after a collision on February 15th, 1917, in 60° N., 9° W., while on a voyage from the Tyne to Cette carrying a cargo of coal.

FIFESHIRE

Turnbull, Martin & Co.; 1878; *W. Hamilton & Co.*; 1,353 tons; 260 X32-3X22-6; 140 h.p.; compound inverted engines. The British cargo ship *Fifeshire* was wrecked off Cape Roca on August 28th, 1883. She was carrying a cargo of coal on a voyage from Cardiff to Malta.

FIFESHIRE

Scottish Shire Line; 1898; *Clydebank Engineering & S.B. Co.*; 5,812 tons; 420x54-7x28-8; 493 n.h.p.; 12 knots; triple-expansion engines.

The liner *Fifeshire* left Melbourne toward the end of July, 1911 for London with three first class and 33 third class passengers. She called at Adelaide where she embarked another four passengers, the total number of persons on board when she left for England being 105. On the night of August 9th the liner was 20 miles S. of Cape Guardafui, near Aden, when at 10.30 p.m. in fine but hazy weather she stranded in about four fathoms. There was no loss of life occasioned by the stranding and next day the captain sent one of the lifeboats under Mr. Woods, the first officer, with five seamen to obtain assistance. Unfortunately this boat ran into a gale which swept her some 250 miles from the scene of the wreck and she was picked up five days later by the s.s. *Arkandearg* with her occupants at the point of exhaustion.

Meanwhile the position of the *Fifeshire* was decidedly uncomfortable as the seas were punishing her to a dangerous degree. The captain therefore decided to abandon her and four boats under the captain, second, third and fourth officers respectively were got away with all the remaining people. The last boat left at noon on the 11th and during daylight they managed to keep fairly near to each other. On the next morning, however, the captain's boat was alone, the second officer's boat which was nearest, having disappeared, and the other having been picked up by the Messageries Maritimes liner *Adour*. Later the same vessel picked up the captain's boat, but the second officer's boat could not be located.

A search by the Italian warship *Volturno* and the Indian Marine vessel *Dalhousie* failed to find any survivors and the boat had to be given up as lost. The number missing was 24, of whom ten were passengers.

FIJI

British Navy, cruiser; 1939; *John Brown & Co.*; 8,000 tons; 549 X62x16-5; 72,500 s.h.p.; 35 knots; turbine engines; 3-drum boilers; twelve 6 in. guns, eight 4 in., 16 smaller, 3 aircraft. The cruiser *Fiji*, Capt. P. B. R. W. Williams-Poulett, formed part of a force of cruisers and destroyers under Admiral King charged with the duty of preventing Italian convoys running from Greece to Crete with reinforcements and supplies. The Italians, having made an unsuccessful night attempt on May 21st, 1941, decided to change over to transit by day, escorted by very heavy formations of German dive bombers. On the morning of the 22nd a second convoy was reported S. of the island of Milos and the British steamed to intercept it in face of intense bombing attacks by the Germans. By afternoon the destroyer *Greyhound* had been sunk and it became necessary to send two other destroyers *Kandahar* and *Kingston*, to pick up survivors. While engaged upon this task they had the support of *Fiji* and *Gloucester* (which see) but after some hours the latter ship was hit amidships by a big bomb and sank. *Fiji* was now left to shift for herself against an overwhelming force of the Luftwaffe and

after shooting down a number of them she was hit and damaged so that her speed fell off to a considerable degree. A second attack under circumstances much more favourable to the enemy succeeded in sinking the cruiser off the island of Antikithera just before nightfall. A total of 17 officers and 224 ratings was lost when the vessel sank, 34 officers and 500 ratings being picked up by *Kandahar* and *Kingston*.

FIJIAN

Carriso Inc.; 1919; *Merrill-Stevens S.B. Corp.*; 3,381 tons; 333-8x48x24-9; 423 n.h.p.; oil engines.

The Panamanian motorship *Fijian* caught fire after an explosion on March 24th, 1937, about five miles off Arutua Island, Tuamotu Archipelago. Two days later she was abandoned and sank. She was on a voyage from San Francisco to Lae, New Guinea.

FILIA E. TRICOGLU

E. Tricoglu; 1896; *Sir R. Dixon & Co.*; 2,570 tons; 311-6x42-3x14-6; 249 n.h.p.; triple-expansion engines. On a voyage from Sulina to Sweden with a cargo of grain, the Greek steamship *Filia E. Tricoglu* was wrecked on January 27th, 1926, on Siphanto Island.

FILLEIGH

Atlantic Shipping & Trading Co.; 1928; *W. Pickersgill & Sons*; 4,856 tons; 395-5x55-4x25-9; 339 n.h.p.; triple-expansion engines.

The steamship *Filleigh*, on a voyage from London to Antwerp, was torpedoed and sunk by a German submarine on April 18th, 1945, ten miles E.N.E. of the North Foreland. Five of her crew were killed.

FINCHLEY

Watts, Ward & Co.; 1881; *J. Blumer & Co.*; 1,951 tons; 27lx37-1x24-3; 250 h.p.; compound inverted engines. The British cargo ship *Finchley* was wrecked off Nova Scotia on September 29th, 1884, while on a voyage from Coosaw to Dublin carrying a cargo of phosphate rock.

FINCHLEY

Watts, Watts & Co.; 1912; *J. L. Thompson & Sons*; 4,126 tons; 351-7x50-9x25-9; 350 n.h.p.; triple-expansion engines. The British cargo ship *Finchley* was wrecked on Trek Island on August 20th, 1915, while carrying a cargo of nitrate on a voyage from Mejillones to Archangel.

FINGAL

London & Edinburgh Shipping Co.; 1894; *W. B. Thompson & Co.*; 1,562 tons; 280x35x18-1; 474 n.h.p.; 14 knots; triple-expansion engines.

The steamship *Fingal* was torpedoed and sunk by a German submarine six miles E. by S. of Coquet Island at 10.50 a.m. on March 15th, 1915. The vessel carried a crew of 27, six of whom were killed.

FINGAL

D/S A/S International; 1923; *A/S Moss Varft*; 2,137 tons; 276-1x43-7x18-9; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Fingal* was torpedoed and sunk by a Japanese submarine on May 5th, 1943, off Coff's Harbour, N.S.W. Twelve of her crew were killed.

FINISTERE

Cie. Generale Transatlantique; 1908; *A. McMillan & Son*; 2,112 tons; 249x43x21^8; 92 n.h.p.; triple-expansion engines. The French steamship *Finistere* was lost in the Bristol Channel on or about June 11th, 1918, probably sunk by a German submarine.

FINLAND

Donald Currie & Co.; 1886; *A. McMillan & Son*; 1,363 tons; 230-6x33x15-9; 120 h.p.; compound engines. The British cargo ship *Finland* was wrecked on April 26th, 1887, on Great Fish Point, Cape Colony, while on a voyage from London to Durban with a general cargo.

FINLAND

Ellermarfs Wilson Line; 1884; Earless Co.; 1,828 tons; 271 -lx 35-lx18-6; 164 n.h.p.; triple-expansion engines. The British cargo ship *Finland* was in collision and sank on December 16th, 1917, approximately ten miles north-east of Auskerry, Orkney.

FINLANDE

Ministry of War Transport (Hellyer Bros.); 1937; Chant. & Atel. deSt.Nazaire; 1,343 tons; 232-3X37-8x17; oilengines. The British trawler *Finlande* was wrecked off Peterhead on December 18th, 1944, while on a voyage from Iceland to Hull.

FINNANGER

Westfal-Larsen&Co.; 1928; Nederlandsche Scheepsbouw Maats; 9,551 tons; 474-4x64-5x36-5; 806 n.h.p.; oil engines. The Norwegian tanker *Finnanger* left the Clyde on February 14th, 1942, in convoy for Halifax and Curacao. The convoy became dispersed and the *Finnanger* was last seen by the Norwegian tanker *Belinda* on the 26th, about 300 miles S. of Cape Race.

FINTRA

The South Georgia Co.; 1918; E. Finch & Co.; 2,089 tons; 248-8x41-7x19-4; 259n.h.p.; 9-5 knots; triple-expansion engines.
The steamship *Fintra*, Capt. R. J. Roll, was torpedoed and sunk by a submarine on February 23rd, 1943, about 50 miles off Algiers. Seven of her crew were killed. Capt. Roll was among the survivors.

FIONA

London & Edinburgh Shipping Co.; 1905; Caledon S.B. & E. Co.; 1,611 tons; 280x36-1x18; 443 n.h.p.; triple-expansion engines. The British steamship *Fiona* was wrecked on Pentland Skerries on September 6th, 1917, while employed as an armed boarding steamship.

FIONA

The Admiralty; 1927; Swan, Hunter & Wigham Richardson; 2,190 tons; 280x43-6x18-6; 469n.h.p.; triple-expansion engines.
The *Fiona* was formerly the passenger steamship *Juna*, taken over by the Admiralty. She was sunk by enemy action in the Mediterranean on April 18th, 1941.

FIRECREST

Crest Shipping Co.; 1907; Bremer Vulkan A.G.; 5,394 tons; 420-5x54-5x27-9; 519n.h.p.; quadruple-expansion engines. The steamship *Firecrest* was torpedoed and sunk by a German submarine on August 25th, 1940, about 100 miles W. of the Orkney Islands on a voyage from Wabana to the Tees. All her crew of 40 were lost.

FIRDENE

Maats. Noord-Europa; 1883; Wigham, Richardson & Co.; 1,448 tons; 251 x35-3x15-9; 160 n.h.p.; compound engines. The Dutch steamship *Firdene*, on a voyage from Cagliari to Stockholm with salt, was sunk in a collision with the Norwegian barque *Bodvar*, 445 tons, on May 8th, 1897, off Heligoland. Eight of her crew were lost. The *Bodvar* also sank but with no loss of life.

FIRE Drake

British Navy, destroyer; 1934; Vickers Armstrongs; 1,350 tons; 329x33-2x8-5; 36,000s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 7 smaller, 8 T.T. The destroyer *Fire Drake*, Cdr. E. H. Tilden, D.S.C., was torpedoed and sunk by a German submarine in the North Atlantic on December 16th, 1942. Cdr. Tilden, six officers and 164 ratings were killed.

FIRENZE

Tirrenia Soc. Anon, di Nav.; 1912; Soc. Esercizio Bacini Riva Trigoso; 3,952 tons; 360-9x44-9x24-5; 454n.h.p.; triple-expansion engines.
The Italian steamship *Firenze* was torpedoed and sunk by a British submarine on December 24th, 1940, 20 miles W. of Saseno.

FIRETHORN

U.S. Maritime Commission; 1937; Nakskov Skibsvcerft; 4,700 tons; 401-4x57-3x24-9; 808n.h.p.; oilengines. The Panamanian motorship *Firethorn* was torpedoed and sunk by a German submarine on October 7th, 1942, off the Cape of Good Hope on a voyage from Trinidad to Table Bay. Eleven of her crew and one gunner were lost.

FIRTH FISHER

J. Fisher & Sons; 1919; J. Lewis & Sons; 574 tons; 164 -8 x 27 x 11-1; 105 n.h.p.; triple-expansion engines.
The steamship *Firth Fisher* struck a mine and sank on May 21st, 1940, half a mile E. of Boulogne Pier. Seven of her crew were killed. The pilot and three others were saved.

FIRTH OF FORTH

A. Tate & Co.; 1893; W. Doxford & Sons; 2,232 tons; 31 lx 38-2x21-6; 233n.h.p.; triple-expansion engines. The British cargo ship *Firth of Forth* foundered 25 miles off Cape Bengut, near Bona, on July 25th, 1903, while on a voyage from Hamburg to Vladivostock carrying a general cargo.

FIRTH OF SOLWAY

J. Spencer & Co.; 1885; W.B.Thompson; 1,313 tons; 228 -4 x 36-5x21.
The barque *Firth of Solway* was sunk in a collision with the steamship *Marsden*, 919 tons, on April 19th, 1896, off the Kish lighthouse, near Bray Head, Ireland. The captain and eight men were picked up by the *Marsden* but the captain's wife and child and 13 men were drowned.

FISCUS

Tempus Shipping Co.; 1928; Northumberland Shipbuilding Co.; 4,815 tons; 399x54-5x25-2; 432n.h.p.; 10 knots; triple-expansion engines.
The steamship *Fiscus*, Capt. E. Williams, was torpedoed and sunk on October 18th, 1940, about 120 miles W. of Barra Island, in the Hebrides. Capt. Williams and 37 of her crew were killed, and only one man was saved. The *Fiscus* was in convoy at the time.

FISGARD II

British Navy, training ship; 1870; Glasgow; 6,010 tons; 280 X 54 x 23; no engines or boilers.
The training ship *Fisgard II* was originally the ironclad *Invincible* which took part in the bombardment of Alexandria in 1882. The ship had been placed on the sale list, but withdrawn when there was a shortage of naval training establishments. Her name was changed to *Erebus* and later to *Fisgard H*. On September 17th, 1914, she was in tow of two tugs, the *Danube* and the *Southampton*, in very heavy weather off Portland Bill. She had no engines or steering gear and was manned by a crew of 64 ratings, Chief Petty Officer Coll being in command. During the day her condition became serious owing to the quantity of water she was shipping through her hawse-pipes. The crew endeavoured to trim her by shifting a quantity of machinery from the upper deck to the lower, but this failed to assist, and the *Fisgard II* began to heel over until she lay on her beam ends. She carried four boats and 20 lifebelts, but one boat was smashed as soon as it was launched.

The hired transport *Crown of Galicia* and the two tugs did what they could to save life, but at 4.20 p.m. the training ship foundered five miles off Portland Bill with a loss of 21 ratings.

From statements made by the captains of the tugs it was established that *Fisgard II* made signals of distress earlier in the day and it was decided to put into Portland. This was prevented by the heavy seas and the ship's lack of steering gear.

FISHPOOL

Pool Shipping Co.; 1940; Sir J. Laing & Sons; 4,950 tons; 418 X58-8X25-8; 413 n.h.p.; 9-5 knots; oil engines. The motor vessel *Fishpool*, Capt. Cole, was lying in Syracuse Harbour on July 25th, 1943, when she was bombed and set on fire by enemy aircraft. The ship, which was loaded with 1,000 tons of aviation spirit and 4,000 tons of munitions, blew up and sank. Capt. Cole, 27 of the crew and several passengers were killed and many of the survivors wounded.

The *Fishpool* was a remarkably unfortunate vessel for on November 14th, 1940, when on her maiden voyage, she was bombed by German aircraft in the North Atlantic outward bound in ballast. Capt. Hill, ten officers and 16 men were killed and she was abandoned. Later the Admiralty sent out and towed her into the Clyde. On May 9th, 1941, she was badly damaged in an air raid at Barrow-in-Furness and one man was killed. Two days later, while in dock, a land mine dropped alongside at a distance of ten feet, killing another of the crew. Capt. Howitt and seven men were badly wounded.

FISKE

United States Navy, destroyer; 1943; United States; 1,200 tons; 306x36x10-7; 6,000 s.h.p.; oil engines; three 3 in. guns, two 40mm.A.A., four 20mm.A.A., 3 T.T.

The destroyer *Fiske* was torpedoed and sunk by a German submarine in mid-Atlantic on August 2nd, 1944. The vessel carried a complement of 220.

FITO

*Adolfo Ramirez Escudero; 1880; Schlesinger, Davis & Co.; 1,453 tons; 254 x 32-8x18-9; 152 n.h.p.; compound engines. In collision with the *Dunarea* on October 24th, 1930, the Spanish ship *Fito* sank 12 miles E. of Salvora on the Spanish coast.*

FITZJAMES

*Matthews & Luff; 1883; Vulcan Iron Works; 468 tons; 163 x 24-1x10-7; 71 r.h.p.; compound engines. The steamship *Fitzjames* foundered in heavy weather off Beachy Head on November 24th, 1898. The captain and eight of the crew were drowned. Three survivors were picked up by the steamship *Olive* but one of these died soon afterwards.*

FITZROY

*Langley Bros. S.S. Co.; 1912; Napier & Miller; 623 tons; 170-2x30-2x10-6; 72 r.h.p.; triple-expansion engines. The Australian steamship *Fitzroy* with 32 passengers and crew foundered in a S.E. gale off Cape Hawke, N.S.W., on June 26th, 1921. There was only one survivor.*

FITZROY

*British Navy, fleet minesweeper; 1919; Lobnitz & Co.; 710 tons; 231x28-3x7-5; 2,200 i.h.p.; 16 knots; triple-expansion engines; Yarrow boilers; one 4 in. gun, several smaller. The fleet minesweeper *Fitzroy* was mined and sunk off Great Yarmouth on May 27th, 1942. One officer and 13 ratings were killed.*

FIUME

Italian Navy, heavy cruiser; 1931; Stabilimento Tecnico; 10,000 tons; 599-5x67-7x19-5; 95,000 s.h.p.; 32 knots; turbine engines; 3-drum boilers; eight 8 in. guns, twelve 3-9 in., eight 37 mm., eight 13 mm., 2 aircraft.

The Italian 10,000 ton 8 in. gun cruisers *Flume*, *Pola* and *Zara* constituted the Italian heavy cruiser squadron under Admiral Cantoni at the battle of Cape Matapan, fought on March 28th-29th, 1941. Just before noon on March 27th British aircraft on patrol in the neighbourhood of Sicily reported cruisers at sea to the S.E. of the island. The whole Mediterranean Fleet under Vice-Admiral Sir Andrew Cunningham was lying at Alexandria and dispositions were at once made for intercepting the enemy, whose object was assumed to be a raid on either the Greek or Egyptian convoys. A cruiser squadron under Vice-Admiral H. D. Pridham-Wippell comprising *Orion*, 7,215 tons, flagship, Capt. G. R. B. Back, *Ajax*, 6,985 tons, Capt. E. D. B. McCarthy, *Gloucester*, 9,400 tons, Capt. H. A. Rowley and the Australian cruiser *Perth*, 6,980 tons, Capt. Sir P. W. Bowyer-Smith with the destroyers *Hereward*, 1,340 tons, *Hasty*, 1,340 tons, *Ilex*, 1,370 tons, and the Australian destroyer *Vendetta*, 1,090 tons, was ordered to take up a position S. of Crete. The main battle squadron, comprising the battleships *Warspite*, 30,600 tons, flagship of Admiral Cunningham and commanded by Capt. D. B. Fisher, *Valiant*, 30,600 tons, Capt. C. E. Morgan, *Barham*, 31,100 tons, Capt. G. C. Cooke, and the aircraft carrier *Formidable*, 23,000 tons, flagship of Rear-Admiral C. W. Boyd, commanded by Capt. A. W. Bissett, with the 14th Destroyer Flotilla, comprising the *Jervis*, 1,760 tons, *Janus*, 1,690

tons, *Nubian*, 1,870 tons, and *Mohawk*, 1,870 tons, and the 10th Destroyer Flotilla, comprising the Australian destroyer *Stuart*, 1,530 tons, *Greyhound*, 1,335 tons, *Griffin*, 1,335 tons, *Hotspur*, 1,340 tons, and *Flavock*, 1,340 tons, left Alexandria steaming on a north-westerly course. At 7.49 a.m. on the 28th, aircraft reported an Italian fleet comprising the battleship *Vittorio Veneto*, 35,000 tons, nine 15 in. guns, six cruisers and seven destroyers off Gavro Island, S. of Crete. Two more cruisers and two destroyers joined this force later in the morning. The nearest of the British squadrons was that of Admiral Pridham-Wippell 40 miles S.E., while that of Admiral Cunningham was 95 miles S.E. of that of Pridham-Wippell. At 8.2 a.m. the British cruisers made contact with the enemy and contrived to lure them in the direction of the main battle squadron. By 9 a.m. the Italian cruisers had turned from a course S.E. to a new one bearing N.W. and at 10.58 the *Vittorio Veneto* came into view. The British cruiser force now turned S.E. to avoid the enemy's big guns, keeping some 16 miles from the battleship.

Meanwhile the aircraft carrier *Formidable* had sent up her torpedo-bombers and at 11.30 a.m. these made an attack on the *Vittorio Veneto* forcing the enemy to turn towards his bases. This air attack was premature, for it was not intended to scare the enemy into a retirement, but rather to encourage him to advance further away from his home ports. Anxiety for the safety of Admiral Pridham-Wippell's force of cruisers, however, induced Admiral Cunningham to make an air attack thus early in the action, though he clearly foresaw the consequences. Shortly after this the British forces united and soon news came that a second Italian fleet was at sea comprising two Cavour class battleships, 23,622 tons, ten 12-6 in. guns, and the heavy cruiser squadron *Flume*, *Pola* and *Zara*, with four destroyers. This force was reported as 80 miles W. of Gavro Island. During the rest of the day the opposing fleets saw little of each other, the Fleet Air Arm continuing to bomb any targets which presented themselves. As a result of this three hits were scored on the *Vittorio Veneto* and others on two cruisers and a destroyer. The speed of the *Vittorio Veneto* was reported as having decreased enabling Pridham-Wippell's force to make contact for a second time just before nightfall. The destroyers were disposed for a torpedo attack, but before this developed the heavy cruiser *Pola* was sighted in a disabled condition not far from the British battle squadron, being undoubtedly one of the victims of the Fleet Air Arm's bombs. As the battleships swung round to make their attack two other Italian cruisers, the *Zara* and the *Fiume* (in that order) led by a large destroyer, which was at first mistaken for a cruiser, with a number of destroyers following, crossed the bows of the British from starboard to port. The distance separating the two lines was barely 4,000 yards and at this range, under the glare of the searchlights of the destroyer *Greyhound*, the 15 in. guns of the battleships blew the heavy cruisers to pieces. In a few minutes they were a mass of flame and a torpedo attack from the destroyers sank them within a very short time. The Italian destroyers discharged their torpedoes without effect and they were then engaged by a British flotilla which sank two of them by gunfire. The *Pola* was sunk soon afterwards, making a loss to the Italians of three heavy cruisers and two destroyers, the *Giosue Carducci* and the *Vittorio Alfieri*, both of 1,729 tons. In addition to this loss the battleship *Vittorio Veneto* suffered an appreciable amount of damage.

Survivors picked up by the British numbered 53 Italian officers and 850 ratings, besides 35 German officers and ratings. The total lost approximated to 3,000, including Admiral Cantoni commanding the heavy cruiser squadron.

The *Fiume* carried a complement of 705, of whom a large proportion was lost.

The British lost one aircraft, but suffered no damage to their ships or casualties among their crews.

The work of rescuing survivors was continued next day, assisted by a small force of Greek destroyers, but all efforts in this direction had to be abandoned on the arrival of German dive bombers. After shooting down two Ju. 88's Admiral Cunningham ordered the withdrawal of all units engaged in rescue work, at the same time sending a message to the Italian commander-in-chief, Admiral Riccardi, giving the position of the shipwrecked Italians.

FJORD

*A/SD/SFjeld; 1914; Tyne Iron S.B. Co.; 4,032 tons; 355-3X 50-8x24-9; 355 n.h.p.; triple-expansion engines. The Norwegian steamship *Fjord* was torpedoed and sunk by a Ger-*

man submarine on December 2nd, 1941, near Estepona Point, Spain, with the loss of 14 lives.

FJORDEN

Johan Hyide; 1909; *Schiffswerft van H. Koch*; 1,733 tons; 275-7x40-2x16-7; 151 n.h.p.; triple-expansion engines. On a voyage from Bangkok to Hong Kong the Norwegian ship *Fjorden* sank about ten miles S.W. of the latter port on April 12th, 1933.

FJORDHEIM

A/S Theologos; 1930; *Swan, Hunter & Wigham Richardson*; 4,115 tons; 374-8x51-5x23-7; 363 n.h.p.; triple-expansion engines. The Norwegian steamship *Fjordheim* was torpedoed and sunk by a German submarine on September 2nd, 1944, off the north west coast of Ireland.

FLACHAT

Compagnie Generale Transatlantique; 1880; *M. Pearse & Co.*; 2,175 tons; 300x36x25-5; 220 n.h.p.; 10 knots; compound engines. The French liner *Flachat* struck on Anaga Point, Teneriffe, on the night of February 16th, 1898, in dense fog and heavy sea. The vessel carried 51 passengers and 50 crew of whom eight passengers and 16 crew were saved. The vessel crashed on to the rocks at about 11.30 p.m. and the captain immediately let go both anchors and steam was at once blown off from the boilers. The port lifeboat and two others were got away, but all three were swamped and sunk. The starboard lifeboat was then launched with great difficulty, and after seven hours of strenuous effort by the crew. Unfortunately there was an attempt to rush her as soon as she got afloat and of about 50 people only 16 succeeded in reaching her. Another boat also got away with eight persons.

FLAMBORO

J. E. Bowser & Son; 1885; *Palmers' Co.*; 1,966 tons; 265x39-9x22-4; 215 n.h.p.; triple-expansion engines. The British cargo ship *Flamboro* was wrecked on July 2nd, 1896, on Kem Reef in the White Sea. She was on a voyage from Archangel to Kem and Bordeaux with a cargo of wood.

FLAMSTEED

Lampart & Holt; 1892; *R. & W. Hawthorn, Leslie & Co.*; 3,381 tons; 345X43-8X25-9; 228 h.p.; triple-expansion engines. The British cargo ship *Flamsteed* was wrecked on March 27th, 1893, near Valparaiso while on a voyage from Liverpool to Valparaiso carrying a general cargo.

FLANDRE

Cie. Generale Transatlantique; 1914; *Chantiers de VAtlantique*; 8,571 tons; 464-4x57x29-6; compound engines. The French liner *Flandre* struck a mine and sank on September 14th, 1940, at the mouth of the River Gironde.

FLANDRES

Arm. Adolf Deppe; 1896; *C. Cornell & Co.*; 4,517 tons; 370-5x46-6x27-2; 365n.h.p.; quadruple-expansion engines. The Belgian steamship *Flandres* struck a mine and sank in the North Sea on April 8th, 1918.

FLANDRIA

Fornyade Angf. AjB Gotha; 1898; *Helsingors Jernsk. & Maskin.*; 1,179 tons; 228-2x33-1x13-1; 150n.h.p.; triple-expansion engines. The Swedish steamship *Flandria* struck a mine and sank on January 18th, 1940, about 100 miles off Ymuiden, with the loss of 17 lives.

FLEUR DE LYS

British Navy, corvette; 1940; *W. Simons & Co.*; 925 tons; 193x32x26; 2,750 i.h.p.; 17 knots; quadruple-expansion engines; one 4 in. A.A. gun, several smaller. The corvette *Fleur de Lys*, Lt. A. Collins, was torpedoed and sunk by a German submarine west of Gibraltar on October 14th, 1941. Lt. Collins, five officers and 65 ratings were killed.

FLEURS CASTLE

T. Skinner & Co.; 1874; *J. & G. Thomson*; 2,472 tons; 326X35-4x27-4; 235 h.p.; compound-inverted engines. The steamship *Fleurs Castle*, Capt. J. B. Thomson, was wrecked at Ras Asir, near Cape Guardafui, on July 9th, 1882. Capt. Thomson, 16 of the crew and one passenger were saved.

FLIRT

British Navy, destroyer; 1900; *Palmer & Co.*; 335 tons; 210X21x11; 5,700 i.h.p.; 30 knots; triple-expansion engines; *Thornycroft boilers*; one 12 pdr., five 6pdr., 2 T.T. On October 23rd, 1916, the Admiralty became aware that the German naval command was preparing a sortie by light forces which might have for its aim a raid upon the defences of the Straits of Dover. It was known that Capt. A. Michelsen, commanding the destroyer flotillas of the High Seas Fleet, was leading the 3rd and 9th flotillas, of 24 destroyers in all, down the Dutch coast toward Zeebrugge. Vice-Admiral Sir R. Bacon, commanding the Dover patrol, therefore disposed the forces under his command to meet the threatened attack, which came on the night of October 26th, in the area bounded by a line drawn from Dover to Calais on one side and from the Downs to Dunkirk on the other.

The destroyer *Flirt*, a small and old ship commanded by Lt. R. Kellett, left Dover about 8 p.m. and two hours later, hearing gunfire in the direction of the line of drifters guarding the submarine barrage, made towards it. Here she found the drifter *Wayney II* on fire, and at once lowered a boat to go to her assistance. At the same time a destroyer line came into sight, but gave no grounds for action as it was presumed to be French. Shortly afterwards these ships opened fire on the *Flirt* and sank her with every man on board, the boat's crew being the only survivors.

The official complement of the *Flirt* was 80. The German flotillas, after damaging the destroyer *Nubian* and sinking one or two drifters, returned to their base without loss.

FLIRT

Bulk Oil Transport Inc.; 1917; *Slidell S.B. Co.*; 1,474 tons; 228-0x43-0x16-0; compound engines. Carrying a cargo of coal from Newport News to Porto Rico the American steamship *Flirt* caught fire on January 30th, 1919, when she was in lat. 25° 7' N., long. 69° W. She became a total loss.

FLORA

E. P. Nomikos; 1904; *R. Craggs & Sons*; 2,980 tons; 330-lx46x22-2; 295 n.h.p.; triple-expansion engines. On a voyage from Sunderland, which she left on January 20th, 1940, for Rosario, the Greek ship *Flora* was last reported in the Downs on January 22nd. The ship was not seen again and all 25 of the crew were lost. Bodies and a lifeboat were washed ashore.

FLORE

J. Stern; 1906; *Furness, Withy & Co.*; 3,553 tons; 347X47-4X25-2; 292 n.h.p.; triple-expansion engines. The French steamship *Flore* was torpedoed and sunk by a German submarine in the North Sea on July 26th, 1917.

FLORENCE

Florence Steamship Co.; 1882; *T. B. Scath & Co.*; 115 tons; 149-8x22-2x10-7; 56 h.p.; compound engines. The coasting steamship *Florence* foundered off the Calf of Man on September 20th, 1889. Only one man was saved.

FLORENCE

Furness, Withy & Co.; 1889; *Short Bros.*; 2,492 tons; 293-5X40-2x18-5; 220 n.h.p.; 10 knots; triple-expansion engines. The steamship *Florence* left Halifax on December 17th, 1912, for Liverpool with a crew of 27 and a cargo of about 4,000 tons of produce, chiefly cheese, butter and ham. On the morning of the 20th she was wrecked in Marine's Cove, St. Mary's Bay, not far from Cape Race. The second officer and four men were the only ones saved.

FLORENCE D.

Cadwallader-Gibson Lumber Co.; 1919; *Superior S.B. Co.*; 2,639 tons; 247-4x43-3x25-6; triple-expansion engines. The American steamship *Florence D.* was bombed and sunk by Japanese aircraft on February 19th, 1942, about 200 miles E. of Mindanao Island, Philippines.

FLORENCE RICHARDS

FLORENCE RICHARDS

R. Nicholson & Sons; 1873; J. L. Thompson & Son; 1,056 tons; 221-5x30-1x16-8; 120 h.p.; triple-expansion engines. The British cargo ship *Florence Richards* foundered on March 10th, 1890, off Cape Roca, while on a voyage from Arzew to Rouen with a cargo of salt.

FLORIAN

Ellerman Lines; 1940; W. Gray & Co.; 3,174 tons; 345-7x 50-1x20-7; 606 n.h.p.; triple-expansion engines & L.P. turbine. The British cargo ship *Florian* was lost after sailing from Oban on January 18th, 1941. She was on a voyage in ballast from Hull to New York. On January 20th a British naval trawler sighted wreckage and a lifeboat from the *Florian* in 61° 14' N., 12° 05' W., but found no trace of her crew of 44.

FLORIDA

Hamburg-Sud-Amerikanische Dampfs. Ges.; 1939; Bremer Vulkan; 6,150 tons; 454-8x59-3x23-5; 985n.h.p.; oil engines. The German motorship *Florida* struck a mine and sank on April 14th, 1940, about eight miles N.E. of the Skaw.

FLORIDAMARU

Kawasaki Risen K.K.; 1925; Kawasaki Dockyard Co.; 5,845 tons; 405x53x34; 902n.h.p.; oilengines. The motor vessel *Florida Mam* was bombed and sunk by U.S. land-based aircraft on April 2nd, 1943, off New Hanover Island.

FLORIDE

Compagnie Generale Transatlantique; 1907; Chantiers & Ateliers de Provence; 413-2x52-2x35; 402 n.h.p.; 12-5 knots; triple-expansion engines.

The French liner *Floride*, Capt. Monsson, fell a victim to the German auxiliary cruiser *Prinz Eitel Friedrich*, N.E. of Fernando Noronha on February 19th, 1915. The liner was sunk and her 86 passengers and 78 crew taken on board the raider, where they remained as prisoners until they were landed at Newport News on March 11th.

During a brief career as a commerce raider the *Prinz Eitel Friedrich*, which was a converted Norddeutscher Lloyd liner of 8,897 tons, sank the following ships:—

- Dec. 5th, 1914 ss. *Charcas*, 5,067 tons.
- Dec. 11th, 1914 *Jean*, French barque.
- Dec. 12th, 1914 *Kidaltou*, barque.
- Jan. 26th, 1915 *Isabel Browne*, Russian barque.
- Jan. 27th, 1915 *Pierre Loti*, French barque, 2,196 tons.
- Jan. 27th, 1915 *William P. Frye*, barque, 3,374 tons.
- Jan. 28th, 1915 *Jacobsen*, French barque, 2,195 tons.
- Feb. 12th, 1915 *Invercoe*, barque, 1,421 tons.
- Feb. 18th, 1915 s.s. *Mary Ada Short*, 3,605 tons.
- Feb. 19th, 1915 ss. *Floride*, 6,629 tons.

Feb. 20th, 1915 s.s. *Willerby*, 3,630 tons. On March 11th, 1915, having been unable to obtain coal supplies, and with engines badly in need of repair the *Prinz Eitel Friedrich* steamed into Newport News and was interned.

FLORIDIAN

E.D. Hulbert; 1840 (circa); 500 tons. The American barque *Floridian* was chartered by a German company to carry emigrants to the United States. She left Antwerp on Tuesday evening February 27th, 1849, under Capt. Whitmore, having on board a crew of 20, the captain's wife and 176 emigrants, for the most part German agricultural labourers and mechanics with their wives and children. The ship encountered bad weather soon after leaving the Flemish Banks, with hail and snow, and by Wednesday morning she was facing a full gale. At three o'clock in the afternoon she struck on the Long Sand off Harwich and in a very short time became a total wreck. The first officer was in charge of the ship and had gone below to check his position, the second officer remaining on deck. Capt. Whitmore ordered out the boats as soon as he saw the plight of his ship, but the first boat smashed and capsized. The second boat was then got away, among its occupants being the captain and his wife. The emigrants seeing themselves thus deserted made a rush for the boat which was at once overcrowded and sank. The remainder of the emigrants, about 100, took refuge

on the quarterdeck, but the crew lashed themselves to the rigging. An hour after striking the *Floridian* broke in two and the mainmast fell overboard with all those clinging to it. During the night many more were swept from the decks and those lashed in the rigging were frozen to death.

On Friday afternoon, March 2nd, H.M. revenue cutter *Petrel* approached the wreck and saved three of the crew and one passenger, the latter having lost his reason. The total loss of life was 193 persons, about 80 of whom were women and children.

FLORIDIAN

F. Leyland & Co.; 1913; Short Bros.; 4,777 tons; 385 X 51 -5X27-5; 393 n.h.p.; 11 -5 knots; triple-expansion engines. The steamship *Floridian* was torpedoed and sunk by a German submarine 200 miles W. by N. of Fastnet on February 4th, 1917. Five of her crew were killed. The captain, chief engineer and the wireless operator were taken on board the submarine as prisoners.

FLORIDIAN

American Hawaiian S.S. Co.; 1915; Maryland Steel Co.; 6,765 tons; 415 X 53 • 7 X 28 • 1; 666 n.h.p.; quadruple-expansion engines. On a voyage from Boston and Los Angeles to Seattle the American ship *Floridian* was in a collision and sank on September 1st, 1928, 50 miles S. of Cape Flattery.

FLORISTON

R. Chapman & Son; 1899; Ropner & Son; 3, 429 tons; 325x46x 21-6; 314 n.h.p.; triple-expansion engines. The British cargo ship *Floriston* was wrecked on October 13th, 1914, at Gabarus Point, C.B., while on a voyage from Quebec to Avonmouth with a cargo of grain.

FLORIZEL

C. T. Bowring & Co.; 1909; C. Council & Co.; 3,081 tons; 305 -5x43-1x29-6; 437 n.h.p.; triple-expansion engines. The British cargo ship *Florizel* was wrecked on February 24th, 1918, seven miles north of Cape Race. She was on a voyage from St. John's, N.F.L., to New York with a general cargo.

FLORRIESTON

W. S. Miller & Co.; 1901; W. Gray & Co.; 3,366 tons; 331 x 47-1x24-7; 268 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Florrieston* was torpedoed and sunk by a German submarine six miles E. of N. of South Stack, off Holyhead, Anglesey, on April 20th, 1918. Nineteen men, including the captain, were killed.

FLYING ENTERPRISE

Isbrandtsen Company, Inc.; 1944; Consolidated Steel Corpn.; 6,711 tons; 396-5x60-1x25-8; turbine engines. The American freighter *Flying Enterprise* left Hamburg on December 21st, 1951, for the United States. She encountered rough weather and on December 28th, when about 380 miles W. of Land's End, a crack had developed across her deck and she was listing about 30° to port. In reply to her S.O.S. the American ship *Southland* went to her assistance and took off the 10 passengers and all the crew, with the exception of the captain, Kurt Carlsen. The U.S. destroyer *John W. Weeks* also stood by. On January 2nd the salvage tug *Turmoil*, 1,136 tons, arrived and although the list of the *Flying Enterprise* had now increased to 80°, the tug's mate Kenneth Dancy joined Captain Carlsen on board, and the ship was towed towards Falmouth at 3¹/₂ knots. Unfortunately when, within 50 miles of that port in the early morning of January 9th the tow parted. On January 10th, the ship was listing so badly that Captain Carlsen and Kenneth Dancy were able to walk up the funnel to the deck of the tug and at 4.12 p.m. on that day she turned over and sank. Captain Carlsen was awarded Lloyd's Silver Medal for Meritorious Services in recognition of his efforts to save his ship.

In July and August, 1953, the Italian firm Sorima succeeded in salvaging \$56,000 and \$5,000 in bank notes from the wreck, although a package containing \$100,000 could not be found. This firm has carried out many notable salvage operations, including the recovery of over £1,000,000 worth of bullion from the *Egypt* in 1932

FLYING FOAM

Rylands & Co.; 1863; *T. Oliver*; 1,327 tons; 207X 37X 24. The Canadian wooden ship *Flying Foam* was wrecked off the Irish coast on April 5th, 1884. Five of the crew were drowned.

FLYING LARK

Chiap Hua Shipping Co. (Panama); 1915; *A/S Fredriksstad Mek Verks.*; 1,253 tons; 235 X 33 -6 X—; triple-expansion engines. The Panamanian steamship *Flying Lark* was bombed by Indonesian aircraft on April 28th, 1958, in Amboina harbour. Nine of the crew were killed and six missing. She was again bombed two days later and sank.

FLYNDERBORG

C.K.Hansen; 1901; *Helsingors Jernskibs-og Maskinbyg*; 1,400 tons; 251 • 5 X 36 • 1 x 16 • 9; 166 n.h.p.; triple-expansion engines. The Danish steamship *Flynderborg* was torpedoed and sunk by a German submarine in the North Sea on October 21st, 1917.

FLYNDERBORG

Dampskibsselsk. Dannebrog; 1919; *Helsingors Jernsk. & Maskin.*; 1,417 tons; 249-5x38-1x15; *ISOn.h.p.*; triple-expansion engines. On a voyage from Casablanca to Norresundby the Danish ship *Flynderborg* struck a rock and foundered on March 14th, 1930, off Ushant in dense fog.

FOFO

P. Maoris & E. D. Hadjiconstantis; 1892; *J. Readhead & Sons*; 2,615 tons; 298'5x40-1x20-1; 232 n.h.p.; triple-expansion engines. The Greek steamship *Fofo* was sunk by a German submarine off Ushant on December 4th, 1916.

FOFO

C.J.Frangos; 1891; *W. Gray & Co.*; 2,419 tons; 285-6x39x 21-3; 215 n.h.p.; triple-expansion engines. Sailing from Penarth to Bougie with a cargo of coal the Greek ship *Fofo* was 40 miles N.E. of Oran on February 25th, 1930, when there was an explosion in the hold and she sank.

FOINA

D/S A/S Foina; 1915; *Helsingors Jernsk. & Maskin.*; 1,674 tons; 248-8x38-1x15-4; 150 n.h.p.; triple-expansion engines. The Norwegian ship *Foina* left Sarpsborg on December 7th, 1939, bound for Grangemouth and was not seen again. A lifeboat with two bodies was found on December 12th, about 160 miles W.N.W. of Rattray Head.

FOKION

Epirotiki Steamship Nav. Co.; 1910; *Cantieri Navali Triestino*; 1,158 tons; 224-3x33-2x15-1; 247 n.h.p.; triple-expansion engines. The Greek steamship *Fokion* was bombed and sunk by German aircraft on April 18th, 1941, at Nea Psara, Eubcea Island, during the German invasion of Greece.

FOLGORE

Italian Navy, destroyer; 1931; *Partenopei*; 1,220 tons; 315 -2 X 30-5x10-2; 44,000s.h.p.; 38 knots; turbine engines; 3-drum boilers; four 4.7 in. guns, four 37 mm.A.A., four 13 mm.A.A., 6T.T. The Italian destroyer *Folgore* was one of a destroyer division escorting a convoy bound for Tunisia on the night of December 1st-2nd, 1942. The ships were surprised by a force under Rear Admiral Sir H. Harwood, comprising the cruisers *Aurora*, flagship, *Argonaut* and *Sirius*, with the destroyers *Quiberon* and *Quentin*. The *Folgore* was sunk as well as four of the merchantmen. Another destroyer of the escort was badly damaged. The British lost the *Quentin* (which see) by air attack when returning to base on the following day. The action took place in the Sicilian Channel.

FOLIA

CunardLine; 1907; *Sir J. Laing & Sons*; 6,705 tons; 430 X 52-7x25; 869 n.h.p.; 11 knots; triple-expansion engines. The Cunard cargo ship *Folia* was torpedoed and sunk by a submarine four miles E.S.E. of Ram Head, Youghal, on March 11th, 1917. Seven of her crew were killed. The captain was among the survivors.

FOLKE

F. D. Malmros; 1881; *Osbourne & Graham*; 1,352 tons; 246-5x34-1x17-4; 144 n.h.p.; compound engines. The Swedish steamship *Folke* was torpedoed and sunk by a German submarine in the North Sea on April 14th, 1915.

FOLMINA

Holland-Gulf Stoom. Maats.; 1915; *Wilton's Engineering & Slipway Co.*; 1,158 tons; 230-2x34x13-2; 120n.h.p.; triple-expansion engines. The Dutch steamship *Folmina* was torpedoed and sunk by a German submarine on January 25th, 1918, two miles off Sunderland, on a voyage from Rotterdam to Leith. Eight of her crew were killed.

FONTAINEBLEAU

Soc. des Services Contractuels des Messageries Maritimes; 1923; *Ateliers & Chantiers de la Loire*; 9,986 tons; 478 -5x59-2x27-3; 966 n.h.p.; turbine engines. The French ship *Fontainebleau* left Marseilles, under command of Capt. Guillaud, for Yokohama with passengers, mail and general cargo, and when off Djibouti on July 12th, 1926, a fire broke out and she became a total loss.

FOOCHOW

I. S. Swire; 1873; *Scott & Co.*; 1,103 tons; 235-4x26-3x17-2; 98 h.p.; compound inverted engines. The British cargo ship *Foochow* was wrecked at Chefoo on August 9th, 1883, while on a voyage from Newchwang to Chefoo carrying a cargo of beans.

FORELAND

Clyde Shipping Co.; 1894; *London & Glasgow Co.*; 4,421 tons; 391-8x46-6x27-9; 350 n.h.p.; triple-expansion engines. The British cargo ship *Foreland* was wrecked on May 7th, 1901, at Table Island, Coco Group, while on a voyage from Rangoon to Bombay with a cargo of rice.

FORERUNNER

African Steamship Co.; 1845 (circa); *British Isles*; 400 tons; 10 knots; compound engines. The steamship *Forerunner*, Capt. Johnstone, left Madeira on the afternoon of October 25th, 1854. Just before nightfall when steaming at about nine knots the ship struck on a rock at the eastern end of the Island of Fora. The engine room was flooded almost immediately and the ship sank in a few minutes taking with her 14 persons. The survivors, about 25 in all, reached the little town of Santa Cruz in three of the ship's boats.

FORESIGHT

British Navy, destroyer; 1934; *Cammell Laird*; 1,350 tons; 329x33-2x8-5; 36,000s.h.p.; 36 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 4 T.T. The destroyer *Foresight* took part in escorting a convoy to Malta, August 10th to 14th, 1942. The ships were heavily attacked in the Sicilian Channel by German dive and torpedo bombers as well as by submarines and torpedo boats. On the 12th *Foresight* was hit by a torpedo from a bomber and badly damaged. She was taken in tow, but after more than 12 hours it became impossible to save her and she was abandoned and sunk by the British force. *Foresight* carried a complement of 145, of whom one officer and four ratings were killed. The story of this Malta convoy is told under the aircraft carrier *Eagle* and the cruiser *Manchester*, both of which were lost.

FOREST

FOREST

G. Churchill, Sons & Co.; 1873; Churchill & Sons, Windsor, N.S.; 1,488 tons; 202-3x40-8x24-5.

On the evening of September 11th, 1877, the wooden two deck ship *Forest*, Capt. Lockhart, with a crew of 21, bound for Sandy Hook, New York, in ballast, ran down the iron ship *Avalanche*, 1,210 tons, Capt. Williams, about 15 miles S. by W. of Portland. The latter ship sank immediately taking with her 94 of her company, only three members of the crew managing to clamber on to the *Forest*. The *Forest* was badly holed and about half an hour after the collision she foundered with a loss of 12 men. The three survivors from the *Avalanche* were among those saved from this double disaster which cost 106 lives. A full description will be found under the *Avalanche*.

FOREST CASTLE

Jackson Bros. & Cory; 1898; W. Doxford & Sons; 2,788 tons; 300X43•1X23•9; 232n.h.p.; triple-expansion engines. The British cargo ship *Forest Castle* struck a rock and foundered off Brest on February 13th, 1909, while on a voyage from Bilbao to Rotterdam carrying a mineral cargo. Nine of the crew were lost.

FOREST QUEEN

Rawson & Robinson; 1863; Henderson, Colborn & Co.; 446 tons; 171-4x24-7x13-2; 90 h.p.; compound engines. The steamship *Forest Queen* was sunk in a collision with the steamship *Loughbrow*, 733 tons, on February 24th, 1892, near Flamborough Head. The captain was picked up by the *Loughbrow* but all the crew of 12 and two passengers were drowned.

FORESTMOOR

Moor Line; 1910; J. Blumer & Co.; 2,844 tons; 315-5 X 46-5 X 21-3; 257n.h.p.; 9 knots; triple-expansion engines. The steamship *Forestmoor* was torpedoed and sunk by a German submarine 54 miles W. by N. of Cape Spartel, Morocco, on October 5th, 1917. The captain and 21 of her crew were killed.

FORFAR

British Navy; 1922; Fairfield Shipbuilding Co.; 16,402 tons; 548-7x70-2x40-3; 2,532n.h.p.; 17 knots; turbine engines. *Forfar* was formerly the liner *Montrose*, taken over by the Admiralty early in the Second World War for service as an auxiliary cruiser. She was commanded by Capt. N. A. C. Hardy and when about 500 miles W. of Ireland on December 1st, 1940, was torpedoed by a German submarine and sank on the following day. Capt. Hardy, 36 officers and 136 ratings were killed. Three ratings were wounded. Three officers and 15 ratings were picked up.

FORFARSHIRE

Dundee, Perth & London Steamship Co.; 1834; Dundee; 270 tons; 180x22-5 (40-5 over paddles) X—; 190 n.h.p.; 8-5 knots. The *Forfarshire*, Capt. J. Humble, was one of the pioneer coastal steamships of the age of steam and during her brief career was patronised by crowds of tourists and by Scottish people journeying to and from England.

The ship left Hull for Dundee on Wednesday, September 5th, 1838, at 6 p.m. carrying 63 persons all told. At about 4 o'clock on the next morning it was discovered that the starboard boiler was leaking and two furnaces were drawn. The ship was off Flamborough Head at the time and the captain judged it safe to continue his voyage rather than make for Shields. Later in the day the weather became rough, developing before long into one of the worst gales experienced on the north-east coast. The fires were re-lighted under the leaky boiler and every effort made to raise as much steam as possible.

By evening the ship was feeling the full force of the gale, and boiling water from the boiler was being flung across the stokehold so that the firemen could not approach the fires. In addition the hatches had to be kept open to allow volumes of steam to escape. At 1 a.m. on the 7th September the engines stopped, the vessel being at that time off St. Abb's Head. Her position was very precarious, for despite the setting of the sails the ship was being gradually blown inshore.

The captain now decided to make the Fairway and ride out the gale in the lee of the Fame Islands. Rain was descending in torrents but the Berwick light was visible and as the ship drifted steadily south she picked up the revolving light of the Longstone Lighthouse

on the Inner Fame. At about 3.45 a.m. the captain gave orders to drop anchor, assuming his position to be in the Fairway, under shelter of the Inner Fame. The anchors were never dropped for immediately upon the orders the look-out descried breakers ahead at the foot of the dreaded Harkers. In the few minutes left an attempt was made to put about but the force of the gale was too great and the steamship crashed upon the rocks. She broke in two at the paddle-box, and the whole of the after-portion was at once engulfed by the seas with all the first-class passengers, save one, who ran on deck just before the crash.

Some of the crew lowered the forward starboard quarter-boat and the passenger, the mate and seven sailors jumped into her. They hoped to lay off the wreck and pick up survivors but the seas swept them away. The captain, his wife in his arms, was washed overboard, and within a few minutes only 13 persons were left alive on the wreck. Of these one was a woman with two children, three steerage passengers, the ship's carpenter and six of the crew.

During the night two men, one of whom was a clergyman, and the two children died from exposure. At dawn the party saw that the tide was ebbing and they crept down to the rocks, being unaware that there was a double tide—one of the highest on that coast for many years—and that within two hours it would be washing over them again.

Meanwhile in the Longstone Lighthouse, Grace Horsley Darling, a young woman of 23 years, had descried the ship at about a quarter to five. She roused her father, who had not long gone off watch, and they scanned the wreck with a telescope. No one could be seen on its deck, but at about 7 a.m. a figure appeared and then others. Under the persuasion of his daughter William Darling consented to launch the cobbler, a craft 21 ft. long by 5 ft. 4 in. beam, capable of holding at most only seven persons. They rowed through the howling gale, came about under the rocks, and took off the woman, an injured man, the carpenter and two sailors. These they safely landed at the lighthouse, with Grace Darling whose determination had been the driving force of the rescue. The sailors and William Darling then returned to the wreck and brought off the other four men. In all nine persons were saved and succoured by the Darlings.

Of the 63 persons on board at the time of the disaster 45 died and 18 were saved.

FORLI

1904; Nederlandsche Scheepsbouw Maats.; 1,525 tons; 251-5 X 34-6x18-5; triple-expansion engines.

The steamship *Forli* was formerly the French *Sebaa*, seized by the Germans at Marseilles in December, 1942, and handed over to the Italians. She was torpedoed and sunk by a British submarine on March 17th, 1943, S. of Naples.

FORMBY

Clyde Shipping Co.; 1914; Caledon Shipbuilding & Engineering Co.; 1,282 tons; 270-2x36-2x16-7; 318n.h.p.; 11 knots; triple-expansion engines.

The steamship *Formby* was torpedoed and sunk by a German submarine in the Irish Sea on, or before, December 16th, 1917. Fifteen men, including the captain, were killed.

FORMIDABLE

British Navy, 1st class battleship; 1901; Portsmouth Dockyard; 15,000 tons; 430x75x29; 15,000 i.h.p.; 18-4 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, twelve 6 in., sixteen 12 pdr., six 3 pdr., 2 m.g., 4 T.T.

H.M.S. *Formidable*, Capt. A. N. Loxley, was a unit of the 5th Battle Squadron serving with the Channel Fleet and on December 30th, 1914, left Sheerness with her consorts to take part in firing exercises off Portland. For the first part of its voyage, as far as Folkestone, the squadron was escorted by six destroyers and, when these turned back, by the light cruisers *Topaz* and *Diamond*. The exercises were carried out on the 31st about 25 miles off Portland Bill, there being no signs of hostile submarines. At sundown Admiral Sir Lewis Bayly decided to remain at sea, despite the absence of a destroyer screen, and steered for the south of the Isle of Wight, intending to resume the exercises next morning.

The regulations of the Admiralty laid it down that where submarine attack was possible an alteration of course should be made just after dark. Admiral Bayly accordingly made a 16 point altera-

tion at 7 p.m., steaming at ten knots in line ahead, *Formidable* being the rear ship, except for the light cruisers astern. The night was clear, though there was some cloud, the visibility being about two miles, with a southerly wind and a rough sea. At 2.20 a.m., as the squadron was passing through a number of fishing smacks, *Formidable* was struck by a torpedo on the starboard side abreast her foremost funnel. She swung put of the line and began to lower her boats at the same time beginning to list to starboard. The weather had been growing steadily worse and the ship was soon listing so badly that her engines stopped and she lay helpless with her head to the sea.

The night was now very dark and the launching of the boats, without the assistance of steam, was a difficult operation. In all, four were got out, but of these one barge was capsized, but the other, containing 43 men, was picked up by *Topaz*. The pinnace, with 60 men, managed to reach Lyme Regis, and the cutter, with 71 men, was later picked up by the Brixham smack *Provident*, skipper William Pillar, who by splendid seamanship gybed his small craft, despite the danger, and came alongside the cutter. This boat was overloaded and in a bad way, but all the men were safely transferred before she sank, though the *Provident* only carried a crew of three men and a boy. *Diamond* also picked up 37 officers and men.

Meanwhile the bulk of the ship's company were still on board the battleship when, about 3.5 a.m., she was struck by another torpedo, this time on the port side, abreast the after funnel. All hope of saving her had now vanished and the men were sent to break up woodwork for saving life. During this time a large liner with lights burning passed close to the scene, but although *Topaz* made a signal to her to stand by, which she acknowledged, she did not comply and steamed out of sight. *Topaz* was then ordered by Capt. Loxley to steam away as the submarine was still in the vicinity. With great reluctance Cdr. W. J. B. Law obeyed, endeavouring to stop another steamship on his way. At 4.45 a.m., about two and a half hours after she was first struck, *Formidable* turned over to starboard and sank.

Of the 780 persons on board, 35 officers, including Capt. Loxley, and 512 men were drowned.

FORSVIK

A. Brostrom & Son; 1913; Bergens Mek. Vcerks.; 1,107 tons; 224x36-7x14-5; 116n.h.p.; triple-expansion engines. The Swedish steamship *Forsvik* struck a mine and sank in the North Sea on September 19th, 1915.

FORTATHABASKA

Ministry of War Transport (J. & C. Harrison); 1943; Burrard D.D.Co.; 7,132 tons; 424-6x57-2x34-9; 505n.h.p.; triple-expansion engines.

The steamship *Fort Athabaska* was bombed and sunk by German aircraft on December 2nd, 1943, at Bari. Thirty-six of her crew and three gunners were killed.

FORTBABINE

Ministry of War Transport (W. Thomson & Co.); 1942; North Vancouver Ship Repairers; 7,135 tons; 424-6x57-2x34-9; 505n.h.p.; 11 knots; triple-expansion engines. The steamship *Fort Babine*, Capt. J. Cringle, was struck by an aerial torpedo when proceeding to Algiers in convoy. She was towed to Oran, some 80 miles distant, on February 8th, 1943, where her cargo was discharged and temporary repairs effected. She was then towed to Gibraltar on April 9th and further repairs were undertaken. On September 5th, she left for England with a crew of 24 towed by two naval tugs. On the 13th she was again attacked by enemy aircraft in lat. 41°31'N., long. 14°39'W., and was struck by two bombs which killed the gun's crew of seven men, blew in number four hatch and set her on fire. Twenty minutes later the *Fort Babine* was abandoned. Altogether her unlucky voyage cost the lives of 13 men, as six were killed in the first attack off Oran.

FORTBELLINGHAM

Ministry of War Transport (Hain Steamship Co.); 1943; Burrard Dry Dock Co.; 7,153 tons; 424-6x57-2x34-9; 628n.h.p.; 11 knots; triple-expansion engines. The steamship *Fort Bellingham*, Capt. Jf. N. Maley, was in the region of North Cape at 11.37 p.m. on January 25th, 1944, when she was torpedoed and sunk by a German submarine. Twenty-one of her crew, seven gunners and two naval staff were lost. Capt. Maley was among the survivors.

FORTBUCKINGHAM

Ministry of War Transport (Joseph Constantine S.S. Line); 1943; Burrard Dry Dock Co.; 7,122 tons; 424-6x57-2x34-9; 505 n.h.p.; 10 knots; triple-expansion engines. The steamship *Fort Buckingham*, Capt. McLeod, was torpedoed and sunk by an enemy submarine at 11.57 p.m. on January 20th, 1944, in the Indian Ocean. Capt. McLeod, 33 of his crew and eight gunners were lost.

FORTCONCORD

Ministry of War Transport (Larrinaga Steamship Co); 1942; Davie Shipbuilding & Repair Co.; 7,138 tons; 424-6x57-2x34-9; 505 n.h.p.; 10 knots; triple-expansion engines. The steamship *Fort Concord*, Capt. Francis P. Ryan, in convoy from Halifax to Manchester, straggled from convoy and was torpedoed and sunk by a German submarine at 2.40 a.m. on May 12th, 1943. Capt. Ryan, 29 crew and eight gunners were lost, two of the crew were taken prisoner and two survivors were picked up after having been 47 days at sea.

Capt. Ryan was in command of the *Minnie de Larrinaga* when she was bombed in London Docks in September, 1940.

FORTDEARBORN

U.S. War Shipping Administration; 1943; Kaiser Co. Inc.; 10,448 tons; 504x68-2x39-2; turbo-electric engines. The American tanker *Fort Dearborn* broke in two on March 12th, 1947, 800 miles N.W. of Honolulu. The two sections drifted ten miles apart and the forepart was sunk by the U.S. Navy. The after-part was towed to Honolulu on April 9th.

FORTFITZGERALD

Ministry of War Transport (E. R. Management Co.); 1943; West Coast Shipbuilders; 7,133 tons; 424-6x57-2x34-9; 505 n.h.p.; triple-expansion engines. The steamship *Fort Fitzgerald* was bombed and set on fire by German aircraft on October 4th, 1943, off the coast of Algeria on a voyage from New York to Alexandria. Five of her crew were killed. The burning wreck was sunk by gunfire.

FORTFRANKLIN

Ministry of War Transport (Dodd Thomson & Co.); 1942; West Coast Shipbuilders; 7,135 tons; 424-6x57-2x34-9; 505 n.h.p.; 11 knots; triple-expansion engines. The steamship *Fort Franklin*, Capt. T. Trott, was torpedoed and sunk by an enemy submarine on July 16th, 1943, between the islands of Madagascar and Reunion. Five of her crew were killed. Capt. Trott was among the survivors. The *Fort Franklin* was not in convoy at the time.

FORTLAMY

Ministry of War Transport (J. Cory & Sons); 1919; Craig, Taylor & Co.; 5,242 tons; 400-1x52-3x28-4; 517n.h.p.; triple-expansion engines. The steamship *Fort Lamy*, in convoy from Philadelphia to Liverpool, was torpedoed and sunk by a German submarine on March 8th, 1943, 200 miles W. of Iceland, after she had stopped to secure her boats damaged by heavy weather. Forty of her crew and six gunners were lost; two of the crew and one gunner were saved.

FORTLEE

U.S. War Shipping Administration; 1943; Sun S.B. & Dry Dock Co.; 10,198 tons; 504x68-2x39-2; turbo-electric engines. The American tanker *Fort Lee* was torpedoed and sunk by a Japanese submarine on November 2nd, 1944, on a voyage from Abadan to Brisbane with 15,000 tons of fuel oil. Six of the crew and three gunners were killed on board and one of the ship's boats with 16 men was lost.

FORTLONGUEUIL

Ministry of War Transport (J. Chambers & Co.); 1942; United Shipyards; 7,128 tons; 424-5x57-2x34-9; 539 n.h.p.; 11 knots; triple-expansion engines. The steamship *Fort Longueuil*, Capt. C. G. Edwards, on a voyage from Koseir to Newcastle, N.S.W., was torpedoed and sunk by a Japanese submarine on September 20th, 1943, 500-600 miles S.E. of the Seychelles. Only two of her crew survived; these men drifted

FORT MASSAC

ashore on an island after many days at sea and were later taken prisoner by the Japanese.

FORT MASSAC

Ministry of War Transport (J. Cory & Sons); 1943; Burrard D.D. Co.; 7,157 tons; 424-6x57-2x34-9; triple-expansion engines.

The British cargo ship *Fort Massac* sank after collision with the *Thornaby* on February 1st, 1946, in position 51° 53' N., 1° 32' E. She was on a voyage from Middlesbrough to Table Bay with a general cargo.

FORT MERCER

Trinidad Corporation; 1945; Sun S.B. & Dry Dock Co.; 10,266 tons; 504X68-2X39-2; turbo-electric engines. The American tanker *Fort Mercer* broke in two during heavy weather on February 18th, 1952, off Chatham, Mass. The forepart was sunk by gunfire and the afterpart was towed to Newport, R.I. The ship was eventually fitted with a new forepart and recommissioned as the *San Jacinto*.

FORT MISSANABIE

Ministry of War Transport (T. Dunlop & Sons); 1943; Marine Industries; 7,147 tons; 424-7x57-2x34-9; 339n.h.p.; triple-expansion engines.

The steamship *Fort Missanabie* was torpedoed and sunk by a German submarine on May 19th, 1944, seven miles from Stilo Point on a voyage from Taranto to Augusta. The captain, 11 crew and one gunner were lost.

FORT MUMFORD

Ministry of War Transport (Sir W. R. Smith & Sons); 1942; Prince Rupert Dry Dock & Shipyard Co.; 7,132 tons; 424-2X 57-2x35; 505 n.h.p.; 11 knots; triple-expansion engines. The steamship *Fort Mumford*, Capt. J. H. Smith, was torpedoed and sunk by a submarine on March 20th, 1943, about 500 miles N.W. of Ceylon. Her entire crew of 46 and four of the five gunners were lost. Capt. Smith commanded the *Botavon* when she was bombed in May, 1942.

FORT NORFOLK

Ministry of War Transport (Sir W. R. Smith & Sons); 1943; United Shipyards, Montreal; 7,131 tons; 424-5x57-2x34-9; 339 n.h.p.; 9.5 knots; triple-expansion engines. The steamship *Fort Norfolk*, Capt. G. Homsby, was sunk by a mine on June 24th, 1944, while taking part in the operations connected with the invasion of Normandy. Eight of her crew were killed and five wounded. Capt. Homsby, who was among the survivors, was in command of the *Queen City* when she was torpedoed in December, 1942.

FORT PELLY

Ministry of War Transport (Sir R. Ropner & Co.); 1942; Yarrows; 7,131 tons; 424-6x57-2x34-9; 505 n.h.p.; 11-5 knots; triple-expansion engines.

The steamship *Fort Pelly* with a cargo of ammunition was at Port Augusta on July 20th, 1943, during the Allied landings in Sicily when she was attacked by German bombers. She sustained several direct hits which exploded the ammunition, killing four officers and 34 men and wounding many of the survivors. She eventually sank.

FORT QU'APPELLE

Ministry of War Transport (W. Thomson & Co.); 1942; Burrard Dry Dock Co.; 7,127 tons; 424-6x57-2x34-9; 505 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Fort Qu'Appelle*, Capt. W. A. Murray, was fresh from the builder's yard. She was in part manned by the survivors of the *Benleuch*, of which vessel Capt. Murray had been the commander. The *Fort Qu'Appelle* left Vancouver with a general cargo on April 3rd, 1942, bound for the eastern coast of Canada. At 10.45 on the night of May 16th she was struck on the starboard side by a torpedo from a German submarine. The explosion wrecked the two starboard lifeboats and blew a large hole in the vessel's side so that, although she still continued to float, there was no chance of saving her. The port lifeboats were lowered and ordered to remain by the ship until daylight. Unfortunately this was not possible, for some-

time during the night another torpedo exploded immediately under the captain's boat as it lay alongside, killing Capt. Murray and 12 officers and men. One gunner was also killed and two of the crew wounded.

The responsibility for the remaining boat now devolved on Chief Officer Gair, who took men off a raft at daylight and then, with a total number of 34 on board, endeavoured to reach the eastern Canadian coast some 300 miles distant. At about 5 o'clock on the afternoon of the 18th the boat was sighted by a patrolling aircraft and four hours later H.M.C.S. *Melville* picked up the survivors and brought them to Shelburne, N.S.

FORT RICHEPANSE

Ministry of War Transport (Canadian Pacific Steamships); 1936; Odense Staalskibsværft; 3,485 tons; 343-5x48-6x24-5; 724 n.h.p.; oil engines.

The motorship *Fort Richepanse*, on a voyage from Montreal to Liverpool, was bombed and disabled by a German aircraft at 10 a.m. on September 3rd, 1941, 480 miles W. of Loop Head. At 6 p.m. on the same day she was torpedoed and sunk by a submarine. Thirty-one of her crew and five passengers were lost.

FORT SUKINE

Ministry of War Transport (Port Line); 1942; Prince Rupert Dry Dock Co.; 7,142 tons; 424-2x57-2x35; 505 n.h.p.; triple-expansion engines.

The British steamship *Fort Stikine*, a new ship with a cargo of cotton and 1,400 tons of munitions, was lying in Bombay docks soon after mid-day on April 14th, 1944, when she caught fire. So sudden was the outbreak and so quickly did it spread that little could be done to keep the flames from the ammunition. The ship, which was lying in a crowded berthing place, blew up at 4.06 p.m. with terrible consequences to all around her. Eighteen merchantmen and three warships of the Royal Indian Navy, were either sunk or badly damaged. Warehouses alongside were wrecked and bales of blazing cotton were hurled over a wide area, starting other fires wherever they fell.

The fires on shore continued for two days and nights, and when it became possible to compute the measure of destruction involved, it was found that 15 of the merchantmen and two of the warships were damaged beyond repair. In addition to this, there were the burned and shattered buildings ashore, and the terrible casualties. These amounted to 336 killed and over 1,000 injured. The disaster, though not so great in extent, resembles the blowing up of the ammunition ship *Mont Blanc* (which see) in Halifax harbour, Nova Scotia, during the First World War.

FORT SUMTER

U.S. War Shipping Administration; 1943; Kaiser Co. Inc.; 10,448 tons; 504x68-2x39-2; turbo-electric engines. The American tanker *Fort Sumter* broke in two on May 10th, 1946, when she was 720 miles S. of Attu Island. The crew was taken off and both sections of the ship were scuttled.

FORT VICTORIA

Bermuda & West Indies S.S. Co.; 1913; W. Beardmore & Co.; 7,784 tons; 411-7x56-7x34-1; 1,374n.h.p.; quadruple-expansion engines.

The British cargo ship *Fort Victoria* sank in the Ambrose Channel on December 18th, 1929, after a collision. She was on a voyage from New York to Bermuda, carrying a general cargo.

FORTH

Royal Mail Steam Packet Co.; 1841; R. Menzies & Co.; 1,940 tons; 245X60 (over paddles)X30-3; 450 i.h.p.; 9 knots; side-lever engines.

The paddle steamship *Forth* was one of the splendid but unfortunate fleet with which the R.M.S.P. Co. began its service to the West Indies and Central America. The ship ran 16 voyages without accident, but at 5 a.m. on January 14th, 1849, she struck on the Alicrane Reefs, near Campeachy, and became a total wreck. There was no loss of life, the passengers and crew being landed on the reef, from which they were later taken off by a passing vessel.

This was the second time that one of the company's ships had been wrecked on the Alicranes, the first being the *Tweed* (which see) which sank with a heavy loss of life in February, 1847.

FORTUNA

A. G. Hall; 1894; *J. Bishop*; 125 tons; 98-3x24x10-2. The American fishing schooner *Fortuna* was sunk in a collision with the steamship *Barnstaple*, 1,356 tons, off Highland Light, Cape Cod. The collision took place on January 13th, 1896, the schooner sinking with nine of her crew of 23.

FORTUNA

Koninklijke Nederlandsche Stoomboot Maats.; 1913; *N.V. Werf Rijkse & Co.*; 1,254 tons; 251-4x36-2x16; 150 n.h.p.; triple-expansion engines.

The Dutch steamship *Fortuna* was bound from Rotterdam to Cardiff on October 22nd, 1916, when she struck a mine laid by the German minelaying submarine *UC-16*. She sank nine miles S.W. of Beachy Head, with the loss of 15 of her crew.

FORTUNA

Compania Argentina de Pesca; 1893; *C. Cornell & Co.*; 1,793 tons; 270-7x30x22-5.

The steel sailing ship *Fortuna*, Capt. O. Larsen, left the Mersey on October 23rd, 1927, for South Georgia with a cargo of 3,000 tons of coal and 1,000 empty oil drums. Five days later (28th) when ten miles S. of the Irish coast in extremely rough weather, a violent explosion blew up the main cabin and mess-room and set the vessel on fire. The flames gained rapidly despite the efforts of the crew.

At about 10 p.m. the ship heeled over and sank, taking with her one of the lifeboats which had no time to get away. The other lifeboat managed to get clear. Capt. Larsen and the first and second mates were dragged down with the ship but came to the surface and were picked up.

At the time of the disaster the vessel carried a crew of 26, of whom five were drowned. The survivors landed on the Welsh coast near Carnarvon on the following day.

FORTUNA

E. Behnke; 1906; *Akt. Ges. Neptun*; 2,700 tons; 291-1x44x16-6; 191 n.h.p.; triple-expansion engines.

The German steamship *Fortuna* was bombed and sunk by British aircraft off Texel on August 2nd, 1943.

FORTUNATA

Soc. Anon. Ilva; 1883; *D. P. Garbott*; 3,348 tons; 340-5 x 42-1x27-8; 266n.h.p.; triple-expansion engines. The Italian steamship *Fortunata* was torpedoed and sunk by a German submarine off the west coast of Ireland on April 30th, 1917.

FORTUNE

British Navy, destroyer; 1912; *Fairfield Co.*; 950 tons; 266X 27x9; 25,000 i.h.p.; 32 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T.

The destroyer *Forjune* was a unit of the 4th Flotilla at the battle of Jutland on May 31st, 1916, and carried a complement of 68 under command of Lt. Cdr. F. G. Terry. The ship took part in the torpedo attacks which developed after nightfall and at about 11.30 p.m. she came under heavy fire from the German battleships making for the Horn Reefs. The heavy salvos of the big ships set her on fire and she went down with four officers and 63 men, only one man being saved.

The full story of Jutland is told under the *Invincible*, flagship of Rear-Admiral H. L. A. Hood, which was lost.

FOSCOLIA

Watts, Watts & Co.; 1879; *C. Mitchell & Co.*; 1,536 tons; 252x34x22-7; 160 n.h.p.; compound engines. The British cargo ship *Foscolia* sank after a collision in fog with the U.S. cruiser *Columbia* off Fire Island on May 28th, 1898, while on a voyage from New York to Bordeaux carrying a cargo of grain.

FOSCOLO

Tirrenia Soc. Anon, di Nav.; 1942; *Fiume*; 4,500 tons; oil engines.

The Italian motorship *Foscolo* was torpedoed and sunk by British aircraft on December 13th, 1942, two miles off Cape Lilibeo.

FOTINI CARRAS

M. J. Carras; 1918; *R. Duncan & Co.*; 4,452 tons; 375-6X 51-7x26-5; 517n.h.p.; triple-expansion engines. On a voyage from Pagoumene to Bowen, Queensland, the Greek ship *Fotini Carras* went ashore on South Bellona, on July 7th, 1939. She broke her back and sank.

FOUCAULD

Chargeurs Reunis; 1922; *Forges & Chantiers de la Mediterranee*; 11,028 tons; 483-4x58-9x34-9; 679n.h.p.; triple-expansion engines.

The French liner *Foucauld* was bombed and sunk by German aircraft on June 20th, 1940, at La Pallice.

FOUDROYANT

French Navy, destroyer; 1929; *Dyle-Bacalan, Bordeaux*; 1,495

tons; 330-9x32-2x9-5; 35,000 i.h.p.; 33-5 knots; turbine engines; four 5-1 in. guns, two 37mm., 6 T.T. The destroyer *Foudroyant*, Cdr. Fontaine, was engaged in operations connected with the evacuation of the French and British armies from Dunkirk, when she was bombed by German aircraft. The attack took place on June 1st, 1940, and the destroyer was so severely damaged that she sank.

The *Foudroyant* carried a complement of nine officers and 150 ratings, of whom 19 ratings were killed.

FOUGUEUX

French Navy, destroyer; 1928; *Ateliers & Chantiers de Bretagne*;

1,378 tons; 330-9x32-2x9-5; 35,000s.h.p.; 36-4 knots; turbine engines; four 5-1 in. guns, two 37mm.A.A., 6 T.T. The destroyer *Fougueux*, Capt. Sticca, was stationed at Casablanca and participated in the defence of that port when the American forces made their landing on November 8th, 1942. The vessel, in company with five other destroyers, made a sortie from the port at about 8 a.m. against American landing craft going in W. of Cape Fedhala. The French flotilla was heavily engaged by the cruisers *Augusta* and *Brooklyn*, and the *Fougueux* also came under fire from the battleship *Massachusetts* and the cruiser *Tuscaloosa*. At about 10 a.m. the *Fougueux* was hit by heavy shells from both the latter ships and sank with the loss of 11 ratings, besides many wounded out of her complement of 159.

The full story of the action is told under the cruiser *Primauguet* which was sunk on the same occasion.

FOUNDATION STAR

Foundation Shipping Corpn.; 1916; *Craig, Taylor & Co.*; 5,505 tons; 370• 1x15-4x23-1; triple-expansion engines. On a voyage from Veracruz to Philadelphia with a cargo of molasses, the Honduran ship *Foundation Star* broke in two on September 6th, 1952, during heavy weather and sank 130 miles S.E. of Charleston. Eighteen of her crew of 30 were taken off by other ships which went to the rescue, but the captain and nine of the crew who put off in a boat were never seen again.

FOUNTAINS ABBEY

J. Cormack & Co.; 1879; *Palmers' Co.*; 1,285 tons; 243X 32-2x18; 149 n.h.p.; compound engines.

The British cargo ship *Fountains Abbey* was wrecked near Red Head on November 15th, 1921, while on a voyage from Riga to Dundee with a cargo of flax and timber.

FOURCHE

French Navy, destroyer; 1910; *France*; 745 tons; 237x24-9x 9-4; 14,000 h.p.; 31 knots; turbine engines; Normand boilers; two 4 in. guns, four 9pdr., 4 T.T.

The French destroyer *Fourche* was torpedoed and sunk by the Austrian submarine *U-15* in the Straits of Otranto on June 23rd, 1916. The destroyer's normal complement was 62.

FOURNEL

Cie. Generale Transatlantique; 1880; *A. & J. Inglis*; 2,047 tons; 300-2x36x24-9; 250 n.h.p.; compound engines. The French steamship *Fournel* was sunk by a submarine in the Mediterranean on or about June 25th, 1916.

FOWBERRY TOWER

FOWBERRY TOWER

Milburn Line; 1929; Hawthorn, Leslie & Co.; 4,484 tons; 400-7x53 • 3 x 25; 426 n.h.p.; triple-expansion engines. The British steamship *Fowberry Tower* was bombed and sunk by German aircraft on May 12th, 1941, soon after leaving Hull for the U.S.A. Six of her crew were killed.

FOWEY ROSE

R. Hughes & Co.; 1923; I.I. Abdela & Mitchell; 470 tons; 142-1x25x11-6; 8-5 knots; compound engines. The steamship *Fowey Rose*, Capt. Alfred Tyrell, was bombed and sunk by German aircraft on July 5th, 1941, at a position approximately 20 miles S.W. of Govan's Head, Pembroke-shire. Capt. Tyrell and seven of her crew were killed. Capt Tyrell was in command of the *Dudley Rose* when she was bombed and sunk in April 1941.

FOXEN

O. F. Ahlmark & Co.; 1920; Stavanger Stoberi & Dpk.; 1,308 tons; 240-3x37-1x15-5; 132 n.h.p.; triple-expansion engines. The Swedish steamship *Foxen* struck a mine and sank on January 18th, 1940, about 120 miles E. of the Moray Firth. There was only one survivor.

FOXLEY

Reliance Shipping Co.; 1906; Northumberland Shipbuilding Co.; 4,274 tons; 360-5x48x20-2; 362 n.h.p.; 11 knots; triple-expansion engines. The steamship *Foxley* with a cargo of nitrate valued at £70,000 was bound from Pisagua to Rio de Janeiro. She carried a crew of 41 and when passing through the Straits of Magellan stranded on Sir John Narborough Island, on March 18th, 1912, and became a total wreck. One boat containing the captain, first officer, chief and third engineers managed to reach Punta Arenas. The other boat containing 30 men was never heard of again.

FOYLE

British Navy, destroyer; 1903; Cammell Laird; 550 tons; 225 X 23-5x12; 7,000 i.h.p.; 25-5 knots; triple-expansion engines; four 12pr. guns, 2 T.T. The destroyer *Foyle* struck a mine and sank in the Straits of Dover on March 15th, 1917. Her official complement was 70.

FOYLEBANK

Bank Line; 1930; Harland & Wolff; 5,582 tons; 426-8 X 57-3 X 25-8; 830 n.h.p.; 11 knots; oil engines. The motor vessel *Foylebank* was taken over by the Admiralty during the Second World War for service as an auxiliary anti-aircraft ship. On July 4th, 1940, when lying in Portland Harbour she was bombed and sunk by German aircraft.

FOZ DO DOURO

Portuguese Government; 1907; A. Vuijk & Zonen; 1,677 tons; 268-2x38-8x17-6; 183 n.h.p.; triple-expansion engines. The German steamship *Vesta* was requisitioned by the Portuguese Government and renamed *Foz do Douro*. She was sunk by a German submarine off the north-west coast of Spain on January 28th, 1917.

FRAM

Angf. AIBKjell; 1897; Sir R. Dixon & Co.; 2,491 tons; 314-7X 43x20-5; 233 n.h.p.; triple-expansion engines. The Swedish steamship *Fram* was torpedoed and sunk by a German submarine on February 1st, 1940, in Aberdour Bay. Ten of her crew of 19 were killed.

FRAMFIELD

Woodfield Steamship Co.; 1894; J. Priestman & Co.; 2,510 tons; 301x39-6x20-5; 242 n.h.p.; 10 knots; triple-expansion engines. The steamship *Framfield* struck a mine and sank three miles N.E. of the Sunk lightship on October 24th, 1916. The captain and five of the crew were killed.

FRANCA FASSIO

Villain & Fassio; 1892; Wigham, Richardson & Co.; 1,858 tons; 292X37-2x22-6; 366 n.h.p.; triple-expansion engines. The Italian steamship *Franca Fassio* was torpedoed and sunk by a British submarine on October 4th, 1940, 16 miles from Capo Noli.

FRANCE

Ant. Dom. Bonles & fils; 1890; D. & W. Renderson & Co.; 3,800 tons; 361x48-8x25-9. The French 5-masted barque *France* left the Tyne with a cargo of coal for Iquique. On May 13th, 1901, after a hurricane had passed through the area, she was seen by the Spanish barque *Josefa*. The *France* was listing heavily and was flying a signal asking for assistance. Her position was 32° 22' S., 39° 27' W. The *Josefa* approached as near as possible and it could be seen that only three boats remained on board, and there was no sign of any crew. It was not possible to take the *France* in tow and neither the ship nor the crew were seen again.

FRANCE

Soc. Gen. de Transports Maritimes a Vapeur; 1896; S.A. des Forges & Chantiers de la Mediterranee; 4,025 tons; 397-2X42 X 30-5; 474 n.h.p.; triple-expansion engines. The French steamship *France* was sunk by a submarine in the Mediterranean on November 7th, 1915.

FRANCE

French Navy, dreadnought battleship; 1913; St. Nazaire; 23,120 tons; 544x88-5x29; 28,000 i.h.p.; 20 knots; turbine engines; Belleville boilers; twelve 12 in. guns, twenty-two 5-5 in., 8 smaller, 4 T.T. The battleship *France*, Capt. Victor Guy, was a unit of the Mediterranean Squadron under Vice-Admiral Salaun. On July 18th, 1922, the squadron left Toulon for six weeks manoeuvres in the Atlantic and Channel. For some weeks exercises and firing practice were carried out off Quiberon and on the night of August 25th-26th operations had just been concluded and the ships were returning to their anchorage when the *France* grounded in shallow water near the Basse-Noil velle Reef. The vessel was steaming at 12 knots and the force with which she stranded tore a huge hole in her bottom, flooding the engine room and stopping the dynamos so that all lights failed throughout the ship. Capt. Guy headed his ship for the Basse-Nouvelle Reef toward which the current was setting with the intention of beaching but the failure of the engines rendered this impracticable and the battleship gradually settled down, turned on her side and foundered in ten fathoms.

The *France* was not carrying her full complement of 1,108 officers and men at the time, and as far as can be ascertained had a crew of 900, in addition to whom there were 25 officers undergoing a gunnery course. Discipline on board was excellent and everyone was taken off in safety, except one stoker who was trapped below and drowned. The battleship *Paris* and the cruisers *Strasbourg* and *Metz* conveyed the survivors to Lorient.

It was stated later that the spot where the vessel struck was marked on the chart as having a depth of eight fathoms, whereas it was actually only five. This was the second accident in the neighbourhood of Quiberon owing to faulty charts, the *Hoche* having stranded there a year or so previously.

FRANCE MARU

Tochiki Shoji K.K.; 1919; Kawasaki Dockyard Co.; 5,828 tons; 385 X 51 X 36; 437 n.h.p.; triple-expansion engines. The steamship *France Maru* was bombed and sunk by U.S. carrier based aircraft on January 12th, 1945, 50 miles S.E. of Gocong, Indo-China.

FRANCES DUNCAN

J.T. Duncan & Co.; 1907; Palmers' Co.; 2,384 tons; 297-2X 41-5x20-8; 438 n.h.p.; 11 knots; triple-expansion engines. The steamship *Frances Duncan*, Capt. F. Martin, was on her way from Barry to Rouen with a cargo of coal when she encountered exceptionally heavy weather. At about noon on December 5th, 1929, a large number of persons watching from the cliffs at Land's End saw a huge wave strike the vessel and throw her over on to her beam ends. She remained in this position with her decks almost perpendicular to the sea for about half an hour, her cargo having shifted

and making it impossible for her to right herself. She then capsized and sank without being able to launch a boat. Of her crew of 21 by far the greater number were trapped below and could not reach the upper deck. Capt. Martin and four others were saved and 16 were drowned. The steamship *Alice Marie* came upon the scene in time to pick up the five survivors, but although she cruised around for a considerable time no others were sighted.

FRANCES MASSEY

W. A. Massey & Sons; 1927; Sir J. Priestman & Co.; 4,212 tons; 365 X 51 • 5 X 25 • 1; 375 n.h.p.; triple-expansion engines. The steamship *Frances Massey*, on a voyage from Wabana, N.F.L., to Glasgow, was torpedoed and sunk by a German submarine on June 6th, 1940, 14 miles N.W. of Tory Island. Thirty-three of her crew and one gunner were lost, the captain being the only survivor.

FRANCES SALMAN

Canadian Gulf Line; 1919; McDougall Duluth Co.; 2,609 tons; 251x43-7x25-8; 352n.h.p.; triple-expansion engines. The American steamship *Frances Salman* left St. John's, N.F.L., on January 17th, 1942, for Corner Brook and was not seen again. She was thought to have been sunk by a submarine on the 20th.

FRANCESCO

Fili. Sanguinetifu G.; 1896; J. Priestman & Co.; 3,438 tons; 353x44x18-8; 286n.h.p.; triple-expansion engines. The Italian steamship *Francesco* was torpedoed and sunk by a German submarine in the Bay of Biscay on May 6th, 1917.

FRANCESCO BARBARO

Soc. Italiana di Armamento Sidarma; 1940; Cantieri Riuniti deir Adriatico; 6,342 tons; 451-3x60-7x26; 1,320 n.h.p.; oil engines. The Italian motorship *Francesco Barbara* was torpedoed and sunk by a British submarine on September 27th, 1942, off Navarino.

FRANCESCO CIAMPA

F. S. Ciampa & Figli; 1899; T. Turnbull & Son; 3,611 tons; 351-5x43x20-6; 282n.h.p.; triple-expansion engines. On a voyage from Benisaf to Rotterdam with a cargo of iron ore, the Italian ship *Francesco Ciampa* was in collision on February 11th, 1927, and sank near the South Goodwin lightship.

FRANCESCO CRISPI

Lloyd Triestino Soc. Anon. di Nav.; 1926; Ansaldo; 7,600 tons; 447-1x52-9x26-8; turbine engines. The Italian steamship *Francesco Crispi* was torpedoed and sunk by a British submarine on April* 19th, 1943, 18 miles from Cape Le Serre, Elba.

FRANCESCO NUELO

Italian Navy, destroyer; 1925; Quarnaro; 1,058 tons; 295-7X 30-5x10-5; 36,000 s.h.p.; 35 knots; turbine engines; Express boilers; four 4-7in. guns, four 37mm., two 13mm., 4 T.T., 30 mines.

The destroyer *Francesco Nullo* was one of the flotilla of destroyers and submarines which were based on the Eritrean port of Masawa, and which constituted Italy's sole naval force in the Red Sea when she entered the Second World War in June, 1940. On the night of October 21st-22nd, 1940, a British convoy was attacked by two Italian destroyers which discharged torpedoes without doing any damage. The Italian ships were driven off by the convoy escort which failed to bring them to action. In the early hours of the next day the destroyer *Kimberley*, 1,690 tons, Lt. Cdr. J. S. M. Richardson, made contact with the *Francesco Nullo* and after 40 minutes brisk action forced her to run ashore, where she was blown up by one of *Kimberley's* torpedoes.

As the spot where the *Francesco Nullo* grounded was near to the Italian shore batteries these opened fire, hitting *Kimberley* and wounding three ratings.

Most of the *Francesco Nullo's* complement of about 150 were saved.

FRANCESCOSTOCCO

Italian Navy, torpedo boat; 1916; Odero; 669 tons; 238x24x9; 15,500 s.h.p.; 30 knots; turbine engines; Thorny craft boilers; six 4 in. guns, two 40 mm., 4 m.g., 4 T.T.

The torpedo boat *Francesco Stocco* ran into a minefield laid off Fiume by the British submarine *Rorqual* at the end of January, 1944. The vessel struck one of the mines and sank. Her normal complement was 100. On the occasion of the Italian capitulation in September, 1943, the *Francesco Stocco* had been bombed off Corfu when on her way to surrender to the allies. The Germans took her to Fiume, where she was repaired and recommissioned under their orders.

FRANCIS ASBURY

U.S. War Shipping Administration; 1943; St. Johns River S.B. Co.; 7,176 tons; 422-8x57x34-8; 2,500 i.h.p.; 10-5 knots; triple-expansion engines.

The American steamship *Francis Asbury*, Capt. Jean V. Patrick, was in convoy 18 miles off Flushing, Holland, on December 3rd, 1944, when she struck a mine and sank. Ten of her crew were killed. Capt. Patrick was among the survivors.

FRANCIS E. POWELL

Atlantic Refining Co.; 1922; Chicago S.B. Co.; 7,096 tons; 605x60x32; 274 n.h.p.; triple-expansion engines. The American tanker *Francis E. Powell* was torpedoed and sunk by a German submarine at 3 a.m. on January 27th, 1942, about 400 miles E. of Savannah on a voyage from Port Arthur to Providence.

FRANCIS GARNIER

Cie. Cotiere de VAnnam; 1903; Wood, Skinner & Co.; 1,243 tons; 229-3x33-1x17-3; triple-expansion engines. The French steamship *Francis Garnier* struck a mine and sank on February 20th, 1944, S. of Cana, Indo-China.

FRANCIS PRESTON BLAIR

U.S. War Shipping Administration; 1943; Marin-Ship Corp.; 7,194 tons; 422-8x57x34-8; triple-expansion engines. Sailing from Manila to Sydney in ballast the American ship *Francis Preston Blair* went ashore on July 15th, 1945, on the Saumarez Reefs. It was a very exposed position and salvage was hopeless.

FRANCOMARTELLI

Azienda Generale Italiana Petroli; 1939; Cantieri Navali Riuniti; 10,535 tons; 491-1x68-3x36-4; 1,323 n.h.p.; oil engines. The Italian motor tanker *Franco Martelli* was torpedoed and sunk by a submarine on April 18th, 1941, about 300 miles W. of St. Nazaire.

FRANCOIS COPPEE

TV. & C. Guillon; 1900; Ateliers et Chantiers de la Loire; 2,289 tons; 276-5x40-3x22-5. The French sailing ship *Francois Coppee*, bound from Newcastle, N.S.W. to San Francisco, was wrecked in Tomales Bay, N. of San Francisco, on November 13th, 1903, with the loss of 19 lives.

FRANCOISE D'AMBOISE

Soc. Nouvelle d' Armement; 1901; A. Dubigeon; 1,973 tons; 261-3x38-8x22-4. The French sailing vessel *Francoise d'Amboise* was sunk by a German submarine in the North Sea on June 21st, 1916.

FRANCOL

British Admiralty; 1917; Earle's Co.; 2,607 tons; 320 X41-5 X 23-1; 603 n.h.p.; triple-expansion engines. The British tanker *Francol*, on a voyage from Batavia to Fremantle, was shelled and sunk by Japanese cruisers on March 3rd, 1942, about 200 miles E. of Christmas Island. A few survivors were picked up by the Japanese.

FRANCOLI

Cia. Trasmediterranea; 1865; J. Laing; 1,241 tons; 236-5 x 31-2x18-4; 135 n.h.p.; compound engines. The Spanish steamship *Francoli* was sunk by gunfire from a submarine in the Mediterranean on October 1st, 1918.

FRANCONIA

FRANCONIA

Cunard S.S. Co.; 1911; *Swan, Hunter & Wigham Richardson*; 18,150 tons; 600-3x71-3x40-4; 2,170 n.h.p.; 17 knots; quadruple-expansion engines.

The liner *Franconia*, employed as an auxiliary transport, was 195 miles E. of £ S. of Malta on October 4th, 1916, when she was torpedoed and sunk by a submarine. At the time of the attack she had no troops on board. Of her crew of 314 twelve were killed.

FRANGOULA B. GOULANDRIS

Goulandris Bros.; 1918; *J. L. Thompson & Son*; 6,701 tons; 412-3x55-5x34-4; 558 n.h.p.; triple-expansion engines. The Greek steamship *Frangoula B. Goulandris* was torpedoed and sunk by a German submarine on July 2nd, 1940, on a voyage from Cork to St. Thomas, W.I. There were 26 survivors.

FRANK SEAMANS

Rederi A/S Nidaros; 1928; *Sir J. Priestman & Co.*; 4,271 tons; 352 X 60x22-2; triple-expansion engines.

The Norwegian steamship *Frank Seamans* was torpedoed and sunk by a German submarine on May 7th, 1942, between Paramaribo and Trinidad.

FRANKBY

Macvicar, Mar shall & Co.; 1904; *C. Cornell & Co.*; 4,182 tons; 385 X 50x25-7; 443 n.h.p.; triple-expansion engines. The British cargo ship *Frankby* was wrecked on December 11th, 1917, on Formigas Rocks, Azores, while on a voyage from Antofagasta to Marseilles carrying a cargo of nitrate.

FRANKEN

(1940-45); 10,800 tons.

The German tanker *Franken* was torpedoed and sunk by a Russian submarine on April 8th, 1945, E. of Hela, Poland.

FRANKENSTEIN

Fried. Krupp A.G.; 1923; *Fried. Krupp A.G.*; 3,703 tons; 338-7x47-3x26-2; 290 n.h.p.; triple-expansion engines. The German steamship *Frankenstein* was torpedoed by a British submarine, and bombed and sunk by aircraft in April, 1941, at Florø, during the German invasion of Norway.

FRANKLIN

New York & Havre Steam Navigation Co.; 1849; *Westervelt & McKay, New York*; 2,184 tons; 263x41-8x26; 1,250 i.h.p.; 10-3 knots; steam engines.

The *Franklin* was one of the early American steamships which entered into competition with British vessels for a share of the Atlantic trade. She belonged to the New York & Havre Steam Navigation Co., which was formed in 1848 by Messrs. Fox and Livingstone, who had previously run the Havre Line of sailing packets founded by their father-in-law, Francis Depau. The line took over a contract for the U.S. mails valued at approximately £30,000 per annum, which had fallen vacant owing to the collapse of the Ocean Steam Navigation Co.

The *Franklin* was later joined by the *Humbolt*, of 2,850 tons, and for some years these ships maintained a regular trans-Atlantic service. Then came disaster; the *Humbolt* was wrecked in 1853, but with the loss of only one person, and about eight months later, on July 17th, 1854, the *Franklin* was wrecked off Montauk Point, New York, but without loss of life. This proved a mortal blow to the company which struggled on until the outbreak of the Civil War in 1861, when it ceased to operate.

FRANKLIN K. LANE

Standard Oil Company; 1920; *Bethlehem S.B. Corp.*; 6,589 tons; 435 X 56x32; triple-expansion engines.

The American tanker *Franklin K. Lane* was torpedoed and sunk by a German submarine on June 8th, 1942, between Trinidad and Aruba. Four lives were lost.

FRANZ FISCHER

British Admiralty (Everett & Newbigiri); 1881; *Irvine & Co.*; 970 tons; 224-3x31-5x12-3; 105 n.h.p.; compound engines. The steamship *Franz Fischer* was formerly German and seized by the British. She was two miles south of Kentish Knock on February

1st, 1916, when she was hit and sunk by a bomb from a Zeppelin. The captain and 12 of the crew were killed.

FRANZ HANBEL

Haniel G.m.b.H.; 1911; *J. Blumer & Co.*; 2,188 tons; 287x41x17-2; triple-expansion engines.

The German steamship *Franz Haniel* struck a mine and sank on May 23rd, 1940, in Kiel Bay.

FRANZ RUDOLF

F.L.Nimtze; 1906; *Howaldtswerke*; 1,419 tons; 240-6X36X16 • 7; 96 n.h.p.; triple-expansion engines.

The German steamship *Franz Rudolf* was torpedoed and sunk by a Russian submarine on September 20th, 1942, in the Baltic.

FRASER

Canadian Navy, destroyer; 1931; *Vickers Armstrong*; 1,375 tons; 326x33-25x8-5; 36,000 s.h.p.; 35-5 knots; turbine engines; 3-drumboilers; four-4-7in. guns, 7smaller, 8 T.T. The destroyer *Fraser* was sunk in a collision with the British cruiser *Calcutta*, 4,200 tons, on June 28th, 1940, in the Gironde estuary. Forty of her complement of 155 were lost.

FRATELLIBIANCHI

Fratelli Bianchi; 1898; *Palmers'Co.*; 3,542 tons; 350x45-2x27; 317 n.h.p.; triple-expansion engines.

The Italian steamship *Fratelli Bianchi* was torpedoed and sunk by a submarine in the Mediterranean on July 4th, 1917.

FRATELLICAIROLI

Italian Navy, torpedo boat; 1914; *Pattison*; 615 tons; 236-2X24x8-8; 14,500 s.h.p.; 30-8 knots; turbine engines; Thornycroft boilers; five 4 in. guns, two 40 mm.A.A., 4 m.g.; 4 T.T.

The Italian torpedo boat *Fratelli Cairoli* struck a mine and sank N. of Tripoli on December 23rd, 1940. The vessel carried a complement of about 100.

FRATTON

Southern Railway; 1925; *D. & W. Henderson & Co.*; 757 tons; 220-3x33-6x14-1; 165 n.h.p.; 15 knots; triple-expansion engines.

The cross-Channel steamship *Fratton* was taken over by the Admiralty during the Second World War for service as a mercantile auxiliary. On August 18th, 1944, when lying in Seine Bay, Normandy, the vessel was sunk by an underwater explosion.

FRAUENBURG

German Government; 1913; *Greenock & Grangemouth Dockyard Co.*; 2,111 tons; 272-2x42-7x17-6; 250 n.h.p.; triple-expansion engines.

The steamship *Frauenburg* was formerly the Estonian *Peet*, seized by the Germans. She struck a mine and sank on November 7th, 1941, eight miles N. of Ventspils.

FRAUENLOB

German Navy, light cruiser; 1902; *Weser*; 2,715 tons; 328 X 40x17-2; 8,500 i.h.p.; 21-7 knots; triple-expansion engines; Schulz-Thornycroft boilers; ten 4-1 in. guns, ten 1 pdr., 4 m.g., 2 T.T.

The German light cruiser *Frauenlob* was an old and small ship but at the battle of the Heligoland Bight she had given a good account of herself in a brief engagement with the British ships *Arethusa* and *Fearless*. At Jutland the ship was under command of Capt. G. Hoffmann and formed part of the 4th Scouting Group. It was not until 10.20 in the evening of May 31st, 1916, that she was engaged in an action between the five ships of the German 4th Scouting Group and the four ships of the British 2nd Light Cruiser Squadron. The vessels were not more than 1,500 to 2,000 yards apart and for 15 minutes they fired into each other at almost point blank range.

The *Frauenlob* was the third in the German line and when passing the *Southampton*, flagship of Cdre. Goodenough, she was struck in the port engine room by a torpedo from that ship and sank.

Not one man was saved out of a complement of 12 officers and 308 men.

FRECCIA

Italian Navy, destroyer; 1930; Tirreno; 1,206 tons; 315x32x 9-5; 44,000 s.h.p.; 38 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 37 mm.A.A., four 13 mm.A.A., 6 T.T. The destroyer *Freccia* was lying off Genoa on August 19th, 1943, when she was bombed and sunk in an Allied air attack. The vessel's normal complement was 150.

FRED W. GREEN

Ministry of War Transport (Furness, Withy & Co.); 1918; Great Lakes Engineering Works; 2,292 tons; 253-5x43-8x20-4; 226 n.h.p.; triple-expansion engines.

The steamship *Fred W. Green*, on a voyage from New York to Freetown, was torpedoed, shelled and sunk by a German submarine on May 31st, 1942, about 200 miles E. of the Bermudas. The captain, three crew and one gunner were killed.

FREDENSBORG

A/S Dannebrog; 1922; Jan Smit Czn.; 2,094 tons; 283 -4x42-1x18-3; 180 n.h.p.; triple-expansion engines. The Danish steamship *Fredensborg* was torpedoed and sunk by a German submarine on January 27th, 1940, about 20 miles E. of Grimsby, with the loss of her crew of 20.

FREDERICK C. DAVIS

United States Navy, destroyer; 1943; United States; 1,200 tons; 306x36-9x10-7; 6,000 s.h.p.; 20 knots; turbine engines; three 3 in. guns, two 40 mm.A.A., four 20 mm.A.A., 3 T.T. The destroyer *Frederick C. Davis* was torpedoed and sunk by a German submarine in mid-Atlantic on April 24th, 1945. The vessel carried a complement of 220.

FREDERICK S. FALES

Oriental Trade & Transport Co.; 1939; Cantieri Riuniti deW Adriatico; 10,525 tons; 490-4x70x37; 1,000 n.h.p.; 12 knots; oil engines.

The tanker *Frederick S. Fales*, from Curacao to the Clyde with 14,000 tons of fuel oil, was torpedoed and sunk by a German submarine on September 21st, 1940, 150 miles S. by E. of Rockall. Twenty of her crew and one gunner were lost.

FREDHEIM

Alf. Monsen; 1878 r Whitehaven S.B. Co.; 1,144 tons; 240-3x⁴ 33-2x16-6; 121 n.h.p.; compound engines. Sailing in ballast from Glasgow to Ayr the Norwegian ship *Fredheim* was in collision near Dumbarton and sank on January 24th, 1928.

FREDRIKA

/ Mannerheim; 1890; J. Blumer & Co.; 1,851 tons; 270x 37-1x17-1; 170 n.h.p.; triple-expansion engines. The Swedish steamship *Fredrika* was torpedoed and sunk by a German submarine in the North Sea on July 12th, 1917.

FREDVILLE

Jens A. Morland; 1917; Wiltons Eng. & Slipway Co.; 1,150 tons; 230-5x34-1x13-2; 120 n.h.p.; triple-expansion engines. The Norwegian steamship *Fredville* struck a mine and sank on January 11th, 1940, 80-100 miles E. of the Orkney Islands. Eleven of the crew were lost.

FREEMAN DENNIS

Dennis & Doane; 1865; Beaver River, N.S.; 808 tons; 167-6 x 35-5x21.

The Canadian wooden barque *Freeman Dennis* left St. John, N.B., on September 29th, 1881, for Liverpool. On October 20th, in heavy weather, she was sighted near the Azores by the barque *Maggie Miller*, whose captain sent a boat with a request for help as his ship had suffered damage, only to be told that the *Freeman Dennis* had sprung a leak and was herself in distress. Nothing more was ever heard of the *Freeman Dennis* or her crew of 15. The *Maggie Miller* was abandoned by her crew soon afterwards.

FREIDIG

A/S Rona; 1903; Wood, Skinner & Co.; 1,333 tons; 237X 35-2x16; triple-expansion engines.

Sailing from Aberdeen to Liverpool with a cargo of rye, the Norwegian ship *Freidig* foundered on February 7th, 1944, when the cargo shifted. She was in the vicinity of Strathie Point.

FREIENFELS

Deutsche Dampfs. Ges. Hansa; 1929; A.G. Weser; 7,563 tons; 506-4x62-2x27-9; 785 n.h.p.; triple-expansion engines. The German steamship *Freienfels* struck a mine and sank on December 19th, 1940, near Leghorn.

FREMAD I

/ M. Jacobsen & Co.; 1885; J. & G. Thomson; 1,554 tons; 236-6x39-2x22-8.

The Norwegian sailing vessel *Fremad I* was sunk by a German submarine in the North Sea on April 9th, 1917.

FREMONA

Cairn Line of Steamships; 1887; Gourlay Bros. & Co.; 3,028 tons; 328x42-2x25-9; 295n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Fremona* was torpedoed and sunk by a German submarine ten miles N. by W. of He de Bas on July 31st, 1917. Eleven of her crew were killed. The captain was among the survivors.

FREYA

E.R. Retzlaff; 1877; R. Dixon & Co.; 1,350 tons; 250 x 32 -8 x 16-8; 143 n.h.p.; compound engines.

The German steamship *Freya* left Stettin on January 9th, 1930, for Rotterdam and passed Cuxhaven on January 11th, but was never heard of again.

FRIAR ROCK

U.S. Maritime Commission; 1921; Stabilimento Tecnico; 5,441 tons; 404 -1x54-1x29; 456 n.h.p.; triple-expansion engines. The Panamanian steamship *Friar Rock* was torpedoed and sunk by a German submarine on January 13th, 1942, 100 miles S.E. of Cape Race on a voyage from Sydney, N.S., to the Clyde. Seven survivors were picked up but two of these died soon afterwards.

FRIDLAND

Axel Brostrom & Son; 1910; W. Gray & Co.; 4,960 tons; 400x 52 • 8 X 26; 497 n.h.p.; triple-expansion engines. The Swedish steamship *Fridland* struck a mine and sank in the North Sea on February 7th, 1918.

FRI DTJOF NANSEN

Bergh & Helland; 1897; J. Readhead & Sons; 3,275 tons; 326x 47x23-9; 286 n.h.p.; triple-expansion engines. The Norwegian steamship *Fridtjof Nansen* struck a mine and sank in the North Sea on January 5th, 1916.

FRI DTJOF NANSEN

P. Bogen; 1881; C. S. Swan & Hunter; 2,190 tons; 295 -8 x 36-2x24-6; 221 n.h.p.; compound engines. The Norwegian steamship *Fridtjof Nansen* was torpedoed and sunk by a German submarine in the North Sea on May 29th, 1917.

FRIEDENAU

Bugsier-, Reederei-u. Bergungs-A.G.; 1920; Ateliers & Chantiers de la Loire; 5,219 tons; 393-3x56-1x29; triple-expansion engines.

The German steamship *Friedenau* was torpedoed and sunk by the British submarine *Triton* on April 10th, 1940, in the Skagerrak.

FRIEDRICH BREME

Deutsch-Amerikanische Petroleum Ges.; 1936; A.G. Weser; 10,397 tons; 487-9x69-9x37-1; oil engines. The German motor tanker *Friedrich Breme* was shelled and sunk by British warships on May 27th, 1941. She had been acting as supply ship to the German battleship *Bismarck*.

FRIEDRICH ECKOLDT

German Navy, destroyer; 1937; Blohm & Voss; 1,625 tons; 374X 37x9-3; 50,000 s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37 mm. A.A., four 20 mm. A.A., 8T.T. The destroyer *Friedrich Eckoldt* was one of a flotilla accompanying the pocket battleship *Lutzow* and the heavy cruiser *Hipper* on a raid upon a British convoy to North Russia. Contact was made about 9.30 a.m. on December 31st, 1942, off North Cape, the convoy being escorted by a small force of destroyers under command of Capt. R. StV. Sherbrooke, D.S.C. Despite the overwhelming superiority of the Germans the British managed by skilful manoeuvring and the laying of smoke screens to prevent an attack on the convoy. This was achieved for the loss of one destroyer, the *Achates*, 1,350 tons, and after a brilliant defensive action lasting more than two hours Capt. Sherbrooke was relieved by the arrival of the British cruisers *Sheffield*, 9,100 tons, twelve 6 in. guns, Capt. C. T. Addis, flagship of Vice-Admiral R. L. Burnett, and *Jamaica*, 8,000 tons, twelve 6 in. guns, Capt. J. Hughes-Hallett, D.S.O.

The aspect of the action now completely changed, the German destroyers and the *Hipper* coming under heavy fire from the British ships, which damaged the cruiser and caused her to reduce speed. A salvo from the *Sheffield* set the *Friedrich Eckoldt* on fire. Later the destroyer was hit by more salvos and sank by the stern. The *Lutzow* and *Hipper* and the remaining destroyers then broke off the action and retired.

For further details see under the destroyer *Achates*.

FRIEDRICH KARL

German Navy, armoured cruiser; 1902; Blohm & Voss; 9,050 tons; 394x65x25-7; 18,500 i.h.p.; 21 knots; triple-expansion engines; Dilrr boilers; four 8-2 in. guns, ten 6 in., ten 15 pdr., 4 m.g., 4 T.T.

The armoured cruiser *Friedrich Karl* was the flagship of Rear-Admiral Behring, who was entrusted with the task of keeping watch upon the movements of the Russian fleet in the Baltic during the First World War. In November, 1914, his small force consisting, besides his flagship, of a few light cruisers and about four destroyers, was lying at Danzig awaiting some abatement of the stormy weather before proceeding to Libau (Liepaja) to sink blockships and prevent the port's use as a base for submarines. It was not until the middle of the month that it became possible to put to sea, and by this time the Russians had sown protective minefields across all the approaches to the port.

In the early hours of November 17th, when Rear-Admiral Behring's squadron was about 30 miles off Memel, the flagship struck a mine. Nevertheless the work of blocking the harbour was proceeded with, despite violent snowstorms, and later, when all hopes of saving the *Friedrich Karl* were abandoned, her crew were taken off by the light cruiser *Augsburg*. Although there were no losses among her 557 officers and men, the loss of the ship herself was a severe blow to the German navy, which possessed few armoured cruisers and regarded even old ones as precious.

FRIEDRICH KARL

Reederei Wendenhof G.m.b.H.; 1938; Neptunwerft Rostock G.m.b.H.; 1,262 tons; 236-3 35•5X15•1; triple-expansion engines.

The German steamship *Friedrich Karl* struck a mine and sank on December 23rd, 1942, 20 miles N. of Borkum.

FRIEDRICHSHAFEN

1944; 1,925 tons.

The German ship *Friedrichshafen*, on a voyage from Gefle to Eitheim, was torpedoed and sunk by a British submarine on April 15th, 1944, 15 miles S.S.E. of Egersund. All her crew of 28 were lost.

FRIELINGHAUS

Fried.KruppA.G.; 1922; Fried.KruppA.G.; 4,339tons; 380-IX 47-4x26-4; 289 n.h.p.; triple-expansion engines. The German steamship *Frielinghaus* was sunk at Narvik on April 10th-13th, 1940, during the invasion of Norway. She was subsequently raised and repaired but on June 28th, 1942, she struck a mine and sank off the Frisian Islands.

FRIESLAND

Scheepv. en Steenkolen Maats.; 1930; Cowpen Dry Dock Co.; 2,662 tons; 295-2x44x18-9; 270 n.h.p.; 10 knots; triple-expansion engines.

The Dutch steamship *Friesland* was bound from Dagenham to Blyth on October 27th, 1941, as a unit of Convoy FN 37. When 18 miles N.N.W. of Cromer the convoy was heavily attacked by German dive bombers, which hit the *Friesland* and sank her with the loss of 13 of her crew.

FRIGG

Rederi A/B Eyrstrasalt; 1886; J. Readhead & Co.; 1,592 tons; 268• 1x36-3x16-1; compound engines.

The Swedish steamship *Frigg* struck a wreck and sank on April 28th, 1944, off the German coast while on a voyage from Emden to Sundsvall.

FRIGGA

Akties. Inger; 1900; Laxevaags Maskin & Jernskibsbyg.; 1,046 tons; 225-8x32-2x13-3; 97 n.h.p.; triple-expansion engines.

The Norwegian steamship *Frigga* was torpedoed and sunk by a German submarine in the English Channel on August 25th, 1917.

FRIMAIRE

Plisson Steam Navigation Co.; 1900; Sir R. Dixon & Co.; 1,778 tons; 272 -5x40x18-1; 190 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Frimaire* was torpedoed and sunk by a German submarine 21 miles S.S.E. of Belle He on March 15th, 1917. The captain and eleven of the crew were killed.

FRIMAIRE

Cie. Nationale de Navigation; 1930; Deutsche Werft A.G.; 9,242 tons; 468 x61-8x36-4; compound engines.

The French tanker *Frimaire* was torpedoed and sunk by a German submarine on June 15th, 1942, soon after leaving Aruba for Covenas, with the loss of all on board.

FRINTON

D.InglessiFils; 1903; ClydeS.B.&E. Co.; 1,361 tons; 269-7X 36-2x16-3; 542 n.h.p.; triple-expansion engines.

The Greek steamship *Frinton* was bombed and sunk by German aircraft on April 22nd, 1941, at Megara during the invasion of Greece.

FRISCO

Chr.J.Reim; 1939; PorsgrundMek. Verks.; 1,582tons; 246-6X 37-9x18-2; 63 n.h.p.; compound engines.

The Norwegian steamship *Frisco* was torpedoed and sunk by a German submarine on January 12th, 1942, between Savannah and Argentina, N.F.L. Thirteen of her crew were lost.

FRISIO

Netherlands Navy, gunboat; 1912; Amsterdam Dockyard; 540 tons; 172-2x28x9-2; 1,500 b.h.p.; 14 knots; oilengines; four 4 in. guns, 2 m.g.

The gunboats *Frisio*, *Brimio* and *Gruno* were engaged in resisting the German invasion of Holland which commenced on May 10th, 1940. After putting up a stout defence in the Zuider Zee the *Frisio* and *Brimio* were sunk by dive bombers, but the *Gruno* managed to reach an English port.

All three ships were of the same tonnage and dimensions and each carried a complement of 63.

FRITHJOF EIDE

B.Pedersen&Son; 1904; Howaldts\verke ; 1,207 tons; 226- 6 X 34-6x15-6; 117 n.h.p.; triple-expansion engines.

The Norwegian steamship *Frithof Eide* was torpedoed and sunk by a German submarine in the North Sea on November 9th, 1917.

FRITHJOF EIDE

Birger Pedersen & Son; 1905; J. L. Thompson & Sons; 4,140 tons; 360X.50-3X16-9; 338 n.h.p.; triple-expansion engines.

The Norwegian steamship *Frithjof Eide* went ashore on November 27th, 1934 on Prestogalten .about five miles S. of Rorvik, and became a total wreck.

FRIXOS

Alex. G. Zachariassen; 1888; *Richardson, Duck & Co.*; 2,471 tons; 297'8x40-4X19; 217 n.h.p.; triple-expansion engines. The Finnish steamship *Frixos* was torpedoed and sunk by a German submarine in the Arctic on April 13th, 1917.

FRODE

L. H. Carl; 1893; *Burmeister & Wain*; 1,875 tons; 283-4X38-2x17-3; 198 n.h.p.; triple-expansion engines. The Danish steamship *Frode* was torpedoed and sunk by a German submarine off the west coast of Ireland on September 3rd, 1915.

FROGNER

Fearnley & Eger; 1907; *NylandsVcerksted*; 1,476 tons; 260-1x37-2x17-1; 152n.h.p.; triple-expansion engines. The Norwegian steamship *Frogner* was torpedoed and sunk by a German submarine in the English Channel on April 29th, 1918.

FRONDEUR

French Navy, destroyer; 1929; *Chantiers Navals Francais*; 1,378 tons; 330-9x32-2x9-5; 35,000s.h.p.; 33-5 knots; turbine engines; four 5-1 in. guns, two 37 mm.A.A., 6 T.T. The destroyer *Frondeur* was lying in Casablanca harbour when the Americans made their landing on November 8th, 1942. The vessel, in company with five other destroyers, made a sortie from the port about 8.20 a.m. against American landing-craft going in W. of Cape Fedhala. She lasted longer than most of her consorts which were soon sunk or disabled by the American heavy ships. At about 11.15 a.m. the *Frondeur* was hit aft by shells from the U.S. cruisers *Wichita* and *Tuscaloosa* and was driven back to harbour where she was later bombed and sunk. She suffered no fatal casualties.

The full story of the action is told under the cruiser *Primauguet* which was sunk on the same occasion.

FROSINONE

Italian Government; 1914; *Ateliers & Chantiers de France*; 5,202 tons; 352'9x52-5x28-7; triple-expansion engines. The steamship *Frosinone* was formerly the French *Congo*, taken over by the Italians. She was bombed and sunk by German aircraft on December 2nd, 1943, at Bari.

FROSSOULA

Phoenix S.S. Co.; 1903; *Tyne Iron S.B. Co.*; 1,282 tons; 220x33x21-6; 149n.h.p.; triple-expansion engines. The Panamanian steamship *Frossoula* was bombed and sunk by German aircraft on July 15th, 1940, 240 miles N.W. of Finisterre. There were 11 survivors including the captain.

FROYA

Norwegian Navy, minelayer; 1916; *Norway*; 760 tons; 284-7x27x8-2; 7,000 i.h.p.; 22 knots; turbine engines; four 4 in. guns, one 3 in., two 1 pdr., 2 T.T., 200 mines.

The minelayer *Froya* was sunk in action with a German warship in Trondheim Fjord, on April 9th, 1940 during the German invasion of Norway. The vessel's normal complement was 78.

FUBUKI

Japanese Navy, destroyer; 1927; *Maizuru*; 1,700 tons; 371-5x33-7x9-9; 40,000 s.h.p.; 34 knots; turbine engines; Kampon boilers; six 5 in. guns, 4 A.A.m.g., 9 T.T.

The destroyer *Fubuki* took part in the night action off Cape Esperance on October 11th-12th, 1942. The Japanese force of six cruisers and six destroyers, steaming through the channel between Choiseul Island and New Georgia, in the Solomons Group, ran into a U.S. squadron of four heavy cruisers and five destroyers. There were two actions, one before midnight on the 11th and the other on the following morning. The *Fubuki* was sunk by gunfire off Savo Island. Other Japanese ships lost were the heavy cruiser *Furutaka*, 7,100 tons, and the destroyers *Murakumo*, 1,700 tons, and *Natsugumo*, 1,500 tons.

The full story of the action, which was known as the battle of Cape Esperance, is told under the U.S. destroyer *Duncan*.

FUJI MARU

Nippon Yusen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 9,138 tons; 452-8x60-4x36-1; 1,333 n.h.p.; turbine engines. The steamship *Fuji (Huzi) Mam* was torpedoed and sunk by the U.S. submarine *Shad* and *Grayback* on October 27th, 1943, N.W. of the Ryukyu Islands.

FUJIKAWA MARU

Toyo Kaiun K.K.; 1938; *Mitsubishi Jukogyo K.K.*; 6,938 tons; 437-4x58-5x32-8; 839n.h.p.; oil engines. The motor vessel *Fujikawa (Huzikawd) Maru* was taken over by the Japanese Navy for use as an aircraft transporter. On February 17th, 1944, she was sunk by U.S. carrier-based aircraft in the Caroline Islands.

FUJIKAWA MARU

Kawasaki Kisen K.K.; 2,829 tons. The steamship *Fujikawa Maru* was torpedoed and sunk by the U.S. submarine *Darter* on March 30th, 1944, 120 miles north of the Kaap de Goede Hoop, Vogelkop, New Guinea.

FUJINAMI

Japanese Navy, destroyer; 1942; *Japan*; 2,200 tons; 415x35x—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm.A.A., 15 T.T.

The destroyer *Fujinami* was one of nine such vessels sunk at the battle of Leyte Gulf, October 23rd-26th, 1944. The *Fujinami* was attached to the Central Force which was heavily engaged in the San Bernardino Strait and off the E. coast of Samar in the Philippines. The *Fujinami*, which carried a complement of over 200, was bombed and sunk by U.S. carrier-borne aircraft S. of Mindoro on the 26th, the last day of the battle when all the Japanese units were retiring.

The full story of the battle of Leyte Gulf is told under the battleship *Musashi*.

FUJISAN MARU

Iino Shoji K.K.; 1931; *Harima S.B. & Eng. Co.*; 9,527 tons; 493-4x65x37; 1,857n.h.p.; oil engines.

The tanker *Fujisan (Huzisan) Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

FUJITAMA MARU

Tamai Shosen K.K.; 2,218 tons. The steamship *Fujitama Maru* struck a mine and sank on May 30th, 1945, off Kobe.

FUKKAI MARU

Meiji Kaiun K.K.; 1920; *Yokohama Dock Co.*; 3,829 tons; 345x50x29-1; 343 n.h.p.; triple-expansion engines. The steamship *Fukkai (Hukkai) Maru* was torpedoed and sunk by the U.S. submarine *Pogy* on December 13th, 1943, off the Palau Islands.

FUKKO MARU

Fukko Shosen K.K.; 1924; *Kobe Steel Works*; 3,834 tons; 350-7x50x27; 478n.h.p.; oil engines.

The motor vessel *Fukko (Hukko) Maru* was torpedoed and sunk by the U.S. submarine *Sandlance* on May 17th, 1944, about 150 miles W. of Tenian Island, Ladrone Islands.

FUKOKU MARU

Nisshin Kaiun Shokai; 1920; *British American S.B. Co.*; 2,851 tons; 320x43-8x25-1; 257n.h.p.; triple-expansion engines. The steamship *Fukoku (Hukoku) Maru* was sunk by U.S. carrier-based aircraft on June 12th, 1944, about 150 miles W. of the Ladrone Islands.

FUKUEI MARU

Kuribayashi Shosen K.K.; 1918; *Hakodate Dockyard*; 1,113 tons; 215x31-5x18-5; 88n.h.p.; triple-expansion engines. The steamship *Fukuei (Hukuei) Mam* was torpedoed and sunk by the U.S. submarine *Pickrel* on April 7th, 1943, off the north east coast of Honshu Island.

FUKUEI MARU

FUKUEIMARU

ToaBoeki K.K.; 1938; *Osaka Zosensho*; 1,868 tons; 271-7x40x20-3; 156 n.h.p.; triple-expansion engines. The steamship *Fukuei (Hukuei) Mam* struck a mine and sank on May 24th, 1945, off the Goto Islands, Japan.

FUKUEI MARU No. 2

ToaBoeki K.K.; 1939; *Kawanimani Kogyo K.K.*; 1,901 tons; 271-7x40x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Fukuei (Hukuei) Mam No. 2* was torpedoed and sunk by the U.S. submarine *Wahoo* on January 26th, 1943, about 300 miles N. of New Guinea.

FUKUI MARU No. 2

Teikoku Kisen K.K.; 1917; *Hakodate Dock K.K.*; 1,592 tons; 235x36x21-5; 150 n.h.p.; triple-expansion engines. The steamship *Fukui (Hukui) Mam No. 2* was torpedoed and sunk by the U.S. submarine *Segundo* on June 11th, 1945, in the Yellow Sea.

FUKUJU MARU

Murao Kisen Goshi Kaisha; 1883; *Wigham Richardson & Co.*; 1,784 tons; 255-5x35-1x24-5; 195 n.h.p.; compound engines. Sailing from Ofunato to Muroran with a cargo of ore, the Japanese ship *Fukuju Mam* was wrecked on March 3rd, 1930, at Shiriyasaki, and sank.

FUKUJU MARU

Okadagumi K.K.; 1919; *Canadian Vickers*; 5,291 tons; 400 x 52-4x28-5; 520 n.h.p.; triple-expansion engines. The steamship *Fukaju (Hukuzyu) Mam* was torpedoed and sunk by the U.S. submarine *Picuda* on November 23rd, 1944, off the west coast of Tsushima Island.

FUKUKENMARU

ToaKaiun K.K.; 1920; *Osaka Iron Works*; 2,558 tons; 284-5 x 42-5x23; 288 n.h.p.; triple-expansion engines. The steamship *Fukuken (Hukuken) Maru* struck a mine and sank on December 29th, 1942, in the Hainan Strait.

FUKUKOMARU

Kusunoto Kisen K.K.; 1919; *Harima Dockyard*; 2,041 tons; 270x39x23-9; 150 n.h.p.; triple-expansion engines. The Japanese steamship *Fukuko Maru* went ashore on July 4th, 1929, at Akiyura Island, Chishima, in dense fog, and became a total loss.

FUKUOKA MARU

Yamasaki Kisen K.K.; 1885; *C. S. Swan & Hunter*; 2,606 tons; 317x38x24-5; 299 n.h.p.; compound engines. The steamship *Fukuoka Maru* was wrecked on January 23rd, 1927, at Kawajiri Bay while on a voyage from Fushiki to Tsuruga.

FUKUREI MARU

ToaKaiun K.K.; 5,969 tons. The steamship *Fukurei Maru* was torpedoed and sunk by the U.S. submarine *Ronquil* on August 24th, 1944, off Keelung, Formosa.

FUKUSEI MARU

Fukuyo Kisen K.K.; 2,219 tons. The steamship *Fukusei Mam* was torpedoed and sunk by the U.S. submarine *Barb* on March 28th, 1944, 235 miles east of Naha, Okinawa Island.

FUKUSHU MARU

Kita Nippon Kisen K.K.; 1903; *Framnes Mek. Verksted*; 1,454 tons; 237-1x34-2x19-2; 111 n.h.p.; triple-expansion engines. The steamship *Fukushu (Hukusyū) Maru* was torpedoed and sunk by the U.S. submarine *Pollack* on March 11th, 1942, in the East China Sea.

FUKUURAMARU

Iino Kisen K.K.; 1894; *Nylands Varksted*; 3,177 tons; 325 x 41-8x21-2; 258 n.h.p.; triple-expansion engines. The steamship *Fukuura (Hukuurd) Maru* was bombed and sunk by U.S. Navy carrier-based aircraft on October 10th, 1944, 50 miles south of Naha, Okinawa Island.

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FUKUYAMAMARU

Kaiyo Kisen K.K.; 1936; *Harima S.B. & Eng. Co.*; 3,581 tons; 334-9x48x26; 241 n.h.p.; triple-expansion engines. The steamship *Fukuyama (Hukuyama) Maru* was torpedoed and sunk by the U.S. submarine *Tang* on February 22nd, 1944, W. of Tenian Island, Ladrone Islands.

FUKUYAMA MARU

Kokoku Kisen K.K.; 6,040 tons. The steamship *Fukuyama Mam* was bombed and sunk by U.S. carrier-based aircraft on January 9th, 1945, 25 miles S. of Kaofsiung, Formosa.

FUKUYOMARU

Hashimoto Bunji; 1892; *Wood, Skinner & Co.*; 1,594 tons; 250-3x34x15-5; 138 n.h.p.; triple-expansion engines. The steamship *Fukuyo Maru* went ashore in dense fog on August 27th, 1931, near Nemuro on Harukaru Island and was wrecked.

FUKUYOMARU

Toyo Kisen K.K.; 1920; *Asano S.B. Co.*; 5,463 tons; 400x53-2x29-4; 513 n.h.p.; triple-expansion engines. The steamship *Fukuyo (Hukuyd) Mam* was torpedoed and sunk by the U.S. submarine *Trepang* on December 6th, 1944, off the north coast of Luzon Island, Philippines.

FUKUZANMARU

Japanese Government; 1918; *Federal S.B. Co.*; 6,607 tons; 397x55-2x31-1; 619 n.h.p.; turbine engines. The steamship *Fukuzan (Hukuzan) Maru* was formerly the British *Federlock*, seized by the Japanese at Shanghai in December, 1941. She was sunk by unknown causes on August 4th, 1942, off Tama-gawa, Honshu Island.

FUKUZAN MARU

Miyachi Kisen K.K.; 1928; *Armstrong, Whitworth & Co.*; 6,889 tons; 434-9x56-5x—; triple-expansion engines. The steamship *Fukuzan Maru* sank in a typhoon on October 27th, 1961, 60 miles N. of Saipan. The ship was on a voyage from Townsville to Yokohama.

FULANI

Elder, Dempster & Co.; 1907; *Harland & Wolff*; 3,731 tons; 370-6x49-3x21-8; 528 n.h.p.; triple-expansion engines. The British cargo ship *Fulani* was wrecked on June 3rd, 1914, on Carpenter Rock, Sierra Leone, while on a voyage from the west coast of Africa to Liverpool carrying a cargo of palm oil.

FULHAM VII

Borough of Fulham (Stephenson, Clarke); 1942; *Burntisland S.B. Co.*; 1,552 tons; 247 x39-6x16-6; triple-expansion engines. The British collier *Fulham VII* sank after a collision with the *Alfred Victory* on February 14th, 1946, about nine miles off Beachy Head. She was on a voyage from Barry to London.

FULLER

United States Navy, destroyer; 1919; *Bethlehem Shipbuilding Corp.*; 1,215 tons; 310x30-9x9-3; 27,500 s.h.p.; 35 knots; turbine engines; Yarrow boilers; four 4 in. guns, one 3 in. A.A., 12 T.T. The destroyer *Fuller* was one of a flotilla of seven such vessels which were wrecked steaming through a dense fog at high speed near the island of Santa Barbara, off the coast of California, on September 8th, 1923. The full story of the disaster is told under the *Delphy*, leading ship of the flotilla.

FULMAR

British & Continental S.S. Co.; 1919; *H. & C. Grayson*; 1,698 tons; 265x41-2x26-6; 251 n.h.p.; triple-expansion engines. The British cargo ship *Fulmar* was sunk following a collision off *Dungeness* March 28th, 1927, while on a voyage from Liverpool to Rotterdam carrying a general cargo.

FULMINE

Italian Navy, destroyer; 1931; Quarnaro; 1,220 tons; 315-5 X 30-5x10-2; 44,000 s.h.p.; 38 knots; turbine engines; 3-drum boilers; four 4 • 7 in. guns, four 37 mm., four 13 mm., 6 T. T. The destroyer *Fulmine* was one of a flotilla escorting a convoy of merchantmen across the Central Mediterranean on November 9th, 1941. As an additional protection the Italian Admiralty had assigned two heavy cruisers as a covering force. Despite these precautions a small British squadron of two cruisers, *Aurora*, Capt. W. G. Agnew, commanding Force K, and *Penelope*, both of 5,270 tons, with two destroyers, attacked the convoy. Five merchantmen were sunk as well as the *Fulmine*. The *Libeccio*, 1,449 tons, stopped to pick up survivors from the *Fulmine* and was torpedoed and sunk later in the day. The Italian heavy cruisers took no part in the action.

FULWELL

Tyzack & Branfoot; 1902; J. L. Thompson & Sons; 3,824 tons; 364-7x50-5x23-3; 328 n.h.p.; triple-expansion engines. The British cargo ship *Fulwell* sank after a collision on January 14th, 1915, in 40° N., 10° W. while on a voyage from Calcutta to Hull with a cargo of linseed.

FUMITSUKI

Japanese Navy, destroyer; 1926; Fujinagata Shipbuilding Yard; 1,315 tons; 320x30x9-9; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T. The destroyer *Fumitsuki* was one of the vessels lost in the defence of the naval base of Truk in the Carolines. The fighting extended over the three days February 16th-18th, 1944, and was between U.S. carrier-borne aircraft and Japanese warships. It resulted in a Japanese loss of three cruisers and four destroyers. The *Fumitsuki* was bombed and sunk on the 17th. Her normal complement was 150. ! For further details see the light cruiser *Agano*.

FUROR

Spanish Navy, destroyer; 1896; J. Brown & Co.; 370 tons; 220x22x5-5; 6,000 i.h.p.; 28 knots; triple-expansion engines; two 12pdr., two 6pdr., two 1 pdr., 2 T.T. The destroyer *Furor* was one of a flotilla of three which accompanied Admiral Cervera's squadron of armoured cruisers to Cuba during the American-Spanish War of 1898. The other destroyers were the *Pluton* (which see) and the *Terror*, which was so badly in need of repair that she was left at Martinique. The *Furor* carried a complement of 80 and was commanded by Lt. Carlier; she also had on board the officer commanding the flotilla, Capt. Villaamil. In the battle of Santiago de Cuba the ship was engaged by the U.S. armed yacht *Gloucester* and sunk after a brief action in which some 37 of her crew were killed.

The full story of the battle will be found under the *Infanta Maria Teresa*, flagship of the Spanish squadron.

FURULAND

S. Ugelstad; 1895; Wood, Skinner & Co.; 1,817 tons; 276 x 39x17-6; 210 n.h.p.; triple-expansion engines. The Norwegian steamship *Furuland* was sunk by a German submarine in the English Channel on November 7th, 1916.

FURUTAKA

Japanese Navy, heavy cruiser; 1925; Mitsubishi; 7,100 tons; 595x50-7x14-7; 95,000s.h.p.; 33 knots; turbine engines; Kanpon boilers; six 8 in. guns, four 4-7 in., 6m.g., 12 T.T., 2 aircraft.

The heavy cruiser *Furutaka* was sunk in an action with the U.S. heavy cruisers *Salt Lake City* and *San Francisco*, of over 9,000 tons, the cruisers *Boise* and *Helena*, 10,000 tons, and five destroyers. The American squadron was lying in wait for the Japanese force on the night of October 11th, 1942, and surprised it steaming through the channel between Choiseul Island and New Georgia in the neighbourhood of Cape Esperance. There were two fierce engagements, the first occurring before midnight on the 11th, and the second on the following morning. The *Furutaka* was sunk by gunfire as were the destroyers *Fubuki*, 1,700 tons, and *Natsugumo*, 1,500 tons. The destroyer *Murakumo*, 1,700 tons, was sunk by air attack on the 12th after having been badly damaged in the first action. The strength of the Japanese was estimated at six cruisers and six destroyers.

The action was known as the battle of Cape Esperance. For the full story of the battle see the U.S. destroyer *Duncan*.

FURY

Royal Navy, destroyer; 1934; J. S. White & Co.; 1,350 tons; 329x33x8-5; 36,000h.p.; 35-5 knots; four 4-7 in. guns, 7 smaller, 8 T.T.

The destroyer *Fury* was a unit in the very large fleet of warships which took part in the 'D Day' landing in France on June 6th, 1944. At 10.45 a.m. on the 21st she struck a mine and was driven ashore in a gale and wrecked.

FUSEI MARU

Japanese Government; 1921; Dunlop, Bremner & Co.; 2,256 tons; 285x42-6x20; 298 n.h.p.; triple-expansion engines. The steamship *Fusei Maru* was formerly the British *Fausang* seized by the Japanese at Hongkong in December, 1941. On September 1st, 1943, she was torpedoed and sunk by the U.S. submarine *Seawolf* 200 miles S.W. of Nagasaki.

FUSHIMI MARU

Nippon Yusen K.K.; 1914; Mitsubishi Dockyard & Eng. Works; 10,935 tons; 504-9x63-3x37-4; 1,337n.h.p.; triple-expansion engines.

The steamship *Fushimi (Husimi) Maru* was torpedoed and sunk by the U.S. submarine *Tarpon* on February 1st, 1943, off the west coast of Honshu Island.

FUSHIMI MARU

Naigai Kisen K.K.; 1937; Osaka Iron Works; 4,935 tons; 369-8x54-1x29-2; 433 n.h.p.; turbine engines. The steamship *Fushimi (Husimi) Maru* was torpedoed and sunk by the U.S. submarine *Tautog* on May 3rd, 1944, S. of the Kurile Islands.

FUSHIMI MARU

Masuda Kyugoro; 1902; W. Gray & Co.; 2,542 tons; 306-4x45-1x20-1; 231 n.h.p.; triple-expansion engines. The steamship *Fushimi (Husimi) Maru* was torpedoed and sunk by the U.S. submarine *Bonefish* on October 14th, 1944, 50 miles west of San Fernando, Philippines.

FUSHIMI MARU

Amagasaki Kisenbu Gomei Kaisha; 1864; A.Denny; 1,229 tons; 233-7x30-3x22-5; oil engines. The motorship *Fushimi (Husimi) Maru* struck a mine and sank on April 6th, 1945, off Yawata, Japan.

FUSHIMI MARU No. 3

4,292 tons. The steamship *Fushimi Maru No. 3* was torpedoed and sunk by the U.S. submarine *Kingfish* on January 7th, 1944, W. of Palawan in the Philippines.

FUSILIER

1942; 7,761 tons. The German ship *Fusilier* was torpedoed and sunk by a Russian submarine on November 20th, 1944, in the Eastern Baltic.

FUSO

Japanese Navy, dreadnought battleship; 1914; Kure; 29,330 tons; 673x94x28-5; 40,000s.h.p.; 22-5 knots; turbine engines; Kanpon boilers; twelve 14in. guns, sixteen 6in., eight 5in., 30 smaller; 2 T.T., 1 aircraft

The battleship *Fuso* was part of the 'Southern Force*' which engaged the Americans in the Surigao Strait at the battle of Leyte Gulf, October 23rd-26th, 1944. The Japanese disposed of two battleships, one heavy cruiser and four destroyers, of which only one destroyer out of the whole squadron survived the action. The rival fleets met in the early hours of the 25th, the American commander, Rear-Admiral J. B. Oldendorf, having deployed his light forces on either side of the strait, sealed off the further end with his heavy ships. Into this trap the Japanese steamed without suspicion and so accurate and rapid was the concentration of shells and torpedoes that the two battleships and three of the destroyers were sunk before they had time to make an effective reply.

FUSO MARU

The *Fuso* was struck by torpedoes and went to the bottom with her sister ship, the *Yamashiro*, with a very heavy loss of life. The heavy cruiser *Mogami* was disabled and was bombed and sunk on the following day. The destroyers *Asagumo*, *Michishio* and *Yamagumo*, all of 1,500 tons, were also sunk.

The full story of the battle of the Surigao Strait is told under the battleship *Yamashiro*. For the battle of Leyte Gulf see under the battleship *Musashi*.

FUSO MARU

Osaka Shosen K.K.; 1908; *Barclay, Curie & Co.*; 8,195 tons; 475X57-7X32-6; 1,130 n.h.p.; triple-expansion engines. The transport *Fuso Mam* was torpedoed and sunk by the U.S. submarine *Steelhead* on July 31st, 1944, off the north coast of Luzon Island, Philippines.

FUTAMI MARU

Matsumoto Kisenbu Goshi Kaisha; 1902; *W. Pickersgill & Sons*; 3,055 tons; 324x47-1x21-7; 277 n.h.p.; triple-expansion engines.

The steamship *Futami Mam* was wrecked on January 22nd, 1927, near Matsushima Island, while on a voyage from Vladivostok to Yokaiishi.

FUYO

Japanese Navy, destroyer; 1922; *Fujinagata Shipbuilding Yard*; 820 tons; 275x26-5x8-2; 21,500 s.h.p.; 31-5 knots; turbine engines; Kanpon boilers; three 4• 7in. guns, 2 m.g., 4 T.T. The destroyer *Fuyo* was torpedoed and sunk off Manila by the U.S.

submarine *Puffer* on December 20th, 1943. The destroyer's normal complement was 110.

FUYO MARU

Harada Shoko Goshi Kaisha; 1878; *Short Bros.*; 1,262 tons; 238-5x35x18; 162 n.h.p.; compound engines. The steamship *Fuyo Mam* was wrecked on December 11th, 1919, at Ikinoshima, off Nagasaki.

FUYUKAWA MARU

Kawasaki Kisen K.K.; 2,844 tons. The steamship *Fuyukawa Maru* was sunk by U.S. carrier-based aircraft on October 24th, 1944, off Masinlok, Philippines.

FYLGIA

Rederiaktieb. Svenska Lloyd; 1889; *W. Dobson & Co.*; 1,741 tons; 266x37-1x!5-8; 176 n.h.p.; triple-expansion engines. The Swedish steamship *Fylgia* formerly the *Talavera*, was torpedoed and sunk by a German submarine in the North Sea on January 24th, 1918.

FYLGIA

Rederi A/B Svenska Lloyd; 1919; *Limhamns Skeppsvarv. AjB*; 1,388 tons; 239-3x38x16-4; 130 n.h.p.; triple-expansion engines.

The Swedish steamship *Fylgia* was wrecked on October 22nd, 1924, at Hogkallegrund while on a voyage from Hernosand to Seville. All on board were lost.

G 194

German Navy, destroyer; 1911; Germania Werft; 654 tons; 16,000 i.h.p.; 31-5 knots; turbine engines; Schulz-Thomycroft boilers; two 24pdr., 2 m.g., 4 T.T.

The destroyer *G 194* was on patrol in the North Sea in company with another destroyer on the night of March 25th, 1916. At the same time a British force under Commodore R. Y. Tyrwhitt was retiring after covering an attack by seaplanes on the German airship base at Hoyer near the coast of Schleswig. The leading ship of the British line was the light cruiser *Cleopatra* and at 10.15 p.m. she descried sparks from the funnels of enemy destroyers on her port bow. Putting over his helm, Capt. F. P. Loder-Symonds of *Cleopatra* increased speed to 20 knots, and succeeded in ramming the rearmost destroyer *G 194* with such force that he cut her in two, the severed portions of the ship drifting by on either side of the light cruiser. There was neither time nor opportunity to save life and the *G 194* foundered with all on board, 93 officers and men.

As a result of her sudden alteration of course *Cleopatra* was brought across the bows of the light cruiser *Undaunted*. There was a collision in which the former ship was slightly damaged and the latter had her bows stove in, and her speed reduced to six knots. As all the ships were steaming without lights there was some confusion for a time, but ultimately both cruisers reached port in safety.

G. I. JONES

Jones Bros.; 1867; Gaddarn & Co.; 457 tons; 132x27x16-6. The wooden barque G. I. Jones, Capt. J. Nutron, was wrecked at Perranuthnoe, between Porthleven and Marazion in Mount's Bay, Cornwall, on September 1st, 1883. Twelve of the crew were drowned.

G. VOYAZIDES

Chios S.S. Co.; 1904; Blyth S.B. Co.; 3,040 tons; 330-8x47-3x21-8; 274n.h.p.; triple-expansion engines. The Greek cargo ship G. Voyazides was torpedoed and sunk by a submarine in the Mediterranean on September 16th, 1918.

GABRIELLE

F. Bouet; 1911; Osbourne, Graham & Co.; 1,410 tons; 248-3X35x14-8; 177n.h.p.; triple-expansion engines. The French steamship Gabrielle was torpedoed and sunk by a German submarine in the English Channel on February 2nd, 1917.

GAFSA

C. T. Bowing & Co.; 1906; W. Doxford & Sons; 3,922 tons; 349-8x50-2x23-4; 302 n.h.p.; triple-expansion engines. The British ship Gafsa was torpedoed and sunk by a German submarine on the 28th March, 1917, when she was ten miles S.E. AS. from Kinsale Head. Seven of the crew were killed.

GAILLARDIA

British Navy, sloop; 1917; Blyth Shipbuilding Co.; 1,290 tons; 262 X 35 x 12; 2,500 i.h.p.; 17 knots; triple-expansion engines; two 4 in. guns, two 12pdr.

In March, 1918, the Admiralty embarked upon the tremendous task of placing a mine barrage across the North Sea at its northern exit. By this means it was hoped to trap a large number of German submarines passing to and from German ports to the open sea. On March 22nd *Gaillardia* was engaged in buoying one of the newly-sown minefields when she fouled one of the mines and blew up with the loss of a large proportion of her complement of 93. The Admiralty felt some misgiving on receipt of the news of the loss of *Gaillardia* as she was only a small ship with a draft of 12 feet, whereas the minefield over which she was operating was 65 feet below the surface. It was, however, decided to persevere with the task and by June it was reported by Rear-Admiral J. Strauss, U.S.N., commander of the American minelaying flotilla, that of 3,385 mines laid only 150 had exploded prematurely.

GAINSBOROUGH

Manchester, Sheffield & Lincolnshire Railway Co.; 1880; Earless S.B. Co.; 1,081 tons; 231-1x30>3x16-7; ISO.h.p.; compound inverted engines.

The British cargo ship *Gainsborough* sank after a collision off Flamborough Head on December 27th, 1883. She was on a voyage from Hamburg to Grimsby carrying a general cargo.

GAIRLOCH

John Cook & Son; 1887; A. Stephen & Sons; 2,191 tons; 282 x 37x19-2; 186n.h.p.; triple-expansion engines. The British cargo ship Gairloch was wrecked near Cape St. Vincent on August 26th, 1897, while on a voyage from Newport to Constantinople carrying a cargo of coal.

GAIRLOCH

James Gar diner & Co.; 1899; C. Cornell & Co.; 3,766 tons; 354X45X25-7; 354 n.h.p.; triple-expansion engines. The British cargo ship Gairloch was wrecked off Diego Suarez on May 27th, 1905, while on a voyage from Barry to Diego Suarez carrying a cargo of coal.

GAIRSAY

British Navy, minesweeping trawler; 1943; British Isles; 560 tons; 164x27-5x 14; 800i.h.p.; 12 knots; triple-expansion engines; one 4 in. gun.

The minesweeping trawler *Gairsay* was among the ships blockading Havre during the invasion of France in the summer of 1944. On the night of August 2nd the trawler fell victim to a German remote controlled motor boat with an explosive charge fixed in the bow. These boats were sent out in large numbers on the calculation that some of them would find a target. On the night in question, which was the first occasion on which they were used, the destroyer *Quorn*, two small transports and a landing craft were sunk as well as *Gairsay*. In the ensuing attacks the remote controlled motor boats failed to establish themselves as reliable weapons, 58 of them being destroyed.

GAIRSOPPA

British India Steam Navigation Co.; 1919; Palmers' Co.; 5,237 tons; 399-3x52-2x28-5; 517n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Gairsoppa*, Capt. G. Hyland, with a cargo of pig iron left Freetown at the end of January 1941 in a homeward-bound convoy. On February 14th the vessel was obliged to leave the convoy owing to her rapidly diminishing coal supply. On the 16th when 300 miles S.W. of Galway Bay she was shadowed by a large four-engined German bomber which did not attack her but no doubt brought a submarine on the scene, for at about 10.30 on the same evening the *Gairsoppa* was struck on the starboard side by a torpedo. The submarine then surfaced and opened fire with machine-guns as the steamer's boats were in the act of being lowered. Owing to the machine-gun fire and the heavy swell the boats became separated and only two were in sight of each other at daylight. As one of these two was waterlogged and only contained two lascars these men were taken into the other boat which then set sail for the mainland. Food and water were short and the nights were bitterly cold so that several of the occupants died from exposure. Of the eight Europeans and 27 Asiatics in the boat only three Europeans and four Asiatics were alive 13 days later when the boat sighted the Lizard. The rough weather was too much for the failing strength of these seven men and in attempting to run ashore the boat overturned, only one European out of the whole ship's company being rescued by the local lifeboat. This man, Mr. R. H. Ayres, second officer, had navigated the boat to within sight of safety in circumstances of great hardship and peril. His devotion to duty during the 13 days boat voyage was later recognised by the award of the M.B.E. Capt. Hyland, 82 crew and two gunners were lost in this disaster.

GAISMA

Jura Shipping Co.; 1900; Ropner & Son; 3,077 tons; 323-9x48-1x21-7; 273n.h.p.; triple-expansion engines. The Latvian steamship Gaisma was sunk by war causes on July 22nd, 1941, E. of Gotland. There were no survivors.

GAKUJOMARU

Toa Kaiun K.K.; 2,220 tons. The Japanese steamship Gakujo Mam struck a mine and sank on April 28th, 1945, off Yawata, Japan.

GAKUZYO MARU

Toa Kaiun K.K.; 1,500 tons. The Japanese steamship Gakuzyo Maru struck a mine and sank on July 9th, 1945, off Shimonoseki.

GALA

GALA

S. Spampinato; 1897; *Carmichael, Maclean & Co.*; 1,029 tons; 225-7x34-1x13-1; 110 n.h.p.; triple-expansion engines. The Italian steamship *Gala* was torpedoed and sunk on April 9th, 1942, 25 miles S.W. of Benghazi.

GALATA

MustafaUman; 1882; *C. S. Swan & Hunter*; 1,376 tons; 256 x 35x17-9; 180 n.h.p.; compound engines. The Turkish steamship *Galata* went ashore on January 1st, 1939, at Bender Ereğli during a gale and was wrecked.

GALATASARAY

Sadikoglu Asian ve Mahdumu Silepcilik; 1890; *Bergens Verks.*; 724 tons; 201-1x31-8x11-6; triple-expansion engines. The Turkish steamship *Galatasaray* left Zonguldak on March 14th, 1952, for Istanbul and either foundered during a gale or struck a mine. Bodies and lifebuoys were found in the vicinity of Kef ken Island. She carried a crew of 16.

GALATEA

British Navy, light cruiser; 1934; *Scot's Shipbuilding Co.*; 5,220 tons; 500x51x13-9; 64,000 s.h.p.; 32-25 knots; turbine engines; 3-drum boilers; six 6 in. guns, eight 4 in., 9 smaller, 6 T.T.

The light cruiser *Galatea*, Capt. E. W. B. Sim, was a unit of the 15th Cruiser Squadron. On the night of December 14th, 1941, the squadron was returning to Alexandria from an unsuccessful search for an enemy convoy when it was attacked by German dive bombers. The attacks persisted for about seven hours. Just before midnight *Galatea* became a target for a German submarine which hit her with two torpedoes in quick succession. The cruiser turned over and sank in three minutes. Capt. Sim, 22 officers and 447 ratings were killed. About 100 survivors were picked up by the destroyers *Griffin* and *Hotspur*.

Galatea had seen much war service as she had taken part in the Norwegian campaign and the evacuation of the British army from France in May-June, 1940. She had also taken part in the rounding up of the *Bismarck*.

GALATEA

A/S D/S Galatea; 1912; *Laxevaags Maskin&Jernskibs.*; 1,152 tons; 228-2x35-2x15-9; 101 n.h.p.; triple-expansion engines. The Norwegian steamship *Galatea* was sunk by mine or torpedo on January 21st, 1945, off Land's End on a voyage from Liverpool to Barry. Seventeen of her crew and three gunners were lost, the sole survivor being picked up on February 8th.

GALEKA

Union Castle Mail S.S. Co.; 1899; *Harland & Wolff*; 6,772 tons; 440-3x53-2x29-6; 374 n.h.p.; 13 knots; triple-expansion engines.

The liner *Galeka* was commissioned as a troopship on the outbreak of the First World War, and about a year later was converted into a hospital ship. While serving in the latter capacity she struck a mine off Cap La Hague on October 28th, 1916, and had to be beached near Havre. All attempts at salvage proved unsuccessful and she became a total wreck.

GALGORMCASTLE

I. Stewart & Co.; 1892; *Workman Clark & Co.*; 1,596 tons; 256-2x38x22.

The barque *Galgorm Castle*, Capt. M. Frampton, was intercepted by a German submarine 90 miles W. of the Fastnet at 4.45 on the afternoon of February 27th, 1917. The enemy opened fire from the surface and sank the ship with a loss of 11 men. Capt. Frampton and his wife were among the survivors.

GAULEA

Adriatica Soc. Anon di Nav.; 1918; *Cantiere San Rocco*; 8,040 tons; 443-6x53-1x24-9; 853 n.h.p.; triple-expansion engines. The Italian liner *Galilea* was torpedoed and sunk by a British submarine on March 28th, 1942, ten miles from Antipaxo. The ship was carrying troops from North Africa to Italy, 768 of whom were lost.

GALIOLA

Nav. Carlo Martinolich; 1917; *Baanhoek N.V.*; 1,428 tons; 247-7x36-9x15-6; 181 n.h.p.; triple-expansion engines. The Italian steamship *Galiola* was torpedoed and sunk by a British submarine on April 24th, 1943, 14 miles from Punta Milazzo.

GALLANT

British Navy, destroyer; 1935; *A. Stephen & Son*; 1,335 tons; 323x33x8-6; 34,000 s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4 • 7 in. guns, 7 smaller, 8 T.T. The destroyer *Gallant* was engaged in convoy duties in the Mediterranean and in January, 1941, was escorting a convoy carrying military supplies for Greece. Air attacks were pressed home by German aircraft and on the 10th *Gallant* was disabled by a bomb. She was taken to Malta, but became the target for a second German air attack on the 20th, when she was hit and sunk.

The vessel's normal complement was 145.

GALLIA

Compagnie de Navigation Sud-Atlantique; 1913; *Forges et Chantiers de la Mediterranee*; 14,966 tons; 574-2x62-8x36-9; 22 knots; triple-expansion engines & L.P. turbine. The French liner *Gallia* was carrying 2,700 persons, mainly French and Serbian troops to Salonika, together with a large quantity of artillery. At about 5.30 p.m. on October 4th, 1916, some distance off Sardinia, she was sighted by the submarine *I7-35*, commanded by the famous Capt. Arnauld de la Periere, a German of French ancestry. From statements made later by this officer he took a most difficult shot at the transport from a distance of 900 yards. He did not anticipate scoring a hit as the *Gallia* was steaming at approximately 18 knots on a zig-zag course, the torpedo did, however, strike home and was sufficient to sink the vessel.

The torpedo caused a violent internal explosion which destroyed the wireless installation so that no S.O.S. call could be sent out.

The discipline on board the *Gallia* was by no means good, hundreds of soldiers throwing themselves into the water immediately after the explosion. The lifeboats were lowered with too much haste and there were many signs of panic. Of those on board 1,362 French and Serbian troops and members of the crew were picked up from rafts and boats next day by the French cruiser *Chateaurenault*.

GALLIA

Federazione Italiana del Consorzi Agrari; 1887; *Bartram, Haswell & Co.*; 2,728 tons; 300x39-3x19-9; 242 n.h.p.; triple-expansion engines.

The Italian cargo ship *Gallia* was torpedoed and sunk by a German submarine in the English Channel on October 24th, 1917.

GALWAY CASTLE

Union-Castle Mail S.S. Co.; 1911; *Harland & Wolff*; 7,988 tons; 452-3x56-3x30-8; 722 n.h.p.; 14 knots; quadruple-expansion engines.

The *Galway Castle* was taken over as a troopship on the outbreak of war in 1914 and carried many thousands of troops during the campaign in German South-West Africa. Later she returned to the company and was used as a mail steamship, on one occasion narrowly escaping destruction by a German bomber near the Gull lightship on August 3rd, 1916.

She left Plymouth on September 10th, 1918, and when two days out and 160 miles S.W. i S. of Fastnet she was torpedoed by the German submarine *U-82*. Her back was broken and communication fore and aft became extremely difficult. It seemed that she would sink within a few minutes and boats were launched in great haste. Some capsized and some were swamped and many lives were lost.

The disaster occurred at 7.30 in the morning and destroyers were rushed from Plymouth immediately on receipt of the wireless call. They did not arrive in time to prevent a heavy death-roll and it was found on landing the survivors at Plymouth that 150 persons had been drowned. Much of this loss could have been avoided had it been realised in time that the *Galway Castle* was not sinking. The vessel actually remained afloat for three days, but all on board were so convinced at the time that another torpedo attack was imminent that they took to the boats with fatal results.

GAMBIER

W. Howard Smith & Sons; 1874; J. & R. Swan; 1,578 tons; 280-1x31-9x16-8; 155 n.h.p.; 10 knots; compound engines. The steamship *Gambier* was in Port Phillip Bay bound to Melbourne when, in the early morning of August 28th, 1891, she met the steamship *Easby*, 1,489 tons, in ballast, outward bound for Newcastle, N.S.W. The vessels collided near the entrance to the West Channel, the *Easby* striking the *Gambier* amidships on the port side.

The passengers on the *Gambier* were asleep below, the time being about 1 a.m. Boats were launched but with such haste that the tackles were fouled and one boat capsized, drowning nearly all its occupants. There was short time available for the saving of life as within ten minutes the *Gambier* had foundered, with only her topmasts above water. A few of the passengers and crew clung to these and were afterwards taken off by the *Easby*. Six of the crew and 20 passengers were drowned.

The survivors, including the captain who was taken down when the vessel sank but managed to swim to the surface, were brought to Melbourne by the *Easby*.

GAMBIER BAY

United States Navy, escort aircraft carrier; 1943; United States; 6,730 tons; 498x80x19-7; 11,200Lh.p.; 18 knots; Skinner-Unaflo engines; one 5 in. gun, twenty-four 20 mm.AA. The United States aircraft carrier *Gambier Bay* formed one of a squadron of six such vessels under command of Rear-Admiral C. A. F. Sprague at the battle of Leyte Gulf, October 23rd-26th, 1944. The squadron, which was slow and lightly-armed met the Japanese Central Force, consisting at the time of four battleships, five cruisers and 11 destroyers (one battleship, one cruiser and one destroyer having been sunk by the Americans on the 24th) on the morning of the 28th off the east coast of Samar. A running fight ensued in which the slow American carriers and their escorting destroyers suffered heavily. The *Gambier Bay* was sunk by gunfire and her sister ship the *St. Lo* was sunk by shore based dive bombers. The destroyers *Hoel*, *Johnston* and *Samuel B. Roberts* were also sunk by gunfire. In addition to their losses in ships the Americans lost 105 aircraft.

The full story of the battle of Leyte Gulf is told under the battleship *Musashi*.

GAMBLE

United States Navy, minelayer; 1918; Newport News Shipbuilding Co.; 1,160 tons; 314-3x30-5x9-9; 27,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in.A.A., 80 mines. The United States minelayer *Gamble* took part in the American attack on Iwojima in February, 1945. On the 18th, the vessel was attacked by Japanese suicide aircraft and sank after one of these had crashed on her deck. She carried a complement of 128.

GANDA

Companhia Colonial de Navegacao; 1907; Flensburger SchiffsbauGes.; 4,333 tons; 387-8x51x25-2; 473 n.h.p.; 11-5 knots; triple-expansion engines.

The Portuguese steamship *Ganda* with a total company of 71 on board was bound from Lisbon to Mozambique. On Friday, June 20th, 1941, when off Casablanca, she was struck by two torpedoes from a German submarine which killed the second officer, the chief engineer, a member of the crew and two passengers, and badly injured 19 others. The survivors took to the boats, there being 26 passengers and crew in one lifeboat and 42 in a motor lifeboat, of whom the former party reached Lisbon on the 22nd, and the latter reached Huelva many days later having been picked up by a Spanish trawler 300 miles from land.

Portugal was not at war with Germany.

GANDARA

British India Steam Navigation Co.; 1919; Craig Toy lor & Co.; 5,281 tons; 400x52-4x28-4; 517 n.h.p.; 10-5 knots; triple-expansion engines.

The British steamship *Gandara* was some days out from Calcutta bound to Suez in company with the s.s. *Dardanus* when, on April 6th, 1942, the *Dardanus* was bombed and disabled by a Japanese aircraft off Masulipatam. The *Gandara* took the disabled ship in

tow. Soon afterwards three Japanese cruisers appeared and opened fire, whereupon the tow was cast off and the crews of both ships took to the boats. Both ships were sunk. All on board the *Dardanus* were saved, but 13 of the *Gandara's* crew were lost.

GANDIA

Van Heyghen Freres; 1907; Swan, Hunter & Wigham Richardson; 9,626 tons; 459x59-9x31-1; 899 n.h.p.; triple-expansion engines.

The Belgian steamship *Gandia* straggled from convoy and was torpedoed and sunk by a German submarine on January 22nd, 1942, 420 miles S. of Cape Race on a voyage from Liverpool to St. John, N.B. Forty-two men were killed on the ship and another 24 died in the boats. Fourteen survivors were eventually landed.

GANEKOGORTA MENDI

Sotay Aznar; 1908; Compania Euskalduna; 3,061 tons; 321-4x46-1x20-8; 247 n.h.p.; triple-expansion engines. The Spanish cargo ship *Ganekogorta Mendi* was sunk by a submarine in the Mediterranean on August 9th, 1916.

GANGE

Messageries Maritimes; 1905; Messageries Maritimes; 6,886 tons; 447-2x52-6x32-6; 545 n.h.p.; triple-expansion engines. The French steamship *Gange* was torpedoed and sunk by a submarine in the Mediterranean on April 14th, 1917.

GANGES

James Nourse; 1930; Harland & Wolff; 6,246 tons; 424-6X56x28-8; 864 n.h.p.; 12 knots; triple-expansion engines & L.P. turbine.

The steamship *Ganges*, Capt. J. T. Vivian, was sunk by Japanese warships and aircraft on April 6th, 1942, when 20 miles off Vizagapatam. Fifteen of her crew were killed. Capt. Vivian was among the survivors.

GANGES MARU

Osaka Shosen K.K.; 1918; Osaka Iron Works; 4,382 tons; 345x49-8x28-1; 390 n.h.p.; triple-expansion engines. The steamship *Ganges Maru* was torpedoed and sunk by the U.S. submarine *Salmon* on May 28th, 1942, about 300 miles S.E. of Cana, Indo-China.

GANNET

General Steam Navigation Co.; 1879; M. Pearse & Co.; 1,127 tons; 245-3x33x17-7; 181 n.h.p.; 9-5 knots; compound engines.

The British steamship *Gannet* was mined and sunk five miles E.N.E. of the Shipwash lightship on July 7th, 1916. Eight of the crew were killed. The captain was among the survivors.

GAPERSHELL

Anglo-Saxon Petroleum Co.; 1891; C. Hill & Sons; 1,422 tons; 237-5x36-3x21-2; ISS n.h.p.; oil engines. The British auxiliary barquentine *Gaper Shell* was wrecked on January 25th, 1919, on Matamede Island near Angoche. She was on a voyage from Singapore to Beira with a cargo of benzine and kerosene.

GARDENIA

W. Coupland & Co.; 1879; Tyne Iron S.B. Co.; 1,898 tons; 280x35x24-7; ISS n.h.p.; compound engines. The British cargo ship *Gardenia* sank after a collision four miles east of Cross Sand lightship on October 4th, 1913, while on a voyage from Benisaf to the Tees carrying an ore cargo. Three survivors were picked up by a drifter, but 18 of the crew were lost.

GARDENIA

British Navy, corvette; 1941; W. Simons & Co.; 925 tons; 193 x 32x16; 17 knots; quadruple-expansion engines; one 4 in.A.A. gun, several smaller.

The corvette *Gardenia* was sunk on November 9th, 1942, by Vichy French aircraft when taking part in the landings on the North African coast. Two ratings were killed.

GARLINGE

GARLINGE

Constants (South Wales); 1918; E. Finch & Co.; 2,012 tons; 284-3x41-7x19-4; 259n.h.p.; 10 knots; triple-expansion engines.

The steamship *Garlinge*, Capt. W. C. Barnes, was torpedoed and sunk by an enemy submarine 21 miles N. of Cape Ivi, Algeria, on November 10th, 1942. Twenty-five of her crew were killed. Capt. Barnes and 14 others were saved.

GARM

Norwegian Navy, destroyer; 1913; Horten Dockyard; 540 tons; 227x23-5x8-7; 8,000 i.h.p.; 27 knots; turbine engines; six 3 in. guns, 3 T.T.

The small destroyer *Garm* was sunk in action with German forces in Sognefjord on April 26th, 1940, during the operations connected with the invasion of Norway. The vessel's normal complement was 76

GARM

Stockholms Rederi-A/B Svea; 1912; Campbeltown S.B. Co.; 1,231 tons; 230x35-8x15-6; 136 n.h.p.; triple-expansion engines.

The Swedish steamship *Garm* was torpedoed and sunk by a German submarine on September 11th, 1941, 200 miles N.E. of Cape Farewell on a voyage from Sydney, N.S., to Methil. Six of her crew of 20 were lost.

GARMOYLE

Clyde Shipping Co.; 1896; Caledon S.B. & E. Co.; 1,229 tons; 250x33-8x16-3; 293 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Garmoyle* was torpedoed and sunk by a German submarine 14 miles S.E. of Mine Head, Waterford, on July 10th, 1917. The captain and 19 of the crew were killed.

GARMULA

British India Steam Navigation Co.; 1920; Palmers' Co.; 5,254 tons; 400x52-3x28-5; 517 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Garmula*, Capt. R. C. Brown, was on a voyage from Cape Town to the United Kingdom when, on the evening of July 23rd, 1942, some 200 miles W. of Freetown, she was torpedoed forward of the bridge and sank within a few minutes. Two lifeboats were lowered of which one was smashed against the side.

Three officers and 14 Indian ratings were killed. Capt. Brown left the ship as she sank and managed to swim to a raft. The survivors were picked up by H.M.S. *Pict* and landed at Freetown.

GARNES

A/S Kr. Jepsens Rederi; 1930; Bergens Mek. Verksted; 1,559 tons; 250-6x39-3x17-4; 138 n.h.p.; triple-expansion engines.

The Norwegian steamship *Garnes* struck a mine and sank on March 24th, 1947, off Terschelling.

GARGET

Rotterdamsche Lloyd; 1917; Koninkl. Maats. de Schelde; 7,118 tons; 446-6x54-3x34-3; turbine engines.

The Dutch steamship *Garget* was bound from Mormugao to Cape Town on June 19th, 1944, when she was torpedoed and sunk by the German submarine *U-181*. The attack took place some 500 miles N.E. of Mauritius, the steamship going down with 88 of those on board. Five lascars were picked up from a raft on June 30th, and another five on July 4th.

GARONNE

W.R. Corfield; 1884; C. S. Swan & Hunter; 1,019 tons; 210-5x29-6x15-2; 96 n.h.p.; compound engines.

The British cargo ship *Garonne* was wrecked on February 19th, 1899, at Penfret, Glenan Island, Finisterre, while on a voyage from Bordeaux to Cardiff. She was carrying a cargo of pit props and wine.

GAROUFALIA

Antonis G. Lemos Sons; 1914; Irvine's S.B. & D.D. Co.; 4,708 tons; 385x52x27; 320 n.h.p.; triple-expansion engines.* The Greek steamship *Garoufalia* was torpedoed and sunk by a German submarine on December 11th, 1939, off Folia on a voyage from Oslo to Kirkenes.

GARRON HEAD

Ulster Steamship Co.; 1913; Irvine's S.B. & D.D. Co.; 1,933 tons; 283-2x40-2x18-6; 175 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Garron Head* was mined and sunk 40 miles N. by E. ½ E. of Bayonne on November 16th, 1917. Twenty-eight of her crew were killed. The captain was among the survivors.

GARTAVON

GartLine; 1921; H. & C. Grayson; 1,777 tons; 264-5x41-2x18-7; 252 n.h.p.; triple-expansion engines.

The steamship *Gartavon* was torpedoed and sunk by a German submarine on September 7th, 1939, about 150 miles W.S.W. of the Bishop Rock on a voyage from Cette to the Clyde.

GARTHWAITE

W. Garthwaite; 1917; W. Dobson & Co.; 5,659 tons; 400-5x52x33; 465 n.h.p.; 11 knots; triple-expansion engines. The steamship *Garthwaite* was torpedoed and sunk by a German submarine four miles E. of Whitby on December 13th, 1917. The captain and 13 of the crew were killed.

GARTNESS

The Laurium Transport Co.; 1890; J. Readhead & Sons; 2,422 tons; 290-4x40x19-8; 234 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Gartness* was torpedoed and sunk by a German submarine 180 miles S.E. by E. f E. of Malta on August 19th, 1917. Thirteen of her crew, including the captain, were killed.

GASCONIER

Lloyd Royal Beige Soc. Anon.; 1906; Irvine's S.B. & D.D. Co.; 2,986 tons; 324-6x47x13-7; 275 n.h.p.; triple-expansion engines.

The Belgian steamship *Gasconier* struck a mine and sank in the North Sea on August 20th, 1918.

GASTELU

Cia. Nav. Guipuzcoana; 1921; Echevarrieta y Larrinaga; 3,272 tons; 331x48x23-3; 411 n.h.p.; triple-expansion engines. On a voyage from Huelva to Hamburg with a cargo of iron ore the Spanish ship *Gastelu* sprang a leak and sank on October 1st, 1938, in the Bay of Biscay.

GAULOIS

French Navy, 1st class battleship; 1896; Brest Dockyard; 11,260 tons; 387-5x67-5x28; 14,500 i.h.p.; 18-2 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, ten 5-5 in., eight 4 in., twenty 3pdr., 4 T.T.

The *Gaulois* had been employed throughout the Dardanelles campaign with a squadron of old French battleships. The ship had a complement of 631 officers and men, and on December 27th, 1916, she was on her way from Corfu to Salonika, escorted by a destroyer and two trawlers when, 30 miles E. of Cerigo in the Southern Aegean, she was torpedoed by the submarine *£7-47*, Lt. Cdr. Steinbauer.

Four men were killed when the torpedo exploded. The crew exhibited splendid discipline, and after it had been ascertained that there was no hope of saving the battleship they were taken off by the small ships without further loss.

The *Gaulois* remained afloat for barely half an hour and sank on an almost even keel. An Inquiry established that shortly before the torpedoing the escorting destroyer had stopped to pick up a message dropped by the battleship and this gap in the protective screen gave the submarine commander his opportunity.

GAUSS

Dampfs. Ges. Neptun; 1925; Deutsche Werke, A.G.; 1,236 tons; 232-6x36-1x14-3; 224 n.h.p.; oil engines. The motorship *Gauss* was taken over by the German Navy for escort duties. On December 11th, 1942, she was sunk by British warships off Dieppe. Ten survivors were picked up.

GAZCON

Ministry of War Transport (E. R. Management Co.); 1932; A. Stephen & Sons; 4,224 tons; 394-7x53-1x22-8; 493 n.h.p.; triple-expansion engines.

The steamship *Gazcon*, on a voyage from New York to Alexandria via the Cape, was torpedoed and sunk by a submarine on September 1st, 1942, in the Gulf of Aden. Eleven of her crew and one gunner were lost.

GAZELLE

Benn; 1826; Whitehaven; 242 tons.

The brig *Gazelle*, homeward bound from Sydney for London, was lost in a gale off Ramsgate on the night of Monday, November 25th, 1850. Capt. Ramsay and about 14 others, one of whom was a passenger, were drowned. The first news of the wreck came when boats and wreckage drifted ashore. There were no survivors.

GAZELLE

W. S. Waterston; 1877; A. Stevens & Sons; 349 tons; 143-5x27-1x13-1.

The iron barque *Gazelle* left Thursday Island for Lyttelton, New Zealand, on February 3rd, 1894, with a cargo of guano. She had put into Thursday Island owing to the illness of her master, Capt. Svendsen, who died there. Mr. C. Rogers, the mate, took over as captain, and another mate was signed on from shore.

After leaving the island the weather became increasingly rough until early on the morning of February 3rd, when the barque with sails blown away and totally unmanageable was wrecked W. of Waikawa Bay. Of her crew of ten the second mate and a seaman were the only survivors. Later they were taken off shore by the s.s. *Lily* and brought to Nelson, New Zealand.

GAZELLE

German Navy, light cruiser; 1898; Krupp; 2,645 tons; 328x39x17-2; 8,500i.h.p.; 21 knots; triple-expansion engines; Niclausse boilers; ten 4-1 in. guns, fourteen 1 pdr., 4 m.g., 3 T.T. The light cruiser *Gazelle* was mined and badly damaged during operations in the Baltic in January, 1915. The ship was not repairable and became a total loss, this being the fourth disaster of its kind to befall the squadron of Rear-Admiral Behring. At the time the *Gazelle* was engaged in patrol duties and was keeping a look-out for British submarines. She carried a complement of 264.

GEELONG

Peninsular & Oriental S.N. Co.; 1904; Barclay, Curie & Co.; 7,951 tons; 450-2x54-5x26-9; 803n.h.p.; triple-expansion engines.

The British cargo ship *Geelong* sank after a collision in 32° 46' N., 30° 05' E., on January 2nd, 1916. She was on a voyage from Sydney to London carrying lead and general cargo.

GEELONG

Australian Navy, fleet minesweeper; 1941; Australia; 733 tons; 186x31x8-5; 1,800i.h.p.; 16 knots; triple-expansion engines; one 3 in. gun, one 20mm, 4 m.g.

The fleet minesweeper *Geelong*, Lt. M. E. Mathers, R.A.N.R., was sunk by collision with the U.S. tanker *York* off the coast of Northern Australia on October 18th, 1944. The vessel's normal complement was 70. There were no casualties.

GEIERFELS

Deutsche Dampfs. Ges. Hansa; 1931; Deutsche Schiffs-u. Maschinenbau; 7,605 tons; 503-8x62-2x27-7; 672 n.h.p.; triple-expansion engines & L.P. turbine.

The German steamship *Geierfels* was sunk by mine or torpedo on December 19th, 1940, near Leghorn.

GEISER

Thingvalla Line; 1881; Burmeister & Wain; 1,818 tons; 324-4 x39-3x22; 2,000i.h.p.; 12 knots; compound engines. The liner *Geiser*, Capt. C. Moller, left New York for Copenhagen on Saturday, August 11th, 1888, with 107 passengers and a crew of 53. At about 3.30 on the morning of Tuesday the 14th, the ship was some 30 miles S. of Sable Island steaming through hazy weather and rain when she was run down by the liner *Thingvalla*, 2,542 tons, Capt. Lamb, of the same company, inward bound to New York.

Neither vessel appears to have sighted the other until just before the collision, but both reversed their engines in time to lessen the force of the impact. The *Geiser* starboarded her helm, but the *Thingvalla* ported hers and a collision became inevitable. The *Thingvalla's* bow struck the *Geiser* amidships, abaft the starboard main rigging at right angles to the keel and cut her almost in two. The stricken vessel remained afloat for about seven minutes during which time she launched three boats, one of which capsized. In the darkness many passengers fell through the hole made in the side and others slipped off the sloping deck into the water. The *Geiser* then turned over to starboard and went down, taking 119 persons with her.

The first officer, Mr. Brown, was in charge of the *Geiser* when the collision occurred, Capt. Moller having gone below about two hours before. The *Thingvalla* was also under command of her first officer, with Capt. Lamb in his berth below.

The *Thingvalla* whose boats picked up 31 survivors, including Capt. Moller, was badly damaged, a large hole being torn in her bows. The bulkhead held however and the ship, which was carrying 61 cabin and 394 steerage passengers of her own, continued on her way. The same afternoon she fell in with the Hamburg-Amerika liner *Wieland* which took off her passengers and brought them to New York. The *Thingvalla* meanwhile put in to Halifax, Nova Scotia.

GELTWOED

J. Sprott; 1876; Williamson & Co.; 1,056 tons; 215-7x33-9x21.

The barque *Geltwoed* was bound from Liverpool to Melbourne with a general cargo and a crew of 27. She was not heard of for some time, but in July, 1876, she was found wrecked in Ricoli Bay. There were no survivors.

GEM

W. Robert son; 1887; J. Fuller ton & Co.; 464 tons; 175-2x25-2x10-2; S.O.R.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Gem* was mined and sunk three and a half miles S.E. by E.I.E. of Scarborough on December 25th, 1914. The captain and nine of the crew were killed.

GENBUMARU

Nippon Yusen K.K.; 1925; Osaka Iron Works; 1,872 tons; 255 x 39x22-7; 211 n.h.p.; triple-expansion engines. The steamship *Genbu Mam* was torpedoed and sunk by the U.S. submarine *Halibut* on April 27th, 1944, off Okinawa, Ryukyu Islands.

GENCHUMARU

Kinkai Yusen K.K.; 1918; Ishikawajima S.B. & E. Co.; 3,208 tons; 305x43-9x27-3; 279n.h.p.; triple-expansion engines. On a voyage from Hakodate to Shimizu the *Genchu Mam* was blown ashore during a typhoon on the E. coast of Idzu on November 14th, 1932. There were 43 in the crew and 36 were lost.

GENERAAL VAN DER HEIJDEN

Koninklijke Paketvaart Maats.; 1928; N. V. Haariemsche Scheepsbouw Maats.; 1,213 tons; 230-7x38-2x14-8; 93 n.h.p.; compound engines.

The Dutch steamship *Generaal van der Heijden* was lying in Bombay harbour on April 14th, 1944, when the British ammunition ship *Fort Siskine* (which see) caught fire and blew up. The fire spread to the Dutch vessel which was burned out, sinking with the loss of 14 of her crew.

GENERAL ALVEAR

Flota Argentina de Nav. Fluvial; 1914; A. & J. Inglis; 1,717 tons; 320-4x40-1x12-3; 597n.h.p.; triple-expansion engines. Carrying 57 passengers and mail, the Argentine ship *General Alvear* went ashore in fog on July 24th, 1953, at Punta Yeguas near Montevideo, and sank during a storm four days later.

GENERAL ARTIGAS

Hamburg-Sudamerikanische Dampfs. Ges.; 1923; Hwaldts-werke; 11,254 tons; 473-6x60-7x41-9; turbine engines. The German steamship *General Artigas* was bombed and sunk by British aircraft on July 25th, 1943, at Hamburg.

GENERAL BONAPARTE

GENERAL BONAPARTE

Cie. de Navigation Fraissinet; 1923; Chantiers & Ateliers de Provence; 2,796 tons; 315-4x44-6x24-5; 434n.h.p.; triple-expansion engines.

The French steamship *General Bonaparte* was torpedoed and sunk by a submarine on May 19th, 1943, on a voyage from Ajaccio to Nice, with passengers.

GENERAL CHANZY

Cie. Generate Transatlantique; 1891; Cie. Generate Transatlantique; 2,257 tons; 341-2x35-7x15-5; 478 n.p.h.; 10 knots; triple-expansion engines.

The liner *General Chanzy*, Capt. Cayol, left Marseilles for Algiers on Wednesday, February 9th, 1910, with 88 passengers and 72 crew. The ship encountered heavy weather from the outset, being repeatedly swept fore and aft by the seas. During the night of the 9th-10th she was blown considerably off her course and at about eight o'clock on the morning of the 10th she struck on the rocks off the N.W. coast of the island of Minorca. The seas were terrific and, within a few minutes of striking, the bridge of the *General Chanzy* was carried away. Shortly afterwards the boilers burst, hurling casks and crates from the cargo high into the air and doing such damage to the decks that the passengers and crew were deprived of their means of escape.

The sole survivor was Marcel Radez, a young passenger of about 23 years of age, who was able to give only a very meagre account of the disaster, he being asleep in his berth until the vessel struck. He had, however, witnessed the boiler explosion and its dire effects, and later had been washed on to the rocks at the foot of the cliffs, which thereabouts were some 150 feet high. From there he had managed to reach a small village, arriving nearly 24 hours after the shipwreck occurred. The inhabitants were unaware until that time that a ship had been lost and as a consequence no attempts to save life had been organised.

The total number drowned was 159. Capt. Cayol was a valued officer of the Compagnie Generate Transatlantique and was a Chevalier of the Legion of Honour.

At the time of the disaster the ship was carrying 143 bags of mail, 1,484 postal packets and 183 tons of cargo. A flotilla of five French destroyers was sent to the wreck, but was not able to do more than recover a number of bodies, the ship being too badly damaged to be salvaged.

GENERAL GRANT

Boyes, Richardson & Co.; Boston, U.S.A.; 1,103 tons. The American sailing ship *General Grant*, Capt. W. H. Loughlin, was bound from Melbourne to London, having on board 83 persons. On May 14th, 1866, after about a week at sea the ship came in sight of Disappointment Island, one of the Auckland group. The captain attempted to pass between it and the main island, but in doing so the ship was wrecked in the darkness. At daybreak it was found that she had run into a fissure in the cliffs and ultimately into a cave where her topmasts had been snapped off and her bow had become firmly fixed on the rocks. Soundings were taken from the stern, which was clear, and it was found that there was 25 fathoms of water. The cliffs were about 400 feet high, overhanging and quite unscaleable, so the boats were launched and made for a small stretch of shore. In the meantime 68 persons had been drowned. The survivors decided to make for Disappointment Island, some 6 miles away, which they reached in safety.

On this place they lived for eighteen months, until November 21st, 1867, when the brig *Amherst*, of Invercargill, New Zealand, arrived and took off all that remained. During their stay one man died and the first officer, Mr. B. Brown, and 3 men were drowned while attempting to reach New Zealand.

The number of survivors rescued by the *Amherst* was 10, the total lost being 73.

GENERAL LEZO

Spanish Navy, gunboat; 1885; Spain; 524 tons; 157-5x25-7x8-5; 600i.h.p.; 11 knots; triple-expansion engines; two 4-7in. guns, one 3 in., 1 m.g., 2 T.T.

For the narrative of the loss of this vessel see *Reina Cristina*, flagship of Rear-Admiral Montojo at the battle of Manila Bay, May 1st, 1898, when the entire Spanish Asiatic Squadron was destroyed.

GENERAL METZINGER

Soc. des Services Contractuels des Messageries Maritimes; 1906; Blohm & Voss; 9,312 tons; 476-6x55-2x30-8; 805 n.h.p.; quadruple-expansion engines.

The French liner *General Metzinger* was bombed and sunk by German aircraft on June 11th, 1940, at Havre.

GENERAL OSORIO

Hamburg-Sudamerikanische Dampfs. Ges.; 1929; Bremer Vulkan; 11,590 tons; 498-5x66x32-8; 2,335 n.h.p.; oil engines. The German liner *General Osorio* was bombed and sunk by British aircraft on April 9th, 1945, at Kiel.

GENERAL SAN MARTIN

Cia. de Nav. Geamar; 1918; Forges & Chantiers de la Mediterranee; 9,589 tons; 481-6x58-2x27-2; triple-expansion engines. Sailing from Buenos Aires on September 4th, 1954, to San Antonio, Chile, the Argentine ship *General San Martin* did not arrive at the latter port where she was due on the 17th. She was last reported at 9 p.m. on the 12th after the pilot had taken her through the channels in the Gulf of Penas. Wreckage and bodies of animals were sighted N. of the Gulf of Penas and it is assumed that the ship foundered during heavy seas in that vicinity.

GENERAL SBMPSON

Fernie & Co.; 1856; J. Johnston; 1,121 tons; 188x37-7x22-8; The Canadian wooden ship *General Simpson* was wrecked in the Laccadive Islands in 1863. Of those on board eight were drowned.

GENERAL SLOCUM

Knickerbocker Steamboat Co.; 1891; Devine & Burtis, Brooklyn; 1,284 tons; 236-4x38x7-5; 1,400 i.h.p.; 12 knots; beam engine.

The loss of the Hudson River paddle-steamship *General Slocum*, Capt. W. H. Van Schaick, is a tragedy which figures in the maritime history of New York with the same vividness as does the loss of the *Princess Alice* in the maritime chronicles of London. Both were crowded with holiday makers and their destruction was accompanied by the loss of hundreds of lives.

On the morning of June 15th, 1904, the *General Slocum* left the landing stage at Third Street, East River, with an excursion party composed chiefly of mothers and children connected with St. Mark's Lutheran Evangelical Church, New York City, the occasion being the Sunday School outing to Locust Grove. The party came from the poor and thickly populated districts of New York's East Side. The ship on which they embarked was built mainly of wood, of low freeboard and shallow draught, with four spacious decks, being in appearance the typical American river-steamship.

At the moment of leaving, the *General Slocum* carried 1,388 persons, of whom only 30 were crew. After just under an hour's steaming, when approaching Hell Gate channel, at a point opposite the end of 138th Street, there was an outbreak of fire. This, it was subsequently established, originated in a small cabin in which was a collection of paint, oil, and other inflammable stores.

Fanned by a strong wind the flames spread with great rapidity and within a few minutes the wooden superstructure of the steamship was a raging furnace. The captain at once made for the bank, but finding himself too near to the oil tanks along the Harlem shore, decided to beach the ship at North Brother Island, about half a mile ahead. The fire had gained firm hold amidships and the greater part of the women and children were gathered aft. Here there were scenes of dreadful panic, the pressure of the crowd bursting the rails and precipitating scores of unfortunates into the water. Mothers began to fling their children, lashed to any object they thought might float, into the water and jumped in after them.

In the meantime the engines continued to run, and the ship, wrapped in flame and smoke, drew nearer to the shore. Other river craft came to the rescue and one, a tug, lashed itself to the *General Slocum's* paddle-box and took off a large number of people gathered there. The tug eventually caught fire and was compelled to cast off. Fire-floats now came alongside and began to pour water on the flames, but without making any impression. The water round about the steamship was soon thick with bodies, either dead or drowning, and rowing boats made their way among these in desperate efforts to save life. Eventually the steamship grounded on North Brother Island and for the first time comparative safety was achieved, but

too late to calm the terrors of the frantic women who still continued to jump overboard.

The death roll reached 957, of whom two were members of the crew, while in addition to this 175 passengers and five of the crew were injured. These who escaped unscathed numbered 251.

Less than 30 minutes elapsed between the outbreak of fire and the vessel's total destruction after going aground. No boats were lowered and there appears to have been no organized effort at life-saving on the part of the crew. The fire hose was found to be rotten and the lifebelts were lashed at such a height as to place them out of reach of the women and children.

GENERAL TURNER

Eastern Shipping Co.; 1919; Dominion S.B. Co.; 2,490 tons; 251'1 x 43'6 x 21'2; 328 n.h.p.; triple-expansion engines. The British cargo ship *General Turner* struck a mine and sank 45 miles off Kaliakra on July 13th, 1921. She was on a voyage from Braila to Rotterdam carrying a cargo of grain and cattle.

GENERAL WHITNEY

Metropolitan Steam Ship Co.; 1873; Harlan & Hollingsworth; 1,849 tons; 227-4x40-5x18-2; 154 n.h.p.; steam engines. The American steamship *General Whitney* foundered in heavy weather on April 23rd, 1899, 50 miles E. of Cape Canaveral, as a result of taking water through a defective sea cock. The crew took off in two boats, one of which, with 16 men, capsized on reaching land. The captain and 11 others were drowned. Fifteen men in the other boat landed safely.

GENERALE ANTONIO CANTORE

Italian Navy, torpedo boat; 1921; Odero; 635 tons; 237-9 x 23-9x9; 18,000 s.h.p.; 3 3 knots; turbine engines; Thorny croft boilers; three 4 in. guns, two 3 in.A.A., 2 m.g., 4 T.T. The torpedo boat *Generate Antonio Cantore* was mined and sunk off Benghazi on August 22nd, 1941. The vessel's normal complement was 105.

GENERALE ANTONIO CHINOTTO

Italian Navy, torpedo boat; 1921; Odero; 635 tons; 237-9x 23-9x9; 18,000s.h.p.; 33 knots; turbine engines; Thornycroft boilers; three 4 in. guns, two 3 in.A.A., 2 m.g., 4 T.T. The torpedo boat *Generate Antonio Chinotto* was mined and sunk off Brindisi on March 28th, 1941. The vessel's normal complement was 105.

GENERALE CARLO MONTANARI

Italian Navy, torpedo boat; 1921; Odero; 635 tons; 237-9x 23-9x9; 18,000s.h.p.; 33 knots; turbine engines; Thornycroft boilers; three 4 in. guns, two 3 in.A.A., 4 T.T. The torpedo boat *Generate Carlo Montanari* fell into German hands at the capitulation of Italy in September, 1943. The vessel was lying at Spezia on October 4th, 1944, when she was bombed and sunk during an Allied air attack. Her normal complement was 105.

GENERALE MARCELLO PRESTINARI

Italian Navy, torpedo boat; 1921; Odero; 635 tons; 237-9 x 23-9x9; 18,000s.h.p.; 33 knots; turbine engines; Thornycroft boilers; three 4 in. guns, two 3 in.A.A., 2 m.g., 4 T.T. The torpedo boat *Generale Mar cello Prestinari* was mined and sunk on January 21st, 1943, off the island of Capi, at the eastern end of Sardinia. The vessel's normal complement was 105.

GENEVIEVE

F.Bouet; 1912; Osbourne, Graham & Co.; 1,598 tons; 260x 36'5x15'8; 189 n.h.p.; triple-expansion engines. The French steamship *Genevieve* was torpedoed and sunk by a German submarine in the Bristol Channel on January 16th, 1918.

GENIERE

Italian Navy, destroyer; 1938; Odero-Termi-Orlando; 1,620 tons; 350x38-5x10-7; 48,000s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, six 37 mm.A.A., four 13 mm. A.A., 6 T.T.

The destroyer *Geniere* was sunk by Allied bombing at Palermo on March 1st, 1943. The vessel carried a complement of about 200.

GENISTA

British Navy, sloop; 1916; Napier & Miller; 1,250 tons; 267-7X 33-5x11-7; 2,000i.h.p.; 16-5 knots; triple-expansion engines; cylindrical boilers; two 4 • 7 in. guns.

The sloop *Genista*, Lt. Cdr. John White, was engaged in mine-sweeping duties off the W. coast of Ireland when she was torpedoed and sunk by a German submarine. The attack took place on October 23rd, 1916, and *Genista* sank very rapidly, taking with her all her officers and 73 ratings. Only 12 ratings were saved.

GENKAIMARU

Shimatani Kisen K.K.; 1939; Tama S.B. Co.; 3,850 tons; 340-4x48-2x26-2; 232n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Genkai Maru* was sunk by U.S. carrier-based aircraft on September 12th, 1944, W. of Leyte Island, Philippines.

GENMEIMARU

Nippon Yusen K.K.; 1917; Mitsubishi Dockyard & E. Works; 3,180 tons; 305x43-7x27-2; 270n.h.p.; triple-expansion engines. The steamship *Genmei Maru* was bombed and sunk by Australian aircraft on December 16th, 1943, off the north coast of Timor Island.

GENOA

T. Wilson Sons & Co.; 1890; J. Blumer & Co.; 1,942 tons; 276-5x38-1x16-2; 195n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Genoa*, Capt. Westcott, left Hull on January 8th, 1912, for Blyth where she took on board a cargo of coal, leaving for Riga on January 15th. She carried a crew of 24. Some days after leaving port there was a heavy gale in the North Sea and lifebuoys marked *Genoa*, Hull, and lifebelts marked *Wilson Line*, Hull, together with one of the ship's hatches, were washed up along the shore at Berwick-on-Tweed and upon Holy Island. After some lapse of time the *Genoa* was posted as missing.

GENOAMARU

Nippon Yusen K.K.; 1919; Mitsubishi Zosen Kaisha; 6,785 tons; 425X 5 3 - 6 X 3 7 - 5 ; 518 n.h.p.; triple-expansion engines. The steamship *Genoa Maru* was torpedoed and sunk by the U.S. submarine *Finback* on June 11th, 1943, off the Caroline Islands.

GENOVA

Soc. Anon. A. Parodifu B.; 1904; Northumberland S.B. Co.; 3,486 tons; 340-5x48x19-5; 335n.h.p.; triple-expansion engines. The Italian cargo ship *Genova* was torpedoed and sunk by a submarine in the Mediterranean on July 27th, 1917.

GENTIAN

British Navy, sloop; 1915; Greenock & Grangemouth Dockyard; 1,250 tons; 267-7x33-5x11-7; 2,400i.h.p.; 17 knots; triple-expansion engines; two 4 • 7 in. guns, two 3 pdr. The sloop *Gentian* was mined and sunk in the Gulf of Finland on July 16th, 1919, in company with the sloop *Myrtle* which also struck a mine and sank. The vessels were operating against the Russian Bolshevik forces at the time. They were sister ships and each carried an official complement of 93.

GENUA

R. M. Sloman, Jr.; 1930; Flensburger Schiffsbau Ges.; 1949 tons; 296-4x42-7x16-2; 162 n.h.p.; compound engines. The German steamship *Genua* was sunk by British warships on October 14th, 1940, at Egersund, Norway.

GENYOMARU

Asano Bussan K.K.; 1937; Kawasaki Dockyard Co.; 10,018 tons; 500x65x37-1; 2,250n.h.p.; oil engines. The tanker *Genyo Maru* was sunk by U.S. land-based aircraft on June 20th, 1944, 600 miles E. of Luzon Island, Philippines.

GENZANMARU

Yamamoto Kisen K.K.; 1918; Osaka Iron Works; 3,189 tons; 305x43-7x27-2; 288 n.h.p.; triple-expansion engines. Carrying 300 fishermen and a crew of 40, the *Genzan Maru* went

ashore in fog on June 6th, 1932, on the E. coast of Kamchatka. She was refloated but leaked badly and sank on the next day off Karaginski Island in deep water.

GENZAN MARU

Miyachi Risen K.K.; 1906; *J. C. Tecklenborg A.G.*; 5,708 tons; 421X 55 -1 X 20 • 3 ; 504 n.h.p.; quadruple-expansion engines. The steamship *Genzan Mam* was torpedoed and sunk by the U.S. submarine *Halibut* on December 16th, 1942, off Aomori, Japan.

GENZAN MARU No. 2

Ono Risen K.K.; 1882; *W.B.Thompson*; 7,775 tons; 265-7x 35-4x21-1; 237 n.h.p.; compound engines. Sailing from Kushiro on February 18th, 1923 for Yokohama with a cargo of coal, the *Genzan Mam No. 2* was not seen again.

GEO

Preston Steam Navigation Co.; 1915; *Russell & Co.*; 3,048 tons; 331-3x49x21-9; 241 n.h.p.; 9 knots; triple-expansion engines. The steamship *Geo* was torpedoed and sunk by a German submarine six miles N. by W. of Cape Peloro, Sicily, on January 29th, 1918. The captain and 15 of the crew were killed.

GEOLOGIST

T. & J. Harrison; 1944; *Lithgows*; 6,155 tons; 435x54-6x26-5 ; triple-expansion engines. The British cargo ship *Geologist* sank after a collision with the *Sunprincess* in 10° 49' N., 61° 40' W., on July 13th, 1955. She was on a voyage from Glasgow to Mauritius carrying a general cargo. Twenty of the crew of forty-two were lost.

GEORG L.-M. RUSS

E. RUSS & Co.; 1938; *Flensburger Schiffsbau Ges.*; 2,980 tons; 341-4x52-7x18-2; 366 n.h.p.; triple-expansion engines & L.P. turbine. The German steamship *Georg L.-M. Russ* was torpedoed and sunk by a British submarine on August 12th, 1942, about 50 miles S. of Rekefjord, Norway.

GEORG STAGE

Stiffelsen Georg Stages Minde; 1882; *Burmeister & Wain*; 206 tons; 102x25-1x13-2; 82h.p.; 8 knots; compound engines. The steel three-masted auxiliary sailing ship *Georg Stage*, Capt. M. E. Malthe-Brunn, was built as a training ship for Danish merchant navy cadets. She carried a crew of ten and 80 cadets, also the captain's wife.

At about 11:30 on the night of June 25th, 1905, when approaching Copenhagen in clear weather with all lights brightly burning, she was struck on the starboard side by the British steamship *Ancona*, 1,245 tons, Capt. Mitchell. The captain of the training ship, who was in charge at the time, realised that a collision was imminent, and gave orders for the cadets to assemble on deck. This order was obeyed with promptitude and contributed greatly to the saving of life.

The *Ancona's* captain had already stopped his engines and the two ships lay locked together, thus enabling 18 persons, including the captain's wife, to scramble on to the steamship. The hole torn in the side of the *Georg Stage* proved too large to be stopped, and water flooded in, causing the vessel to sink very rapidly. She heeled over to starboard and the fore and main rigging fell into the sea taking many of the cadets with it. These boys managed to grasp the floating rigging, or to swim to the mizzen topsail-yard which remained above water.

Meanwhile the Swedish steamship *Irene*, Capt. Svensson, had arrived and turned her searchlight on the scene. She lowered her boats, which with those of the *Ancona*, which was standing by, took off all the survivors, including Capt. Malthe-Brunn.

The total number drowned was 22, most of them boys, and the disaster greatly shocked the people of Denmark.

At the subsequent inquiry it was stated that the *Ancona* was proceeding at a speed of eight and a half knots, and that the training ship's red light was first sighted at some considerable distance and then lost to view. Later her green light suddenly appeared so close as to make a collision inevitable. Capt. Mitchell immediately stopped

his engines, and when the collision occurred his ship was not under steam. This made the impact much less violent, but even so its effect was disastrous. Capt. Mitchell was commended for his prompt action in stopping his engines, and for giving every assistance after the collision.

The loss of training ships between 1824 and 1963 has been severe. They are recorded under their names, as follows:—

<i>Admiral Karpfänger</i>	<i>Gneisenau</i>
<i>Atalanta</i>	<i>Goliath</i>
<i>Comte de Smet de Naeyer</i>	<i>Kobenhavn</i>
<i>Eurydice</i>	<i>Niobe</i>
<i>Georg Stage</i>	<i>Pamir</i>

GEORG THBELE

German Navy, destroyer; 1936; *Deutsche Werke, Kiel*; 1,625 tons; 374x37x9-3; 50,000 s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37 mm., 8 T.T. The *Georg Thiele* was one of the flotilla of German destroyers sunk in the second battle of Narvik on April 13th, 1940. A full account of both battles is given under the British flotilla leader *Hardy*, which was sunk in the first action on April 10th. There is also a short account under the Norwegian coastal defence ship *Norge*.

GEORGE

G. Schembri & Sons; 1893; *W. Dobson & Co.*; 1,340 tons; 239-6x32-2x13-1; 154 n.h.p.; triple-expansion engines. The British cargo ship *George* was seized by the Russian Bolsheviks at Batoum on August 9th, 1922. Subsequently she struck a mine and sank on September 22nd, 1922, while on a voyage from Batoum to Odessa.

GEORGE

Cia. Mar. Chryssanthi; 1896; *R. Craggs & Sons*; 1,510 tons; 265-6x37x16-4; triple-expansion engines. Sailing from the Tyne to Gefle the Costa Rican ship *George* sprang a leak on November 27th, 1956, and sank about ten miles E. of Oland Island.

GEORGE A. DRACOULIS

Mme. Maria G. Dracoulis & Sons; 1912; *Schiffsw. v. Henry Koch*; 1,570 tons; 241-4x36-1x16; 129n.h.p.; triple-expansion engines. The Greek steamship *George A. Dracoulis* was bombed and sunk by German aircraft on April 25th, 1941, during the invasion of Greece.

GEORGE A. GRAHAM

Montreal Transportation Co.; 1891; *Chicago S.B. Co.*; 2,410 tons; 310 -5x39-1x21-3; 241 n.h.p.; triple-expansion engines. The Canadian cargo ship *George A. Graham* was wrecked in South Bay, Manitoulin Island, on October 7th, 1917. She was carrying a cargo of grain.

GEORGE CALVERT

U.S. Maritime Commission; 1942; *Bethlehem Fairfield Shipyard*; 7,191 tons; 423-1x57-1x34-8; 339 n.h.p.; triple-expansion engines. The American steamship *George Calvert* was torpedoed and sunk by a German submarine on May 20th, 1942, N.W. of Havana on a voyage from Baltimore to Trinidad and the Persian Gulf.

GEORGE CANNING

Sloman & Co.; 1845 (circa); 700 tons. The sailing vessel *George Canning* left New York for Hamburg on December 3rd, 1854, with 70 passengers and a crew of 26. The ship made a good crossing but on the 31st encountered a violent gale off the Elbe. At 9 p.m. the captain hove to in the hope of the weather moderating and at about midnight the ship was sighted by the steamship *John Bull* five miles S.S.W. of Heligoland. This was the last that was seen of the *George Canning* and it is surmised that sometime during the night she was driven on to the Scharhorn Sand at the south side of the entrance to the Elbe.

There were no survivors.

GEORGE L. TORIAN

Upper Lakes & St. Lawrence Trans. Co.; 1926; Earless Co.; 1,754 tons; 253x43-2x17-8; 122n.h.p.; triple-expansion engines.

The Canadian steamship *George L. Torian* was torpedoed and sunk by a German submarine on February 22nd, 1942, between Paramaribo and Trinidad. There were only four survivors.

GEORGE M. COX

Isle Royale Line; 1901; Craig S.B. Co.; 1,762 tons; 259x40-5x26-6; 213 n.h.p.; triple-expansion engines. Sailing from Chicago to Port Arthur, Ont., with a number of passengers, the American ship *George M. Cox* struck a reef and sank on May 27th, 1933, off the Rock of Ages Reef in Lake Superior.

GEORGE M. LIVANOS

Livanos Maritime Co.; 1938; W. Gray & Co.; 5,482 tons; 441'1 x 57-7 x 26-7; 492 n.h.p.; triple-expansion engines. Carrying nickel ingots and wool from Newcastle, N.S.W. to Antwerp and Havre, the Greek ship *George M. Livanos* went ashore on April 1st, 1947, at Mouille Point at the entrance to Cape Town. She almost broke in two and caught fire, and was still burning 17 days later.

GEORGE MACDONALD

Sinclair Refining Co.; 1943; Bethlehem Sparrows Point Shipyard; 10,165 tons; 501-7 x 68-3 x —; turbine engines. On June 27th, 1960, the American tanker *George MacDonald* was on a voyage from Houston to New York with 130,000 barrels of fuel oil when there was an explosion in the engine room. The engine room was flooded and the ship was taken in tow on the following day, but she sank on the 29th.

GEORGE ROYLE

James Westoll; 1892; Short Bros.; 2,525 tons; 300-4x40x18-8; 220 n.h.p.; 10 knots; triple-expansion engines. The steamship *George Royle* left the Tyne on Friday, January 15th, 1915, for St. Nazaire. Shortly after leaving port the ship ran into a blizzard and on the morning of the 18th was off Sheringham, in a sinking condition. At 3 a.m. the Cromer lifeboat went out in response to flares but saw nothing of the *George Royle*. Two empty boats and one filled with provisions drifted ashore at Weybourne. Of the steamship's crew of 18 only five were saved. From these it was learned that the *George Royle* foundered 11 miles E. of Sheringham Shoal.

GEORGE THATCHER

U.S. War Shipping Administration; 1942; California S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *George Thatcher* was torpedoed, set on fire and sunk by a German submarine prior to November 4th, 1942, off the French Congo on a voyage from Charleston to Mombasa. The captain, four crew and 13 gunners were lost, but 48 survivors were picked up by a corvette of the Free French navy.

GEORGES MABRO

T. Mabro; 1918; Forth S.B. & E. Co.; 2,555 tons; 305-3x42-8x21-5; 234 n.h.p.; triple-expansion engines.

The Egyptian ship *Georges Mabro* left Leixoes for Glasgow on September 21st, 1940, but was not seen again. A German broadcast in August, 1942, claimed that she had been sunk by a submarine.

GEORGES PHILIPPAR

Messageries Maritimes; 1931; France; 17,359 tons; 542-7x68-2x43-8; 11,600 i.h.p.; 17-5 knots; oil engines. The liner *Georges Philippar*, Commandant Vicq, left Marseilles on February 26th, 1932, on her maiden voyage to the Far East. Leaving Yokohama on her homeward run the liner touched at Shanghai, Saigon and Colombo and on clearing the last named port had on board 767 persons, of whom 253 were crew. At 2 o'clock on the morning of May 16th, 1932, Madame Valentin who occupied No. 5 cabin on "D" deck saw smoke issuing from an electric commutator. She gave the alarm and the engineers threw out the switches in that part of the ship to isolate the fire. Des pite their promptitude, however, flames broke out along the leads before the current could be

cut off. The captain gave orders to put the vessel before the wind and to stop the engines. The boats were at once filled and lowered, those amidships having to be protected by fire extinguishers to prevent their catching fire as they swung.

The condition of affairs on "D" deck was now very bad. The fire-fighting appliances were totally inadequate to quench the flames and an order to close the watertight doors resulted in greater tragedy. Many passengers were trapped in their cabins or in alleyways and were asphyxiated; others managed to jump out through the scuttles. The fire having been discovered at a time when nearly everyone was asleep most of the passengers were in their night attire. Fortunately the general conduct was good and the decision to launch the boats at once to avoid the risk of burning was a wise one.

An S.O.S. call was sent out five or six times, but after that the wireless apparatus and the auxiliary generator on the upper deck caught fire and no further calls could be made. The message was received, however by two British steamships, the *Contractor* and the *Mahsud*, and by the Russian tanker *Sovetskaiia Nefti*, which picked up 672 persons between them.

At about 8 a.m., Commandant Vicq made an examination of all the first and second class cabins accessible, and having satisfied himself that no one remained on board left the ship, being the last to do so. He was badly burned about the face and legs, but remained in one of the boats picking up survivors.

The position of the *Georges Philippar* when the alarm was given was five miles from Cape Gardafui, in the Gulf of Aden. During the day the vessel drifted nearly 45 miles, entirely helpless and becoming, in Commandant Vicq's words, a floating brazier.

The vessel eventually foundered at 2.56 p.m. on the 19th, having drifted to a position 145 miles N.E. of Cape Gardafui.

The total number of persons who lost their lives was 54, all of whom were passengers.

The evidence of the captain was that some eight days before the fire the alarm had rung for no apparent reason. This also happened about half an hour before the fire on the 16th. On each occasion the ship's officers made an examination but discovered nothing unusual.

GEORGETOWN VICTORY

U.S. War Shipping Administration; 1945; Bethlehem, Fair field Shipyard; 7,604 tons; 439-1x62-1x34-5; turbine engines. Carrying 1,400 army and navy personnel on a voyage from Sydney to Glasgow, the American steamship *Georgetown Victory* went ashore at Killard Point, Co. Down, on April 30th, 1946. She broke in two and was completely wrecked. All of the crew and passengers were saved by boats and breeches buoy.

GEORGIAN

F. Leyland & Co.; 1890; Harland & Wolff; 5,088 tons; 442-6x45-2x31; 433 n.h.p.; 12 knots; triple-expansion engines. The steamship *Georgian* was torpedoed and sunk 52 miles N. of Cape Sidero, Crete, on March 8th, 1917. Five of her crew were killed. The captain was among the survivors.

GEORGIC

Oceanic Steam Navigation Co.; 1895; Harland & Wolff; 10,077 tons; 558-7x60-3x36; 612 n.h.p.; 13 knots; triple-expansion engines.

The White Star liner *Georgic* with 1,200 horses and a general cargo, mainly wheat and oil, was on a voyage from Philadelphia to Liverpool when she was shelled and captured by the German raider *Moewe* on December 10th, 1916, 590 miles E.S.E. of Cape Race, one man being killed. Her crew was taken off and she was sunk by torpedo. The liner was the largest and most important prize which fell to Count Nikolaus zu Donna Schlodien throughout his successful career as a commerce raider. The *Moewe*, an armed merchantman of 4,500 tons, left Germany at the end of December, 1915. Her first voyage was of short duration and by March 5th, 1916, she was back in a German port. On this first raid she was disguised as a Swedish merchantman with the Swedish colours painted on her sides. She laid a minefield off Pentland Firth on January 1st, 1916, proceeding thence to La Rochelle where she laid more mines on the 9th. She then ran out into the Atlantic as far as the Canaries and Madeira and on to the neighbourhood of the St. Paul Rocks in the South Atlantic, but by February 22nd was back in the Bay of Biscay.

During this period she was responsible for the loss of the following ships.

Jan.	6th, 1916	Battleship <i>King Edward VII</i> , 16,350 tons, mined
"	7th "	<i>Bonheur</i> , Norwegian barque, mined "
"	11th "	<i>Farringtonford</i> , 3,146 tons, sunk "
"	11th "	<i>Corbridge</i> , 3,687 tons, retained as collier and sunk January 30th.
"	13th "	<i>Bayo</i> , Spanish, mined
"	13th "	<i>Dromonby</i> , 3,627 tons, sunk
"	13th "	<i>Author</i> , 3,496 tons, sunk
"	13th "	<i>Trader</i> , 3,608 tons, sunk
"	15th "	<i>Ariadne</i> , 3,055 tons, sunk
"	15th "	<i>Appam</i> , 7,781 tons, robbed of bullion and retained for prisoners.
"	16th "	<i>Clan MacTavish</i> , 5,816 tons, sunk after action.
"	20th "	<i>Edinburgh</i> , barque, 1,473 tons, sunk
Feb.	4th "	<i>Luxembourg</i> , Belgian, 4,322 tons, sunk
"	6th "	<i>Flamenco</i> , 4,629 tons, sunk
"	8th "	<i>Westburn</i> , 3,300 tons, retained for prisoners and sunk February 22nd.
"	9th "	<i>Horace</i> , 3,335 tons, sunk
"	23rd "	<i>Maroni</i> , French, 3,109 tons, sunk
"	25th "	<i>Saxon Prince</i> , 3,471 tons, sunk

The *Moewe* was by far the most successful of the German commerce destroyers. Her fight with the liner *Otaki* (which see) was by no means an easy victory and left her badly damaged and on fire. Nevertheless she eluded capture by a British force consisting of two battleships, 11 armoured cruisers, six light cruisers and ten auxiliary cruisers as well as two French cruisers. The type of ship engaged in the search needed to be much larger and more heavily armed than those hunting the German raider *Wolf*, for the *Moewe* carried two 7.5 in. guns, two 6 in., four 3 in. and was fitted with four torpedo tubes.

GEORGINA

/ Worrall & Co.; 1838; Pictou, N.S.; 227 tons. The wooden barque *Georgina*, Capt. Wilson, left Liverpool for Arica, Chile, with a general cargo on March 16th, 1844. She carried a crew of 14. The weather was rough from the commencement of the voyage and on the following morning, about nine miles N.E. of Westford, she was driven on to a shoal known as Blackwater Bank. The force of the wind drove her right over the shoal and she again got into deep water, where both anchors were dropped but failed to hold. When it became evident that the ship would sink the crew took to the boats, which capsized.

Two persons only were saved, Capt. Wilson being among the drowned.

GEORGIOS

N. G. Kyriakides; 1913; J. Blunter & Co.; 3,124 tons; 331 -3x 47-8x 22-5; 303 n.h.p.; triple-expansion engines. The Greek cargo ship *Georgios* was torpedoed and sunk by a German submarine off Ushant on April 20th, 1917.

GEORGIOS

*Livanos Bros.; 1914; W. Dobson & Co.; 3,536 tons; 360x52x 23 * 7; 365 n.h.p.; triple-expansion engines.* The Greek ship *Georgios* went ashore on October 1st, 1932, at Valserame in the Gulf of Bothnia, and broke in two.

GEORGIOS M.

5. G. Lyras & M. G. Lemos; 1905; W. Pickersgill & Sons; 4,254 tons; 381 -4x 49x 25-7; 429 n.h.p.; triple-expansion engines. On a voyage from Varna to Antwerp with 6,000 tons of barley in bulk, the Greek ship *Georgios M.* reported on November 9th, 1931, that the cargo had shifted and she was in distress. The French steamship *PLM*. 22 rescued five of the crew on November 11th, but was driven off by weather conditions leaving 18 men still on board. She was not able to get a rocket line on board, but stood by waiting for the seas to moderate. On the 11th, the *Georgios M.* disappeared from sight in a heavy squall of rain and was never seen again.

GEORGIOS MARKETTOS

C. P. Markettos; 1890; Osbourne, Graham & Co.; 2,269 tons; 290 x 38x 20; 208 n.h.p.; triple-expansion engines. The Greek cargo ship *Georgios Markettos* was torpedoed and sunk by a German submarine in the Bristol Channel on October 12th, 1917.

GERALD TURNBULL

Turnbull Bros.; 1912; Sunderland S.B. Co.; 3,177 tons; 330 x 48-7x 22-2; 286 n.h.p.; triple-expansion engines. The British cargo ship *Gerald Turnbull* was wrecked on Gannet Rock Ledge, Bay of Fundy, on May 19th, 1913. She was on a voyage in ballast from Madeira to Grindstone Island.

GERASIMOS

*N. D. Lykiardopulos; 1913; Napier & Miller; 3,845 tons; 375-8 x 51 * 6 x 22 * 7; 361 n.h.p.; triple-expansion engines.* The Greek cargo ship *Gerasimos* was torpedoed and sunk by a submarine in the Mediterranean on December 4th, 1917.

GERD

Stockholms Red.-AjB Svea; 1907; Murdoch & Murray; 2,323 tons; 285-3x 42-1x 19-6; 230 n.h.p.; triple-expansion engines. Following a collision with the Finnish barque *Lingard* the Swedish ship *Gerd* sank near Yngö on November 2nd, 1935. Lifebuoys and a writing desk belonging to the *Gerd* were found, but all of her crew of 21 were lost.

GERD

German Government; 1935; Helsingors Jernskibs & Maskin.; 1,700 tons; 292-3x 41-7x 16-8; 234 n.h.p.; compound engines & L.P. turbine.

The steamship *Gerd* was a Danish ship seized by the French and renamed *St. Raymond*, but was later taken over by the Germans who reverted to the former name. On February 22nd, 1943, she was bombed and sunk by British aircraft off Cape Carbonara, on a voyage from Tunis to Sicily.

GERDA FERDINAND

Hugo Ferdinand Dampfs.-Reed.; 1901; C. S. Swan & Hunter; 3,727 tons; 348-8x45-2x17-9; 321 n.h.p.; triple-expansion engines.

The German ship *Gerda Ferdinand* was stranded on November 28th, 1941, at Argusgrund and became a total loss.

GERDA TOFT

Jens Toft A/S; 1944; *Foundation Maritime*; 2,928 tons; 315-5x46-5x21-9; 269 n.h.p.; triple-expansion engines. The Danish ship *Gerda Toft* was overcome by heavy seas and sank on December 23rd, 1954, north of the Frisian Islands. About 15 or 20 men got away in a lifeboat, but it capsized and there were no survivors. A lifeboat containing two bodies was found on February 5th, 1955.

GERMAINE

S. Castanos; 1898; *Irvine's S.B. & D.D. Co.*; 2,573 tons; 313x44x20-6; 247 n.h.p.; triple-expansion engines. The Greek steamship *Germaine* was sunk by a submarine in the Mediterranean on October 28th, 1916.

GERMAINE

F. Bouet; 1909; *Sunderlands S.B. Co.*; 1,428 tons; 246x34-2x14-5; 177 n.h.p.; triple-expansion engines. The French steamship *Germaine* was torpedoed and sunk by a German submarine in the Bristol Channel on March 10th, 1918.

GERMAN EMPEROR

J. S. Barwick & Co.; 1872; *Short Bros.*; 909 tons; 210-3x29-5x16-5; 98 h.p.; 10 knots; compound engines. The steamship *German Emperor* with a crew of 16 and 6 passengers was proceeding up the Channel in a dense fog on the morning of May 21st, 1889. When off the East Goodwins she collided with the steamship *Beresford*, 2158 tons, Capt. Vickers, with a general cargo from Middlesbrough to Bombay, which was lying at anchor. The *German Emperor* sank within three minutes under the bows of the *Beresford*, which lowered her boats and picked up 3 men, while another 8 persons managed to clamber aboard her before the *German Emperor* foundered.

In all 11 were saved, including the captain, chief engineer and second officer.

The *Beresford*, with a large hole in her starboard bow, was able to reach Gravesend and later to dock at Tilbury.

GERMANIA

H. Metcalfe; 1908; *Rotterdam Droogdok Maats.*; 1,064 tons; 232-8x34-6x14-2; 127 n.h.p.; triple-expansion engines. The Swedish cargo ship *Germania* was torpedoed and sunk by a German submarine in the North Sea on June 30th, 1917.

GERMANIC

Sir W. H. Cockerline; 1936; *W. Gray & Co.*; 5,352 tons; 413-3x57x27; 400 n.h.p.; triple-expansion engines. The steamship *Germanic* was torpedoed and sunk by a German submarine on March 29th, 1941, about 400 miles S. of Iceland on a voyage from Halifax to Liverpool. Five of her crew were killed.

GERMANY

Allan Line; 1868; *M. Pearse & Co.*; 3,244 tons; 343x42x—; 10 knots; steam engines. The steamship *Germany*, on a voyage from Liverpool to Havana and New Orleans, was wrecked on December 22nd, 1872, at Pointe de Coubre, River Gironde, with the loss of 25 lives.

GERRIT FRITZEN

Johs. Fritzen & Sohn; 1922; *Ouse S.B. Co.*; 1,761 tons; 262-5x40x15-7; 169 n.h.p.; triple-expansion engines. The German steamship *Gerrit Fritzen* was sunk by Russian action on March 12th, 1945, near Gdynia.

GERTRUD

German Government; 1930; *Antwerp Engineering Co.*; 1,960 tons; 294-9x43-7x18; 204 n.h.p.; triple-expansion engines. The steamship *Gertrud* was formerly the Danish *Gerda Toft*, seized

by the French in April, 1940, and later taken over by the Germans. She was bombed by British aircraft on June 1st, 1944, N.W. of Heraklion. She was towed into port but on the next morning was again bombed and sunk. Most of the crew were killed.

GERTRUD BRATT

Angf. A. B. Osterson (A. Bratt); 1927; *Kockums Mek. Varks.*; 1,510 tons; 254-2x38-3x16-3; 140 n.h.p.; triple-expansion engines.

The Swedish steamship *Gertrud Bratt* was torpedoed and sunk by a German submarine on September 24th, 1939, ten miles off Jomfruland.

GERTRUDE

Otto Trechmann; 1879; *W. Gray & Co.*; 1,347 tons; 244 X 32-2x18-4; 120 h.p.; compound engines.

The British cargo ship *Gertrude* was wrecked in West Bay, Portland, in fog on August 26th, 1894. She was on a voyage from Huelva to Rotterdam carrying an ore cargo.

GETSUYO MARU

Toyo Kisen K.K.; 6,440 tons.

The Japanese steamship *Getsuyo Maru* was torpedoed and sunk by the U.S. submarine *Seawolf* on January 10th, 1944, 50 miles W. of Oki no Erabu in the Ryukyu Islands.

GIACOMO MEDICI

Italian Navy, torpedo boat; 1917; *Odero*; 635 tons; 238x24x9-2; 15,500 s.h.p.; 32 knots; turbine engines; Thornycroft boilers; four 4 in. guns, two 3 in. A.A., 4 m.g., 4 T.T. The torpedo boat *Giacomo Medici* was bombed and sunk by British aircraft at Catania on April 16th, 1943. The vessel's normal complement was 100.

GIANG BEE

Heap Eng Moh S.S. Co.; 1908; *Maats. Fyenoord*; 1,646 tons; 270-4x40-2x16-9; 165 n.h.p.; triple-expansion engines. The British steamship *Giang Bee* left Singapore on February 12th, 1942, for Australia with 245 passengers, mostly women and children. On the 13th she was bombed and sunk by Japanese aircraft in the Banka Strait, with the loss of 223 lives.

GIANICOLO

A. Lauro; 1921; *Cantieri Nav. Triestino*; 7,035 tons; 437-1x53-9x27-6; 483 n.h.p.; triple-expansion engines. Leaving Rotterdam on January 30th, 1938, for Genoa, the Italian ship *Gianicolo* was reported to be in distress on February 11th, but she was not found by aeroplanes and was never seen again.

GIBEL-HAMAM

M. H. Bland & Co.; 1895; *Wood, Skinner & Co.*; 647 tons; 180-4x29-1x11-4; 90 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Gibel-Hamam* was torpedoed and sunk by a German submarine off Abbotsbury, Dorset, on September 14th, 1918. Twenty-one men, including the captain, were killed.

GIFUMARU

Nippon Yusen K.K.; 1921; *Toba Shipyard*; 2,933 tons; 305 x 43-7x27-2; 350 n.h.p.; triple-expansion engines. The steamship *Gifu (Gihu) Maru* was torpedoed and sunk by the U.S. submarine *Seawolf* on November 2nd, 1942, off the south east coast of Mindanao Island, Philippines.

GIJON

Cia. Trasatlantica; 1872; *W. Pile & Co.*; 1,843 tons; 279-5x35-7x24-8; 300 h.p.; steam engines.

The Spanish steamship *Gijon*, on a voyage from Corunna to Havana with 113 passengers and about 100 crew, collided with the British steamship *Laxham* in fog on July 21st, 1884, near Cape Villano. Both ships sank. Forty-five of the *Gijon's* passengers and 11 of the crew of the *Laxham* were picked up by the Spanish steamship *Santo Domingo*. These were the only survivors.

GBLI RADJA

Indonesian Government; 1955; Scheepswerf de Wall; 1,013 tons; 250 • 5 x 36 • 9 x —; oil engines.

The Indonesian ship *Giti Radja* was hit by a bomb from an unidentified aircraft on April 28th, 1958, and sunk at Donggala

GIMLE

V. Torkildsen; 1904; Laxevaags Maskin & Jernskibs.; 1,131 tons; 228'6 x 36-3 x 15-9; 132 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Gimle* was torpedoed and sunk by a German submarine in the North Sea on November 4th, 1917.

GIMLE

Skibs-AIS Froland; 1916; Jpnker & Stans; 1,271 tons; 238-2 x 36-5 x 15-8; 177 n.h.p.; triple-expansion engines. The Norwegian steamship *Gimle* was torpedoed and sunk by a German submarine on December 4th, 1939, off the east coast of England

GINETTE LE BORGNE

Compagnie Ch. le Borgne; 1903; Northumberland S.B. Co.; 1,619 tons; 245 x 36-6 x 18-3; 175 n.h.p.; triple-expansion engines.

The French steamship *Ginette le Borgne* struck a mine and sank on September 13th, 1940, off Sardinia.

GINETTE LE BORGNE

Soc. Fecampoise de Peche; 1947; Bath Iron Works Corp.; 1,662 tons; 225 x 38-6 x 17-5; oil engines.

The French trawler *Ginette le Borgne* was in collision and sank on May 24th, 1951, on the Grand Banks fishing grounds during a fog. Ten of the crew were drowned and two more died later, out of the total of 63 men aboard.

GINO ALLEGRI

Lloyd Triestino; 1941; 6,836 tons.

The Italian ship *Gino Attegrì* was bombed and sunk by British aircraft on May 31st, 1942, about 80 miles W. of Benghazi.

GINREI MARU

Toa Kaiun K.K.; 5,949 tons.

The *Ginrei Maru* was bombed and sunk by Chinese aircraft on December 22nd, 1943, 125 miles S. of Hong Kong.

GINSEI MARU

Taihei Risen K.K.; 2,218 tons.

The steamship *Ginsei Maru* struck a mine and sank on May 25th, 1945, off Shimonoseki.

GINYO MARU

Nippon Yusen K.K.; 1921; Asano S.B. Co.; 8,613 tons; 445 x 58 x 40; 965 n.h.p.; turbine engines.

The steamship *Ginyo Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on December 16th, 1943, off Kaohsiung, Formosa.

GINZAN MARU

Hashimoto Kisen K.K.; 2,220 tons.

The Japanese steamship *Ginzan Maru* struck a mine and sank on May 25th, 1945, off Shimonoseki.

GIORGIO

Cia. Italiana Trasporti Olii Minerali; 1907; Newport News S.B. & D.D. Co.; 4,887 tons; 400-6 x 49-9 x 30-8; 416 n.h.p.; triple-expansion engines.

The Italian tanker *Giorgio* was torpedoed and sunk on March 24th, 1943, eight miles from Cape Cefalu.

GIORGIO OHLSEN

Industrie Navali Soc. Anon; 1926; Cantieri Cerusa; 5,694 tons; 394'2 x 51-9 x 27-6; 335 n.h.p.; triple-expansion engines.

The Italian steamship *Giorgio Ohlsen* struck a mine and sank on February 14th, 1940, about six miles from Cromer. Sixteen of her crew were killed.

GIOSUE CARDUCCI

Italian Navy, destroyer; 1936; Odero-Termi-Orlando; 1,729 tons; 350-5 x 33-5 x 12; 48,000 s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4 • 7 in. guns, four 37 mm., four 13 mm., 6 T.T.

The destroyer *Giosue Carducci* was one of a force of cruisers and destroyers which encountered the British battleship line at the battle of Cape Matapan in the early morning of March 29th, 1941. The *Giosue Carducci* was sunk by gunfire and torpedoes from the destroyer *Havock*.

The full story of the battle is told under the cruiser *Fiume*.

GIOVANNI ACERBI

Italian Navy, torpedo boat; 1916; Odero; 669 tons; 238 x 24 x 9; 15,500 s.h.p.; 30 knots; turbine engines; Thornycroft boilers; six 4 in. guns, two 40 mm., 4 m.g., 4 T.T.

The torpedo boat *Giovanni Acerbi*, stationed off Italian East Africa, was discovered by Swordfish aircraft from H.M. aircraft carrier *Eagle*, which bombed and sank her on April 1st, 1941.

The ship's normal complement was 100.

GIOVANNI BOCCACCIO

Tirrenia Soc. Anon, di Nav.; 1919; Shanghai Dock & Engineering Co.; 3,141 tons; 342-6 x 46-7 x 23-2; 434 n.h.p.; triple-expansion engines.

The Italian steamship *Giovanni Boccaccio* was wrecked in the Gulf of Salamina on November 19th, 1943.

GIOVANNI DA VERAZZANO

Italian Navy, destroyer; 1928; Quarnaro; 1,628 tons; 352 x 33-5 x 16-7; 50,000 s.h.p.; 38 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, four 37 mm. A.A., eight 13 mm A.A., 4 T.T.

The Italian destroyer *Giovanni da Verazzano* was torpedoed and sunk by a British submarine 25 miles off Lampedusa on October 19th, 1942. The vessel carried a complement of about 200.

GIOVANNI DELLE BANDE NERE

Italian Navy, light cruiser; 1930; Castellamare; 5,069 tons; 555-5 x 50 x 14-2; 95,000 s.h.p.; 37 knots; turbine engines; 3-drum boilers; eight 6 in. guns, six 3-9 in., eight 37 mm., eight 13 mm., 4 T.T., 2 aircraft.

The Italian light cruiser *Giovanni delle Bande Nere* was torpedoed and sunk by the British submarine *Urge* in the Central Mediterranean on March 23rd, 1942. The vessel had been heavily damaged on the previous day in action with a British squadron under Rear-Admiral P. L. Vian which was escorting a convoy from Alexandria to Malta. The Italian force, which consisted of a battleship of the Littorio class, two 10,000-ton cruisers and four 5,000-ton cruisers, was driven off by the much weaker British squadron and the battleship was set on fire and torpedoed, but did not sink.

For full story of the battle of Sirte see under the destroyer *Heythrop*.

GIOVINEZZA

D. Tripovich & Ci.; 1925; Cantieri Navali Triestino; 2,362 tons; 303-5 x 41-7 x 20-6; 279 n.h.p.; triple-expansion engines. The Italian steamship *Giovinezza* was torpedoed and sunk by a British submarine on May 18th, 1941, S.W. of Benghazi.

GIPSY

British Navy, destroyer; 1935; Fairfield Co.; 1,335 tons; 323 x 33 x 8-5; 34,000 s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 7 smaller, 8 T.T.

The destroyer *Gipsy*, Lt. Cdr. N. J. Crossley, was mined and sunk off Harwich on November 21st, 1939. Thirty ratings were killed. Lt. Cdr. Crossley, two officers and ten ratings were wounded.

GIRAFE

Raffinerie de Petrole de la Gironde; 1920; Chantiers & Ateliers de Provence; 1,171 tons; 219-4 x 34-2 x 12-8; 81 n.h.p.; triple-expansion engines.

There was an explosion on board the French tanker *Girafe* on March 22nd, 1934, while loading petroleum at Port Jerome, River Seine.

Twelve men were killed and 8 seriously injured. The tanker sank in the basin but later raised and sold to be broken up

GIRALDA

South Metropolitan Gas Co.; 1887; Osbourne, Graham & Co.; 1,100 tons; 225x33x16-1; 128 n.h.p.; 8-5 knots; compound engines.

The collier *Giralda* was torpedoed by a German submarine five miles N.N.W. of Whitby on August 28th, 1918, and subsequently beached. Six of her crew were killed. The captain was among the survivors.

GIRALDA

South Georgia Co.; 1924; J. Lewis & Sons; 2,178 tons; 280-2X40-7x18-8; 230 n.h.p.; 10 knots; triple-expansion engines. The steamship *Giralda*, Capt. J. E. Rasmussen, was bombed and sunk by German aircraft on January 30th, 1940, about three miles SE of Grimness, South Ronaldsay, Orkneys. Capt. Rasmussen and the crew of 22 were killed.

GISKO

P. A. Musceus; 1880; W. Gray & Co.; 1,643 tons; 256-4x34-6 X19-8; 178 n.h.p.; compound engines.

The Norwegian cargo ship *Gisko* was sunk by a German submarine off the north coast of Scotland on April 22nd, 1917.

GIULIO CESARE

Lloyd Triestino; 1921; Swan, Hunter & Wigham Richardson; 21,900 tons; 634x76-1x46-3; 3,620 n.h.p.; turbine engines. The Italian liner *Giulio Cesare* was bombed and sunk by British aircraft on September 11th, 1944, at Trieste.

GIULIO GIORDANI

Azienda Generale Italiana Petroli; 1939; Soc. Anon. Ansaldo; 10,534 tons; 499-3x68-6x36-6; 1,323 n.h.p.; oil engines. The Italian motor tanker *Giulio Giordani* was torpedoed and sunk by British aircraft on November 17th, 1942, N.N.E. of Misurata.

GIUSEPPE DORMIO

Giuseppe Dormio; 1904; Napier & Miller; 1,008 tons; 245-4x36-2x14-2; 144 n.h.p.; triple-expansion engines. The Italian steamship *Giuseppe Dormio* was torpedoed and sunk by a British submarine on August 11th, 1944, between Pola and Fiume.

GIUSEPPE GARIBALDI

Italian Navy, armoured cruiser; 1899; Ansaldo; 7,294 tons; 344x59x25; 13,500 i.h.p.; 20 knots; triple-expansion engines; Niclausse boilers; one 10 in. gun, two 8 in., fourteen 6 in., ten 12 pdr., two 10 pdr., 4 T.T.

The armoured cruiser *Giuseppe Garibaldi* belonged to a group of six ships of very similar design which found great favour among second-class naval powers during the 1890's. They were, for that period, heavily armed, fast and well armoured.

The *Giuseppe Garibaldi* served during the First World War as the flagship of Admiral Trefani, but her war-time career was not of long duration as she was torpedoed and sunk a few months after Italy entered the war. On July 18th, 1915, a force of cruisers and destroyers was despatched by the Italian Admiralty to bombard the coastal railway between Cattaro and Ragusa (Dubrovnik), particularly the railway bridge near the latter town. This operation was carried out with great thoroughness, the railway being put out of service for more than a month. On the run back to base, the squadron was attacked by the Austrian submarine *U-4*, and the *Garibaldi* was torpedoed, but remained afloat long enough for most of her complement of 540 to be taken off, including the Admiral and Capt. Franco Nunes, in command. The number drowned amounted to about 30 officers and men.

GIUSEPPE LA FARINA

Italian Navy, torpedo boat; 1917; Odero; 635 tons; 238x24x9-2; 15,500 s.h.p.; 32 knots; turbine engines; Thorny croft boilers; four 4 in. guns, two 3 in.A.A., 4 m.g., 4 T.T. The torpedo boat *Giuseppe La Farina* was mined and sunk off the Kerkenna Islands, near Sfax, on May 4th, 1941. The vessel carried a complement of 100

GIUSEPPE SIRTORI

Italian Navy, torpedo boat; 1916; Odero; 669 tons; 238x24x9-2; 15,500 s.h.p.; 30 knots; turbine engines; Thorny croft boilers; six 4 in. guns, two 40 mm.A.A., 4 m.g., 4 T.T. The torpedo boat *Giuseppe Sirtori* was on her way to surrender to the Allies after the capitulation of Italy on September 8th, 1943. On the 14th, when off Corfu, the vessel was bombed and sunk by German dive bombers. The number lost is not known.

GIUSEPPINA GHERARDI

L. Ghirardi; 1892; Armstrong, Mitchell & Co.; 3,319 tons; 342-5x42-6x28-5; 274 n.h.p.; triple-expansion engines. The Italian tanker *Giuseppina Ghirardi* was torpedoed and sunk by a British submarine on June 10th, 1941, eight miles from Cape Helles, Dardanelles.

GJESO

E. Engelbrethsen; 1912; Trondhjems Mek. Verksted; 1,094 tons; 226-3x36-4x15-7; 116 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Gjeso* struck a mine and sank in the North Sea on June 29th, 1915.

GLACE BAY

Brown, Jenkinson & Co.; 1912; W. Doxford & Sons; 6,104 tons; 443 X 58x26-1; 447 n.h.p.; triple-expansion engines. The British cargo ship *Glace Bay* was wrecked on May 2nd, 1913, at Mistaken Point, N.F.L., while on a voyage in ballast from Sydney N.S. to Wabana, Belle Isle.

GLADIATOR

British Navy, second class cruiser; 1896; Portsmouth Dockyard; 5,750 tons; 320x57-5x21; 10,000 i.h.p.; 19 knots; triple-expansion engines; ten 6 in. guns, nine 12 pdr., three 3 pdr., 5 m.g., 2 T.T.

The 2nd class cruiser *Gladiator*, Capt. W. Lumsden, was on her way from Portsmouth to Long Sands range on Saturday, April 25th, 1908, when she was overtaken by a strong N.W. gale and snow-storm. The weather rapidly thickened and by the time the ship was off the Needles visibility had been reduced to a few yards. At about 2.30 p.m. the s.s. *St. Paul*, 11,629 tons, of the International Mercantile Marine Co., suddenly loomed out of the murk to starboard and ran her down. At the time *Gladiator* was steaming slowly, which no doubt prevented an even more serious disaster. She was struck amidships on the starboard side and began to sink, but was able to make for the Isle of Wight, where she ran aground near Black Rock buoy. Meanwhile the *St. Paul* lowered her boats and picked up a large number of the crew, many of whom had climbed on to the port side of their ship as she heeled over.

The normal complement of *Gladiator* was 480, but there were considerably fewer on board at the time of the collision. Altogether one officer, Lt. W. G. P. Graves, and 25 ratings were drowned and two died later from their injuries, making a total loss of 28 lives.

GLADIO

Italian Navy, torpedo boat; 194-; Italy; 706 tons; 265-7X27-2x9; 22,000 s.h.p.; 31-5 knots; turbine engines; 3-drum boilers; two 3-9 in. guns, six 20 mm.A.A., 6 T.T. The torpedo boat *Gladio* was brought to action by the British destroyer *Termagant*, 1,710 tons, at the entrance to the Gulf of Salonika on October 7th, 1944. After a brief action the *Gladio* was sunk by gunfire. The number lost is not known.

GLADIOLUS

British Navy, corvette; 1940; H. Robb; 925 tons; 193x32x16; 2,750 i.h.p.; 17 knots; quadruple-expansion engines; one 4 in. A.A. gun, several smaller.

The corvette *Gladiolus*, Lt. Cdr. H. M. C. Sanders, p.s.o., D.S.C., R.D., R.N.R., was torpedoed by a German submarine in the North Atlantic on October 16th, 1941. Of those on board five officers, including Lt. Cdr. Sanders, and 59 ratings were killed. *Gladiolus* had sunk the submarine *U-26* on June 30th, 1940, and had shared with two other corvettes in the sinking of the *U-556*.

GLADYS

Wyndham Bros.; 1900; *Scott & Sons*; 179 tons; 95x21-6x10; 36r.h.p.; 8 knots; compound engines.

The steamship *Gladys* was mined and sunk three miles S.W. of Cap Gris Nez on November 27th, 1917. Six of her crew were killed. The captain was among the survivors.

GLAMORGAN

Warren Line; 1872; *W. Simons & Co.*; 2,397 tons; 320-1 x 36-6x28-8; 11 knots; compound inverted engines. The steamship *Glamorgan* left Liverpool on February 8th, 1883, for Boston in bad weather. At 1.20 a.m. on the 14th she was struck by a tremendous wave. When she emerged the fore mast, bridge and all deck erections had gone, the main hatches were stove in and the engine room flooded. The captain and seven men on deck at the time were swept overboard. Fortunately the weather moderated soon afterwards and the ship remained afloat. On the 16th she was sighted by the steamship *Republic* which took off the 44 survivors just before the *Glamorgan* foundered.

GLAMORGAN

D. & C. Radcliffe; 1883; *Sir W. G. Armstrong, Mitchell & Co.*; 2,066 tons; 286x37-1x23; 235 h.p.; compound engines. The British cargo ship *Glamorgan* sank after a collision off the Varne on April 15th, 1891, while on a voyage in ballast from Antwerp to Cardiff.

GLANAYRON

J. Mathias & Son; 1889; *C. S. Swan & Hunter*; 2,577 tons; 303-5x39x20-5; 276 n.h.p.; triple-expansion engines. The British cargo ship *Glanayron* was wrecked on the Outer Diamond Shoals, Cape Hatteras, on May 23rd, 1896. She was carrying a cargo of phosphate on a voyage from Fernandina to Rotterdam.

GLANHAFFREN

J. Mathias & Sons; 1888; *J. Readhead & Co.*; 2,233 tons; 290x 39-1x18-8; 222n.h.p.; triple-expansion engines. The British cargo ship *Glanhafren* was wrecked off La Castella Point, Italy, on February 14th, 1905, while on a voyage from Penarth to Venice carrying a cargo of coal.

GLANMIRE

Rankine Line; 1888; *W.B. Thompson & Co.*; 1,141 tons; 242-2x33-2x15-3; 282 n.h.p.; triple-expansion engines. The British cargo ship *Glanmire* foundered off St. Abb's Head on July 25th, 1912, while on a voyage from Amsterdam to Grange-mouth carrying a general cargo.

GLANRHVD

Harries Bros. & Co.; 1924; *Vickers*; 1,525 tons; 245-9x38-8x 16; 173 n.h.p.; 9 knots; triple-expansion engines. The steamship *Glanrhvd* left Newport, Mon., at 2.35 p.m. on January 14th, 1938, with a cargo of 2,173 tons of coal for Irlam on the Manchester Ship Canal. At the time of her departure it was raining with a fresh S.S.W. wind blowing. She was last seen at 7.30 p.m. four miles to northward of the Foreland Point Light. Next day much wreckage was washed up in Port Eynon, Oxwich and Slade Bay. The *Glanrhvd* carried a crew of 17, all of whom were lost.

GLANITIV

J. Mathias & Sons; 1891; *Ropner & Son*; 2,949 tons; 313-5x 40-6x20-2; 235n.h.p.; triple-expansion engines. The British cargo ship *Glanitivy* was wrecked two miles from Cani Rocks, near Bizerta, on May 28th, 1903. She was on a voyage from Barry to Port Said carrying a cargo of coal.

GLANYSTWYTH

J. Mathias & Sons; 1892; *Furness, Withy & Co.*; 2,993 tons; 314x40-5x21-2; 266n.h.p.; triple-expansion engines. The British cargo ship *Glanystwyth* was wrecked on Fratelli Rocks, near Bizerta, in fog on April 11th, 1904. She was on a voyage from Cardiff to Port Said carrying a cargo of coal.

GLASGOW MARU

Kokusai Risen K.K.; 1919; *Kawasaki Dockyard Co.*; 5,831 tons; 385 x51x 36; 437 n.h.p.; triple-expansion engines. The steamship *Glasgow Maru* was sunk by war causes on August 22nd, 1943, in the Indian Ocean.

GLATTON

British Navy, monitor; 1913; *Armstrong Whitworth*; 5,700 tons; 310 x 73x16-5; 4,000 i.h.p.; 13 knots; triple-expansion engines; Yarrow boilers; two 9-2 in. guns, six 6 in.

The monitor *Glatton* was one of two coastal defence battleships ordered from Armstrong Whitworth for the Norwegian navy in 1913. At the outbreak of the First World War all work on the ships ceased but in 1915 they were taken over by the Admiralty and completed as monitors, their beam being increased by 20 feet. When commissioned early in 1918 the first ship, the *Bjoergvin*, was renamed *Glatton* and her sister, the *Nidaros*, was named *Gorgon*. On September 16th, 1918, the *Glatton* was one of four monitors lying in Doyer Harbour ready to take part in operations on the Belgian coast in co-operation with the land forces. At just before 6 p.m. there was a tremendous explosion which shook the whole town, followed at intervals by explosions of less violence. The *Glatton* was seen to be burning furiously and a great crowd of onlookers began to gather on the sea-front. All efforts of those on board the monitor to check the flames were without avail and the danger of a further and more devastating explosion was enhanced by the presence at near anchorages of several merchantmen loaded with explosive cargoes. The situation was not only perilous for the ships, but for the huge crowd alongshore, and at about 7 p.m. Vice-Admiral Sir Roger Keyes, senior naval officer, called in the help of the military forces and all people were cleared from the front.

The fire on the *Glatton* was now threatening another magazine and orders were given for a destroyer to torpedo and sink her. This was done and the vessel turned on her side and sank.

The loss of life was extremely heavy, one officer and 19 men being killed by the first explosion and 57 killed later, making 77 all told. In addition to this there was a large number of injured.

GLEN HEAD

Ulster Steamship Co.; 1883; *J. Readhead & Co.*; 1,500 tons; 256-5x34-5x17-9; 173n.h.p.; compound engines. The British cargo ship *Glen Head* was wrecked about three miles south of Swaneke lighthouse, Bornholm Island, on December 8th, 1934. She was on a voyage from Riga, via Liepaja, to Cork carrying a wood and general cargo.

GLEN HEAD

Ulster S.S. Co.; 1909; *Clyde Shipbuilding & Engineering Co.*; 2,011 tons; 295-3x42-1x17-6; 217n.h.p.; 10 knots; triple-expansion engines.

The steamship *Glen Head*, Capt. R. Dick, was bombed and sunk by German aircraft on June 6th, 1941, about 100 miles S.W. of Cape St. Vincent. Twenty-three of her crew were killed. Capt. R. Dick, who had commanded the *Dunaff Head* when she was torpedoed in the previous March, was among the survivors.

GLENART CASTLE

Union-Castle Mail S.S. Co.; 1900; *Harland & Wolff*; 6,824 tons; 440-3x53-2x29-6; 375 n.h.p.; 12-5 knots; triple-expansion engines.

On August 15th, 1914, the *Glenart Castle* under her original name *Galician* was intercepted by the German auxiliary cruiser *Kaiser Wilhelm der Grosse* (which see) off Teneriffe on her way home from Cape Town. A Lt. Deane and Gunner Sheerman were taken prisoners, but the ship was allowed to proceed on her course as there were women and children on board.

Under her new name of *Glenart Castle* she was taken over by the British government as a hospital ship. On February 26th, 1918, she was torpedoed and sunk by the German submarine *UC-56*, ten miles W. of Lundy Island, on a voyage from Newport to Brest to embark wounded. Her commander, Capt. Burt, and 94 of the crew were among the 153 killed out of her total complement of 186.

GLENAVON

McGregor, Gow & Co.; 1881; *London & Glasgow Co.*; 2,986 tons; 360'4x43-3x24-5; 379n.h.p.; triple-expansion engines. The British cargo ship *Glenavon* was wrecked on Linting Rock, Sa Mun Group, China, on December 30th, 1898. She was on a voyage from Japan, via Hong Kong, carrying a cargo including tea and rice. Four of her crew were drowned and one died of exhaustion after swimming to land.

GLENBANK

J.A.Zachariassen & Co.; 1893; *A. Rodger & Co.*; 1,481 tons; 240-1x37x21-7.

The Norwegian sailing ship *Glenbank* with a crew of 24 was overwhelmed by a hurricane off Legendre Island, Australia, on February 6th, 1911. All were drowned with the exception of one seaman.

GLENDALE

G.B.Harland & Co.; 1874; *R.Irvine & Co.*; 1,096 tons; 230-3X 30-6x17-3; 112 n.h.p.; compound engines. The British cargo ship *Glendale* was wrecked near Cape Sviatoi in the White Sea on July 21st, 1899, while on a voyage from Archangel to Newport carrying a cargo of deals.

GLENDALE

Weardale S.S. Co.; 1886; *J.Laing*; 1,000 tons; 211 x 30-5X 14'6; 99n.h.p.; triple-expansion engines.

The British cargo ship *Glendale* was wrecked on a reef off Heligoland on January 11th, 1909. She was carrying a cargo of coal from Bo'ness to Hamburg.

GLENDENE

Glendene Shipping Co.; 1929; *W. Gray & Co.*; 4,413 tons; 387-5x52-5x24-8; 360 n.h.p.; triple-expansion engines. The steamship *Glendene*, on a voyage from Buenos Aires to the Mersey, was torpedoed and sunk by a German submarine on October 8th, 1942, 250 miles S. of Monrovia. The captain and four of the crew were lost.

GLENEDEN

Livingston, Conner & Co.; 1890; *J.Priestman & Co.*; 1,133 tons; 231-5x32-1x15-5; 120 h.p.; triple-expansion engines. The British cargo ship *Gleneden* was wrecked near Mandal on September 29th, 1891, while on a voyage from Windau to Dublin carrying a cargo of wood.

GLENELG

McGregor, Gow & Co.; 1883; *London & Glasgow Co.*; 3,034 tons; 360-2x43-3x24-5; 530 h.p.; compound inverted engines. The British cargo ship *Glenelg* was wrecked off Ushant on July 29th, 1884, while on a voyage from London to Penang carrying a general cargo.

GLENELG

A.J.Ellerker; 1875; *Aitken & Mansell*; 210 tons; 135-8X 21-1x11-3; 80r.h.p.; compound engines. The small Australian coasting steamship *Glenelg* with cargo and passengers was wrecked on the coast of Victoria on February 25th, 1900, with the loss of 31 persons.

GLENFARG

McGregor, Gow & Co.; 1894; *London & Glasgow Co.*; 3,647 tons; 360x44x27-9; 445 n.h.p.; triple-expansion engines. The British cargo ship *Glenfarg* foundered near Shirose Island on August 14th, 1914, while on a voyage from Kuchinotsu to Shanghai carrying a cargo of lumber.

GLENGYLE

Glen Line; 1914; *Hawthorn, Leslie & Co.*; 9,395 tons; 500-2 x 62-3x34-7; 988 n.h.p.; 14 knots; triple-expansion engines. The liner *Glengyle*, Capt. R. A. Webster, was homeward bound from Vladivostok when she was torpedoed by the German submarine *U-38*, Lt. Cdr. Max Valentiner, on January 1st, 1916, 240 miles E. by S. of Malta. The liner carried 18 passengers and 102 crew, mostly Chinese and lascafs. All the passengers were saved but two officers, one steward and seven Chinese were killed.

GLENISLA

Lindsay, Grade & Co.; 1883; *Tyne Iron S.B. Co.*; 1,559 tons; 265 X 36 • 2 x 17; 160 h.p.; compound inverted engines. The British cargo ship *Glenisla* was wrecked near St. David's Head, Pembrokeshire, on February 28th, 1886. She was carrying a cargo of coal on a voyage from the Clyde to Savona.

GLENISLA

James Mitchell & Sons; 1878; *W.B.Thompson*; 1,266 tons; 250-1x32-7x20-3; 150 n.h.p.; compound engines. The British cargo ship *Glenisla* sank after a collision three-quarters of a mile from Kirkabister Light, Lerwick, on November 24th, 1917. She was carrying a cargo of coal on a voyage from the Tyne to Slemmestad.

GLENLEA

Morrison S.S. Co.; 1930; *Sir John Priestman & Co.*; 4,252 tons; 367'5x51-5x25-1; 375 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Glenlea*, Capt. J. R. Nicol, on a voyage from Cardiff to Durban, was torpedoed and sunk by a German submarine on November 7th, 1942, in mid-North Atlantic. Forty-four of her crew were killed. Capt. Nicol was taken prisoner of war.

GLENLIVET

Maclay & McIntyre; 1883; *Palmers' Co.*; 1,610 tons; 265-5X 36-3x16-5; 179 n.h.p.; compound engines. The British cargo ship *Glenlivet* was wrecked on Pointe du Raz de Sein, Finisterre, on October 8th, 1900. She was on a voyage from Bilbao to Whitehaven carrying a cargo of iron ore.

GLENMOOR

Moor Line; 1928; *W.Doxford & Sons*; 4,393 tons; 375x52-6x 25-7; 417n.h.p.; oil engines.

The motorship *Glenmoor*, on a voyage from Cardiff to Alexandria, was torpedoed and sunk by a German submarine on November 27th, 1940, about 200 miles W. of Ireland. Thirty-one of her crew of 33 were lost.

GLENNON

United States Navy, destroyer; 1942; *Federal Shipbuilding Co.*; 1,700 tons; 348-5x36x10; 50,000 s.h.p.; 36-5 knots; turbine engines; *Babcock & Wilcox* boilers; four 5 in. guns, four 40 mm., seven 20 mm., 5 T.T.

The United States destroyer *Glennon* was engaged in the operations consequent upon the landing of the Allied army in France on "D Day", June 6th, 1944. The vessel was mined and sunk when off the coast of Normandy. Her normal complement was 210. Two other U.S. destroyers, the *Corry* and the *Meredith*, were mined and sunk in the same area on the same day.

GLENN'S FERRY

U.S. War Shipping Administration; 1945; *Kaiser Co.*; 10,448 tons; 504X68-2X39-2; turbo-electric engines. On a voyage from Los Angeles to Manila, the American tanker *Glenn's Ferry* was reported to be aground on October 6th, 1945, at Batag Island. On October 10th, there was an explosion and fire broke out. The ship was gutted and broke in two.

GLENOGLE

Glen Line; 1916; *Hawthorn Leslie & Co.*; 7,682 tons; 469-8 x 58-2x32-3; 842 n.h.p.; 11 knots; quadruple-expansion engines. The steamship *Glenogle* was torpedoed and sunk by a German submarine 200 miles S.W. of Fastnet on March 27th, 1917. Nineteen of her crew were killed. The captain was among the survivors.

GLENOGLE

Lim Chin Tsong; 1882; *London & Glasgow Co.*; 3,750 tons; 420-5x45-1x25-3; 554 n.h.p.; triple-expansion engines. The British cargo ship *Glenogle* was wrecked on Syriam Flats, Rangoon, on January 17th, 1919. She was on a voyage from Rangoon to Calcutta carrying a cargo of rice.

GLENORCHY

GLENORCHY

Furness, Withy & Co.; 1909; Scotts' S.B. & E. Co.; 4,737 tons; 400 X52x17-8; 526 n.h.p.; triple-expansion engines. The British cargo ship *Glenorchy* was wrecked off Victoria Bar, Brazil, on March 1st, 1920. She was on a voyage from New York to Victoria, Brazil, carrying a general cargo.

GLENORCHY

Glen Line; 1939; Taikoo Dock & Engineering Co.; 8,982 tons; 483x66-4x31-2; 2,469 n.h.p.; 14 knots; oil engines. The liner *Glenorchy*, Capt. G. Leslie, was torpedoed and sunk by a German torpedo boat five miles N. W. of Kelibia Light, Tunisia, on August 13th, 1942. Seven of her crew, including Capt. Leslie, were killed.

GLENRATH

Lindsay, Grade & Co.; 1879; Palmers' Co.; 1,665 tons; 255x34-6x23-6; 160 h.p.; compound engines. The British cargo ship *Glenrath* struck a sunken wreck and foundered near Cape Look-Out on October 1st, 1890, while carrying a cargo of timber on a voyage from Pensacola to Antwerp.

GLENROY

McGregor, Gow & Co.; 1901; London & Glasgow Co.; 4,901 tons; 400-9x49-2x29-2; 422 n.h.p.; triple-expansion engines. The British cargo ship *Glenroy* was wrecked on Falloeden Shoal, near Singapore, on April 7th, 1915, while on a voyage from Portland, Oregon, via Vladivostok, to London. She was carrying a general cargo and soya beans.

GLENROY

R. Livingston & Co.; 1899; W. Gray & Co.; 2,755 tons; 318X 46-1x21-1; 245 n.h.p.; triple-expansion engines. The British cargo ship *Glenroy* was wrecked at Les Falaises on February 10th, 1916, while on a voyage in ballast from Malta to Bougie.

GLENTURRET

Glen Line; 1896; London & Glasgow Co.; 4,696 tons; 400X 49-2x29-6; 525 n.h.p.; triple-expansion engines. The British cargo ship *Glenturret* was wrecked at Cordemais, River Loire, on July 26th, 1918. She was on a voyage from Buenos Aires to Nantes carrying a cargo of grain.

GLITREFJELL

A/S Rudolf; 1934; Porsgrund Mek. Verks; 1,568 tons; 246-6X 37-9x18-2; 109 n.h.p.; compound engines & L.P. turbine. The Norwegian steamship *Glitrefjell* was sunk by torpedo or mine on December 16th, 1939, 75 miles E. of St. Abb's Head on a voyage from Oslo to the Tyne. Five of her crew were killed.

GLITRE

Smedvigs Tankrederi A/S; 1928; A/B Gotaverken; 6,409 tons; 408-3x55^3x32-3; 543 n.h.p.; oil engines. The Norwegian tanker *Glitre* was torpedoed and sunk by a German submarine on February 23rd, 1943, about 800 miles E. of Cape Race, on a voyage from Manchester to New York.

GLODALE

Humphries (Cardiff); 1907; Irvine's S.B. & D.D. Co.; 3,033 tons; 324-7x47x13-8; 275 n.h.p.; triple-expansion engines. The British cargo ship *Glodale* was wrecked at Point Pogan, Murmansk, on January 1st, 1918. She was carrying a cargo of munitions on a voyage from Murmansk to Bergen.

GLORIOUS

British Navy, aircraft carrier; 1917; Harland & Wolff; 22,500 tons; 786-3x100x28; 90,000 i.h.p.; 30 knots; turbine engines; Yarrow boilers; sixteen 4-7 in. guns, four 3pdr., 17 smaller, 48 aircraft. The aircraft carrier *Glorious* was a sister ship to the *Courageous* which was torpedoed in the Channel by a German submarine on September 17th, 1939. Both ships were originally battle cruisers designed with a view to operating in the Baltic in the First World

War, a purpose which they never fulfilled. Some years after the Armistice in 1918 they were converted into aircraft carriers. On June 8th, 1940, *Glorious*, escorted by the destroyers *Acastra* and *Ardent*, was surprised off Narvik by a German force consisting of the battleships *Scharnhorst* and *Gneisenau* and some other warships. The three British ships were sunk in a very short space of time, but very little from British sources is known about their end. The German version issued through a News Agency was as follows:—

"Towards the evening of June 8th units of a German patrol in the Arctic Sea met the *Glorious*, which was accompanied by two destroyers.

"The *Glorious* attempted to let her aeroplanes take off, but the first German salvoes prevented this. The two destroyers threw out smoke screens . . . and fired torpedoes again and again . . . concentrated fire put the first destroyer out of action and the water closed over it.

"The *Glorious* tried to make off but she could not get up full speed on account of the damage done to her. The fight continued until the glow of fire was to be seen in the *Glorious*. Slowly the giant began to turn on her side. Pouring out flames and smoke she drifted with the wind. A moment later she sank. "But the destroyer did not give up. Our guns silenced her forward guns but the aft guns continued firing. More salvoes from our guns and the enemy was at length silenced. The destroyer was in flames and slowly began to sink. Steam arose, probably through the boilers bursting."

The Germans in their first communique announced that they had rescued some hundreds of survivors. A Norwegian vessel picked up 36 officers and men from a raft and brought them to a British port. The approximate number of officers and men serving on the three ships was 1,500, and of this number a considerable proportion must have been lost.

GLOUCESTER

British Navy, cruiser; 1937; Devonport Dockyard; 9,600 tons; 591-5x62-3x20; 75,000 s.h.p.; 32 knots; turbine engines; 3-drum boilers; twelve 6 in. guns, eight 4 in., one 3-7 in., four 3pdr., 16 smaller, 6 T.T., 3 aircraft.

The cruiser *Gloucester*, Capt. H. A. Rowley, formed part of a force of cruisers and destroyers under Admiral King charged with the duty of preventing Italian convoys running from Greece to Crete. On the morning of May 22nd, 1941, a convoy was reported S. of the island of Milos and the British steamed to intercept it in face of intense bombing attacks by German dive bombers. During the afternoon *Gloucester* and the cruiser *Fiji* were sent to cover the destroyers *Kandahar* and *Kingston* engaged in picking up survivors from the destroyer *Greyhound* (which see) which had been bombed and sunk. While carrying out this operation *Gloucester* was hit amidships by a heavy bomb and sank shortly afterwards off the island of Antikithera. Forty-nine of her 50 officers and 687 of her 755 ratings were lost. Capt. Rowley went down with the vessel.

The full story of the action is told under the cruiser *Fiji*, which was also lost.

GLOUCESTER CASTLE

Union-Castle Mail S.S. Co.; 1911; Fairfield Co.; 8,006 tons; 452-7x56-2x30-7; 722 n.h.p.; 12 knots; quadruple-expansion engines.

The liner *Gloucester Castle*, Capt. H. H. Rose, left Liverpool for Table Bay on June 21st, 1942. The vessel carried 12 passengers, 142 crew and six gunners, as well as a general cargo. On the night of July 15th when off S.W. Africa she was attacked by a raider which shot away her wireless transmitter, destroyed all the boats on the starboard side and damaged her so severely that she sank within ten minutes. Capt. Rose and 92 passengers and crew were killed and 61 persons got away in two of the port lifeboats. These boats were subsequently picked up by the raider and the occupants taken to Japan as prisoners. Two persons died in captivity.

GLOUCESTER CITY

Chas. Hill & Sons; 1881; Richardson, Duck & Co.; 1940; 270-2x36x23-5; 200 h.p.; compound inverted engines. The British cargo ship *Gloucester City* was sunk by floating ice on February 21st, 1883, in 46° N., 48° W., while on a voyage from Bristol to New York carrying a general cargo.

GLOWWORM

British Navy, destroyer; 1935; Thornycroft & Co.; 1,345 tons; 323x33x8-5; 34,000s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4 - 7 in. guns, 7 smaller; 10 T.T. The destroyer *Glowworm*, Lt. Cdr. Gerald Roope, was one of the vessels engaged upon the mining of Norwegian waters to prevent their use by the Germans, more especially to interrupt the iron ore traffic between the port of Narvik and Germany. The operation began on April 8th, 1940, and coincided with the German invasion of Norway. Early on the morning of the 8th when escorting the battle cruiser *Renown*, *Glowworm* lost touch owing to one of her crew having fallen overboard. The delay occasioned in picking up the man, together with the heavy seas which reduced the destroyer's speed to ten knots, allowed a German force consisting of the 10,000 ton cruiser *Hipper* and four destroyers to intercept her.

Action was joined at daybreak and *Glowworm* engaged first one and then two enemy destroyers. These vessels failed to score any hits, though the British vessel managed to get in at least one before the enemy broke off the action. Shortly afterwards the *Hipper* came in sight and began to shell *Glowworm*. Lt. Cdr. Roope decided to make smoke and attack with torpedoes. This attempt failed and the more desperate plan of ramming the cruiser was put into operation and, despite a deluge of shell fire, succeeded in striking the enemy on the starboard side, though with insufficient force to cause vital damage. By this time *Glowworm* was a wreck and at about 10 a.m. Lt. Cdr. Roope gave orders to abandon ship and the destroyer turned on her side and sank. Unfortunately the strain of the action proved too much for the gallant commander who took to the water in an exhausted condition. He managed to reach the *Hipper* but failed to catch a rope thrown to him and was never seen again. He was posthumously awarded the Victoria Cross.

Of the *Glowworm's* complement of eight officers and 144 ratings, seven officers and 105 ratings were killed. Lieutenant Ramsey and 39 ratings were picked up by the Germans and of this number two men died while prisoners of war.

GLUCKAUF

Gluckauf Kohlenhandels m.b.H.; 1912; S. P. Austin & Son; 1915; 265'8x37-8x17-8; 199 n.h.p.; triple-expansion engines. The German steamship *Gluckauf* struck a wreck and sank on February 9th, 1939, 20 miles N.E. of Spurn Head. She was on a voyage from Immingham to Rostock.

GNAT

British Navy, gun vessel; 464 tons; 120n.h.p.; steam engines, twin screw; 2 guns. The steam gun vessel *Gnat*, Cdr. C. B. Theobald, was wrecked off Balabac Island, China, on November 15th, 1868. The number lost is not known.

GNEISENAU

*German Navy, training corvette; 1879; Germany; 2,856 tons; 244-4x44-9x19*7; 2,500 i.h.p.; 13 knots; compound engines; sixteen 5-9 in. guns, 6 m.g.*

The training corvette *Gneisenau*, Capt. Kretschmann, was a three-masted topsail schooner with auxiliary engines. She carried a crew of 460, of whom 49 were naval cadets and 230 were boys training as seamen. On December 16th, 1900, she was lying off Malaga Harbour, Spain. The weather was extremely rough and the anchorage unsafe, a fact which had been brought to the notice of the captain, who was advised to bring his ship within the harbour. Despite the roughness of the weather and the nearness of the vessel to the shore she rode at only one anchor. Later a full gale developed and a second anchor was dropped as the first was dragging. The ship was outside the Mole with a very rocky shore to starboard. The two anchors failing to hold, the cables were cut and the ship headed for open sea under steam. Unfortunately the fires had been allowed to burn low and sufficient steam was not available to give the vessel steerage way and she was driven on to the east breakwater of the outer harbour. In ten minutes she had sunk in a nearly upright position. A number of her crew took to the rigging and were rescued by persons from the shore, who were quite close to the wreck.

A Spanish sailor threw a rope to Capt. Kretschmann, who declined to avail himself of it, but threw his sword as a gift to his would be rescuer and then went down with his ship.

The number drowned was 38, besides nearly 100 injured through being dashed upon the rocks.

GNEISENAU

German Navy, armoured cruiser; 1906; Weser; 11,600 tons; 449-7x71x25; 26,000 i.h.p.; 24-8 knots; triple-expansion engines; Schulz-Thornycroft boilers; eight 8-2 in. guns, six 5-9 in., twenty 24pdrs., 4 m.g., 4 T.T.

The *Gneisenau* was, at the outbreak of the First World War, a unit of the German East Asiatic Squadron under Admiral Graf von Spee. She participated in the action off Coronel on November 1st, 1914, when two British armoured cruisers, the *Good Hope*, flagship of Rear-Admiral Sir C. Cradock, and the *Monmouth* were sunk.

On December 8th, 1914, the *Gneisenau*, in company with the light cruiser *Nurnberg*, was sent on in advance of the squadron with instructions to seize the governor of the Falkland Islands, and to establish a base there for the approaching German ships. The arrival of Vice-Admiral Sir Doveton Sturdee with a large force a few hours earlier frustrated this move, and when they sighted the tripod masts of the battle cruisers both German ships turned away, hotly pursued by the British.

During the fight which ensued the *Gneisenau* was under fire for four hours. She fought with great bravery and toward the end of the contest was engaging the battle cruisers *Inflexible* and *Invincible* and the armoured cruiser *Carnarvon* single-handed. At 5.20 p.m., when her last round of ammunition had been fired, "Abandon ship" was ordered. The vessel was blazing furiously and she was scuttled, sinking with colours flying at about 6.2 p.m. Of her crew of 850 some 200 were saved.

A full account of both battles and the forces engaged may be seen under *Good Hope* and *Scharnhorst*, the respective flagships.

GNEISENAU

Norddeutscher Lloyd; 1935; Deutsche Schiff.-u. Maschinenbau A. G. Weser; 18,160 tons; 625-6x74-1x41-4; 4,333n.h.p.; turbine engines.

The German liner *Gneisenau* struck a mine and sank on May 2nd, 1943, off the south coast of Lolland Island, in the Baltic.

GOA

British India S.N. Co.; 1874; W. Denny & Bros.; 1,903 tons; 297-8x33-3x25-7; 207 n.h.p.; quadruple-expansion engines. The British cargo ship *Goa* was wrecked on August 26th, 1906, on Kukrimukr, Sunderbund, while on a voyage from Calcutta to Rangoon carrying a general cargo.

GOATHLAND

Headlam & Rowland; 1906; Tyne Iron Shipbuilding Co.; 3,044 tons; 331 x48-1x21-8; 292 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Gpathland* was torpedoed and sunk by a German submarine ten miles S. of Belle He on July 4th, 1917. Twenty-one men, including the captain, were killed.

GODAFOSS

HjF Eimskipafelag Islands; 1921; Svendborg Skibs & Maskin; 1,542 tons; 230x34-6x20-5; 168 n.h.p.; triple-expansion engines.

The Icelandic steamship *Godafoss*, on a voyage from Loch Ewe to Reykjavik, was torpedoed and sunk by a German submarine on November 10th, 1944, about 150 miles S. of the Vestmann Islands. She had stopped, against convoy orders, to pick up survivors from the torpedoed steamship *Shirvan*. Fourteen of her crew, one naval signalman and ten passengers were lost.

GODETIA

British Navy, corvette; 1940; John Crown & Sons; 925 tons; 205 x 33x14-5; 2,800 i.h.p.; 16 knots; triple-expansion engines; 3-drum boilers; one 4 in.A.A. gun, 1 pom-pom, several 20 mm. The corvette *Godetia* was sunk in a collision off the coast of Northern Ireland on September 6th, 1940. The vessel's normal complement was 85,

GODFRBED BUEREN

Atlas Reederi A.G.; 1911; W. Doxford & Sons; 4,664 tons; 390'3x53-4x26-6; 436 n.h.p.; triple-expansion engines. The German steamship *Godfried Bueren* struck a mine and sank on January 18th, 1941, in the Kattogat 20 miles E. of Lim Fjord.

GOFFREDO MAMELI

1912; W. Doxford & Sons; 4,124 tons; 370-3x50-3x25; 310 n.h.p.; triple-expansion engines. The Austrian steamship *Maria Racich* was requisitioned by the Italian Government and renamed *Goffredo Mameli*. She was torpedoed and sunk by a German submarine west of Gibraltar on September 20th, 1917.

GOFUKU MARU

Yamashina Yoshio; 1927; Mitsui Bussan Kaisha; 2,419 tons; 285x42x23-2; 181 n.h.p.; triple-expansion engines. The Japanese steamship *Gofuku Maru* went ashore on February 18th, 1933, at Ohtasaki and broke in two.

GOGRA

British India Steam Navigation Co.; 1919; Workman Clark & Co.; 5,190 tons; 400-2x52-3x28-4; 517 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Gogra*, Capt. John Drummond, left the Clyde on March 26th, 1943, for India, being one of a large convoy of over 100 merchantmen escorted by the sloop *Black Swan* and seven corvettes. At about 9 p.m. on April 2nd, some 400 miles W. of Oporto, the *Gogra* was struck by a torpedo. The ship sank quickly taking with her Capt. Drummond, six officers and 31 Indian crew. Chief Officer G. R. Mudford and 37 other survivors were picked up by various ships and brought to Freetown.

GOIDELIAN

O. & W. Williams; 1901; W. Harkess & Son; 1,220 tons; 225 X 35-1x17-8; 131 n.h.p.; triple-expansion engines. The British cargo ship *Goidelian* struck a rock and foundered off Sagres on June 25th, 1905. She was on a voyage from Gandia to Liverpool carrying a fruit and general cargo.

GOKOKU MARU

Osaka Shosen K. K.; 10,438 tons. The steamship *Gokoku Maru* was taken over by the Japanese navy for use as an auxiliary cruiser. On November 10th, 1944, she was torpedoed and sunk by the U.S. submarine *Barb* about 50 miles W. of Sasebo, Japan.

GOLCONDA

British India Steam Navigation Co.; 1887; W. Doxford & Sons; 5,874 tons; 422x48-1x24; 627 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Golconda*, outward bound from the Tees to Calcutta, was torpedoed and sunk by a German submarine five miles S.E. by E. of Aldeburgh on June 3rd, 1916. Nineteen of her crew were killed. The captain was among the survivors.

GOLD SHELL

Anglo-Saxon Petroleum Co.; 1931; Bremer Vulkan; 8,208 tons; 451'2x62-1x34-1; 714 n.h.p.; 12•5 knots; oil engines. The tanker *Gold Shell*, Capt. W. F. Brierley, was mined and sunk on April 16th, 1945, about ten miles off Ostend. Capt. Brierley, 31 of the crew and three gunners were killed.

GOLDEN FOREST

Oceanic & Oriental Nav. Co.; 1919; Northwest Steel Co.; 5,658 tons; 409-8x54-2x27-7; 583 n.h.p.; turbine engines. The American ship *Golden Forest* was being operated by the American-Hawaiian S.S. Co. when she went ashore on September 5th, 1929, in Shelikof Strait, Alaska. She was on a voyage from San Francisco to Dairen.

GOLDEN GATE

Aspinwall Line; 1851; W. H. Brown & Co.; 2,850 tons; 285X 43x32; 11 knots; beam engine; paddles 35 ft. diam. The paddle steamship *Golden Gate* was a large vessel for her time, having accommodation for about 1,200 passengers. A sister ship to

a most successful liner of the same company, the *Golden Age*, she was herself very unfortunate. In 1854 she stranded near San Diego and in 1857 broke her shaft and had to put back to San Francisco on one paddle. Her route was from San Francisco to New York and the amount of gold entrusted to her from the former place was at times fabulous. In July, 1862, she sailed from San Francisco with 337 persons, of whom 242 were passengers, and 1,400,000 dollars worth of gold. When off Manzanillo, Mexico, on July 27th, she caught fire and burned with great rapidity. At the time of the outbreak she was about three and a half miles from shore, her passengers being at dinner. The captain at once headed for the beach but before he reached it the upper deck had collapsed on the unfortunate people.

One circumstance which added to the tragedy was that the fire originated amidships and drove one body of people forward and another aft, thus preventing any combined effort to fight the flames. As soon as she touched the shore those who could swim jumped overboard, while a very few were saved by the boats. The place where they landed was destitute of all comfort and the survivors underwent much further suffering before they were finally rescued.

Of the total number on board only about 80, including the captain, were saved.

An attempt was made to salvage the treasure, and a schooner and a party of divers were chartered for this purpose. As a result of their efforts several cases of gold were recovered.

GOLDEN STAR

The sailing ship *Golden Star*, bound from Mobile to Liverpool, was lost off Fethard lightship, Co. Wexford, on December 29th, 1860. The masts were cut away and every effort made to save the vessel, but she drove ashore in a fierce gale. Capt. Stapleton, his wife, servant girl and 16 crew were drowned.

GOLDENFELS

(see *Atlantis*)

GOLDFINCH

British Navy, destroyer; 1910; Fairfield Co.; 747 tons; 246-5 X 25-3x8-7; 13,500 i.h.p.; 27 knots; turbine engines; Yarrow boilers; two 4 in. guns, two 12pdr., one 3 pdr.A.A., 1 m.g., 2 T.T. The destroyer *Goldfinch* was wrecked off Start Point, Sanday Island, the Orkneys, in dense fog on the night of February 18th-19th, 1918. Her official complement was 72.

GOLIATH

British Navy, line-of-battleship; 1842; Chatham Dockyard; 2,590 tons; 190x56x23; 400i.h.p.; 8 knots (steam); 60guns. The *Goliath* was a wooden line-of-battleship which had an unusual career, for she did not proceed to sea after completion, but was laid up in the Medway until the outbreak of the Crimean War. At the conclusion of the Crimean War, in which the vessel took no part, she was converted to steam and her armament reduced to 60 guns. She served for about five years, when she was again laid up until 1870, in which year she was loaned by the Admiralty to the Metropolitan Asylums Board for the training of pauper boys from an association of metropolitan parishes.

The *Goliath* was under command of Capt. Bouchier, R.N., with a complement of 458 boys, besides officers. The captain's two daughters also lived on board the ship. On Wednesday morning, December 22nd, 1875, just before 8 o'clock, a fire broke out in the lamp room on the main deck. At the time the lamps were being extinguished and one was inadvertently dropped by a lad named Loeber. The oil was upset over the deck and immediately caught fire, the lad Loeber with great presence of mind flung his jacket on the flames and sat down on it, hoping by this means to prevent them spreading. His courage was unavailing, however, and although the pumps were manned with all speed, and admirable discipline prevailed, in a few minutes the fire had established a firm hold on the ship.

The boats were hanging from their falls on the upper deck and the flames burned away the ropes so that they fell end-on to the water, finally dropping away and sinking. There was a fresh breeze blowing through the open ports and this fanned the fire between decks to furnace heat. Fortunately most of the boys managed to save themselves by swimming to barges and boats moored in the river, and as *Goliath* was lying off Grays close to passing shipping there was no lack of help.

The boats of the training ship *Arethusa* rendered great service in saving life and Capt. Walter of that vessel was awarded the medal of the Royal Society for the Protection of Life from Fire.

The death roll amounted to 12 men and boys. Capt. Bouchier, whose two daughters saved themselves by swimming to passing craft, was the last to leave the ship.

GOLIATH

Royal Navy, 1st class battleship; 1900; Chatham Dockyard; 12,950 tons; 418x74x26-5; 13,500 i.h.p.; 18-4 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, twelve 6 in., ten 12 pdr., six 3 pdr., 2 m.g., 4 T.T.

In the early months of the First World War the battleship *Goliath*, Capt. T. L. Shelford, was engaged on the East African coast blockading the German light cruiser, *Konigsberg*. With the destruction of that ship her service in those waters came to an end and she was ordered to the Dardanelles, where she arrived by the middle of April, joining the 1st Squadron of the Mediterranean Fleet.

After the landing of the troops on the Gallipoli Peninsula on April 25th, 1915, the support of the ships became vital to the success of the operation. The French general in command at Kereves Dere had asked for naval artillery support during the night as the Turkish counter attacks were very determined. To meet this request two battleships were sent in each evening to be ready whenever such attacks developed. On May 12th *Goliath* and *Cornwallis* were assigned this duty and anchored in Morte Bay, the night being very dark with fog approaching from the Asiatic shore. The conditions were ideal for a torpedo attack and both ship's companies were fully on the alert, additional protection being afforded them by five destroyers, stationed in the straits.

The Turks were not blind to such an opportunity and as Lt. Cdr. Firlie, a German naval officer, had asked to be allowed to attempt a torpedo attack, it was judged a suitable moment and he was put in charge of the Turkish destroyer *Mouavenet-Millieh*. This craft was one of the best of its kind possessed by the enemy and was of 620 tons, armed with 12 pounder guns, 18 in. torpedo tubes and having a speed of between 34 and 35 knots.

Favoured by the dense fog and going dead slow the *Mouavenet-Millieh* hugged the European shore of the straits, eluding two of the watching destroyers, and came in sight of the battleships. At about 1.15 on the morning of the 13th she was discovered by *Goliath*, but too late to be attacked for she discharged three torpedoes in quick succession. The first hit *Goliath* abreast the fore turret, the second abreast the foremost funnel and a third abreast the after turret. So swiftly did the battleship sink that many of those below were drowned before they could reach the upper deck.

The *Mouavenet-Millieh* escaped without injury and returned to her base. Of the 750 on board *Goliath* about 570, including Capt. Shelford, were drowned.

GONCALVES DIAS

Lloyd Brasileiro; 1920; American International S.B. Corp.; 4,996 tons; 390x54-2x27-8; turbine-engines. The Brazilian steamship *Goncalves Dias* was torpedoed and sunk by a German submarine on May 24th, 1942, about 100 miles S. of Ciudad Trujillo on a voyage from Rio de Janeiro to New Orleans.

GONDUL

Stockholms Rederi A/B Svea; 1928; Helsingors Jernskibs. & Maskin.; 1,342 tons; 264-2x37-3x14-1; 168n.h.p.; triple-expansion engines.

The Swedish steamship *Gondul* struck a mine and sank on May 29th, 1943, off Wismar. The ship had previously been badly damaged through striking a mine on October 1st, 1940.

GOOD HOPE

Royal Navy, armoured cruiser; 1901; Fairfield Co.; 14,100 tons; 529-5x71x28; 30,000 i.h.p.; 23-5 knots; triple-expansion engines; Belleville boilers; two 9-2 in. guns, sixteen 6 in., twelve 12 pdr., three 3 pdr., 2 T.T.

On the outbreak of the First World War, the armoured cruiser *Good Hope* was sent to reinforce the squadron under Rear-Admiral Sir Christopher Cradock on the North American station. The Admiral transferred his flag from *Suffolk* to *Good Hope*, and on August 16th, 1914, sailed for the Panama Canal zone to superintend the search for the German cruisers *Dresden* and *Karlsruhe*. Later the

ship proceeded down the coast of South America to the Falkland Islands and thence up the Pacific coast. On October 27th the Admiral arrived at his base in the Vallenar Roads and joined with the rest of his squadron, which now consisted of *Good Hope*, *Monmouth*, *Glasgow* and *Otranto*, the last named being an auxiliary cruiser. The maximum speed of this force, a very important factor, was 18 knots, as *Otranto* could steam no faster. Independently the other three ships were capable of from 22•5 to 25•8 knots.

For several weeks prior to this concentration Admiral Cradock had been in communication with the Admiralty regarding the scanty forces at his command and the immense task assigned to them. As a result of his presentation of the facts he was told that a force adequate to patrol the Atlantic coast of South America would be concentrated off Montevideo under Admiral Stoddart. In addition to this his own force was to be strengthened by the old battleship *Canopus*, which was too slow to chase the German armoured cruisers, but might possibly cause them to refrain from attacking. Cradock was prompt to point out that the inclusion of this ship would reduce his strategic speed to 12 knots. On her arrival in South American waters he gave orders that she was to join him on the Pacific coast, which she did on the 30th October, but was in need of 24 hours in which to effect repairs to her machinery. This robbed Cradock of her services at a time when they were most needed and he proceeded up the coast without her, being intent for the moment on trapping the enemy light cruiser *Leipzig*.

The other two German ships which the British had been following these many thousands of miles had now got into touch with the rest of the East Asiatic Squadron, under Admiral Graf von Spee. This squadron had been playing a sort of hide and seek in the vast spaces of the Southern Oceans against mixed squadrons of British, French and Japanese cruisers. With considerable skill von Spee had managed to elude his pursuers and to join up with his two light cruisers off the Pacific coast. His immediate object just prior to the battle was to cut off the light cruiser *Glasgow*, which had gone to Coronet at the same moment that Cradock was seeking the *Leipzig*.

The strength of the rival forces was as follows:—

BRITISH			
<i>Good Hope</i> (flagship)	14,100 tons	23-5 knots	two 9-2 in. guns, sixteen 6 in.
<i>Monmouth</i>	9,800 „	22-5 „	fourteen 6 in. guns
<i>Glasgow</i>	4,800 „	25-8 „	two 6 in. guns, ten 4 in.
<i>Otranto</i>	12,500 „	18 „	eight 4.7 in. guns

GERMAN			
<i>Scharnhorst</i> (flagship)	11,420 tons	23•2 knots	eight 8•2 in. guns, six 5-9 in.
<i>Gneisenau</i>	11,420 „	23-5 „	eight 8•2 in. guns, six 5-9 in.
<i>Leipzig</i>	3,200 „	22-5 „	ten 4•1 in. guns
<i>Nurnberg</i>	3,400 „	23-5 „	ten 4•1 in. guns
<i>Dresden</i>	3,544 „	23-5 „	ten 4•1 in. guns

Both admirals became aware of the proximity of each other about October 31st, and at 6.40 p.m. on November 1st the squadrons made contact off Coronet, Chile.

An attempt on the part of Admiral Cradock to engage while the light was good and targets were clear was frustrated by the superior speed of the German squadron, which kept out of range until the setting sun reflected the British ships in sharp silhouette against the horizon. The German ships being in the evening haze were almost invisible.

The sea was rough and the 6 in. guns on the lower decks of the two British armoured cruisers could not be brought into action. Another handicap was that the crews had only joined the ships in August of 1914, and since that time had been afforded but scant opportunity of gunnery practice.

At 7.04 p.m., after an hour of manoeuvring the first shot was fired at a range of 11,500 yards. This was extreme for the British but easy for the sixteen 8-2 in. guns of the big German cruisers. At her third salvo the *Scharnhorst* struck *Good Hope* on the fore-deck and destroyed the 9-2 in. guns. Admiral Cradock knowing that his only hope was to close the range to enable his 6 in. guns to have full play, steamed towards the enemy. By 7.23 the range was down to 6,600 yards, with *Good Hope* firing with all the guns she could bring to bear.

GOODALL

Darkness was now coming on and the range again decreased to 5,500 yards. *Good Hope* was now on fire in several places and afforded a clear target to her enemies. In desperation Cradock endeavoured to approach to within torpedo range, being met with salvo after salvo from the two enemy cruisers. At 7.53 *Good Hope* blew up with her Admiral and all hands.

Monmouth, badly battered and steaming astern to the seas, got away in the darkness, but was discovered when the moon rose and was sunk by gunfire at about 9.30 p.m. *Glasgow* and *Otranto* escaped under cover of night.

The total number lost was about 1,400, of whom *Good Hope's* company accounted for 900.

GOODALL

British Navy, frigate; 1943; United States; 1,085 tons; 289 -5 X 35 x—; 6,000 b.h.p.; 20 knots; oilengines; three 3 in. guns, four 20 mm.A.A.

The frigate *Goodall* was torpedoed by a German submarine in Kola Inlet on April 29th, 1945, while escorting a convoy to North Russia. She remained afloat for some time but had to be sunk by ships in company as it was not possible to tow her. Six officers and 92 ratings were killed and two officers wounded.

GOOLISTAN

F. C. Strick & Co.; 1898; W. Gray & Co.; 2,756 tons; 306X 43-1x18-3; 240 n.h.p.; triple-expansion engines. The British cargo ship *Goolistan* sank after a collision about 170 miles from Lisbon on September 11th, 1904, while on a voyage from Karachi to Plymouth carrying a cargo which included grain. The third officer and six of the crew were drowned.

GOOLISTAN

Hindustan S.S. Co.; 1929; Short Bros.; 5,851 tons; 440 X 57-5X27-4; 472 n.h.p.; 10 knots; triple-expansion engines. The steamship *Goolistan*, Capt. W. Thomson, left Archangel on November 17th, 1942, for Manchester, in convoy, with timber and general cargo. At about 1.10 a.m. on November 23rd, she was torpedoed and sunk about 300 miles W.N. W. of the North Cape. There were no survivors.

GORDON CASTLE

Maclay & McIntyre; 1871; J. & G. Thomson; 2,045 tons; 307 -7x34-3x25-4; 197 n.h.p.; compound engines. The steamship *Gordon Castle*, Capt. Casey, collided with the Hamburg steamship *Stormarn*, 588 tons, in fog in Cardigan Bay on September 10th, 1900. Both vessels sank, the *Gordon Castle* going down with the captain and 19 of the crew. The *Gordon Castle* was on a voyage from Barcelona to Barrow with a cargo of iron ore.

GORDONIA

Gordon S.S. Co.; 1881; J. L. Thompson & Sons; 2,338 tons; 275x38-5x20-6; 236 n.h.p.; triple-expansion engines. The British collier *Gordonia* sank after a collision off Haisbro' on June 2nd, 1903, while on a voyage from the Tyne to Genoa.

GORYU MARU

GoyoShosen K.K.; 1940; Kawaminami Kogyo K.K.; 1,912 tons; 271 -6x40x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Goryu Mam* was bombed and sunk by U.S. land-based aircraft on February 4th, 1944, off Jaluit Island, Marshall Islands.

GOSEI MARU

Koun Kisen K.K.; 1937; Tsummi Seitetsu Zosen K.K.; 1,931 tons; 271 -6x40x20-3; triple-expansion engines. The steamship *Gosei Mam* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

GOSFORTH

Watts, Ward & Co.; 1866; T. & W. Smith; 1,064 tons; 244-5X 29-2x17-4; 120 h.p.; compound inverted engines. The British cargo ship *Gosforth* was wrecked in 45° N., 10° W., on April 4th, 1881, while on a voyage from Newport to Savona carrying a cargo of coal.

GOSHU MARU

GoyoShosen K.K.; 1939; Kawasaki Dockyard Co.; 8,592 tons; 443-2x60x40; 833 n.h.p.; turbine engines. The aircraft transporter *Goshu (Gosyu) Mam* was attacked by U.S. carrier-based aircraft on March 30th, 1944, and sunk off Babel-thuap, Palau Islands.

GOSHU MARU

Goyo Shosen K.K.; 2,211 tons. The *Goshu Mam* struck a mine and sank on June 23rd, 1945, off Yawata, Japan.

GOSHUN MARU

Goyo Shosen K.K.; 2,300 tons. The steamship *Goshun Mam* struck a mine and sank on November 23rd, 1944, 235 miles west of Inchon.

GOSSAMER

British Navy, fleet minesweeper; 1937; W. Hamilton & Co.; 815 tons; 230x33-5x7-9; 1,750 i.h.p.; 17 knots; turbine engines; 3-drum boilers; two 4 in. A.A. guns, 9 m.g. The fleet minesweeper *Gossamer* was bombed and sunk by German aircraft in Kola Inlet, North Russia, on June 24th, 1942. The vessel's normal complement was 80.

GOTHENBURG

McMeckan, Blackwood & Co.; 1854; Lungley & Co.; 501 tons; 176x26x16-5; 11 knots; compound engines. The *Gothenburg* was a small but very popular steamship running between Australia and New Zealand in the 1860's. She was rigged as a barque, with her funnel set well aft between main and mizzen-masts. After many years on the New Zealand run her owners transferred her to the Australian coastal service. The gold rush was at its height and it is recorded that on one of her trips between Port Adelaide and the Northern Territory she carried nearly 1,000 passengers.

In February, 1875, the *Gothenburg* was on voyage from Port Darwin to Adelaide, having on board 85 passengers and 35 crew, under command of Capt. R. G. A. Pearce. When off the coast of Queensland she encountered one of the worst cyclones in the history of the country.

The little ship, with low engine power and no help from her canvas, was unable to stand up to the wind and was blown onto the Great Barrier Reef. It was the night of February 24th, 1875, and the position of the ship was 24 miles off Cape Upstart. She sank with a loss of 98 lives, there being 22 survivors.

At the time of the disaster the ship was carrying a gold consignment valued at £43,000. This was recovered from the wreck before it finally broke up.

GOTHENBURG CITY

Christopher Furness; 1884; E. Withy & Co.; 2,529 tons; 301-5X 38x23-8; 300 h.p.; compound engines. The British cargo ship *Gothenburg City* was wrecked near Blyth on June 27th, 1891. She was on a voyage from Montreal to the Tyne carrying a cargo of cattle and deals.

GOTHIA

R.Gohle; 1883; W. Pickersgill & Sons; 1,826 tons; 270-2x 40-3x18-6; 198 n.h.p.; compound engines. The Swedish cargo ship *Gothia* was torpedoed and sunk by a German submarine in the North Sea on May 11th, 1918.

GOTHIA

Rederiaktieb. Svenska Lloyd; 1937; Eriksbergs Mek. Vcerks.; 1,640 tons; 284-2x41-2x15-3; 473 n.h.p.; oilengines. The Swedish motorship *Gothia* was torpedoed and sunk by a German submarine on January 22nd, 1940, 45 miles W. by N. of St. Kilda. There were only 11 survivors of her crew of 24.

GOTHIC

Gothic S.S. Co.; 1919; H. & C. Grayson; 2,444 tons; 265X 41-2x26-6; 229 n.h.p.; triple-expansion engines. The steamship *Gothic*, on a voyage from Immingham to the Tees, struck a mine and sank on September 12th, 1940, off Spurn Point. Twelve of her crew of 24 were lost.

GOTHLAND

Soc. Anon. de Nav. Beige-Americaine; 1893; Harland & Wolff; 7,660 tons; 490-7x53-2x33-5; 4,400 i.h.p.; 15 knots; triple-expansion engines.

The liner *Gothland* was on her homeward voyage from Montreal to Rotterdam when she ran into dense fog at the entrance to the Channel. At about 4.30 on the afternoon of June 23rd, 1914, she struck on the Gunner Rocks, close to the Bishop Lighthouse, Stilly Isles. The lifeboats from St. Mary and St. Agnes at once proceeded to her assistance and were joined by the Penzance and Scillies steamship *Lyonesse*. Between them all the passengers and crew, 281 persons, were taken off in safety.

At first there were some hopes of salving the liner, but these had to be abandoned and she became a total wreck.

GOTIA

German Government; 1905; Craig, Taylor & Co.; 1,966 tons; 280-3x42-2x19-4; 210 n.h.p.; triple-expansion engines. The steamship *Gotia* was formerly the Swedish *Balticia*, seized by the Germans. She was bombed and sunk by Russian aircraft on October 11th, 1944, off Langfjord, North Norway.

GOTTINGEN

Norddeutscher Lloyd; 1944; 6,267 tons. The German ship *Gottingen* was torpedoed and sunk by a Russian submarine on February 23rd, 1945, S.W. of Libau.

GOULD

British Navy, frigate; 1942; United States; 1,300 tons; 300 x 35 X—; 5,500 h.p.; 20 knots; turbine engines; three 3 in. guns, two 40 mm., four 20 mm.

The frigate *Gould*, Lt. D. W. Ungoed, was on patrol N.E. of the Azores with frigates of the First Escort Group under command of Cdr. C. Gwinner, D.S.O., D.S.C., in *Affleck* in company with *Gore* and *Garlies*. On March 1st, 1944, *Gould* was hit by a torpedo and sank with the loss of seven officers, including Lt. Ungoed, and 116 ratings. *Gore* sighted and depth-charged a German submarine which she forced to the surface. All the ships of the patrol then opened fire on the submarine destroying her conning tower and gun, after which she disappeared, 14 survivors being picked up. Shortly afterwards a second submarine was sighted and depth-charged by the patrol and compelled to surface. The concentrated fire of the British ships, but chiefly that of *Affleck*, broke the submarine's back and she sank, one survivor being picked up.

GOVERNEUR GENERAL LAFERRIERE

Etablissements A. Klaguine; 1923; Forges & Chantiers de la Mediterranee; 3,453 tons; 344-5x44-5x21-8; turbine engines. The French steamship *Gouverneur General Laferriere* was sunk by gunfire during the Allied attack on Oran on November 8th-9th, 1942.

GOVERNEUR GENERAL PASQUIER

Soc. les Affreteurs Maritimes; 1906; Nederlandsche Scheepsbouw Maats.; 1,994 tons; 296-3x38x20-9; 229 n.h.p.; triple-expansion engines.

The French steamship *Gouverneur General Pasquier* struck a mine and sank in May, 1943, near Hongay, Indo-China.

GOVERNOR

Admiral Line; 1907; New York S.B. Co.; 5,474 tons; 391-9X48-2x19-7; 679 n.h.p.; triple-expansion engines. On a voyage from San Francisco to Seattle with passengers and general cargo, the American ship *Governor* was in collision off Port Townsend on April 1st, 1921, and sank. Three of the crew and seven passengers were reported missing.

GOVERNOR FENNER

Andrews Bros.; 1831; New York; 500 tons. The American sailing ship *Governor Fenner* left Liverpool on Friday, February 19th, 1841, for New York with 400 tons of iron. She was under command of Capt. Andrews and carried 125 persons, of whom 107 were passengers, mostly emigrants. At about 2 o'clock on the morning of the next day the ship was 15 miles W. of Holyhead in calm weather but thick fog, when she ran into the paddle steamer *Nottingham*. The impact was so violent that the bows of the *Governor*

or *Fenner* were stove in and she filled and sank. Mr. Carter, the first officer, was in charge of the ship and he called the captain as soon as the *Nottingham* was sighted, but a collision was inevitable and both officers barely escaped with their lives, jumping on to the steamer as their own ship went down beneath them.

Of the company on board the *Governor Fenner* 123 were drowned, the captain and the first officer being the only survivors.

The *Nottingham* was struck on the starboard side, her paddle box, wheel and wheel shaft being shattered, her starboard engine wrecked and her funnel knocked overboard. Beside passengers she carried over 100 cattle and sheep, many of which were killed by the impact, while the remainder were thrown overboard to clear the vessel. She managed to get into dock without further mishap.

GOVIKEN

Wallem & Co. A/S; 1917; Seattle Construction & Dry Dock Co.; 4,854 tons; 381-5x53-1x27; 472 n.h.p.; triple-expansion engines.

The Norwegian steamship *Goviken* was torpedoed and sunk by a German submarine on June 27th, 1942, on a voyage from Aden to Lourenco Marques. Thirteen lives were lost. Some of the survivors who were picked up by the British steamship *Mundra* were lost when that ship was sunk nine days later.

GOVINO

D. G. Pinkney & Son; 1878; J. Laing; 2,032 tons; 284-3x34x24-9; 200 n.h.p.; compound inverted engines. The steamship *Govino*, on a voyage from Antwerp to Buenos Aires, was wrecked on the English Bank, near Montevideo, on October 7th, 1881.

GOVINO

W. & T. W. Pinkney; 1882; J. Laing; 2,279 tons; 287-8x37-4x27-3; 190 n.h.p.; compound engines. The British cargo ship *Govino* foundered 400 miles east of Newfoundland on December 11th, 1898. She was on a voyage in ballast from Leith to Baltimore.

GOWANBURN

R. Shankland & Co.; 1886; J. Scott & Co.; 2,079 tons; 289-1X42-2x23-7.

The steel four-masted barque *Gowanburn*, Capt. W. Gerhardt, left Newcastle, Australia, on February 15th, 1893, for San Francisco with a cargo of 2971 tons of coal. On the 22nd, a week after sailing, a large four-masted barque was sighted off Awakino, the weather being fair at the time. Next day a gale sprang up and shortly afterwards wreckage from the *Gowanburn* was washed ashore on Awakino beach. This was the only trace of the ship found, except for two lifebuoys bearing her name and port of registry, Greenock.

She was lost in the same series of gales which sank the *Northern Star* (which see).

GOWER COAST

Powell, Bacon & Hough Lines; 1899; Dundee Shipbuilders Co.; 804 tons; 198-1x30-2x13-1; 98 r.h.p.; 9 knots; triple-expansion engines.

The steamship *Gower Coast* left the Tyne on March 31st, 1917, for Treport, with coal. She was last seen in Boulogne Roads on April 4th, and was probably sunk through striking a mine. She had a crew of 15.

GOYA

A/S J. Ludwig Mowinckels Rederi; 1942; A/S Akers Mek. Verksted; 5,230 tons; 430x57x—; 1,659 n.h.p.; oil engines. The motorship *Goya* was launched in 1940 to the order of Norwegian owners and taken over by the Germans on completion. On April 16th, 1945, she was torpedoed and sunk by a Russian submarine N. of Rexhøft, while taking part in the evacuation of refugees from East Prussia.

GOYO MARU

Goyo Shosen K.K.; 1938; Kawasaki Dockyard Co.; 8,469 tons; 443 X 60x40; 833 n.h.p.; turbine engines.

The tanker *Goyo Maru* was torpedoed and sunk by the U.S. submarine *Tambor* on February 3rd, 1944, about 150 miles E. of Nantien, China.

GOZAN MARU

GOZAN MARU

KuribayashiShosen K.K.; 1919; *Ishikawajima S.B. Co.*; 3,213 tons; 305x43-7x27-2; 279 n.h.p.; triple-expansion engines. On March 30th, 1944, the *Gozan Maru* was attacked by U.S. carrier-based aircraft and sunk off Babelthup, Palau Islands.

GRACE

Standard Commercial S.S. Corp.; 1912; *Harlan & Hollingsworth Corp.*; 1,861 tons; 229x39-1x28-8; 150 n.h.p.; triple-expansion engines.

The American cargo ship *Grace* was sunk by a submarine in the Mediterranean on July 18th, 1917.

GRACE DARLING

R.Richardson; 1864; *Prince Edward Island*; 381 tons; 126x29-6x15-1.

The barque *Grace Darling*, with a crew of 14, ran ashore at St. Combs, near Fraserburgh, on, or about March 5th, 1874. All on board were drowned.

GRACIE FIELDS

Southampton, Isle of Wight & S. of England Royal Mail Steam Packet Co.; 1936; *J. I. Thornycroft & Co.*; 393 tons; 195-9 X 24-9x8; 185 r.h.p.; 17 knots; compound engines. The paddle steamer *Gracie Fields* was taken over by the Admiralty at the beginning of the Second World War for service as a minesweeper. On May 29th, 1940, when engaged in the task of evacuating the British Army from the Dunkirk beaches the *Gracie Fields* was sunk by German aircraft.

The full story of the Dunkirk evacuation is told under the destroyer *Grafton*.

GRACIOSA

1890; *Russell & Co.*; 2,276 tons; 279-4x41-9x24-4. The German sailing ship *Margretha* was requisitioned by the Portuguese Government and renamed *Graciosa*. Subsequently she was shelled and sunk by a German submarine off the north-west coast of Scotland on August 24th, 1918.

GRACIOSA

Skibs A/S Fjeld; 1917; *Clyde S.B. & Eng. Co.*; 1,773 tons; 265-2x42-2x17-8; 214 n.h.p.; triple-expansion engines. The Norwegian steamship *Graciosa* caught fire at Bombay on April 14th, 1944. There was an explosion, and she was still burning eight days later. It was impossible to extinguish the fire and the ship was entirely gutted.

GRAFFOE

E. Morgan & Co.; 1892; *Furness, Withy & Co.*; 2,996 tons; 314x40-5x21-2; 239 n.h.p.; triple-expansion engines. The British cargo ship *Graffoe* foundered off Ramsey Island, St. George's Channel, on January 27th, 1903, having struck a rock when her steering gear failed. She was carrying a cargo of coal on a voyage from the Clyde to Buenos Aires.

GRAFTON

British Navy, destroyer; 1935; *Thornycroft & Co.*; 1,335 tons; 323x33x8-5; 34,000s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 7 smaller, 8 T.T. The destroyer *Grafton*, Cdr. C. E. Robinson, was engaged in the fighting along the Dutch, Belgian and French coast, commencing with the invasion of the Low Countries by the Germans on May 10th, 1940. From this date to June 3rd, when the evacuation of the British Army from Dunkirk was completed, there was bitter fighting at sea, mostly between destroyers of the Allied navies and German dive-bombers. A large force of British ships, chiefly destroyers, minesweepers and minelayers, operated off the coast of Holland conveying steamships laden with refugees to England and sweeping channels and laying minefields to protect the area from attacks by enemy surface craft. This work was combined with giving artillery support to the left flank of the army by bombarding places

along the coast as they fell into German hands and also in maintaining an anti-aircraft barrage. It was almost solely a task for smaller ships and was carried out at great cost to the flotillas concerned. The enemy accomplished his subjection of Holland in the very short space of four days, during which time the Dutch managed to withdraw most of their navy from various ports to England. The same thing occurred in the case of the very considerable Dutch mercantile marine, which was augmented by 26 German vessels which had been sheltering in Dutch harbours and automatically became prizes of war. This accession of naval strength to the Allies more than counterbalanced their losses, grievous though they were.

The chief units of the Royal Netherlands Navy to come to England were the cruisers *Sumatra*, 6,670 tons, *Tromp*, 3,350 tons, and the *Heemskerck*, 3,350 tons, the last named ship being taken in tow as she was not completed. Two cruisers of 8,350 tons on the building slips at Rotterdam were blown up before the Dutch quitted the city. In addition the East Indies Squadron consisted of the cruisers *De Ruyter*, 6,450 tons, and *Java*, 6,670 tons, as well as the old battleship *Soerabaja*, 5,644 tons, and many destroyers and submarines.

The Dutch losses in the withdrawal comprised the destroyer *Van Galen*, 1,316 tons, the sloop *Johan Maurits van Nassau*, 1,520 tons, the minelayer *Hydra*, 593 tons, and the gunboats *Frisco* and *Brinio*, 540 tons, besides several smaller craft.

The next mischance to befall the Allied land forces was the surrender of the Belgian Army on May 28th, and the retreat of the British to Dunkirk. The latter event, so ominous at the time, has come to be regarded as one of the triumphs of sea power whereby an army of 338,682 officers and men was transported in safety back to its home base despite the loss of nearly all its defensive and offensive equipment.

About the middle of May the Admiralty had completed a survey of all the motor boats, yachts and other small craft lying in harbours round the coast of Britain, and this information proved invaluable in the next few weeks. The weather was fine and the sea very calm and under these conditions a huge armada composed in the first place of 222 destroyers, minesweepers, sloops and other small naval craft, together with 665 yachts, ferries, motorboats and all the odds and ends which may be found lying in any average harbour round the coast, commenced to ply between the sands of Dunkirk and south-eastern England in a continuous stream. The adventure was not without its perils despite the fine weather, for the German Air Force was constantly over the beaches and over the crowded shipping. Nevertheless the army was evacuated with an extremely small loss, and at 10.30 p.m. on June 3rd the nation heard with relief the news that the embarkation was completed. Vice-Admiral Bertram Ramsay, who superintended the whole complex operation, was knighted for his services.

At about 11 p.m. on May 28th, *Grafton*, in company with the destroyer *Wakeful*, the danlayer *Comfort* and the minesweeper *Lydd*, left for Dover with troops. The vessels were steaming at 20 knots when at 12.45 a.m. on the 29th, they were attacked by a force of German torpedo boats which torpedoed *Wakeful*, which broke in two and sank with nearly 600 troops. *Grafton* stopped and was lowering her boats when she was torpedoed. Some confusion occurred owing to the arrival of *Comfort* at full speed, *Grafton* mistaking her for an enemy and firing into her and killing most of her crew. The Germans were also firing their light guns, a shell from which struck *Grafton's* bridge and killed Cdr. Robinson.

In addition to the Dutch ships already mentioned the losses sustained off the coasts of the Low Countries and France during the three weeks from May 10th to June 3rd were as follows:—

BRITISH DESTROYERS

DUTCH AND FRENCH COAST

<i>Valentine</i>	900 tons	May 15th, 1940
<i>Whitley</i>	900 +,,	„ 20th „,
<i>Wessex</i>	1,100 „	„ 25th „,

DUNKIRK

<i>Grafton</i>	1,335 tons	May 29th, 1940
<i>Grenade</i>	1,335	„ „ „
<i>Wakeful</i>	1,100	„ „ „
<i>Basilisk</i>	1,360	June 1st „
<i>Havant</i>	1,340	„ „ „
<i>Keith</i>	1,400	„ „ „

FRENCH DESTROYERS

ALL AREAS	2,126 tons	May 28th, 1940
<i>Chacal</i>	2,126	" "
<i>Jaguar</i>	1,378	June 3rd " "
<i>V Adroit</i>	1,378	
<i>Foudroyant</i>	1,319	
<i>Bourrasque</i>	1,319	
<i>Orage</i>	1,319	

BRITISH MINESWEEPERS

Skipjack 815 tons June 1st, 1940
Brighton Belle; *Brighton Queen*; *Grade Fields*; *Medway Queen*;
Waverley; *Crested Eagle* (all paddle-steamers).
King Orry; *Moncfs Isle* (ex-Isle of Man steamships).

In addition there were eight trawlers, five smaller vessels and the gunboat *Mosquito*.

GRAIGWEN

Graig Shipping Co.; 1926; *R. Duncan & Co.*; 3,697 tons; 365 x 51 • 5 X 23; 392 n.h.p.; triple-expansion engines. The steamship *Graigwen*, on a voyage from Montreal to Barry, was torpedoed and sunk by a German submarine on October 9th, 1940, about 250 miles W. of the Hebrides. Seven of her crew were killed.

GRAN

Wilson & Morland; 1907; *Bergens Mek. Verks.*; 1,153 tons; 229 - 1x35 - 1x15 - 9; 106 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Gran* struck a mine and sank in the North Sea on May 23rd, 1917.

GRANBY

R. Ropner & Co.; 1895; *Ropner & Son*; 1,891 tons; 270x39- 5 x 14-1; 152 n.h.p.; triple-expansion engines. The British cargo ship *Granby* was wrecked near Porto Alegre on July 31st, 1895, while on a voyage in ballast from Imbetiba to Buenos Aires.

GRANDCAMP

French Government; 1942; *California Shipbuilding Corp.*; 7,176 tons; 422-8x57x34-8; triple-expansion engines. The steamship *Grandcamp* caught fire and blew up on April 16th, 1947, while loading ammonium nitrate at Texas City. The explosion set fire to the steamship *Highflyer*, lying alongside loading a similar cargo and she also blew up. This in turn destroyed the steamship *Wilson B. Keene*, tearing away the hull of the ship above the water-line. These explosions destroyed about one third of the port of Texas City, killing some 500 people, and injuring about 3,000.

GRANE

Schjelderup & Schjott; 1899; *Bergens Mek. Verks.*; 1,122 tons; 231 • 1X33 - 2X13 - 7; 97 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Grane* was torpedoed and sunk by a German submarine in the English Channel on March 9th, 1918.

GRANGE

The Carron Co.; 1892; *Wigham Richardson & Co.*; 1,519 tons; 280 x 36 - 2x17 - 7; 622 n.h.p.; triple-expansion engines. The British cargo ship *Grange* foundered in the North Sea on December 31st, 1908. She was carrying passengers and a general cargo on a voyage from Grangemouth to London.

GRANGEMOUTH

G. Gibson & Co.; 1908; *Grangemouth & Greenock Dkyd. Co.*; 1,419 tons; 275-2x36-1x17-3; 310 n.h.p.; triple-expansion engines. The British cargo ship *Grangemouth* sank after a collision with the *Sudanese* on March 22nd, 1939. She was in 53° 50' N., 0° 20' E., on a voyage from Antwerp to the Tees carrying a general cargo.

GRANICOS

Granicos S.S. Co.; 1916; *W. Gray & Co.*; 3,689 tons; 360- 2 x 51x22- 7; 378 n.h.p.; triple-expansion engines. The Greek steamship *Granicos* was torpedoed and sunk by an Italian submarine on March 28th, 1943, 300 miles S. of Monrovia on

a voyage from Rio de Janeiro to Freetown. Thirty of her crew were lost, one survivor was taken on board the submarine and another picked up later by the motorship *Leigh-ton*.

GRANLI

A/S Granli; 1935; *Nylands Verksted*; 1,577 tons; 247-5X 39-2x17-4; 142 n.h.p.; compound engines. The Norwegian steamship *Granli* was intercepted by a German warship and sunk by gunfire about 350 miles E. of Cape Race on March 16th, 1941. The survivors of her crew were taken prisoner.

GRANTA

Witherington & Everett; 1927; *Smith's Dock Co.*; 2,719 tons; 305x45-5x21-3; 266 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Granta*, Capt. L. A. Sixt, was in convoy in the North Sea off Cromer on January 12th, 1940, when she struck a mine and sank. Twelve of her crew were killed and one wounded. Capt. Sixt was among the survivors.

GRANTOR

John Holman & Sons; 1896; *Furness, Withy & Co.*; 2,936 tons; 315 x 43x18-1; 246 n.h.p.; triple-expansion engines. The British cargo ship *Grantor* was wrecked at Boavista, Cape Verde Islands, on March 31st, 1897. She was on a voyage from Cardiff to Santos carrying a cargo of coal.

GRANVILLE

U.S. Maritime Commission; 1913; *W. Gray & Co.*; 4,071 tons; 350X50x25-3; 314 n.h.p.; triple-expansion engines. The Panamanian steamship *Granville* was torpedoed and sunk by a German submarine on March 17th, 1943, 900 miles S.W. of Cape Farewell on a voyage from New York to Iceland. Twelve of her crew were lost.

GRASSHOPPER

British Navy, gunboat; 1938; *J. I. Thorny croft & Co.*; 585 tons; 197x33x5; 3,800 s.h.p.; 17 knots; turbine engines; two 4 in. guns, one 3-7 in. howitzer, 8m.g. The gunboat *Grasshopper* was endeavouring to escape from Singapore but was intercepted by Japanese dive-bombers on February 14th, 1942, driven ashore on Siampeng Island, Sumatra, and became a total wreck. The vessel carried a complement of 74.

GRATIA

J. Jost; 1905; *Eiderwerft Akt. Ges.*; 2,068 tons; 274X39-7X 15-8; 139 n.h.p.; triple-expansion engines. The German steamship *Gratia* broke in two and sank during a storm on January 17th, 1940, of TBorkum.

GRAVENSTEIN

H. C. Horn; 1906; *Burmeister & Wain*; 3,505 tons; 369x47-5x 23-5; 380 n.h.p.; triple-expansion engines. The German steamship *Gravenstein* was bombed and sunk by Russian aircraft on March 27th, 1945, at Gdynia.

GRAVINA

Larrinaga & Co.; 1878; *A. Leslie & Co.*; 618 tons; 190x26-1x 16; 115 n.h.p.; compound engines. The Spanish passenger steamship *Gravina* with a large number of passengers on board was lost in a cyclone off the Philippines on May 22nd, 1895. From a total of 171 passengers and crew only three were saved.

GRAVINA

R. Mac Andrew & Co.; 1886; *J. Readhead & Co.*; 1,242 tons; 227 x 32 • 1 X14; 124 n.h.p.; 9 knots; triple-expansion engines. The steamship *Gravina*, bound from Seville to London, with fruit, was torpedoed and sunk by a German submarine 85 miles W. of Fastnet on February 7th, 1917. Seven men were killed and the captain and 14 others taken prisoner.

GRAY RANGER

The Admiralty; 1941; *Caledon S.B. & E. Co.*; 3,313 tons; 339-7x48-3x22-6; 598 n.h.p.; oil engines. The tanker *Gray Ranger*, on a voyage from North Russia in ballast,

GRAYBURN

was torpedoed and sunk by a German submarine on September 22nd, 1942, midway between Jan Mayen Island and Iceland. There were 21 survivors.

GRAYBURN

Wallem & Co.; 1938; Sir J. Laing & Sons; 6,342 tons; 453-2X 63 • 7 x 27; 525 n.h.p.; triple-expansion engines. The steamship *Grayburn*, on a voyage from Baltimore to Swansea, was torpedoed and sunk by a German submarine on June 29th, 1941, about 400 miles S. of Iceland. Thirty-five of her complement of 53 were lost.

GRAYFIELD

Evan Jones & Co.; 1900; W. Gray & Co.; 2,121 tons; 291 X 42-1x19-2; 215 n.h.p.; triple-expansion engines. The British cargo ship *Gray field* was wrecked on Robin Rigg, near Maryport on November 22nd, 1906, while on a voyage from Poti to Maryport carrying a cargo of iron ore.

GRAZIA

Giovanni Gavarone; 1923; Cantieri Cerusa; 5,857 tons; 394 -3X 51-8x28-4; 338 n.h.p.; triple-expansion engines. The Italian steamship *Grazia* struck a mine and sank on November 19th, 1939, five miles N. of the North Foreland on a voyage from the Tyne to Servola with coal.

GRAZIELLA

Dampskirtsk. Garonne; 1917; Osbourne, Graham & Co.; 2,757 tons; 285x43-3x!9; 196 n.h.p.; triple-expansion engines. The Norwegian steamship *Graziella*, under German control, was bombed and sunk by British aircraft on September 16th, 1943, off the Norwegian coast between Stavanger and the Naze.

GREAT DUKE

American sailing ship; 1845 (circa); 2,000 tons. The American sailing ship *Great Duke* was on a voyage from New Orleans to Liverpool with a cargo of 4,500 bales of cotton, together with other goods. The ship was under command of Capt. Sampson and carried a crew of 32. On February 21st, 1856 she was driven on to the rocks of St. Gowan's Head, near Milford Haven in a violent S.S.W. gale. The heavy seas soon pounded the ship to pieces. The only survivors were the first officer and two seamen.

GREAT LIVERPOOL

Peninsular & Oriental Steam Navigation Co.; 1838; Humble & Milcrest; 1,540 tons; 240 X 56 (overpaddle boxes) X 21; 468 n.h.p.; 12 knots; side lever engines.
The wooden paddle steamer *Great Liverpool*, Capt. MacLeod, was one of the ships purchased from the Atlantic trade by the P. and O. company to form its first fleet. Though not very large she was highly thought of by her new owners, and her loss began a brief but disheartening succession of disasters for the P. and O.
On February 24th, 1846, at about 4 a.m., the ship was between Corcubion and Cape Finisterre, steaming at ten knots through dark and hazy weather with a rough sea. She struck on a reef and sustained heavy damage below the waterline, but managed to steam for some distance until the rising water swamped her fires. She drifted at the mercy of the seas toward Corcubion, finally going ashore about one and a half miles from that place. The boats were launched and all on board, with the exception of two women and a child who were drowned in the capsizing of a boat, came safely to shore. The whole of the mail was also saved.

GREAT NORTHERNER

Fernie Bros.; 1858; Muirhead & Co.; 1,461 tons; 183 X 35 -6x

The wooden sailing ship *Great Northerner* was employed in the Liverpool-India trade for about ten years. In 1869 she was lost off Bombay, going down with 16 of her crew.

GREAT QUEENSLAND

Taylor, Bethell & Roberts; 1852; Mare & Co.; 1,794 tons; 253-7x38-9x25-7. The loss of the wooden sailing ship *Great Queensland* was probably

the worst disaster in the history of Australian emigration. The vessel left London for Melbourne early in August, 1876, under Capt. Holden. She carried 569 passengers and crew; a very large number for a ship of such moderate tonnage. She had a general cargo, two items of which were patent gunpowder and ordinary gunpowder.

On August 12th, in the neighbourhood of Cape Finisterre, a tremendous explosion occurred at sea. This was later assumed to have come from the *Great Queensland*, as pieces of wreckage thought to have belonged to her were afterwards washed ashore along the French coast. No other traces of the ship were ever found.

A subsequent examination of patent gunpowder similar to that carried by the emigrant ship found it to be impure.

GREAT REPUBLIC

American, sailing ship; 1853; Donald McKay; 4,555 tons; 325 X 53 X 38; steam engine for heavy work.

The *Great Republic* came from the yard of the famous American firm of Donald McKay, and was the largest sailing ship built in the nineteenth century. Her mainmast was 250 feet in height and her main yard 120 feet in length, with other masts and yards in proportion. She was intended for the Australian trade in which the Americans hoped to outclass their British competitors. On both sides of the Atlantic keen interest was evinced in the progress of the ship, columns being devoted by the press of both countries to details of her launch and fitting out. The ship was rigged at New York, where she took on board her first cargo, consigned to Liverpool. On December 20th, 1853, shortly before sailing, a disastrous fire broke out in Front Street, near to the East River quays and docks where the *Great Republic* was lying. The fire spread among the wooden buildings with amazing speed and the yards and rigging of the sailing ship caught fire, the burning yards falling to the deck and igniting the hull, which burned to the holds and set fire to the cargo, after which the hulk was scuttled.

Two other ships lying close to the *Great Republic* were also set on fire and totally destroyed. These were the *White Squall*, a famous clipper of the fifties, and the *Joseph Walker*. The *White Squall* came adrift from her moorings and floated up river a mass of flames, and a dreadful danger to other shipping, which fortunately managed to avoid her.

The *Great Republic* was valued at 300,000 dollars and her cargo at a like amount; the *White Squall* was valued at 100,000 dollars and her cargo at 45,000, while the *Joseph Walker* stood at 95,000 for ship and cargo. The dock buildings which were burned accounted for a further 100,000 in round figures, and the whole loss amounted to 940,000 dollars.

The charred hulk of the *Great Republic* was afterwards raised and cut down from four decks to three, and her masts and sail area reduced accordingly. Thus ended the first experiment with large sailing ships, and it was not until the early twentieth century, when vessels like the *Preussen* (which see) and the *Thomas W. Lawson* (which see) were launched that the very big sailing ship once more appeared. They were dogged by the same ill fortune that attended the *Great Republic*, and in any case were not meet rivals for steam.

GREAT REPUBLIC

New York-Pacific Mail Steamship Co.; 1866; Henry Steers & Co.; 4,750 tons; 380x47 (79 over paddles) x 31-5; 10 knots; vertical beam engine.

The paddle steamer *Great Republic* was unusually large for the time and was constructed of white oak and chestnut. With her sister ships *America*, *China* and *Japan*, she was to establish a trans-Pacific service between San Francisco, Yokohama and Hong Kong. Her passenger capacity was for 150 cabin passengers, with 1,200 in the steerage. After several years on the Pacific run she was badly strained in a storm and was withdrawn and placed in the coastal trade, plying between San Francisco and Portland, Oregon.

On April 16th, 1879, the *Great Republic* left San Francisco with nearly 600 passengers, bound for Portland, and on the night of the 19th arrived off the Columbia River. The sea was calm and the weather clear so that the crossing of the bar presented no difficulties, nevertheless she went heavily aground and it became necessary to take to the boats. Nearly all of her company were landed in safety, but one boat containing the first and second officers and 12 members of the crew capsized and all were drowned. The weather then began to freshen and within a few days the wreck went to pieces.

GREATEND

Newbiggin S.S. Co.; 1920; J. I. Thornycroft & Co.; 1,495 tons; 240 • 4 X 36-1X16-3; 178 n.h.p.; triple-expansion engines. The British steamship *Greatend* was bombed and sunk by Insurgent aircraft on May 28th, 1938, at Valencia, during the Spanish Civil War. The ship had been damaged in previous raids on Valencia on May 7th and 13th.

GREATHAM

Coombes, Marshall & Co.; 1890; W. Gray & Co.; 2,338 tons; 290X38-1 x20 • 3; 210 n.h.p.; 9 knots; triple-expansion engines. The steamship *Greatham* was torpedoed and sunk by a German submarine three miles S.E. of Dartmouth on January 22nd, 1918. Seven men were killed. The captain was among the survivors.

GREAVESASH

Newbiggin S.S. Co.; 1917; C. Remoldson & Co.; 1,263 tons; 235-5x36-1x14-2; 167 n.h.p.; 10 knots; triple-expansion engines. The steamship *Greavesash* was torpedoed and sunk by a German submarine ten miles N.E. of Cape Barleur on February 26th, 1918. Eight of her crew were killed. The captain was among the survivors.

GRECIAN

Allan Line S.S. Co.; 1879; W. Doxford & Sons; 3,481 tons; 360'5x40-1x22-8; 432 n.h.p.; compound engines. The British iron steamship *Grecian* was wrecked on February 9th, 1902, at Sandwich Point, seven miles south-east of Halifax, N.S., while on a voyage to that port from Liverpool.

GRECIAN

Merchants & Miners Transportation Co.; 1900; Harlan & Hollingsworth Co.; 2,827 tons; 265x42x36; 300 n.h.p.; triple-expansion engines. On a voyage from Boston to Philadelphia the American steamship *Grecian* collided in fog with the *City of Chattanooga* on May 27th, 1932. She sank near the Block Island S.E. light.

GREENBRIER

Coast S.S. Co.; 1893; Furness, Withy & Co.; 3,331 tons; 345X 41-2x18-6; 445 n.h.p.; triple-expansion engines. The American cargo ship *Greenbrier* struck a mine and sank in the North Sea on April 2nd, 1915.

GREENLAND

Currie Line; 1914; Henry Koch; 1,281 tons; 241-1x36-2x 15-6; 162 n.h.p.; 12 knots; triple-expansion engines. The steamship *Greenland*, Capt. D. Moar, struck a mine and sank on December 6th, 1941, while in convoy off the East Coast, near Aldeburgh. Ten of her crew were killed. Capt. Moar was among the

GREENVILLE

Worldwide S.S. Co.; 1920; Craig, Taylor & Co.; 6,323 tons; 412-2x55x33-5; triple-expansion engines. The Liberian ship *Greenville* reported that she had a 15 degree list during a gale on September 20th, 1953, in an approximate latitude 50° N., longitude 22° 50' W. She was abandoned on the next day in a sinking condition and most of the crew were rescued.

GREGOR

1895; Germaniawerft; 3,969 tons; 355-1x43-6x25-6; 365 n.h.p.; triple-expansion engines. The *Gregor* was a German ship seized by the Russians at Odessa in 1914. On February 11th, 1920, she was being towed from Odessa to an unstated destination when she broke from tow and stranded nine miles W. of the Bosphorus. Some 200 British refugees were on board, most of whom were taken off.

GREGORY

United States Navy, destroyer; 1919; Bethlehem S.B. Corp.; 1,190 tons; 314x30x10; 26,000 s.h.p.; 35 knots; turbine engines; four 5 in. guns, one 3 in., 12 T.T. The United States destroyer *Gregory*, with her sister ship the *Little*, was engaged in escorting convoys to Guadalcanal through the dangerous Ironbottom Sound. Strong forces of Japanese light

cruisers and destroyers made frequent raids into the sound during darkness, and on the night of September 5th, 1942, both United States destroyers were attacked and sunk. Their normal complement was 122.

GREIF

Deutsche--Australische Dampfs. Ges.; 1914; Akt. Ges. Neptun; 4,900 tons; 418 x54x26-8; 15 knots; triple-expansion engines; four 5-9 in. guns, 2 T.T. The steamship *Greif*, formerly *Guben*, was taken over by the German Admiralty in the First World War for service as a commerce raider. On February 28th, 1916, she was in the Skagerrak making for open sea. The British auxiliary cruiser *Alcantara*, 15,831 tons, eight 6 in. guns, Capt. T. E. Wardle, was wamed to be on the look-out for her, and at 6.45 on the morning of the 29th the two ships met.

The *Greif* was disguised as the *Rena*, with Norwegian colours painted on her sides. She stopped at a distance of 1,000 yards to allow a boarding boat from the *Alcantara* to approach, and then lowered her bulwarks and opened fire. The full story of the action, in which both ships were sunk, is told under the *Alcantara*.

GREIF

German Navy, torpedo boat; 1926; Wilhelmshaven Yard; 800 tons; 277-7x27-5x9-2; 24,000 s.h.p.; 33 knots; turbine engines; Schulz-Thornycroft boilers; three 4 • 1 in. guns, two 1 pdr., 6 T.T. The torpedo boat *Greif* was bombed and sunk by British aircraft in Seine Bay on May 24th, 1944. The vessel's complement was about 130.

GREKLAND

Angf.Aktieb. Tirfing; 1905; J. Blumer & Co.; 2,744 tons; 314 X 46-5x20-7; 257 n.h.p.; triple-expansion engines. The Swedish cargo ship *Grekland* was torpedoed and sunk by a German submarine in the North Sea on June 29th, 1918.

GRELDON

Dulcia S.S. Co.; 1903; Richardson Duck & Co.; 3,322 tons; 325 X 47x22-7; 280 n.h.p.; 9 knots; triple-expansion engines. The steamship *Grelton* was torpedoed and sunk by a German submarine seven miles E.N.E. of North Arklow lightship on October 8th, 1917. The captain and 27 of her crew were killed.

GRELEEN

Haenton Shipping Co.; 1894; Harland & Wolff; 2,286 tons; 313X38-2x22-4; 245 n.h.p.; 9 knots; triple-expansion engines. The steamship *Greleen* was torpedoed and sunk by a German submarine seven miles E. by N. of Berry Head on September 22nd, 1917. Nineteen men, including the captain, were killed.

GRELHEAD

Cardigan Shipping Co.; 1915; Richardson, Duck & Co.; 4,274 tons; 380x51x24-8; 395 n.h.p.; triple-expansion engines. The steamship *Grelhead*, on a voyage from Melilla to the U.K., was torpedoed and sunk by a German submarine at midnight on December 1st, 1941, two miles off Punta Negri. Thirty-five of her crew of 37 and all six gunners were lost.

GRELROSA

Cardigan Shipping Co.; 1914; Northumberland S.B. Co.; 4,574 tons; 385X 51 -9x27-1; 320 n.h.p.; triple-expansion engines. The steamship *Grelrosa*, in convoy from New York to the Tyne, straggled from convoy in bad weather and was bombed and sunk by a German aircraft on January 28th, 1941, about 400 miles W. of Malin Head. Five of her crew were killed.

GREMYASHCHI

Russian Navy, gunboat; 1893; New Dockyard, Leningrad; 1,700 tons; 225x41x11; 2,000 i.h.p.; 14-5 knots; triple-expansion engines; one 9 in. gun, one 6 in., four 12 pdr., six 3 pdr., 4 m.g.; 2 T.T.

The gunboat *Gremyashchi* was mined and sunk about two and a half miles from the Lao-tieh-Shan lighthouse, on August 18th, 1904. At the time the vessel, in company with some destroyers, was escorting the French steamship *Georges*, bringing despatches from

GRENA

the Viceroy, Admiral Alexieff, and the Commander-in-Chief, General Kuropatkin.

Of the *Gremyashchfs* complement of 188 officers and men, eight stokers were drowned. The vessel sank in a very few minutes.

GRENA

A/S J. Ludwig Mowinckels Rederi; 1934; Gotaverken A/B; 8,117 tons; 455-5x59-2x35-9; 653 n.h.p.; oilengines. The Norwegian tanker *Grena* was torpedoed and sunk by a enemy submarine on March 21st, 1944, between Aden and Abadan.

GRENADE

British Navy, destroyer; 1935; A. Stephen & Sons; 1,335 tons; 323x33x8-5; 34,000 s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4•7 in. guns, 7 smaller, 8 T.T. The destroyer *Grenade*, Cdr. R. C. Boyle, was bombed and set on fire in Dunkirk harbour on May 29th, 1940, when taking part in the evacuation of the British Army. A trawler took the burning *Grenade* in tow to prevent her from blocking the fairway, but it was not possible to do more than this and she foundered shortly afterwards.

The official complement of *Grenade* was 145, but the exact number of troops and crew on board at the time is not known.

The full story of the Dunkirk evacuation is told under the destroyer *Grafton*.

GRENADIER

Tyne-Tees S.S. Co.; 1895; Wigham Richardson & Co.; 1,004 tons; 240 x 30 -2 x 14 - 7; 181 n.h.p.; 9 knots; triple-expansion engines. The steamship *Grenadier* was torpedoed and sunk by a German submarine six miles E.N.E. of the Shipwash lightship on February 23rd, 1917. The captain and seven of her crew were killed.

GRENVILLE

British Navy, destroyer; 1935; Yarrow & Co.; 1,485 tons; 327x 34-5x8-7; 38,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; five 4 - 7 in. guns, 7 smaller, 8 T.T.

The destroyer *Grenville*, Capt. G. E. Creasy, M.V.O., was mined and sunk in the North Sea on January 19th, 1940. The ship carried a complement of 190 of whom 81 officers and ratings were killed. Capt. Creasy was among the survivors.

GRETAFIELD

Northern Petroleum Tank S.S. Co.; 1928; Cammell Laird; 10,191 tons; 500-2x67-9x36-9; 874 n.h.p.; 11-5 knots; quadruple-expansion engines & L.P. turbine.

The tanker *Gretafield*, Capt. E. Derricks, was torpedoed 12 miles E. of Wick, on the N.E. coast of Scotland, on February 14th, 1940. The vessel caught fire and of the 41 men who formed the crew 11 were killed, the survivors being taken off by trawlers. The *Greta-field* was navigated as far as the coast, where she was beached and remained blazing for several days. Capt. Derricks was among the survivors.

Two other vessels were sunk round about the same time in this vicinity and later the Admiralty announced that two German submarines probably concerned in the sinkings had been destroyed within a few hours of the attack.

GRETASTON

W. S. Miller & Co.; 1901; W. Gray & Co.; 3,395 tons; 331 x 47-2x24-7; 268 n.h.p.; triple-expansion engines. The British ship *Gretaston* was sunk by the German minelayer *U.C. 72* on April 30th, 1917, in 45° 26' N., 1° 37' W. The captain and 28 of the crew were killed.

GRETAVALE

Crawford Shipping Co.; 1928; Lithgows; 4,586 tons; 385x52x 26-6; 477 n.h.p.; triple-expansion engines.

The steamship *Gretavale*, on a voyage from Baltimore to Loch Ewe, was torpedoed and sunk by a German submarine at 11.50 p.m. on November 2nd, 1941, about 250 miles N.E. of the Belle Isle Strait. There were only five survivors of her crew of 42 and five gunners.

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GRETE HUGO STINNES 8

Hugo Stinnes; 1911; Flensburger Schiffsb. Ges.; 1 551 tons; 243-3x37-7x17-7; 136 n.h.p.; triple-expansion engines. On a voyage from Hamburg to Danzig the German ship *Grete Hugo Stinnes 8* was wrecked N.N.E. of Rixhoff in January, 1916.

GREYHOUND

British Navy, destroyer; 1935; Vickers Armstrong; 1,335 tons; 323x33x8-5; 34,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 6 smaller, 8 T.T.

The destroyer *Greyhound*, Cdr. W. R. Marshall-A'Deane, D.S.O., D.S.C., A.M., was bombed and sunk on May 22nd, 1941, when acting with a force under Admiral King engaged in preventing the passage of an Italian convoy from Greece to Crete. The convoy was strongly protected by German dive-bombers which succeeded in hitting *Greyhound* at about 2 o'clock in the afternoon. The ship was off the island of Antikithera when she sank. Of her complement of 174 a I total of three officers and 88 ratings were picked up by the destroyers *Kandahar* and *Kingston*. Those killed numbered six officers, including Cdr. Marshall-A'Deane, and 74 ratings. Four ratings were picked up by the enemy and became prisoners of war. For further details of the action, see the cruiser *Fiji*.

GREYSTOKE

R. Ropner & Co.; 1885; E. Withy & Co.; 2,119 tons; 275-9X 37 • 3 x 19; 160 h.p.; triple-expansion engines. The British cargo ship *Grey stoke* was wrecked on Gross Vogelsand, near Cuxhaven, in December, 1892, while on a voyage from Odessa to Hamburg carrying a cargo of corn. All on board were drowned.

GRIESHEIM

Lehnkering & Cie., A.G.; 1920; F. Schichau; 4,998 tons; 361X 51-4x31-5; 344 n.h.p.; triple-expansion engines. Sailing from Narvik to Rotterdam with ore, the German ship *Griesheim* went aground on January 24th, 1937, S. of Bronnoy-sund, and broke in two.

GRIFFON

British Navy, steam gun vessel; 425 tons; 80 n.h.p.; steam engines; 5 guns.

The steam gun vessel *Griffon*, Cdr. D. G. Davidson, stranded after collision with the gun vessel *Pandora* at Little Popo at night in October, 1866. There was no loss of life, but the collision brought to a head the question of the navy's night signalling, which was extremely inefficient. Soon afterwards a system invented by Lt. P. H. Colomb, and based on the Morse Code, was introduced.

Nothing had been done to improve night signalling since the 18th century, and Colomb's system of easily read short and long flashes undoubtedly saved the navy from many serious accidents subsequently to 1867, when it first came into use.

GRIGORIOS ANGHELATOS

D. Anghelatos; 1897; W. Doxford & Sons; 3,635 tons; 351X 46 x 25; 282 n.h.p.; triple-expansion engines. The Greek steamship *Grigorios Anghelatos* was torpedoed and sunk by a submarine in the Mediterranean on December 5th, 1916.

GRIGORIOS C. II

P.G. Callimanopulos; 1919; C. Hill & Sons; 2,546 tons; 303 X 43x20-7; 265 n.h.p.; triple-expansion engines. The Greek steamship *Grigorios C. II* was intercepted by the German raider *Admiral Scheer* and sunk by gunfire on February 20th, 1941, W. of the Seychelles on a voyage from New York to Piraeus.

GRIMSBY

British Navy, sloop; 1933; Devonport Dockyard; 990 tons; 266x34x8-7; 2,000 s.h.p.; 16-5 knots; turbine engines; 3-drum boilers; two 4-7 in. guns, one 3 in., two 3 pdr., 10 m.g. The sloop *Grimsby*, Cdr. K. J. D'Arcy, was operating with the Eastern Mediterranean Fleet off the coast of Libya. On May 25th, 1941, she was bombed and sunk by enemy aircraft off Tobruk. Her normal complement was 100.

GRIMSEL

Cay, Hall & Co.; 1880; J. Readhead & Co.; 1,398 tons; 251 x 34-2x17-5; 130h.p.; compound engines.

The British cargo ship *Grimsel* was wrecked on Inchkeith on October 12th, 1889, while on a voyage from Salonica to Leith carrying a cargo of rye.

GRIPFAST

Newbiggin S.S.Co.; 1910; J. Crown & Sons; 1,109 tons; 225 x 35-6x13-6; 164 n.h.p.; triple-expansion engines. The steamship *Grip fast* was bombed and sunk by German aircraft on July 9th, 1942, S. of Prawle Point on a voyage from Barry to Sheerness. Five of her crew were killed.

GRO

Biørn Biørnstad & Co.; 1895; W. Hamilton & Co.; 2,667 tons; 309-7x42-6x20-5; 241 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Gro* was torpedoed and sunk by a German submarine in the English Channel on August 22nd, 1917.

GRO

O. G. Olsen & I. H. Olsens Rederi A/S; 1917; J. L. Thompson & Sons; 4,211 tons; 352-2x50-9x26; 365n.h.p.; triple-expansion engines.

The Norwegian steamship *Gro* was torpedoed and sunk by a German submarine on September 7th, 1940, on a voyage from Montreal to Manchester, with the loss of 11 lives.

GROENLO

N.V. Stoomv. Maats. Noordzee; 1926; Boele & Co.; 1,948 tons; 275-3x41-2x18-6; 209n.h.p.; triple-expansion engines. The Dutch steamship *Groenlo* was a unit of Convoy FS 54, bound from Middlesbrough to London. On November 24th, 1941, when E. of Lowestoft, the convoy came under attack from German motor torpedo boats. The *Groenlo* was hit by a torpedo and sank with the loss of her crew.

GROM

Polish Navy, destroyer; 1936; J. S. White & Co.; 2,144 tons; 374x37x10-2; 54,000 i.h.p.; 39knots; turbine engines; 3drum boilers; seven 4 - 7 in. guns, four 47 mm., 4 m.g., 2 D.C.T., 6 T.T. The Polish destroyer *Grom*, together with many other Allied cruisers and destroyers, was engaged in escorting convoys of troops withdrawn from Norway on May 1st, 1940. The Germans made the most persistent attacks on the ships by bombers, the escort suffering severely. The *Grom* sank on the 3rd as a result of bomb hits, one officer and 65 ratings of her complement of about 200 being drowned. The British destroyer *Afridi*, 1,870 tons, and the French destroyer *Bison*, 2,436 tons, were also sunk in the fighting in these waters.

GROMKI

Russian Navy, destroyer; 1904; Nevski Works; 350 tons; 196-9x18-4x11-5; 5,700i.h.p.; 26 knots; triple-expansion engines; one 12pdr. gun, five 3pdr., 3 T.T.

The Russian destroyer *Gromki* was a unit of the 2nd Destroyer Flotilla of the Baltic Fleet at the battle of Tsu-Shima on May 27th, 1905. The ship came through the fighting of that day without damage and attached herself to the cruiser *Vladimir Monomach*, which was in a precarious state. Later she went to the assistance of the battleship *Sissoi Veliki*, but in neither instance would the captains of these two ships permit her to take off the crews. On the morning of the 28th, when it was evident that she could not be of further assistance, she sought her own safety from the gradually encircling Japanese. At about 9 a.m. she was sighted by the enemy destroyer *Shiranui* and torpedo boat No. 63. After a chase of two hours there was a determined engagement in which the *Gromki* had her boilers disabled, her guns put out of action one by one, her magazines flooded and two-thirds of her small complement of 62 killed or wounded. Despite so desperate a condition of affairs there was no thought of surrender and she continued to use her last gun, supplied by ammunition which had been collected on deck, until she sank.

The Japanese rescued about one-third of her crew.

GRONANT ROSE

R. Hughes & Co.; 1924; J. Fullerton & Co.; 1,110 tons; 220-5 X 34 - 2 X 13 - 2; 169 n.h.p.; triple-expansion engines. The British steamship *Gronant Rose* foundered off Pierres Vertes, Ushant, on September 27th, 1929. She was on a voyage from Cardiff to Brest carrying a cargo of coal.

GROOTEKERK

N.V. Vereenigde Nederlandsche Scheepv. Maats.; 1923; New Waterway S.B. Co.; 8,685 tons; 493-3x58-2x37-2; 968 n.h.p.; turbine engines.

The Dutch ship *Grootekerk* sailed from Swansea on February 18th, 1941, for Freetown, Penang and Singapore, and nothing was heard of her after she had passed the Mumbles on the same day.

GROPPO

Italian Navy, torpedo boat; 1942; Italy; 860 tons; 274-5x31x8; 16,000s.h.p.; 28 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, six 20 mm.A.A., 2 T.T.

The torpedo boat *Groppo* was lying at Castellammare on May 25th, 1943, when she was bombed and sunk by British aircraft. The number lost is not known.

GROSSER KURFURST

German Navy, turret ironclad; 1875; Wilhelmshaven Dockyard; 6,663 tons; 370x52x24; 850n.h.p.; 14 knots; compound engines; four 10 in. guns, two 6-75 in.m.l.r.

The German turret ironclad *Grosser Kurfurst* was a unit of a squadron commissioned on May 6th, 1878, for service in Turkish waters. The squadron consisted of four ships, the large ironclad *Konig Wilhelm*, flagship of Rear-Admiral von Batsch, commanding, and three turret ironclads, the *Grosser Kurfurst*, *Preussen* and *Friedrich der Grosse*, the last named ship not having joined at the time of the disaster. The Russo-Turkish War had just concluded and the ships were to watch Germany's interests in the Near East during the deliberations of the Berlin Congress.

The *Grosser Kurfurst* carried a complement of 497 officers and men, Capt. Count Montz, who had formerly served in the British navy, being in command. On Friday morning, May 31st, the ships were off Folkestone with clear weather and a smooth sea. The flagship was leading with the *Grosser Kurfurst* slightly abaft her beam and the *Preussen* astern.

In this formation the squadron came across two sailing ships hauled to the wind on the port tack, and standing across the bows of the leading ironclads. The *Grosser Kurfurst* on the inshore side gave way to the first barque in accordance with the rules of navigation, porting her helm and passing under the stern of the ship. Meanwhile the *Konig Wilhelm* endeavoured to cross the bows of the merchantman but finding that she had no room to do this changed course and stood under the other's stern, coming round at right-angles to the *Grosser Kurfurst*. There was little time or space in which to manoeuvre, the captain of the *Grosser Kurfurst* increased to full speed and ported her helm, hoping to avoid a collision or to minimise its force. He was not successful in either and the helmsman on the *Konig Wilhelm*, losing his nerve, failed to obey the orders of the officer of the watch and flung the helm over to port instead of keeping it steady. A last moment's effort to avert catastrophe was made by the *Konig Wilhelm* which reversed her engines. The collision followed immediately, the *Grosser Kurfurst* running at a speed of about nine knots and the flagship at about six knots, the former being struck on the port side between the main and mizzen masts with tremendous force. Her armour-plate was ripped away by the ram of the flagship and a vast hole torn in her side below the waterline into which the water rushed drowning all those stationed there. All the boats along the port side were smashed.

The plight of the *Grosser Kurfurst* was hopeless from the moment of impact. She heeled over to port, having just sufficient steerage way to head for land with the intention of beaching, and then her stokehold was flooded, there was a rush of escaping steam and the vessel sank within eight minutes.

The number killed was 284 officers and men, the survivors being taken on board the other ships.

The *Konig Wilhelm* had her bowsprit smashed and her ram badly twisted. Her watertight compartments held firm, though she made a great deal of water forward, and she managed to reach Portsmouth, where she was docked.

GROVE

A diver sent down to the wreck of the *Grosser Kurfurst* found that it was lying in two parts, one part being keel uppermost.

On his return to Germany Rear-Admiral von Batsch was court-martialled and sentenced to six months imprisonment for culpable neglect in connection with the sinking. He was confined to the fortress at Magdeburg, but after a short term of only 14 days he was pardoned and set at liberty by the Emperor William I.

GROVE

British Navy, destroyer; 1941; Swan Hunter; 904 tons; 272-7 X 28-3x7-7; 19,000 s.h.p.; 27 knots; turbine engines; 3-drum boilers; four 4 in. guns, 8 smaller.

The escort destroyer *Grove*, Cdr. J. W. Rylands, was a unit of the Eastern Convoy from Alexandria to Malta under Rear-Admiral P. J. Vian in mid-June, 1942. The convoy was sighted by enemy aircraft when some days out and an intensive and persistent attack by bombers, torpedo boats and submarines developed, supported by heavy units of the Italian Navy. On the 12th *Grove* was sunk by a torpedo. Two officers and 108 ratings lost their lives. The convoy was able to send a few ships into Tobruk, but was finally compelled to put about for Alexandria.

For full story of the convoy see under the light cruiser *Hermione* which was lost in the action.

GRUTTO

Smith & Van Ommeren; 1925; C. Van der Giessen Zonen; 920 tons; 244-8x36-2x12-5; 258 n.h.p.; triple-expansion engines. The Dutch steamship *Grutto* left London on March 4th, 1940, for Rotterdam and was never seen again. Wreckage was sighted seven and a half miles from Thornton Ridge buoy on the 6th, and the body of one of the crew was washed ashore. The ship was considered to have been sunk by striking a mine.

GRYF

Polish Navy, minelayer; 1936; Chantiers Augustin Normand; 2,227 tons; 337-7x44-3x28; 6,000 i.h.p.; 20 knots; Sulzer diesel engines; six 4•7 in. guns, four 40mm, 300mines. The Polish minelayer *Gryf* was sunk in the first fighting of the Second World War. The vessel was attacked by German destroyers and aircraft off Hel on September 3rd, 1939. Her normal complement was 205.

GRYFEVALE

Barr, Crombie & Co.; 1906; Grangemouth & Greenock Dkyd. Co.; 4,437 tons; 370x52-2x17-5; 374 n.h.p.; triple-expansion engines.

The British cargo ship *Gryfevale* was wrecked on October 21st, 1917, in avoiding a German submarine ten miles north of Cape Blanco. She was on a voyage from Mauritius to Gibraltar carrying a cargo of sugar.

GUADELOUPE

Compagnie Generale Transatlantique; 1906; Chantiers de VAtlantique; 6,600 tons; 432-6x52-3x31-4; 718 n.h.p.; 16 knots; triple-expansion engines.

The French liner *Guadeloupe*, homeward bound from Rio de Janeiro with 143 passengers and a general cargo which included military supplies, was captured by the German auxiliary cruiser *Kronprinz Wilhelm* on February 22nd, 1915, some 300 miles S.E. of Fernando de Noronha. The liner was kept for about a fortnight, as well as the British collier *Chasehill* which had also just been captured and relieved of her cargo of coal. The *Chasehill* was then released together with the crew and passengers of the *Guadeloupe* and sent to Pernambuco, which she reached on March 12th. The *Guadeloupe* was sunk on March 9th.

The auxiliary cruiser *Kronprinz Wilhelm* was a North German Lloyd liner of 14,908 tons with a speed of 23 knots, equipped for service by the light cruiser *Karlsruhe* (which see) which turned over to her two 3 -4 in. guns with a small amount of ammunition. The ammunition supply would have been much larger had not the two ships, which were lying about 120 miles N.E. of Watling Island in the Bahamas, been compelled to separate by the light cruiser *Bristol* which gave chase to the *Karlsruhe*. This took place on August 6th, 1914, the *Kronprinz Wilhelm* having cleared New York just prior to the declaration of war.

The auxiliary cruiser now embarked on a brief, but profitable

career of commerce destroying. She was commanded by Lt. Cdr. Paul Thierfelder, one of the *Karlsruhe's* officers, and made her first capture on August 27th, having crossed the Atlantic and coaled off Las Palmas. The prize was the Russian barque *Pittan* which was released shortly afterwards. After that her luck was steady, though moderate, and between September, 1914, and March, 1915, she captured the following Allied merchantmen.

Sept 4 th , 1914	<i>Indian Prince</i> , 2,846 tons, sunk
Oct 7 th "	<i>La Correntina</i> , 8,529 tons, sunk
" 28 th "	<i>Union</i> , French barque, sunk
Nov 21 th "	<i>Anne de Bretagne</i> , French barque, 2,063 tons, sunk
Dec 4 th "	<i>Bellevue</i> , sunk
" 4 th "	<i>Mont Agel</i> , French, sunk
" 28 th "	<i>Hemisphere</i> , 3,486 tons, sunk
Jan 10 th "	<i>Potaro</i> , 4,419 tons, retained as supply ship, scuttled.
" 14 th "	<i>Highland Brae</i> , 7,634 tons, sunk
" 14 th "	<i>Wilfrid M.</i> , schooner, 251 tons, sunk
Feb 3 rd "	<i>Semantha</i> , Norwegian barque, 2,280 tons, Sunk
" 22 nd "	<i>Chasehill</i> , 4,583 tons, retained and released

with prisoners

" 22n	<i>Guadeloupe</i> , French, 6,600 tons, sunk
Mar 9th	
Mar 23 nd	<i>Tamar</i> , 3,207 tons, sunk
" 27 th	<i>Coleby</i> , 3,824 tons, sunk.

On April 11th, the *Kronprinz Wilhelm* weather-worn and damaged with no supply ships from which to draw assistance, steamed into Newport News, having eluded the cruiser *Suffolk* during the night, and was interned by the United States authorities.

GUADIANA

Royal Mail Steam Packet Co.; 1874; London & Glasgow Co.; 2,504 tons; 332-1x36-3x28-6; 400 h.p.; compound inverted engines.

The British cargo ship *Guadiana* was wrecked off Abrolhos, Brazil, on June 20th, 1885, while carrying a cargo of coffee from Santos to New York.

GUAHYBA

Companhia Commercio e Nav.; 1908; Grangemouth & Greenock D.D.Cp.; 1,891 tons; 275-5x43-5x17-5; 211 n.h.p.; triple-expansion engines.

The Brazilian cargo ship *Guahyba* was torpedoed and sunk by a German submarine at St. Vincent, Cape Verde Islands, on November 2nd, 1917.

GUARATINGA

Empresa Internacional de Transportes; 1944; Dravo Corporation; 2,902 tons; 309x50x25; oil engines.

The Brazilian motorship *Guaratinga* went aground on July 21st, 1954, near Santa Marta lighthouse and became a total loss.

GUARUJA

Cie. de Nav. France Amerique; 1922; Forges & Chantiers de la Mediterranee; 4,282 tons; 362-2x45-9x23-6; turbo-electric engines.

Sailing from Genoa for Buenos Aires the French ship *Guaruja* went ashore on January 2nd 1938, near Punta Polacra, near Almeria, and broke her back.

GUATEMALA

Cie. Generale Transatlantique; 1908; Chantiers de Normandie; 5,913 tons; 387-1x51-4x28-2; 265 n.h.p.; triple-expansion engines.

The French steamship *Guatemala* was torpedoed and sunk by a German submarine in the Bay of Biscay on September 6th, 1915.

GUDBRAND

Sverre Hansen Akties.; 1897; J. Priestman & Co.; 1,860 tons; 271-2x39-6x16-4; 196 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Gudbrand* was torpedoed and sunk by a German submarine in the North Sea on March 16th, 1917.

GUDMUNDRA

E. Hogberg; 1921; AID Oresundsvarvet; 1,776 tons; 273-8 X 41-2x17-8; 229 n.h.p.; turbine engines.

Sailing from Barbados for Liverpool with a cargo of sugar, the Swedish ship *Gudmundra* went ashore on November 7th, 1941, near St. Pierre Island and became a total loss.

GUDVANG

D/S A/S Gudvin; 1912; Fredrikstad Mek. Verksted; 1,470 tons; 243 X 39 - 3 X 17 • 3; 150 n.h.p.; triple-expansion engines. The Norwegian steamship *Gudvang* was intercepted by German patrol boats in the Skagerrak on April 1st, 1942, while endeavouring to escape to England. After an exchange of gunfire the *Gudvang* was sunk and the survivors taken prisoner.

GUDVEIG

D/S A/S Gudvin; 1920; Odense Staalskibsværft; 1,300 tons; 241 • 2 X 36 • 3 x 16 • 3; 106 n.h.p.; triple-expansion engines. The Norwegian steamship *Gudveig* was torpedoed and sunk by a German submarine on January 25th, 1940, five miles N.E. by E. of the Longstone Light, Fame Island.

GUERNSEY

London & South Western Railway Co.; 1874; J. & W. Dudgeon; 509 tons; 195-5x26x13-4; 189 n.h.p.; 13 knots; triple-expansion engines.

The steamship *Guernsey*, Capt. Barrow, was wrecked off Cap de la Hague at about 10 o'clock on the night of April 8th, 1915. She left Guernsey for Southampton at 7 p.m. with a cargo of flowers and vegetables, in a strong N.W. breeze and a rough sea. Owing to war conditions the light on Cap de la Hague was not burning and in the darkness and with a most dangerous coast to navigate the *Guernsey* ran on the rocks not far from the cape. So violent was the shock that the captain was flung overboard from the bridge and never seen again. There was no time to launch more than one lifeboat. This boat, containing 12 survivors of her crew of 19, was picked up by the steamship *Cherbourg* and the occupants taken to Southampton.

GUIDING STAR

Miller & Thompson (Golden Line); 1853; W.&R. Wright; 2,013 tons; 233x38x22-1.

The clipper ship *Guiding Star* was a large vessel for the 1850's. She was engaged in the emigrant trade to Australia, and had made one round trip from Liverpool to Melbourne and back. She left Liverpool for Melbourne on her second voyage on January 9th, 1855, having on board 480 persons, passengers and crew.

The winter of 1854-55 was extremely severe at sea, and homeward-bound ships reported, on arrival, vast icefields through which they had passed at some peril. One such field was computed to be 60 miles in length and 40 miles in breadth, and it was in this that the *Guiding Star* was thought to have become trapped. The position was 44° S., 28° W., extending to 40° S., 20° W.

The *Guiding Star* had been sold during the voyage by Miller & Thompson for £8,050. At the time of her loss she was under charter to the Golden Line running to Australia.

GUIDO

Ellermarks Wilson Line; 1920; Goole S.B.&R. Co.; 3,921 tons; 333x46-6x29; turbine engines.

The steamship *Guido*, on a voyage from St. Kitts to Greenock, was torpedoed and sunk by a German submarine on March 8th, 1943, about 450 miles E.S.E. of Cape Farewell. Eight of her crew and two gunners were lost.

GUIDO BRUNNER

D. Tripovich & CL; 1925; Cantieri Navali Triestino; 1,081 tons; 222-2x35x13; 194 n.h.p.; triple-expansion engines. The Italian steamship *Guido Brunner* was bombed and sunk by Allied aircraft on February 14th, 1944, on a voyage from Rbgosniza to Durazzo.

GUILDFORD

Peter'sen, Tate & Co.; 1882; Palmers' Co.; 2,281 tons; 298x 37-2x23-7; 270 h.p.; compound engines. The British cargo ship *Guildford* was wrecked on Neckmann Grund,

Gulf of Finland, in December, 1893. She was on a voyage from Charleston to Reval carrying a cargo of cotton.

GUILDHALL

Letricheux Line; 1898; Tyne Iron Shipbuilding Co.; 2,609 tons; 290x43x19-5; 250 n.h.p.; 9 knots; triple-expansion engines. The steamship *Guildhall* was torpedoed and sunk by a German submarine 40 miles S.W. by W.i.W. of Bishop Rock, Scilly Isles, on June 25th, 1917. Eleven men, including the captain, were killed.

GUILLEMOT

General Steam Navigation Co.; 1894; Cambeltown S.B. Co.; 1,754 tons; 260x36-5x18-3; 166 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Guillemot*, Capt. Ward, was on a voyage from the Tyne to Genoa when she met with heavy weather in the Bay of Biscay on December 20th, 1911. On the morning of the 21st the seas smashed the steamship's steering gear and by the 22nd she was unmanageable with all her deck cargo adrift. In this condition she was sighted by the s.s. *Lincairn*, Capt. C. S. Jackson, from Java for the Clyde. The *Lincairn* stood by and at about noon Capt. Ward gave orders for the *Guillemot* to be abandoned. Two boats were launched, the others having been smashed, and the first of these containing four men managed to reach the *Lincairn*. The second capsized but two men clung to the keel and another found a piece of floating wreckage. These three were also rescued, but the remainder of the crew of 16, including Capt. Ward, were drowned when the *Guillemot* foundered shortly afterwards. The only officers saved were the second officer and the third engineer.

GUILLERMO

W. Gonzalez Garra; 1896; D. & W. Henderson & Co.; 3,797 tons; 350x45-4x25-8; 302 n.h.p.; triple-expansion engines.

Carrying a cargo of ore from Huelva to Rotterdam the Spanish ship *Guillermo* sank off Oporto on March 14th, 1921.

GUILVINEC

Cie. France-Navigation S.A.; 1920; Lloyd Royal Beige (Gt. Britain); 3,181 tons; 331x46-5x23-3; 442 n.h.p.; triple-expansion engines.

The French steamship *Guilvinec* was torpedoed and sunk by an unidentified submarine on February 19th, 1941, 170 miles off San Sebastian, with the loss of 17 lives.

GUINE

Cia. Colonial de Nav.; 1898; Reiherstieg Schiffswerf; 4,032 tons; 361 - 3x44-8x25-7; 338 n.h.p.; triple-expansion engines. Carrying mail, passengers, maize and general cargo from Luanda to Lisbon, the Portuguese ship *Guine* went ashore on August 21st, 1930, near Bolama and broke up.

GUINEVERE

United States Navy, armed yacht; 1908; Geo. Lawley & Son; 499 tons; 197-5x32-5x18-8; several small guns. The United States armed yacht *Guinevere* was wrecked on the French Atlantic coast on January 25th, 1918.

GULDBORG

C.K. Hansen; 1890; Irvine & Co.; 1,575 tons; 250x35x16-4; 134 n.h.p.; triple-expansion engines.

The Danish steamship *Guldborg* was sunk by a German submarine in the North Sea on October 20th, 1916.

GULF OF ADEN

Greenock Steamship Co.; 1887; R. Dixon & Co.; 2,366 tons; 300x40-2x23-9; 450 h.p.; triple-expansion engines. The British steamship *Gulf of Aden* was bound from Liverpool to Valparaiso with a general cargo and a large number of passengers. She foundered on May 22nd, 1890, with the loss of 73 lives.

GULF OF PANAMA

Greenock Steamship Co.; 1880; W. Richardson & Co.; 1,592 tons; 261 X 34 - 3 x 21 - 3; 180 h.p.; compound inverted engines. The steamship *Gulf of Panama*, on a voyage from Shimonoseki to Bremen, with rice, was wrecked off the Texel on the night of October 28th, 1882. Twenty-two of the crew were drowned.

GULFAMERICA

GULFAMERICA

Gulf Oil Corporation; 1942; Bethlehem Sparrows Pt. Shipyard; 8,081 tons; 445x64-2x34-9; 583 n.h.p.; turbine engines. The American tanker *Gulfamerica* was torpedoed, shelled and sunk by a German submarine on April 11th, 1942, five miles off Jacksonville, on a voyage from Port Arthur, Texas, to New York. Seventeen of her crew and two gunners were lost.

GULFLAND

Gulf Oil Corporation; 1918; New York S.B. Corp.; 5,277 tons; 391 -1 x 51 - 2 X 30 • 2; 543 n.h.p.; triple-expansion engines. Sailing from Beaumont to Jacksonville the American tanker *Gulfland* was in collision on October 20th, 1943, and caught fire. She was then three miles E. of Jupiter Light, Florida, and stranded on a reef where she broke in two. The afterpart was salvaged and towed into Jacksonville.

GULFOIL

Gulf Oil Corporation; 1912; New York S.B. Corp.; 5,189 tons; 383x51 - 2x30; 543 n.h.p.; triple-expansion engines. The American tanker *Gulfoil* was torpedoed and sunk by a German submarine on May, 17th, 1942, 250 miles out of Port Arthur bound for New York with diesel oil. Twenty-one of her crew were lost.

GULFPENN

Gulf Oil Corporation; 1921; Sun S.B. Co.; 8,862 tons; 480 -5 x 66x36-8; 819 n.h.p.; quadruple-expansion engines. The American tanker *Gulfpenn* was torpedoed and sunk by a German submarine on May 13th, 1942, about 250 miles out of Port Arthur bound for Philadelphia with fuel oil. Thirteen of her crew were lost.

GULFSTATE

Gulf Oil Corporation; 1920; Bethlehem S.B. Corp.; 6,882 tons; 435x56x33-8; 421 n.h.p.; triple-expansion engines. The American tanker *Gulfstate* was torpedoed and sunk by a German submarine on April 3rd, 1943, 100 miles S. of Miami on a voyage from Corpus Christi to New York with crude oil. Twenty-seven of her crew and seven gunners were lost.

GULFTRADE

Gulf Oil Corporation; 1920; Sun S.B. Corp.; 6,776 tons; 429-3x59-2x31-4; 612 n.h.p.; triple-expansion engines. The American tanker *Gulftrade*, Capt. Torger Olsen, was torpedoed by a German submarine, and broke in two and sank on March 10th, 1942, about five miles off the coast of New Jersey, inward bound from Port Arthur, Texas, with fuel oil. Nineteen of her crew were lost.

GUN

RederiAIBVinga; 1891; J. Blumer & Co.; 1,222 tons; 237-2x 34-2x16-2; 142 n.h.p.; triple-expansion engines. The Swedish steamship *Gun* was torpedoed and sunk by a German submarine on September 30th, 1939, off Hanstholm, Denmark.

GUNBORG

Rederi A/B Sylvia; 1930; Oskarshamns Mek. Vcerks.; 1,572 tons; 269 - 2x40-4x16-6; 122 n.h.p.; triple-expansion engines & L.P. turbine.

The Swedish steamship *Gunborg* was torpedoed and sunk by a German submarine on October 18th, 1940, 150 miles W. of the Hebrides on a voyage from Halifax, N.S. to the Clyde.

GUNDA

A/S Olymp; 1919; McDougallDuluthCo.; 2,241 tons; 251 -3 x 43-7x22-2; 184 n.h.p.; triple-expansion engines. The Norwegian steamship *Gunda* was torpedoed and sunk by a submarine on November 19th, 1942, off the coast of East Africa between Inhaca and Punta da Oro. Thirty-eight of her crew of 46 were killed.

GUNHILD

H.Silven; 1920; Eriksbergs Mek. Va>rks.; 678 tons; J 80 - 6 x 28-9x11-6; 65 n.h.p.; triple-expansion engines. The Swedish steamship *Gunhild* left Gothenburg on October 12th, 1934, for Bremen, and on October 14th at noon was sighted 12

miles N.E. of Horns Reefs, but she was not seen again. Lifebuoys and bodies were washed ashore.

GUNNAREN

Rederi-A/B Transatlantic; 1930; A/B Lindholmen-Motala; 3,229 tons; 354-1x50-1x21-7; 543 n.h.p.; oil engines. The Swedish motorship *Gunnaren* went ashore at 5 a.m. on August 19th, 1935, on Swona Island, Pentland Firth. She broke in two and became a total loss.

GUNNY

A/S Lesjar; 1920; Eltringhams; 2,362 tons; 290-4x44x20-8; 203 n.h.p.; triple-expansion engines. The Norwegian steamship *Gunny* was torpedoed and sunk by a German submarine on March 2nd, 1942, about 400 miles S. of the Bermudas, with the loss of 14 lives.

GUNVOR

A/S Herdis; 1935; Trondhjems Mek. Verksted; 1,942 tons; 277-7x43-2x18-1; 214 n.h.p.; compound engines & L.P. turbine. The Norwegian steamship *Gunvor* was torpedoed and sunk by a German submarine on June 10th, 1942, between Mobile and Trinidad.

GURKA

British Navy, destroyer; 1907; Hawthorn Leslie; 880 tons; 255 x 25-5 x 8; 14,250 i.h.p.; 33 knots; turbine engines; Yarrow boilers; five 12pr. guns., 2 T.T. The destroyer *Gurka* was mined and sunk four miles S.E. of Dun-geuss buoy on February 8th, 1917. Her official complement was about 80.

GURKHA

British Navy, destroyer; 1937; Fair field Shipbuilding Co.; 1,870 tons; 355-5x36-5x9; 44,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; eight 4-7 in. guns, eight smaller, 4 T.T. The destroyer *Gurkha*, Cdr. A. W. Buzzard, was cruising off Bergen on April 9th, 1940, with other units of the Home Fleet in the hope of intercepting some of the German ships engaged upon the invasion of Norway. During the afternoon the British force was subjected to continuous attacks by enemy aircraft. The battleship *Rodney* was hit by a bomb which failed to penetrate her armour; the cruiser *Aurora* was repeatedly attacked without success, but *Gurkha* which was accompanying her was hit and badly damaged. About four and a half hours after this *Gurkha* sank with the loss of five officers and ten ratings killed and three ratings wounded, an attempt to take her in tow having failed.

GURKHA

British Navy, destroyer; 1940; British Isles; 1,920 tons; 354 x 37x10; 48,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; six 4• 7 in. guns, one 4 in.A.A., 4 T.T. The destroyer *Gurkha*, Cdr. C. N. Lentaigne, was the second destroyer of that name to be lost in the Second World War. On January 17th, 1942, when off the coast of Libya she was torpedoed and sunk by an enemy submarine. Five officers and four ratings were killed and two officers wounded. Cdr. Lentaigne was among the survivors.

GURNEY E. NEWLIN

Union Oil Co. of California; 1942; Bethlehem Shipyard; 8,225 tons; 445-4x64-2x34-9; 583 n.h.p.; 12-5 knots; turbine engines.

The American tanker *Gurney E. Newlin*, Capt. H. L. Dahllof, was in convoy in the North Atlantic at about 7 p.m. on October 27th, 1942, when she was torpedoed and sunk by a German submarine. Thirty-four members of the crew and 13 U.S. naval gunners were killed. Capt. Dahllof was among the survivors.

GURRE

C.Gran; 1889; Blyth S.B. Co.; 1,733 tons; 260x36-6x16-9; 174 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Gurre* was torpedoed and sunk by a German submarine in the North Sea on March 1st, 1917.

GUS. W. DARNELL

U.S. War Shipping Administration; 1944; Todd-Houston S.B. Cprn.; 7,247 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Gus. W. Darnell* was torpedoed and sunk by Japanese aircraft at Samar Island, Philippines, on November 23rd, 1944.

GUSTAF E. REUTER

Rederiaktieb. Reut; 1928; Eriksbergs Mek. Vcerks.; 6,336 tons; 418-9x55-1x32-1; 543 n.h.p.; oilengines. The Swedish motorship *Gustaf E. Reuter* struck a mine and sank on November 26th, 1939, 14 miles W.N.W. of Fair Isle.

GUSTAF WASA

Rederi A/B Gustaf Wasa; 1890; J. Blumer & Co.; 1,382 tons; 250 X 37x16-7; 139 n.h.p.; triple-expansion engines. On a voyage from Hartlepool to Norrkoping the Swedish ship *Gustaf Wasa* went ashore on February 26th, 1936, at Arkobaden, Arkosund Skerries, and sank.

GUTHRIE

A. Gallussen & Co.; 1884; W. Doxford & Sons; 2,338 tons; 314X 38-3x23-6; 308 n.h.p.; compound engines. The British cargo ship *Guthrie* was wrecked on November 3rd, 1914, on Tientsin Bar. She was carrying a general cargo and was bound for Yladvostock.

GUYSBOROUGH

Canadian Navy, fleet minesweeper; 1942; Canada; 672 tons; 180X 28X 8-5; 2,400 i.h.p.; 16 knots; triple-expansion engines; 3-drum boilers; one 4 in.A.A. gun, two 20 mm., 4 m.g. The fleet minesweeper *Guysborough* was lent to the Canadian government by the British Admiralty. On March 17th, 1945, she was torpedoed and sunk by a German submarine off Ushant. Her normal complement was 70.

GWALIA

F.J.Broomfield; 1881; W. Pickersgill & Sons; 1,348 tons; 240 x 33x16-7; 146 n.h.p.; compound engines. The British collier *Gwalia* sank after a collision off Whitby in April, 1907, while on a voyage from the Tyne to Bordeaux.

GWALIA

Rederi-AjB Svenska Lloyd; 1907; S. P. Austin & Son; 1,258 tons; 221 -5x34-5x14-1; 141 n.h.p.; triple-expansion engines. The Swedish steamship *Gwalia* was torpedoed and sunk by a German submarine on December 2nd, 1940, about 300 miles from Lisbon inward bound from Cardiff with coal. Sixteen of her crew of 20 were lost.

GWENDOLINE

TurnbullBros.; 1883; T. Turnhull & Son; 1,729 tons; 260-2 X 37-1x18-5; 150 h.p.; compound engines. The British cargo ship *Gwendoline* sank after striking rocks off Tarifa on April 28th, 1891. She was on a voyage from Cardiff to Constantinople carrying a cargo of coal.

GWENDOLINE

Steers Sand & Gravel Corp.; 1886; Camden, N.J.; 149 tons; 98-5x20-6x10-8; 640 h.p.; oil engines. The American tug *Gwendoline Steers* was overwhelmed in a gale which swept Long Island Sound on December 30th, 1962, and sank off Baton's Neck, Long Island.

All her crew of nine were lost. One of her boats containing the body of a man who had perished from exposure was picked up later.

GWIN

United States Navy, destroyer; 1940; United States; 1,630 tons; 348x35x10-2; 44,000 s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, 10 smaller, 5 T.T. The destroyer *Gwin* formed part of a task force under Rear-Admiral W. L. Ainsworth which intercepted a Japanese squadron of cruisers and destroyers in the Kula Gulf on Tuesday, July 13th, 1943. The American force consisted, among other ships, of the cruisers

St. Louis and *Honolulu* and the New Zealand cruiser *Leander*, all of which were hit and damaged by torpedoes. The *Gwin* was hit and set on fire. She was taken in tow, but later it became necessary to abandon her after which she was sunk by ships in company. The action was known as the Second Battle of Kula Gulf.

GWYNWOOD

W. France, Fenwick & Co.; 1937; S. P. Austin & Son; 1,177 tons; 230-8x36-1x13-3; 148 n.h.p.; 10 knots; triple-expansion engines.

The collier *Gwynwood*, Capt. H. Cook, was bombed and sunk by German aircraft on February 4th, 1941, while awaiting convoy in the River Humber. Capt. Cook, eight crew and two gunners were killed.

GYDA

Skibs A/S William Hansens Rederi; 1920; Laxevaags Maskin. & Jernskibs.; 1,591 tons; 245-8x37-9x15-5; 138 n.h.p.; triple expansion engines.

The Norwegian steamship *Gyda* was torpedoed and sunk by a German submarine on July 18th, 1940, on a voyage from Glasgow to Bathurst, N.B. Eleven of her crew were lost.

GYOEI MARU

Japanese Government; 2,790 tons. The Japanese ship *Gyoei Maru* was bombed and sunk by U.S. land-based aircraft on January 14th, 1944, 100 miles S. of Hong Kong.

GYOKU MARU

Japanese Government; 1941; Hong Kong; 6,854 tons. The steamship *Gyoku Maru* was seized by the Japanese in December, 1941, while under construction at Hong Kong for British owners as the *Empire Dragon*. She was torpedoed and sunk by the U.S. submarine *Thresher* on September 18th, 1944, about 100 miles W.N.W. of Mokpo, Korea.

GYOKUREI MARU

Toa Kaiun K.K.; 5,588 tons. The steamship *Gyokurei Maru* was torpedoed and sunk by the U.S. submarine *Grayback* on December 18th, 1943, off Okinawa Island.

GYOKUYOMARU

Toyo Kisen K.K.; 5,396 tons. The Japanese ship *Gyokuyo Maru* was torpedoed and sunk by the U.S. submarine *Spadefish* on November 14th, 1944, about 150 miles E. of Shanghai.

GYOKUZAN MARU

TomoeGumi Kisen; 1,970 tons. The steamship *Gyokuzan Maru* was torpedoed and sunk by the U.S. submarine *Halibut* on December 12th, 1942, off Tamagawa, Japan.

GYORYU MARU

1918; Long Beach S.B. Co.; 2,180 tons; 245-6x42x24-1; triple-expansion engines. The steamship *Gyoryu Maru* was formerly the Panamanian *Eldorado*, seized by the Japanese at Hong Kong in December, 1941. She struck a mine and sank on May 13th, 1945, off Kobe.

GYOSAN MARU

Japanese Government; 1922; N. of Ireland S.B. Co.; 5,698 tons; 411 X53-8x28-3; 708 n.h.p.; triple-expansion engines. The steamship *Gyosan Maru*, formerly the British *Hosang*, seized by the Japanese, was torpedoed and sunk by the U.S. submarines *Flounder* and *Guavina* on November 21st, 1944, 25 miles north-west of Sin Cowe Island, South China Sea.

GYOTEN MARU

Japanese Government; 1941; Hong Kong; 6,854 tons. The steamship *Gyoten Maru* was under construction at Hong Kong in 1941 as *Empire Pagoda*, scuttled before completion and subsequently raised and completed by the Japanese. On February 17th, 1944, she was torpedoed and sunk by the U.S. submarine *Tang* in the Caroline Islands.

GYOYU MARU

GYOYU MARU

Japanese Government; 1918; Hong Kong & Whampoa Dock Co.; 2,232 tons; 270 x40-1x19-4; 215 n.h.p.; triple-expansion engines.
The steamship *Gyoyu Maru* was formerly the British *Joan Moller*, seized by the Japanese at the outbreak of war. She was torpedoed and sunk by the U.S. submarine *Seahorse* on July 3rd, 1944, about 250 miles E. of Hainan Island.

GYPSUM PRINCESS

Gypsum Packet Co.; 1892; D.S.Howard; 735 tons; 162 -9 x 36x16-8 The wooden three-masted Nova Scotia schooner *Gypsum Princess*

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was run down by the German steamship *Ems*, 4,912 tons, on, or about, June 14th, 1898. Six of the crew were drowned.

GYPSUM QUEEN

Gypsum Packet Co.; 1927; Furness S.B. Co.; 3,915 tons; 347-8x52-8x23; 409 n.h.p.; triple-expansion engines. The steamship *Gypsum Queen*, on a voyage from New Orleans and Sydney, N.S., for Glasgow, was torpedoed and sunk by a German submarine on September 10th, 1941, about 300 miles N.E. of Cape Farewell. Nine of her crew and one gunner were lost.

H. C. FLOOD

Dampsk.-A/S Falkeid; 1917; Bergens Mek. Verksted; 1,907 tons; 266 - 9 X 42 - 1 X 18; 162 n.h.p.; triple-expansion engines.

The Norwegian steamship *H. C. Flood* struck a mine and sank on December 15th, 1939, near Tynemouth.

H. D. COLLIER

Standard Oil Co. of California; 1938; Sun S.B. & D.D. Co.; 8,298 tons; 444-1 x 65-3 X 35-1; 600 n.h.p.; turbine engines. The American tanker *H. D. Collier* was torpedoed by a Japanese submarine on March 13th, 1944, 200 miles S.W. of Karachi on a voyage from Abadan to Bombay with 11,600 tons of aviation spirit and kerosene. The tanker caught fire and burned for three days before sinking. Thirty-three of her crew and 12 gunners were lost.

H. F. DE BARDELEBEN

Bulk Transportation Corp.; 1918; Seattle Construction & D.D. Co.; 5,020 tons; 380x 53-2x 27; 472 n.h.p.; triple-expansion engines.

The American steamship *H. F. de Bardeleben* was disabled in a gale on March 9th, 1932, and foundered on the next day in heavy weather about 700 miles E. by S. of Sandy Hook.

H. L. HUNLEY

Confederate States Navy, submersible torpedo boat; 1863; Park & Lyons; 40 x 4 x 5; 4 knots; hand cranked propeller; one spar torpedo.

The Confederate States submersible torpedo boat *H. L. Hunley* was the first submarine to sink a warship in action. She was built during the American Civil War and on the night of February 17th, 1864, she torpedoed and sank the United States sloop-of-war *Housatonic* off Charleston, South Carolina. The explosion of the torpedo, which was discharged at very close quarters, probably wrecked the submarine as well as her victim. On the other hand she may have been drawn down when the *Housatonic* sank. The crew of nine were lost as well as five from the sloop.

For full story of the action see *Housatonic*.

H. M. STOREY

Standard Oil Co. of California; 1921; Bethlehem S.B. Corpn.; 10,763 tons; 500 x 68 - 2 x 30; 550 n.h.p.; triple-expansion engines. The American tanker *H. M. Storey* was torpedoed and shelled by a Japanese submarine in 17° 20' S., 173° 30' E., and sank on May 17th, 1943. She was on a voyage from Noumea to Los Angeles. Sixty-three of her crew got away in the boats. Two were killed on board.

H. P. HANSEN

Aabenraa Rederi Ajs; 1899; Short Bros.; 1,597 tons; 254-4 X 37x18-1; 156 n.h.p.; triple-expansion engines. The Danish steamship *H. P. Hansen*, under German control, was bombed and sunk by British aircraft on May 24th, 1941, W. of Borkum.

HAAKON VII

I. A. Christensen; 1907; Scheepswerf voorheen Jan Smit, Czn.; 2,175 tons; 281 - 4x42-2x20-6; 228 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Haakon VII* was torpedoed and sunk by a German submarine in the English Channel on September 7th, 1917.

HAAKON VII

Det Nordenfjeldske D/S; 1906; Trondhjems Mek. Verksted; 1,347 tons; 250-3x33-2x21-6; 223 n.h.p.; 12 knots; triple-expansion engines.

The mail and passenger steamship *Haakon VII* was running from Finmarken to Bergen through a heavy gale on October 6th, 1929, when she struck the rocks at Stanfjorden, Floro. The vessel was steaming at 12 knots at the time and the violence with which she struck hurled the captain from the bridge on to the rocks below, where he was picked up some hours later dazed and bruised but otherwise unhurt. The number of persons on the *Haakon VII* was 75, of whom nine passengers and nine crew were drowned.

The survivors scrambled over the bows of the ship on to a narrow ledge of rock and were taken off four hours later by the Norwegian steamship *San Lucar*.

HAAKONJARL

Det Nordenfjeldske D/S; 1904; Fredrikstad Mek. Verksted; 1,482 tons; 237-6x35-1x19-6; 138 n.h.p.; triple-expansion engines.

The Norwegian steamship *Haakon Jarl*, under German control, was torpedoed and sunk by a British submarine on August 17th, 1941, on a voyage from Kirkenes to Hamburg.

HACHIANMARU

Japanese Government; 1903; Hong Kong & Whampoa Dock Co.; 2,733 tons; 290 x 54-1x10-1; 260 n.h.p.; triple-expansion engines.

The steamship *Hachian Maru* was formerly the *Kinshan*, seized by the Japanese at Hong Kong in December, 1941. She was torpedoed and sunk by the U.S. submarine *Thresher* on December 29th, 1942, S. of Billiton Island, Java Sea.

HACHIGENMARU

Japanese Government; 1923; Taikoo Dockyard; 3,113 tons; 320x46• 1 x 23-7; 175 n.h.p.; triple-expansion engines. The steamship *Hachigen Maru* was formerly the British *Wenchow sei* and was torpedoed and sunk by the U.S. submarine *Seawolf* on August 14th, 1942, N. of Kudat, North Borneo.

HACHIJIN MARU

Nanyo Kaiun K.K.; 1,918 tons.

The Japanese steamship *Hachijin Maru* was torpedoed and sunk by a British submarine on November 2nd, 1944, about 150 miles E.S.E. of Bintan Island, Malaya.

HACHIMANZAN MARU

Tsurumaru Kisen K.K.; 2,461 tons.

The steamship *Hachimanzan Maru* was torpedoed and sunk by the U.S. submarine *Drum* on October 9th, 1942, off Katsuura, Japan.

HACHIROGATA MARU

Nakagawa Kisen K.K.; 1,999 tons.

The steamship *Hachirogata Maru* was torpedoed and sunk by the U.S. submarine *Apogon* on September 27th, 1944, 125 miles north of Kunashir Island, Japan.

HACKENSACK

Brown, Jenkinson & Co.; 1904; Tyne Iron S.B. Co.; 4,060 tons; 350 x 48 x 17-9; 372 n.h.p.; triple-expansion engines. The British steamship *Hackensack*, on a voyage from Cienfuegos and Halifax to Queenstown with sugar, was torpedoed and sunk by a German submarine on April 26th, 1917, about 300 miles W. of the Fastnet. Six of her crew were lost.

HADA COUNTY

A/S J. Ludwig Mowinckels Rederi; 1921; Craig, Taylor & Co.; 4,853 tons; 386x53x26-6; 528 n.h.p.; triple-expansion engines.

The Norwegian steamship *Hada County* went ashore on December 6th, 1941, at Grand Manan Island, N.B., and became a total loss. The ship was carrying coal from Swansea to St. John, N.B.

HADDON HALL

Hall Line; 1895; Palmers'Co.; 4,177 tons; 380x45-3x29-1; 404 n.h.p.; triple-expansion engines.

The British cargo ship *Haddon Hall* was wrecked five miles north of Saldanha Bay on February 1st, 1913, while on a voyage from Liverpool to East London carrying a general cargo.

HAFNIA

P. Brown, Jr. & Co.; 1888; Helsingors Jernskibs-og Maskinsbyg.; 1,619 tons; 260-7x36x16-7; 159 n.h.p.; triple-expansion engines.

The Danish steamship *Hafnia* struck a mine and sank in the Bay of Biscay on June 7th, 1917.

HAGA

*Erik Bancks Rederi; 1918; Solvesborgs Skeppsvarf.; 1,296 tons; 242 - 7x36*2x16; 159 n.h.p.; triple-expansion engines.* The Swedish steamship *Haga* struck a mine and sank on May 1st, 1940, W. of the entrance to the Kattegat on a voyage from the Tyne

HAGAN

to Helsingborg with coal. Some survivors were picked up by a German submarine.

HAGAN

Paco Tankers Inc.; 1919; *Bethlehem Shipbuilding Corp.*; 6,401 tons; 416'9x56'2x32-7; 391 n.h.p.; 10-5 knots; triple-expansion engines.

The American tanker *Hagan*, Capt. B. B. Caiaway, was torpedoed and sunk by a German submarine on June 11th, 1942, on a voyage from Antilla to Havana with 900,000 gallons of molasses. Six of her crew were killed and three wounded. Capt. Caiaway was among the survivors.

HAGANE MARU

Ikedashoji K.K.; 1938; *Mukaishima Dock K.K.*; 1,901 tons; 281-5x39-4x20-7; triple-expansion engines. The steamship *Hagane Maru* was torpedoed and sunk by the U.S. submarine *Sennet* on April 19th, 1945, off Susami, Japan.

HAGIKAWA MARU

Kawasaki Kisen K.K.; 2,995 tons. The steamship *Hagikawa Maru* was torpedoed and sunk by the U.S. submarine *Sennet* on July 28th, 1945, off Aomori, Japan.

HAGIKAZE

Japanese Navy, destroyer; 1940; *Uraga*; 2,000 tons; 364x35x11; 45,000 s.h.p.; 36 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.

The Japanese destroyer *Hagikaze* was sunk in an action in Vella Gulf, between the islands of Kolombangara and Vella Lovella, Solomons Group, shortly before midnight on August 6th, 1943.

The *Hagikaze* carried a complement of over 200. For full details of the action, which was known as the battle of Vella Gulf, see the Japanese destroyer *Arashi*.

HAGUE MARU

Osaka Shosen K.K.; 1920; *Osaka Iron Works*; 5,641 tons; 407-2x50-8x32-5; 559 n.h.p.; triple-expansion engines. The steamship *Hague Maru* was torpedoed and sunk by the U.S. submarine *Drum* on October 8th, 1942, N.E. of Katsuura, Japan.

HAGURO

Japanese Navy, heavy cruiser; 1928; *Mitsubishi*; 10,000 tons; 640x62-3x16-5; 100,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; ten 8 in. guns, eight 4 • 7 in., eight 47 mm., 2 m.g., 8 T.T., 4 air craft.

The Japanese heavy cruiser *Haguro* was attacked by aircraft from the British escort carrier *Shah*, 11,420 tons, off Penang on the night of May 15th, 1945. The vessel suffered some damage and on the following night was located by a British destroyer flotilla consisting of *Saumarez*, *Venus*, *Verulam*, *Vigilant* and *Virago*. A brisk action took place and the *Haguro* was torpedoed and sunk.

HAGURO MARU

Itaya Shosen K.K.; 1928; *Yokohama Dock Co.*; 3,352 tons; 340 X 49x25- 7; 392 n.h.p.; triple-expansion engines. The steamship *Haguro Maru* was bombed and sunk by U.S. land-based aircraft on January 13th, 1944, 50 miles S.W. of Queen Charlotte Island, Bismarck Archipelago.

HAHIRA

Atlantic Refining Co.; 1920; *Bethlehem S.B. Corp.*; 6,855 tons; 435-5x56-2x33-5; 421 n.h.p.; triple-expansion engines. The American tanker *Hahira* was torpedoed and sunk by a German submarine on November 3rd, 1942, on a voyage from New York to England.

HAI CHU

1923; *Taikoo Dockyard & Engineering Co.*; 1,078 tons; 178-1x35-5x10-7; 57 n.h.p.; triple-expansion engines. The Chinese steamship *Hai Chu*, Capt. Thorbjornson, struck a mine and sank on November 8th, 1945, near Boca Tigris, at the mouth of the Canton River. The ship was on a voyage from Canton to Hong Kong with some 2,000 soldiers and 100 civilians in addition to her crew. There were only 300 survivors.

HAI HING

Bruusgaard, Kidsteruds Skibs-Ajs; 1929; *Gotaverken A/B*; 2,561 tons; 287-2x45-1x17; 543 n.h.p.; oilengines. The Norwegian motorship *Hai Ring* was torpedoed and sunk by a submarine on November 4th, 1942, about 200 miles E. of Lourenco Marques on a voyage from Bombay to Durban. The captain and 25 men were lost.

HAICHING

Douglas S.S. Co.; 1898; *D. J. Dunlop & Co.*; 2,183 tons; 280-9X38-2x16-9; 239 n.h.p.; triple-expansion engines. The steamship *Hatching* was torpedoed and sunk by a submarine on October 2nd, 1943, off Bombay on a voyage from Calcutta to Karachi. Twelve of her crew were lost.

HAIG ROSE

Richard Hughes & Co.; 1920; *J. Fullerton & Co.*; 1,117 tons; 220-2x34-2x13-1; 96 r.h.p.; 9 knots; triple-expansion engines. The steamship *Haig Rose*, Capt. Owen Roberts, left Barry on November 5th, 1940, bound for Plymouth. She was never seen again and was believed to have been sunk by striking a mine.

HAIPHONG

Douglas S.S. Co.; 1885; *Wigham Richardson & Co.*; 1,743 tons; 255-3x35-2x24-4; 170hp.; compound engines. The British cargo ship *Haiphong* was wrecked west of Iro-o-saki Light, Japan, on June 28th, 1892. She was on a voyage from Hong Kong to Yokohama carrying a sugar and general cargo.

HAIRREDIN BARBAROSSE

Turkish Navy, 1st class battleship; 1891; *Germany*; 9,874 tons; 354-2x64x26; 10,200 i.h.p.; 17 knots; triple-expansion engines six 11 in. guns, eight 4 -1 in., eight 3 • 4 in., 4 m.g., 2 T. T. The Turkish battleship *Hairredin Barbarosse* was acquired from the * German government in 1910 together with another ship of the same class, the *Torgud Reis*. She carried a complement of 568 officers and men. During the fighting in the Dardanelles in 1915 she had been moored in the straits between Maidos and Chanak. From this position she had maintained a long range bombardment of the sector occupied by the Anzac troops on Gallipoli, and also on the anchorage.

As the campaign progressed the Turkish army became short of munitions and there was imperative need of immediate supplies. As a result it was decided to risk the *Hairredin Barbarosse* on this mission and, on August 8th, in company with a destroyer, she was off Bulair lines with munitions. Just before 5 a.m. she was sighted by the British submarine *E-II*, Cdr. M. E. Nasmith, which at once manoeuvred to attack. The Turks were totally unaware of their danger and before they discovered the hostile periscope the torpedo had been discharged, striking the *Hairredin Barbarosse* full amidships. She immediately took a heavy list and steered for the shore, at the same time opening a rapid but ineffective fire on the *E-II*. Twenty minutes later there was a loud explosion and she heeled over and sank.

Cdr. Nasmith was later awarded the Victoria Cross for his work in the straits and in the Sea of Marmara.

HAKAZE

Japanese Navy, destroyer; 1920; *Maizuru*; 1,215 tons; 336-5X 29-2x9-5; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T. The Japanese destroyer *Hakaze* was torpedoed and sunk in the Steffen Strait, Bismarck Archipelago, on January 23rd, 1943, by the U.S. submarine *Guardfish*. The destroyer's normal complement was 148.

HAKKAI MARU

Itaya Shosen K.K.; 1938; *Tama S.B. Co.*; 5,114 tons; 422-4X 58-1x27-2; 855 n.h.p.; oilengines. The motor vessel *Hakkai Maru* was taken over by the Japanese Navy for service as a salvage and repair vessel. On January 17th, 1944, she was bombed and sunk by U.S. land-based aircraft off the north west coast of New Guinea.

HAKKAISAN MARU

Kaburagi Risen K.K.; 1937; *Harima S.B. & Eng. Co.*; 3,311 tons; 318 • 5 X 45 - 9 X 24 • 6; 190 n.h.p.; triple-expansion engines.

The steamship *Hakkaisan Mam* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On October 22nd, 1942, she was sunk by U.S. warships N. of the Ellice Islands.

HAKKO MARU

Teikoku Senpaku K.K.; 1917; *Chester S.B. Co.*; 6,046 tons; 401 - 9x54-3x30-2; 569 n.h.p.; triple-expansion engines. The steamship *Hakko Maru* was torpedoed and sunk by the U.S. submarine *Bluefish* on January 4th, 1944, about 200 miles N. of Great Natuna Island in the South China Sea.

HAKKO MARU

Japanese Government; 1916; *A/S Moss Vcerft*; 1,132 tons; 226'2x36-6x15-7'; 97 n.h.p.; triple-expansion engines. The steamship *Hakko Maru* was formerly the Norwegian *Randf*, seized by the Japanese at Bangkok in December, 1941. She was sunk by U.S. carrier-based aircraft on October 12th, 1944, off Kaohsiung, Formosa.

HAKKO MARU

Chosen Yusen K.K.; 1,948 tons. The Japanese ship *Hakko Maru* was torpedoed and sunk by the U.S. submarine *Queenfish* on November 8th, 1944, about 50 miles W. of the Shichi-to Islands, Japan.

HAKKO MARU

10,022 tons. The tanker *Hakko Maru* was torpedoed and sunk by the U.S. submarine *Flasher* on December 4th, 1944, about 250 miles W. of Mindoro Island, Philippines.

HAKKO MARU

Japanese Government; 1925; *Wilton's E. & Slipway Co.*; 1,030 tons; 230-1x38-2x10-4; compound engines. The steamship *Hakko Mam* was formerly the Dutch *Duymaer van Twist*, seized by the Japanese. On May 7th, 1945, she was bombed and sunk by U.S. land-based aircraft off Macassar.

HAKKO MARU No. 2

Nippon Yusosen K.K.; 10,023 tons. The tanker *Hakko Maru No. 2* was torpedoed and sunk by the U.S. submarine *Spadefish* on August 22nd, 1944, off the north west coast of Luzon Island, Philippines.

HAKODATE MARU

Nippon Yusen K.K.; 1919; *Mitsubishi Zosen Kaisha*; 5,302 tons; 400x54-5x30; 510 n.h.p.; triple-expansion engines. The steamship *Hakodate Maru* was torpedoed and sunk by the U.S. submarine *Seadragon* on July 16th, 1942, off Hone Cahe, Indo-China.

HAKONE MARU

Nippon Yusen K.K.; 1921; *Mitsubishi Zosen*; 10,420 tons; 495 x62x 37; 1,510 n.h.p.; 16-5 knots; turbine engines. The liner *Hakone Maru* was bombed and sunk by U.S. army aircraft in the Formosa Strait on November 27th, 1943.

HAKONESAN MARU

Mitsui Bussan Kaisha; 1929; *Mitsui Bussan Kaisha*; 6,673 tons; 437-6x56-5x33; 951 n.h.p.; oil engines. The motor vessel *Hakonesan Maru* was torpedoed and sunk by the U.S. submarine *Greenling* on October 18th, 1942, off Shiogama, Japan.

HAKOZAKI MARU

Nippon Seitetsu K.K.; 1939; *Mitsubishi Jukogyo K.K.*; 3,948 tons; 353 - 2x49-2x26-5; 206 n.h.p.; compound engines. The steamship *Hakozaki Maru* was torpedoed and sunk by the U.S. submarine *Herring* on December 14th, 1943, off the west coast of Cheju Do, Korea.

HAKOZAKI MARU

Nippon Yusen K.K.; 1922; *Mitsubishi Zosen*; 10,413 tons; 495 x62x 37; 1,590 n.h.p.; 16-5 knots; turbine engines. The liner *Hakozaki Maru* was taken over by the Japanese government during the Second World War for service as a transport. On March 19th, 1945, when in the Yellow Sea she was torpedoed and sunk by the U.S. submarine *Balao*, Capt. R. K. R. Worthington.

HAKUAI MARU

Nippon Suisan K.K.; 1898; *Lobnitz & Co.*; 2,614 tons; 312 X 39-2 x 18-7; triple-expansion engines. The Japanese steamship *Hakuai Maru* was torpedoed and sunk by the U.S. submarine *Apogon* on June 18th, 1945, in the northern Kurile Islands.

HAKUBA MARU

Nippon Yusen Kaisha; 2,858 tons. The steamship *Hakuba Maru* was bombed and sunk by U.S. land-based aircraft on December 7th, 1944, off the west coast of Leyte Island, Philippines.

HAKUBAI MARU

Kitanippon Kisen K.K.; 2,921 tons. The steamship *Hakubai Maru* was torpedoed and sunk by the U.S. submarine *Sawfish* on May 5th, 1943, S. of Shimizu, Japan.

HAKUBASAN MARU

Mitsui Bussan Kaisha; 1928; *Mitsui Bussan Kaisha*; 6,650 tons; 437-6x56-5x33; 951 n.h.p.; oil engines. The motor vessel *Hakubasan Maru* was torpedoed and sunk by the U.S. submarine *Crevalle* on July 28th, 1944, off Cape Bolinao, Philippines.

HAKUHO MARU

Nippon Yusen Kaisha; 2,857 tons. The steamship *Hakuho Maru* was sunk by U.S. carrier-based aircraft on September 12th, 1944, W. of Leyte Island, Philippines.

HAKUJU MARU

Hakuyo Kisen K.K.; 2,220 tons. The steamship *Hakuju Maru* was torpedoed and sunk by the U.S. submarine *Tirante* on June 11th, 1945, off Kagoshima, Japan.

HAKUJU MARU

Nitto Kisen K.K.; 2,863 tons. The tanker *Hakuju Maru* was torpedoed and sunk by the U.S. submarine *Sennet* on July 28th, 1945, off Funakawa, Japan.

HAKUSA

Japanese Government; 3,841 tons. The *Hakusa* was taken over by the Japanese Navy for use as an aircraft transporter. On June 8th, 1945, she was torpedoed and sunk by a U.S. submarine N.E. of Kamao Point, Indo-China.

HAKUSAN MARU

Nippon Yusen K.K.; 1923; *Mitsubishi Zosen*; 10,380 tons; 495 x62x 37; 1,607 n.h.p.; 16-5 knots; turbine engines. The liner *Hakusan Maru* was taken over by the Japanese government during the Second World War for service as a transport. On June 4th, 1944, when some hundreds of miles E. of Formosa, she was torpedoed and sunk by the U.S. submarine *Flier*.

HAKUSAN MARU

Tomoe Gumi Senpakubu K.K.; 1920; *Uchida S.B. & Eng. Co.*; 2,197 tons; 270 x39x23-9; triple-expansion engines. The steamship *Hakusan Maru* was torpedoed and sunk by the U.S. submarine *Crevalle* on June 11th, 1945, about 200 miles E. of Tamagawa, Japan.

HAKUSHIKA MARU

Tatsuuma Kisen K.K.; 1917; *Asano S.B. Co.*; 8,150 tons; 445 X 58x40; 708 n.h.p.; triple-expansion engines. The steamship *Hakushika (Hakusika) Maru* was torpedoed and sunk by the U.S. submarine *Bluegill* on October 18th, 1944, about 100 miles W. of Bataan, Philippines.

HAKUTETSU MARU No. 7

Hakatawan Tetsudo Kisen K.K.; 1936; *Namura Zosensho*; 1,018 tons; 206x31x18; 88 n.h.p.; triple-expansion engines. The steamship *Hakutetsu (Hakutetu) Maru No. 7* was torpedoed and sunk by the U.S. submarine *Pipefish* on September 12th, 1944, about 100 miles S. of Katsuura, Japan.

HAKUTETSU MARU No. 13

Saikai Kisen K.K.; 1,334 tons. The steamship *Hakutetsu Maru No. 13* was torpedoed and sunk by the U.S. submarine *Drum* on September 8th, 1943 off Vanimo, New Guinea.

HAKUYO MARU

Japanese Government; 1929; *Kawasaki Dockyard Co.*; 1,327 tons; 225x36x20; 320n.h.p.; oilengines. The motorship *Hakuyo Maru* was torpedoed and sunk by the U.S. submarine *Pollack* on March 20th, 1944, 450 miles south east of Nagoya.

HAKUYO MARU

Osaka Shosen K.K.; 5,742 tons. The steamship *Hakuyo Maru* was torpedoed and sunk by the U.S. submarine *Seal* on October 25th, 1944, W. of the Kurile Islands.

HAKUYO MARU

Japanese Government; 1929; *Kawasaki Dkyd. Co.*; 1,327 tons; 225x36x20; 320n.h.p.; oilengines. The motorship *Hakuyo Maru* was torpedoed and sunk by the U.S. submarine *Dace* on June 10th, 1945, W. of the Kurile Islands.

HALBERDIER

Fisher Renwick Manchester-London Steamers; 1915; *Ropner & Sons*; 1,049 tons; 230x35x14-9; 170 n.h.p.; 8-5 knots; triple-expansion engines. The steamship *Halberdier* was torpedoed and sunk by a German submarine 27 miles W. by N. of Bardsey Island on January 6th, 1918. Five of her crew were killed. The captain was among the survivors.

HALCYON

George Horsley & Son; 1877; *R. Dixon & Co.*; 1,586 tons; 264'6x33-4x19; 140 h.p.; compound engines. The British cargo ship *Halcyon* sank after a collision with the *Rheubina*, 1,158 tons, near Vigo on August 11th, 1890, while carrying an ore cargo on a voyage from Ergasteria to Newport, Mon. Thirteen of the crew were drowned.

HALCYON

Halcyon S.S. Co.; 1917; *Rotterdam Droogdok Maats.*; 3,531 tons; 361 -4x49-9x22-1; 310 n.h.p.; triple-expansion engines. The Panamanian steamship *Halcyon* was shelled and sunk by a German submarine during the night of February 5th, 1942, about 300 miles W. of the Bermudas, on a voyage from Halifax to Demerara.

HALCYON MED

Cia. Mar. Med.; 1940; *Smith's Dock Co.*; 1,948 tons; 315x44'3X—; triple-expansion engines. The Lebanese ship *Halcyon Med* collided in thick fog off the S. coast of Spain with the *Esso Switzerland* on August 24th, 1960, and was cut in two. The afterpart sank. The forepart was taken in tow but sank on the following day.

HALDON

Miller & Richards; 1889; *E. Withy & Co.*; 1,519 tons; 250x35 x 17; 136 n.h.p.; triple-expansion engines. The British cargo ship *Haldon* was wrecked on Storkallegrund, Gulf of Bothnia, on September 22nd, 1897. She was on a voyage in ballast from Swinemunde to Mo, Sweden.

HALEAKALA

United States Shipping Board; 1919; *Long Beach S.B. Co.*; 5,587 tons; 410-5x54-3x27-2; 359 n.h.p.; triple-expansion engines. The American steamship *Haleakala* left Norfolk, Va. on September

3rd, 1926, for the River Plate and was in wireless communication on the 8th, but she was not seen again.

HALLAND

Ministry of War Transport (G. Gibson & Co.); 1923; *Howaldts-werke*; 1,264 tons; 238x37-2x13-7; 102 n.h.p.; 10 knots; triple-expansion engines. The steamship *Halland*, Capt. Kristensen, was bombed and sunk by German aircraft on September 15th, 1940, when about eight miles off Dunbar. She was manned by a Danish crew of 22, of whom only five survivors were picked up.

HALLFRIED

P.Kleppe; 1918; *Bethlehem S.B. Corp.*; 2,968 tons; 310-4X 48-5x21-3; 329 n.h.p.; triple-expansion engines. The Norwegian steamship *Hallfried* was torpedoed and sunk by a German submarine on October 31st, 1943, on a voyage from Gibraltar to Androssan. Thirty-one lives were lost.

HALLIGAN

United States Navy, destroyer; 1943; *Boston Navy Yard*; 2,050 tons; 376-5x39-3x12-2; 60,000 s.h.p.; 36-5 knots; turbine engines; five 5 in. guns, four 40 mm., four 20 mm., 10 T.T. The destroyer *Halligan* was mined and sunk off Okinawa on March 26th, 1945. The vessel carried a complement of over 250.

HALO

George Horsley; 1879; *E. Withy & Co.*; 1,429 tons; 244-2x 32 • 1 x 18 • 6; 120 h.p.; compound inverted engines. The British cargo ship *Halo* was wrecked near Corrededo, Spain, on January 1st, 1884, while on a voyage from Braila to Rotterdam carrying a cargo of grain.

HALO

Cities Service Oil Co.; 1920; *Bethlehem S.B. Corp.*; 6,986 tons; 435x56x33-8; 421 n.h.p.; triple-expansion engines. The American tanker *Halo* was torpedoed and sunk by a German submarine on May 20th, 1942, off the mouth of the Mississippi on a voyage from Tampico to New Orleans with crude oil. Thirty-nine of her crew were lost and three saved.

HAMAKAZE

Japanese Navy, destroyer; 1940; *Japan*; 2,000 tons; 364x35x11; 45,000 s.h.p.; 36knots; turbine engines; six 5 in.guns, 2 m.g. 8 T.T. The Japanese destroyer *Hamakaze* was one of four such vessels sunk in the sea-air action S.W. of Kyushu on April 7th, 1945. All four were sunk by carrier borne aircraft of the U.S. Fifth Fleet. The *Hamakaze* carried a complement of over 200. For full story of the battle see the battleship *Yamato*, also the destroyer *Asashimo*.

HAMANAMI

Japanese Navy, destroyer; 1942; *Japan*; 2,200 tons; 415x35x—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm.A.A., 15 T.T. The Japanese destroyers *Hamanami*, *Naganami* and *Shimakaze* all of 2,200 tons, the *Wakatsuki* of 2,500 tons and two others were escorting four transports carrying approximately 8,000 troops to reinforce the army on Leyte Island. On November 11th, 1944, when entering Ormoc Bay the ships were attacked and sunk by aircraft from a squadron of fast carriers of the U.S. Third Fleet commanded by Vice-Admiral J. S. McCain. Of the six destroyers, the four above-mentioned were sunk as well as the transports, which were as follows: *Saiho Maru*, 4,639 tons, *Mikasa Maru*, 3,143 tons, *Tensho Maru*, 5,013 tons, and *Taizan Maru*, 3,528 tons. Each of the destroyers carried a complement of over 200.

HAMBURG

German Government; 1911; *Bremer Vulkan*; 5,470 tons; 419-8 x54-5x28-2; 601 n.h.p.; quadruple-expansion engines. The German steamship *Hamburg* was boarded and sunk on March 5th, 1941, during a Commando raid on the Lofoten Islands.

HAMBURG MARU

Osaka Shosen K.K.; 1920; Uchida S.B. & E. Co.; 5,271 tons; 400 x 54 - 5 X 30; 513 n.h.p.; triple-expansion engines. The steamship Hamburg Mam was torpedoed and sunk by the U.S. submarine Pomfret on November 2nd, 1944, about 100 miles S. of Formosa.

HAMILDOC

Pater son Steamships; 1927; Swan, Hunter & Wigham Richardson; 1,926 tons; 252-8x43-4x17-8; 92 n.h.p.; triple-expansion engines.

The Canadian cargo ship *Hamildoc* foundered on January 1st, 1943, in 9° 10' N., 60° 30' W., while on a voyage from Demerara to Trinidad.

HAMLA

*Cory & Strick; 1929; J. Readhead & Sons; 4,416 tons; 370-4X 52-3x25-9; 341 n.h.p.; 10-5 knots; triple-expansion engines. The steamship Hamla, Capt. W. A. Shute, O.B.E., left Rio de Janeiro on August 11th, 1942, for Freetown, with a crew of 38 and four gunners. She was never seen again and was presumed to have been sunk on or about the 18th, by a German raider known to have been off Fernando de Noronha at that time. Capt. Shute was in command of the *Tunisia* when she was bombed and sunk off Ireland about twelve months previously.*

HAMM

Hamburg-Amerika Linie; 1921; Blohm & Voss; 5,874 tons; 449-4x58-2x26-9; 882 n.h.p.; turbine engines. The German steamship Hamm was torpedoed and sunk by a British submarine on April 18th, 1940, in the Skagerrak.

HAMMANN

United States Navy, destroyer; 1939; Federal Shipbuilding Co.; 1,570 tons; 341x35x10; 44,000 s.h.p.; 36-5 knots; turbine engines; Express boilers; five 5 in. guns, 12 T.T. The destroyer Hammann was a unit of the U.S. fleet which took part in the battle of Midway Island, June 3rd-6th, 1942. The Hammann was torpedoed by a Japanese submarine on the last day of the battle. Most of her complement of about 170 were saved.

For full story of the battle of Midway Island see U.S.S. *York-town*.

HAMMAREN

Rederiaktieib. Transatlantic; 1930; A/B Gotaverken; 3,220 tons; 154-1x50-1x21-7; 543 n.h.p.; oilengines. The Swedish motorship Hammaren was shelled, torpedoed and sunk by a German submarine on August 22nd, 1942, about five miles offshore 40 miles from Bahia, on a voyage from Liverpool to Bahia. Five of her crew were killed.

HAMMONIA

Hamburg-Amerika Linie; 1909; A. Stephen & Sons; 7,197 tons; 419-7x54-2x34-4; 945 n.h.p.; triple-expansion engines. The German ship Hammonia was carrying passengers and general cargo from Hamburg and Vigo to Puerto Mexico when she foundered on September 9th, 1922, off the coast of Portugal.

HAMPSHIRE

Macbeth & Gray; 1880; W. Doxford & Sons; 2,597 tons; 316-1x38x25-1; 300 h.p.; compound engines. The British cargo ship Hampshire sprang a leak and sank near St. Ives on November 18th, 1893, while on a voyage in ballast from Liverpool to Cardiff. All the crew got away in the boats but only one man, the first mate, reached shore alive.

HAMPSHIRE

British Navy, armoured cruiser; 1905; Armstrong Whitworth; 10,850 tons; 450x68-5x25-5; 21,000 i.h.p.; 22-4 knots; triple-expansion engines; Yarrow boilers; four 7-5 in. guns, six 6 in., two 12pdr., twenty 3pdr., 2 T.T.

I

The armoured cruiser *Hampshire* was detached from the Grand ! Fleet for the special duty of conveying Lord Kitchener and his staff to Russia in June 1916. The series of defeats which had overwhelmed that country during 1915 made it imperative for a minister of high rank and influence to go there and examine the situation on the

spot. The great reputation which Lord Kitchener had won as the creator of Britain's new armies and the organiser of her resistance along the Western Front singled him out as the one man who could impart confidence to the Russians. Moreover a demand for huge consignments of munitions of all kinds had been made, and here again Kitchener was equipped with the knowledge to enable him to gauge how far the home factories could go toward fulfilling this need.

The Mission arrived at Scapa on the morning of June 5th. The weather was bad with a N.E. gale and there was little possibility of a change for some time. The voyage of *Hampshire* promised, therefore, to be unpleasant from the outset. The presence of submarines along the eastern coast of the Orkneys had been reported on two occasions during the preceding week, which led to the abandonment of this route. Another which ran through the Pentland Firth to Cape Wrath was negated for the same reason, a German submarine having been sighted that very morning. The third route was along the west coast where, in the prevailing weather, the ship would be more sheltered and her destroyer escort could maintain better station. It was thought to be clear of mines and the safest route of the three, and at 4.45 p.m. on June 5th, *Hampshire* left Scapa.

The gale was so strong as to render the two destroyers useless for the purpose of escort and after about an hour of battling against a head sea, Capt. H. J. Savill, of *Hampshire*, ordered them to return to port. He then reduced speed and carried on alone. At about 7.40 p.m., in a position between Marwick Head and the Brough of Birsay, *Hampshire* struck a mine and sank within 15 minutes. Survivors stated that Lord Kitchener and his staff came up on to the quarter-deck, Capt. Savill calling for him to get into a boat, probably the galley, which was being got out.

Later it was ascertained that a minefield had been sown on the night of May 28th-29th, by Cdr. Kurt Beitzen of the German submarine *U-75*.

Three rafts, carrying anything from 50 to 70 men each, managed to push off from the ship, but the seas and the intense cold caused nearly all to perish within a short time. One boat was lowered but smashed, most of the occupants being drowned. On the following morning one warrant officer and 11 men from the rafts reached the rocky Orkney coast in safety. Others who landed thereabouts died soon afterwards from exposure.

The official complement of *Hampshire* was 655, to which number must be added Lord Kitchener, Brig.-Gen. W. Ellershaw, Lt. Col. O. A. G. Fitzgerald, military secretary, Mr. H. J. O'Beirne of the Foreign Office, Sir H. F. Donaldson, Mr. L. S. Robertson of the Ministry of Munitions, and 2nd Lt. R. I. Macpherson, comprising the Military and Financial Mission.

HAMPTON ROADS

Polar S.S. Corp.; 1920; Manitowoc S.B. Co.; 2,689 tons; 253-5x43-9x25-9; 326 n.h.p.; triple-expansion engines. The American steamship Hampton Roads was torpedoed, shelled and sunk by a German submarine on June 1st, 1942, 150 miles S.W. of Key West on a voyage from Tampa to San Juan, P.R. Five of her crew were killed.

HAMSTERLEY

*Hartley Steamship Co.; 1925; Smith's Dock Co.; 2,160 tons; 280 X 41 - 6x20-1; 228 n.h.p.; triple-expansion engines. The British cargo ship Hamsterley sank after a collision with the *Accrington* on December 3rd, 1939, about three miles south of Haisbro' light. She was on a voyage in ballast from London to Hartlepool.*

HANAGAWA MARU

Kawasaki Kisen K.K.; 4,739 tons. The tanker Hanagawa Maru was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

HANAU

Hamburg-Amerika Linie; 1921; Blohm & Voss; 5,892 tons; 450x58-2x27; 882 n.h.p.; turbine engines. The German steamship Hanau struck a mine and sank on January 30th, 1944, in the Fehmarn Belt.

HANKOW MARU

HANKOW MARU

Yamashita Kisen K.K.; 1919; *Kawasaki Dockyard Co.*; 4,105 tons; 345 x48x30; 356 n.h.p.; triple-expansion engines. The steamship *Hankow Maru* was bombed and sunk by U.S. land-based aircraft on September 2nd, 1943, off the Schouten Islands, New Guinea.

HANNA

Rederiaktieb. Henckel; 1885; *R. Dixon & Co.*; 1,573 tons; 257X36x18-5; 170 n.h.p.; triple-expansion engines. The Swedish cargo ship *Hanna* was torpedoed and sunk by a German submarine in the North Sea on March 13th, 1915.

HANNAH

Shaw & Co.; 1826; *St. Johns, N.F.L.*; 287 tons. The brig *Hannah*, Capt. Shaw, with a company of some 190 persons, chiefly Irish agricultural labourers and their families emigrating to Canada, left Newry for Quebec on April 3rd, 1849. The voyage was without incident until April 27th, when at about 4 a.m. the ship collided with an ice floe and began to sink. Capt. Shaw, together with the first and second officers, lowered a boat and abandoned the sinking ship, leaving the crew to assist the passengers. The seamen rose to the occasion and succeeded in getting most of the emigrants on to the ice floe. The *Hannah* sank about 40 minutes after striking, and the seamen had little opportunity to bring away any clothing or stores for the shipwrecked people. They did, however, manage to find some blankets and a small quantity of spirits which they shared among the company. At about 5 o'clock on the following afternoon they were sighted by the barque *Nicaragua*, Capt. Marshall, bound for Quebec. This ship took everyone on board without further mishap.

The number rescued was 129, about 60 being lost. The captain and officers were picked up four days later.

HANNAH

F. W. Uitenbogaart; 1913; *Tyne Iron S.B. Co.*; 3,730 tons; 350 • 1 X 50 - 1 X 23 - 8; 348 n.h.p.; triple-expansion engines. The Dutch steamship *Hannah* was torpedoed and sunk on January 11th, 1938, by an unknown submarine six miles off Cape San Antonio, during the Spanish Civil War.

HANNAH M. BELL

Crosby, Magee & Co.; 1893; *Ropner & Son*; 2,998 tons; 315X 40-5x20-3; 236 n.h.p.; triple-expansion engines. The British cargo ship *Hannah M. Bell* was wrecked near Carrisfort Light on April 3rd, 1911. She was on a voyage from Boston, via Newport News, to Vera Cruz carrying a cargo of coal.

HANNE

D/Saft1937A/S; 1905; *FredrikstadMek. Verksted*; 1,080 tons; 230-1x35-1x14-5; 104 n.h.p.; triple-expansion engines. The Danish steamship *Hanne* struck a mine and sank on December 28th, 1939, about one mile E. of Blyth Pier, with the loss of 15 lives.

HANNE

OveSkou; 1918; *P.Ph.Stuhrs*; 1,253 tons; 238-7x36-2x13-4; 106 n.h.p.; triple-expansion engines. The Danish steamship *Hanne* struck a mine and sank on October 5th, 1943, near Drogden lightship. Five of her crew were killed. The vessel was subsequently raised and repaired at Elsinore, and re-commissioned in 1945 under the name *Hanne Skou*.

HANOVER

The sailing ship *Hanover* with a crew of 27 all told struck on the rocks at the entrance to Bath harbour, Maine, U.S.A., on November 9th, 1849. The vessel went to pieces very quickly after striking, and all on board, with the exception of the first officer, were drowned.

HANOVERIAN

Allan Line S.S. Co.; 1882; *W. Doxford & Sons*; 3,603 tons; 366X42-2x29-8; 450 h.p.; compound engines. The British iron cargo ship *Hanoverian* was wrecked on August 31st, 1885, in Trepassey Bay, N.F.L., while on a voyage from Baltimore to Liverpool.

HANS ARP

Heinrich F. C. Arp; 1926; *A/S Rodby Havns Jernskibs.*; 2,645 tons; 316-6x44x21-2; 316 n.h.p.; triple-expansion engines. The German steamship *Hans Arp* was torpedoed and sunk by a British submarine on November 16th, 1942, at Ras Hilal.

HANS BORNHOFEN

R.Bornhofen; 1905; *JanSmit, Czn.*; 2,130 tons; 280-4x41-2x20-5; 203 n.h.p.; triple-expansion engines. The German steamship *Hans Bornhofen, ex-Magdalena Reith*, was torpedoed and sunk by a British submarine on February 13th, 1944, in the Skudenesfjord.

HANS BROGE

D/S A/S Progress; 1922; *A/S Koge Veer ft Skibs. & Maskin*; 2,095 tons; 289-9x43-1x19-5; 228 n.h.p.; triple-expansion engines. The Danish steamship *Hans Broge*, under German control, was torpedoed and sunk by a British aircraft on June 15th, 1941, W. of Texel.

HANS CHRISTOPHERSEN

H. W. Christopher sen; 1928; *Flensburger Schiffsbau Ges.*; 1,599 tons; 262-6x40-2x15-3; 105 n.h.p.; triple-expansion engines. The German steamship *Hans Christopher sen* struck a mine and sank on July 21st, 1941, off Texel.

HANS CHRISTOPHERSEN

German Government; 1921; *Scheepswerf Baanhoek*; 2,041 tons; 267-1x42-1x18-4; 207 n.h.p.; triple-expansion engines. The steamship *Hans Christopher sen* was formerly the Dutch *Naald-wijk*, taken over by the Germans. On December 24th, 1943, she was sunk by mine or torpedo in the Gulf of Bothnia, on a voyage from Stettin to Finland.

HANS GUDE

V. Torkildsen; 1910; *Bergens Mek. Verksted*; 1,110 tons; 229-1x35-3x15-8; 106 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Hans Gude* was sunk by a German submarine off Ushant on March 31st, 1916.

HANS HEDTOFT

Royal Greenland Trading Co.; 1958; *Frederikshavns*; 2,875 tons; 383x51x24; oil engines. The motorship *Hans Hedtoft*, Capt. P. Rasmussen, was proceeding from Julianehaab, Greenland, to Copenhagen on the return half of her maiden voyage. On January 30th, 1959, in a gale, accompanied by thick snow squalls, she ran into an iceberg about 30 miles S.E. of Cape Farewell. Radio messages that she was sinking slowly were picked up by the U.S. cutter *Campbell* and the German trawlers *Johannes Kriiss* and *Justus Haslinger*.

The violence of the seas and the snow squalls prevented the rescue ships from reaching the scene of the disaster for several hours, the *Johannes Kriiss* being the first to arrive. No trace of the damaged vessel could be found. Later aircraft of the Canadian and United States air forces carried out a search over a wide area lasting several days, but without results.

The *Hans Hedtoft* carried 55 passengers and 39 crew, all of whom were lost, among them being Hr. Augo Lyng, a Greenland M.P. of the Danish parliament. This gentleman had in the past urged the Minister for Greenland Affairs to ban winter voyages between Greenland and Denmark because of navigational risks. Nothing had been done in the matter up to the time of the disaster.

On February 3rd the Minister, Hr. Kai Lindberg, announced the formation of a Commission to consider sailing conditions on the Denmark-Greenland route, and it was subsequently announced that in future passengers would be carried at their own risk during the winter months.

The *Hans Hedtoft* had been especially designed and strengthened for navigation in northern waters. The collision with the iceberg was, however, of such force as to render nugatory all the improved safety devices incorporated in the ship by her builders.

HANS LEONHARDT

Leonhardt & Blumberg; 1938; Neptunwerft Rostock G.m.b.H.; 4,174 tons; 399-8x55-9x20-7; 367 n.h.p.; compound engines & L.P. turbine.

The German steamship *Hans Leonhardt* was bombed and sunk by British aircraft on June 1st, 1944, S.E. of Kvam Island, near Stadtlandet.

HANS LUDEMANN

German Navy, destroyer; 1937; Deschimag, Bremen; 1,811 tons; 384x38-3x9-5; 55,000 s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37 mm., 8 T.T.

The *Hans Ludemann* was one of a flotilla of German destroyers sunk in the second battle of Narvik on April 13th, 1940. A full account of both battles is given under the British flotilla leader *Harby*, which was sunk in the first action on April 10th. There is also a short account under the Norwegian coast defence ship *Norge*.

HANS RICKMERS

Rickmers Rhederei, A.G.; 1919; J. Readhead & Sons; 5,226 tons; 399 x 52-4x28-1; 513 n.h.p.; triple-expansion engines. The German steamship *Hans Rickmers* struck a mine and sank on November 30th, 1942, in the approaches to Petsamo.

HANS SCHMIDT

Heinrich Schmidt G.m.b.H.; 1920; New Waterway S.B. Co.; 4,427 tons; 370x50-1x26-5; 402 n.h.p.; triple-expansion engines.

The German steamship *Hans Schmidt* struck a mine and sank on January 24th, 1943, near Pola, Yugoslavia.

HANSA

2,800 tons.

The East German cargo ship *Hansa* left Rostock for Tallinn with a cargo of sugar, and during the night of October 31st, 1949, found herself in the midst of Soviet navy manoeuvres. She was boarded by two Russian naval officers and while they were on board the ship was hit by two torpedoes and sunk. Only four of the German crew of 15 were rescued, the two Russians being lost. The ship was sailing on a course proscribed by the Soviet authorities.

HANSA I

1943; 1,923 tons.

The German ship *Hansa I* was bombed and sunk by Allied aircraft on April 10th, 1945, in the Kattegat.

HANSEAT

B.Hansen; 1895; C. S. Swan & Hunter; 3,358 tons; 330x44x18-9; 290 n.h.p.; triple-expansion engines.

The Norwegian steamship *Hanseat* was sunk by a German submarine off the Azores on July 20th, 1917.

HANSESTADT DANZIG

German Government; 1926; Vulcan Werke, A.G.; 2,431 tons; 296-8x38-3x19-1; 814 n.h.p.; oilengines. The German motorship *Hansestadt Danzig* struck a mine and sank on July 9th, 1941, off Oland Island.

HANSLEY

U.S.S.R.; 1904; Schiffswerft von Henry Koch; 1,273 tons; 250-8x37-2x15-1; 117 n.h.p.; triple-expansion engines.

The German cargo ship *Hans Leonhardt* was requisitioned by the British Admiralty and renamed *Hansley*, subsequently being transferred to the Russian Government. On April 9th, 1917, she was torpedoed and sunk by a German submarine in the Arctic.

HAR ZION

Palestine Maritime Lloyd; 1907; Burmeister & Wain; 2,508 tons; 310-8x40-7x18-8; 281 n.h.p.; triple-expansion engines. The steamship *Har Zion*, on a voyage from Liverpool to Savannah, was torpedoed and sunk by a German submarine on August 31st, 1940, off Inishtrahull. Thirty-six of her crew of 37 were lost.

HARALD CASPER

Hessler & Co.; 1918; J. L. Thompson & Sons; 3,104 tons; 331-3x46-8x23-2; 430 n.h.p.; triple-expansion engines. The British cargo ship *Harald Casper* was wrecked on Sable Island on February 11th, 1926. She was on a voyage from Grangemouth to New York carrying a cargo of coal.

HARALD KLITGAARD

Dansk-Russiske Dampskibs.; 1884; Richardson, Duck & Co.; 1,799 tons; 260-7x38x16-3; 143 n.h.p.; compound engines. The Danish steamship *Harald Klitgaard* was torpedoed and sunk by a German submarine in the North Sea on June 6th, 1917.

HARBERTON

Cory Colliers; 1894; S. P. Austin & Son; 1,443 tons; 247x35-3x15-6; 148 n.h.p.; 8-5 knots; triple-expansion engines. The collier *Harberton* left Blyth on March 29th, 1917, for London, with coal. She was never heard of again and was presumed to have been sunk by enemy action. She had a crew of 16.

HARBIN MARU

Nipponkai Risen K.K.; 1915; Kawasaki Dockyard Co.; 5,167 tons; 400x50x27-6; 659 n.h.p.; triple-expansion engines. The steamship *Harbin Mam*, serving as a transport, was torpedoed and sunk by the U.S. submarine *Stingray* on January 10th, 1942, E. of Hue, Indo-China.

HARBLEDOWN

National S.S. Co.; 1933; Lithgows; 5,414 tons; 428x56-2x26; 544 n.h.p.; triple-expansion engines.

The steamship *Harbledown*, on a voyage from Portland, Maine, to London, was torpedoed and sunk by a German submarine on April 4th, 1941, about 800 miles W. of the Hebrides. Fourteen of her crew and two gunners were lost.

HARBOE JENSEN

DISAISBananafart; 1929; AjB Gotaverken; 1,862 tons; 269-3X37-7x21-9; 455 n.h.p.; oil engines.

The Norwegian motorship *Harboe Jensen* was torpedoed and sunk by a German submarine on January 15th, 1943, about 300 miles W. of Madeira. Eighteen of her crew were lost.

HARBOROUGH

Willis S.S. Co.; 1932; Lithgows; 5,415 tons; 428x56-2x26; 481 n.h.p.; triple-expansion engines.

The steamship *Harborough*, on a voyage from Buenos Aires to New York, was torpedoed and sunk by a German submarine on September 14th, 1942, 60 miles off Tobago. Twenty-six of her crew and three gunners were lost.

HARBOURNE

/ & C. Harrison; 1893; S. P. Austin & Son; 1,158 tons; 225 X 33-4x14-4; 120 h.p.; triple-expansion engines. The British cargo ship *Harbourne* sank after a collision off Flam-borough Head on March 29th, 1894, while on a voyage from Blyth to London carrying a cargo of coal.

HARBURY

/ & C. Harrison; 1884; J. Priestman & Co.; 1,570 tons; 255-7 X36x18-4; 160 h.p.; triple-expansion engines. The British cargo ship *Harbury* was wrecked near Algiers on March 11th, 1894, while on a voyage from Odessa to Gibraltar carrying a cargo of maize.

HARBURY

J. & C. Harrison; 1913; Sunderland Shipbuilding Co.; 4,572 tons; 380x53x26; 478 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Harbury* was torpedoed and sunk by a German submarine 170 miles W. \ N. of Ushant on June 9th, 1917, on a voyage from Buenos Aires to Cherbourg with grain. The captain and eleven of the crew were killed.

HARDEN

/. & C. Harrison; 1894; Edwards S.B. Co.; 1,958 tons; 279'X 36-8x16-7; 199 n.h.p.; triple-expansion engines. The British cargo ship *Harden* was wrecked near Cape Passarp, Sicily, on January 15th, 1897. She was carrying a cargo of grain and wool on a voyage from Novorossisk to Rotterdam.

HARDWICK HALL

HallLine; 1896; Palmers'Co.; 4,174 tons; 380x45-3x29-2; 404 n.h.p.; triple-expansion engines.

The British cargo ship *Hardwick Hall* was wrecked on October 18th, 1903, at Farquhar Island, north-east Madagascar, while on a voyage in ballast from Delagoa Bay to Calcutta.

HARDY

British Navy, destroyer; 1936; *Cammell Laird*; 1,505 tons; 334x34x9; 38,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; five 4 • 7 in. guns, 7 smaller, 8 T.T.

The flotilla leader *Hardy* was commanded by Capt. B. A. W. Warburton-Lee, who also commanded the 2nd Destroyer Flotilla. Five of the ships of this flotilla were operating off Narvik in connection with the sowing of minefields in Norwegian waters to prevent their continued use by German shipping. This operation commenced on Sunday, April 7th, 1940, and in subsequent brushes with enemy ships it became apparent that the Germans were engaged upon a large-scale action—no less than the violation of Norwegian neutrality and the forcible occupation of that country. On April 9th it was known to the world that Germany was attacking Norway, and that as part of her plan 11 of her largest destroyers, each transporting 300 soldiers, and accompanied by several merchantmen, had steamed into Ofot Fjord on their way to Narvik. This news had been transmitted to the Admiralty by Capt. Warburton-Lee who was at once informed that the odds against the small British force were so heavy that it would be left to his judgement, as the commander on the spot, either to attack immediately or to await reinforcements. Whatever decision he came to would receive the full support of the Admiralty. Capt. Warburton-Lee elected to attack before the German forces had time to complete their landing or consolidate their position, and at 3 o'clock on the afternoon of April 10th the five British destroyers entered Ofot Fjord.

There was a great disparity in numbers, tonnage and armament, between the rival flotillas. The British force consisted of *Hardy*, 1,505 tons, five 4-7 in. guns, eight torpedo tubes, leader, *Havock*, *Hostile*, *Hotspur* and *Hunter*, all being of 1,340 tons, armed with four 4-7 in. guns and eight torpedo tubes. The German vessels were all brand new and were of two types, the first of 1,811 tons with five 5 in. guns and eight torpedo tubes; they were the *Diet her Von Roeder*, *Hans Ludemann*, *Hermann Kunne*, *Wilhelm Heidkamp* and *Anton Schmitt*. The second were of 1,625 tons, but carrying the same armament; they were the *Wolfgang Zenker*, *Bernd Von Arnim*, *Erich Giese*, *Bruno Heinemann*, *Georg Thiele* and *Erich Koellner*.

The British steamed down the long fjord without incident and appeared before Narvik harbour at about 4.30 p.m. *Hardy* at once steamed in to reconnoitre, leaving her four consorts outside. She made a circuit of the harbour, which was full of shipping, and engaged a 1,625 ton destroyer with gunfire and torpedo. Two torpedoes were discharged and the German was hit and blew up. Before leaving, *Hardy* engaged another two of the enemy as well as the shore batteries, but was not hit. Capt. Warburton-Lee then ordered his four consorts to circle the harbour in turn, his own ship following. This was repeated a second time, and on withdrawing a fresh force of three enemy destroyers was sighted emerging from the Rombaks Fjord, which opens into the Ofot Fjord above Narvik. This force was immediately engaged and was later reinforced by two other destroyers from the same direction.

The fight that ensued was extremely fierce. *Hardy* was disabled and Capt. Warburton-Lee was mortally wounded. All the officers were either killed or wounded and Paymaster-Lt. G. H. Stanning, himself wounded in the foot, had to assume the duties of bridge officer and ran *Hardy* ashore to prevent further loss of life. In the meantime *Hunter* had been sunk and *Hotspur* badly damaged.

The loss on *Hardy* amounted to two officers, one of whom was Capt. Warburton-Lee, and 16 ratings killed, and three officers and six ratings severely wounded. The ship's complement totalled 175 and most of these reached the shore, Capt. Warburton-Lee dying

as he was being towed on an improvised raft. In recognition of his gallant action he was posthumously awarded the Victoria Cross.

Meanwhile the rest of the flotilla was steaming away from the action unharassed by the Germans who had plainly suffered sufficiently for the day. On their way back the ships met and sank the supply ship *Ravensfeld*, 8,460 tons, loaded with ammunition. The German losses in all amounted to the following:-

Destroyers

Anton Schmitt, 1,811 tons *Wilhelm Heidkamp*, 1,811 tons

Supply-Ships

<i>Jan Wellem</i> , 11,776 tons	<i>Hein Hoyer</i> , 5,836 tons
<i>Ravensfeld</i> , 8,460 tons	<i>Bockenheim</i> , 4,902 tons
<i>Neuenfels</i> , 8,096 tons	<i>Martha Hendrik Fisser</i> , 4,879 tons
<i>Aachen</i> , 6,388 tons	<i>Frielinghaus</i> , 4,339 tons
<i>Altona</i> , 5,892 tons	

The British losses, though severe at first, were greatly reduced when most of the men from *Hardy* and *Hunter* were released after the Second Battle of Narvik which took place on April 13th. As this engagement was intimately related to the First Battle it is told under this heading rather than under the names of the ships which were lost in it.

The gallant action of the 2nd Destroyer Flotilla, though it had severely damaged the enemy had by no means destroyed him, or prevented his plans for invasion taking shape. The Admiralty therefore decided to send in another flotilla of destroyers, this time attended by a battleship, the guns of which could overwhelm the strongest resistance of the enemy. Accordingly a force consisting of the battleship *War spite*, 31,000 tons, eight 15 in. guns, wearing the flag of Vice-Admiral W. J. Whitworth, the "Tribal" destroyers *Bedouin*, *Cossack*, *Eskimo* and *Punjabi*, 1,870 tons, eight 4-7 in. guns, four torpedo tubes; and *Kimberley*, 1,690 tons, *Icarus*, 1,370 tons, *Hero*, 1,340 tons, *Foxhound* and *Forester*, 1,350 tons, all with from four to six 4 • 7 in. guns, and four to eight torpedo tubes.

Against this force were nine German destroyers, some of which were damaged and one, the *Erich Giese*, which had not fought in the former action owing to engine trouble.

The British entered Ofot Fjord at noon on Saturday, the 13th, the nine destroyers being formed in two divisions of four ships each and led by *Icarus*. *War spite* followed five miles astern. The destroyers were equipped with minesweeping apparatus and proceeded through mist and rain which reduced visibility to five miles for about 20 minutes before sighting any enemy ship. Then one destroyer appeared and after exchanging shots with the attackers was lost in the mist, and there was no further contact until another was sighted about ten minutes later, when the fighting became general, two others soon appearing, followed after a short interval by a fourth. *Warspite* was now close enough to bring her 6 in. guns into action and by 2.30 p.m. two Germans had been put out of action and run ashore and one was drifting derelict down the fjord. Four other enemy ships had escaped into Rombaks Fjord under cover of smoke floats and were followed by five British destroyers. Meanwhile *Cossack* had steamed into Narvik harbour and engaged another enemy destroyer moored alongside the jetty. She silenced her opponent's guns, but sustained a good deal of damage and drifted ashore on the west side of the harbour. Here she became the target for a howitzer, but managed to put it out of action. The arrival of *Warspite* relieved her from the danger of any further attacks.

The last phase of the battle now began. *Foxhound* blew up the German destroyer alongside the jetty by gunfire. The four vessels in the Rombaks Fjord had retreated beyond the narrowest part of the channel, only 200 yards wide, where they waited the first of the British pursuers. This was *Eskimo* which for a few minutes was exposed to a concentrated fire as she emerged from the narrow neck. One German was ashore close to this spot with her guns and torpedo tubes trained on the entrance. She succeeded in damaging *Eskimo* to such an extent as to make her unmanageable, but the other British ships were now coming through and in a little while the enemy were in full flight. There was no further fighting and when the Germans were again sighted they were each lying ashore and abandoned, with the exception of one, the *Hans Ludemann*, which was drifting. A boarding-party discovered a wounded German officer as the sole occupant of the vessel and he was removed to safety, *Hero* then sank the *Hans Ludemann* by torpedo.

The British flotilla at once left the narrow waters of the Narvik fjords, taking with them some 130 of the crew of *Hardy* and 47 merchant seamen who had been taken prisoner when the Germans made their surprise attack on April 9th. Two officers and 44 ratings together with 129 merchant seamen held prisoner in the town were released by the Germans when the British attack was seen to be succeeding. Most of the naval party were from *Hunter*, and the whole number were sent overland to Sweden where they were treated with great kindness and ultimately sent back to Britain. *Cossack* was refloated during the night and was able to rejoin the flotilla.

The German loss in both battles of Narvik amounted to the whole flotilla of 11 large destroyers, with many of their crews killed and wounded. The survivors escaped ashore.

Viewed as one sea battle, and not as a series of isolated actions, the naval fighting around the Norwegian coast from April 8th to 13th, 1940, was responsible for the following losses:—

BRITISH:

Destroyers

<i>Glowworm</i>	1345 tons
<i>Gurkha</i>	1870 "
<i>Hardy</i>	1505 "
<i>Hunter</i>	1340 "

NORWEGIAN:

Coastal defence ships	<i>Norge</i>	4166 tons
	<i>Eidsvold</i>	4166 "
Minelayer	<i>Froya</i>	595 "
Destroyers	<i>Aeger</i>	597 "
	<i>Gam</i>	540 "
Torpedo boat	<i>Stegg</i>	220 "

GERMAN:

Heavy cruiser	<i>Blucher</i>	10000 tons
Light cruisers	<i>Karlsruhe</i>	6000 "
	<i>Konigsberg</i>	" "
Destroyers	<i>Bernd van Arnim</i>	1625 "
	<i>Bruno Heinemann</i>	" "
	<i>Erich Giese</i>	" "
	<i>Erich Koellner</i>	" "
	<i>Georg Thiele</i>	" "
	<i>Wolfgang Zenker</i>	" "
	<i>Anton Schmitt</i>	1811 "
	<i>Wilhelm Heidkamp</i>	" "
	<i>Hans Ludemann</i>	" "
	<i>Hermann Kunne</i>	" "
	<i>Diether von Roeder</i>	" "
Torpedo boat	<i>Albatros</i>	800 "

The aggregate loss of the Allies in naval ships amounted to 16,344 tons as compared with 41,605 tons lost by the Germans. In mercantile ships the Germans had lost 96,446 tons up to April 14th.

The story of the encounter between the Germans and the Norwegian ships will be found under the *Norge*.

HARDY

British Navy, destroyer; 1943; John Brown & Co.; 1,710 tons; 360x33x10; 40,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 40 mm.A.A., four 20 mm.A.A., 8 T.T.

The destroyer *Hardy*, Capt. W. G. A. Robson, D.S.O., D.S.C., was the second ship of that name to be lost during the Second World War. On January 30th, 1944, she was torpedoed and sunk by a German submarine off Bear Island in the Arctic Ocean. Thirty-five ratings were killed.

HARE

G. Lowen & Co.; 1886; Barclay Curie & Co.; 774 tons; 216x29-6x14-7; 218 n.h.p.; 9 knots; triple-expansion engines. The steamship Hare was torpedoed and sunk by a German submarine seven miles E. of the Kish lightship on December 14th, 1917. Twelve men were killed. The captain was among the survivors.

HARIMA MARU

10,045 tons.

The tanker *Harima Maru* was sunk by U.S. carrier-based aircraft on January 16th, 1945, S.W. of Yulin, Hainan Island.

HARKAWAY

Harkaway Steamship Co.; 1882; H. McIntyre & Co.; 507 tons;

*172-1x25-6x13-5; 70 h.p.; compound engines. The London steamship Harkaway left Hull for Liverpool with a cargo of wheat on May 16th, 1887. The vessel encountered heavy weather from the commencement of the voyage, and shipped a large amount of water. On Friday, 20th, she suddenly foundered. The captain, first officer and a seaman were saved; being picked up by the yacht *Thistle*. The captain's wife and two children, the engineer's wife and nine men were drowned.*

HARLECH

Harrisorfs (London) Colliers; 1914; Osbourne, Graham & Co.;

1,081 tons; 210 x32x15-4; 147 n.h.p.; triple-expansion engines. The British cargo ship Harlech sank after a collision off Spurn Head on October 15th, 1924, while carrying a cargo of coal on a voyage from Hull to Brixham.

HARLESDEN

I. & C. Harrison; 1932; Hawthorn, Leslie & Co.; 5,483 tons;

*427-7x56-3x26; 482 n.h.p.; triple-expansion engines. The steamship Harlesden, on a voyage from Hull to New York, was bombed by a German aircraft on February 22nd, 1941, about 500 miles E.S.E. of Cape Race. Later in the day she was shelled and sunk by the raider *Gneisenau*. Seven of her crew were killed.*

HARLEY

Watergate S.S. Co.; 1919; A. de Jong; 400 tons; 133-3x24-1x11-2; 35 r.h.p.; 9 knots; triple-expansion engines. The steamship Harley, Capt. R. Findlay, was off Fifeness on November 14th, 1944, when she was overwhelmed by stress of weather and sank. Seven men, including Capt. Findlay, lost their lives.

HARLINGEN

I. & C. Harrison; 1905; W. Gray & Co.; 3,471 tons; 342x49-5x22-7; 316 n.h.p.; triple-expansion engines. The British cargo ship Harlingen was wrecked near Cape Frio, South Brazil, on November 9th, 1906, while on a voyage in ballast from Buenos Aires to Port Eads.

HARLINGTON

Peninsular & Oriental S.N. Co.; 1895; S. P. Austin & Son; 1,000 tons; 220x31-5x13-6; 138 n.h.p.; triple-expansion engines.

The British cargo ship *Harlington* was wrecked on West Sunk Sand on December 2nd, 1914. She was on a voyage from the Tees to London carrying an iron and general cargo.

HARLINGTON

Peninsular & Oriental S.N. Co.; 1913; Osbourne, Graham & Co.; 1,089 tons; 210x32x15-4; 142 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Harlington* was mined and sunk four miles S.W. of the Shipwash lightship on December 9th, 1916. Seven men were killed. The captain was among the survivors.

HARLYN

WestHartlepool S.N. Co.; 1891; Edwards' S.B. Co.; 1,453 tons;

245x34x16-2; 136 n.h.p.; triple-expansion engines. The British cargo ship Harlyn was wrecked at Cape Negro, N.S., on July 6th, 1906, while on a voyage from Trapani to Gloucester, Mass., carrying a cargo of salt.

HARMALA

*Gotland S.S. Co.; 1935; Lithgows; 5,730 tons; 433-2x58*2x*

26; 475 n.h.p.; triple-expansion engines. The steamship Harmala, on a voyage from Rio de Janeiro and New York for Liverpool, was torpedoed and sunk by a German submarine on February 7th, 1943, about 750 miles W. of Ireland. Forty of her complement of 64 were lost.

HARMATTAN

HARMATTAN

I. & C. Harrison; 1911; Swan, Hunter & Wigham Richardson; 4,792 tons; 390x50-6x27-8; 421 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Harmattan* was mined and sunk seven miles N. of Cape Rosa, Algeria, on May 5th, 1917. The captain and 35 of the crew were killed.

HARMODIUS

British & South American S.N. Co.; 1919; Ayrshire Dockyard Co.; 5,229 tons; 400-7x52-3x28-5; 3,000 i.h.p.; 11-5knots; triple-expansion engines.

The steamship *Harmodius*, Capt. R. Parry, was in convoy when she was torpedoed and sunk by a German submarine about 120 miles W. of Cape Blanco, Mauritania, on March 8th, 1941. Eleven of her crew were killed. Capt. Parry was among the survivors.

HARMONIDES

British & South American S.N. Co.; 1920; Ayrshire Dockyard Co.; 5,237 tons; 400-2x52-3x28-5; 599 n.h.p.; triple-expansion engines & L.P. turbine.

The steamship *Harmonides*, on a voyage from Calcutta to Lourenço Marques, was torpedoed and sunk by a submarine on August 25th, 1942, about 250 miles S. of Ceylon. Fourteen of her crew were lost.

HAROLD

George Pyman & Co.; 1877; W. Gray & Co.; 1,322 tons; 239-4x32-5x16-9; 120 h.p.; compound inverted engines. The British cargo ship *Harold* was wrecked at Bresno Island on November 10th, 1883, while on a voyage from Hartlepool to Sundsvall carrying a cargo of coal.

HAROLD

Charlton, McAllum & Co.; 1871; A. Leslie & Co.; 1,073 tons; 225-5x30-6x17-4; 99 h.p.; compound engines. The British cargo ship *Harold* sank after a collision off Beachy Head on June 11th, 1889, while on a voyage from Bilbao to the Tyne carrying an ore cargo.

HAROLD

I. B. Walmsley & Co.; 1888; R. Duncan & Co.; 1,376 tons; 240x36-5x21-3.

The barque *Harold* was torpedoed and sunk by a German submarine 65 miles N.N.W. & W. of Tory Island on July 21st, 1917. Thirteen men, including the captain, were killed.

HARPA

Anglo-Saxon Petroleum Co.; 1931; Hawthorn, Leslie & Co.; 3,007 tons; 305x50-1x19-2; 380 n.h.p.; oilengines. The tanker *Harpa*, on a voyage from Singapore to Batavia with aviation spirit, struck a mine, caught fire and sank on January 27th, 1942.

Thirty-three of her crew and two gunners were lost. There were five survivors.

HARPAGON

National S.S. Co.; 1935; Lithgows; 5,719 tons; 428-8x58-2x26; 475 n.h.p.; triple-expansion engines.

The steamship *Harpagon*, on a voyage from Baltimore to Barry, was torpedoed and sunk by a German submarine on April 19th, 1942, about 250 miles S.S.E. of Cape Farewell. Thirty-five of her crew and six gunners were lost.

HARPAGUS

Gowland S.S. Co.; 1940; Bartram & Sons; 5,173 tons; 437x58-5x25; 470 n.h.p.; triple-expansion engines. The steamship *Harpagus*, on a voyage from Baltimore and Halifax to Barry, was torpedoed and sunk by a German submarine on May 20th, 1941, about 250 miles S.S.E. of Cape Farewell. Twenty-five of her crew, four gunners and three passengers were lost, together with 26 survivors from the *Norman Monarch*, sunk earlier on the same day.

HARPALYCE

I. & C. Harrison; 1911; W. Gray & Co.; 5,940 tons; 428x53-5x29; 593 n.h.p.; 12 knots; triple-expansion engines. The steamship *Harpalyce* left Rotterdam in April, 1915, for Nor-

folk, Virginia, in ballast, with a "safe conduct" from the German minister at The Hague. The vessel had "Commission for Belgian Relief" painted on her sides in large letters and also flew a white flag bearing the same words. Despite these indications of her peaceful mission she was torpedoed and sunk by a German submarine on April 10th, about seven miles E. by S. of the North Hinder lightship. The *Harpalyce* sank immediately and there was no time to launch the boats. Fifteen of her crew of 44 were killed.

HARPALYCE

Gowland S.S. Co.; 1940; Bartram & Sons; 5,169 tons; 437x58-5x25; 470 n.h.p.; triple-expansion engines. The steamship *Harpalyce*, on a voyage from the U.S.A. to Hull, was torpedoed and sunk by a German submarine on August 25th, 1940, 23 miles from the Butt of Lewis. The ship sank in one minute with the loss of 37 lives.

HARPERLEY

National S.S. Co.; 1930; W. Gray & Co.; 4,586 tons; 400-2x54-5x24-5; 425 n.h.p.; triple-expansion engines. The steamship *Harperley*, on a voyage from Newport to Buenos Aires, was torpedoed and sunk by a German submarine on May 5th, 1943, about 500 miles S. of Cape Farewell. Ten of her crew and one gunner were lost.

HARRIET

Boulcott & Co.; 1830 (circa); about 350 tons. The whaler *Harriet*, Capt. Barker, was reported at Sydney in 1841-42. For a period of 18 months after she sailed no tidings of the ship were received. News was then brought to England by Capt. Hammer of the whaler *Sussex* that the *Harriet* had called at the island of Ualan, or Strong's Island, in the Caroline group, for wood and water. The natives received the ship's company in a friendly manner, but when landing parties went ashore for the purpose of collecting supplies they were set upon severally and killed. The *Harriet*, with only five men remaining on board, was next attacked, the men taking to the one boat in which they drifted away and were lost. The ship was plundered and then set on fire by the natives. The entire crew of 27 were lost.

HARRIET

M. Carl; 1899; W. Gray & Co.; 1,372 tons; 240x35-5x15-6; 126 n.h.p.; triple-expansion engines.

The Danish steamship *Harriet* was torpedoed and sunk by a German submarine in the North Sea on March 27th, 1916.

HARRILDSBORG

C. K. Hansen; 1907; Helsingors Jernskibs-og Maskinbyg.; 1,547 tons; 237-9x36-7x14-2; 148 n.h.p.; triple-expansion engines.

The Danish steamship *Harrildsborg* was torpedoed and sunk by a German submarine in the North Sea on July 19th, 1917.

HARRINGTON EMERSON

U.S. War Shipping Administration; 1944; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; triple-expansion engines. The American ship *Harrington Emerson* went ashore at Okinawa on October 9th, 1945, during a typhoon, and was completely wrecked.

HARROGATE

Wilsons & North Eastern Railway Shipping Co.; 1911; Earle's Co.; 1,168 tons; 255-1x36-1x15-1; 272 n.h.p.; triple-expansion engines.

The British cargo ship *Harrogate* foundered 50 miles off the coast of Norway on February 20th, 1918. She was on a voyage from Hull to Bergen carrying a cargo of coke.

HARROW

Galbraith, Pembroke & Co.; 1888; W. Gray & Co.; 2,586 tons; 299-6x38-6x22; 240 n.h.p.; triple-expansion engines. The British cargo ship *Harrow* was wrecked at Nieuwe Diep on December 27th, 1897, while on a voyage from Savannah to Bremen carrying a cargo of cotton.

HARRY F. SINCLAIR, JUNR.

Sinclair Navigation Co.; 1931; Bethlehem Shipbuilding Corpn.; 6,151 tons; 416-5x57-1x31-9; 4,000 s.h.p.; 12-5 knots; turbine engines.

The American tanker *Harry F. Sinclair, Junr.*, Capt. William Collegan, was torpedoed and sunk by a German submarine off Cape Lookout, North Carolina, on April 11th, 1942. Ten men were killed, including Capt. Collegan. The vessel was not in convoy at the time.

HARRY G. SEIDEL

Panama Transport Co.; 1930; Fried. Krupp, A.G.; 10,354 tons; 513-2x68-1x39-4; 997 n.h.p.; oilengines. The Panamanian tanker *Harry G. Seidel* was torpedoed and sunk by a German submarine on April 29th, 1942, on a voyage from Aruba to Caripito in ballast.

HARRY LUCKENBACH

E. F. Luckenbach; 1881; W. Gray & Co.; 2,798 tons; 300x40-2x24-5; 279 n.h.p.; compound engines.

The American cargo ship *Harry Luckenbach* was torpedoed and sunk by a German submarine in the Bay of Biscay on January 6th, 1918.

HARRY LUCKENBACH

Luckenbach S.S. Co.; 1919; SunS.B. Co.; 6,366 tons; 448-9x60-2x37-8; 968 n.h.p.; turbine engines.

The American steamship *Harry Luckenbach* was torpedoed and sunk by a German submarine on March 17th, 1943, about 400 miles E.S.E. of Cape Farewell on a voyage from New York to Liverpool. There were no survivors.

HARTINGTON

J. & C. Harrison; 1932; W. Gray & Co.; 5,496 tons; 425-5X 56-2x26; 470 n.h.p.; quadruple-expansion engines. The steamship *Hartington*, bound to Belfast from Halifax, N.S., was torpedoed and sunk by a German submarine at 4 a.m. on November 2nd, 1942, about 450 miles E. of Belle Isle Strait. Twenty-two of her crew and two gunners were lost.

HARTLAND

British Navy, cutter; 1929; Bethlehem Shipbuilding Corpn.; 1,975 tons; 250x42x16; 3,220 i.h.p.; 16 knots; turbo-electric engines; two 5 in. guns, two 3 pdr.

Hartland was formerly the U.S. cutter *Pontchartrain*, transferred to the Royal Navy under the Lease-Lend agreement in March, 1941. On the morning of November 8th, 1942, the vessel in company with *Walney* (which see), also an ex-U.S. cutter, was participating in the attack on Oran, Algeria. The task assigned to *Hartland*, which carried a small British landing party of 52, together with 33 officers and men of the U.S. navy and about 200 U.S. troops, was to run alongside the pier and land troops to silence a battery of 4 • 7 in. guns. At the same time the seamen were to board the French merchant ships and prevent their crews from scuttling them. Both vessels first laid a smoke screen and then passed through it to the attack but *Hartland* was disabled by the bursting of her main steam pipe and collided with the outer mole. She became a target for two shore batteries and the guns of the French destroyer *Typhon* and suffered severe casualties and damage.

Finally she blew up and sank with a loss of four officers and 30 ratings. Many were wounded and were ferried ashore on floats and rafts. The losses among the American contingent were very heavy, nearly 200 being killed.

Walney, which had as her objective the landing of a force to capture the French Naval Headquarters, situated at the far end of the harbour, met with a fierce bombardment from the shore batteries and the destroyers *Epervier* and *Tramontane*. She made a valiant endeavour to land her party, only a few of whom succeeded in reaching shore, and then capsized with heavy loss of life.

The landing at Oran had been regarded by the British and American naval commands as an operation fraught with great difficulty as the Vichy French forces were expected to put up a very resolute defence. Accordingly the Centre Naval Task Force under Cdre.

Thomas Troubridge was of formidable proportions and comprised the battleship *Rodney*, 33,900 tons, nine 16 in. guns, flagship; the aircraft carriers *Furious*, 22,450 tons, *Biter* and *Dasher*, 12,000 tons; the anti-aircraft cruiser *Delhi*, 4,850 tons, together with 13 destroyers, eight minesweepers, seven corvettes and two large cutters. In order to take advantage of any moderation of feeling which the French might be inclined to show toward the Americans, as distinguished from that shown to the British, it had been decided to land a United States force of approximately 39,000 men under command of Maj. Gen. Lloyd R. Fredenall, U.S. Army.

The fighting terminated at 12.30 p.m. on November 10th after about a day and a half's naval and air bombardment and a certain amount of fighting ashore. The allied losses in ships were none, other than *Hartland* and *Walney*. The U.S. army losses were 23 officers and 343 other ranks killed and wounded.

The French, in addition to their killed and wounded, lost 1,364 officers and men as prisoners to the Americans. The French destroyers *Tornado*, *Tramontane* and *Typhon*, all of 1,319 tons, were sunk by the heavy ships supporting the landing.

HARTLEBURY

National S.S. Co. (J. & C. Harrison); 1934; Lithgows; 5,082 tons; 418 x 56 • 2 x 24 • 6; 472 n.h.p.; triple-expansion engines. The British steamship *Hartlebury*, on a voyage from Sunderland and Reykjavik to North Russia, was torpedoed and sunk by a German submarine on July 7th, 1942, off Novaya Zemlya Island. Thirty-nine lives were lost.

HARTLEPOOLS

Hudson Shipping Co.; 1880; W. Gray & Co.; 1,754 tons; 258-5x34-6x19-7; 150 h.p.; compound engines. The British steamship *Hartlepoools* sank after striking a rock at Naalevig, near Ekersund, on December 6th, 1888, while on a voyage to Bergen. Seventeen lives were lost.

HARTLEY

Hartley Steamship Co.; 1924; Smiths Dock Co.; 2,147 tons; 280 x 41 - 6 x 20 • 1; 229 n.h.p.; 10 knots; triple-expansion engines. The steamship *Hartley*, Capt. W. Pearson, with a crew of 20, was lost in mid-channel on November 27th, 1924, during a S.W. gale of extreme violence. Of those on board 18, including the captain, were drowned. The steamship's S.O.S. signal was picked up at Weymouth and Portland during the morning and the light cruiser *Calliope*, the Weymouth lifeboat and Weymouth and Portland tugs put out in search of her. The s.s. *Machaon*, which picked up the *Hartley's* S.O.S. at about 9.30 a.m., also steamed to her assistance and succeeded in approaching to within a quarter of a mile. The *Hartley* had a very heavy list and was settling down but managed to launch a boat. Later this boat capsized, all the occupants being drowned save two who were picked up by the *Machaon*.

The *Hartley* foundered at 11.12 a.m., when in mid-channel in a line from Anvil Point, Swanage.

HARTMUT

German Government; 1938; Eriksbergs Mek. Vcerks.; 2,713 tons; 314-4x50-3x23-3; 608 n.h.p.; oilengines. The motor vessel *Hartmut* was formerly the Norwegian *Mostun*, taken over by the Germans. On October 1st, 1944, she struck a mine and sank outside Aalborg.

HARTSIDE

Charlton, McAllum & Co.; 1909; Short Bros.; 2,740 tons; 313 x47x21 -2; 269 n.h.p.; triple-expansion engines. The British cargo ship *Hartside* was wrecked on August 8th, 1922, at Cape Palmar while on a voyage in ballast from Rio de Janeiro to Buenos Aires.

HARUKIKU MARU

Japanese Government; 1909; Maats. Fyenoord; 3,040 tons; 325-3x44x22-8; 233 n.h.p.; triple-expansion engines. The steamship *Harukiku Mam* was formerly the Dutch *Van Waer-wijk*, seized by the Japanese. On June 26th, 1944, she was torpedoed and sunk by a British submarine in the Straits of Malacca.

HARUNA

Japanese Navy, dreadnought battleship; 1913; Kawasaki; 29,330 tons; 704x95x27^5; 64,000 i.h.p.; 26 knots; turbine engines; Kanpon boilers; eight 14 in. guns, sixteen 6 in., eight 5 in., 4 m.g., 4 T.T., 3 aircraft.

On July 28th, 1945, aircraft from British and American carriers attacked shipping in the great naval port of Kure. Six large warships were sunk and others disabled. Of this number the battleship *Haruna* was destroyed by bombs from aircraft of the U.S. Third Fleet and bombers of the U.S. Army. The normal complement of the *Haruna* was 980.

The battleships *Hyuga* and *Ise*, both 29,990 tons, the cruisers *Aoba*, 7,100 tons, *Oyodo*, 6,000 tons and *Tone*, 14,000 tons, and the destroyer *Nashi* were also sunk. This was the last large scale attack on Japanese warships prior to the cessation of hostilities between the Allies and Japan on August 15th, 1945.

The war had cost the Japanese nearly the whole of their navy, and at its conclusion they were reduced to one battleship fit for service, the *Nagato*, 32,720 tons, eight 16 in. guns, two aircraft carriers and some heavy cruisers damaged but repairable. The British and Americans paid a heavy toll in naval ships as indicated by the following table of those lost in action in Pacific waters.

	Britain	U.S.	Japan
Battleships ...	2	2	10
Aircraft carriers	1	10	20
Cruisers ...	5	10	38
Destroyers ...	8	47	133
Submarines ...	-	41	129
Sloops, etc. ...	3	14	24

HARUNA MARU

*Nippon Yusen K.K.; 1922; Mitsubishi Zosen; 10,421 tons; 495 X62x 37; 1,615 n.h.p.; 16-5 knots; turbine engines. The liner *Haruna Maru* was wrecked in the area of Surga Bay on July 7th, 1942.*

HARUSAME

Japanese Navy, destroyer; 1902; Thornycroft; 365 tons; 9-75 max. draught; 6,000 i.h.p.; 31 knots; triple-expansion engines; one 12 pdr. gun, five 6 pdr., 2 T.T.

The destroyer *Harusame* was overwhelmed in a gale off Cape Shima and foundered on November 23rd, 1911. The destroyer carried a complement of 60, of whom 45 officers and ratings were drowned.

HARUSAME

Japanese Navy, destroyer; 1935; Maizuru; 1,368 tons; 335-5 x 31-7x9-2; 38,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 8 T.T.

The destroyer *Harusame* was bombed and sunk N.W. of Manokwari, New Guinea, by U.S. Army aircraft on June 8th, 1944. Her normal complement was 180.

HARUSHIO MARU

1,989 tons.

The Japanese ship *Harushio Maru* struck a mine and sank on May 7th, 1945, off Karatsu, Japan.

HARUTA MARU

7925; F. Schichau; 1,515 tons; 261-7x40-1x15-6; triple-expansion engines.

The steamship *Haruta Maru* was formerly the Norwegian *Halldor*, seized by the Japanese in December, 1941. On January 21st, 1945, she was bombed and sunk by U.S. land-based aircraft about 50 miles S. of Hong Kong.

HARVEST

English & Co.; 1881; Irvine & Co.; 1,338 tons; 245x33-1x16; 130 h.p.; compound engines.

The British cargo ship *Harvest* was sunk in a collision with the s.s. *Regent*, 528 tons, off the mouth of the Tees on September 12th, 1889. She was on a voyage from Middlesbrough to Stettin carrying a cargo of pig-iron.

HARVESTER

British Navy, destroyer; 1940; British Isles; 1,340 tons; 323 x 33x8-5; 34,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4 • 7 in. guns, 6 smaller, 8 T.T.

The destroyer *Harvester*, Cdr. A. A. Tait, D.S.O., was one of six such vessels building in Britain for Brazil at the outbreak of the Second World War which were taken over by the British Admiralty on completion. *Harvester* took part in the evacuation of the British army from Dunkirk when she carried nearly 12,000 men across the Channel in four days.

On March 11th, 1943, the ship was escorting a convoy in the North Atlantic in company with the Free French corvette *Aconit* and the Polish destroyer *Burza* when the German submarine *U-444* attempted a torpedo attack. *Harvester* rammed the submarine which passed beneath her and fouled her stern, remaining there for several minutes before swinging free. The *Aconit* rammed the *U-444* a second time and sank her. Another submarine, the *U-432*, discharged a torpedo at *Harvester*, which had been damaged and slowed down by her previous encounter. The *Aconit* again came to the rescue but too late to save *Harvester* which sank almost at once. The French ship depthcharged the *U-432*, forcing her to surface and then ramming her.

The number lost with *Harvester* was nine officers, including Cdr. Tait, and 136 ratings. A few survivors were picked up by the *Aconit*, as well as 25 officers and ratings from the two U-boats.

HARVEY MILLS

Mills & Creighton; 1876; Thomaston; 2,186 tons; 231-1x 43-1x29-8.

The wooden ship *Harvey Mills* had the reputation among deep-water sailors of being the most unfortunate ship sailing the Atlantic. She was a fine vessel and was considered to be one of the best to come out of American east coast yards. At her launch a man was killed, a bad omen in days when seamen were profoundly superstitious. On her maiden voyage, after loading a cargo of cotton at Port Royal, she caught fire and two men died from suffocation. In 1878 she was dismantled in a hurricane. Two years later off the English coast she ran down the barque *Eta*, which involved her in heavy damages. On her return voyage to America she was again dismantled and had to put back to port.

The *Harvey Mills* met with final disaster when she foundered in a gale off Cape Flattery, Washington State, on December 14th, 1886. Of her crew of 25 the captain and 21 others were drowned; the mate and two seamen being picked up by the barque *Majestic*.

HASLAND

Peter Rowe & Sons; 1881; W. Gray & Co.; 1,689 tons; 258-6X 34 • 6x 19 • 5; 172 n.h.p.; compound engines.

The British cargo ship *Hasland* foundered in the Gulf of Lyons on March 29th, 1911. She was on a voyage in ballast from Cette to Bona.

HASLINGDEN

F. Yeoman & Sons; 1895; W. Gray & Co.; 1,934 tons; 270-4X 37-1x 18-8; 169 n.h.p.; 8-5 knots; triple-expansion engines. The steamship *Haslingden* was torpedoed and sunk by a German submarine seven miles E. of Seaham Harbour on May 12th, 1918. The captain and ten of the crew were killed.

HASSHU MARU

Japanese Government; 1914; Werf voorh. Rijkee & Co.; 1,873 tons; 278-2x41-2x16-8; 280 n.h.p.; oilengines. The motorship *Hasshu Maru* was formerly the Dutch *Mijer*, seized by the Japanese at Sourabaya in March, 1942. She was torpedoed and sunk by the U.S. submarine *Tautog* on January 22nd, 1943, off Bonthain, Celebes.

HASSHU MARU

Chosen Yusen K.K.; 1890; Russell & Co.; 2,655 tons; 300-3x 41-2x19-6; 222 n.h.p.; triple-expansion engines.

The *Hasshu Maru* was formerly the British *Yin Ping*, seized by the Japanese in December, 1941. She was bombed and sunk by U.S. land-based aircraft on March 10th, 1944, N. of Tanahmera Bay, Dutch New Guinea.

HASTINGS

Waterman Steamship Corpn.; 1920; *Pensacola Shipbuilding Co.*; 5,401 tons; 400-7x54-2x30-2; 3,000 s.h.p.; 10 knots; turbine engines.

The American steamship *Hastings*, Capt. R. O. West, was in convoy in the North Atlantic on February 23rd, 1943, when she was torpedoed and sunk by a German submarine. Nine men were killed and five wounded. Capt. West was among the survivors.

HASTINGS COUNTY

Lorentz W. Hansens Red.; 1920; *W. Pickersgill & Sons*; 4,178 tons; 380-2x52-3x24-2; 330 n.h.p.; triple-expansion engines. The Norwegian steamship *Hastings County* was wrecked on June 13th, 1926, off Auskerry Light, Orkney Islands, while on a voyage from Hamburg to Montreal. The forward half of the ship broke off and sank.

HASTY

British Navy, destroyer; 1936; *Denny Bros.*; 1,340 tons; 323 X 33x8-5; 34,000 s.h.p.; 35.5 knots; turbine engines; four 4•7 in. guns, 7 smaller, 8 T. T.

The destroyer *Hasty* was one of the ships engaged in "Operation Vigorous" under Rear-Admiral Sir P. Vian. This was an attempt to take a convoy comprising nearly 50 ships from Alexandria to Malta. The date was June 15th, 1942.

An Italian fleet of two new battleships, four cruisers and 12 destroyers was at sea, and an attack by British aircraft from Malta damaged the heavy cruiser *Taranto*. She was later sunk by the British submarine *Umbra*. A hit was also scored on the battleship *Littorio*. The Italians, who were about 100 miles distant and not aware of the exact position of the convoy, turned away and made for their home base, leaving it to their aircraft to attack the British ships.

Hasty was hit by a torpedo, probably from the German torpedo boat S-55. She remained afloat for a time but had to be sunk later by ships in company. The light cruiser *Hermione*, 5,450 tons, the destroyer *Airedale* and the Australian destroyer *Nestor* were also lost, and the convoy was compelled to turn back to Alexandria.

HATAKAZE

Japanese Navy, destroyer; 1924; *Maizuru*; 1,270 tons; 320 X 30-7x9-6; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T. T. The destroyer *Hatakaze* was bombed and sunk off Takao, Formosa, by U.S. naval aircraft on January 15th, 1945. The destroyer's normal complement was 148.

HATASU

Moss-Hutchison Line; 1921; *J. Blumer & Co.*; 3,198 tons; 352-7x50-4x21-9; 367 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Hatasu*, Capt. W. J. Meek, was torpedoed and sunk by a German submarine 600 miles E. of Cape Race, on October 2nd, 1941. Thirty-four of her crew and six gunners were lost, seven survivors were picked up by a U.S. destroyer. The *Hatasu* was not in convoy at the time of the attack.

HATFIELD

E. Jenkins & Co.; 1882; *W. Gray & Co.*; 1,753 tons; 264-2X 36x19-6; 184 n.h.p.; 9 knots; compound engines. The s.s. *Hatfield* was sunk while assisting a disabled steamship in the North Sea. On Saturday, September 30th, 1911, the s.s. *Glasgow*, 1,068 tons, Capt. Turnbull, Rotterdam to Dundee with general cargo, was struck by a heavy sea which smashed her steering gear. At the time of the accident the steamship was 15 miles from the Galloper lightship, where she drifted about until the morning of October 1st when she was sighted by the s.s. *Hatfield*, Capt. Cox, Huelvato Rotterdam with ore. In response to the *Glasgow's* signals of distress the *Hatfield* endeavoured to get a hawser on board and take her in tow. This was a delicate operation in view of the gale and in manoeuvring for position the *Hatfield* came too close to the *Glasgow* and swung across her bows. At the same moment a heavy sea lifted the latter ship and flung her down upon the *Hatfield's* side, tearing a huge hole through which came a torrent of water which sank the steamship in seven minutes. Of the 19 men on board the *Hatfield* only one was saved.

Later in the day the *Glasgow* was taken in tow by the Clan liner, *Clan Macdonald*, and brought to Dover.

HATHOR

H. B. & A. Gourlay; 1894; *Palmers' Co.*; 2,828 tons; 315 X 43x19-7; 243 n.h.p.; triple-expansion engines. The British cargo ship *Hathor* was wrecked at Sepetuba Point, Sao Sebastiao, on March 24th, 1909, while on a voyage from Antwerp, via Rio de Janeiro, to Santos. She was carrying a general cargo.

HATIMURA

British India Steam Nav. Co.; 1918; *J. L. Thompson & Sons*; 6,690 tons; 412-5x55-5x34-4; 566 n.h.p.; triple-expansion engines.

The steamship *Hatimura*, on a voyage from New York to Manchester, was torpedoed and sunk by a German submarine on November 4th, 1942, about 500 miles S.E. of Cape Farewell. Five of her crew were lost.

HATSU MARU

Japanese Government; 1914; *Sunderland S.B. Co.*; 4,260 tons; 364 X 50-7 X 26-1; 344 n.h.p.; triple-expansion engines. The steamship *Hatsu Maru* was formerly the Philippine *Paz*, scuttled at Sourabaya in March, 1942, but raised and repaired by the Japanese. She was sunk by U.S. carrier based aircraft on November 13th, 1944, in Manila Bay.

HATSUHARU

Japanese Navy, destroyer; 1933; *Sasebo*; 1,368 tons; 337-7X 32-5x8-2; 37,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 6 T. T.

The destroyer *Hatsuharu* was bombed and sunk in Manila Bay, Philippine Islands, by aircraft from carriers of the U.S. Third Fleet on November 13th, 1944.

The normal complement of the *Hatsuharu* was 180. For further details of the action see the destroyer *Akebono*.

HATSUKAZE

Japanese Navy, destroyer; 1939; *Kawasaki*; 2,000 tons; 364 x 35x11; 45,000 s.h.p.; 36 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T. T.

The destroyer *Hatsukaze* was sunk in action on the night of November 1st-2nd, 1943, in Empress Augusta Bay, Solomon Islands.

The *Hatsukaze* carried a complement of over 200.

For further details of the action see the cruiser *Sendai*.

HATSUSE

Japanese Navy, 1st class battleship; 1899; *Vickers Sons & Maxim*; 15,240 tons; 400x76x27; 14,700 i.h.p.; 19-11 knots; triple-expansion engines; four 12 in. guns, fourteen 6 in., twenty 12 pdr., eight 3 pdr., four 2½ pdr., 4 T. T.

The Japanese battleship *Hatsuse* was one of the largest and most modern vessels of that country's battle fleet. At the commencement of the Russo-Japanese War in February, 1904, she was the flagship of Rear-Admiral Nashiba, commanding the 2nd sub-division of the 1st Division. The Japanese had six battleships at this time against the Russians 14, seven of which were at Port Arthur and seven in the Baltic.

On the night of the 12th-13th April the Japanese sowed mines in the channels running into Port Arthur, and on the morning of the 13th Admiral Makharoff's flagship *Petropavlovsk* (which see) was blown up. This was a terrible loss to the Russian navy, as the Admiral was one of the outstanding naval officers of the day. In addition the Russians sustained a further loss in the mining and disablement of the battleship *Pobieda*. The operations on this day demonstrated the tremendous power of the floating mine, and the bitter lesson was not forgotten by the Russians, who forthwith concentrated on counter mining.

Among the Port Arthur fleet was a mine-laying ship, the *Amur*, commanded by Capt. Ivanoff. This officer carefully observed the operations of the Japanese ships, noting that squadrons pursued fixed courses when on patrol off the fortress. On May 14th, when visibility was bad he slipped out to sea and sowed his mines in open water.

At about 10 o'clock on the morning of the 15th the battleships *Hatsuse*, *Yashima* and *Shikishima*, under command of Rear-Admiral

Nashiba, came in sight of the lookouts at Port Arthur. A few minutes later there was a loud explosion on the *Hatsuse*, damaging her steering gear and causing her to become unmanageable. She was taken in tow but struck another mine, and, with a series of loud explosions similar to those which distinguished the destruction of the *Petropavlovsk*, she blew up. At the same time a second ship was seen by the Russians to be in difficulties, but the squadron was too far out for happenings to be distinguished clearly. This vessel was the battleship *Yashima* (which see) which was subsequently abandoned off Encounter Rock, where she sank with little loss of life.

Meanwhile the *Hatsuse* had gone down in one and a half minutes, taking with her about two-thirds of her crew of 741, Admiral Nashiba and some 200 officers and men being picked up by boats from the other ships. The Admiral then transferred his flag to the gunboat *Tatsuta*, but when off the Elliot Islands on her return to the main fleet, this ship ran aground in a thick fog. Further along the coast, the light cruiser *Yoshino* (which see) was sunk by collision with the armoured cruiser *Kasuga*. Altogether two battleships, a light cruiser and a gunboat had been lost without any damage being inflicted on the enemy. The gunboat was refloated a month later.

The full extent of the disaster was concealed from the world until the end of the war, when the loss of the *Yashima* was made known.

In dealing with this occurrence the Russians manifested a surprising lack of foresight. Although Admiral Vitgeft, who had succeeded the energetic Makharoff, was aware that the minefield would very likely entrap some of the Japanese ships, he made no preparations to exploit any success which might be gained. The weather was quite clear on the morning of the 15th and every advantage lay with him, despite which only one battleship, the *Poltava*, had steam raised, the others lying idly at anchor. Vitgeft ordered this ship to remain in harbour as he was afraid of Japanese mines, but sent out two flotillas of destroyers to harass, but not attack, the damaged battleship. By the time these arrived the Japanese light cruisers were on the scene and the commander of the destroyers judged it prudent to withdraw. In this tame fashion passed what was probably the greatest opportunity for offensive sea action afforded to the Russians throughout the war.

HATSUSHIMO

Japanese Navy, destroyer; 1933; Uraga; 1,368 tons; 337-7x 32-5x8-7; 37,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 6 T.T.

The destroyer *Hatsushimo* was sunk by mines laid by U.S. Army aircraft in Miyazu Bay, near Maizuru, on July 30th, 1945. The destroyer's complement was 180.

HATSUTAKA

Japanese Navy, minelayer; 1939; Harima; 2,000 tons; 320X—X—; 20 knots.

The minelayer *Hatsutaka* was torpedoed and sunk by the U.S. submarine *Hawkbill* north-east of Pekan on the east coast of Malaya on May 16th, 1945. The vessel carried a complement of over 200.

HATSUYUKI

Japanese Navy, destroyer; 1927; Maizuru; 1,700 tons; 371-5x 33-7x9-7; 40,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 5 in. guns, four A.A.m.g., 9 T.T. The destroyer *Hatsuyuki* was bombed and sunk in an attack by U.S. Army, navy and marine corps bombers on anchorages at the southern end of Bougainville in the Solomons Group. The attack took place on July 17th, 1943, but although great damage was done to shipping the *Hatsuyuki* was the only vessel sunk.

The destroyer's normal complement was 197.

HATSUZUKI

Japanese Navy, destroyer; 1942; Japan; 2,500 tons; 435 x 38 X—; 34 knots; turbine engines; eight 5 in. guns, several smaller, 4 T.T.

The destroyer *Hatsuzuki* was sunk about 250 miles off the island of Luzon in the Philippines by Allied surface craft on October 25th, 1944.

The destroyer carried a complement of over 200.

HATTERAS

United States Navy, steam gunboat; 1850 (circa); U.S. Yard; 1,126 tons; 210 x34x 18; condensing beam engine; four 32 pdr. guns, one 20 pdr. rifled gun.

The United States gunboat *Hatteras*, Lt. H. C. Blake, was a paddle steamer with auxiliary sail. She had a complement of 18 officers and 108 men. At the outbreak of the American Civil War a 20 pdr. rifled cannon was added to her armament of four smooth bore weapons. Her engines were of an old fashioned type, and she had only one boiler. Her speed under steam was moderate for those days.

On January 6th, 1863, when off Galveston, Texas, she stopped a steamship which she took to be a British blockade runner. This vessel was the afterwards famous Confederate cruiser *Alabama*, of 1,040 tons, one 100 pdr. gun, one 68 pdr. six 32 pdrs. and 13-5 knots speed. She was fresh from Lairds yard at Birkenhead and was one of the most formidable fighting ships of her day. Against such an antagonist the *Hatteras* had little chance.

The *Alabama* waited until the boat sent by the *Hatteras* was on her way, and then opened fire with every gun that would bear. The gunboat was heavily damaged and sank with the loss of two men killed and five wounded. The survivors were picked up by the *Alabama* and taken to Port Royal, Jamaica, where they were released under parole. The six men in the boat made their escape. Owing to the great disparity between the ships and their nearness to each other the action terminated in a very short time.

This was the only occasion that the *Alabama* engaged a U.S. warship during her career of commerce raiding until she was sunk off Cherbourg by the U.S. sloop-of-war *Kearsage* in June, 1864.

See also *Alabama*.

HAUGARLAND

Skibs A/S Corona; 1911; Armstrong, Whitworth & Co.; 6,049 tons; 440x58-1x24-6; 447 n.h.p.; triple-expansion engines. The Norwegian steamship *Haugarland*, under German control, struck a mine and sank on June 11th, 1942, off Terschelling.

HAUGASTOL

Fearnley & Eger; 1896; J. Priestman & Co.; 2,118 tons; 280x 40-1x17; 210 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Haugastol* was torpedoed and sunk by a German submarine in the English Channel on November 29th, 1917.

HAULERWIJK

N.V. Stoomvaart Maats. "Oisterwijk"; 1924; Clyde S.B. & E. Co.; 3,278 tons; 325x48-2x23-7; 307 n.h.p.; triple-expansion engines.

The Dutch steamship *Haulerwijk* was torpedoed and sunk by a German submarine on September 30th, 1940, on a voyage from Newport to Tampa.

HAUSSA

Elder, Dempster & Co.; 1901; J. Jones & Sons; 1,477 tons; 219-8x36-1x13-2; 121 n.h.p.; compound engines. The British cargo ship *Hausa* was wrecked on June 15th, 1903, off Garraway, Liberia, while on a voyage from Lagos to Hamburg carrying a cargo of palm kernels.

HAV

Thv. Halvorsen; 1877; W. Pearse & Co.; 1,254 tons; 244X 32x18-2; 135 n.h.p.; compound engines.

The Norwegian steamship *Hav* went ashore on December 13th, 1921, at Halsebaen Sildegabet and turned over. The ship was sailing from Blyth to Trondhjem with coal.

HAVANA MARU

Osaka Shosen K.K.; 1920; Osaka Iron Works; 5,652 tons; 407-2x50-8x30; 559 n.h.p.; triple-expansion engines. The steamship *Havana Maru* was bombed and sunk by U.S. land-based aircraft on November 18th, 1942, S.E. of Ponape, Caroline Islands.

HAVANT

British Navy, destroyer; 1939; J. S. White & Co.; 1,375 tons; 323x33x8-5; 34,000 s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4 • 7 In. guns, 8 T. T.

The destroyer *Havant*, Lt. Cdr. Bumell-Nugent, was one of a group of six building for Brazil at the outbreak of the Second World War, which were taken over by the British Admiralty on completion. *Havant* took part in the evacuation of the British Army from Dunkirk, May 28th-June 1st, 1940, and on the last day was bombed and sunk by German aircraft. Her official complement was 145, but it is not known what number of troops and crew were on board when she sank.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

HAVBOR

A/S Havbor; 1930; Swan, Hunter & Wigham Richardson; 7,614 tons; 460-5x59-5x34-1; 1,010n.h.p.; oilengines. The Norwegian tanker Havbor was torpedoed and sunk by a German submarine on November 14th, 1940, on a voyage from Table Bay to Freetown. Twenty-nine of her crew were killed.

HAVBORG

Lykkes Rederi A/S; 1924; A/S Rodby Havns Jernsk.; 1,234 tons; 236'9x37-2x14-8; 96n.h.p.; triple-expansion engines. The Norwegian steamship Havborg, under German control, was bombed and sunk by British aircraft on November 27th, 1940, in the River Weser.

HAVBRIS

Albert Harlo JTs Rederi; 1919; Stavanger Stoberi & Dok.; 1,315 tons; 242-3x37-2x16; 132 n.h.p.; triple-expansion engines. Sailing from Norway to Hamburg, the Norwegian ship Havbris was reported to have sunk off Songvar during a heavy storm on January 27th, 1945.

HAVMANN

A/S Havbor (P. Meyer); 1937; Nylands Verksted; 1,342 tons; 250-9x41-3x14-8; 107n.h.p.; compound engines & L.P. turbine.

The Norwegian ship *Havmann* left Rotterdam on September 17th, 1938, for Charlottetown, P.E.I., and was in wireless communication on the 21st when she was W. of Ireland. There was no further news and she is believed to have been lost during a hurricane. A lifeboat and lifebuoys were picked up.

HAVMOY

A/S Havtor (P. Meyer); 1934; Langesands Mek. Verksted; 1,546 tons; 248-3x38-6x18-2; 109 n.h.p.; compound engines & L.P. turbine.

The Norwegian steamship *Havmoy*, Capt. Albert Knutsen, left the Black River, Jamaica, for Havre with a cargo of logwood, but foundered in a gale at 2 a.m. on April 9th, 1935, when she was 20-30 miles off the S. coast of Jamaica. Captain Knutsen, the second engineer and 5 others got away on a raft, and 11 men were lost with the ship. The raft with 5 men was picked up two days later, the two officers having died of exposure.

HAVNA

M. H. Lindvig; 1908; Bergens Mek. Verks.; 1,150 tons; 228-4x36-2x15-9; 106n.h.p.; triple-expansion engines. The Norwegian cargo ship Havna was torpedoed and sunk by a German submarine in St. George's Channel on March 2nd, 1918.

HAVOCK

British Navy, destroyer; 1936; W. Denny & Bros.; 1,335 tons; 323x33x8-5; 34,000 s.h.p.; 36knots; turbine engines; 3-drum boilers; four 4 • 7 in. guns, 6 smaller, 8 T. T.

The destroyer *Havock* had a very distinguished career in the Second World War, taking part in the first battle of Narvik on April 10th, 1940, and also the battle of Cape Matapan on March 27th, 1941. She sustained severe damage when escorting a convoy to Malta under Rear-Admiral Vian, and had to undergo considerable repairs.

On April 6th, 1942, the destroyer was bound for Gibraltar with a large number of officers and ratings as passengers, in addition to

her official complement of 145. She ran ashore off Kelibia, on the coast of Tunisia, and became a total wreck, but only one rating of her entire company lost his life.

The French authorities, who were not friendly to the British at the time, placed all the survivors in a prison camp at Laghouat, in Algeria. They were released when General Eisenhower's forces landed in North Africa in November, 1942.

HAVRE

Anglo-Saxon Petroleum Co.; 1905; W. Gray & Co.; 2,073 tons; 288x39x22-4; 1,200i.h.p.; 9 knots; triple-expansion engines. The tanker Havre, Capt. G. C. Pearson, was torpedoed and sunk by an enemy submarine between Alexandria and Matruh on June 10th, 1942. Twenty-five men, including Capt. Pearson, were killed.

HAVRE MARU

*Osaka Shosen K.K.; 1920; Osaka Iron Works; 5,652 tons; 407-2x50-8x30; 559n.h.p.; triple-expansion engines. The steamship Havre Maru was torpedoed and sunk by the U.S. submarine *Pintado* on June 6th, 1944, about 200 miles W. of the Ladrone Islands.*

HAVTOR

A/S Havtor (P. Meyer); 1930; Porsgrund Mek. Verksted; 1,524 tons; 245-7x37-9x18-3; 66n.h.p.; compound engines. The Norwegian steamship Havtor was torpedoed and sunk by a German submarine on June 11th, 1941, on a voyage from Reykjavik to Pictou, N.S. Six of her crew were lost.

HAWAII MARU

*Osaka Shosen K.K.; 1915; Kawasaki Dockyard Co.; 9,467 tons; 475x61x38-1; 895 n.h.p.; triple-expansion engines. The steamship Hawaii Maru was torpedoed and sunk by the U.S. submarine *Sea Devil*, Cdr. R. E. Styles, U.S.N., on December 2nd, 1944, about 150 miles S.W. of Kagoshima, Japan.*

HAWKE

*British Navy, protected cruiser; 1893; Chatham Dockyard; 7,350 tons; 360x60x23-7; 12,000 i.h.p.; 20-2 knots; triple-expansion engines; two 9-2 in. guns, ten 6 in., 2m.g., 2 T.T. The protected cruiser Hawke, Capt. H. P. E. T. Williams, was, at the commencement of the First World War a unit of the 10th Cruiser Squadron, commanded by Rear-Admiral D.R. S. de Chair. The ship was over 20 years old, as were her five consorts, the *Crescent*, flagship, *Edgar*, *Endymion*, *Grafton* and *Theseus*. The duty of the squadron was to maintain the Northern Patrol, which had been established to control the trade route of Germany north-about. The old ships had drawn their complements partly from the Royal Naval Reserve, and, while useful as a cruiser screen and a blockading force were not of great fighting value.*

On October 15th, when the 10th Cruiser Squadron had been detached from the Northern Patrol and was stationed off the N.E. coast, the ships, less the flagship, which had put in to Cromarty to coal, were steaming line abreast at ten mile intervals with *Endymion* to starboard and *Hawke* next. At 9.30 a.m. both ships stopped while a boat from *Hawke* went to *Endymion* to collect mail. This action bore a fatal resemblance to the circumstances attending the loss of the armoured cruisers *Aboukir*, *Cressy* and *Hogue* (which see) off the Dutch coast about a month before. There can be no doubt but that the stopping of the two cruisers gave a lurking submarine its opportunity, for at 10.30 a.m., when *Hawke* was again under steam and proceeding at about 12 knots to regain her station, she was hit by a torpedo abreast the foremost funnel. She listed immediately and sank within a few minutes, there being only sufficient time to launch two boats, one of which, containing three officers and 46 men, was picked up by a Norwegian steamship. The other was never heard of again. *Endymion* had in the meantime steamed out of sight on her task of delivering mails to the other ships.

Hawke did not send out any distress signals and the first intimation that submarines were about was at 1.20 p.m., when *Theseus* reported an attack. This information was received by *Edgar*, senior ship, which ordered the squadron to steam N.W. at full speed. To this message *Hawke* made no reply so the flotilla leader *Swift* was despatched to make a search and after some hours reported picking up a raft from *Hawke* with one officer and 20 men.

HAWKINGE

The total loss of life in this disaster was nearly 500 officers and men, including Capt. Williams. The survivors numbered four officers and 66 men.

HAWKINGE

Constants (South Wales); 1922; Irvines" S.B. & D.D. Co.; 2,743 tons; 326 X 45x20- 7; 292 n.h.p.; triple-expansion engines. The British cargo ship *Hawkinge* was wrecked near Finisterre on December 12th, 1929, while on a voyage in ballast from London to Bilbao.

HAWKINGE

Constants (South Wales); 1924; Burnisland Shipbuilding Co.; 2,475 tons; 298-5x44x21-2; 251 n.h.p.; 10 knots; triple-expansion engines. The steamship *Hawkinge*, Capt. W. Isaksson, was torpedoed and sunk by a German submarine on July 27th, 1941, about 500 miles N.W. of Corunna. Fifteen of her crew were killed. Capt. Isaksson was among the survivors.

HAWNBV

R.Ropner&Co.; 1895; Ropner&Son; 2,136 tons; 280x40x 15-6; 187 n.h.p.; triple-expansion engines. The British cargo ship *Hawnby* was wrecked at Johnshaven, near Montrose, on September 10th, 1914. She was on a voyage from Hull to Archangel carrying a cargo of coal.

HAXBY

Ropner Shipping Co.; 1929; W. Gray & Co.; 5,207 tons; 421-2 x 54-2 x 27-2; 529 n.h.p.; 11 knots; triple-expansion engines. The steamship *Haxby* left the Clyde on April 8th, 1940, in ballast for Corpus Christi in convoy. On April 17th, she left the convoy in the latitude of St. Vincent, C.V., and on the 24th she was intercepted and sunk by a German raider. Two officers and 14 men were killed and the captain and 23 of the crew taken prisoner. On September 3rd of the same year the prisoners were rescued from the *Tropic Sea* (which see).

HAYAHIMARU

Daido Kaiun K.K.; 6,919 tons. The Japanese ship *Hayahi Maru* struck a mine and sank on July 13th, 1945, off Shimonoseki.

HAYANAMI

Japanese Navy, destroyer; 1941; Japan; 2,200 tons; 415x35x —; 34 knots; turbine engines; six 5 in. guns, eight 25 mm.A.A., 15 T.T. The destroyer *Hayanami* was torpedoed and sunk S.E. of Sibutu Passage, Philippine Islands, by U.S. submarine *Harder* on June 7th, 1944. The destroyer carried a complement of over 200.

HAYASHIMO

Japanese Navy, destroyer; 1942; Japan; 2,200 tons; 415x35x —; 34 knots; turbine engines; six 5 in. guns, eight 25 mm.A.A., 15 T.T. The destroyer *Hayashimo* was bombed and sunk S.E. of Mindoro on October 26th, 1944, during the battle of Leyte Gulf, October 23rd-27th, 1944.

She had a complement of over 200.
The full story of the battle of Leyte Gulf is told under the battle ship *Musashi*.

HAYASHIO

Japanese Navy, destroyer; 1939; Uraga; 2,000 tons; 364 x 35x11; 45,000 s.h.p.; 36 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g.; 8 T.T. The destroyer *Hayashio* was bombed and sunk by U.S. Army aircraft in Huon Gulf, New Guinea, on November 24th, 1942. The destroyer carried a complement of over 200.

HAYASUI

6,500 tons (approx.). The tanker *Hayasui* was torpedoed and sunk by the U.S. submarine *Bluefish* on August 19th, 1944, about 100 miles W. of San Fernando, Luzon Islands, Philippines.

HAYATE

Japanese Navy, destroyer; 1925; Isikawazima; 1,270 tons; 320x30x9-6; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T. The destroyers *Hayate* and *Kisagari* were part of a force detailed for the capture of the American base on the island of Wake. The attack followed immediately upon the Japanese air raid on Pearl Harbour and on December 11th, 1941, when engaged with the shore batteries defending Wake Island, both destroyers were hit and sunk. The normal complements of the vessels were 148 and 150 respectively.
See also *Kisagari*.

HAYATORI

Japanese Navy, destroyer; 1903; Yokosuka Dockyard; 375 tons; 220x20-5x9-5; 6,000 i.h.p.; 29 knots; triple-expansion engines; two 12pdr., four 6pdr., 2 T.T. The destroyer *Hayatori* was a unit of the 4th flotilla which participated in the attacks on the Russian Pacific Squadron at Port Arthur in February 1904, at the commencement of the Russo-Japanese War. For many months she formed one of the blockading fleet outside the fortress. On September 3rd, 1904, she struck a floating mine and sank with the loss of two officers and 18 men killed and eight severely wounded, out of a complement of 63.

HAYOMARU

Toyo Kisen K.K.; 1921; Asano S.B. Co.; 5,446 tons; 400X 53-2x29-4; 513 n.h.p.; triple-expansion engines. The Japanese steamship *Hayv Maru* was in company with the 3rd Gunboat Division in the Lingayen Gulf, Philippine Islands, on December 22nd, 1941, when she was torpedoed and sunk by the U.S. submarine *S-38 Lt W. G. Chappie, U.S.N.* The gulf was very shallow and unsuited to submarine operations, nevertheless the American submarine brought off a most difficult attack, and made her escape despite heavy depth charges in shoal water.

HAZARD

British Navy, torpedo-gunboat; 1894; Great Britain; 1,070 tons; 250x30-5x13; 3,500 i.h.p.; 18-5 knots; triple-expansion engines; two 4-7 in. guns, four 6pdr., 5 T.T. The torpedo-gunboat *Hazard* was sunk in a collision off Portland Bill on January 28th, 1918. The vessel carried an official complement of 120.

HAZEL BRANCH

F. & W. Ritson; 1889; Bartram, Haswell & Co.; 2,623 tons; 300x40x26-8; 245 n.h.p.; triple-expansion engines. The British cargo ship *Hazel Branch* was wrecked in Smyth Channel, Chile, on November 12th, 1907. She was on a voyage from the west coast of South America to Liverpool carrying a cargo which included copper ore.

HAZELDENE

Isaac Crocker; 1881; Palmers'Co.; 2,204 tons; 292x37-2x 23-6; ^227 n.h.p.; compound engines. The British cargo ship *Hazeldene* was wrecked on Cannon Rock, Co. Down, on December 26th, 1906, while on a voyage from Aguilas to the Clyde carrying an iron ore cargo.

HAZELSIDE

Charlton S.S. Co.; 1928; Short Bros.; 4,646 tons; 395 X 52-7 X 25-9; 388 n.h.p.; triple-expansion engines. The British steamship *Hazelside*, on a voyage from Tacoma to Liverpool, was torpedoed and sunk by a German submarine on September 24th, 1939, 12 miles off the Fastnet. Eleven of her crew were killed.

HAZELWOOD

Gascony S.S. Co.; 1894; Ropner&Son; 3,120 tons; 325 X 48x23-1; 273 n.h.p.; 9 knots; triple-expansion engines. The steamship *Hazelwood* was torpedoed and sunk by a German submarine eight miles S. by E. i E. of Anvil Point on October 18th, 1917. Thirty-two men, including the captain, were killed.

HEALDTON

Standard Oil Co. (New Jersey); 1908; Greenock & Grange-mouth Dkyd. Co.; 4,489 tons; 369x50-9x27-3; 472 n.h.p.; triple-expansion engines.

The American tanker *Healdton* was torpedoed and sunk by a German submarine in the North Sea on March 21st, 1917.

HEATHCOTE

Dominion Shipping Co.; 1898; J. Priestman & Co.; 2,345 tons; 300x42-5x20-2; 210 n.h.p.; triple-expansion engines. The Canadian cargo ship *Heathcote* sank after a collision in Cabot Strait on July 25th, 1917, while on a voyage from Port au Port, NFL, to Sydney, N.S.

HEATHERSIDE

Charlton Steam Shipping Co.; 1909; Short Bros.; 2,167 tons; 313x47x21-2; 269 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Heather side* was on a voyage from Milford Haven to Malta with a cargo of coal when she was torpedoed and sunk by the German submarine *U-93* in the Atlantic, on August 25th, 1917. Twenty-seven men, including the captain, were killed.

HEATHFIELD

Eastern Navigation Co.; 1887; E. Withy & Co.; 2,140 tons; 283-3x37x19-1; 210 n.h.p.; 9 knots; triple-expansion engines. The steamship *Heathfield* left Blyth for Savona on October 12th, 1910, with a cargo of coal. She was commanded by Capt. William McPhee and carried a crew of 22. The weather increased to almost hurricane force during the night and by next morning, the 13th, the ship was in difficulties off Sheringham. The second officer, Mr. T. H. Mowat, was on the bridge when the *Heathfield* struck on the Sheringham Shoal, four to five miles from shore. The captain, who was below at the time, came on deck and decided to send a boat to obtain assistance. The second officer and the boatswain made the attempt and ultimately the boat reached the shore, but by that time the *Heathfield* had disappeared.

Next day the masts and funnel of the ship were visible above water and several bodies were seen lashed to the rigging. The total loss of life was 16, including Capt. McPhee.

HEATHPOOL

Beckingham & Co.; 1906; Furness, Withy & Co.; 3,828 tons; 340x47-1x27-4; 317 n.h.p.; triple-expansion engines. The British cargo ship *Heathpool* struck the Outer Dowsing, off the River Humber, and sank on December 10th, 1906, while on a voyage from Hull to the River Plate. She was carrying a cargo of coal. All on board were lost.

HEBBLE

Lancashire and Yorkshire Railway Co.; 1891; W. Dobson & Co.; 904 tons; 225x31-6x15-5; 181 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Hebble* was mined and sunk one and a half miles E. of Roker Pier, Sunderland, on May 6th, 1917, while on Admiralty service. Five of her crew were killed. The captain was among the survivors.

HEBBURN

Burnett Steamship Co.; 1908; Wood, Skinner & Co.; 1,938 tons; 272x40x17-8; 200 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Hebburn* was torpedoed and sunk by a German submarine 64 miles W.N.W. of the Smalls on September 25th, 1918. Six of her crew were killed. The captain was among the survivors.

HEBE

G. Lamy & Co.; 1909; Sunderland S.B. Co.; 1,494 tons; 257x35x16; 169 n.h.p.; triple-expansion engines. The French steamship *Hebe* struck a mine and sank in the North Sea on March 26th, 1916.

HEBE

British Navy, fleet minesweeper; 1936; Devonport Dockyard; 835 tons; 230x33-5x7-9; 1,750 i.h.p.; 17 knots; turbine engines; 3-drum boilers: two 4 in. A.A. guns, 3 smaller. The fleet minesweeper *Hebe*, Lt. A. L. Gulvin, was mined and sunk

off Bari on November 22nd, 1943. The vessel's normal complement was 80.

HECLA

British Navy, depot ship; 1940; J. Brown & Co.; 11,000 tons; 623X — X-; 7,500 s.h.p.; 17 knots; turbine engines; 3-drum boilers; eight 4-5 in. guns.

The depot ship *Hecla* took part in the North African landings and was torpedoed by a German submarine W. of the Straits of Gibraltar on November 11th, 1942. She sank with the loss of 13 officers and 266 ratings.

HECTOR

A. Holt & Co.; 1924; Scotfs S.B. Co.; 11,198 tons; 498-Sx62-3x34-9; 15 knots; turbine engines; 6 in. guns. The British liner *Hector* had been in service for more than 15 years when she was taken over for service as an auxiliary cruiser in the Second World War. The vessel was lying in Colombo harbour on April 5th, 1942, when the town was attacked by a strong force of Japanese aircraft from aircraft carriers. The *Hector* was hit several times and sank during the morning.

HECTOR

Koninklijke Nederlandsche Stoomb. Maats.; 1939; N.V. Scheepswerf Gebr. Pot; 1,828 tons; 292-5x41-1x14-9; 338 n.h.p.; oil engines.

The Dutch motorship *Hector* was torpedoed and sunk by a German submarine on May 24th, 1942, between Hampton Roads and Curacao.

HEDDERNHEIM

Unterweser Reed. A.G.; 1921; F. Schichau; 4,947 tons; 361X51-4x31-4; 323 n.h.p.; compound engines & L.P. turbine. The German steamship *Heddernheim* was torpedoed and sunk by the British submarine *Ursula* on March 21st, 1940, nine miles N.N.E. of the Skaw on a voyage from Narvik to Germany with iron ore.

HEDIA

Compania Naviera General, S.A.; 1915; Craig, Taylor & Co.; 2,434 tons; 295-3x45-2x —; triple-expansion engines. Leaving Casablanca for Venice on March 10th, 1962, the Liberian steamship *Hedia* reported "all well" by radio on the 14th, from the neighbourhood of Galita Island. She was not seen again but wreckage was found 12 days later. The *Hedia* had a crew of 20.

HEDRUN

Stockholms Rederi-AjB Svea; 1920; A/B Oresundsvaret; 2,325 tons; 317-5x44-9x19-4; 252 n.h.p.; turbine engines. The Swedish steamship *Hedrun* was torpedoed and sunk by a German submarine on August 16th, 1940, on a voyage from Swansea to Newport, Rhode Island.

HEEMSKERK

Vereenigde Nederlandsche Scheepvaart Maats.; 1919; Neptunwerf; 6,516 tons; 438x57-2x30-2; 482 n.h.p.; quadruple-expansion engines.

The Dutch steamship *Heemskerk* was bombed and sunk by German aircraft on January 20th, 1941, about 220 miles W. of Ireland, on a voyage from Rangoon to Liverpool. Eight of her crew were lost.

HEENVLIET

Nationale Stoomv. Maats.; 1917; Arnheemsche Stoom-Sleephelling; 492 tons; 151-5x25-2x11-5; 58n.h.p.; triple-expansion engines.

The Dutch steamship *Heenvliet* was intercepted by a German submarine and sunk by gunfire on February 28th, 1918. The attack took place 15 miles S.W. of the Swartebank lightship, the steamship going down with seven of her crew.

HEFFRON

Weyerhaeuser S.S. Co.; 1919; Bethlehem S.B. Corp.; 7,611 tons; 440X56x35-2; 598 n.h.p.; triple-expansion engines. The American steamship *Heffron*, in convoy from Murmansk to the U.S.A., struck a mine and sank on July 5th, 1942, off Reykjavik. Four other ships in the convoy were sunk in the same minefield.

HEIAN MARU

HEIAN MARU

Kasahara Shoji K.K.; 1890; *C. Cornell & Co.*; 2,963 tons; 329'2x41-3x28-3; 265 n.h.p.; triple-expansion engines. The steamship *Heian Mam* went ashore on February 11th, 1926, at Cape Soyedomari, Hokkaido, while on a voyage from Otaru to Muroran, and became a total loss.

HEIAN MARU

Nippon Yusen K.K.; 1930; *Osaka Iron Works*; 11,616 tons; 511-6x66x41; 2,190 n.h.p.; 18-5 knots; oil engines. The liner *Heian Maru* was taken over by the Japanese Navy and converted into a submarine tender. On February 17th, 1944, she was sunk by U.S. carrier-based aircraft at Truk in the Caroline Islands.

HEIAN MARU

Amakasu Sangyo K.K.; 1921; *Prince Rupert D.D. & E. Co.*; 5,346 tons; 400X52x28-5; 369 n.h.p.; triple-expansion engines. The steamship *Heian Maru* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

HEIJO MARU

Chosen Yusen K.K.; 2,627 tons. The steamship *Heijo Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On September 4th, 1943, she was torpedoed and sunk by the U.S. submarine *Albacore*, 150 miles S.W. of Seniavina Island, Caroline Islands.

HEIKEI MARU

Chosen Yusen K.K.; 2,750 tons. The Japanese ship *Heikei Maru* was bombed and sunk by U.S. land-based aircraft on April 3rd, 1945, off Hong Kong.

HEIM

T. H. Skogland; 1882; *W. Gray & Co.*; 1,669 tons; 259-5X 34-5x19-5; 173 n.h.p.; compound engines. The Norwegian cargo ship *Heim* was sunk by a submarine on April 18th, 1917. The position of the ship at the time was unknown.

HEIMARA

Greek Government; 1905; *Stettiner Oderwerke*; 1,427 tons; 250-3x33-9x13-4; triple-expansion engines. The Greek steamship *Heimara*, on a voyage from Thessaloniki to Piraeus with a crew of 80 and 524 passengers, including 150 soldiers and 45 political prisoners, struck a mine and sunk on January 19th, 1947, off Gaidaros Island, Marathon Bay. Ships going to the rescue picked up 226 persons, but 378 were lost.

HEIMDAL

Seereederei Frigga A.G.; 1921; *A/S Aalborg Maskin-og Skibs.*; 2,186 tons; 283x40-9x20-5; 155 n.h.p.; triple-expansion engines. The German steamship *Heimdal* struck a mine and sank on September 19th, 1940, off TerschelJing.

HEIMDAL

Nya Angf.-ALB Heimdal; 1928; *D. & W. Henderson & Co.*; 4,499 tons; 382-6x52-3x—; triple-expansion engines. The Swedish ship *Heimdal* sprang a leak and went aground during a fog on March 4th, 1957, at Stangskar Point, Landsort. She broke in two and the afterpart sank, and in a severe storm in September the forepart sank.

HEIMEI MARU

Tochigi Shoji K.K.; 1919; *Osaka Iron Works*; 4,364 tons; 345X49-8x28-2; 391 n.h.p.; triple-expansion engines. The steamship *Heimei Maru* was bombed and sunk by U.S. land-based aircraft on January 4th, 1944, off Kupang, Timor Island.

HEINA

A/S J. Ludwig Mowinckels Rederi; 1925; *Kjobenhavens Flydk. & Skibs.*; 4,028 tons; 229x35x15-2; 111 n.h.p.; triple-expansion engines. The Norwegian steamship *Heina* was torpedoed and sunk by a German submarine on February 10th, 1942, on a voyage from Halifax to Liverpool.

HEINRICH SCHULTE

AtlasRederei A.G.; 1918; *Harland & Wolff*; 5,056 tons; 399-3x 52-3x28-5; 517 n.h.p.; triple-expansion engines. The German steamship *Heinrich Schulte* was torpedoed and sunk by a British submarine on January 28th, 1944, off Tromsø.

HEINRICH V. RIEDEMANN

Panama Transport Co.; 1930; *Bremer Vulkan*; 11,020 tons; 521-1x70-2x38-8; 1,592 n.h.p.; oil engines. The Panamanian motor tanker *Heinrich v. Riedemann* was torpedoed and sunk by a German submarine on April 17th, 1942, between Trinidad and Aruba.

HEINRICH VON PLAUEIN

German Government; 1896; *S. P. Austin & Son*; 1,746 tons; 268-2x37-7x17; triple-expansion engines. The steamship *Heinrich von Plauen* was formerly the Estonian *Aarne*, seized by the Germans. On June 6th, 1943, on a voyage from Danzig to Riga with coal, she was torpedoed and sunk by a Russian aircraft.

HEISHIN MARU

Naniwa Risen K.K.; 1889; *J. Laing*; 3,020 tons; 340x41x 18'6; 292 n.h.p.; triple-expansion engines. Sailing from Hakata to Shimizu with a cargo of coal, the *Heishin Maru* was wrecked on January 1st, 1924, at Omayesaki lighthouse, Shizuoka Prefecture.

HEISHIN MARU

Osaka Shosen K.K.; 1,577 tons. The *Heishin Maru* was bombed and sunk by U.S. land-based aircraft on March 20th, 1945, off Swatow.

HEITO MARU

Osaka Shosen K.K.; 1935; *Mitsubishi Jukogyo K.K.*; 4,468 tons; 357x49-2x32-8; 500 n.h.p.; turbine engines. The steamship *Heito Maru* was bombed and sunk by U.S. land-based aircraft on August 23rd, 1943, off Car Nicobar, Nicobar Islands.

HEIWA MARU

Kai Shoten; 1890; *R. Duncan & Co.*; 1,993 tons; 269-9X 37-1x23-2; 196 n.h.p.; triple-expansion engines. Sailing from Ryojuin, Port Arthur to Tokuyama, the *Heiwa Maru* struck a rock and foundered at 4.30 a.m. on July 21st, 1932, off Mokpo, Korea.

HEIWA MARU

Mitsui Sempaku; 5,578 tons. The steamship *Heiwa Maru* was torpedoed and sunk by the U.S. submarine *Raton* on December 24th, 1943, N. of the Moluccas.

HEIYEN

Japanese Navy, armoured gunboat; 1887; *Fuchau*; 2,150 tons; 200x40x16; 1,200 i.h.p.; 11 knots; triple-expansion engines; one 26 cm. gun, four 4•7 in., two 3 pdr., six 2 pdr., two 1 pdr. The Japanese gunboat *Heiyen* was employed on guard duty between Reef and Iron Islands, in the neighbourhood of Port Arthur, during the Russo-Japanese War. On the night of September 17th the Russian destroyer *Skori* laid a minefield in the area which the *Heiyen* was patrolling. The weather was rough and on the next evening, when making for her base, the Japanese ship struck a mine, being holed amidships on the starboard side. The heavy seas prevented the launch of her boats and she sank in a very few minutes, taking with her 197 officers and men. The survivors were two officers and 11 men.

HEIYO MARU

Nippon Yusen K.K.; 1930; *Osaka Iron Works*; 9,815 tons; 460x60x40-5; 2,004 n.h.p.; oil engines. The motor vessel *Heiyo Maru* was torpedoed and sunk by the U.S. submarine *Whale* on January 17th, 1943, in the Marshall Islands.

HEIZAN MARU

Japanese Government; 1921; Kiangnan Dock & Engineering Works; 1,061 tons; 197-6x31x9-5; 98 n.h.p.; triple-expansion engines.

The steamship *Heizan Mam* was formerly the British *Wantung*, seized by the Japanese. On December 28th, 1943, she was bombed and sunk by U.S. land-based aircraft near Anking, Lower Yangtze River.

HEKLA

Faaberg & Jakobsson; 1907; Frederikstad Mek. Verksted; 1,215 tons; 225x33-7x20-3; 138 n.h.p.; triple-expansion engines.

The Icelandic steamship *Hekla* was torpedoed and sunk by a German submarine on June 29th, 1941, about 500 miles S.W. of Iceland. Fourteen of her crew of 20 were lost.

HEKTORIA

Hector Whaling; 1899; Harland & Wolff; 13,797 tons; 550-2X 63-3x32; 4,800 i.h.p.; 13-5 knots; quadruple-expansion engines.

The whale oil refinery ship *Hektoria*, bound from Liverpool to New York, was torpedoed and sunk by a German submarine in the North Atlantic on September 11th, 1942. Only one man was killed.

HELA

German Navy, light cruiser; 1895; Weser; 2,040 tons; 328X 36x15-7; 6,000 i.h.p.; 20-5 knots; triple-expansion engines; four 3-4 in. guns, six 6 pdr., 2 m.g., 3 T.T.

The light cruiser *Hela* was torpedoed and sunk by the British submarine *E-9*, Lt. Cdr. Max Horton, early on the morning of September 13th, 1914. The submarine, which had been lying submerged at a depth of 120 feet on a position some six miles S.S.W. of Heligoland, surfaced within two miles of the cruiser. Approaching to 600 yards without attracting attention she discharged two torpedoes, one of which was heard to explode as the submarine dived.

The *Hela* sank within an hour. She carried a complement of 178, many of whom were rescued by German trawlers.

HELEN MACGREGOR

Mississippi passenger steamer; 182-; U.S.A.; approx. 400 tons.

The paddle steamer *Helen Macgregor*, Capt. Tyson, was on her way from New Orleans to Louisville on Wednesday, February 24th, 1830. At about 8 a.m. she made fast to the landing stage at Memphis for her usual stop of from 30 to 45 minutes, during which time there was a considerable amount of activity connected with the departure and arrival of passengers and the disposal of cargo. The steamship was crowded with people, having some four to five hundred on board, including crew. As she cast off at about half-past eight her boiler exploded. No passenger list was available but it is estimated that nearly 60 persons were killed, many being blown overboard and drowned. Twenty-five persons were injured, more than half of them seriously.

One fortunate happening prevented a much heavier loss, as portions of the boiler were blown into the dining saloon where 60 people were seated at breakfast, but struck against a row of stout iron stanchions which resisted the impact.

Capt. Tyson was slightly injured but continued to supervise the efforts of those engaged in life-saving.

HELEN W. ALMY

H. Mohn; 1859; Fairhaven, U.S.A.; 315 tons; 116-4x29x12-5.

The American wooden barque *Helen W. Almy*, bound from San Francisco to the Klondyke, was seen by a passing ship to be floating upside down on March 22nd, 1898, off Point Bonita. Nothing was ever heard of her crew of 14 and 27 passengers.

HELENA

A. C. Lensen's Stoomv. Maats.; 1907; Craig, Taylor & Co.; 1,798 tons; 280x38-3x18-3; 167 n.h.p.; triple-expansion engines.

The Dutch steamship *Helena* struck a mine and sank in the North Sea on November 21st, 1916.

HELENA

United States Navy, cruiser; 1938; New York Navy Yard; 10,000 tons; 600x61-5x19-7; 100,000 s.h.p.; 32-5 knots; turbine engines; Babcock & Wilcox boilers; fifteen 6 in. guns, eight 5 in., 12 smaller, 4 aircraft.

The cruiser *Helena* was part of a task force of three cruisers and four destroyers under Rear-Admiral W. L. Ainsworth. Early on the morning of July 6th, 1943, this force intercepted two small groups of Japanese ships in the Kula Gulf, in the Solomon Islands. These vessels formed what was designated by the Americans the "Tokyo Express" because of the regularity with which they ran nightly through the Blackett Strait and Kula Gulf with troops and supplies for Vila. A brief but very sharp action ensued in which the Japanese suffered the loss of two destroyers, the *Nizuki*, 2,500 tons, and the *Nagatsuki*, 1,315 tons, out of a squadron estimated at four cruisers and six destroyers. The *Helena* was credited with sinking both the enemy ships, but she was hit by three torpedoes, one of which blew away her bow, and she sank. Of her complement, 675 were taken off by ships in company and ten days later about 100 were rescued from the island of Vella Lovella by destroyers. The Americans sustained no damage to their other ships.

The action was known as the first battle of Kula Gulf.

The *Helena* was one of the cruisers damaged by the Japanese in their air raid on Pearl Harbour in December, 1941. Up to the time of her loss the ship had fought in a dozen actions and had fired more shells than any other warship in American naval history.

For the second battle of Kula Gulf, also a night action, fought on the 13th, see the Japanese cruiser *Jintsu*.

HELENA FAULBAUMS

Max Faulbaums; 1920; Grangemouth Dockyard Co.; 1,951 tons; 280-1x41-9x18-9; 230 n.h.p.; triple-expansion engines. Sailing from Liverpool to Blyth the Latvian ship *Helena Faulbaums* encountered a heavy gale on October 26th, 1936. She put into the Firth of Lorne for shelter and anchored off the west side of Belnahunha, near Luing Island, but the anchors failed to hold and she was driven broadside onto the rocks. Four of her crew jumped onto the rocks and were later taken off by lifeboat, but the remaining 14 were drowned.

HELENA MARGARETA

Euxine Shipping Co.; 1915; A. Vuijk & Zonen; 3,316 tons; 326-6x48-2x22-9; 290 n.h.p.; triple-expansion engines. The British steamship *Helena Margareta*, on a voyage from the Tyne to Takoradi, was torpedoed and sunk by a German submarine on April 8th, 1941, about 450 miles N.W. of Madeira. Twenty-seven of her crew of 36 were lost.

HELENA SLOMAN

Robert M. Sloman; 1850; Pirn & Co.; 800 tons; steam engines. The iron steamship *Helena Sloman* safely accomplished her first two transatlantic voyages, but was unlucky on her third crossing.

On November 1st, 1850, she left Southampton for New York with 150 passengers, in addition to crew, having left Hamburg on October 26th. The weather was rough, and the engines were disabled a few days after leaving the English Channel. Sail was hoisted but conditions worsened and by the 29th the ship was sinking. Fortunately the sailing ship *Devonshire* was standing by, and by good seamanship contrived to take off nearly all the passengers and crew.

Nine persons were lost by the capsizing of a boat.

HELENE

Dampsk. Selskabet Torm; 1896; Howaldtswerke; 1,567 tons; 240-5x36x20-3; 94 n.h.p.; triple-expansion engines. The Danish steamship *Helene* was torpedoed and sunk by a German submarine in the Bristol Channel on August 17th, 1918.

HELENE

H. W. Christopher sen; 1898; J. Blumer & Co.; 2,160 tons; 290 X 42x19-2; 227 n.h.p.; triple-expansion engines. The German steamship *Helene* struck a mine and sank on May 22nd, 1940, off Hubert Gat.

HELENSLEA

HELENSLEA

A. Stephen & Sons; 1879; A. Stephen & Sons; 1,248 tons; 228x35-2x21-8

The iron barque *Helenslea* was sunk in a collision with the Cunard steamship *Catalonia* off Roches Point, near Queenstown on December 25th, 1881. Nine of the crew were drowned. The captain and 15 others were picked up by the *Catalonia*.

HELENUS

Ocean S.S. Co.; 1913; Scotts Shipbuilding & Engineering Co.; 7,366 tons; 455-2x56-2x32-5; 572 n.h.p.; 13-5 knots; triple-expansion engines.

The liner *Helenus*, Capt. P. W. Savery, was torpedoed and sunk by a German submarine on March 3rd, 1942, about 100 miles S.W. of Freetown. Five of the crew were killed. Capt. Savery was among the survivors.

HELGA

M. Carl; 1897; W. Gray & Co.; 1,182 tons; 232x34x16-6; 127 n.h.p.; triple-expansion engines.

The Danish steamship *Helga* was sunk by a German submarine in the English Channel on or about October 21st, 1916.

HELGA

German Government; 1919; Bergens Mek. Verksted; 1,620 tons; 244'6x37-7x15-8; 138 n.h.p.; triple-expansion engines. The steamship *Helga* was originally the Norwegian *Hadrian*, seized by the French at Dakar on July 9th, 1941, and later taken over by the Germans. She was lost on May 11th, 1944, during German naval operations off the Crimea.

HELGA FERDINAND

Hugo Ferdinand; 1897; W. Gray & Co.; 2,566 tons; 314x44-1x20-8; 242 n.h.p.; triple-expansion engines. The German steamship *Helga Ferdinand* was bombed and sunk by British aircraft on November 8th, 1944, off Midtgulen.

HELGE

Aktieb.H.Uner; 1877; W. Gray & Co.; 1,133 tons; 236-2X 31-4x17-8; 101 n.h.p.; compound engines. The Swedish cargo ship *Helge* was torpedoed and sunk by a German submarine in the English Channel on August 26th, 1918.

HELIOS

Argentine Nav. Co.; 1892; Scotswood S.B. Co.; 1,496 tons; 260 x32x 12; 516 n.h.p.; triple-expansion engines. Sailing from Buenos Aires to Real San Carlos with passengers, the Uruguayan steamship *Helios* struck a rock and was beached on August 12th, 1923, at Colonia.

HELLE

Greek Navy, cruiser minelayer; 1912; New York Navy Yard; 2,115 tons; 322x39x14; 7,500 i.h.p.; 20-5 knots; turbine engines; Yarrow boilers; three 6 in. guns, four 6pdr., two 40 mm., 2 T.T., 110 mines.

On the morning of August 15th, 1940, the cruiser minelayer *Helle* was lying at anchor about 900 yards outside the mole of Tinos harbour. There was a local feast and holiday in the town and the ship was dressed with flags. The occasion was purely one of pleasure and there was no reason to anticipate attack from any quarter. At about 8.30 a.m. three torpedoes were fired at the cruiser from a submarine which was not sighted at any time by those on board. One torpedo struck the ship amidships beneath the boiler-room, bursting the boilers and causing the oil fuel to catch fire. The other two torpedoes exploded against the mole.

The *Helle* did not sink immediately and an attempt was made by merchant ships within the harbour to tow her into shallow water. Unfortunately the cables parted and the ship, now heavily on fire, began to sink. At 9.45 a.m. she went down, all save one of her company getting away in safety. The casualties were light, there being one engineer petty-officer killed by the explosion and 29 men injured.

It was later proved from fragments of the torpedoes that they were of Italian origin, but for fear of precipitating a conflict with Italy the report of the Court of Inquiry was kept secret, and it was

not until war broke out between the two countries in the following October that the Greek Government issued an official statement.

HELLE

Rederi A/S Henneseid; 1918; Pusey & Jones; 2,467 tons; 300-5x44-2x19-9; 248 n.h.p.; compound engines. The Norwegian steamship *Helle* was torpedoed and sunk by a German submarine on April 3rd, 1941, about 800 miles E. of Cape Farewell on a voyage from Halifax to London.

HELLEN

Bruusgaard, Kiosterud & Co.; 1921; Hong Kong & Whampoa Dock Co.; 5,289 tons; 400-2x52-2x28-5; 517 n.h.p.; triple-expansion engines.

The Norwegian steamship *Hellen* was torpedoed and sunk by a German submarine on December 21st, 1941, 17 miles S. of Ceuta lighthouse.

HELLENIC SKIPPER

E.P. Yannoulatos; 1895; W. Cramp & Sons; 1,548 tons; 241-3 x38-Ox!6-3; 111 n.h.p.; triple-expansion engines. On a voyage from Grays Harbour to Hong Kong with lumber there was an explosion on the Greek ship *Hellenic Skipper* on July 10th, 1940, and a fire broke out, when she was 104 miles W.N.W. of Astoria. She was taken in tow but sank on July 13th.

HELLENIC TRADER

China Hellenic Lines; 1907; Newport News S.B. & D.D. Co.; 2,052 tons; 277x43x17-3; 171 n.h.p.; triple-expansion engines. The Panamanian steamship *Hellenic Trader* was shelled and sunk by a submarine on June 11th, 1942, about six miles from the entrance to Bahia de Cruce, in the Mozambique Channel, on a voyage from Mombasa to Lourenco Marques. Nine of her crew were lost.

HELLOPES

Harris Bros.; 1889; J.Reid & Co.; 2,774 tons; 320-4x40-lx 17-8; 287 n.h.p.; triple-expansion engines.

The British cargo ship *Helopes* took a heavy list when her cargo shifted and foundered in Mounts Bay on December 21st, 1911, while on a voyage from Garston to Falmouth carrying a cargo of coal.

HELMSPEY

Strath S.S. Co.; 1931; J. L. Thompson & Sons; 4,764 tons; 401x54-5x25; 424 n.h.p.; 11 knots; triple-expansion engines. The steamship *Helmspey*, Capt. H. Jones, was torpedoed and sunk by a German submarine not far from Port Elizabeth on February 11th, 1943. Five of her crew were killed. Capt. Jones was among the survivors.

HELMSTEDT

R. Ropner & Co.; 1877; E. Withy & Co.; 1,525 tons; 267X 33-3x18-9; 140 h.p.; compound engines.

The British cargo ship *Helmstedt* struck a rock and sank in the Dora Channel on March 22nd, 1890, while on a voyage in ballast from Leghorn to Constantinople.

HELVELLYN

Caledonian Steam Packet Co.; 1937; Fairfield Co.; 642 tons; 223-6x30-1x9-7; 288 n.h.p.; triple-expansion engines. The paddle steamer *Helvellyn*, formerly the *Juno*, was taken over by the British Admiralty after the outbreak of the Second World War for service as an anti-aircraft ship. On March 19th, 1941, she was bombed and sunk by German aircraft whilst lying in London Docks.

HELVEVIA

W. Lowden & Co.; 1911; Armstrong, Whitworth & Co.; 4,937 tons; 375-1x52x28-2; 480 n.h.p.; triple-expansion engines. The British cargo ship *Helvetia* sank after a collision off Cape Magdalen on July 27th, 1912. She was on a voyage from Sydney, N.S., to Montreal carrying a cargo of coal.

HENG CHONG

Heng Chong S.S. Co.; 1904; Rickmers A.G.; 1,790 tons; 253 • 2 x 37 • 4 x 19 • 6; 136 n.h.p.; triple-expansion engines. On a voyage from Tsingtao to Shanghai with a cargo of coal, the Chinese ship *Heng Chong* foundered on January 21st, 1929, near Shawsheishan Island.

HENLEY

Britain S.S. Co.; 1894; A. Stephen & Sons; 3,249 tons; 330X 43x26-3; 286 n.h.p.; 9 knots; triple-expansion engines. The steamship *Henley* was torpedoed and sunk by a German submarine 25 miles S.W. -J- W. of the Lizard on April 10th, 1918. Six of her crew were killed. The captain was among the survivors.

HENLEY

United States Navy, destroyer; 1937; Mare Island Navy Yard; 1,500 tons; 341 -7x34-7x9-9; 42,800 s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, 5 m.g., 16 T.T. The United States destroyer *Henley* was part of a task force engaged in landing an Australian force near Finschaven in New Guinea. The landing was accomplished without loss but about a week later, on October 3rd, 1943, the *Henley* was torpedoed by a Japanese submarine. She carried a complement of about 200.

HENRIESTIER

Cie. de Nav. Mixte; 1930; Swan, Hunter & Wigham Richardson; 1,904 tons; 253-6x38-6x18-8; 175 n.h.p.; triple-expansion engines.

The French steamship *Henri Estier* was bombed and sunk by British aircraft on March 7th, 1943, N.N.E. of Zembra Island, Tunisia.

HENRI LE COUR

Chargeurs de VQuest; 1917; Forth S.B. & E. Co.; 2,488 tons; 305-3x42-8x21-5; 234 n.h.p.; triple-expansion engines. The French steamship *Henri Le Cour* was torpedoed and sunk by a German submarine in the Bay of Biscay on January 5th, 1918.

HENRIMORY

Union Industrielle & Maritime; 1920; Monmouth S.B. Co.; 2,384 tons; 303-2x43-0x20-7; 217n.h.p.; triple-expansion engines.

The French ship *Henri Mory* went ashore on October 6th, 1931, at Cabo Carvoeiro, while on a voyage from Dunkirk to Casablanca. The ship quickly broke up.

HENRI MORY

Ministry of Shipping (H. Gonnerille, Ltd.); 1921; Ateliers & ChantiersdeBretagne; 2,564 tons; 292-6x43-5x19-7; turbine engines.

The steamship *Henri Mory*, on a voyage from Pepel and Bermuda to Barrow, was torpedoed and sunk by a German submarine on April 26th, 1941, about 300 miles W. of Ireland. Twenty-nine of her crew of 32 were lost.

HENRIETTE

A. Capel & Co.; 1913; Ateliers & Chantiers de la Loire; 2,005 tons; 266-7x39x23; 149 n.h.p.; triple-expansion engines. The French steamship *Henriette* was torpedoed and sunk by a German submarine in the Atlantic on August 24th, 1917.

HENRIETTESCHULTE

Schulte & Bruns; 1944; 1,923 tons.

The German ship *Henriette Schulte* was wrecked on January 17th, 1945, at Memel.

HENRIK

Bruusgaard, Kiosteruds Skibs A/S; 1920; New Engineering & Dixon&Co.; 3,928 tons; 360x52-2x23-9; 370 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Henrik* was torpedoed and sunk by a German submarine off Ushant on July 3rd, 1917.

HENRIK

Bruusgaard, Kiosteruds Skibs A/S; 1920; New Engineering & Shipbuilding Works; 1,350 tons; 242-7x37-2x15; 132 n.h.p.; triple-expansion engines.

The Norwegian steamship *Henrik* was torpedoed and sunk by a German submarine on February 5th, 1943, about 800 miles W. of Madeira.

HENRIK

D/SA/SMagnhild; 1922; A.G.Neptun; 1,301 tons; 237-6X 36-5x14-4; triple-expansion engines.

The Norwegian steamship *Henrik* struck a mine and sank on May 25th, 1949, near Falsterbo.

HENRIKLUND

W.Gilbert; 1906; W. Doxford & Sons; 4,226 tons; 344-2 X 50-8x20-6; 310 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Henrik Lund* was sunk by a German submarine off Labrador on June 8th, 1918.

HENRY

CurwenBros.; 1872; Potter & Hodgkinson; 1,013tons; 221-2x 29-8x20; 90 h.p.; triple-expansion engines. The British cargo ship *Henry* struck a rock and sunk on August 18th, 1891, off Cape Prior, north-west coast of Spain. She was on a voyage from Swansea to Algiers carrying a cargo of coal and patent fuel.

HENRY B. PLANT

United States War Shipping Administration, 1944; St. Johns River S.B. Co.; 7,240 tons; 422-8x57x34-8; triple-expansion engines.

The American steamship *Henry B. Plant* was torpedoed and sunk by a German submarine on February 6th, 1945, 17 miles W. of Ramsgate on a voyage from New York and Liverpool to Antwerp. Twelve of her crew were lost.

HENRY BACON

United States War Shipping Administration; 1942; N. Carolina S.B. Co.; 7,177 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Henry Bacon*, on a voyage from Murmansk to the Clyde, straggled from convoy and was torpedoed and sunk by German aircraft on February 23rd, 1945, 400 miles E. of Iceland. Fifteen of her crew and seven gunners were lost.

HENRY DESPREZ

Cie. Auxiliaire de Navigation; 1932; Bumeister & Wain; 9,895

tons; 489-9x65-2x36-7; 712n.h.p.; oilengines. The French tanker *Henry Desprez* was torpedoed and sunk by a British submarine on June 3rd, 1943, 20 miles N.E. of Messina.

HENRY KNOX

United States War Shipping Administration; 1942; California Shipbuilding Corp.; 7,176 tons; 422-8x57x34-8; 2,500 i.h.p.; 11 knots; triple-expansion engines.

The steamship *Henry Knox*, Capt. Eugen M. Olsen, was on a voyage from Fremantle to Bandar Shahpur in the Persian Gulf on the evening of July 19th, 1943, when she was hit on the port side by two torpedoes from a Japanese submarine. The lifeboats were damaged by the explosion but three got away, the captain being picked up by one of them after the vessel had foundered. The Japanese submarine came alongside one of the boats and removed all water and food as well as sails and charts. Several more men were picked up during the night. The boats encountered rough weather and were separated but after 11 days at sea they managed to make a landing on a small atoll, from whence they were rescued by a native lugger. Of the 41 men who formed the crew 13 were killed.

HENRY R. JAMES

Henry R. James Steamship Co.; 1909; J. L. Thompson & Sons; 3,146 tons; 325x49-5x22-1; 318 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Henry R. James* bound from Bilbao for Middlesbrough with iron ore, was mined and sunk ten miles E. by N. of He de Bas on July 16th, 1917. Twenty-four of her crew were killed. The captain was among the survivors.

HENRY R. MALLORY

HENRY R. MALLORY

Clyde-Mallory; 1916; Newport News S.B. & D.D. Co.; 6,063 tons; 424 -3x54-5x22-3; 518 n.h.p.; triple-expansion engines. The American passenger liner *Henry R. Mallory* was proceeding in convoy from the United States to Iceland on the night of February 7th, 1943. She had on board 381 American troops, 2 civilians, 34 armed guard and 77 crew. The convoy was under constant attack from a U-boat pack, and just before dawn the transport was hit and badly holed. Nevertheless she remained afloat for 90 minutes, during which time there was much confusion and only half the lifeboats were got away. Of the total of 494 persons on board the vessel about 270 were drowned.

The Fighting French corvette *Lobelia* sank the *U-609*, and an R.A.F. Liberator aircraft from Iceland sank the *U-624*. The rest of the U-boat pack were not sighted.

HENRY STANLEY

Elder Dempster Lines; 1929; Ardrossan Dry Dock Co.; 5,026 tons; 370-5x51-6x20-1; 650 n.h.p.; 13knots; oilengines. The motor vessel *Henry Stanley*, Capt. R. Jones, was torpedoed and sunk by a German submarine at 11.45 p.m. on December 6th, 1942, in the North Atlantic. Twelve passengers and 52 crew were killed. Capt. Jones, the sole survivor, was taken prisoner by the submarine.

HENRY STEINBRENNER

The Kinsman Transit Co.; 1901; Jenks S.B. Co.; 4,345 tons; 420 x 50x24; triple-expansion engines.

The American ship *Henry Steinbrenner* sank during heavy weather on May 11th, 1953, about 14 miles S. of Isle Royale, Lake Superior. The cause of sinking could not be determined. She was carrying iron ore from Duluth to Cleveland, O. Sixteen of her crew of 31 were lost.

HENRY T. SCOTT

FredLinderman; 1913; Union Iron Works; 1,596 tons; 234-5x 42-7x14-5; 158 n.h.p.; triple-expansion engines. Sailing from San Francisco to Seattle, the American ship *Henry T. Scott* was involved in a collision on July 16th, 1922, near Neah Bay, Paget Sound, and sank.

HENRY WOODALL

Stephenson Clarke & Co.; 1935; Hawthorn Leslie & Co.; 625 tons; 177x27-6x10-9; 94 r.h.p.; 9-5 knots; triple-expansion engines.

The collier *Henry Woodall*, Capt. J. M. Bain, was mined and sunk three miles E. of Withernsea on May 10th, 1940. Six of her crew and one gunner were killed. Capt. Bain was among the survivors.

HERA

RhederiAkt. Ges. von 1896; 1886; J.C.Tecklenborg; 2,084 tons; 276x41x23-9.

The German four masted barque *Hera*, bound from Pisagua, Chile to Falmouth with nitrate, encountered a heavy southerly gale which drove her ashore on the night of January 31st, 1914, near Port-scatho, Cornwall. In response to signals of distress the Falmouth lifeboat put out but passed right over the sunken *Hera* in the darkness and would not have been aware of her presence had it not been for a whistle which one of the shipwrecked men was blowing at intervals. The lifeboat turned back and sent up flares, by the light of which she was able to distinguish five men clinging to the jigger topmast of the barque, the only portion remaining above water.

The number of the *Hera's* crew was 24, but 16 had been drowned when one of her boats capsized. The remaining eight clung to the rigging, but three of them were washed away shortly before the arrival of the lifeboat. The captain and first and second officers were among the drowned.

HERA

Det Bergenske D/S; 1889; Earle's Co.; 1,079 tons; 215-lx 30-4x14-7; 168 n.h.p.; triple-expansion engines. Sailing from Kirkenes to Bergen with passengers and general cargo, the Norwegian ship *Hera* was wrecked on March 18th, 1931, at Havoygavlen, near Havosund. Seven of the 62 persons on board were drowned.

HERA

A. Jansson; 1882; J. Readhead & Co.; 1,379 tons; 256-8x 36-1x15-3; 135 n.h.p.; compound engines. The Finnish steamship *Hera* was torpedoed and sunk by a Russian submarine on September 11th, 1942, in the Gulf of Bothnia.

HERACLIDES

R. P. Houston & Co.; 1886; Boulds, Sharer & Co.; 2,977 tons; 320x40-4x19-2; 319 n.h.p.; triple-expansion engines. The British cargo ship *Heraclides* was wrecked at Hottentot Bay, near Angra Pequena, on October 26th, 1907. She was on a voyage from Table Bay to Swakopmunde carrying a cargo of coal.

HERAKLEA

Deutsche Levante Linie; 1922; Schiffs-u Dockbauwerft Flender A.G.; 1,927 tons; 287-7x52-2x25-7; 494 n.h.p.; triple-expansion engines.

The German steamship *Heraklea* was torpedoed and sunk by a British submarine on March 28th, 1941, 70 miles S.S.W. of Pantellaria.

HERAKLIOS

l. Arvanitidi fils; 1896; W. Pickersgill & Sons; 2,878 tons; 310x42-9x19-2; 252 n.h.p.; triple-expansion engines. The Greek cargo ship *Heraklios* was torpedoed and sunk by a submarine in the Mediterranean on September 26th, 1917.

HERAULT

Cie. Generale Transatlantique; 1906; Chant. & Atel. de Provence; 2,299 tons; 278-3x39-1x24-9; 229 n.h.p.; triple-expansion engines.

The French steamship *Herault* was sunk by a submarine in the Mediterranean on June 23rd, 1916.

HERBERT G. WYLIE

Standard Oil Co. of Venezuela; 1912; Armstrong Whitworth & Co.; 4,292 tons; 360x50-2x28-7; 330 n.h.p.; triple-expansion engines.

There was an explosion on board while the Venezuelan tanker *Herbert G. Wylie* was at Caripito; fire broke out and the ship sank on January 12th, 1939. She was carrying crude oil.

HERBERT SAUBER

Gebr. Sauber; 1909; W. Doxford & Sons; 2,474 tons; 269-3x 44-7x22-1; 217 n.h.p.; triple-expansion engines. The German ship *Herbert Sauber* foundered in the North Sea on November 3rd, 1922, while carrying coal from Seaham to Hamburg.

HERBORG

Skibs-A/S Jolund; 1931; Burmeister & Wain; 7,892 tons; 457-2x59-7x34-9; 625 n.h.p.; oilengines. The Norwegian tanker *Herborg*, on a voyage from Abadan to Fremantle, was captured by a German raider on June 17th, 1942, in the South Indian Ocean, and taken to Japan. She loaded a cargo of soya bean oil at Dairen and left that port in January, 1943, in an attempt to reach a German controlled port. On February 26th, 1943, she was intercepted by British warships and sunk by gunfire about 500 miles W.S.W. of Cape Finisterre.

HERCULES

Shipping Controller (W. Coupland & Co.); 1909; Bergens Mek. Verksted; 1,295 tons; 235-2x34-2x14-7; 144 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Hercules* was torpedoed and sunk by a German submarine three miles E.N.E. of Whitby on December 30th, 1917, while employed as an Admiralty collier. The captain and 11 of the crew were killed.

HEREDIA

United Fruit S.S. Corp.; 1908; Workman, Clark & Co.; 4,732 tons; 378-8x49-8x29-6; 413 n.h.p.; triple-expansion engines.

The American steamship *Heredia* was torpedoed and sunk by a German submarine on May 19th, 1942, on a voyage from Corpus Christi to New Orleans. Thirty of her crew of 48 were lost.

HEREWARD

British Navy, destroyer; 1936; Vickers Armstrong; 1,340 tons; 323x33x8-5; 34,000 s.h.p.; 36knots; turbine engines; 3-drum boilers; four 4.7 in. guns, 6 smaller, 8 T.T.

The destroyer *Hereward*, Lt. J. W. Munn, was bombed and sunk during the evacuation of the British troops from Crete on May 29th, 1941. The ship carried a complement of 145, but at the time of her loss she had on board many others extra to her regular personnel. Four officers and 71 ratings were killed, and six officers and 83 ratings taken prisoners of war. The Italian naval authorities issued a statement shortly after the action claiming 229 prisoners from *Hereward*. Included in this number were the 89 officers and men of the destroyer, the remainder being personnel evacuated from Crete.

For further details of the naval operations around Crete see the cruisers *Calcutta* and *Fiji*, which were both lost in the fighting.

HERISLE

Hercol Shipping Co.; 1919; Superior S.B. Co.; 2,640 tons; 251X43-7x26; triple-expansion engines.

The British cargo ship *Herisle* sank on February 28th, 1946, after a collision with the *William A. Jones*, while at anchor in Gibraltar Bay during a gale. She was on a voyage from Huelva to the United Kingdom carrying a cargo of phosphates and pyrites. Five of her crew were lost.

HERLAND

Hercol Shipping Co.; 1920; Detroit S.B. Co.; 2,645 tons; 250-9x43-7x26; 352 n.h.p.; triple-expansion engines. The steamship *Herland*, on a voyage from Methil to London, struck a mine and sank on November 7th, 1940, off the Nore lightship. Sixteen of her crew and two gunners were killed.

HERMAN SAUBER

Gebr. Sauber; 1912; W. Doxford & Sons; 2,966 tons; 315 X 43-7x23-3; 242 n.h.p.; triple-expansion engines. The German steamship *Herman Sauber* left the Tyne on October 30th, 1922, for Hamburg with a cargo of coal, but was not seen again.

HERMAN WINTER

Seatrade Corporation; 1887; W. Cramp & Sons S. & E. Co.; 2,638 tons; 271-8x41-6x19-2; 284 n.h.p.; triple-expansion engines.

The American ship *Herman Winter* was wrecked on March 7th, 1944, off the Devils Back, Martha's Vineyard Island, Massachusetts.

HERMANN KUNNE

German Navy, destroyer; 1937; Deschlag, Bremen; 1,811 tons; 384x38-3x9-5; 55,000 s.h.p.; 36knots; turbine engines; five 5 in. guns, four 37 mm., 8 T.T.

The *Hermann Kunne* was one of the flotilla of German destroyers sunk in the second battle of Narvik on April 13th, 1940. A full account of both battles is given under the British flotilla leader *Hardy*, which was sunk in the first action on April 10th. There is also a short account under the Norwegian coast defence ship *Norge*.

HERMANN SCHOEMANN

German Navy, destroyer; 1936; Germania Werft; 1,625 tons; 374x37x9-3; 40,000 s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37 mm., 8 T.T.

The destroyer *Hermann Schoemann* was a unit of a raiding force operating from Norwegian harbours against British convoys to North Russia. On December 31st, 1942, when off Bear Island a German force consisting of the pocket battleship *Lutzow*, the heavy cruiser *Hipper* and several destroyers attacked a north-bound convoy. The British escorting ships, all destroyers, were commanded by Capt. Robert Sherbrooke, D.S.O., who accepted the challenge of the much heavier enemy force without hesitation. The subsequent action, resulted in the sinking of the *Hermann Schoemann* by gunfire.

The British lost one destroyer, the *Achates*, which was disabled and foundered when in tow. British cruisers arriving after the action had been in progress for over two hours drove off the German ships and sank the destroyer *Friedrich Eckoldt* (which see).

Capt. Sherbrooke, was wounded during the action, losing the sight of one eye. He was later awarded the Victoria Cross.

See also under the destroyer *Achates*.

HERMANN SCHULTE

Schulte & Bruns; 1904; A.G. Neptun; 1,305 tons; 239-3X 35-8x15-2; 98 n.h.p.; triple-expansion engines.

The German steamship *Hermann Schulte* was bombed and sunk by British aircraft on March 29th, 1944, N. of Juist.

HERMES

R. P. Houston & Co.; 1882; Aitken & Mansel; 2,175 tons; 290-3x40-1x22; 280 h.p.; compound inverted engines. The British cargo ship *Hermes* was wrecked in Castellos Bay, Uruguay, on September 12th, 1885. She was on a voyage from Liverpool to the River Plate carrying a general cargo which included cattle.

HERMES

R. P. Houston & Co.; 1899; J. Blumer & Co.; 3,400 tons; 350-2x47x17; 431 n.h.p.; triple-expansion engines. The British cargo ship *Hermes* was wrecked on Blauwberg Beach, Table Bay, on May 13th, 1901, while on a voyage from Rosario to Table Bay carrying a cargo of hay.

HERMES

British Navy, seaplane carrier (ex protected cruiser); 1898; Fairfield Co.; 5,600 tons; 350x54x22; 10,000 i.h.p.; 20-5 knots; triple-expansion engines; Babcock boilers; eleven 6 in. guns, eight 3 in., six 3pdr., 2 m.g., 2 T.T.

The cruiser *Hermes*, Capt. C. R. Lambe, had seen nearly 14 years service at the outbreak of the First World War, by which time she had been converted into a seaplane carrier. The ship was one of the early victims of submarine warfare. On October 30th, 1914, she arrived at Dunkirk bringing seaplanes from Portsmouth. The presence of German submarines in the Straits of Dover had been reported on the 29th, and the greatest vigilance was maintained. She cleared Dunkirk for Dover on the early morning of the 31st and, when some eight miles W.N.W. of Calais, was attacked by a submarine, which hit her with two torpedoes.

Despite her injuries *Hermes* remained afloat for nearly two hours. Off her complement over 400, including Capt. Lambe, were taken off by the South Eastern and Chatham Railway Co's steamship *Invicta*, and two destroyers. The drowned numbered about 44.

HERMES

Erik Brodin; 1915; Fredrikstad Mek. Verksted; 1,483 tons; 242-7x39-3x16-9; 138 n.h.p.; triple-expansion engines. The Swedish ship *Hermes* was under charter to the Munson Line when she sank after a collision on March 8th, 1928, 32 miles from New Orleans.

HERMES

British Navy, aircraft carrier; 1919; Armstrong Whitworth; 10,850 tons; 598x90x18-7; 40,000 s.h.p.; 25 knots; turbine engines; Yarrow boilers; six 5-5 in. guns, three 4 in., 18 smaller, 15 aircraft.

The aircraft carrier *Hermes*, Capt. R. F. J. Onslow, M.V.O., D.S.C. was the first ship of the Royal Navy to be specially designed as such, the earlier aircraft carriers being converted cruisers or battleships. The official complement of planes carried by *Hermes* was 15, a very small number considering her size.

In April, 1942, the vessel was at the naval base of Trincomalee, Ceylon, when a Japanese raiding force of three battleships, five aircraft carriers and many smaller vessels entered the Bay of Bengal. On April 8th the ship left Trincomalee and on the 9th was 80 miles south along the coast of Ceylon, and about 20 miles off shore, when the Japanese carrier borne aircraft made their attack on the naval base. *Hermes* was discovered by enemy reconnaissance planes and bombers were sent out to attack her and the Australian destroyer *Vampire* acting as escort. About 70 dive bombers participated in the attack and within ten minutes *Hermes* sank, followed shortly after by *Vampire*.

Of the complement of *Hermes*, 19 officers, including Capt. Onslow, and 283 ratings were killed. Included in this number were 18 ratings of the South African Navy.

HERMIONE

HERMIONE

*British Navy, light cruiser; 1939; A. Stephen & Son; 5,450 tons; 506x51-5x14; 62,000 s.h.p.; 33 knots; turbine engines; 3-drum boilers; ten 5-25 in. guns, 16 smaller, 6 T. T. The light cruiser *Hermione*, Capt. G. N. Oliver, D.S.O., was a unit of the Eastern Convoy which left Alexandria for Malta under Rear-Admiral P. J. Vian in mid-June, 1942, having among its number a few ships for Tobruk. The latter vessels were detached from the main body and entered Tobruk harbour a week before the town fell to the Germans. At about the same time the Western Convoy under Vice-Admiral Curteis left Gibraltar for Malta. The Eastern Convoy was warned by aerial reconnaissance that an Italian squadron consisting of two 35,000 ton battleships, four cruisers and eight destroyers was steaming to intercept it. This caused Rear-Admiral Vian to call for air support from Malta and Libya and to take avoiding action, in doing which he expended a considerable amount of fuel and was ultimately compelled to return to Alexandria. In the meantime British and American bombers attacked the Italian fleet and torpedoed the 10,000 ton cruiser *Trento* from the air. Later this vessel was torpedoed and sunk by the British submarine *Umbra*.*

Hermione was torpedoed by an enemy submarine on June 16th and sank stern first with eight officers and 79 ratings out of a complement of about 450. Capt. Oliver was among the survivors.

Other ships of the escort which were lost were the destroyers *Hasty*, 1,340 tons, *Airedale* and *Grove*, 904 tons each, and the Australian destroyer *Nestor*.

HERMOD

C. K. Hansen; 1922; Royal Navy Yard (Copenhagen); 1,949 tons; 264 -1 x 37 • 9 x 19 • 6; 117 n.h.p.; triple-expansion engines. The

Hermod left Helsingborg on September 30th, 1927, for Newport with a cargo of iron, but after sending out an SOS message on October 3rd, she was not heard of or seen again.

HERMOD

Stockholms Rederi A/B Svea; 1919; Sodra Varfets A/B; 1,495 tons; 246-8x38-3x16; 138 n.h.p.; triple-expansion engines. The Swedish steamship *Hermod* was torpedoed and sunk by a British motor torpedo boat at midnight on March 12th, 1943, off Terschelling on a voyage from Rotterdam to Helsingborg. The captain and four of the crew were killed.

HERMON

George Horsley; 1883; E. Withy & Co.; 1,462 tons; 245-5X 34 X17-2; 130 h.p.; compound inverted engines. The British cargo ship *Hermon* was wrecked near Honfleur on December 13th, 1886. She was on a voyage from Gefle to Honfleur carrying a cargo of deals and boards.

HERNODIA

H. Hamberg; 1915; Lindholmens Verkstads A/B; 2,006 tons; 290-8x43-2x16-5; 199 n.h.p.; triple-expansion engines. The Swedish cargo ship *Hernodia* struck a mine and sank in the Baltic on May 23rd, 1915.

HERO

P. A. Musceus; 1907; Bergens Mek. Verksted; 1,106 tons; 229-1x35-1x15-8; 156 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Hero* was sunk by a German submarine in the North Sea on December 18th, 1916.

HERO

Bruusgaard Kiosteruds Skibs-A/S; 1918; New Eng. & S.B. Works; 1,375 tons; 242-7x37-2x14-7; 132 n.h.p.; triple-expansion engines. The Norwegian steamship *Hero* was torpedoed and sunk by a German submarine on July 6th, 1942, off Haifa. Thirty lives were lost.

HERON

British Navy, sloop; 482 tons; 12 guns. The brig rigged sloop *Heron*, Cdr. W. H. Truscott, was lost between Ascension Island and Sierra Leone on May 9th, 1859. Of those on board 25, including Cdr. Truscott, were saved.

HERON

General Steam Navigation Co.; 1889; Gourlay Bros.; 885 tons; 225-3x33-2x14-7; 144 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Heron* was torpedoed and sunk by a German submarine 400 miles W. of Ushant on September 30th, 1917. Twenty-two men, including the captain, were killed.

HERRENWYK

Lubeck Linie; 1901; Helsingors Jernskibs & Maskin.; 2,514 tons; 315-8x45-2x19-7; 241 n.h.p.; triple-expansion engines. Sailing from Hernosand to New York with a cargo of wood pulp, the German ship *Herrenwyk* sprang a leak and sank in heavy weather on November 23rd, 1928, in mid-Atlantic. Ships answering the distress calls were unable to approach on account of the weather, but eventually the Danish steamship *Estonia* managed to take off 13 survivors.

HERRENWYK

German Government; 1912; A.G. Neptun; 4,616 tons; 361 -5 x 50x23-7; 470 n.h.p.; triple-expansion engines. The steamship *Herrenwyk* was formerly the Swedish *Martti Ragnar*, seized by the Germans at Bergen in April, 1940. On May 4th, 1942, she struck a mine and sank in Kiel Bay.

HERTFORD

Federal Steam Navigation Co.; 1920; Bremer Vulkan; 10,923 tons; 520-7x64-2x38-2; 1,300 n.h.p.; 14 knots; triple-expansion engines & LP turbine.

The liner *Hertford*, Capt. J. C. Tuckett, was torpedoed and sunk by a German submarine in the North Atlantic, about 150 miles S.E. of New Bedford, on March 29th, 1942. Three persons were killed and one man died in hospital.

HESLEYSIDE

Charlton, McAllum & Co.; 1900; R. Thompson & Sons; 2,631 tons; 313x45x20-5; 260 n.h.p.; triple-expansion engines. The British cargo ship *Hesleyside* was wrecked at Abaco on October 4th, 1908, while on a voyage in ballast from St. Michael's to Key West.

HESPER

George Horsley & Son; 1890; Ropner & Son; 2,720 tons; 290-3x40x19-4; 221 n.h.p.; triple-expansion engines. The British cargo ship *Hesper* was wrecked on Ram Island, Cape Sable, N.S., on July 6th, 1896. She was on a voyage in ballast from Las Palmas to St. John, N.B.

HESPERIAN

Allan Line S.S. Co.; 1908; A. Stephen & Sons; 9,599 tons; 485-5x60-3x30; 803 n.h.p.; 15 knots; triple-expansion engines. On September 4th, 1915, the liner *Hesperian*, Capt. Maine, with 653 passengers and crew was 85 miles S.W. by S. of Fastnet when she was torpedoed by the German submarine *U-20*, Cdr. W. von Schwieger. The ship was on a voyage from Liverpool to Montreal with general cargo. At about 8.30 p.m. she was hit amidships but did not sink for several hours. Thirty-two persons lost their lives but the remainder of the passengers and crew took to the boats and were later picked up by warships which tried to tow the *Hesperian* to Queenstown. After making some 35 miles she began to sink and Capt. Maine and a small party of volunteers who had remained on board were forced to abandon her 130 miles W. of Queenstown.

The *U-20* was the submarine which had torpedoed the *Lusitania*.

HESPERIDES

O. Williams; 1884; R. & J. Evans & Co.; 2,290 tons; 286-5x 38-3x24-3; 240 n.h.p.; compound engines. The British cargo ship *Hesperides* was wrecked on Hatteras Shoal on October 10th, 1897. She was on a voyage from St. Jago de Cuba to Baltimore carrying a cargo of iron ore.

HESPERUS

L. Krogius; 1903; R. Craggs & Sons; 2,231 tons; 280-2x 39-9x17-1; 217 n.h.p.; triple-expansion engines. The Finnish cargo ship *Hesperus* was torpedoed and sunk by a German submarine off the Scilly Isles on April 3rd, 1917.

HESSMARINER

Hess Tankship Co.; 1945; Marinship Corp.; 10,564 tons; 523-5x68-2x —; turbine engines.

On October 1st, 1961, the American tanker *Hess Manner* was about 110 miles E. of Jacksonville on a voyage from Houston to Perth Amboy, carrying oil in barrels, when there was an explosion in the engine room. The ship was holed, broke in two and sank.

HESTER

840 tons; 191x31-5x19-5 (approx.).

The sailing ship *Hester*, in company with the *Doelwyck*, 740 tons, was bound from Sydney, N.S.W., to Batavia. On the night of April 21st, 1854, both ships ran on a ledge of rock off Grand Manan Island, in the Bay of Fundy. The ship carried five boys as passengers and a crew of 36 under Capt. Newman. At about one o'clock on the morning of Monday, October 25th, 1909, the *Hestia* impaled her bows upon the Old Protection Ledge in such a manner as to allow her after part to swing to and fro at the mercy of the seas.

HESTIA

Donaldson Bros.; 1890; W. Doxford & Sons; 3,790 tons; 365 X 44-2x19-4; 390 n.h.p.; 10 knots; triple-expansion engines. The steamship *Hestia* was on a voyage from Glasgow to St. John, N.B., and Baltimore, when she struck on a ledge of rock off Grand Manan Island, in the Bay of Fundy. The ship carried five boys as passengers and a crew of 36 under Capt. Newman. At about one o'clock on the morning of Monday, October 25th, 1909, the *Hestia* impaled her bows upon the Old Protection Ledge in such a manner as to allow her after part to swing to and fro at the mercy of the seas.

Capt. Newman ordered out the boats, the first containing the five boy passengers and 12 of the crew. This boat capsized and only two men, both crew, got back to the ship. A second boat was then launched with the captain and the remainder of the crew, except six, but this party was never seen again. The survivors who comprised the third officer, Mr. S. G. Stewart, the second engineer, Mr. A. Morgan and four seamen, lashed themselves to the rigging, where they remained for 24 hours. Eventually they were taken off and brought to shore.

The number of persons lost was 35, including Capt. Newman.

HESTIA

Nederlandsch Indische Tankstoomb. Maats.; 1916; Gebr. Pot; 959 tons; 190x32-7x13-2; 98 n.h.p.; oil engines. The Dutch tanker *Hestia* was bound from Rotterdam to London when she was intercepted by the German submarine *UB-23* and sunk by gunfire and torpedo. The attack took place on March 31st, 1917, 31 miles W. of Maas lightship. Thirteen of the crew were drowned.

HESTON

William Cory & Son; 1900; S. P. Austin & Son; 1,780 tons; 268-3x37-7x17; 196 n.h.p.; triple-expansion engines. The British cargo ship *Heston* sank after a collision 60 miles south of Ushant on May 26th, 1902. She was on a voyage from Decide to Rotterdam carrying a cargo of iron ore.

HESVIK

Carl Bech & Co.; 1897; Actien Ges. "Neptun"; 1,234 tons; 233-3x35-3x14-2; 93 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Hesvik* struck a mine and sank in the North Sea on September 23rd, 1914.

HEXHAM

John Coull; 1880; A. Leslie & Co.; 1,689 tons; 260-9x34-2x 23-3; 170 n.h.p.; compound engines. The British cargo ship *Hexham* was wrecked on Logskar Rock, Aland Island, on July 7th, 1904, while on a voyage in ballast from Cronstadt to Lulea.

HEYTHROP

British Navy, destroyer; 1940; Vickers Armstrong; 1,050 tons; 272-5x28-2x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in. A.A. guns, 8 smaller. The destroyer *Heythrop*, Lt. Cdr. R. S. Stafford, was a unit of the 5th Destroyer Flotilla which left Alexandria on March 19th, 1942,

to carry out an anti-submarine sweep between that port and Tobruk, as an important convoy for Malta was to sail on the 20th. Whilst engaged in this operation *Heythrop* was torpedoed and sunk by a submarine. Sixteen ratings were killed. The convoy consisted of H.M.S. *Breconshire*, 10,000 tons, auxiliary supply ship, the steamships *Clan Campbell*, *Pampas* and the Norwegian *Talabot* escorted by the cruisers *Cleopatra*, flagship of Rear-Admiral P. L. Vian, D.S.O., *Dido* and *Euryalus*, all of 5,450 tons, ten 5-25 in. guns, and the anti-aircraft cruiser *Carlisle*, 4,200 tons, eight 4 in. A.A. guns, with about a dozen destroyers, and sailed at 7 a.m. At 9.30 a.m. on the 22nd the force was attacked by enemy bombers followed at 2.30 p.m. by enemy warships, among which was a battleship of the *Littorio* class, 35,000 tons, nine 15 in. guns. There was some long range firing in which the destroyer *Havock* was hit and stopped, but was later able to proceed to Malta. The destroyer *Lively* was also hit by one of the battleship's 15 in. shells but was able to reach Alexandria. The *Cleopatra* sustained a hit on her bridge which killed one officer and 14 ratings and wounded one officer and four ratings.

On the Italian side the battleship was hit by a torpedo and also set on fire by shells, and the light cruiser *Giovanni Delle Bande Nere*, 5,069 tons, eight 6 in. guns, was heavily damaged. The latter was torpedoed and sunk by H.M. submarine *Urge* on the following day.

Meanwhile the convoy continued on its way harassed by determined air attacks. The *Clan Campbell*, the slowest ship of the convoy, was hit and sunk by bombs on the 23rd, when eight miles from Filfolia Island, near Malta. The *Breconshire* was got into Marsax-lokk in a damaged condition and was bombed and sunk at anchor on the 25th.

The destroyer *Southwold* was mined on the 24th whilst screening the *Breconshire* and sank with the loss of one officer and four ratings, all efforts to save her being frustrated by bad weather. Two ships, the *Pampas* and the Norwegian *Talabot*, reached Malta but were sunk by air attack shortly afterwards. Of the 25,900 tons of cargo despatched in the four ships only 5,000 tons was unloaded at Malta.

The action commencing the 22nd March, 1942, was known as the battle of Sirte.

HIBARI MARU

Nissan Kisen K.K.; 6,550 tons. The steamship *Hibari Maru* was torpedoed by the U.S. submarine *Gato* and bombed and sunk by land-based aircraft on February 19th, 1943, off the Solomon Islands.

HIBERNIA

Anchor Line; 1865; Glasgow; 2,000 tons (approx.); 260x33x 22 (approx.); 350r.h.p.; 10-5 knots; compound engines. The Anchor Line was founded in 1856 by Messrs. Handyside & Henderson of Glasgow, its ships plying between that port and Canada and New York. On Saturday afternoon, November 14th, 1868, the steamship *Hibernia* left New York for Glasgow under command of Capt. Munro, having 133 persons on board, of whom 59 were crew. There was a stiff breeze blowing and from the outset the *Hibernia* had to fight against heavy weather. At two o'clock on the morning of the 24th when about six or seven hundred miles from the coast of Ireland the propeller shaft broke in the stern tube, damaging the sternpost and making it difficult to use the rubber. Water commenced to pour in and during the day both passengers and crew were occupied with throwing over much of the cargo. The engines were kept going to work the pumps, but the water continued to gain, and on the 25th it was decided to take to the boats. This was accomplished without loss of life and by seven in the morning the *Hibernia* was abandoned, her engines still going and her pumps working. At about 7.20 a.m. she foundered, going down by the stern, her position at the time being lat. 53 20 N., long. 29 W.

The first tragedy now occurred, a boat containing 33 persons in charge of the first officer being capsized. The gale was still blowing and as the boats were a quarter of a mile apart nothing could be done for the unfortunate people. In the evening the captain's boat was picked up by the ship *Star of Hope*, Capt. Talbot, from Quebec to Aberdeen. A sharp lookout was kept and the boatswain's boat was picked up shortly before midnight. After some 30 hours the search for the other boats was abandoned.

HIBI MARU

The first officer's boat was righted and ultimately reached Donegal with the second officer and two seamen. Altogether 55 persons were saved of whom 52 were in the two boats picked up by the *Star of Hope*.

The drowned numbered 78.

HIBI MARU

Nissan Kisen K.K.; 5,874 tons.

The steamship *Hibi Maru* was torpedoed and sunk by the U.S. submarine *Hake* on June 20th, 1944, off Tinaca Point, Mindanao Island, Philippines.

HIBURI MARU

Yamashita Kisen K.K.; 1919; *Osaka Iron Works*; 4,365 tons; 345x49-8x28-2; 391 n.h.p.; triple-expansion engines. The steamship *Hiburi Maru* was torpedoed and sunk by the U.S. submarine *Herring* on June 1st, 1944, off the Kurile Islands.

HIDA MARU

Nippon Yusen Kaisha; 5,320 tons.

The steamship *Hida Maru* was bombed and sunk by U.S. land-based aircraft on December 19th, 1944, 60 miles south-east of Hong Kong.

HIDAKA MARU

Japanese Government; 1899; *W. Hamilton & Co.*; 3,733 tons; 330-7x45-7x16-2; 301 n.h.p.; triple-expansion engines. The *Hidaka Maru* was wrecked on January 2nd, 1924, off Soyamisaki, Hokkaido, while sailing from Olomari to Yokohama with pulp and lumber.

HIDAKA MARU

Nippon Yusen Kaisha; 5,486 tons.

The steamship *Hidaka Maru* was torpedoed and sunk by the U.S. submarine *Batfish* on January 20th, 1944, about 200 miles E. of Kyushu Island.

HIDALGO

Ellermarks Wilson Line; 1908; *Northumberland Shipbuilding Co.*; 4,271 tons; 380x49x18; 372 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Hidalgo* was torpedoed and sunk by a German submarine 120 miles N.E. % N. of North Cape, Norway, on August 28th, 1917, on a voyage from Manchester to Archangel with munitions. Fifteen men were killed. The captain was among the survivors.

HIDE MARU

Tochiki Shoji K.K.; 1930; *Harima S.B. & E. Co.*; 5,256 tons; 400-9x53x31; 390 n.h.p.; triple-expansion engines. The steamship *Hide Maru* was torpedoed and sunk by the U.S. submarine *Silver sides* on June 11th, 1943, S. of the Caroline Islands.

HIDLEFJORD

K. Olsen; 1928; *Burmeister & Wain*; 7,639 tons; 451-9X 59-2x33-9; 7 14 n.h.p.; oil engines.

The Norwegian motorship *Hidlefjord* was bombed and sunk by German aircraft on April 1st, 1941, 20 miles N.W. of the Smalls lightship. Twenty-nine of her crew were lost.

HIE MARU

Kita Nippon Kisen K.K.; 4,943 tons.

The steamship *Hie Mam* was torpedoed and sunk by a Dutch submarine on December 23rd, 1941, off Kuching, Sarawak.

HIE MARU

Nippon Yusen K.K.; 1930; *Yokohama Dock Co.*; 11,621 tons; 511-6x66x41; 2,187 n.h.p.; 18-5 knots; oil engines. The liner *Hie Maru* was taken over by the Japanese government during the Second World War for service as a submarine tender. On November 17th, 1943, she was torpedoed and sunk by the U.S. submarine *Drum* about 300 miles N.E. of New Ireland.

HIEI

Japanese Navy, dreadnought battleship; 1912; *Yokosuka*; 29,330 tons; 704x92x27-5; 64,000 i.h.p.; 26 knots; turbine engines; *Kanpon boilers*; six 14 in. guns, sixteen 6 in., four 5 in.A.A., four 3 in.A.A., 4 T.T., 3 aircraft.

The Japanese battleship *Hiei* in company with her sister ship the *Kirishima*, six cruisers and ten destroyers was proceeding to attack the American ships landing troops and munitions on Guadalcanal. When steaming through the Lengo Channel in the early hours of November 13th, 1942, in pitch darkness, this force ran into an American squadron of five cruisers and eight destroyers returning from the convoy of the transports. The *Hiei* and the U.S. heavy cruiser *San Francisco*, 9,050 tons, nine 8 in. guns, Capt. Young, flagship of Rear-Admiral D. J. Callaghan, engaged in a bitter duel at close range in which both the admiral and his flag-captain were killed and both ships received heavy damage. After 15 minutes firing the action between the big ships was broken off, but the destroyers continued to make attacks, in one of which the *Hiei* was torpedoed by the destroyer *Laffey*, Lt. Cdr. W. E. Hank. The *Laffey* discharged all her port torpedoes at close range and then swept the battleship's bridge with her 5 in. guns.

The *Hiei* was located next day off Savo Island by aircraft from the U.S. aircraft carrier *Enterprise*. She was by then unable to steam at more than five knots and was bombed repeatedly by the carrier's planes. Finally she was scuttled by her crew, having sustained 11 hits from torpedoes, underwater and aerial, and six hits from bombs.

The full story of the battle is told under the battleship *Kirishima* and the U.S. cruiser *Atlanta*.

HIGANE MARU

Nippon Yusen Kaisha; 5,320 tons.

The steamship *Higane Maru* was torpedoed and sunk by the U.S. submarine *Hammerhead* on October 1st, 1944, 25 miles west of Jesselton, North Borneo.

HIGHBURY

Watts, Ward & Co.; 1879; *Tyne Iron S.B. Co.*; 1,853 tons; 270 X 35x24-6; 200 h.p.; compound inverted engines. The British cargo ship *Highbury* was wrecked on Falsterbo Reef on November 16th, 1881. She was on a voyage from Cronstadt to Pottery carrying a cargo of railway iron.

HIGHBURY

Watts, Ward & Co.; 1877; *Tyne Iron S.B. Co.*; 1,967 tons; 287x34-6x24-7; 200 h.p.; compound engines. The British cargo ship *Highbury* was wrecked near Marabout, Alexandria on February 17th, 1894. She was on a voyage from Newport to Alexandria carrying a cargo of coal and coke.

HIGHCLIFFE

G.T. Readhead & Co.; 1927; *J. Readhead & Sons*; 3,847 tons; 363'9x50-5x23-7; 371 n.h.p.; triple-expansion engines. The British cargo ship *Highcliffe* was wrecked on Forewick Holm, Shetland Isles, on February 6th, 1940. She was carrying a cargo of iron ore on a voyage from Narvik to Methil and Immingham.

HIGHFLYER

U.S. War Shipping Administration (Lykes Bros. S.S. Co.); 1944; *Moore Drydock Co.*; 6,214 tons; 438-9x63-1x27-7; turbine engines.

The American steamship *Highflyer* was loading ammonium nitrate at Texas City when, at 9.15 a.m. on April 16th, 1947, she was set on fire by the explosion of the French steamship *Grandcamp*, loading a similar cargo at the next berth. The *Highflyer* blew up while being towed away.

HIGHGATE

Turnbull, Scott & Co.; 1882; *T. Turnbull & Son*; 1,395 tons; 243 X 34x17-9; 130 n.h.p.; compound engines. The steamship *Highgate*, on a voyage from Mostyn to Cardiff, collided with the wood ship *Sovereign* on February 19th, 1890, off Lundy Island. Six of her crew were lost. There were 13 survivors. See also *Sovereign*.

HIGHLAND CORRIE

Nelson Steam Navigation Co.; 1910; Russell & Co.; 7,583 tons; 414x56-3x27-1; 837 n.h.p.; 13 knots; triple-expansion engines. The steamship *Highland Corrie* was torpedoed and sunk by a German submarine four miles S. of the Owers lightship on May 16th, 1917. Five lives were lost. The captain was among the survivors.

HIGHLAND HARRIS

Nelson Line; 1904; Russell & Co.; 6,032 tons; 390x52-5x26-7; 640 n.h.p.; 14 knots; triple-expansion engines. The steamship *Highland Harris* was torpedoed and sunk by a German submarine 82 miles N. J.W. of Eagle Island, off Co. Mayo, on August 6th, 1918. Twenty-four lives were lost.

HIGHLAND HOPE

Nelson Steam Navigation Co.; 1929; Harland & Wolff; 14,129 tons; 523-4x69-4x37-1; 2,190 n.h.p.; 16 knots; oil engines. The motor vessel *Highland Hope* left London at 6.40 a.m. on November 15th, 1930, for Buenos Aires, under command of Capt. Thomas J. Jones. She carried about 150 passengers and a crew of 139, together with a valuable cargo. Later in the day the ship called at Boulogne where she embarked the mails and a few additional passengers, leaving for Vigo on the 16th. At the latter port, which she reached on the morning of the 18th, she embarked a further 217 Spanish and Portuguese emigrants and 400 tons of general cargo, leaving at 6 o'clock on the same evening.

The weather was inclined to be misty and shortly before 4 a.m. on the 19th the lookout reported a light on the port bow, which may have been the Burlings light, but the officer of the watch failed to discern it. Shortly afterwards the liner ran into a bank of dense fog and at 4.57 a.m. struck the N.E. Farilhoes Rocks, running over them for the greater part of her length. The vessel was sufficiently afloat to lurch from side to side, but despite this it was possible to put all the passengers into the boats. The Spanish and Portuguese emigrants preserved admirable discipline, due partly to the fact that a number of Portuguese sailors had been signed on at Vigo to look after their compatriots during the voyage. One emigrant attempted, against orders, to jump into a boat, and injured himself so badly that he died in hospital on the following day. This was the only casualty.

After the liner was abandoned a number of Portuguese fishermen boarded her and commenced to pilfer, in which act they were surprised by the Portuguese government salvage ship *Patrao Lopez*, which drove them away and kept the *Highland Hope* under her searchlight for the remainder of the night.

HIGHLAND PATRIOT

Royal Mail Lines; 1932; Harland & Wolff; 14,172 tons; 523-4x69-4x37-1; 2,190 n.h.p.; oil engines. The motorship *Highland Patriot*, on a voyage from Buenos Aires to the Clyde, was torpedoed and sunk by a German submarine on October 1st, 1940, about 500 miles W. of the Bishop Rock. Three of her complement of 143 were killed.

HIGHLAND PRIDE

Nelson Steam Navigation Co.; 1910; Russell & Co.; 7,469 tons; 405x56-2x34-8; 830 n.h.p.; 13 knots; triple-expansion engines. The Nelson liner *Highland Pride* was on a voyage from London to Buenos Aires and had just left Vigo on the night of September 8th, 1929, with 63 passengers, 89 crew and some 3,000 tons of general cargo together with the South American mail when she struck on the Roca Negra, off the Cies Islands at the entrance to Vigo Bay. It was raining heavily at the time and the commander, Capt. Alford, and the third officer were on the bridge.

The discipline on board was excellent and the passengers were placed in the lifeboats or taken off by Spanish fishing boats without loss. Later it was seen that there was no hope of saving the ship, which by that time had several feet of water in the engine room, and she was abandoned. All of the shipwrecked people were landed at Bayona, a fishing village some 22 miles from Vigo.

At daylight it was seen that the *Highland Pride* was lying on her keel with her stern in the air. Attempts were made to save the cargo and a number of pedigree bulls, heifers and sheep were got ashore.

It proved impossible to refloat the vessel and on September 10th she broke in two and the after part sank. On the 13th the Post-

master General announced that the whole of the South American mail had been recovered.

HIGHLAND SCOT

H. & W. Nelson; 1910; Russell & Co.; 7,604 tons; 414x56-3x27-1; 837 n.h.p.; triple-expansion engines. The British cargo ship *Highland Scot* was wrecked at Maricas Island, Brazil, on May 6th, 1918. She was carrying a general cargo and meat on a voyage from Buenos Aires to Rio de Janeiro.

HIGHLAND WARRIOR

H. & W. Nelson; 1911; Russell & Co.; 7,485 tons; 414x56-3x27-1; 837 n.h.p.; triple-expansion engines. The British cargo ship *Highland Warrior* was wrecked north of Cape Prior on October 3rd, 1915. She was on a voyage from London to Corunna and Buenos Aires carrying a general cargo.

HIKOSAN MARU

GokoShokai; 1892; J.Laing; 3,555 tons; 340-3x44-7x18-3; 289 n.h.p.; triple-expansion engines. The Japanese steamship *Hikosan Mam* was torpedoed and sunk by a German submarine off the south-west coast of Spain on October 2nd, 1917.

HIKOSAN MARU

Tsurumaru Hirotaro; 1918; Shindo Zosenho; 989 tons; 190 x 31x18-6; 67 n.h.p.; triple-expansion engines. Carrying coal from Ainoura to Osaka, the Japanese ship *Hikosan Mam* was caught in a heavy storm outside Hakata Bay on January 30th, 1936, and sank. Thirteen of her crew were drowned.

HIKOSAN MARU

Tomoe Gumi Kisen K.K.; 1902; S. P. Austin & Son; 2,073 tons; 289-0x43-1x18-7; triple-expansion engines. The Japanese steamship *Hikosan Mam* was sunk by U.S. carrier-based aircraft on January 22nd, 1945, S. of Okinawa Island.

HIROSHIMA MARU

Mitsubishi Kisen K.K.; 2,854 tons. The tanker *Hikoshima Mam* was torpedoed and sunk by the U.S. submarines *Barb*, *Piluda* and *Queenfish* on January 8th, 1945, 20 miles N.W. of Hsinchu, Formosa.

HILDA

London & South Western Railway Co.; 1882; Aitken & Mansel; 848 tons; 235-6x29-1x14-2; 1,530 i.h.p.; 14 knots; compound engines.

On Friday, November 17th, 1905, at about 10 p.m. the steamship *Hilda* left Southampton for St. Malo. She was delayed at the outset by dense fog and lay off Yarmouth, Isle of Wight, until the following morning. She carried 131 persons all told, of whom 79 were Breton onion sellers who had been trading in England. Her other passengers numbered 24 and there was a crew of 28, under command of Capt. William Gregory.

The *Hilda* left the Isle of Wight at about 6 a.m., the weather being fine and clear until early afternoon when she encountered a series of snow squalls, with rising wind and sea. By about 6 p.m. the vessel had reached the Chenal de Petite Porte at the entrance to St. Malo, but here she met another blinding snow squall and put about for open sea until the weather cleared. For the next five or six hours she lay off the coast awaiting an opportunity to make harbour. At some time during this period she must have been headed shorewards, for just before midnight she struck on a reef known as the Pierres des Portes.

The first boat lowered was smashed before it reached the water and before others could be got away the ship broke in two, the stern portion going down with most of the passengers.

Of the passengers and crew only six persons were saved, five of whom were Breton onion sellers and one, James Grinter, an able seaman. The Breton peasants, true to their seafaring ancestry, exhibited great courage in attempting to save the lives of their fellow voyagers, but the violence of the gale made their efforts unavailing. A few people managed to climb into the rigging, as both masts remained above water, but of these all save the six referred to died from exposure or were washed away by the icy seas. At 9.30

HILDA

next morning the survivors were taken off by the steamship *Ada* belonging to the same company and taken to St. Malo.

Sixty bodies, including that of Capt. Gregory, were washed ashore at St. Cast, a little village seven miles from St. Malo. The total number drowned was 125.

At low tide it was found possible to examine the wreck and photographs were taken which revealed that the entire bottom of the *Hilda* had been torn away forward of the engine room.

HILDA

K. F. Homeri; 1915; *Trondheims Mek. Verksted*; 1,144 tons; 237x36-5x15-6; 116 n.h.p.; triple-expansion engines. The Finnish steamship *Hilda* was torpedoed and sunk by a German submarine on June 21st, 1940, 90 miles off the Atlantic coast of Spain. Five of her crew were lost.

HILDA

Swedish Government; 1925; *Trondheims Mek. Verksted*; 1,237 tons; 232-6x36-5x15-7; 116 n.h.p.; triple-expansion engines. The former Norwegian steamship *Hilda* was seized by the Swedish authorities in 1940. On October 21st, 1941, she was bombed and sunk by British aircraft on a voyage from Bremerhaven to Rotterdam.

HILDAWELL

T. W. Willis & Co.; 1892; *W. Gray & Co.*; 2,494 tons; 290-4X39x20-3; 224 n.h.p.; 10 knots; triple-expansion engines. The steamship *Hildawell*, Bilbao to Middlesbrough with iron ore, was mined and sunk in the North Sea on December 20th, 1916. The captain and 21 of the crew were killed.

HILDEGARD

Lubeck-Wyburger Dampfs.-Ges.; 1906; *Fevigs Jernskibsbyg.*; 1,260 tons; 245-2x35-6x17-6; 159 n.h.p.; triple-expansion engines.

The German steamship *Hildegard* was bombed and sunk by Allied aircraft on September 26th, 1943, S. of Ventspils, Latvia.

HILDEGARDE

Dunford & Elliot; 1882; *Palmers' Co.*; 1,886 tons; 262-4X36-2x22-1; 178 n.h.p.; compound engines. The British cargo ship *Hildegarde* was wrecked on Kimmeridge Ledge, near St. Albans Head, on November 12th, 1900, in thick fog while on a voyage from Almeria, via Benisaf, to the Tyne. She was carrying a cargo of iron ore and esparto grass.

HILMA LAU

J.Lauritzen; 1922; *Schiffswerft v. H. Koch A.G.*; 2,414 tons; 296-4x42-5x20-2; triple-expansion engines. The Danish steamship *Hilma Lau*, under German control, was torpedoed and sunk by a Russian submarine on October 12-13th, 1944, about 26 miles S. of Bornholm Island.

HILONIAN

Einar Olander; 1880; *R.Dixon & Co.*; 2,921 tons; 340x37-3x27-2; 360 n.h.p.; triple-expansion engines. The Swedish cargo ship *Hilonian* was torpedoed and sunk by a submarine in the Mediterranean on May 16th, 1917.

HILVERSUM

Stoomvaart Maats. Oostzee; 1883; *Tyne Iron S.B. Co.*; 1,505 tons; 260 x 35-2x15-5; 147 n.h.p.; compound engines. The Dutch steamship *Hilversum* fell victim to a mine laid by the German minelaying submarine *UC-51* on June 24th, 1917. The steamship was bound from Havre to Barry and ran into the minefield in the Bristol Channel, five miles E. of Lundy Island. She sank with the loss of six of her crew.

HIMALAYA

Messageries Maritimes; 1902; *Messageries Maritimes*; 5,620 tons; 427-8x47-8x23-9; 545 n.h.p.; 13 knots; triple-expansion engines. The liner *Himalaya* was off the coast of Algeria on June 22nd, 1917, when she was torpedoed by a German submarine. At the time of her loss she was serving with the French navy as an auxiliary cruiser and carried a complement of 204, of whom 28 were drowned.

HIMALAYA MARU

Osaka Shosen K.K.; 1918; *Mitsubishi Zosen Kaisha*; 5,228 tons; 400X54-5x30; 494 n.h.p.; triple-expansion engines. The steamship *Himalaya Mam* was bombed and sunk by U.S. land-based aircraft on December 2nd, 1943, 150 miles N.E. of Manus Island.

HINDENBURG

Hamburg-Amerika Linie; 1921; *Bremer Vulkan*; 7,880 tons; 468-8x58-3x32-7; 554 n.h.p.; triple-expansion engines. The German steamship *Hindenburg* was torpedoed and sunk by a Russian submarine on November 17th, 1942, near Uto.

HINDOO

T. Wilson, Sons & Co.; 1872; *Lawrie & Co.*; 3,136 tons; 379-8x37-1x21-1; 350 h.p.; compound-inverted engines. The steamship *Hindoo* left New York on February 11th, 1880, with passengers, a cargo of grain and a large number of cattle. During the voyage the grain shifted and the vessel became unmanageable. Her funnel was carried away and the decks swept clear. The first and second officers, quartermaster and three seamen were washed overboard.

On the 22nd the derelict ship was sighted by the steamship *Alexandria*, which took off the remaining 53 crew and passengers.

HINDOO

United States Maritime Commission; 1925; *Fredrikshavn Vcerft & Flydedok*; 1,531 tons; 280-7x37-7x16; compound engines & L.P. turbine.

Sailing from New York to Cartagena, Colombia, the Panamanian steamship *Hindoo* was in collision with the *Australia Star* and sank on September 9th, 1944.

HINDPOOL

Pool Shipping Co.; 1928; *W. Gray & Co.*; 4,897 tons; 405x53-5x26-5; 505 n.h.p.; 11 knots; triple-expansion engines. The steamship *Hindpool*, Capt. Tinnpck, on a voyage from Peper to Oban with grain, was some 500 miles W. of Cape Blanco, West Africa, on March 8th, 1941, when she was torpedoed and sunk by a German submarine. Seven officers, including Capt. Tinnock, and 21 men were killed.

HINKO MARU

Dairen Kisen K.K.; 1936; *Harima S.B. & E. Co.*; 5,418 tons; 398-4x57-4x30; 449 n.h.p.; triple-expansion engines. The steamship *Hinko Mam* was sunk by U.S. carrier-based aircraft on June 12th, 1944, about 150 miles W. of the Ladrones Islands.

HINNOY

E.H. Samuelsen; 1925; *Akt.Ges.Neptun*; 3,999 tons; 360-2 X 51-1x24-2; 492 n.h.p.; oil engines. Sailing from Antwerp to Hong Kong with a cargo of chemicals, matches, etc., below decks and sulphuric acid on deck, the Norwegian motorship *Hinnoy* was near Minikoi on March 14th, 1933, when there was an explosion in No. 4 hold and the ship caught fire and sank. Fifteen of her crew were lost.

HINO MARU

Hinomaru Kisen K.K.; 1929; *Mitsubishi Zosen Kaisha*; 2,671 tons; 315x46x25; 388 n.h.p.; oil engines. The motor vessel *Hino Mam* was torpedoed and sunk by the U.S. submarine *Padilla* on April 16th, 1944, 20 miles S. of the Obi Islands.

HINO MARU No. 3

Hinomaru Kisen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 4,391 tons; 360-1x50x29; 383 n.h.p.; turbine engines. The steamship *Hino Maru No. 3* was torpedoed and sunk by the U.S. submarine *Kingfish* on December 7th, 1942, about 150 miles W. of Iwojima Island.

HINO MARU No. 5

Hinomaru Kisen K.K.; 1940; *Mitsubishi Jukogyo K.K.*; 2,725 tons; 307-8x44-9x24-9; steam engines. The steamship *Hino Maru No. 5* was bombed and sunk by U.S. land-based aircraft on October 10th, 1943, E. of New Ireland.

HINODE MARU

1,916 tons.

The steamship *Hinode Mam* was bombed and sunk by U.S. land-based aircraft on June 16th, 1944, off Halmahera Island, Celebes.

HIOKI MARU*Nippon Yusen Kaisha*; 5,320 tons.

The steamship *Hioki Mam* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Corregidor, Philippines.

HIPSANG

Indo-China S.N. Co.; 1899; *Craig, Taylor & Co.*; 1,659 tons; 265 -1 x 35 - 2 x 13 - 4; 225 n.h.p.; triple-expansion engines. The British cargo ship *Hip Sang*, on a voyage from Newchwang to Chefoo with passengers, was intercepted by a Russian torpedo boat in Pigeon Bay on July 16th, 1904. Her captain ignored an order to heave-to and the ship was torpedoed. The Chinese crew and passengers rushed the boats and the European officers got away from the ship by swimming.

Twenty-one survivors were picked up by the Russians and kept prisoner until August 2nd, when they were set adrift in a captured Chinese junk. Some time afterwards they were taken off by the German steamship *Sullberg*.

HIRADO MARU

Noguchi Kisen K.K.; 1899; *Wood, Skinner & Co.*; 1,441 tons; 240-8x35-1x18; 138 n.h.p.; triple-expansion engines. Carrying a cargo of timber from Biro to Kushiro the steamship *Hirado Mam* went ashore in a snowstorm on March 9th, 1927, off Shironuka and sank.

HIRAN MARU*Japanese Government*; 1923; *Uraga Dock K.K.*; 3,459 tons; 350 X 52 X 22; turbine engines.

The ferry *Hiran Mam* was sunk by U.S. carrier-based aircraft on July 14th, 1945, off Misawa, Japan.

HIRANO MARU*Nippon Yusen Kaisha*; 1908; *Mitsubishi Dockyard*; 7,936 tons; 473-9x54-7x31-3; 4,250 i.h.p.; 12-5 knots; triple-expansion engines.

The liner *Hirano Mam* was torpedoed by a German submarine in a strong gale off the Irish coast on October 4th, 1918. The vessel was carrying 320 persons, of whom about 200 were passengers, and was attacked at 5.30 a.m. when most of these were in their bunks. The time available for saving life was very short and the gale made the task of getting out the boats one of extreme difficulty. Only 28 persons were saved of whom 11 were passengers.

HIRANO MARU*Shimatani Kisen K.K.*; 1916; *Osaka Iron Works*; 1,226 tons; 220X33-5x18-5; triple-expansion engines.

The steamship *Hirano Mam* was sunk by U.S. carrier-based aircraft on July 15th, 1945, off Noshiro, Japan.

HIROKAWA MARU

Kawasaki Kisen K.K.; 1940; *Kawasaki Dockyard Co.*; 6,872 tons; 479-5x62-3x30-3; 2,140 n.h.p.; oilengines. The motor vessel *Hirokawa Mam* was sunk by U.S. land- and carrier-based aircraft and gunfire from warships on November 15th, 1942, in the Solomon Islands.

HIROSAKI MARU

Kinkai Yusen K.K.; 1902; *Sir Raylton Dixon & Co.*; 1,354 tons; 243-8x34-2x20-5; 217 n.h.p.; triple-expansion engines. The *Hirosaki Mam* was carrying passengers and a general cargo from Honto to Adomari when she grounded on July 3rd, 1936, at Notoro, Sakhalin, and became a total loss.

HIROSHIMA MARU

Nippon Yusen Kaisha; 1891; *R. Thompson & Sons*; 3,275 tons; 320 X 42x19- 7; 293 n.h.p.; triple-expansion engines. The *Hiroshima Mam* was wrecked on September 22nd, 1916, off Imai-saki, Kurile Islands.

HIROTA MARU*Nippon Yusen Kaisha*; 1940; *Hakodate Dock K.K.*; 2,211 tons; 305-1x45-3x26-2; steam engines.

The steamship *Hirota Mam* was bombed and sunk by U.S. carrier-based aircraft on October 10th, 1944, 175 miles south west of Okinawa Island.

HIROTAMA MARU*Tamae Shosen K.K.*; 1939; *Kawaminami Kogyo K.K.*; 1,911 tons; 271-7x40x20-3; steam engines.

The steamship *Hiroshima Mam* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On February 14th, 1943, she was torpedoed and sunk by the U.S. submarine *Trout* off Pulo Laut, Borneo.

HIRYU*Japanese Navy, aircraft carrier*; 1937; *Yokosuka*; 10,050 tons; 688-5x68-5x16-5; 60,000 s.h.p.; 30 knots; turbine engines;

Kanpon boilers; twelve 5 in. guns, 40 aircraft. The aircraft carrier *Hiryu* was a unit of a squadron of four such vessels supported by battleships, cruisers and destroyers, engaged in convoying a large fleet of troop and supply ships for an intended landing on the island of Midway. The number of Japanese vessels was estimated at 80 and when first sighted by U.S. aircraft on June 3rd, 1942, the fleet was steaming in five columns in an easterly direction, about 700 miles distant from Midway.

The ships of the rival navies did not approach nearer than 100 miles of each other, and the action was fought out with aircraft. The *Hiryu* was heavily attacked by aircraft and under a succession of direct hits she caught fire. After blazing throughout the night she sank on the morning of the 5th.

The full story of the battle of Midway Island is told under the U.S.S. *Yorktown*.

HISAGAWA MARU*Kawasaki Kisen K.K.*; 6,886 tons.

The *Hisagawa Mam* was bombed and sunk by U.S. carrier-based aircraft on January 9th, 1945, 25 miles S.W. of Tainan, Formosa.

HISAR*Kalkavan Zade Riza ve Mahdumu Ismail*; 1919; *Supple-Ballin S.B. Co.*; 2,398 tons; 294x46-7x23-8; 205 n.h.p.; triple-expansion engines.

The wooden Turkish ship *Hisar* was carrying coal to Derince when she ran ashore and sank on December 22nd, 1937, at Irva Deresi in the Black Sea at the entrance to the Bosphorus. Twenty-four of her crew of 25 were lost.

HISASHIMA MARU*Iino Kaiun K.K.*; 2,742 tons.

The steamship *Hisashima Mam* was torpedoed and sunk by the U.S. submarine *Permit* on March 8th, 1943, off the north-east coast of Honshu Island.

HISHIGATA MARU*Japanese Government*; 2,833 tons.

The *Hishigata Mam* was bombed and sunk by U.S. land-based aircraft on January 2nd, 1945, off San Fernando, Philippines.

HISO*C. T. Boe & Son*; 1898; *Short Bros.*; 1,562 tons; 255-7x36-8x18-1; 156 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Hiso* struck a mine and sank in the Mediterranean on September 7th, 1916.

HISPANIA

Svenska Lloyd; 1912; *Antwerp Engineering Co.*; 1,337 tons; 266-8x37-3x15-5; 175 n.h.p.; triple-expansion engines. Sailing from Liverpool to Varberg the Swedish ship *Hispania* struck a reef and sank on December 18th, 1954, in the Sound of Mull, off the coast of Morren. Most of the crew were saved but the master went down with his ship.

HITACHI MARU

Nippon Yusen Kaisha; 1906; Mitsubishi Dockyard; 6,557 tons; 449-6x50-1x30-3; 631 n.h.p.; 14 knots; triple-expansion engines.

The liner *Hitachi Mam* with a number of passengers and a valuable cargo was in the neighbourhood of One-and-a-half Degree Channel, at the southern end of the Maldive Islands, when she was chased by the German commerce raider *Wolf* on September 26th, 1917. The Japanese vessel was equipped with one gun, and with this Capt. Tominaga endeavoured to beat off the raider, at the same time sending out wireless calls for help. It was only after 14 of his men had been killed and six wounded that he decided to surrender.

For more than a month the Japanese liner lay with her captor at a lonely atoll being cleared of her coal and cargo. The passengers and crew were transferred to the *Wolf*, among them Capt. Tominaga who was so distressed that he jumped overboard some weeks later.

On November 7th, when the ships reached the Cargados Carajos Group, the *Hitachi Mam* was sunk by time bombs. The Japanese cruiser *Tsushima* spent most of the month of October searching for the missing vessel and at last the Japanese Admiralty concluded that she had been wrecked. The search for survivors was continued throughout November by the French cruiser *D'Estrees* but without avail, and it was not until some months later that the loss of the liner was attributed to the depredations of the *Wolf*.

HITACHI MARU

Nissan Kisen K.K.; 1939; Osaka Iron Works; 6,540 tons; 424-1x57-4x34-4; 517 n.h.p.; turbine engines. The steamship *Hitachi (Hitati) Mam* was sunk by U.S. land-based aircraft on February 14th, 1943, S. of the Caroline Islands.

HITAKA

Japanese Navy, aircraft carrier; 1942; Japan; 28,000 tons; 745x88x—; 28 knots; Diesel engines; sixteen 5 in.A.A. guns, many 47 mm., 60 aircraft.

On June 15th, 1944, the American army landed on the island of Saipan, an important Japanese base in the Mariana Islands. In the face of this challenge Japan was compelled to risk the carefully husbanded heavy units of her main fleet. On the 19th June carrier-based aircraft from the U.S. Fifth Fleet, Admiral Raymond A. Spruance, sighted a fleet of battleships and aircraft carriers about halfway between Luzon, in the Philippines, and the Marianas. The battle which developed was fought mainly with aircraft and at no time did the surface ships of the rival fleets sight each other. The fighting went heavily against the Japanese and at nightfall they broke off the action and turned about, steaming for the channel between Luzon and Formosa.

The American ships suffered very little damage but the Japanese met with losses which, though not overwhelming, were certainly disastrous in respect of aircraft carriers. In addition to the *Hitaka* they lost the *Shokaku*, 29,800 tons, and the *Taiho*, 30,000 tons, (both torpedoed by submarines) as well as the destroyer *Shiratsuyu*, 1,368 tons. Several battleships and cruisers received heavy damage.

The *Hitaka* did not sink until the 20th, the day after the main battle, and on the same day the aircraft carrier *Hiyo* (see below) was sunk.

The aircraft losses for the whole Marianas operation totalled 747 for the Japanese and 151 for the Americans.

HITAKA MARU

Japan National Railways; 1948; Uraga Dock K.K.; 2,932 tons; 373 X 52x22-3; turbine engines.

The train ferry *Hitaka Mam* sank during a typhoon in Tsugaru Strait on September 26th, 1954, and the crew were drowned. A year later she was raised and repaired.

HITERU MARU

Nissan Kisen K.K.; 5,857 tons.

The steamship *Hiteru Mam* was torpedoed and sunk by the U.S. submarine *Greenling* on December 30th, 1942, in the Admiralty Islands.

HITORA MARU

Japanese Government; 1920; Submarine Boat Corp.; 3,513 tons; 324x46-2x25; 386 n.h.p.; turbine engines. The steamship *Hitora Maru* was formerly the Panamanian *Ramona*,

seized by the Japanese in December, 1941. She was sunk by war causes on December 2nd, 1943, off Japan.

HIYAMA MARU

Nissan Kisen K.K.; 1920; Ropner S.B. & Rpg. Co.; 6,171 tons; 411-7x54-5x33-6; 402 n.h.p.; triple-expansion engines. The steamship *Hiyama Maru* was torpedoed and sunk by the U.S. submarine *Seadragon* on July 12th, 1942, off Hone Cohe, Indo-China.

HIYAMA MARU

Miyachi Kisen K.K.; 2,838 tons.

The *Hiyama Mam* was torpedoed and sunk by the U.S. submarine *Guardfish* on July 17th, 1944, off the north-west coast of Luzon Island, Philippines.

HIYO

Japanese Navy, aircraft carrier; 1943 (circa.); Japan; 18,500 tons; 800 X — X—; 30 knots; turbine engines; twelve 5 in.A.A. guns, 45 aircraft.

The aircraft carrier *Hiyo* was first in action around Attu in the Aleutian Islands in May, 1943. The ship returned to Japan about a month later and was torpedoed by the U.S. submarine *Trigger* off Tokyo Bay on June 11th. She did not sink and was towed into Yokosuka by the light cruiser *Isuzu*. She was repaired and sent to reinforce the Japanese fleet off the Mariana Islands. Here, on June 20th, 1944, she was bombed by American aircraft and sunk.

HIYORI MARU

Nippon Yusen Kaisha; 5,320 tons.

The steamship *Hiyori Maru* was torpedoed and sunk by the U.S. submarine *Hammerhead* on October 1st, 1944, 25 miles west of Jesselton, North Borneo.

HIYOSHI MARU

Azuma Kisen K.K.; 1937; Kawasaki Dockyard Co.; 4,046 tons; 352x50x27-5; 333 n.h.p.; turbine engines. The steamship

Hiyoshi (Hiyosi) Maru was torpedoed and sunk by the U.S. submarine *Gunnel* on December 4th, 1943, N.E. of the Bonin Islands.

HIYOSHI MARU

Konan Kisen K.K.; 1936; Asano S.B. Co.; 1,287 tons; 219-4X 35-8x18-5; triple-expansion engines.

The steamship *Hiyoshi (Hiyosi) Maru* was taken over by the Japanese Navy for use as an auxiliary gunboat. On June 13th, 1945, she struck a mine and sank off Shimonoseki.

HIYOSHI MARU

Nittetsu Kisen K.K.; 1949; Hitachi Zosen; 2,349 tons; 302-4 X 43 • 3 X—; turbine engines.

After collision with the *Aimeria Lykes* the Japanese ship *Hiyoshi Maru* sank on November 19th, 1961, between Kyushu and Honshu.

HO AN

Hop Tai S.S. Co.; 1885; Martens, Olsen & Co.; 1,422 tons; 231-9x33-2x19-4; 101 n.h.p.; triple-expansion engines. Carrying 60 passengers as well as a general cargo the Chinese ship *Ho An* was in collision with the *Johanne Juste sen* on May 20th, 1933, and went aground at Whangpoo in the Astraea Channel.

HOBART BAKER

U.S. War Shipping Administration; 1943; Permanente Metals Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Hobart Baker* was attacked and sunk by Japanese aircraft on December 29th, 1944, off Bug Bug Point, Mindoro Island, Philippines.

HOBBEMA

Netherlands Government; 1918; Skinner & Eddy Corp.; 5,507 tons; 409-6x54-2x27-1; turbine engines. The Dutch steamship *Hobbema* was torpedoed and sunk by a German submarine at 8.10 p.m. on November 3rd, 1942, about 300 miles S.E. of Cape Farewell on a voyage from New York to Belfast Lough. Twenty-four of her crew and four gunners were lost.

HOBBS VICTORY

U.S. War Shipping Administration; 1945; Permanente Metals Corp.; 7,607 tons; 439-1 x62-1 x34-5; turbine engines. The steamship *Hobbs Victory* was bombed by Japanese aircraft, and blew up and sank on April 6th, 1945, off Okinawa. Thirteen of her complement of 98 were killed.

HOCHSEE

W. Schuchmann; 1926; Schiffswerft v. H. Koch A.G.; 2,245 tons; 282-8x45-3x17-8; 186 n.h.p.; triple-expansion engines. The German steamship *Hochsee* was torpedoed and sunk by a Russian submarine on July 15th, 1944, in the Baltic.

HOCHST

Hamburg Amerika Linie; 1927; Flensburger Schiffsbau Ges.; 6,854 tons; 461-7x61x27-7; fur bine engines. On a voyage from Tjilatjap to London and Hamburg, the German ship *Hochst* went aground on September 20th, 1929, on Minikoi Island. She caught fire and was completely burnt out.

HOCKWOLD

William Cory & Son; 1911; S. P. Austin & Son; 1,472 tons; 245x36-2x15-9; 170 n.h.p.; triple-expansion engines. The British steamship *Hockwold* sank after a collision about six miles west of the *Lizard* on September 7th, 1917, while employed as an Admiralty collier. She had sailed from Penarth.

HODNABERG

O. & H. Holta A/S; 1922; P. & A. Ruytenberg; 765 tons; 184-8x29-3x12-3; triple-expansion engines. The Norwegian steamship *Hodnaberg* struck a mine and sank on February 24th, 1946, outside Hals, Denmark. Nine of her crew were lost.

HODUR

Seereederei Frigga A.G.; 1913; D. & W. Henderson & Co.; 5,386 tons; 424-5x54-8x25-5; 470 n.h.p.; triple-expansion engines.

The German steamship *Hodur* was torpedoed and sunk by a British submarine on April 20th, 1942, N.W. of Namsos, Norway.

HOEGH CARRIER

Skibs A/S Arnstein; 1935; Burmeister & Wain; 4,906 tons; 392-9x54-3x26-1; 644 n.h.p.; oil engines. The Norwegian motorship *Hoegh Carrier*, under German control, was bombed and sunk by British aircraft on April 18th, 1943, outside Helder, Holland.

HOEGH GIANT

Skibs A/S Abaco, Aruba, Astrea & Noruega; 1937; Deutsche Werft A.G.; 10,990 tons; 508-1x69-2x36-5; 1,362 n.h.p.; oil engines.

The Norwegian tanker *Hoegh Giant* was torpedoed and sunk by a German submarine on June 3rd, 1942, 400 miles E. of Guiana on a voyage from Freetown to Trinidad.

HOEGH SBLVERDAWN

Skibs A/S Arizona; 1940; Burmeister & Wain; 7,715 tons; 444-3x58-3x35; 1,064 n.h.p.; oil engines. The Norwegian motorship *Hoegh Silverdawn* was shelled and sunk by a German raider on June 15th, 1943, about 1,400 miles out of Fremantle bound to Abadan. Thirty-six of her crew of 58 were killed.

HOEISAN MARU

Yamashita Risen K.K.; 1918; Osaka Iron Works; 6,032 tons; 407-2x50-8x32-5; 553 n.h.p.; triple-expansion engines. The steamship *Hoeisan Maru* was sunk by U.S. carrier-based aircraft on October 18th, 1944, off Manila.

HOEL

United States Navy, destroyer; 1943; Bethlehem Steel Co.; 2,050 tons; 376-5x39-3x—; 60,000 s.h.p.; 35-5 knots; turbine engines; five 5 in. guns, four 40mm, 10 T.T. The United States destroyer *Hoel* was sunk in action with Japanese warships off Samar, battle of Leyte Gulf, October 25th, 1944. The vessel carried a complement of over 200.

The full story of the battle of Leyte Gulf is told under the Japanese battleship *Yamashiro*.

HOFUKU MARU

Kokusai Risen K.K.; 1918; Kawasaki Dockyard Co.; 5,825 tons; 385x51x36; 436 n.h.p.; triple-expansion engines. The steamship *Hofuku (Hohuku) Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off the west coast of Luzon Island, Philippines.

HOGARTH

Aberdeen Steam Navigation Co.; 1893; Hall, Russell & Co.; 1,231 tons; 252-8x32-7x17-6; 343 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Hogarth* was torpedoed and sunk by a German submarine 10 miles S. ^ E. of the Longstone Lighthouse, Northumberland, on June 7th, 1918. Twenty-six men, including the captain, were killed.

HOGLAND

Curt Mattson Rederi A/B; 1914; J. Readhead & Sons; 4,360 tons; 374-8x50-4x26-3; 400 n.h.p.; triple-expansion engines.

The Finnish steamship *Hogland* was torpedoed and sunk by a British submarine on August 21st, 1941, off Stavanger, bound for a German Baltic port with iron ore. Eight of her crew were lost.

HOGUE

British Navy, armoured cruiser; 1900; Vickers; 12,000 tons; 454x69-5x28; 21,000 i.h.p.; 22-1 knots; triple-expansion engines; Belleville boilers; two 9-2 in. guns, twelve 6 in., twelve 12 pdr., three 3 pdr., 2 T.T.

The armoured cruiser *Hogue*, under command of Capt. Wilmot Nicholson, was one of the three ships of the 7th Cruiser Squadron which met with disaster at the hands of the German submarine *U-9* on September 22nd, 1914. The squadron, consisting of the *Aboukir*, acting flagship, *Cressy* and *Hogue*, was cruising off Ymuiden after a heavy gale. The ships were without a destroyer screen and they were too far north for safety. At 6.30 a.m. *Aboukir* was torpedoed, followed shortly afterwards by *Hogue* and lastly *Cressy*.

The loss of life was appalling, over 1,400 officers and men going down within three-quarters of an hour. The survivors numbered 60 officers and 777 men, including Capt. Nicholson. The full story of this disaster is related under *Aboukir*.

HOHSING

Japanese Government; 1900; Workman, Clark & Co.; 2,111 tons; 278-6x41-2x20-9; triple-expansion engines. The steamship *Hohsing*, formerly Chinese, was seized by the Japanese. On August 3rd, 1945, she struck a mine and sank off Tsuruga, Japan.

HOIHOW

China Nav. Co.; 1933; Taikoo Dock & Engineering Co.; 2,798 tons; 299-7x44-2x23-1; 175 n.h.p.; triple-expansion engines. The British steamship *Hoihow* left Mauritius on July 2nd, 1943, for Tamatave, with about 120 passengers, 94 crew and seven gunners. A few hours later she was torpedoed and sunk by a submarine 105 miles W.N.W. of Mauritius. Only 12 persons got away from the ship, six on one raft, three on another and three on an overturned boat. Of these one passenger and three Indian seamen survived.

HOKAZE

Japanese Navy, destroyer; 1921; Maizuru; 1,215 tons; 336-5X 29-2x9-5; 38,500 s.h.p.; 34 knots; turbine engines; Kampon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T. The destroyer *Hokaze* was torpedoed and sunk S. of the Celebes Sea by the U.S. submarine *Paddle* on July 6th, 1944. The destroyer's normal complement was 148.

HOKI MARU

Japanese Government; 1922; W. Denny & Bros.; 7,112 tons; 450-3x58-2x31-4; 1,085 n.h.p.; oil engines. The motor vessel *Hoki Maru* was formerly the British *Hauraki* captured by the Japanese on July 19th, 1942. On February 17th,

HOKKAI MARU

1944, she was sunk by U.S. carrier based aircraft in the Caroline Islands.

HOKKAI MARU

Nihonkai Risen K.K.; 1933; *Mitsubishi Zosen K.K.*; 8,416 tons; 446-8x60-5x40-7; 1,678 n.h.p.; oil engines. The motor vessel *Hokkai Maru* was bombed and sunk by Allied aircraft in August, 1945, off Sourabaya.

HOKKI MARU

Kitagawa Sangyo K.K.; 1919; *Palmers' Co.*; 5,599 tons; 400X52•3X28•4; 517 n.h.p.; triple-expansion engines. The tanker *Hokki Maru* was torpedoed and sunk by the U.S. submarine *Apon* on September 27th, 1944, 300 miles N.W. of Manila.

HOKKO MARU

Dairen Kisen K.K.; 1940; *Harima S.B. & E. Co.*; 5,385 tons; 398-5x53x30; turbine engines. The steamship *Hokko Maru* was torpedoed and sunk by the U.S. submarine *Harder* on November 19th, 1943, about 200 miles N. of the Ladrone Islands.

HOKKO MARU

Yamashita Kisen Goshi Kaisha; 1918; *Short Bros.*; 5,347 tons; 400X52•4x28-5; 517 n.h.p.; triple-expansion engines. The steamship *Hokko Maru* was torpedoed and sunk by the U.S. submarine *Raton* on November 28th, 1943, 350 miles N. of Vanimo, New Guinea.

HOKO MARU

Nichiro Gyogyo K.K.; 1923; *Yokohama Dock Co.*; 1,504 tons; 250-5x37x19; 126 n.h.p.; triple-expansion engines. The steamship *Hoko Maru* was torpedoed and sunk by the U.S. submarine *Piluda* on March 20th, 1944, 100 miles N.E. of the Yap Islands.

HOKOKU MARU

Japanese Government, auxiliary cruiser; 1939; *Tama S.B. Co.*; 10,439 tons; 499-5x66-3x40-7; 2,490 n.h.p.; oil engines; six 6 in. guns, several m.g., 2 T.T., 2 aircraft. The liner *Hokoku Maru* was taken over by the Japanese government on its entering the Second World War in December, 1941. The ship was given the dual duties of commerce raider and supply ship to the flotilla of five large submarines operating in the Indian Ocean. These tasks she shared with her consort, the *Aikoku Maru*.

In April, 1942, the whole force of seven vessels left Penang for a rendezvous S. of Madagascar. The submarines wrought havoc among Allied shipping, but the auxiliary cruisers did little to distinguish themselves.

On November 11th, when cruising in company in lat. 19° 45' S., long. 92° 40' E., they fell in with the Dutch tanker *Ondina*, Capt. W. Horsman, one 4 in. gun, escorted by the Indian minesweeper *Bengal*, Lt. Cdr. W. J. Wilson, R.I.N., 733 tons. The two Japanese vessels opened fire at a range of 3,500 yards, the time being just after 12 noon. The fairly close range gave the minesweeper's small 12 pdr. gun an opportunity to hit, and she sent several shells into the *Hokoku Maru* which caused an explosion and set the raider on fire. The 4 in. gun of the *Ondina*, which had a mixed gun crew of three Royal Artillerymen, three Royal Naval gunners and a Dutch merchant navy gun-layer, also scored a number of hits on both Japanese ships.

Despite their heavy armament of 6 in. guns the Japanese failed to benefit. Their gunnery was indifferent, and although they struck the tanker's bridge, killing Capt. Horsman, and scored two hits with torpedoes they did not destroy the ship. Finally, when all their ammunition was expended, the tanker's crew took to the boats, which the Japanese machine gunned, killing the chief engineer and several men.

The four combatants became widely scattered, and the *Bengal* had received several hits which compelled her to withdraw from the action. The *Hokoku Maru* was heavily on fire, and had suffered considerable damage from a second explosion which caused her to sink later. Those on board the *Bengal* believed the *Ondina* to have sunk, while the latter vessel's crew, having got back on to their own

badly damaged ship after the *Aikoku Maru* had steamed away, believed the *Bengal* to have sunk. The Japanese, for their part, thought that both Allied ships had sunk.

Some days later the *Bengal* reached Colombo, and the *Ondina* reached Fremantle.

The action had ended in an outstanding victory for the small Indian minesweeper and her Dutch charge. They had engaged two fast and heavily armed raiders, equipped with all modern devices, and had sunk one of them in a straightforward ship to ship action. In addition to this achievement they had managed, despite their shattered condition, to voyage hundreds of miles of ocean and come safely to harbour.

HOKOKU MARU

Hinode Kisen K.K.; 1936; *Tsurumi Seitetsu Zosen K.K.*; 1,274 tons; 217-8x35-7x18-5; triple-expansion engines. The steamship *Hokoku Maru* was sunk by U.S. carrier-based aircraft on July 14th, 1945, in the Tsugaru Strait.

HOKUAN MARU

Dairen Kisen K.K.; 1938; *Tama S.B. Co.*; 3,712 tons; 350-7X 50-2x24-5; 453 n.h.p.; oil engines. The motor vessel *Hokuan Maru* was torpedoed and sunk by the U.S. submarine *Flasher* on February 14th, 1944, W. of Mindoro, Philippines.

HOKUHI MARU

Japanese Government; 1,500 tons. The steamship *Hokuhi Maru* was bombed and sunk by U.S. land-based aircraft on March 2nd, 1945, 50 miles W. of Changhua, Formosa.

HOKUREI MARU

Toa Kaiun K.K.; 1924; *Yokohama Dock Co.*; 2,407 tons; 274-5x41-5x22-8; triple-expansion engines. The steamship *Hokurei Maru* was sunk by U.S. carrier-based aircraft on October 18th, 1944, 25 miles N.W. of Laoag, Philippines.

HOKUROKU MARU

Osaka Shosen K.K.; 1930; *Mitsubishi Zosen Kaisha*; 8,359 tons; 446x60-5x40-7; 1,495 n.h.p.; oil engines. The motor vessel *Hokuroku Maru* was torpedoed and sunk by the U.S. submarine *Lapon* on March 18th, 1944, 300 miles S.E. of Hong Kong.

HOKURYU MARU

Kitta Nippon Kisen K.K.; 1917; *Osaka Ironworks*; 4,378 tons; 345x49x28-2; 390 n.h.p.; triple-expansion engines. The Japanese ship *Hokuryu Maru* went ashore on December 20th, 1944, on Tembai Island during a storm.

HOKURYU MARU No. 23

1,550 tons. The *Hokuryu Maru No. 23* was sunk by U.S. carrier-based aircraft on July 14th, 1945, off Hakodate.

HOKUSEI MARU

Ogawa Gomei Kaisha; 1918; *Uraga Dock Co.*; 1,394 tons; 200 x 32x22-9; 106 n.h.p.; triple-expansion engines. The steamship *Hokusei Maru* was sunk by war causes on September 22nd, 1943, in the Sea of Okhotsk.

HOKUSEI MARU

Hinode Kisen K.K.; 1918; *Uraga Dock Co.*; 1,284 tons; 228X 33x16-3; triple-expansion engines. The steamship *Hokusei Maru* was bombed and sunk by U.S. land-based aircraft on July 29th, 1945, off Pusan, Korea.

HOKUSHIN MARU

Nippon Suisan K.K.; 1920; *Osaka Iron Works*; 5,819 tons; 407-2x50-8x30; triple-expansion engines. The *Hokushin (Hokusin) Maru* was torpedoed and sunk by the U.S. submarine *Lagarto* on June 30th, 1945, in the South China Sea.

HOKUSHO MARU

Kita Nippon Kisen K.K.; 1937; Uraga Dock Co.; 4,211 tons; 359-3x49-1x28-9; 350 n.h.p.; compound engines & L.P.

turbine

The steamship *Hokusho (Hokusyo) Mam* was torpedoed and sunk by the U.S. submarine *Narwhal* on September 11th, 1943, off Nauru Island.

HOKUSUIMARU

Amakasu Sengyo Kisen K.K.; 1898; Russell & Co.; 3,945 tons; 344 '9x49-8x17-8; 346 n.h.p.; triple-expansion engines. The *Hokusui Mam* sank on March 6th, 1945, at Fukushima, Hokkaido, during a storm.

HOKUTAIMARU

Kitagawa Sangyo Kaiun K.K.; 1918; Harland & Wolff; 5,220 tons; 400-4x52-3x28-4; 518 n.h.p.; triple-expansion engines. On March 30th, 1944, the steamship *Hokutai Mam* was attacked by U.S. carrier-based aircraft and sunk off Babelthuap, Palau Islands.

HOKUTOMARU

Sadao Sato; 1896; C. S. Swan & Hunter; 3,045 tons; 310 X 42x16-8; 254 n.h.p.; triple-expansion engines. Carrying coal from Otaru to Yokkaichi the steamship *Hokuto Maru* was wrecked on November 28th, 1928, off Fukuyama.

HOKUTOMARU

Nippon Yusen K.K.; 1923; Hakodate Dockyard Co.; 2,270 tons; 270X40-8x24; 189 n.h.p.; triple-expansion engines. The steamship *Hokuto Maru* struck a mine and sank on March 4th, 1943, off Hakodate.

HOKUTOMARU

Heian Kisen Goshi Kaisha; 1923; Hakodate Dockyard Co.; 2,270 tons; 270X40-8x24; 189 n.h.p.; triple-expansion engines. The Japanese steamship *Hokuto Maru* was the first victim of a "wolf pack" raid by U.S. submarines into the Sea of Japan. The flotilla of nine submarines was commanded by Comdr. E. T. Hydeman, U.S.N., in the *Sea Dog*, and left Guam on May 27th, 1945. By June 9th the submarines were at their stations ready to begin their attacks. Between June 9th and 20th they sank 27 small cargo steamers, all of which were of less than 3,000 tons gross.

The *Hokuto Maru* was torpedoed and sunk off the N. coast of the island of Honshu on June 9th, by the submarine *Creville*.

Of the American submarines which took part in the raid, only one, the *Bonfish*, was lost. She was also the last U.S. submarine to be lost in the war.

HOKUYO MARU

Kita Nippon Kisen K.K.; 1936; Uraga Dock Co.; 4,216 tons; 357x49-2x28-9; 350 n.h.p.; compound engines. The steamship *Hokuyo Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

HOKUYO MARU

Kyodo Kaiun K.K.; 1919; Nitta Kisen K.K.; 1,590 tons; 240X36x20-9; 111 n.h.p.; triple-expansion engines. The steamship *Hokuyo Maru* was torpedoed and sunk by the U.S. submarine *Herring* on May 31st, 1944, off the Kurile Islands.

HOKUZANMARU

Japanese Government; 1,329 tons. The steamship *Hokuzan Maru* was formerly the Norwegian *Ngow Hock*, seized by the Japanese at Hong Kong in December, 1941. She was bombed and sunk by U.S. land-based aircraft on October 26th, 1943, off Hoihow, Formosa.

HOLCOMBE

British Navy, destroyer; 1941; Vickers Armstrong; 1,025 tons; 272-5x28-2x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in.A.A. guns, 8 smaller. The destroyer *Holcombe*, Lt. F. M. Graves, was torpedoed and sunk by the German submarine *U-593* off Bougie on December 12th, 1943. Two officers and 80 ratings were killed and six officers wounded.

HOLDER

United States Navy, destroyer; 1944; United States; 1,200 tons; 306x36-9x—; 6,000 s.h.p.; 21 knots; turbine engines; three 3 in. guns, two 40 mm.A.A., four 20 mm.A.A., three T.T. The United States destroyer *Holder* was bombed and sunk by German aircraft in the Mediterranean on April 11th, 1944. The vessel carried a complement of 220.

HOLLAND

Nederlandsche Stoomboot Maatschappij; 1878; Nederlandsche Stoomb. Maats.; 726 tons; 216-5x28-6x13-8; 88 n.h.p.; compound engines.

The Dutch steamship *Holland* was wrecked in the Nieuwe Waterweg, Rotterdam, on January 28th, 1901. Fifteen of the crew were drowned.

HOLLAND

Miller & Richards; 1906; W. Doxford & Sons; 3,828 tons; 350-3x50-1x22-4; 292 n.hp.; triple-expansion engines. The British cargo ship *Holland* sank after a collision off Hythe on November 24th, 1916, while on a voyage from the Tyne to St. Nazaire carrying a cargo of coal.

HOLLANDMARU

Kawasaki Kisen K.K.; 1920; Kawasaki Dockyard Co.; 5,870 tons; 385x51x36; 437 n.h.p.; triple-expansion engines. The Japanese steamship *Holland Maru* was torpedoed and sunk by the U.S. submarine *Trigger*, Lt. Cdr. R. S. Benson, U.S.N., off Tokyo Bay on October 17th, 1942.

HOLLANDER

Sleepdienst Hoek van Holland; 1898; J. P. Rennoldson & Sons; 177 tons; 102-2x21-8x11-7; 75 n.h.p.; triple-expansion engines.

The Dutch tug *Hollander* was sunk in a collision with the steamship *James Westoll* off Dungeness at 3 a.m. on August 17th, 1904. All her crew were drowned except one man who managed to jump aboard the *James Westoll*.

HOLLANDIA

F. Sternhagen; 1912; Goteborgs N.V. Aktieb.; 1,115 tons; 221-6x35-1x13-7; 131 n.h.p.; triple-expansion engines. The Swedish cargo ship *Hollandia* was torpedoed and sunk by a German submarine in the North Sea on March 31st, 1916.

HOLLANDIA

Hellenic Lines; 1911; Schiffswerft v. H. Koch; 1,759 tons; 278 X 39 • 2 X 17 • 9; 209 n.h.p.; triple-expansion engines. The Greek steamship *Hollandia* was bombed, set on fire and sunk by German aircraft on April 27th, 1941, near Hermioni, during the invasion of Greece.

HOLLINGTON

F.S.Holland; 1912; Northumberland Shipbuilding Co.; 4,221 tons; 380x49x26-4; 372 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Hollington* was torpedoed and sunk by a German submarine 14 miles S. of the Faroe Islands on June 2nd, 1917. Thirty men, including the captain, were killed.

HOLLYHOCK

British Navy, corvette; 1940; Henry Robb; 925 tons; 193 X 32x16; 2,750i.h.p.; 17 knots; quadruple-expansion engines; one 4 in.A.A. gun, several smaller.

The corvette *Hollyhock*, Lt. Cdr. T. E. Davies, O.B.E., R.N.R., was bombed and sunk by Japanese aircraft E. of Ceylon on April 9th, 1942. Lt. Cdr. Davies, one officer and 46 ratings were killed.

HOLME FORCE

West Coast Shipping Co.; 1930; Goole S.B. & R. Co.; 1,216 tons; 216x34-2x —; 144 n.h.p.; triple-expansion engines. The steamship *Holme Force*, on a voyage from the Tyne to Devon-port, was torpedoed and sunk by a German motor torpedo boat on August 8th, 1940, eight miles off Newhaven. Three of her crew and three gunners were killed.

HOLMELEA

HOLMELEA

Cliff side Shipping Co.; 1928; Sir John Priestman & Co.; 4,223 tons; 365x51-5x25-1; 375 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Holmelea*, Capt. J. R. Potts, was torpedoed and sunk by a German submarine on February 28th, 1941, about 280 miles due W. of Erris Head, Co. Mayo. Twenty-eight men, including Capt. Potts, were killed.

HOLMESIDE

George Pyman & Co.; 1901; W. Gray & Co.; 3,833 tons; 346-6 X 49 - 7 X 25 - 6; 322 n.h.p.; triple-expansion engines. The British cargo ship *Holmeside* was wrecked on Mogotes Point, near Cape Corrientes, on August 26th, 1913. She was carrying a cargo of patent fuel on a voyage from Newport to Puerto Militar.

HOLMGLEN

Holm Shipping Co.; 1956; Bodewes Scheepswerven; 485 tons; 148-5x28-3x10-9; 9 knots.

The motorship *Holmglen*, Capt. E. J. E. Regnaud, left Dunedin, New Zealand on November 23rd, 1959, with 300 tons of general cargo. She put in to Oamam next day and loaded further cargo, sailing at 3.45 p.m. for Wanganui. She carried a crew of 15.

At 9.12 p.m. on the 24th the Radio Stations at Taiaroa Head and Wellington picked up distress signals from her stating that she had a heavy list to port and that she was about to launch her boats. At the time the message was received there was a strong southerly wind and a moderate sea.

In response to the *Holmglen's* distress signal two naval launches, followed by a number of other craft at once put to sea, but failed to find any trace of the missing vessel. At daylight a large quantity of oil was observed by the *Holmburn* of the same company. This ship was using an echo-sounder by means of which she located the hull lying at a depth of 30 fathoms, at a spot 22 miles E.S.E. of Timaru.

This was reported to the authorities and divers of the New Zealand Navy were sent down to make an examination. They found the vessel lying on an even keel, but could discover nothing which would indicate the reason for her sinking.

HOLMSIDE

Burnett S.S. Co.; 1930; Cowpen Dry Dock & Shipbuilding Co.; 3,433 tons; 338x48x22-4; 298 n.h.p.; 10-5 knots; quadruple-expansion engines.

The steamship *Holmside* was torpedoed and sunk by a German submarine on July 19th, 1941, roughly 400 miles S.W. of Cape Blanco. Twenty-one of her crew were killed outright. The 16 survivors, nearly all injured, put off on three rafts, the boats being unusable, and after drifting about for five days without food or water and, in some cases, having had the clothing blown from their bodies, were picked up by the Portuguese steamship *Saudades* and taken to Lisbon. Later Capt. Manuel Rainho, of the *Saudades*, when offered payment by the British Consul at Lisbon for the clothing and other necessities which he had provided declined to accept it, stating that what he had done repaid in some measure the kindness vouchsafed to himself when picked up by a British ship after being torpedoed during the First World War.

HOLMWOOD

W. France Fenwick & Co.; 1902; Northumberland S.B. Co.; 1,327 tons; 230x36x15; 159 n.h.p.; triple-expansion engines. The British cargo ship *Holmwood* sank after a collision off Orfordness on January 5th, 1910, while on a voyage from the Tyne to London carrying a cargo of coal.

HOLTENAU

German Government; 1931; Smiths Dock Co.; 4,102 tons; 366-4x52x24-7; 368 n.h.p.; triple-expansion engines. The steamship *Holtenu* was formerly the British *Dulwich*, which was run ashore at Dunkirk with a damaged rudder in June, 1940, and subsequently taken over by the Germans. On October 17th, 1942, she was bombed and sunk by British aircraft N.E. of Calais.

HOLYHEAD

London & North Western Railway Co.; 1883; R. Duncan & Co.; 842 tons; 300-2x33-1x12-1; 280 h.p.; compound engines. The cattle steamship *Holyhead* collided with the German barque

Alhambra at midnight on October 31st, 1883. Both vessels sank. The collision took place in the Irish Sea between Dublin and Holyhead, and 15 persons were drowned, two from the *Holyhead* and 13 from the *Alhambra*.

HOLYROOD

Raeburn & Verel; 1889; R. Duncan & Co.; 2,714 tons; 300-4X 40-1x25-1; 214 n.h.p.; quadruple-expansion engines. The British cargo ship *Holyrood* sank after a collision about 175 miles west of the Fastnet on March 28th, 1902, in fog. She was on a voyage from Portland, Me., to London carrying a general cargo.

HOLYSTONE

Northumbrian Shipping Co. (Common Bros); 1927; Short Bros.; 5,462 tons; 397-4x54x28-6; 332 n.h.p.; 11 knots; compound engines.

The British cargo ship *Holystone* sailed in ballast from Oban on February 10th, 1941, for Halifax, N.S. She was last reported in the Atlantic on February 14th, but no subsequent information was received. The ship carried two passengers in addition to her crew of 36 and two gunners.

HOLYWELL

Tyzack & Branfoot; 1896; J. L. Thompson & Sons; 3,300 tons; 350 x45x16-2; 288 n.h.p.; triple-expansion engines. The British cargo ship *Holywell* sank after a collision off Newark Light on February 21st, 1903. She was on a voyage from Middlesbrough, via London, to Delagoa Bay carrying a general cargo.

HOMER

Dick & Page; 1881; J. Readhead & Co.; 1,308 tons; 250x 34-2x17-4; 151 n.h.p.; compound engines. The steamship *Homer* was involved in a collision with the Russian barque *Hopper* off Spurn Head, Yorkshire, on February 15th, 1901. Sixteen of the crew were drowned.

HOMESTEAD

United States Shipping Board; 1919; Federal S.B. Co.; 6,629 tons; 395-5x55x31-4; 619 n.h.p.; turbine engines. Sailing from Calcutta to Bombay and New York the *Homestead* encountered heavy weather off the Malabar coast and foundered on July 21st, 1927.

HOMESTEAD

U.S. War Shipping Administration; 1945; Kaiser Co. Inc.; 10,448 tons; 504x68-2x39-2; turbine engines. While at Jacksonville with a cargo of gasoline the American tanker *Homestead* was struck by lightning on August 5th, 1946. Fire broke out and burned for eight days.

HONAN MARU

Nippon Seitetsu; 5,401 tons. The steamship *Honan Mam* was torpedoed and sunk by the U.S. submarine *Whale* on April 9th, 1944, 75 miles west of Sasebo, Japan.

HONAN MARU

Japanese Government; 1920; Sir J. Laing & Sons; 5,647 tons; 400x52-4x28-4; 517 n.h.p.; triple-expansion engines. The tanker *Honan Maru* was formerly the British *War Sirdar*, bombed and run ashore near Batavia on February 28th, 1942, and subsequently repaired by the Japanese. She was torpedoed and sunk by the U.S. submarine *Bluegill* on March 28th, 1945, off Camranh Bay, Indo-China.

HONESTAS

Soc. Anon, di Nav. Mare Nostrum; 1920; F. Schichau; 4,959 tons; 374-6x51-4x31-5; 357 n.h.p.; turbine engines. The Italian steamship *Honestas* was torpedoed and sunk by a British submarine on December 14th, 1942, 27 miles from Cap Bon.

HONFLEURAISE

Soc. Navale Caennaise; 1923; S. P. Austin & Son; 1,782 tons; 260x37'-5x17'-5; 206 n.h.p.; triple-expansion engines. The French steamship *Honfleuraise* was bombed and sunk by German aircraft in June, 1940, in the River Gironde.

HONG KHENG

Ho Hong S.S. Co.; 1903; Reihersteig Schiffs. & Masch. Fabrik; 6,167 tons; 415 - 8 X 50 - 4 X 28 - 1; triple-expansion engines. The British steamship *Hong Kheng* was wrecked on July 19th, 1947, at Chilang Point in 22° 39' N., 115° 34' E. She was carrying passengers on a voyage from Rangoon to Swatow.

HONG KONG

Watts, Milburn & Co.; 1871; Mitchell; 1,881 tons; 290-4X 35-3x25-4; 200 n.h.p.; 10 knots; compound engines. The steamship *Hong Kong*, Capt. W. G. Conley, left Gravesend on January 24th, 1875, bound for Japan, and reached Port Said on February 10th. On clearing from the last named place she had on board 49 persons, of whom nine were passengers, with 2,400 tons of general cargo including 300 tons of gunpowder.

On the morning of February 22nd she struck a submerged rock not shown on Admiralty charts, off Abdel Kuri, near Socotra, and foundered. The boats were got out and everybody was safely transferred to them when, unfortunately, the first officer's boat capsized, drowning all its 12 occupants, including a lady passenger and her five children. The remainder of the shipwrecked people came safely to shore.

HONG KONG

Peninsular & Oriental S.N. Co.; 1889; Caird & Co.; 3,174 tons; 349 - 4x42 - 1x26 - 5; 450 h.p.; triple-expansion engines. The British steamship *Hong Kong* was wrecked on Azalea Rock in the Red Sea on December 5th, 1890. She was on a voyage from Shanghai to London carrying a general cargo.

HONG MOH

Ho Hong S.S. Co.; 1881; C. Connell & Co.; 3,954 tons; 400X 42-1x30-1; 560 n.h.p.; triple-expansion engines. The British steamship *Hong Moh*, on a voyage from Singapore to Arroy with some 1,100 Chinese passengers, was wrecked on March 3rd, 1921, on White Rocks, Lamock Island, off Swatow, in a storm. The British warship *Foxglove* and the light cruiser *Carlisle* went to her assistance and *Foxglove* took off 28 men but the worsening weather made further rescue impossible until Capt. Evans of the *Carlisle* swam to the wreck carrying a line. By this means a further 230 persons were saved.

HONGKONG MARU

Toa Kaiun K.K.; 1935; Mitsubishi Jukogyo K.K.; 2,797 tons; 298-5x44-9x25-3; 367 n.h.p.; turbine engines. The transport *Hongkong Maru* was sunk by war causes on June 21st, 1943, off Formosa.

HONOMU

Matson Nav. Co.; 1919; Skinner & Eddy Corp.; 6,977 tons; 409-6x54-2x27-1; 359 n.h.p.; triple-expansion engines. The American steamship *Honomu*, on a voyage from Philadelphia to Murmansk, was torpedoed and sunk by a German submarine on July 5th, 1942, in the Barents Sea. The captain and 18 men were taken on board the submarine and 21 others were picked up and landed in Russia.

HONTESTROOM

N.V. Hollandsche Stoomv. Maats.; 1921; N.V. Haarlemsche Scheepsbouw Maats.; 1,857 tons; 265-5x37-2x20-2; 203 n.h.p.; triple-expansion engines. Sailing from Liverpool to Reykjavik with coke, the Dutch ship *Hontestroom* went ashore on March 15th, 1943, on Skage Reef, Iceland, and became a total loss.

HOOD

British Navy, battle cruiser; 1919; John Brown & Co.; 42,100 tons; 860-6x105-2x31-5; 144,000 s.h.p.; 31 knots; turbine engines; Yarrow boilers; eight 15 in. guns, twelve 5-5 in., eight 4 in., 15 m.g., 4 T.T.

The loss of the *Hood* added another name to the list of battle cruisers—the disastrous records of which appear with such frequency on the pages of modern naval history—which met with sudden and overwhelming destruction when in action. The *Hood* was the last of her type to be built, and she was launched in August

1918. She was the largest warship afloat, having a displacement of 42,100 tons and a complement of 1,341.

In May, 1941, *Hood* was the flagship of Vice-Admiral L. E. Holland, C.B., and was commanded by Capt. R. Kerr, C.B.E. On the 22nd of the month the German battleship *Bismarck*, accompanied by the 8 in. gun cruiser *Prinz Eugen*, put to sea from Bergen. Dispositions were at once made to prevent the enemy ships from escaping into the Atlantic and harrying the convoys. The heavy cruisers *Norfolk* and *Suffolk* were detailed to watch the Denmark Strait, between Iceland and Greenland, and on the evening of the 23rd they sighted the German ships steaming very fast on a south westerly course along the edge of the icefield. Despite poor visibility, at times reduced by mist and snow squalls to little more than one mile, the two British cruisers successfully shadowed the enemy until morning when the *Hood*, accompanied by the new battleship *Prince of Wales*, engaged the *Bismarck* with such good effect that she was seen to be on fire.

Shortly after this, when everything pointed to a rapid and successful conclusion to the action the *Bismarck* fired a salvo at extreme range (approximately 23,000 yards) and scored a hit upon the *Hood*. The battle cruiser must have been struck in a vital spot, probably in the neighbourhood of a magazine, for she blew up with a tremendous explosion.

An eye witness on the *Prince of Wales*, only a few hundred yards away from the *Hood*, states that at the moment both sides were steaming on opposite courses approaching each other. Firing had just recommenced when shells from the *Bismarck* appeared to fall just ahead of the *Hood's* after 15 in. gun turret. There was an immediate burst of flame accompanied by thick black smoke. Meanwhile *Hood* continued to fire and her speed in no way diminished, when a sheet of flame suddenly enveloped her and she disintegrated. Parts of masts, funnels and other portions of her superstructure were hurled upwards and she disappeared, going down stern first.

Of her complement of 1,341 only one midshipman and two ratings were picked up by one of the escorting destroyers.

A full description of the engagement is given under the *Bismarck*, which was sunk three days later.

HOPOE

Cork S.S. Co.; 1868; Barclay, Curie & Co.; 1,297 tons; 236-6x31-6x16-8; 150 h.p.; triple-expansion engines. The British cargo ship *Hoopoe* sank after a collision off the Cornish coast on November 29th, 1888, while carrying a general cargo on a voyage from Liverpool to Antwerp.

HOP

A/SDISFro; 1916; Boele's Scheepsbouw; 1,365 tons; 239 - 6 X 36-1x16-8; 138 n.h.p.; triple-expansion engines. The Norwegian steamship *Hop* left Bergen on February 3rd, 1940, for the Tyne, with a crew of 18, but was not seen again.

HOPECASTLE

Novocastria Shipping Co.; 1937; Swan, Hunter & Wigham Richardson; 5,178 tons; 418-9x57-4x25-6; 688 n.h.p.; oil engines.

The motorship *Hopecastle*, on a voyage from Cochin to Liverpool, was torpedoed and sunk by a German submarine on October 28th, 1942, off the Canary Islands. Three of her crew and two gunners were killed.

HOPEDALE

Mrs. D. M. Laing; 1895; W. Doxford & Sons; 1,746 tons; 280X38x18-4; 175 n.h.p.; triple-expansion engines. The British cargo ship *Hopedale* sank after a collision off St. Catherine's Point on July 24th, 1908, in dense fog while on a voyage from Sunderland to Bordeaux carrying a cargo of coal.

HOPEFUL

F.H. Powell & Co.; 1888; Ailsa S.B. Co.; 1,215 tons; 231 - 2x 33 - 2x16 - 9; 98 n.h.p.; triple-expansion engines. The British cargo ship *Hopeful* sank after a collision off the Long-ships on February 13th, 1903, while on a voyage from Liverpool to London carrying a general cargo.

HOPELYN

Stamp, Mann & Co.; 1918; Swan, Hunter & Wigham Richardson; 2,348 tons; 285 - 3 X 41 - 5 X 19 - 1; 249 n.h.p.; triple-expansion engines.

The British cargo ship *Hopelyn* was wrecked on Scroby Sands on October 19th, 1922, while on a voyage from the Tyne to London carrying a cargo of coal.

HOPESTAR

Wallsend Shipping Co.; 1936; Swan, Hunter & Wigham Richardson; 5,627 tons; 416-8x57-4x27; 400 n.h.p.; 12 knots; turbine engines.

The cargo steamship *Hopestar*, Capt. F. H. Dufton, left the Tyne on November 2nd, 1948, for Philadelphia in ballast. She carried a crew of 40 all told. In addition to her ordinary cargo-carrying duties the vessel was a weather reporting ship, sending news to the Air Ministry in London on her trips across the Atlantic.

On this, her last voyage, she radioed the company's agents in Philadelphia on the 14th from lat. 42° N., long. 57° W., saying that she had sustained damage to her deep tank owing to heavy weather. This was the last news received from her.

There was a constant stream of ships on the northern route but none reported sighting her, and on December 31st she was posted missing.

HOPETARN

Clive Shipping Co.; 1939; Swan, Hunter & Wigham Richardson; 5,231 tons; 418-9x57-4x25-6; 688 n.h.p.; oil engines.

The motorship *Hopetarn*, homeward bound from Calcutta, was torpedoed and sunk by a submarine on May 29th, 1943, about 400 miles E. of Durban. Six of her crew and one gunner were killed.

HORAI MARU

Osaka Shosen K.K.; 1912; W. Denny & Bros.; 9,192 tons; 451 X 60x37-4; 1,378 n.h.p.; quadruple-expansion engines.

The steamship *Horai Mam* was sunk by gunfire from Allied warships and bombs from aircraft on March 1st, 1942, in the Sunda Strait.

HORAI MARU

Toho Risen K.K.; 1916; Osaka Iron Works; 3,198 tons; 305 X 43-9x27-3; 288 n.h.p.; triple-expansion engines. The steamship *Horai Mam* was bombed and sunk by U.S. carrier-based aircraft on October 10th, 1944, 50 miles S. of Naha, Okinawa Island.

HORAIZAN MARU

Tsurumaru Hiroto; 1920; Teikoku S.S. Co.; 1,999 tons; 270 x 39 x 23 - 9; 256 n.h.p.; triple-expansion engines.

The steamship *Horaihan Maru* was torpedoed and sunk by the U.S. submarine *Silver sides* on May 29th, 1944, about 50 miles N.W. of Saipan Island, Ladrone Islands.

HORATIO

T. Wilson, Sons & Co.; 1896; Furness, Withy & Co.; 3,197 tons; 330 X 43x26-7; 265 n.h.p.; triple-expansion engines.

The British cargo ship *Horatio* was wrecked in Muros Bay, near Cape Villano, on April 21st, 1904, while on a voyage from Odessa to Hull carrying a cargo of wheat.

HORDA

A/S J. Ludwig Mowincke Vs Rederi; 1920; W. Gray & Co.; 4,301 tons; 380-1x53-5x24-1; 413 n.h.p.; triple-expansion engines.

The Norwegian ship *Horda* left the River Mersey for Halifax on March 17th, 1941, was reported on March 23rd, but was not seen again. She was considered to have been sunk by a submarine on about March 24th approximately 1,000 miles W. of the Bishop Rock.

HOREI MARU

Toa Kaiun K.K.; 5,588 tons.

The steamship *Horei Maru* was torpedoed and sunk by the U.S. submarine *Fogy* on February 23rd, 1944, about 200 miles W. of Iwojima Island.

HORN SHELL

Anglo-Saxon Petroleum Co.; 1931; Deutsche Werft A.G.; 8,272 tons; 456-1x62-1x34; 4,000 i.h.p.; 12-5 knots; oil engines.

The motor tanker *Horn Shell*, Capt. A. McDougall, was torpedoed and sunk by a German submarine on July 26th, 1941, about midway between Madeira and the Azores. Seventeen men were killed. Capt. MacDougall was among the survivors.

HORNET

United States Navy, aircraft carrier; 1940; Newport News S.B. & D.D.Co.; 20,000 tons; 809-5x83-2x21-7; 120,000 s.h.p.; 34 knots; turbine engines; Babcock & Wilcox boilers; eight 5 in. guns, 32 smaller, 85 aircraft.

The aircraft carrier *Hornet* formed part of an American naval force under Rear-Admiral T. C. Kinkaid operating in the waters around the island of Guadalcanal on which U.S. troops had landed in August, 1942. The squadron comprised one battleship, two aircraft carriers, three heavy cruisers, two anti-aircraft cruisers and 14 destroyers. On October 26th, Japanese naval forces converged upon Guadalcanal in three groups, the first group comprising an aircraft carrier and a few lighter ships; the second, two battleships, one heavy cruiser and seven destroyers, and the third, two aircraft carriers and some lighter ships. Despite the odds against him Admiral Kinkaid interposed his squadron between the Japanese and the island. The *Hornet* sent up two waves of bombers, and her sister ship, the *Enterprise*, one wave. The *Hornet* succeeded in scoring four hits with 1,000lb. bombs on one carrier of the third enemy group with its first wave, and two heavy cruisers and a destroyer in another group were hit by the second wave. The planes from the *Enterprise* after a fight with Japanese planes located the enemy battleship group and bombed, but did not sink, one battleship.

In the meantime the two American carriers sustained a fierce attack by Japanese planes. The *Hornet* was hit by a big bomb and petrol on board caught fire and seriously damaged the signal bridge. Two hours later, when the fire had been got under, the enemy put in an attack by torpedo bombers and the *Hornet* was hit by two torpedoes. The ship was disabled and again caught fire from bomb hits and a crashing Japanese plane. She was taken in tow by the cruiser *Northampton* which took off all the wounded.

The battle had begun early in the morning and it was now afternoon with many hours of daylight still to run. The Japanese were able, therefore, to locate the damaged carrier again before dark and to make a third attack upon her with torpedo and dive bombers. Her hopes of survival against this attack were slender indeed and it was decided to take off the remainder of the crew and to sink the vessel.

The *Hornet* carried a complement of 2,170, of whom by far the greater proportion were saved.

The *Enterprise* received several hits but was able to continue at sea.

In this sea-air action, which was known as the battle of Santa Cruz Island, the enemy attacked with about 180 planes, losing 56 by anti-aircraft fire and about 50 by aerial combat. Of this number the *Hornet* was credited with bringing down 50. The American loss, in addition to the *Hornet* and 74 planes, was the destroyer *Porter*. No Japanese ships were sunk though many were damaged.

HORSA

Herskind & Co.; 1894; W. Gray & Co.; 2,949 tons; 314x 40-5x21-3; 256 n.h.p.; triple-expansion engines.

The British ship *Horsa* was torpedoed and sunk by a submarine on April 30th, 1917, 195 miles south-west by west from the Fastnet. The captain and 10 of the crew were killed. A gunner was taken prisoner.

HORSEFERRY

Gas Light & Coke Co.; 1930; J. Crown & Sons; 951 tons; 217 x 32 x 13'5; 115 n.h.p.; 9 knots; triple-expansion engines. The collier *Horseferry*, Capt. L. B. Anderson, was torpedoed and sunk by a German motor torpedo boat on March 11th, 1942, near Smith's Knoll. Eleven men were killed. Capt. Anderson was among the survivors.

HORSTED

Stephenson Clarke & Co.; 1936; *Burntisland Shipbuilding Co.*; 1,670 tons; 256x37-5x16-4; 197 n.h.p.; 10 knots; triple-expansion engines.

The collier *Horsted*, Capt. M. Hunter, was torpedoed and sunk by a German submarine off the Humber on December 4th, 1939. Five men were killed. Capt. Hunter was among the survivors. The *Horsted* was in convoy at the time.

HORTA

Portuguese Government; 1892; *Caird & Co.*; 3,472 tons; 348-9x42x26-2; 398 n.h.p.; triple-expansion engines. The German steamship *Schaumburg* was requisitioned by the Portuguese Government and renamed *Horta*. Subsequently she was torpedoed and sunk by a submarine in the Mediterranean on July 8th, 1918.

HOSANGER

Westfal-Larsen & Co. A/S; 1911; *Bergens Mek. Verksted*; 1,591 tons; 244-6x37-7x15-6; 138 n.h.p.; triple-expansion engines.

The Norwegian steamship *Hosanger* was torpedoed and sunk by a German submarine on January 27th, 1940, 15 miles S.E. of Copinsay Light. Seventeen of her crew were lost.

HOSEN MARU

Alcohol Yuso; 1,039 tons.

The Japanese ship *Hosen Mam* was torpedoed and sunk by the U.S. submarine *Blenny* on March 20th, 1945, off Swatow.

HOSHI MARU

Japanese Government; 1905; *Napier & Miller*; 2,853 tons; 314-1x41-9x13-3; triple-expansion engines. The steamship *Hoshi Maru* was formerly the Panamanian *Foch*, seized by the Japanese at Yokohama in December, 1941. On July 25th, 1945, she struck a mine and sank off Osaka.

HOSHI MARU No. 11

Yamashita Kisen K.K.; 1,944 tons.

The Japanese ship *Hoshi Maru No. 11* was bombed and sunk by U.S. carrier-based aircraft on March 1st, 1945, 354 miles E. of Naha, Okinawa Island.

HOSHIN MARU

1,000 tons.

The *Hoshin Maru* was bombed and sunk by U.S. land-based aircraft on July 25th, 1944, at Kitchioh, China.

HOSTE

British Navy, destroyer; 1916; *CammellLaird & Co.*; 1,666 tons; 325x31x10; 36,000 s.h.p.; 34 knots; turbine engines; *Yarrow boilers*; four 4 in. guns, 3 smaller, 4 T.T.

The destroyer *Hoste* was in collision with the destroyer *Negro*, 1,025 tons, during very bad weather in the North Sea on December 21st, 1916. The damage to both vessels was so extensive and the seas so heavy that both foundered. *Hoste* had an official complement of 116.

HOSTILE

British Navy, destroyer; 1936; *Scott's Shipbuilding Co.*; 1,340 tons; 323X33x8-5; 34,000 s.h.p.; 35-5knots; turbine engines; 3-drum boilers; four 4 - 7 in. guns, 7 smaller, 8 T. T. The destroyer *Hostile*, Lt. Cdr. A. F. Burnell-Nugent, D.S.C., played an important part in the first battle of Narvik, in which she was severely damaged. She was repaired and sent to sea a few weeks later but did not have a long career. On August 23rd, 1940, when off Cap Bon, Tunisia, she struck a mine and sank. Four ratings were killed and three were wounded.

HOTEN MARU

Dairen Kisen K.K.; 1928; *Mitsubishi Zosen Kaisha*; 3,974 tons; 360X46x28-5; turbine engines.

The steamship *Hoten Maru* was sunk by U.S. carrier-based aircraft on October 18th, 1944, about 40 miles N. of Luzon Island, Philippines.

HOULGATE

1903; *Chicago S.B. Co.*; 1,550 tons; 241x41x15-6; 97 n.h.p.; triple-expansion engines.

The French steamship *Houlgate*, formerly sailing under the American flag as the *John Lambert*, was shelled and sunk by a German submarine in the English Channel on November 22nd, 1916.

HOUN MARU

Toho Kisen K.K.; 1940; *Kawaminami Kogyo K.K.*; 1,917 tons; 271-6x40x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Houn Maru* was bombed and sunk by U.S. land-based aircraft on May 14th, 1943, off Bougainville.

HOUNSLOW

Watts, Watts & Co.; 1890; *W. Gray & Co.*; 2,902 tons; 314-6X 40-6x20-5; 235 n.h.p.; triple-expansion engines. The British cargo ship *Hounslow* was wrecked 20 miles north of Corinto in April, 1906. She was on a voyage from Acajutla to Ancon carrying a cargo of coffee.

HOUSATONIC

United States Navy, steam sloop-of-war; 1862; *U.S. Yard*; 1,240 tons; 207x38x16-9; 12 knots (approx.); two horizontal direct acting engines; two boilers; one 100 pdr. rifled gun, three 30pdr. rifled, one 12 pdr. rifled, one 11 in. smooth bore, two 24 pdr. howitzers, one 12 pdr. howitzer and two 33 pdr. smooth bore. The United States steam sloop-of-war *Housatonic* was the first warship to be sunk by a submarine. During the American Civil War the sloop formed one of the blockading squadron off Charleston, South Carolina. On February 17th, 1864, she was lying at anchor some two miles off Battery Marshall in the north channel entrance to Charleston Harbour, in 27 feet of water. The night was calm with bright moonlight, despite which the warship's lookouts did not see the submarine until she was within one hundred yards of them.

No such craft as a submarine had ever been seen before and the watch on deck at first mistook her for a large drifting log. By the time that they recognised her for what she was, she was too close for the *Housatonic's* guns to be depressed sufficiently to fire on her. A volley from small arms was discharged without effect, and the sloop slipped her cable and endeavoured to back away. The submarine however approached at right angles and struck her with a torpedo under water just abaft the mizzen mast.

The explosion which followed blew wreckage high above the masts, and the ship settled down immediately on a fairly even keel with her masts above water. Five of the crew were killed, the survivors taking refuge in the rigging, from which they were later taken off in safety.

The submarine which caused this destruction was the *H. L. Hunley*, which was built by Park & Lyons of Mobile, Alabama, to the designs of Lts. W. A. Alexander and G. E. Dixon of the Confederate Army Engineers. She was fashioned from a cylindrical iron steam boiler with tapered ends added, was not equipped with engines and carried a crew of nine. One man acted as helmsman and the remaining eight turned the hand-cranked propeller, which gave her a speed of four knots. She had ballast tanks at each tapered end which could be flooded or pumped dry by hand; iron weights were fastened to the underside of the hull and could be dropped by unscrewing the bolts from inside. She carried a mercury depth gauge and a compass. Light was provided by a single candle, the failing light of which gave warning of dwindling air supply. Two hollow pipes with stop cocks could be raised above water to admit air. Glass portholes in the coamings of the two manholes were used for sighting.

On two occasions the submarine sank, once in harbour when five men were drowned, and again at diving practice when Horace L. Hunley, who had introduced some improvements, and after whom the vessel was named, was drowned with a crew of seven. Originally the submarine towed the torpedo, but later she carried a Lee spar torpedo, to operate which it was necessary to have her manhole portholes showing above water.

The explosion which sank the *Housatonic* also sank the submarine which was either damaged by its own torpedo or was sucked under when the sloop sank. All the crew of nine were drowned.

HOUSATONIC

HOUSATONIC

Anglo-American Oil Co.; 1893; Naval Construction & Armament Co.; 4,041 tons; 347-4x45-6x27-2; 345 n.h.p.; triple-expansion engines.

The British tanker *Housatonic* struck a rock and sank on January 5th, 1908, off Maiden Rocks near Larnie. She was on a voyage from Barrow to New York.

HOUSTON

United States Navy, heavy cruiser; 1929; Newport News S.B. & D.D. Co.; 9,050 tons; 600-2x66x23; 107,000 s.h.p.; 32-7 knots; turbine engines; Witte-Forster boilers; nine 8 in. guns, four 5 in., two 3 pdr., 8 m.g.

The heavy cruiser *Houston* formed part of an Allied Squadron under Rear-Admiral K. Doorman of the Royal Netherlands Navy which was overwhelmed and sunk in its entirety in attempting to prevent a Japanese landing on the island of Java. She had been in action against enemy bombers on February 4th, 1942, when she was hit by a 500lb. bomb which killed 60 of her complement and damaged her after 8 in. gun turret beyond repair. The *Houston* was the largest unit on the Allied side in the battle of February 27th, and managed to survive the first phase which commenced at 4 p.m. She put into Tandjong Priok after nightfall where she met the Australian cruiser *Perth*, 6,980 tons, eight 6 in. guns, which had also escaped the first action. Both ships refuelled and left harbour the next evening in company with the Dutch destroyer *Evertsen*.

The ships were intercepted by a strong Japanese force in the Sunda Strait in bright moonlight. The *Houston* was sunk by enemy torpedoes during the first hour and the *Perth* sank shortly afterwards. The *Evertsen* was chased by two enemy cruisers and was driven ashore on a reef off Sebutu Island.

The *Houston* carried a complement of over 700. A few men from all three ships managed to escape, but most became prisoners of war.

For the full story of the battle of the Java Sea, see the Dutch cruiser *De Ruyter*, flagship of Rear-Admiral Doorman.

HOUDTIJK

Solleveld, van der Meer & T. H. Van Hat turn; 1902; W. Gray & Co.; 2,336 tons; 303x43-2x20; 226n.h.p.; triple-expansion engines.

The Dutch steamship *Houtdijk* was bound from Leningrad to Rotterdam on August 20th, 1914, when she ran into a German minefield. The steamer struck two mines in succession and sank with the loss of 14 of her crew. Her position at the time was 20 miles N. of Dagerort, Estonia.

HOVDE

Stranger & Co.; 1888; Blyth S.B. Co.; 1,196 tons; 242x33x16-5; 130 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Hovde* was torpedoed and sunk by a German submarine in the English Channel on October 15th, 1917.

HOVEY

United States Navy, fleet minesweeper; 1919; W. Cramp & Sons; 1,190 tons; 314x30x10; 26,000 s.h.p.; 35 knots; turbine engines; four 5 in. guns, one 3 in.

The fleet minesweeper *Hovey* was formerly a destroyer. On January 6th, 1945, she was attacked by Japanese aircraft in the Lingayen Gulf and sank after being hit by an aerial torpedo.

HOWARD OLSON

Oliver J. Olson & Co.; 1917; Great Lakes Engineering Works; 2,477 tons; 253 X 43 • 5 X 25 • 6; triple-expansion engines. After collision with the *Marine Leopard* on May 14th, 1956, the steamship *Howard Olson* broke in two and both parts sank. The casualty took place about 100 miles S. of San Francisco. Six of her crew were lost. Twenty-three survivors were picked up by the *Marine Leopard* and one by another ship.

HOYO MARU

Nippon Tanker K.K.; 1936; Mitsubishi Jukogyo K.K.; 8,691 tons; 474 X61x37-5; 1,163 n.h.p.; oil engines. The motor tanker *Hoyo Mam* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

HOZAN MARU

Kokoku Sangyo K.K.; 1918; Detroit S.B. Co.; 2,260 tons; 251-2x43-8x22-5; 267n.h.p.; triple-expansion engines. The steamship *Hozan Maru* was torpedoed and sunk by the U.S. submarine *Wahoo* on March 21st, 1943, off the west coast of Korea.

HOZAN MARU

Osaka Shosen K.K.; 1907; Kawasaki Dockyard Co.; 2,345 tons; 305-9x39-7x21-7; 248 n.h.p.; triple-expansion engines. The steamship *Hozan Maru* was torpedoed and sunk by the U.S. submarine *Red fish* on November 23rd, 1944, 50 miles E. of Ilan, Formosa.

HOZAN MARU

Noun Kisen K.K.; 1914; Osaka Iron Works; 1,175 tons; 218-7x32-2x17-3; triple-expansion engines. The steamship *Hozan Maru* struck a mine and sank on April 4th, 1945, in the Bungo Channel, Japan.

HOZUGAWA MARU

Toyo Kaiun K.K.; 1,925 tons. The steamship *Hozugawa Maru* was bombed and sunk by U.S. land-based aircraft on January 16th, 1944, off Queen Charlotte Island, Bismarck Archipelago.

HSIN FUH-TAI

Woo Ping S.S. Co.; 1894; Palmers' Co.; 2,831 tons; 303X43x19-7; 240 n.h.p.; triple-expansion engines. On a voyage from Pukow to Ningpo with 3,800 tons of coal, the Chinese ship *Hsin Fuh-Tai*, Capt. L. Koshman, grounded on a rock off Northwest Home on December 26th, 1932, and sank. Thirty-five of the crew were lost.

HSIN KONG

China Merchants S.N. Co.; 1906; Farnham, Boyd & Co.; 2,146 tons; 270X40-1X—; triple-expansion engines. On a voyage from Shanghai to Tientsin, the Chinese ship *Hsin Kong* was involved in a collision on July 21st, 1929, and sank off Shantung Promontory with the loss of 60 lives.

HSIN NINGSHAO

Japanese Government; 1914; New Eng. & S.B. Works; 3,387 tons; 289-5x46x15; triple-expansion engines. The steamship *Hsin Ningshao* was formerly the German *Nohlenhof*, taken over by the Japanese. On July 1st, 1945, she was bombed and sunk by U.S. land-based aircraft off Chinghai, Chekiang.

HSIN TA KOU MARU

Nissin Kisen Kaisha. Sailing from Hsingkong to Shanghai the Japanese launch *Hsin Ta Kou Maru* capsized in the Yangtze Delta on October 16th, 1939. Three hundred lives were lost.

HSIN TIEN

Soc. de Transports Maritimes de Chine; 1920; 1,403 tons; On a voyage from Shanghai to Swatow, the French ship *Hsin Tien* sprang a leak in heavy weather and foundered on April 8th, 1921, when one mile S. of Lamocks lighthouse.

HSIN WAH

China Merchants Steam Navigation Co.; 1921; Napier & Miller; 1,940 tons; 270x40x21-6; 162 n.h.p.; Wknots; triple-expansion engines.

The steamship *Hsin Wah*, under command of Capt. N. R. Jensen, a Dane, on a voyage from Shanghai to Hong Kong, via Swatow, struck the rocks off Waglan Island on January 16th, 1929. The vessel carried 429 persons, of whom about 100 were crew, the passengers comprising 50 disbanded soldiers, 30 women with many children, and a large number of labourers and emigrants. Of the officers five were European including two Scottish engineers, P. Campbell and H. Beveridge, and an Estonian, P. A. Jacobsen who was first officer. At 3.45 a.m. on the 16th, in very bad weather, the steamship ran on the North Rock of the Ninepins, off Waglan Island, in full view of the lighthouse. The Chinese second officer was in charge of the ship with one quartermaster on the bridge beside himself. Immediately

the ship struck, the second officer gave orders to let go both anchors but the cables snapped and the ship, which had rebounded after the first impact, struck again. The officer then decided to head for the shore, but before the ship had gone more than five cables length she foundered.

From the accounts given by survivors it was established that the lights failed after the first impact and that panic broke out among the passengers. Two lifeboats were launched but the heavy seas swamped one of these as soon as it touched the water. Four large rafts crowded with people got away but only one, on which there were originally 11 persons, came to land with 3 survivors, one of whom lost his reason and committed suicide. Captain Jensen was last seen on the bridge making signals. The lighthouse keepers on Waglan Island wirelessed to Hong Kong for assistance but it was two hours before a tug arrived, by which time the *Hsin Wah* had foundered, only the tops of her masts being visible. Mr. Jacobsen, the first officer, was picked up by fishermen after six hours in the water. He was the only officer saved.

The British authorities at Hong Kong despatched two R.A.F. aircraft to search for survivors. The number rescued and brought to Hong Kong was 28, leaving 401 as the total of those lost.

HSIN YANG MARU

Toa Kaiun K.K.; 1929; *Shanghai Dock & E. Co.*; 1,674 tons; 239X39-9X10; triple-expansion engines. The steamship *Hsin Yang Mam* struck a mine and sank on January 27th, 1945, in the Yangtze River.

HSING TAI PING

Chung Wei S.S. Co.; 1902; *W. Hamilton & Co.*; 3,175 tons; 324X47x22-4; 305 n.h.p.; triple-expansion engines. The Chinese ship *Using Tai Ping* was seized by the Japanese naval authorities and operated by Daido Kaiun K.K. Sailing from Karafuto to Nagoya she went ashore on October 21st, 1938, at Oshima, about 40 miles S.S.W. of Yokohama, in a typhoon.

HSING YUN MARU

Toa Kaiun K.K.; 3,414 tons. The Japanese ship *Hsing Yun Mam* struck a mine and sank on April 6th, 1945, in the lower reaches of the Yangtze River, China.

HSUAN HUAI

China Merchants Steam Navigation Co.; 1945; *Avondale Marine Ways*; 1,873 tons; 250-4X42-1X18-4; compound engines. The Chinese ship *Hsuan Huai* was carrying barrels of petrol on November 2nd, 1948, when there was an explosion and she sank at the mouth of the River Lino, near Yingkow. Ten of her crew were killed.

HUALLAGA

Cia. Peruana de Vap. y dique du Callao; 1911; *Chantiers de Normandie*; 4,403 tons; 360x44-7x21-3; 384 n.h.p.; triple-expansion engines. Sailing from Ilo to Callao, the Peruvian ship *Huallaga* went ashore on February 4th, 1927, and was wrecked.

HUASHAN MARU

2,103 tons. The Japanese ship *Huashan Mam* struck a mine and sank on June 20th, 1945, off Nagasaki.

HUDDERSFIELD

Great Central Railway; 1872; *J. Elder & Co.*; 1,082 tons; 231 x 30 - 2 x 16 • 4; 139 n.h.p.; compound engines. The steamship *Huddersfield* left Antwerp on May 25th, 1903, for Grimsby with 15-20 passengers, mostly seamen returning to England to collect arrears of pay. On the following day she was sunk by collision in the Scheldt. All the passengers were drowned.

HUDDERSFIELD

Evan Jones & Co.; 1900; *S. P. Austin & Son*; 2,055 tons; 289x43-1x18-7; 214 n.h.p.; triple-expansion engines. The British cargo ship *Huddersfield* was wrecked near Clovelly on January 27th, 1908, while on a voyage from Barry to Santa Elena carrying a cargo of coal.

HUELVA

Oldenburg Portugiesische Dampfs. Rhederei; 1944; 1,923 tons. The German ship *Huelva* was bombed and sunk by Russian aircraft on April 24th, 1945, 80 miles from Liban.

HUEMUL

Cia. Sud Americana de Vapores; 1890; *Blohm & Voss*; 3,032 tons; 321 -1X 40 • 2 X 23 • 4; 261 n.h.p.; triple-expansion engines. The Chilean steamship *Huemul* was carrying 250 passengers and grain from Buenos Aires to Callao when the cargo shifted and the ship capsized and sank on February 21st, 1945.

HUGH L. SCOTT

United States Navy; 1921; *Bethlehem S.B. Corp.*; 12,579 tons; 517x72-2x27-8; turbine engines. The American steamship *Hugh L. Scott* was torpedoed and sunk by the German submarine *U-130* on November 12th, 1942, off Casablanca, during the Allied invasion of North Africa. For the full story see *Joseph Hewes*.

HUGHENDEN

Charlton & Thompson; 1900; *J. L. Thompson & Sons*; 3,097 tons; 342 x 45 • 3 x 16 • 1; 292 n.h.p.; triple-expansion engines. The British cargo ship *Hughenden* foundered during a gale on December 21st, 1911, in 48° N., 7° W., while on a voyage from Smyrna to Dublin carrying a cargo of barley. The s.s. *Devonshire*, which was near-by at the time, picked up two men from the sea, but the remainder of the crew were drowned.

HUGIN

Angf. Aktieb. Svithiod; 1889; *Mackie & Thomson*; 1,667 tons; 260 x 36 - 7 x 16 • 6; 150 n.h.p.; triple-expansion engines. The Swedish cargo ship *Hugin* was torpedoed and sunk by a German submarine in the English Channel on February 21st, 1918.

HUGO

Holm & Warsild; 1907; *Howaldtswerke*; 1,422 tons; 241-2X 36-1x16-5; 97 n.h.p.; triple-expansion engines. The Danish ship *Hugo* left Ivigtut on May 20th, 1927, for Copenhagen but was not seen again.

HUGO HAMILTON

Aug. Leffler & Sons; 1883; *Harland & Wolff*; 2,584 tons; 308-2x42-8x25; oilengines. The Swedish motorship *Hugo Hamilton* was sunk by a German submarine off the west coast of Ireland on February 12th, 1917.

HULDRA

Skibs A/S William Hansens Rederi II; 1940; *Nylands Verksted A/S*; 2,112 tons; 275x44x—; compound engines & L.P. turbine. The Norwegian steamship *Huldra*, under German control, struck a mine and sank on March 1st, 1941, off Hustadviken.

HULL

United States Navy, destroyer; 1934; *New York Navy Yard*; 1,395 tons; 341-2x34-2x8-9; 42,800 s.h.p.; 36-5 knots; turbine engines; four 5 in. guns, several smaller, 8 T.T. The destroyers *Hull*, *Monaghan* and *Spence* were returning from patrol with their fuel tanks almost empty when they were overwhelmed by a typhoon E. of Samar, Philippine Islands. The storm broke at dawn on December 17th, 1944, with a wind velocity estimated at 130 miles per hour. The vessels attempted to refuel at sea but the conditions made this impossible. The *Spence* was the first to get into difficulties and at about 9 a.m. her steering gear was damaged and she became unmanageable. Three hours later she sank with most of her complement of 341.

The *Hull* was at first more fortunate than her consorts but at about 11 a.m. she too lost her steering gear and although she remained afloat for more than an hour afterwards there was never any hope of saving her. She sank with 201 officers and ratings. The survivors numbered 62.

The *Monaghan*, a sister ship to the *Hull*, foundered half-an-hour later with the loss of all but six of her crew.

HULL TRADER

HULL TRADER

Free Trade Wharf Co.; 1917; J.P. Rennoldson & Sons; 7 17 tons; 178-2x30x13-1; 98 n.h.p.; triple-expansion engines. The steamship *Hull Trader*, on a voyage from London to Hull, struck a mine and sank on June 23rd, 1941, off the River Humber. Eleven of her crew of 14 were killed.

HUMANITAS

Soc. Anon. Industria Armamento; 1943; 7,980 tons; oil engines. The Italian motorship *Humanitas* was bombed by German aircraft and torpedoed by a Dutch submarine at Bastia on September 11th, 1943.

HUMBER

Mercantile S.S. Co.; 1888; W. Gray & Co.; 2,198 tons; 281-4X38-1x20-5; 217 n.h.p.; triple-expansion engines. The British cargo ship *Humber* was wrecked on Sand Island, Pescadores, on March 5th, 1896, while on a voyage from Moji to Fiume carrying a cargo of rice.

HUMBER

Lancashire & Yorkshire Railway Co.; 1903; A. McMillan & Co.; 1,023 tons; 240'1x33-1x15-7; 229 n.h.p.; triple-expansion engines.

The British cargo ship *Humber* sank after a collision on February 12th, 1912, about five miles west of Elbe Lightship No. 1. She was carrying a coal and general cargo on a voyage from Goole to Hamburg.

HUMBER

I. B. Knapp; 1899; Ardrossan Dry Dock Co.; 280 tons; 130-2x22-4x9-4; 35 r.h.p.; 8 knots; compound engines. The steamship *Humber* was torpedoed and sunk by a German submarine two miles E. of Sunderland on January 25th, 1918. Seven men, including the captain, were killed.

HUMBOLT

New York & Havre Steam Navigation Co.; 1851; Westervelt & McKay, New York; 2,350 tons; 292x40x27; 10-3 knots. The *Humbolt* was one of two paddle steamers owned by the New York & Havre Steamship Co., and sailed under the American flag. After a very brief career of two years she was wrecked on the "Sister's Rock," near Halifax, N.S., on December 5th, 1853. Her loss was due to a local fisherman who represented himself as an experienced pilot, although he knew little about such matters. Eight months later the other ship of the line which had maintained the service, the *Franklin* (which see), was wrecked off New York.

Fortunately everyone on board the *Humbolt*, with the exception of one person, was saved. The company never recovered from the loss of these two ships and it was wound up in 1861, on the outbreak of the American Civil War.

HUNDVAAGO

H. Ostervold; 1915; Bergens Mek. Vcerks.; 1,901 tons; 266-9 x 42-1x18-1; 155 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Hundvaago* was torpedoed and sunk by a German submarine in the Bay of Biscay on August 4th, 1918.

HUNGARIAN

Allan Line; 1859; W. Denny & Bros.; 2,190 tons; 298x38-5x17; 400 n.h.p.; 12 knots; direct acting engines. The steamship *Hungarian* left Liverpool for Portland, Maine, on February 8th, 1860. She carried 205 persons and the mails. On the morning of the 20th at about 4 o'clock her lights were seen from the shore of Cape Sable Island, Nova Scotia. At daybreak no trace of the ship could be discovered, but later six mail bags floated ashore. When the tide ebbed the ship became visible, lying in about 25 feet of water, her starboard bow being clear and the hull having a heavy list. One boat in good condition was found, and fragments of others drifted ashore. There were also many bodies, but no survivors.

An Inquiry established the fact that there had been a grave dereliction of duty on the part of the lighthouse keepers at Barrington, on the mainland of Nova Scotia, and that on the night of the wreck the light was not burning. This was no doubt a contributory, if not the main cause, of the disaster in which every one of the 205 persons on board lost their lives.

HUNGERFORD

Shipping Controller (G. Heyn & Sons); 1913; A. G. Weser; 5,811 tons; 420-4x56-2x29-6; 520 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Hungerford* was torpedoed and sunk by a German submarine on April 16th, 1918, nine miles S.S.E. of the Owers lightship. Eight of her crew were killed. The captain was among the survivors.

HUNSBROOK

G. Heyn & Sons; 1909; Swan, Hunter & Wigham Richardson; 4,463 tons; 400-8x52-5x25-7; 523 n.h.p.; triple-expansion engines.

The British cargo ship *Hunsbrook*, was wrecked in 23 ° S., 14 ° 22' E., on November 7th, 1919, while on a voyage from Barry to Reunion, carrying a cargo of coal.

HUNTER

British Navy, destroyer; 1936; Swan, Hunter & Wigham Richardson; 1,340 tons; 323x33x8-5; 34,000 s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 7 smaller; 8 T.T.

The destroyer *Hunter* was one of a flotilla of five ships which entered Ofot Fjord on April 10th, 1940, to engage a German flotilla of 11 large and heavily armed destroyers. In the action which ensued *Hunter* was sunk, but owing to the intensity of the fighting none of the British ships could afford her any help. It was at first thought that she had gone down with the whole of her complement of 145, but later it was discovered that two officers and 44 ratings had been picked up by the German destroyer *Erich Giese*. This party was landed at Narvik and held prisoner until April 13th, on which date a second British attack made by the battleship *Warspite* and nine destroyers, sank all the German warships. *Hunter's* party, together with 129 merchant seamen, was released by the Germans and sent to Sweden.

The full story of the battle of Narvik is told under the flotilla leader *Hardy*, which was lost in the first action.

HUNTINGDON

Federal Steam Navigation Co.; 1920; Bremer Vulkan; 10,946 tons; 520-7x64-2x38-1; 1,270 n.h.p.; 14 knots; triple-expansion engines & L.P. turbines.

The liner *Huntingdon*, Capt. J. P. Styryn, sailed from the Clyde on February 19th, 1941, bound for Freetown and Brisbane. On February 24th, she was torpedoed and sunk by a German submarine about 500 miles W. of the Hebrides. There were no casualties.

This was the second occasion on which Capt. Styryn lost his ship through enemy action, he having been in command of the *Middlesex* when she was mined some seven weeks previously.

HUNTLEY

British Navy, fleet minesweeper; 1919; Eltringham; 710 tons; 231x28-3x7-5; 2,200 i.h.p.; 16 knots; triple-expansion engines; Yarrow boilers; one 4 in. gun, 1 smaller. The fleet minesweeper *Huntley*, Lt. Cdr. E. S. Cotsell, was attacked by enemy aircraft between Alexandria and Derna on January 31st, 1941. The vessel was struck by an aerial torpedo and sank with the loss of Lt. Cdr. Cotsell and 17 ratings.

HUNTSCLIFF

Union-Castle Mail S.S. Co.; 1911; Bremer Vulkan Schiff. & Masch.; 5,442 tons; 419-8x54-5x28-2; 387 n.h.p.; quadruple-expansion engines.

The British cargo ship *Huntsdiff*, formerly the captured German ship *Rufidji*, foundered 120 miles off the Irish coast on October 17th, 1918. She was on a voyage from Montreal to the United Kingdom carrying a cargo of oats.

HUNTSMOOR

The Admiralty (G. Heyn & Sons); 1901; Flensburger Schiffsbau Ges.; 4,957 tons; 391x47-8x21-6; 810 n.h.p.; 14 knots; quadruple-expansion engines.

The steamship *Huntsmoor* was torpedoed and sunk by a German submarine on February 20th, 1918, 23 miles S. 4 W. of the Owers lightship. The captain and 19 of the crew were killed.

HUNTSTRICK

F. C. Strick & Co.; 1902; *Workman Clark & Co.*; 8,151 tons; 501 X 59 -3 X32-9; 831 n.h.p.; 12 knots; triple-expansion engines. The steamship *Huntstrick* was torpedoed and sunk by a German submarine 80 miles W.N.W. of Cape Spartel on June 8th, 1917. The captain and 14 of the crew were killed.

HUNTSVALE

Fisher Alimonda & Co.; 1898; *Flensburger Schiffsbau Ges.*; 5,398 tons; 416-3x53-9x20-1; 500 n.h.p.; 12 knots; quadruple-expansion engines.

The steamship *Huntsvale* was torpedoed and sunk by a German submarine 200 miles E. of Malta on November 4th, 1916. The captain and six of her crew were killed.

HUPEH

John Swire & Son; 1891; *Wm. Gray & Co.*; 2,819 tons; 304-5X41-1x19-1; 240 n.h.p.; triple-expansion engines. The British cargo ship *Hupeh* foundered in about 14° N., 117° E., in November, 1899, while on a voyage from Sourabaya to Hong Kong carrying a cargo of sugar.

HURRICANE

British Navy, destroyer; 1939; *Vickers Armstrong*; 1,375 tons; 323x33x8-5; 34,000 s.h.p.; 35-5 knots; turbine engines; 3 drum boilers; four 4 - 7 in. guns, 7 smaller, 8 T.T. The destroyer *Hurricane*, Cdr. J. R. Westmacott, was under construction for the Brazilian navy as the *Japura* and was taken over by the Admiralty at the outbreak of the Second World War in September, 1939. The destroyer was one of those which went to the rescue of the s.s. *City of Benares* (which see) and took off a number of children from that vessel. In 1941 she was bombed and sunk, but fortunately in shallow water, and was raised shortly afterwards.

On December 24th, 1943, when N.E. of the Azores the *Hurricane* was torpedoed and sunk by a German submarine.

HURST CASTLE

British Navy, corvette; 1943; *Caledon Shipbuilding Co.*; 1,010 tons; 252x36-7x13-5; 2,880 Lh.p.; 18-5 knots; triple-expansion engines; one 4 in. gun, several smaller.

The corvette *Hurst Castle*, Lt. H. G. Chesterman, D.S.C., R.N.R., was torpedoed and sunk by a German submarine off Tory Island on September 1st, 1944. The vessel carried a complement of about 100.

HURWORTH

British Navy, destroyer; 1941; *Vickers Armstrong*; 1,025 tons; 272-5x28-2x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3 drum boilers; four 4 in. A.A. guns, 8 smaller. The destroyer *Hurworth*, Cdr. R. H. Wright, D.S.C., was mined and sunk off Kalimno Island, Dodecanese, on October 22nd, 1943. Six officers and 127 ratings were killed. Cdr. Wright and another officer were wounded.

HUSSAR

British Navy, fleet minesweeper; 1934; *Thornycroft & Co.*; 815 tons; 230x33-5x7-9; 1,770 i.h.p.; 16-5 knots; compound engines; 3-drum boilers; two 4 in. A.A. guns, 9 m.g. The fleet minesweepers *Hussar* and *Britomart* were the victims of an attack by Allied aircraft off Cap d'Antifer on August 27th, 1944. Both ships were mistaken for enemy light craft and were bombed and sunk. The *Hussar*, which was commanded by Lt. R. Nash, M.B.E., R.K.R., went down with three officers and 52 ratings. Lt. Nash and three other officers were wounded.

HUTTON

H. Clapham & Co.; 1871; *W. Doxford*; 2,323 tons; 301X 36-3x26; 200 h.p.; compound inverted engines. The British cargo ship *Hutton* was wrecked at Perim on December 22nd, 1882. She was on a voyage from Bombay to Port Said carrying a cargo of linseed.

HUZAN MARU

Miyachi Kisen K.K.; 1907; *Swan, Hunter & Wigham Richardson*; 1,972 tons; 286 x 42-1X18•5; 210n.h.p.; triple-expansion engines. The *Huzan Maru* sank after a collision on July 16th, 1943.

HUZAN MARU

Korea S.S. Co.; 1920; *Osaka Tekkoshu*; 1,631 tons; 260X 35X—; 710 n.h.p.; triple-expansion engines. The *Huzan Maru* went ashore on July 21 st, 1947, in Southern Korea and was wrecked.

HVOSLEF

H. Staubo & Co.; 1927; *Swan, Hunter & Wigham Richardson*; 1,630 tons; 255-1x35-5x11-3; 314n.h.p.; triple-expansion engines.

The Norwegian steamship *Hvoslefwas* torpedoed and sunk by a German submarine on March 10th, 1942, on a voyage from Saga La Grande to New York. Six of her crew were killed.

HWA TUNG

East China S.S. Co.; 1918; *Bethlehem S.B. Corp.*; 4,078 tons; 341 x48-2x24-5; 339 n.h.p.; triple-expansion engines. The *Hwa Tung* was carrying phosphate from Los Angeles to Shanghai when she sprang a leak and sank on December 14th, 1946, 335 miles W. of San Pedro.

HWAH YANG

China Merchants Nav. Co.; 1883; *D. & W. Henderson & Co.*; 1,768 tons; 280x33-2x17-6; 121 n.h.p.; triple-expansion engines.

The Chinese ship *Hwah Yang* was carrying passengers when she went ashore on April 21st, 1931, on Saddle Island, in the Heishan Group, and was attacked by pirates. Fortunately loss of life was prevented by the timely arrival of the Chinese steamship *Kung Ping*, which drove off the pirates and rescued the passengers and crew.

HWEI AN

HweiHaiS.S. Co.; 1896; *Helsingors Jernsk & Maskin.*; 1,377 tons; 239-9x34-4x20-1; 127n.h.p.; triple-expansion engines. The *Hwei An* sank in July, 1937, in the Yangtze River.

HYBERT

Lykes Bros. S.S. Co.; 1920; *C. A. Fuller & Co.*; 6,120 tons; 395-5x55x34-9; 596 n.h.p.; triple-expansion engines. The American steamship *Hybert*, in convoy from Murmansk to New York, struck a mine and sank on July 5th, 1942, off Reykjavik. Four other ships in the convoy were sunk in the same minefield.

HYDRA

Netherlands Navy, minelayer; 1911; *Amsterdam Dockyard*; 593 tons; 163x29x9; 800 i.h.p.; 12 knots; three 3 in. guns, 1 m.g.

The Dutch minelayers *Hydra* and *Medusa* were sunk in the Zuider Zee during the German invasion of Holland which commenced on May 10th, 1940.

HYDRA H

Bruusgaard, Kiosteruds Dampsk-A/S; 1919; *New Eng. & S.B. Works*; 1,375 tons; 242-7x37-2x15-9; 132 n.h.p.; triple-expansion engines.

The Norwegian steamship *Hydra II* was torpedoed and sunk by a Japanese submarine on December 12th, 1941, on a voyage from Bangkok to Hong Kong. Forty-one of her crew were lost.

HYDRAIOS

Ath. Coulouras; 1902; *C. Cornell & Co.*; 4,476 tons; 385-5 x 50-2x28-5; 422 n.h.p.; triple-expansion engines. The Greek steamship *Hydraios* was torpedoed and sunk by a German submarine on July 6th, 1943, off Inhambane on a voyage from Aden to Lourenco Marques.

HYDRO

T. Wilson, Sons & Co.; 1911; *Earless Shipbuilding Co.*; 1,228 tons; 250-2x35-2x15-9; 116n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Hydro*, Capt. G. Sharp, was bound from Liverpool to Trondhjem with a general cargo of cotton, rubber and other goods. She carried a crew of 20. On Thursday, January 21st, 1915, heavy seas washed away the hatches and the ship began to fill. At 9 p.m. the captain gave orders to launch the boats, one of which was washed away. In the early hours of the 22nd, 15 miles off

HYPERIA

Giants Causeway, the *Hydro* sank with 14 of her crew. The first officer was among the survivors.

HYPERIA

British & South American Steam Navigation Co.; 1895; J. L. Thompson & Sons; 3,908 tons; 358x45-2x19; 350n.h.p.; 10 knots; triple-expansion engines.

The steamship *Hyperia* was torpedoed and sunk by a German submarine 84 miles N.W. by N. of Port Said on July 28th, 1918. Seven men, including the captain, were killed.

HYPERION

British Navy, destroyer; 1936; Swan, Hunter & Wigham Richardson; 1,340 tons; 323x33x8-5; 34,000 s.h.p.; 35-5 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 7 smaller; 8T.T.

The destroyer *Hyperion*, Cdr. H. L. Nicholson, was mined and sunk in the Adriatic on the night of December 18th, 1940. The ship was part of a force of cruisers and destroyers engaged in a sweep of the Adriatic as far as Bari and Durazzo. She lay off the Italian batteries in a disabled condition for over two hours without being discovered after which she was taken in tow. Later in the night all hope of saving her had to be abandoned and she was sunk by ships in company.

The *Hyperion* carried a complement of 145, of whom two ratings were killed and one officer and 12 ratings wounded.

HYPOLITE WORMS

Worms & Cie.; 1882; Lobnitz & Co.; 1,117 tons; 238x31-6x16-8; 208 n.h.p.; compound engines.

While on a voyage from Dunkirk to Havre the French ship *Hypolite Worms* was in collision with another on March 16th, 1924, and sank in the mouth of the River Seine.

HYTHE

South Eastern & Chatham Railway Co.; 1905; W. Denny & Bros.; 509 tons; 195-3x28-1x14-2; 104r.h.p.; 12 knots; triple-expansion engines.

The steamship *Hythe* was serving as an auxiliary minesweeper during the First World War. On the night of October 28th-29th, 1915, when off Cape Helles in the Dardanelles, she was run down by the armed boarding-steamer *Sarnia*. At the time the *Hythe*, commanded by Lt. Cdr. Bird, was carrying troops. There was scant time for saving life and altogether two military officers and 143 rank and file, together with one warrant officer and nine ratings, members of the crew, were drowned.

HYTHE

British Navy, fleet minesweeper; 1940; British Isles; 672 tons; 174x28-5x9-5; 2,400 s.h.p.; 16 knots; turbine engines; 3-drum boilers; one 3 in.A.A. gun, two 20mm.A.A.m.g. The fleet minesweeper *Hythe*, Lt. Cdr. L. B. Miller, was torpedoed and sunk by a German submarine off Bougie, Algeria, on October 11, 1943. The vessel's normal complement was 60.

HYUGA

Japanese Navy, dreadnought battleship; 1917; Mitsubishi; 29,990 tons; 683x94x28-7; 45,000 s.h.p.; 23 knots; turbine engines; Kanpon boilers; twelve 14 in. guns, eighteen 5-5 in., eight 5 in.A.A., 7 m.g., 4 T.T., 3 aircraft.

The battleship *Hyuga* was one of a group comprising three battleships, two heavy cruisers and one light cruiser, lying in Kure harbour on July 24th, 1945, when a concentrated attack was made upon shipping by British and American naval aircraft. Every ship was sent to the bottom, two of them sinking in shallow water. This was the last large scale air attack prior to the cessation of hostilities between Japan and the Allies on August 15th, 1945.

I. C. WHITE

Panama Transport Co.; 1920; *Sun S.B. Co.*; 7,052 tons; 429-3 X59-2x33-2; 612 n.h.p.; triple-expansion engines. The Panamanian tanker *I. C. White* was torpedoed and sunk by a German submarine on September 27th, 1941, on a voyage from Curacao to Table Bay.

I. P. SUHR

AjSDetDanskeKulkompagni; 1927; *Ostsee Werft A.G.*; 1,999 tons; 267'9x41-1x18-6; compound engines. The Danish ship *I. P. Suhr* was carrying coal from Gdynia to Aarhus when she ran into bad weather on December 1st, 1950, 5 miles S. of Sandhammaren. The vessel shipped a heavy sea which broke the hatch covers and rilled her with water. Twenty of the crew left in one boat which was never seen again. The third engineer, who got away in a boat by himself, was the sole survivor.

IA

Manuel Hadjilias; 1917; *Short Bros.*; 4,860 tons; 385x53x27-3; 369 n.h.p.; triple-expansion engines. The Greek steamship *la* was torpedoed and sunk by a German submarine on July 11th, 1940, on a voyage from Rosario to Cork.

IASON

George J. Livanos; 1943; *Cook, Welton & Gemmell*; 449 tons; 153-8x27-6x14; triple-expansion engines. The trawler *Iason* sank during heavy weather on March 13th, 1955, in approximate lat. 38° 2' N., long. 18° 2' E. The crew were rescued by a lifeboat from s.s. *Stratheden*, but this capsized and 11 of the *Iason* crew and eight of the *Stratheden* crew were drowned.

IBERIAN

F. Leyland & Co.; 1867; 2,930 tons; 390x37-2x29-3; 350 h.p.; compound inverted engines. The British cargo ship *Iberian* was wrecked near Bird Island, Cork, on November 21st, 1885, while on a voyage from Boston to Liverpool, carrying a general cargo.

IBERIAN

F. Leyland & Co.; 1900; *Sir J. Laing & Sons*; 5,223 tons; 437X 48-8x29-9; 470 n.h.p.; 12 knots; triple-expansion engines. The steamship *Iberian*, Capt. Jago, was intercepted by a German submarine nine miles S. by W. of Fastnet, on Friday, July 30th, 1915, at about 4 p.m. The ship was shelled by the submarine, beginning at a range of four miles and gradually decreasing. When quite near, the submarine commander hailed Capt. Jago, telling him to lower his boats and abandon ship. This order was obeyed and the Germans then handed over to Dr. Patrick Burns and the captain some bandages for those wounded. The submarine then sank the *Iberian*.

During the shelling several persons had been killed, the first shot hitting the *Iberian's* forecandle and exploding among the crew, killing four and wounding eight. Other casualties included three Americans killed and six wounded. The survivors numbered 63, of whom two died in the boats. Rough weather nearly swamped the boats, but after six hours all were picked up.

IBEX

Jackson Bros. & Cory; 1880; *E. Withy & Co.*; 1,300 tons; 245-5x34x15-4; 130 h.p.; compound engines. The British cargo ship *Ibex* was wrecked near Soderarm lighthouse on November 21st, 1892, while on a voyage from Stettin to Sunds-vall carrying a cargo of flour.

IBIS

British Navy, sloop; 1940; *British Isles*; 1,250 tons; 229-5X 38x8-5; 3,600 s.h.p.; 19-25 knots; turbine engines; 3-drum boilers; six 4 in. A.A. guns, 10 smaller. The sloop *Ibis*, Cdr. H. M. Darrell-Brown, took part in the landing operations at Algiers on November 10th, 1942, when she fell victim to the bombs of French aircraft and sank. Cdr. Darrell-Brown, three officers, and 104 ratings were killed.

IBURI MARU

Hokkaido Tanko Risen K.K.; 1938; *Tama S.B. Co.*; 3,291 tons; 332-8x47x25; 191 n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Iburi Maru* was torpedoed and sunk by the U.S. submarine *Sailfish* on June 25th, 1943, off Kamaishi, Japan.

ICARION

Aegeon S.S. Co.; 1912; *Northumberland S.B. Co.*; 4,013 tons; 375-1x51-3x24-2; 385 n.h.p.; triple-expansion engines. The Greek steamship *Icarion* was torpedoed and sunk by a German submarine on January 20th, 1942, about 90 miles E. of Newfoundland on a voyage from Manchester to Halifax. Nine of her crew of 29 were lost.

ICHANG

China Navigation Co.; 1873; *A. & J. Inglis*; 1,782 tons; 242• 6 X 36-1x20-8; 250 h.p.; lever engines. The British cargo ship *Ichang* was wrecked near Ningpo on November 15th, 1891, while on a voyage from Shanghai to Ningpo carrying a general cargo.

ICHIYO MARU

Asano Bussan K.K.; 5,106 tons. The tanker *Ichio Maru* was torpedoed and sunk by the U.S. submarine *Jack* on February 19th, 1944, about 200 miles W. of Luzon Island, Philippines.

ICHIYU MARU

Kyodo Kogyo K.K.; 5,061 tons. The tanker *Ichiyu Maru* was torpedoed and sunk by the U.S. submarine *Blue fish* on December 29th, 1943, in the Karimata Strait, S.W. Borneo.

IDA

A.N. Kambani; 1889; *W. Gray & Co.*; 1,708 tons; 260-2X 36-6x18-2; 148 n.h.p.; triple-expansion engines. The Russian ship *Ida* was captured by the German battleship *Goeben*, which was flying the Turkish flag. The seizure was on October 29th, 1914, before the outbreak of hostilities between Turkey and Russia. She was condemned as a prize, renamed probably *Iniada* or *Candilli*, and sailed for the Turkish Government between Zonguldak and Constantinople (Istanbul). Two versions are given of her loss (a) she was attacked by a Russian submarine, ran aground at Cape Keften and became a total loss (b) she was sunk by gunfire from a Russian naval ship. She is supposed to have been lost in 1916 or 1917.

IDA

H. Skougaard; 1883; *A. Hall & Co.*; 1,172 tons; 239-9x34x16-1; 143 n.h.p.; compound engines. The Norwegian cargo ship *Ida* was sunk by a German submarine in the North Sea on February 8th, 1917.

IDA

Italia Soc. Anon. di Nav.; 1923; *Cantiere Navale Triestino*; 6,131 tons; 417-7x54-2x30-2; 517 n.h.p.; triple-expansion engines. The Italian steamship *Ida* foundered during a storm on October 23rd, 1944, off the south coast of Sjaelland, Denmark.

IDA KNUDSEN

Knut Knutsen, O.A.S.; 1925; *A/S Nakskov Skibsværft*; 8,913 tons; 465-7x62-1x37-3; 714 n.h.p.; oil engines. The Norwegian motor vessel *Ida Knudsen* was torpedoed and sunk by a German submarine on July 21st, 1941, 400 miles from Gibraltar inward bound from Trinidad with 13,000 tons of petrol. Five of her crew were killed.

IDAHO

Shipping Controller (H. Samman & Co.); 1899; *W. Gray & Co.*; 3,023 tons; 325x47x22-4; 256 n.h.p.; 9 knots; triple-expansion engines. The steamship *Idaho* was torpedoed and sunk by a German submarine on August 19th, 1918, 120 miles N. by W. i W. of Cape

IDRAET

Villano. Eleven men were killed. The captain was among the survivors.

IDRAET

G.T.Monsen; 1873; *Short Bros.*; 1,067 tons; 219-9x31-1x16-7; 121 n.h.p.; compound engines.

The Norwegian steamship *Idraet* foundered in the North Sea on March 10th, 1899. Twelve of the crew were drowned.

IGRANE

Obalna Plovidba; 750 tons.

During a gale on December 24th, 1959, in the N. Adriatic about one mile off Rijeka, the Yugoslav wood auxiliary sailing ship *Igrane* sank after the cargo of pyrites had shifted and there was an explosion. Seven of the crew of 13 were lost.

IIDA MARU

Japanese Government; 1911; *Trondhjems Mek. Verksted*; 1,105 tons; 226-1x36-5x15-8; triple-expansion engines. The steamship *Iida Maru* was formerly the Norwegian *Hai Ping*, seized by the Japanese. On February 16th, 1945, she was bombed and sunk by U.S. land-based aircraft about 100 miles W. of Palawan Island, Philippines.

IJORA

U.S.S.R.; 1921; *Murdoch & Murray*; 2,815 tons; 324x46-4x23-8; 265 n.h.p.; triple-expansion engines.

The Russian steamship *Ijora*, on a voyage from North Russia to Iceland, was intercepted by a German raider on March 12th, 1942, S. of Spitzbergen, and sunk by gunfire. A few survivors landed at Svalbard.

IKA

Ungaro Croata di Nav.; 1885; *Stabilimento Tecnico*; 110 tons; 123 X14x6; 22 n.h.p.; compound engines.

The Austrian pleasure steamship *Ika* with a large number of passengers on board was in collision with the British steamship *Tyria* 2936 tons, off Fiume on September 20th, 1897. Between 30 and 40 passengers and crew of the *Ika* were drowned.

IKAZUCHI

Japanese Navy, destroyer; 1931; *Uraga*; 1,700 tons; 371-5 x 33-7x9-7; 40,000 s.h.p.; 34 knots; turbine engines; six 5 in. guns, 4 A.A.m.g., 9 T.T.

The destroyer *Ikazuchi* was torpedoed and sunk off the island of Guam, in the Marianas Group, by the U.S. submarine *Harder* on April 13th, 1944. The destroyer's normal complement was 197.

IKHONA

British India S.N. Co.; 1900; *A. & J. Inglis*; 5,252 tons; 410-2 X 50-7x28-8; 387 n.h.p.; triple-expansion engines.

The British cargo ship *Ikhona* was sunk by the Russian cruiser *Terek* on June 5th, 1905, 150 miles north of Hong Kong. She was on a voyage from Rangoon to Yokohama carrying a cargo of rice.

IKI MARU

Japanese Government Railways; 1905; *Mitsubishi Dockyard & Engineering Works*; 1,608 tons; 270-3x34-8x21-2; 205 n.h.p.; triple-expansion engines.

The *Iki Maru* was reported overdue in November, 1923, and was not seen again.

IKOMA MARU

Nippon Yusen K.K.; 1925; *Yokohama Dock Co.*; 3,156 tons; 352-7x46x27; 284 n.h.p.; triple-expansion engines. The

steamship *Ikoma Maru* was torpedoed and sunk by the U.S. submarine *Seahorse* on January 21st, 1944, about 200 miles N. of New Guinea.

IKOMASAN MARU

Goshu Risen K.K.; 1916; *Osaka Iron Works*; 3,173 tons; 305 X 43-7x27-2; triple-expansion engines.

The steamship *Ikomasan Maru* was torpedoed by the U.S. submarine *Spot* and sunk by carrier-based aircraft on March 17th, 1945, off Foochow.

IKOTSU GO

Japanese Government; 1904; *Nylands Vcerksted*; 1,398 tons; 231-5x35-2x14-7; 132 n.h.p.; triple-expansion engines. The steamship *Ikotsu Go* was formerly the Chinese *Yu Tung*, seized by the Japanese. On August 9th, 1945, she was bombed and sunk by unidentified aircraft off Seishin, Manchuria.

IKUSHIMA MARU

Hamane Shoten K.K.; 1936; *Osaka Iron Works*; 3,943 tons; 365-5x50x26-6; 433 n.h.p.; turbine engines. The steamship *Ikushima (Ikusimd) Maru* was torpedoed and sunk by the U.S. submarine *Stingray* on March 30th, 1944, 235 miles south east of the Volcano Islands.

IKUTA MARU

Nippon Yusen K.K.; 1936; *Mitsubishi Jukogyo K.K.*; 2,969 tons; 301-8x45-3x26-2; 214 n.h.p.; triple-expansion engines. The steamship *Ikuta Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On January 12th, 1944, she was bombed and sunk by U.S. land-based aircraft off Lae Island.

IKUTA MARU

Tochigi Kisen K.K.; 1,018 tons.

The tanker *Ikuta Maru* struck a mine and sank on August 11th, 1944, off Palembang, Sumatra.

IKUTAGAWA MARU

Toyo Kaiun K.K.; 2,220 tons.

The steamship *Ikutagawa Maru* was torpedoed and sunk by the U.S. submarine *Kingfish* on October 24th, 1944, off the Bonin Islands.

IKUTAGAWA MARU

Japanese Government; 4,013 tons.

The *Ikutagawa Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 15 miles E. of Gocong, Viet-Nam.

ILA

Per T. Lykke; 1939; *Porsgrund Mek. Vcerksted*; 1,583 tons; 246-6x37-9x18-2; 63 n.h.p.; compound engines & L.P. turbine.

The Norwegian steamship *Ila* was torpedoed and sunk by a German submarine on October 15th, 1941, on a voyage from Sydney, N.S.W. to Glasgow. Fourteen of her crew were killed.

ILDERTON

William Milburn & Co.; 1882; *A. Leslie & Co.*; 2,474 tons; 300 x37x27-3; 300 h.p.; compound inverted engines. The British cargo ship *Ilderton* was wrecked on June 23rd, 1883, off Ushant. She was on a voyage from Bombay to Hull carrying a cargo of wheat and linseed.

ILE DE BREHAT

Cie. Generale Transatlantique; 1919; *Northwest Steel Co.*; 6,176 tons; 409-8x54-2x27-7; 579 n.h.p.; turbine engines. The French steamship *He de Brehat* struck a mine and sank on February 11th, 1944, outside Naples.

ILES DE LOS

Cie. Marsaillaise de Navigation a Vapeur; 1934; *Helsingors Jernsk&Msk.*; 2,900 tons; 310x42-7x26-2; 404 n.h.p.; oil engines.

Having been reported in distress 11 miles S.W. of El Hank, the French motorship *lies de Los* was wrecked on January 2nd, 1935, at Ain Diab, three miles S. of Casablanca, and broke in three.

ILIOS

Lumsden, Byers & Co.; 1882; *Short Bros.*; 2,020 tons; 274-7X 37x27-1; 162 n.h.p.; compound engines.

The steamship *Ilios* was sunk in a collision with the steamship *Pierremont*, 1,312 tons, off Soutar, South Shields, on December 16th, 1898. Twenty were drowned.

ILLER

Norddeutscher Lloyd; 1938; Deutsche Schiff-u. Maschinbau, A.G. Weser; 3,290 tons; 358x50-2x19-9; 885 n.h.p.; oil engines.
The German motorship *Iller* was bombed and sunk by Russian aircraft on October 9th, 1944, off Mantu Oesel Island.

ILLINOIS

States Steamship Co.; 1920; Los Angeles S.B. & D.D. Co.; 5,447 tons; 410x54x27-2; 422 n.h.p.; triple-expansion engines.
The American steamship *Illinois* was torpedoed and sunk by a German submarine on June 2nd, 1942, about 400 miles N.W. of Puerto Rico on a voyage from Vizagapatam to Baltimore with manganese ore. Thirty-two of her crew of 38 were lost.

ILLYRIAN

F. Leyland & Co.; 1867; 2,967 tons; 390x37-2x29-3; 350 h.p.; compound inverted engines.
The British cargo ship *Illyrian* was wrecked off Cape Clear on May 15th, 1884, while on a voyage from Liverpool to Boston carrying a general cargo.

ILMARINEN

Finnish Navy, coastal defence ship; 1931; A.B. Crichton-Vulcan; 3,900 tons; 305x55-5x14-7; 5,000 b.h.p.; 15-5 knots; Diesel engines; four 10 in. guns, eight 4-1 in.A.A., four 2 pdr., two 20mm.
The Finnish coastal defence ship *Ilmarinen* struck a mine and sank in the Gulf of Finland on September 20th, 1941, during the Russo-Finnish War. The vessel's normal complement was 329.

ILMEN

U.S.S.R.; 1923; J. Frerichs & Co. A.G.; 2,369 tons; 295-2X 42-5x20-3; 186 n.h.p.; triple-expansion engines. The Russian steamship *Ilmen* was torpedoed and sunk by a Japanese submarine on February 17th, 1943, about 900 miles W. of San Diego, California, with the loss of seven lives.

ILMENAU

Bugsier Reed. & Bergungs. A.G.; 1922; Werft Nobiskrug; 1,201 tons; 250 x 37 • 5 x 12 • 9; triple-expansion engines.
The German steamship *Ilmenau* blew up and sank on April 10th, 1941, off Libau.

ILORIN

Elder Dempster Lines; 1920; London & Montrose S.B. Co.; 815 tons; 189-4x30-2x12-6; 99 r.h.p.; 10 knots; triple-expansion engines.
The tender *Ilorin*, Capt. C. L. Bott, was torpedoed and sunk by a German submarine on September 1st, 1942, not far from Accra, on the Gold Coast. Thirty-two men, including Capt. Bott, were killed.

ILSE FRITZEN

German Government; 1922; Ateliers & Chantiers de France; 5,099 tons; 352-8x52-6x28-6; triple-expansion engines. The steamship *Use Fritzen* was formerly the French *St. Octave*, seized by the Germans. On January 26th, 1945, she was bombed and sunk by British aircraft near Askeroll, Norway.

ILSTON

Swansea Steamers; 1915; Dunlop Bremner & Co.; 2,426 tons; 300-2x44-1x18-8; 255 n.h.p.; 9-5 knots; triple-expansion engines.
The steamship *Ilston* was torpedoed and sunk by a German submarine four miles S.E. of the Lizard on June 30th, 1917. Six men were killed. The captain was among the survivors.

ILTIS

German Navy, gunboat; 1878; Danzig; 489 tons; 139-7X 25-1x9-9; 380 i.h.p.; 9 knots; compound engines; two 4-1 in. guns.
The gunboat *Iltilis* spent the whole of her time as a unit of the German navy in service on the China station. She returned home for a brief period in 1886-87, when she was given a thorough overhaul and

sent out again. During the Sino-Japanese War she played a prominent part in protecting her country's interests in Chinese waters, and on one occasion saved the lives of many Chinese seamen after a naval action.

On July 23rd, 1896, she was driven ashore by a typhoon, nine miles S.E. of Shan-tung promontory, and sank with the loss of 68 officers and men. Eleven men were saved, of whom Paymaster Loss was the only officer.

ILTIS

German Navy, gunboat; 1898; Schichau; 900 tons; 203x30x 11; 1,400 i.h.p.; 14 knots; triple-expansion engines; Thorny croft boilers; four 3 • 5 in. guns, six 1 pdr., 2 m.g.
The gunboat *Iltilis* was one of a flotilla of four such vessels blown up by the Germans on the fall of the fortress of Tsingtau on November 7th, 1914. The ship carried a complement of 121 and was of little fighting value. A full account of the ships lost at Tsingtau will be found under the light cruiser *Cormoran*.

ILTIS

German Navy, torpedo boat; 1927; Wilhelmshaven Yard; 800 tons; 304x28x9; 25,000 s.h.p.; 34 knots; turbine engines; Schulz-Thornycroft boilers; three 4-1 in. guns, two 1 pdr., 6 T.T.
The German torpedo boats *Iltilis* and *Seeadler* were escorting a convoy in the Channel in the early hours of May 13th, 1942, when they were attacked near Boulogne by British light forces. The night was rainy with a heavy sea and visibility was poor, enabling the British to discharge torpedoes at close range, and to sink both torpedo boats.

The vessels carried a normal complement of 123.

ILVINGTON COURT

Court Line; 1911; Northumberland Shipbuilding Co.; 4,217 tons; 380x49x26-4; 372 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Ilvington Court* was torpedoed and sunk by a German submarine eight miles N.W. by N. of Shershel, Algeria, on December 6th, 1917. Eight men were killed. The captain was among the survivors.

IMAGIMARU

1,986 tons.
The steamship *Imagi Maru* struck a mine and sank on September 16th, 1944, off Tinaca Point, Mindanao Island, Philippines.

IMERA

Soc. Anon. di Navigazione La Sicania; 1870; W. Pile & Co.; 1,172 tons; 225-7x31x24-6; 138 n.h.p.; compound engines. The Italian cargo ship *Imera* was torpedoed and sunk by a submarine in the Mediterranean on October 2nd, 1917.

IMIZU MARU

Nipponkai Kisen K.K.; 1939; Uraga Dock Co.; 2,925 tons; 305-1x45x24-6; 226 n.h.p.; compound engines. The steamship *Imizu Maru* was sunk by U.S. carrier-based aircraft on June 12th, 1944, about 100 miles W. of the Ladrone Islands.

IMMINGHAM

Great Central Railway Co.; 1906; Swan, Hunter & Wigham Richardson; 2,083 tons; 271x41-2x20-4; 398 n.h.p.; triple-expansion engines.
The British steamship *Immingham* sank off Mudros on June 6th, 1915, while employed as an Admiralty supply ship.

IMO

South Pacific Whaling Co. A/S; 1889; Harland & Wolff; 5,043 tons; 430-7x45-2x30-3; 424 n.h.p.; 12 knots; triple-expansion engines.
The steamship *Imo* was chartered by the Belgian Relief Commission during the First World War. On December 6th, 1917, she was steaming across Halifax Bay, Nova Scotia, when she collided with the French munitions ship *Mont Blanc*. The *Imo* was in ballast at the time and was in consequence somewhat awkward to handle. She struck the *Mont Blanc* a violent blow abreast of the forward hold,

causing some barrels of benzol, carried as deck cargo, to ignite the picric acid in the hold below.

The crew of the *Mont Blanc*, aware of the dangerous nature of their cargo, managed to abandon ship in time, but those on board the *Imp*, 41 all told, were nearly all overwhelmed by the terrific explosion which wrecked their ship and destroyed a large part of the city of Halifax with great loss of life.

The full story of the disaster is told under the *Mont Blanc*.

IMOGEN

British Navy, destroyer; 1936; Hawthorn Leslie; 1,370 tons; 320x33x8-5; 34,000 s.h.p.; 36knots; turbine engines; 3-drum boilers; four 4 • 7 in. guns, 7 smaller, 10 T.T. The destroyer *Imogen*, Cdr. C. L. Firth, M.V.O., was sunk in a collision in dense fog off Duncansby Head, North Scotland, on July 16th, 1940. The vessel caught fire and had to be abandoned. Seventeen ratings were drowned and one died from injuries. One officer and eight ratings were injured.

IMPAVIDO

Italian Navy, torpedo boat; 1942; Italy; 860 tons; 274-5 X31 X8; 16,000 s.h.p.; 28 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, six 20 mm.A.A.; 2 T.T.

The torpedo boat *Impavido* was scuttled off Elba at the time of the capitulation of Italy on September 8th, 1943. The Germans raised the vessel and recommissioned her as the *TA-23*. On April 25th, 1944, she was mined and sunk off Capri.

IMPERATOR ALEXANDER III

Russian Navy, 1st class battleship; 1904; Baltic Works; 13,516 tons; 367-5x76x26; 15,800i.h.p.; 17-6knots; triple-expansion engines; four 12 in. guns, twelve 6 in., two 2% in., twenty 12 pdr., twenty 3 pdr., 4 T.T.

At the outbreak of the Russo-Japanese War in February, 1904, the battleship *Imperator Alexander III* was being completed at Leningrad for the Russian navy, together with three sister ships. These four vessels were destined to play a tragic part as the 1st Division of the famous Baltic Fleet, which was ordered to join the remnants of the Pacific Squadron at Port Arthur. Few naval operations have been so dilatory, or so badly organised. Had all the ships chosen been of the same quality as the *Imperator Alexander III* the result might have been different, but the Russians made the fatal mistake of mixing brand new units with old and slow ones. Such a course could only lead to failure.

The *Imperator Alexander III* was officially credited with a complement of 840 officers and men, her commander being Capt. Buchvostoff. At the battle of Tsu-Shima, fought on May 27th, 1905, it fell to the lot of this ship to lead the Russian line, after the *Kniaz Suvaroff*, flagship of Admiral Rojdestvensky, had been badly mauled and forced to drop out. This occurred just before 3 p.m. and within an hour of the commencement of the battle. Capt. Buchvostoff first swung his line southward to increase its distance from the enemy, then turned northwards, a manoeuvre which the Japanese parried, reversing the direction of their battle fleet by making two 8-point turns to port at intervals of seven minutes. This placed them in a position to cross the "T" of the Russian line.

It was the hope of the Russians on their northward course to break through to Vladivostock, but by 4.30 p.m. they had been forced to turn away and complete a full circle, the ships being in a worse position than when the movement started. The *Imperator Alexander III* and her next stern and sister ship, the *Borodino*, had received the brunt of the Japanese fire, the former now having, in her turn, to haul out of the line for repairs. By 6.30 p.m. she was again in the line and maintained the fight for another hour, but after this she was compelled to turn away and was lost to sight in the fog, which had settled down with the coming of night. •• At about 8 p.m., Admiral Kamimura, commanding the 2nd Japanese division, saw the *Imperator Alexander III* for the last time. She was drifting through the fog with a heavy list. Soon afterwards she capsized and went down. Of her complement of 840 only four were saved, 41 officers and 795 men being drowned.

The full story of the battle of Tsu-Shima is told under the *Kniaz Suvaroff*, flagship of Admiral Rojdestvensky, which was among those lost.

IMPERATRIZA MARIA

Russian Navy, dreadnought battleship; 1914; Nikolaieff Dockyard; 22,500 tons; 551x89-7x27-7; 25,000 i.h.p.; 21 knots; turbine engines; ten 12 in. guns, twenty 5 in., four 2-5 in., four 3pdr., 4 T.T.

The Russian dreadnought *Imperatriza Maria* was completing at Nikolaieff Dockyard, in the Black Sea, when the First World War broke out, but owing partly to shortage of material caused by the war it was some time before the ship was ready for sea. She was, however, the first of a group of three ships of identical design to be completed, but her career was extremely brief. On October 20th, 1916, she caught fire, and although every effort was made to control the flames and flood the magazines, the ship blew up with the loss of about 200 of her crew.

About two years previously the German battle cruiser *Goeben* and the light cruiser *Breslau* (which see) had escaped from the Mediterranean through the Dardanelles and had considerably reinforced the weak Turkish navy. These ships were more than a match for the old battleships and cruisers which constituted Russia's main strength in the Black Sea. The loss of the *Imperatriza Maria*, therefore, was a major disaster for the Russians, as it deprived them at a crucial moment of their one modern battle unit.

IMPERIAL

British Navy, destroyer; 1936; Hawthorn Leslie; 1,370 tons; 320x33x8-5; 34,000 s.h.p.; 36knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 6smaller, 10 T.T.

The destroyer *Imperial*, Lt. Cdr. C. A. de W. Kitcat, was engaged in evacuating the British army from Crete in May, 1941. On the 29th she was the target for a determined attack by German dive-bombers. Although she was not hit, a near miss damaged the steering gear without her officers becoming aware of the damage. Some hours afterwards when approaching the Kaso Straits she suddenly began to steam in circles. Rear-Admiral Rawlings, in command of the force, realised that the ship was too close to Crete to be towed home. He therefore gave orders for the crew to be taken off, together with 300 soldiers. Under cover of darkness all on board were transferred to the destroyer *Hotspur* which then sank her with two torpedoes.

The full story of the Crete Evacuation is told under the cruiser *Calcutta*.

IMPERIAL STAR

F.Leyland&Co.; 1935; Harland& Wolff; 12,427 tons; 524-2x70-4x32-3; 12,000 b.h.p.; 16knots; oilengines.

The liner *Imperial Star*, Capt. S. J. C. Phillips, on a voyage from Liverpool to Malta, in convoy, was torpedoed and sunk by German aircraft on September 27th, 1941, about 50 miles N.E. of Bizerta. She was carrying 340 troops and had a crew of 105 but no lives were lost.

IMPETUOSO

Italian Navy, destroyer; 1913; Pattison, Naples; 680 tons; 238x24x8-4; 18,200 s.h.p.; 35-8 knots; turbine engines;

Thornycroft boilers; one 4-7 in. gun, two 14pdr AA; 2 T.T. The Italian destroyer *Impetuoso* was torpedoed and sunk by the Austrian submarine U-17. The attack took place in the Straits of Otranto on July 10th, 1916. The destroyer's normal complement was 71.

IMROZ

Turkish Government; 1943; W. Simons & Co.; 1,125 tons; 217 • 8 x 37-9 X—; triple-expansion engines.

On January 13th, 1959, there was an explosion and fire on the *Mirador* at Iskenderun, which set fire to the *Imroz*, a salvage vessel. The hull was completely burned away above the waterline and 11 on board were killed.

IN AGHZI

Soc. Ottomane des Mines La Miniere; 1881; C. Putnam; 1,086 tons; 189-9x37-1x22.

The Turkish wood auxiliary sailing ship *In Aghzix Tris lerarchai* was carrying coal from Zonguldak to Constantinople (Istanbul) on September 3rd, 1924, when she sank off Kevken.

INAKE

Campania Naviera Basoa, S.A.; 1888; W. Gray & Co.; 2,292 tons; 290x38-2x20-3; triple-expansion engines. The Spanish steamship Inake went ashore during a fog on April 13th, 1949, half-a-mile E. of Suances Harbour. She was broken up by the heavy seas and disappeared.

INARI MARU

Konan Risen K.K.; 2,759 tons. The Inari Mam struck a mine and sank on July 24th, 1945, in the Inland Sea of Japan.

INAZUMA

Japanese Navy, destroyer; 1932; Fujinagata S.B. Co.; 1,700 tons; 371-5x33-7x9'7; 40,000 s.h.p.; 34 knots; turbine engines; six 5 in. guns, 4 A.A.m.g., 9 T.T.

The destroyer *Inazuma* was torpedoed and sunk off Tawitawi, Philippine Islands, by the U.S. submarine *Bonefish* on May 14th, 1944. The destroyer's normal complement was 197.

INCHULVA

J.E. Guthe & Co.; 1881; C. Mitchell & Co.; 2,229 tons; 285 x 38-1x26-3; 222 n.h.p.; compound engines. The British cargo ship Inchulva foundered on November 4th, 1895, at Santa Maria, Conception Bay, while on a voyage from Cardiff to Acapulco carrying a cargo of coal.

INDEFATIGABLE

British Navy, battle cruiser; 1909; Devonport Dockyard; 18,750 tons; 580x79-5x27-7; 43,000 i.h.p.; 29-1 knots; turbine engines; Babcock boilers; eight 12 in. guns, sixteen 4 in. 3 T.T. The battle cruiser Indefatigable was one of three ships forming the 2nd

Battle Cruiser Squadron, the others being New Zealand, flagship, and Australia. She had a complement of 57 officers and 950 men, under command of Capt. C. F. Sowerby, and, at the battle of Jutland, had on board five civilians. The squadron was not at full strength on this day, as Australia was in dockyard hands.

Prior to the commencement of the battle, the two ships were disposed three miles on the port beam of the 1st Battle Cruiser Squadron, led by Vice-Admiral Beatty, the position of the flagship *Lion* being 56° 46' N., 3° 36' E. at noon, G.M.T. About five miles astern of the battle cruisers was the 5th Battle Squadron, under Rear-Admiral H. Evan-Thomas, and the 1st Destroyer Flotilla. In addition there were a number of light cruisers ahead with another destroyer flotilla acting as a screen. These squadrons and flotillas were engaged in the first phase of the battle of Jutland, the full account of which is told under *Invincible*, flagship of the 3rd Battle Cruiser Squadron, which was lost.

On the German side of the North Sea was Admiral von Hipper, in command of the Scouting Force, consisting of five battle cruisers, five light cruisers and 33 destroyers. This fleet had left the Jade at 2 a.m. and was in the same latitude as the squadrons under Admiral Beatty, but totally unaware of his presence. The distance between the opposing fleets gradually reduced as the day wore on, the cause of their coming together being a neutral steamship which was being overhauled by a German destroyer from one quarter, while H.M.S. *Galatea* overhauled her from another. In this manner the rival admirals became aware of each other's approach, and within a few minutes Beatty had ordered his ships to pursue the enemy. At 3.20 p.m. the main squadrons came in sight of each other and at about 3.45 firing commenced, the range being approximately 16,000 yards. The opposing forces were as follows:—

BRITISH

	tons	knots	guns
<i>Lion</i> (flagship)	...26,350	28-5	eight 13-5 in. sixteen 4 in.
<i>Princess Royal</i>	"	"	" " " "
<i>Queen Mary</i> ...	"	"	" " " "
<i>Tiger</i>	... 28,000	28	" " twelve 6 in.
<i>New Zealand</i> ...	18,800	"	" " sixteen 4 in.
<i>Indefatigable</i> ...	18,750		

GERMAN	tons	knots	guns
<i>Lutzow</i> (flagship)	...28,000	27	eight 12 in. twelve 5-9 in.
<i>Derfflinger</i> ...	"	"	" " " "
<i>Seydlitz</i>	...24,640	26-2	ten 11 in.
<i>Moltke</i>	...22,640	28-4	" " " "
<i>Yonder Tann</i> ...	18,700	25	" " twenty 3-4 in.

The position of the British at the commencement of the action was that all the battle cruisers were in line ahead, *Indefatigable* being the rear ship, and were intended to fire on their opposite targets. Unfortunately the signal from *Lion* was made by flag, and by reason either of distance or of the density of smoke, it was not accepted by *Queen Mary* (which see) and *Tiger*. The distribution of the British fire was therefore very uneven, a factor which contributed in no small measure to the disasters which befell the battle cruiser squadrons. It was Admiral Beatty's intention that *Lion* and her next astern, *Princess Royal*, should concentrate on the German flagship *Lutzow*, leaving *Queen Mary* to fire on the *Derfflinger*. Owing to the signal not being received the latter ship enjoyed immunity from salvos for a considerable time, *Queen Mary* firing on the third ship in the German line, the *Seydlitz*, while *Tiger* fired on the *Moltke*, which was actually the target of *New Zealand*. *Indefatigable* and the *Von Der Tann*, as the rear ships of each line had a contest to themselves without interference from any other vessel.

The Germans enjoyed the advantage of the light, the British being clearly visible against the western sky. At the first onset the shooting was all in favour of the enemy, *Lion* and *Tiger* receiving several hits. A factor which made this phase of the battle much worse for the British was that Admiral Beatty in his eagerness to close von Hipper, had left Evan-Thomas with the 5th Battle Squadron some seven miles behind. These vessels, of *Queen Elizabeth* class, were the fastest and most powerful battleships in the Grand Fleet, and the failure to make use of them from the very outset brought deplorable consequences, permitting what might well have been an overwhelming victory to elude the British.

The range had now decreased to 13,000 yards, and at this distance *Queen Mary* discovered the *Derfflinger's* immunity from salvos and immediately began to register on the German ship. The action had been in progress for 20 minutes when *Lion* was struck by a heavy shell and nearly blown up. She was saved by the presence of mind of Major Harvey of the Marines, who, though mortally wounded, gave orders to close the magazine doors and flood the magazines.

Soon after this, at a little past 4 o'clock, the *Von Der Tann* got a salvo of three shots that fell upon *Indefatigable's* upper deck and penetrated to her magazines. The ship was enveloped in smoke and flame and was observed to haul out of the line heavily down by the stern. A second salvo struck her, and with a loud explosion she turned over and sank.

Of her company of 1,012 only two were picked up by the Germans the suddenness of her disappearance accounting for the loss of the remainder.

The loss of *Indefatigable*, *Queen Mary* and *Invincible* at the battle of Jutland, and the narrow escape of *Lion*, revealed a radical weakness in the protection of this class of ship. The remaining units were at once taken in hand and the defect remedied, so that there was no longer any danger of a flash from exploding shells penetrating the magazines.

INDIA

Peninsular & Oriental Steam Navigation Co.; 1896; J. Caird & Co.; 7,940 tons; 499-9x54'3x25-1; 11,000 i.h.p.; 18 knots; triple-expansion engines.

The liner *India* was taken over by the Admiralty in 1914 and commissioned as an auxiliary cruiser under Cdr. W. G. A. Kennedy, having a complement of 301. On August 8th, 1915, she was torpedoed by a German submarine off the island of Hellevoer, near Bodo, Norway.

The *India* sank with a loss of ten officers and 150 ratings. The survivors numbered 22 officers, including Cdr. Kennedy, and 119 ratings.

INDIA

The Texas Co. (Norway) A/S; J939; Deutsche Werft A.G.; 9,977 tons; 503-8x67-4x34-3; 1,167 h.p.; oilengines. The Norwegian motor tanker India left Talara on September 3rd,

INDIA ARROW

1943, for Sydney and was not seen again. She was thought to have been sunk by a surface raider in about latitude 20° S., longitude 115° W., probably on September 11th.

INDIA ARROW

Socony-Vacuum Oil Co.; 1921; Bethlehem Shipbuilding Corp.; 8,327 tons; 468-3x62-7x32; 3,200 i.h.p.; 11 knots; quadruple-expansion engines.

The American tanker *India Arrow*, Capt. Carl S. Johnson, was torpedoed and sunk by a German submarine off the southern coast of New Jersey on February 4th, 1942. Twenty-six men were killed and one wounded. Capt. Johnson was among the survivors. The vessel was not in convoy at the time of the sinking.

INDIA MARU

Kawasaki Kisen K.K.; 1920; Kawasaki Dockyard Co.; 5,872 tons; 385x51x36; 440 n.h.p.; triple-expansion engines. The steamship *India Maru* was bombed and sunk by U.S. land-based aircraft on April 14th, 1943, N. of Wewak, New Guinea.

INDIAN

P. Pellier; 1848; Jersey; 472 tons.

The wooden barque *Indian* was bound from London to Bombay when she struck on the Cargados Reef on the evening of April 4th, 1850. The captain was aware that the ship was dangerously near the islands but apparently took no steps to check his position or to lie to until daylight. As a consequence of this neglect the ship ran ashore and soon became a total wreck. The captain and eight seamen got into a boat and abandoned the rest of the company. After suffering great privations on the islands for about a fortnight eight survivors were rescued by a passing vessel and taken to Mauritius.

The *Indian* had on board about 22 persons of whom a few were passengers.

INDIAN

Allan Line; 1855; W. Denny & Bros.; 1,764 tons; 278x34x24; 350 n.h.p.; 12 knots; steam engines.

The barque rigged, screw steamship *Indian* left Liverpool in November, 1859, with 157 persons on board, bound for Portland, Maine, with mails for Canada.

In the early morning of November 21st the *Indian* was travelling at full speed under steam and canvas in thick weather. The captain was badly out in his reckoning, believing that he was near Sable Island. Soundings were taken which seemed to confirm him in his opinion. Suddenly the vessel crashed full on to rocks near Cape Race. Three out of the seven boats carried capsized on launching and the fourth was stove in by the breakers.

The ship broke in two and at daylight the forward portion disappeared. The three remaining boats were launched and fared better than their predecessors. About 50 people were picked up by the schooner *Wave* during the day, and in all 130 persons were rescued by various means. The mails were saved, but many of the passengers complained of being plundered by the people along the shore.

The drowned numbered 27.

INDIAN ENTERPRISE

India Steamship Co.; 1946; Shipbuilding Corp. (Wear Branch); 7,319 tons; 431 • 2 x 56 - 3 x 35 - 6; triple-expansion engines. The British cargo ship *Indian Enterprise* was sunk by an explosion on June 19th, 1950, in the Red Sea in 25° 31' N., 35° 27' E. She was carrying a general cargo and 538 tons of explosives on a voyage from Bremen, via London, to Calcutta. A Court of Inquiry found that the explosion was probably due to spontaneous combustion. The master, Capt. P. S. Campbell, and 72 of the crew were lost. There was only one survivor.

INDIANA

Bailey & Leatham; 1889; R. Dixon & Co.; 2,226 tons; 277x38-2x19-2; 188 n.h.p.; triple-expansion engines. The British cargo ship *Indiana* sank after a collision off Worthing on March 1st, 1901, while on a voyage from Venice, via Buriana, to London. She was carrying a general cargo.

INDIANA HARBOR

Pillsbury & Curtis; 1920; American S.B. Co.; 2,612 tons; 251X43-6X26-1; 352 n.h.p.; triple-expansion engines. The American ship *Indiana Harbor* was carrying ore and general cargo from San Francisco to Portland when she went ashore on May 18th, 1927, on Reynolds Rock, ten miles S. of Point Gorda.

INDIANAPOLIS

United States Navy, heavy cruiser; 1931; New York Shipbuilding Corp.; 9,950 tons; 610-2x66x17-3; 107,000 s.h.p.; 32-7 knots; turbine engines; White-Forster boilers; nine 8 in. guns, 12-5 in., 12 smaller, 4 aircraft.

The heavy cruiser *Indianapolis* was torpedoed by a Japanese submarine N.E. of Leyte on July 29th, 1945. The vessel had been used to transport atomic bomb material from San Francisco to Guam and she was returning from this voyage when she was torpedoed.

INDIER

Cie. Maritime Beige (Lloyd Royal); 1918; J. Priestman & Co.; 5,409 tons; 400-3x52-3x28-4; 517 n.h.p.; triple-expansion engines.

The Belgian steamship *Indier* was torpedoed and sunk by a German submarine with the loss of 42 lives on April 3rd, 1941, about 700 miles E.S.E. of Cape Farewell on a voyage from Halifax to the Clyde.

INDIGIRKA

V.S.S.R.; 1886; Scott & Co.; 2,336 tons; 314-9x38x23-7; 249 n.h.p.; triple-expansion engines.

The *Indigirka* struck a reef and sank on December 12th, 1939, in the Okhotsk Sea, near Wakkanai on the N. coast of Hokkaido Island. She was carrying passengers and about 750 lives were lost.

INDONOR

Pan-Norse S.S. Co. S.A. (Wallem & Co.); 1942; W. Gray & Co.; 2,828 tons; 327-9x46-6x —; triple-expansion engines. The *Indonor* went aground on a reef on February 3rd, 1960, on Karimon Djawa, Eilanden, while sailing from Palembang to Surabaya with coal. The ship was pounding heavily and all the crew with the exception of the master were taken off. She sank on February 7th.

INDRA

Torsten Carlbon; 1900; W. Gray & Co.; 2,032 tons; 280-1X39-2x15-7; 153 n.h.p.; triple-expansion engines. The *Indra* left Barry on October 16th, 1941, for Huelva, passed Barry Island on the 17th, and was not seen again. A ship's boat was washed ashore.

INDUNA

Maclay & McIntyre; 1898; A. Stephen & Sons; 4,441 tons; 380X49-9X25-6; 380 n.h.p.; triple-expansion engines. The British cargo ship *Induna* sank after a collision in 33° 16' S., 51° 54' W., on July 11th, 1918. She was on a voyage from Buenos Aires to Liverpool carrying a cargo of wheat and oats.

INDUNA

Maclay & McIntyre; 1925; A. Stephen & Sons; 5,086 tons; 402x52-2x27-5; 431 n.h.p.; triple-expansion engines. The steamship *Induna*, in convoy from Reykjavik to North Russia, was torpedoed and sunk by a German submarine on March 30th 1942, in the Barents Sea. Twenty-five of her crew and six gunners were lost, together with 11 survivors from another torpedoed ship in the convoy.

INDUS

Mercantile S.S. Co.; 1877; C. S. Swan & Co.; 1,907 tons; 285-2x34-2x24-6; 200 h.p.; compound inverted engines. The British cargo ship *Indus* was wrecked near Havre on January 15th, 1883, while on a voyage from Akyab to Rouen carrying a cargo of rice.

INDUS

Peninsular & Oriental S.N. Co.; 1871; W. Denny & Bros.; 3,462 tons; 360-4x40-4x34-1; 535 h.p.; compound inverted engines. The British steamship *Indus* was wrecked 60 miles north of Trin-

comalee on November 8th, 1885, while on a voyage from Calcutta to London carrying a general cargo.

INDUS

Indian Navy, sloop; 1934; Hawthorn Leslie; 1,190 tons; 296-5 x 35-5 x 8-7; 2,000 s.h.p.; 16-5 knots; turbine engines; 3-drumboilers; two 4•7 in. guns, four 3 pdr, 11 smaller. The Indian sloop *Indus* was bombed and sunk by Japanese aircraft at Akyab on April 6th, 1942, when a powerful enemy squadron consisting of three battleships, five aircraft carriers, several cruisers and a large number of destroyers entered the Bay of Bengal. Carrier-borne aircraft made extensive raids on ports and shipping and sank many British warships. The *Indus* carried a normal complement of 119, and her casualties were ten ratings wounded.

INDUS

James Nourse; 1940; Chas. Cornell & Co.; 5,187 tons; 415-6X 55-2x25-6; 387 n.h.p.; 10 knots; oil engines. The motor vessel *Indus*, Capt. C. E. Bryan, was shelled and sunk by the German raider *Santa Cruz* on July 20th, 1942, in lat. 27° S., long. 82° 50' E., on a voyage from Colombo to Fremantle. Twenty-two men were killed. Capt. Bryan was among the survivors.

INDUS MARU

Osaka Syosen K.K.; 1918; Osaka Iron Works; 4,361 tons; 345X49-8x28-1; 390 n.h.p.; triple-expansion engines. The steamship *Indus Maru* was torpedoed and sunk by the U.S. submarine *Gar* on May 15th, 1943, E. of Mindoro, Philippines.

INDUTIOMARE

Lloyd Royal Beige; 1910; W. Pickersgill & Sons; 1,577 tons; 259-2x39-2x17-6; 162 n.h.p.; triple-expansion engines. The Belgian cargo ship *Indutiomare* was torpedoed and sunk by a German submarine in the North Sea on July 6th, 1917.

INEBOLU

Deniz Yollari Isletmesi Mudurlugu; 1892; Gourlay Bros. & Co.; 1,080 tons; 246-3x33-7x16-2; 303 n.h.p.; triple-expansion engines.

The *Inebolu* foundered in a hurricane on 8.30 pan. on November 11th, 1935, outside Pelican Point at the entrance to Izmir harbour. The ship was carrying 154 passengers, as well as cotton, rice and wheat. It was decided that the loss was due to the faulty stowage of the cargo. Twenty-six lives were lost.

INES CORRADO

Corradp Soc. Anon. di Nav.; 1942; 8,061 tons; oil engines. The Italian motorship *Ines Corrado* was bombed and sunk by Allied aircraft on March 7th, 1943, west of Marettimo.

INFANTA MARIA TERESA

Spanish Navy, armoured cruiser; 1890; Bilbao Dockyard; 6,889 tons; 340x65x21-5; 13,758 i.h.p.; 20-25 knots; triple-expansion engines; two 11 in. guns, ten 5-5 in., eight 2-2 in., eight 1-4 in., 2 m.g., 6 T.T.

The *Infanta Maria Teresa* was the flagship of Admiral Pascual Cervera, in command of the Spanish Atlantic Squadron which had been concentrated in St. Vincent Harbour, Cape Verde Islands, prior to the American-Spanish War. The territory was Portuguese, but the authorities permitted the fleet to lie there without protest. On April 21st, 1898, war broke out between Spain and the United States and the squadron was ordered to prepare for sea. The ships were in the worst possible condition for hostilities but on April 23rd they weighed anchor and sailed for Cuba, reaching Santiago on May 19th without being intercepted by the larger and more powerful American fleet.

For six weeks the Spanish admiral lay in the harbour making no attempt to harry the enemy and even missing simple opportunities to capture colliers, although his ships were short of coal. At last, when matters ashore were very grave, and the Spanish army heavily engaged with the Cuban rebels and the Americans, it was decided to make a dash for Havana. It was hoped that in doing so some damage might be inflicted on the U.S. blockading squadron. This was the theory, but neither ships nor seamen were equal to the task, and the ensuing battle was more of a sacrifice to Spanish national pride than anything else.

The *Infanta Maria Teresa* carried a crew of 556 officers and men, under command of Capt. Concas. It should be noted that the speed given is the designed and not the actual, which was much below this figure. In this respect all the ships were alike, for, in addition to the fouling of the hulls during their months in commission, their engines were in a very poor state of repair. The ammunition supply was fair but not good, and the cartridges did not always fit the guns. The American ships were also foul hulled and suffered some reduction in speed as a consequence, but otherwise they were immeasurably superior to their antagonists.

Admiral Cervera had anticipated finding a well stocked base at Santiago, strongly fortified and able to effect any small repairs that his ships might require. Instead he discovered that the forts mounted only four modern guns of light calibre and that there was little coal, stores or provisions. On their side the people of Santiago experienced a bitter disappointment, for they had been led to expect at least eight large warships and a dozen destroyers. When the news came that the battleship *Pelayo*, 9,744 tons, and the armoured cruiser, *Emperador Carlos V*, 9,089 tons, were not with the squadron owing to the chronic inability of the home yards to overhaul or complete any ship to time, dismay turned to despair.

The fighting going on around Santiago necessitated a call being made on the fleet, and a naval brigade of 1,200 seamen and marines was put ashore. Of this number 34 were either killed or wounded before they were withdrawn to man the ships for their desperate sortie.

The squadron was composed of four armoured cruisers and two destroyers, the ships being as follows:—

	tons	knots	guns
<i>Infanta Maria Teresa</i> (flagship)	6,889	20-25-2	11 in. 10-5-5 in.
<i>Viscaya</i>	"	21	"
<i>Almirante Oquendo</i>	"	20	"
<i>Cristobal Colon</i>	6,840	"	" 10 in. " 6 in
<i>Furor</i> (destroyer)	370	28	" 12 pdr 2-6 pdr
<i>Pluton</i> (destroyer)	400	30	" 14 " " "

The U.S. blockading fleet was much more powerful and composed entirely of modern naval units.

U.S. NORTH ATLANTIC SQUADRON

	tons	knots	guns
<i>New York</i> (flagship, armoured cruiser)	8,200	21	6-8 in. 12-4 in.
<i>Iowa</i> , battleship	11,340	17-8	4-12 in. 8-8 in.
<i>Indiana</i> (battleship)	10,288	15-5	" 13 in. " "
<i>Oregon</i> (battleship)	10,242	16-8	" " " "
<i>Cincinnati</i> (cruiser)	3,213	19	11-5 in.
<i>Detroit</i> (cruiser)	2,089	18-7	10 " "
<i>Marblehead</i> (cruiser)	"	18-9	" " "
<i>Montgomery</i> (cruiser)	"	18-8	" " "
<i>Puritan</i> (monitor)	6,060	12-4	4-12 in. 6-4 in.
<i>Terror</i> (monitor)	3,990	10-5	" 10 in.

Torpedo boats:—*Cushing, Ericsson, Rogers, Foote, Dupont* and *Winslow*, 105 to 165 tons, 22-5 to 28-5 knots.

In addition to the above ships there was a very fast and powerful Flying Squadron, composed as follows:—

	tons	knots	guns
<i>Brooklyn</i> (flagship, armoured cruiser)	9,215	21-9	8-8 in. 12-5 in.
<i>Texas</i> (battleship)	6,315	17-8	2-12 in. 6-6 in.
<i>Massachusetts</i> (battleship)	10,288	16-2	4-13 in. 8-8 in.
<i>Columbia</i> (cruiser)	7,375	22-8	1-8 in. 2-6 in. 8-4 in.
<i>Minneapolis</i> (cruiser)	"	23	" " " "

At about 9.30 on Sunday morning, July 3rd, when the American ships were just making ready for church, the Spanish squadron, led by the *Infanta Maria Teresa*, steamed out and turned westward along the coast. It was first sighted by the U.S. battleship *Oregon*, which had steam raised, the other vessels having allowed their steam pressure to fall off. The *Oregon*, followed by the armed yacht *Gloucester*, at once gave chase, the others coming along as soon as they could raise sufficient steam. The *New York*, flagship, was many miles away at Siboney where Admiral Sampson had gone to confer with General Shafter, the U.S. army commander.

The conduct of the Spanish admiral, once he accepted battle, was highly creditable to him. The *Infanta Maria Teresa* sustained the concentrated fire of the big American battleships from the outset, and maintained a hopeless fight for about 45 minutes. At a quarter past ten she turned shorewards and ran aground off Nimanima, six and a half miles west of Santiago. She had been hit several times, the chief damage being caused by two 12 in. shells which had penetrated her to port, just above the water line, blowing out both her sides and damaging her stern turret. In addition two 8 in. shells and a 5 in. shell killed a number of men and set the ship alight in two places. The fire burned with great intensity, driving the engineers from the engine room and the gunners from the guns. Altogether 40 officers and men were killed.

In these circumstances the flagship ceased to be a fighting unit and most of her crew took to the water, whence they were rescued by the boats of the *Gloucester*. Admiral Cervera, who was slightly wounded, was rescued in this manner and taken first to the *Gloucester* and later to the *Iowa*. He was received with every mark of respect by the Americans in recognition of his gallant fight.

The other ships of the squadron now began to haul out of the line. The *Almirante Oquendo*, which was the rear ship of the cruisers, ran ashore about a mile and a half to the westward, beyond the blazing flagship. She was subjected to devastating fire and blew up on the beach. The *Viscaya*, though badly damaged, made a gallant effort to withstand the onslaught of the *Brooklyn*, flagship of Commodore Schley, in order that the *Cristobal Colon* might escape. A shell from the *Brooklyn* struck the bow torpedo tube of the *Viscaya*, exploding the torpedo loaded there and blowing the whole of the fore part of the ship into the air. At 11.15 a.m., exactly one hour after the destruction of her flagship, the *Viscaya*, in flames and frequently exploding, ran ashore and hauled down her flag.

The *Cristobal Colon* was now the only survivor, the two destroyers having been sunk by the yacht *Gloucester* and other vessels some time previously. She was the newest ship of the squadron, but had been sent to sea without her main armament, her turrets fore and aft being empty. Relying on her secondary armament the *Cristobal Colon* kept her enemies at bay and bade fair to escape altogether when it was discovered that her best steam coal was exhausted and that she would have to fall back on some of an inferior quality. Her steam pressure decreased and within a short time she was at the mercy of her enemies. She made for the Tarquino River, a small creek on the coast, and there scuttled herself. Thus ended the battle of Santiago de Cuba.

The complement of the Spanish squadron was 2,225 officers and men, of whom 392 were either killed or drowned, 150 were wounded, 150 escaped ashore and just over 1,500 unwounded prisoners surrendered to the Americans.

The U.S. ships received little damage and their total loss was one man killed and two wounded.

INGA I

A/SD/Singal; 1921; *Huiskens & van Dijk*; 1,304 tons; 236-8x37-1x16-1; 127 n.h.p.; triple-expansion engines. The Norwegian steamship *Inga I* was torpedoed and sunk by a German submarine on July 28th, 1941, 200 miles W. of Cape Finisterre.

INGE CHRISTOPHERSEN

H. W. Christophersen; 1905; *Flensburger Schiffsbau Ges.*; 1,353 tons; 230•6X34•4X15•2; triple-expansion engines. The German steamship *Inge Christophersen* was bombed and sunk by Russian aircraft on October 9th, 1944, off Mantu Oesel Island.

INGEBORG

F. Hein; 1892; *R. Thompson & Sons*; 1,141 tons; 215x35x20-5. The Norwegian barque *Ingeborg* was bound from New Zealand to

Newcastle, N.S.W. On the night of August 14th, 1907, when off Port Stephens, N.S.W., she was in collision with the steamship *Arawatta*. Of those on board seven persons were drowned.

INGEBORG

L. Lauritzen; 1917; *Kjobenhavns Flydedok & Skibsverft*; 1,207 tons; 239-9x35-7x14-5; 98 n.h.p.; triple-expansion engines. The Danish steamship *Ingeborg* was torpedoed and sunk by a German submarine in the North Sea on July 28th, 1917.

INGEBORG S.

German Government; 1924; *Kjobenhavns Flydedok & Skibsverft*; 1,200 tons; 235-4x36-2x13-7; 83 n.h.p.; triple-expansion engines.

The steamship *Ingeborg S.* was formerly Danish, seized by the French and later taken over by the Germans. On October 11th, 1943, she was torpedoed and sunk by a British submarine off Amorogos Island, Greece.

INGENIEUR GENERAL HAARBLEICHER

French Government; 1944; *Wm. Hamilton & Co.*; 7,067 tons; 433-5x56-2x34-2; triple-expansion engines. The French ship *Ingenieur General Haarbleicher* was carrying explosives from Marseilles to Saigon when she went ashore on Stromboli Island on November 21st, 1945, and broke in two.

INGER

A/B Transmarin; 1929; *Helsingborgs Varfs & Svetsnings Aktieb.*; 1,707 tons; 247-3x38-1x15-2; 145 n.h.p.; triple-expansion engines.

The Swedish ship *Inger* was in collision with the Italian ship *Literno* and sank seven miles S.W. of Beachy Head on May 31st, 1930. She was carrying coal from Swansea to Sundsvall.

INGER

A/S Inger; 1930; *Trondhjems Mek. Verksted*; 1,418 tons; 249-8x38x15-7; 144 n.h.p.; triple-expansion engines. The Norwegian steamship *Inger* was torpedoed and sunk by a German submarine on August 23rd, 1941, 30 miles N.W. of the Butt of Lewis. Seven of her crew and two gunners were killed.

INGER BENEDICTE

A/S Inger; 1883; *Sunderland S.B. Co.*; 1,946 tons; 280x37-1x20-5; 203 n.h.p.; triple-expansion engines. While on a voyage from Grimsby to Reykjavik with coal, the Norwegian ship *Inger Benedicte* was in collision and sank at Reykjavik on December 29th, 1924.

INGER ELISABETH

Aj Singer; 1920; *Frammes Mek. Verksted*; 2,166 tons; 289-5X44-2X19-4; 223 n.h.p.; triple-expansion engines. The Norwegian ship *Inger Elisabeth* was torpedoed and sunk by a German submarine on September 15th, 1942, four miles from Cape Rosier in the Gulf of St. Lawrence.

INGER JOHANNE

A/S Inger; 1938; *Lubecker Flender-Werke A.G.*; 1,202 tons; 231-5x34-7x14-4; 189 n.h.p.; oil engines. The Norwegian tanker *Inger Johanne*, under German control, was sunk by gunfire or rockets from British aircraft on October 15th, 1944, at Lillesand, Norway. Sixteen of her crew were killed.

INGERFEM

Al Singer; 1912; *W. Doxford & Sons*; 3,978 tons; 370-5X51-2x22-7; 329 n.h.p.; triple-expansion engines. The Norwegian steamship *Ingerfem* was torpedoed and sunk by a German submarine on December 29th, 1942, in the North Atlantic, with the loss of 40 lives. Twelve days later the American motorship *Stag Hound* picked up one of her boats with one survivor and seven boats.

INGERFIRE

A/S Inger; 1905; *Short Bros.*; 3,835 tons; 346-5x49-6x25-5; 339 n.h.p.; triple-expansion engines. The Norwegian steamship *Ingerfire* was torpedoed and sunk by a

German submarine on April 11th, 1943, about 400 miles E. of Newfoundland. Eight of her crew were killed.

INGERSEKS

A/S Inger; 1913; *Sir Rayltpn Dixon & Co.*; 4,969 tons; 380x52-5x27-4; 390 n.h.p.; triple-expansion engines. The Norwegian steamship *Ingerseks*, under German control, was bombed and sunk by British aircraft on April 23rd, 1945, in the Sogne Fjord, Norway.

INGERTO

A/S Inger; 1920; *Union S.B. Co.*; 3,089 tons; 318-6x46-2x22; 300 n.h.p.; triple-expansion engines. The Norwegian ship *Ingerito* left the River Clyde on February 26th, 1942, bound for Mobile. She was never seen again.

INGERTRE

A/S Inger; 1920; *Union S.B. Co.*; 3,088 tons; 318-8x46-2x22; 300 n.h.p.; triple-expansion engines. The Norwegian ship *Ingeritre* went ashore on January 12th, 1936, at Trefodskjer, S. of Floro. She slid off and sank.

INGERTRE

A/S Inger; 1921; *Burntisland Shipbuilding Co.*; 2,462 tons; 301 x43-7x22-2; triple-expansion engines. The Norwegian steamship *Ingeritre* went ashore in a fog on October 16th, 1949, at Alkhornet, at the entrance to Icefjord. Salvage was impossible.

INGLEFIELD

Field S.S. Co. (E. Aston); 1898; *Richardson, Duck & Co.*; 2,412 tons; 310x44-1x20-4; 245 n.h.p.; triple-expansion engines. The British steamship *Inglefield* was wrecked on February 20th, 1905, on Polonio Rock near Montevideo while on a voyage from the River Plate to Europe with a cargo of wheat.

INGLEFIELD

British Navy, destroyer; 1936; *Cammell Laird*; 1,530 tons; 327x34-5x8-7; 38,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; five 4-7 in. guns, 7 smaller; 10 T.T. The destroyer *Inglefield*, Cdr. C. F. H. Churchill, D.S.C., was sunk by a bomb from a German aircraft off Nettuno on February 25th, 1944, when taking part in the operations in support of the Fifth Army at Anzio. One officer and 34 ratings were lost.

The *Inglefield* had served with distinction in the Mediterranean fighting. She was the first British ship to arrive at Brindisi when Italy capitulated in September, 1943, and also took part in the bombardment of Catania, Sicily, just before the army landed. She had seen service in Norwegian waters and was one of the ships participating in the raid on the fish oil depots in Flore Fjord.

The full story of the Anzio landing is told under the cruiser *Penelope*.

INGLESIDE

Rowlands & Marwood's Steamship Co.; 1910; *Tyne Iron Shipbuilding Co.*; 3,736 tons; 348-5x50-1x23-5; 307 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Ingleside* was torpedoed and sunk by a German submarine 80 miles N. by E. of Algiers on May 8th, 1918. Eleven men were killed. The captain was among the survivors.

INGO

Hamburg-Bremer Afrika-Linie; 1926; *J. Frerichs & Co.*; 3,950 tons; 382-4x50-2x21-9; 316 n.h.p.; triple-expansion engines. The German steamship *Ingo* was bombed and sunk off the Algerian coast on January 27th, 1941.

INGRAHAM

United States Navy, destroyer; 1941; *United States*; 1,630 tons; 348x35-3x10-2; 44,000 s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, 10 smaller, 5 T.T. The destroyer *Ingraham* was sunk in a collision in the North Atlantic in dense fog on August 22nd, 1942. The vessel carried a complement of over 200.

INGRID

A/S I.A. Hamres Red. (Ingrid Hamre); 1920; *McDougall Duluth Co.*; 2,607 tons; 251 x43-7x25-8; 226 n.h.p.; triple-expansion engines. While on a voyage from the Tyne to Hampton Roads and Cuba, the Norwegian steamship *Ingrid* was wrecked on January 19th, 1942, in 56° 32' N., 6° 56' W., off Tiree.

INGRID II

O. Mohn; 1889; *R. Thompson & Sons*; 1,145 tons; 230x32-5x15-3; 135 n.h.p.; compound engines. The Norwegian cargo ship *Ingrid II* was torpedoed and sunk by a German submarine in the Bristol Channel on December 19th, 1917.

INGRID HORN

H.C. Horn; 1928; *F. Schichau*; 4,006 tons; 313-8x48-7x27-7; 620 n.h.p.; oil engines. The German motorship *Ingrid Horn* was bombed and sunk by British aircraft on July 25th, 1944, at Kiel.

INGRID LEONHARDT

Leonhardt & Blumberg; 1944; 1,923 tons. The German ship *Ingrid Leonhardt* struck a mine and sank on April 22nd, 1945, S. of Langeland.

INNEROY

Erling H. Samuelsen Rederi; 1936; *Eriksbergs Mek. Verkstad*; 8,260 tons; 469-2x61-1x34-5; 644 n.h.p.; oil engines. The Norwegian motor tanker *Inneroy* was torpedoed by a German submarine, and caught fire and sank, on January 22nd, 1942, on a voyage from Aruba to Halifax. Thirty-six of her crew were killed.

INNISCARRA

City of Cork Steam Packet Co.; 1903; *Wigham Richardson & Co.*; 1,412 tons; 280-5x38-2x17; 529 n.h.p.; 16 knots; triple-expansion engines. The steamship *Inniscarra* was torpedoed and sunk by a German submarine ten miles S.E. | E. of Ballycotton Island on May 12th, 1918. Twenty-eight persons were killed. The captain was among the survivors.

INNISFALLEN

City of Cork Steam Packet Co.; 1896; *Wigham Richardson & Co.*; 1,405 tons; 272x35-7x16-9; 486 n.h.p.; 14 knots; triple-expansion engines. The steamship *Innisfallen* was torpedoed and sunk by a German submarine 16 miles E. J N. of the Kish lightship on May 23rd, 1918. Ten men were killed. The captain was among the survivors.

INNISFALLEN

British & Irish Steam Packet Co.; 1930; *Harland & Wolff*; 3,071 tons; 321x45-7x15-2; 1,193 n.h.p.; 18 knots; oil engines. The motor vessel *Innisfallen*, Capt. J. Firth, was mined and sunk at the entrance to Canada Dock, the River Mersey, on December 21st, 1940. Four persons were killed and seven wounded. Capt. Firth was among the survivors.

INSTER

Leth & Co.; 1928; *J.L. Thompson & Sons*; 4,747 tons; 403 -2 x 55-8x23-1; 430 n.h.p.; triple-expansion engines. The steamship *Inster* was formerly the British *Thistlebrae*, seized by the Germans on April 13th, 1940, while under repair at Trondheim. She was bombed and sunk by British aircraft on May 3rd, 1945, in the Great Belt.

INSTERBURG

Kohlen-Import u. Poseidon Schiff. A.G.; 1922; *Howaldtswerke*; 865 tons; 194-6x32-9x13-9; 73 n.h.p.; triple-expansion engines. The German steamship *Insterburg* left Rotterdam on October 17th, 1935, for Konigsberg but did not arrive and was feared lost in heavy gales. A lifeboat was washed ashore. Years later the wreck was found in Kiel Bay.

INSTRUCTOR

INSTRUCTOR

T. & J. Harrison; 1912; Russell & Co.; 4,422 tons; 884-5x 49-8x26-4; 401 n.h.p.; triple-expansion engines. The British cargo ship *Instructor* sank after a collision on July 15th, 1918, in 43° 50' N., 34° 50' W. while on a voyage from Portland to Montreal carrying a cargo of Government stores.

INTERNATIONAL

India Rubber, Gutta Percha & Telegraph Works Co.; 1870; Richardson, Duck & Co.; 1,381 tons; 240x30-1x17-4; 142 n.h.p.; compound engines.

On September 30th, 1899, the British cargo ship *International* was being towed from London to Cherbourg by the tug *Gauntlet*. When off Birling Gap the tow rope parted, and the *International* was driven ashore and wrecked.

INTREPID

Gordon S.S. Co.; 1879; Short Bros.; 1,399 tons; 251-3x34X 18-5; 155 n.h.p.; compound engines.

The British collier *Intrepid* was wrecked at Ristna (Dagerort), Esthonia, on July 7th, 1904, while on a voyage from the Tyne to Cronstadt.

INTREPID

British Navy, destroyer; 1936; J. S. White & Co.; 1,370 tons; 320x33x8-5; 34,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; four 4 - 7 in. guns, 7 smaller, 10 T. T. The destroyer

Intrepid, Cdr. C. A. de W. Kitcat, was bombed and sunk by German aircraft in Leros harbour on September 27th, 1943. Three officers and 12 ratings were killed.

INTREPIDO

Italian Navy, Destroyer; 1912; Pattison, Naples; 680 tons; 238x24x8-4; 18,200 s.h.p.; 35-8 knots; turbine engines;

Thomycroft boilers; one 4-7 in. gun, two 14pdr AA; 2 T.T. The Italian destroyer *Intrepido* was mined and sunk off Valona on December 4th, 1915. The destroyer's normal complement was 71.

INTREPIDO

Italian Navy, torpedo boat; 1943; Italy; 860 tons; 274-5X 31x8; 16,000 s.h.p.; 28 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, six 20 mm.A.A., 2 T.T.

The torpedo boat *Intrepido* was torpedoed and sunk by a British motor torpedo boat off Spezia on June 14th, 1944.

INVER

Thomas Jack; 1883; Workman, Clark & Co.; 1,032 tons; 217-3x31-9x13-6; 99 n.h.p.; compound engines. The British cargo ship *Inver* sank after a collision off Coningbeg lightship on February 16th, 1917.

INVER

Shamrock Shipping Co.; 1919; Ramage & Ferguson; 1,543 tons; 250-7x36-2x17-2; 178 n.h.p.; triple-expansion engines. The steamship *Inver*, on a voyage from Blyth to Cowes, struck a mine and sank on December 17th, 1940, in the Thames estuary. Fifteen of her crew, one gunner and the pilot were killed. Only three men survived.

INVERBERVIE

Inverkip Steamship Co.; 1913; Russell & Co.; 4,309 tons; 385-3x49-7x 26; 361 n.h.p.; 11 knots; triple-expansion engines. The steamship *Inverbervie* was torpedoed and sunk by a German submarine 17 miles S. by W. of Cape Rizzuto, Italy, on September 14th, 1916. Six men were killed. The captain was among the survivors.

INVERDARGLE

Inver Tanker; 1938; Deutsche Werft A.G.; 9,456 tons; 503-2 X 67-3x34-2; 997n.h.p.; 12 knots; oilengines. The tanker *Inverdargle*, on a voyage from Trinidad to Avonmouth with aviation spirit, was torpedoed and sunk by a German submarine on January 16th, 1940, in the Bristol Channel. She carried a crew of 45, none of whom was ever heard of again.

INVERESK

T. B. Royden; 1907; C. Cornell & Co.; 4,986 tons; 400X 52-3x29-3; 495 n.h.p.; triple-expansion engines. The British cargo ship *Inveresk* was wrecked at Juan de Nova, Mozambique Channel, on March 22nd, 1911. She was carrying a cargo which included rails and structural machinery on a voyage from New York to Yokkaichi.

INVERILEN

Inver Tankers; 1938; Deutsche Werft A.G.; 9,456 tons; 503-2X 67-3x34-2; 997n.h.p.; oilengines.

The British motor tanker *Inverilen*, on a voyage from New York to Stanlow with 13,000 tons of clean oil, was torpedoed and sunk by a German submarine at 2 a.m. on February 3rd, 1943, about 750 miles W. of Inishtrahull. Twenty-five of her crew and six gunners were lost.

INVERLEE

Inver Tankers; 1938; Bremer Vulkan; 9,158 tons; 480-lx 63-8x35-7; 1,001 n.h.p.; 12 knots; oil engines. The tanker *Inverlee* was on passage from Trinidad to Gibraltar with 14,000 tons of fuel oil when, at 2 a.m. on September 19th, 1941, she was torpedoed and sunk by a German submarine some 30 miles from Cape Sparte, Morocco. She carried a crew of 43, of whom 21 were killed.

INVERLIFFEY

Inver Tankers; 1938; Deutsche Werft A.G.; 9,456 tons; 503-2x 67-3x34-2; 997n.h.p.; oilengines.

The British tanker *Inverliffey*, on a voyage from Trinidad to the Thames with 13,000 tons of gasolene, was torpedoed and sunk by a German submarine on September 11th, 1939, 270 miles W.S.W. of Lands End.

INVERNESS

B. J. Sutherland & Co.; 1940; J. L. Thompson & Sons; 4,897 tons; 415-1x58-2x24-8; 365 n.h.p.; triple-expansion engines.

The steamship *Inverness*, on a voyage from Liverpool to Table Bay, was torpedoed and sunk by a German submarine on July 9th, 1941, about 350 miles N.W. of the Azores. Seven of her crew were killed.

INVERSHANNON

Inver Tankers; 1938; Bremer Vulkan; 9,154 tons; 480-lx 63-8x35-7; 1,001 n.h.p.; 12 knots; oilengines. The tanker

Invershannon was about 800 miles W. of Scotland at about 11.30 on the night of September 20th, 1940, when she was torpedoed by a German submarine. After remaining afloat for some hours she sank on the morning of the 21st. Sixteen of her crew of 47 were lost, together with a survivor from the *Baron Blythswood*, sunk earlier on the same day, picked up by the submarine and then put into one of the *Invershannon's* boats.

INVINCIBLE

British Navy, battle cruiser; 1908; Armstrong Whitworth; 17,250 tons; 560 x 78-6 x—; 41,000i.h.p.; 28-6 knots; turbine engines;

Yarrow boilers; eight 12 in. guns, sixteen 4 in., 5 m.g., 3 T.T. The battle cruiser *Invincible* was the flagship of Rear-Admiral the Hon. H. L. A. Hood, C.B., commanding the 3rd Battle Cruiser Squadron at the battle of Jutland on May 31st, 1916. As she was the only flagship lost on the British side it is fitting to include under her name a summary of the Jutland action. The ship was in the first group of her class, which was designed in accordance with the views of Admiral Sir John (afterwards Lord) Fisher, First Sea Lord of the Admiralty. The ships, with their high speed, powerful armament and weak armour, were intended to operate against all other craft lighter than themselves and by reason of their speed and gun-power overwhelm their opponents at negligible risk. Under certain conditions they might have to fight in the line against dreadnoughts, in which case it was confidently believed that their high speed would outweigh their defects in armour protection.

The battle of Jutland was the inevitable clash between the young and confident German navy and the tremendously powerful British Grand Fleet. A trial of strength which the world had waited for and speculated upon ever since the first day that Britain entered the war was now about to begin. In all previous encounters the Germans, in defeat as well as in victory, had shown themselves resolute and

capable seamen, possessed of a high standard of training and equipped with superb ships of war. They had waited patiently for their new heavy units to be completed and by May, 1916, the High Seas Fleet was as powerful, in comparison with the Grand Fleet, as it could ever hope to be. Nothing was to be gained by further delay

and Admiral Scheer was eagerly watching the weather for an early opportunity of steaming out and severely damaging his enemy. On the morning of May 30th, 1916, Admiral Jellicoe received information that the High Seas Fleet was assembling in Jade Roads, and that German submarine flotillas were taking up their stations in the North Sea. By 10.30 on the same evening the British Fleet was making for its rendezvous E. of the Long Forties. It was an immense array of ships, covering a vast area of the North Sea, and was composed as follows: —

	tons	knots	guns	
1st Battle Squadron				
<i>Iron Duke</i> ...	25,000	21	10-13 -5 in.,	12-6 in.
(fleet flagship)				
<i>Marlborough</i> ...	"	"	"	"
<i>Revenge</i> ...	25,750	22	8-15 in.,	"
<i>Agincourt</i> ...	27,500	"	14-12 in.,	20 "
<i>Hercules</i> ...	20,000	21	10	16-4 in.
<i>Neptune</i> ...	19,900	"	"	"
<i>St. Vincent</i> ...	19,250	"	"	"
2nd Battle Squadron				
<i>King George V</i> ...	23,000	21-5	10-13 -5 in.,	"
<i>Ajax</i> ...	"	"	"	"
<i>Centurion</i> ...	"	"	"	"
<i>Erin</i> ...	"	21	"	16-6 in.
<i>Orion</i> ...	22,500	"	"	16-4 in.
<i>Monarch</i> ...	"	"	"	"
<i>Conqueror</i> ...	"	"	"	"
<i>Thunderer</i> ...	"	"	"	"
4th Battle Squadron				
<i>Royal Oak</i> ...	25,750	22	8-15 in.,	12-6 in.
<i>Superb</i> ...	18,600	20-75	10-12 in.,	16-4 in.
<i>Bellerophon</i> ...	"	"	"	"
<i>Temeraire</i> ...	"	"	"	"
<i>Canada</i> ...	28,000	23	10-14 in.,	16-6 in.
<i>Benbow</i> ...	25,000	21	10-13 -5 in.,	12 "
<i>Vanguard</i> ...	19,250	"	10-12 in.,	18-4 in.
5th. Battle Squadron				
<i>Valiant</i> ...	27,500	25	8-15 in.,	8-6 in.
<i>Warspite</i> ...	"	"	"	"
<i>Barham</i> ...	"	"	"	12 "
<i>Malaya</i> ...	"	"	"	"
1st Battle Cruiser Squadron				
<i>Lion</i> ...	26,350	28	8-13 -5 in.,	16-4 in.
(fleet flagship)				
<i>Princess Royal</i> ...	"	"	"	"
<i>Queen Mary</i> ...	"	"	"	"
<i>Tiger</i> ...	27,000	"	"	12-6 in.
2nd Battle Cruiser Squadron				
<i>New Zealand</i> ...	18,750	27	8-12 in.,	16-4 in.
<i>Indefatigable</i> ...	"	26	"	"
3rd Battle Cruiser Squadron				
<i>Invincible</i> ...	17,250	28	"	"
<i>Inflexible</i> ...	"	"	"	"
1st Cruiser Squadron				
<i>Defence</i> ...	14,600	21	4-9 -2 in.,	10-7-5 in.
<i>Warrior</i> ...	13,550	22	6	4 "
<i>Duke of Edinburgh</i> ...	"	"	"	10-6 in.
<i>Black Prince</i> ...	"	"	"	"
2nd Cruiser Squadron				
<i>Minotaur</i> ...	14,600	21	4-9-2 in.,	10-7-5 in.
<i>Shannon</i> ...	"	"	"	"
<i>Cochrane</i> ...	13,550	22	6	4 "
<i>Hampshire</i> ...	10,850	"	4-7-5 in.,	6-6 in.

	tons	knots	guns	
1st Light Cruiser Squadron				
<i>Galatea</i> ...	3,520	30	2-6 in.	6-4 in.
<i>Inconstant</i> ...	"	"	"	"
<i>Phaeton</i> ...	"	"	"	"
<i>Cordelia</i> ...	3,800	"	"	8 "
2nd Light Cruiser Squadron				
<i>Southampton</i> ...	5,400	25	8-6 in.	
<i>Dublin</i> ...	"	"	"	
<i>Nottingham</i> ...	"	24-75	9	"
<i>Birmingham</i> ...	"	"	"	"
3rd Light Cruiser Squadron				
<i>Falmouth</i> ...	5,250	25	8-6 in.	
<i>Yarmouth</i> ...	"	"	"	
<i>Birkenhead</i> ...	"	"	10-5 -5 in.	
<i>Chester</i> ...	"	26	"	
<i>Gloucester</i> ...	4,800	25	2-6 in.,	10-4 in.
4th Light Cruiser Squadron				
<i>Calliope</i> ...	3,800	30	"	8 "
<i>Caroline</i> ...	"	"	"	"
<i>Comus</i> ...	"	"	"	"
<i>Constance</i> ...	"	"	"	"
<i>Royalist</i> ...	3,520	"	"	6 "
Attached light cruisers				
<i>Canterbury</i> ...	3,750	29	5-6 in.	
<i>Boadicea</i> ...	3,300	25	6-4 in.	
<i>Bellona</i> ...	"	"	"	
<i>Blanche</i> ...	3,350	"	10	
<i>Active</i> ...	3,440	"	"	
Cruisers, leading flotillas				
<i>Fearless</i> ...	3,440	"	"	
<i>Champion</i> ...	3,520	30	2-6 in.,	6-4 in.
<i>Castor</i> ...	3,750	29	5	
DESTROYERS				
	1st Flotilla	9th Flotilla	11th Flotilla	
	4th "	(one half)	12th "	
		10th Flotilla	13 th	
SEAPLANECARRIER <i>Engadine</i>				
This fleet was supplemented by numerous auxiliary vessels, besides submarines.				
The full strength of the German Fleet was as follows : —				
	tons	knots	guns	
1st Battle Squadron				
<i>Friedrich der Grosse</i> (fleet flagship)	24,700	20	10-12 in.,	14-6 in.
<i>Ostfriesland</i> ...	21,000	20-5	12	
<i>Thuringen</i> ...	"	"	"	"
<i>Helgoland</i> ...	"	"	"	"
<i>Oldenburg</i> ...	"	"	"	"
<i>Posen</i> ...	18,900	19-5	" 11 in.,	12 "
<i>Rheinland</i> ...	"	"	"	"
<i>Nassau</i> ...	"	"	"	"
<i>Westfalen</i> ...	"	"	"	"
2nd Battle Squadron (pre-dreadnoughts)				
<i>Deutschland</i> ...	13,200	18	4	14-6 -7 in.
<i>Hessen</i> ...	"	"	"	"
<i>Pommern</i> ...	"	"	"	"
<i>Hannover</i> ...	"	"	"	"
<i>Schlesien</i> ...	"	"	"	"
<i>Schleswig-Holstein</i> ...	"	"	"	"
3rd Battle Squadron				
<i>Konig</i> ...	25,575	21-5	10-12 in.,	14-6 in.
<i>Grosser Kurfurst</i> ...	"	"	"	"
<i>Kronprinz</i> ...	"	"	"	"
<i>Markgraf</i> ...	"	"	"	"
<i>Kaiser</i> ...	24,700	20	"	"
<i>Kaiserin</i> ...	"	"	"	"
<i>Prinzregent Luitpold</i> ...	"	"	"	"

INVINCIBLE

	tons	knots	guns
Battle Cruiser Squadron, (1st Scouting Group)			
<i>Liitzow</i> ...	26,600	28	8 in. 12 in.
<i>Derfflinger</i> ...	25,000	26.5	10-11 " " "
<i>Seydlitz</i> ...	23,000	27	" " " "
<i>Moltke</i> ...	19,400	25	8 " 10 "
Light Cruisers, (2nd Scouting Group)			
<i>Frankfurt</i> ...	4,900	27.5	7.5-9 in.
<i>Wiesbaden</i> ...	4,320	"	8 "
<i>Pillau</i> ...	"	"	" "
<i>Elbing</i> ...	"	"	" "
(4th Scouting Group)			
<i>Stettin</i> ...	3,450	23.5	10-4-1 in.
<i>Stuttgart</i> ...	3,250	23	" "
<i>Hamburg</i> ...	"	"	" "
<i>Muenchen</i> ...	"	"	" "
<i>Frauenlob</i> ...	2,715	21.5	" "
Cruisers, leading flotillas			
<i>Rostock</i> ...	4,900	28	12
<i>Regensburg</i> ...	"	"	" "
DESTROYERS	1st Flotilla	3rd Flotilla	7th Flotilla
	(one half)	5th Flotilla	9th Flotilla
	2nd Flotilla	6th Flotilla	

The first contact of the rival fleets came at 2.20 p.m. on May 31st, when *Galatea* on the British side, and the *Elbing* and one destroyer on the German side, came within sight of each other. *Galatea's* signal brought Beatty's battle cruisers on the scene at high speed.

The *Elbing* in her turn called up Vice-Admiral von Hipper's 1st Scouting Group, composed of the five German battle cruisers, and at 3.45, the two squadrons engaged at 16,000 yards. Visibility was excellent but the British experienced some trouble from smoke, and a signal from *Lion* for her next astern, *Princess Royal*, to concentrate with her on Hipper's flagship, the *Liitzow*, and for *Queen Mary* to fire on the *Derfflinger*, *Tiger* to fire on the *Seydlitz* and so on down the line of six British ships was missed by the *Queen Mary* and *Tiger*. Hence for ten minutes of hard hitting the *Derfflinger*, second in the German line, was immune from attack. When, at last, *Queen Mary* discovered the omission many hits had been scored by the enemy. Eventually the British fire was evenly distributed, but the Germans still had the advantage of having their targets clearly defined against the western sky. Meanwhile the 5th Battle Squadron, under Rear-Admiral H. Evan-Thomas, which was assigned the duty of co-operating with the battle cruiser fleet, had to be left eight miles behind with very little idea of what was happening. This squadron was composed of the newest and most heavily armed dreadnoughts, almost as fast as the battle cruisers* The failure to bring them into action at top speed was the second, and more serious omission in the opening stages of the battle. Just after 4 o'clock *Indefatigable*, when hotly engaged with her opposite number, the *Von der Tann*, was struck twice in quick succession by plunging salvos on her upper deck and blew up and sank with all her company save two—a loss of 57 officers and 960 ratings, including five civilians. Twenty minutes after this disaster *Queen Mary* suffered the same fate, three officers and six men surviving, and 57 officers and 1,209 ratings going down with the ship. A similar tragedy on board *Lion* was averted by the promptitude of a dying officer, Major Harvey of the Marines, who gave the order to close the magazine doors and flood the magazines.

It was at this point that the 5th Battle Squadron managed to draw near enough to engage at extreme, but gradually decreasing range. The fight which up to then had been going all in favour of the Germans now turned to their disadvantage and was reflected in their unsteady shooting and in their desire to break off the action. German flotillas led by the light cruiser *Regensburg*, made a determined attack upon the four ships of the 5th Battle Squadron, forcing Admiral Evan-Thomas to turn away to a slight degree, but failing to score any hits. At the same time the British 13th Flotilla attacked the German battle cruisers, but failed to score a hit though von Hipper was compelled to turn away. For about half-an-hour there was a brisk destroyer action in which *Nestor* and *Nomad* were so badly damaged that they were not able to avoid Scheer's battleships which were now coming up. Both destroyers were sunk by gunfire at point blank range.

Following upon the destroyer action there developed a brief but sanguinary encounter between the 5th Battle Squadron and Admiral Scheer's main fleet. *Barham*, flagship, and *Malaya* were repeatedly hit and suffered many casualties, but on the German side the *Konig*, which was nearest, received considerable punishment. Although the Germans at this moment were in greater force and trying to close the range Admiral Evan-Thomas managed to turn his four ships in succession in full view of the enemy without damage to two of them, *Warspite* and *Valiant*. At one time Evan-Thomas was engaging von Hipper with his two leading ships, while his two rear ships were still battling with Scheer.

It was at 5.30 that a renewal of the fighting between von Hipper's squadron and Scheer's leading battleships on the one hand, and Beatty's and Evan-Thomas's ships on the other, took place. There was a brief engagement between the German 2nd Scouting Group and Admiral Hood's battle cruisers at about 5.37 when the *Wiesbaden* was totally shattered, the British losing the destroyer *Shark* in an attack upon the German light cruisers. Later, at 6.20 p.m., the armoured cruiser *Defence*, flagship of Rear-Admiral Sir R. Arbuthnot, ran into close range of von Hipper's squadron and was sunk immediately with the loss of all her company, 903 including four civilians. Her next astern, *Warrior*, was so badly damaged as to be of no further fighting value and was abandoned next morning.

It was now the turn of the 3rd Battle Cruiser Squadron to engage this redoubtable foe. Led by *Invincible* the three ships closed to within 9,000 yards, hitting with such force that two of von Hipper's ships were compelled to haul out of the line. The range, however, brought the British under fire of some of Scheer's battleships, particularly *Konig*, and *Invincible* received a number of salvos in quick succession and sank with the loss of 59 officers and 961 ratings, including five civilians. The drowned included Rear-Admiral Hood and Flag-Capt. A. L. Cay. The survivors, all of whom were picked up by the destroyer *Badger*, were Cdr. H. E. Dannreuther, Lt. C. S. Sandford and four ratings. *Invincible* was the last of the battle cruisers to be sunk on that fatal afternoon.

The final phase of Jutland came with the engagement of the big ships from 7.10 p.m. to 9.30 p.m. The main fleets engaged at ranges varying between 11,000 and 14,000 yards, and so surprised were the Germans at having encountered the full force of the British, and so hampered by the deteriorating visibility in which they occupied the less favourable position, their opponents being at times shrouded in mist, that Admiral Scheer strove to break off the action. To this end he ordered his battle cruisers to charge the British line. The German ships received frightful punishment, only the stoutness of their armour preventing their complete annihilation. At this moment there were only four ships available, as the *Liitzow* was too battered to be of further use and von Hipper had not been able to transfer his flag, so that the "death ride", as the Germans termed it, was led by Capt. Hartog in the *Derfflinger*. Under the cover of this attack the German Fleet turned away to starboard and made for the Horn Reefs. With the breaking off of the engagement between the main fleets all serious fighting ceased.

The night brought disaster to both sides however. The armoured cruiser *Black Prince*, having lost touch with her consorts, blundered into Scheer's dreadnoughts in the darkness and was blown up by concentrated salvos, going down with 857 officers and men, there being no survivors. The German pre-dreadnought *Pommern* was torpedoed by destroyers of the 12th Flotilla, sinking with all her complement of 840. The *Liitzow*, von Hipper's flagship, had been torpedoed earlier and sank before morning, but the surviving members of her crew were taken off by her escorting destroyers.

The table of losses was as follows:—

BRITISH SHIPS

Battle cruisers	<i>Indefatigable</i>	Destroyers	<i>Ardent</i>
	<i>Invincible</i>		<i>Fortune</i>
	<i>Queen Mary</i>		<i>Nestor</i>
Cruisers	<i>Black Prince</i>		<i>Nomad</i>
	<i>Defence</i>		<i>Shark</i>
	<i>Warrior</i>		<i>Sparrowhawk</i>
			<i>Tipperary</i>

GERMAN SHIPS

Battleship	<i>Pommern</i>	Destroyers	V4 V48
Battle cruiser	<i>Liitzow</i>		

Light cruisers

	<i>Elbing</i>		
	<i>Frauenlob</i>		
	<i>Rostock</i>		
	<i>Wiesbaden</i>		
	Killed	Wounded	Prisoners
British Officers	328	25	10
Men	5,769	485	167
German Officers	160	40	
Men	2,385	454	

Thus this greatest of all sea conflicts cost the combatants 21 ships and 9,823 officers and men.

IOANNA

Eleftherios Veliotis; 1901; *Ailsa S.B. Co.*; 1,192 tons; 235-5X 33-1x16-6; 155 n.h.p.; triple-expansion engines. The Greek steamship *Ioanna* was bombed and sunk by German aircraft on April 21st, 1941, at Patras, during the invasion of Greece.

IOANNIS FAFALIOS

S. & D. Fafalios; 1900; *J. Readhead & Sons*; 3,122 tons; 323-5x47-1x23-7; 278 n.h.p.; triple-expansion engines. The Greek ship *Ioannis Fafalios* was carrying iron ore from Huelva to Dunkirk on May 4th, 1928, when she was involved in a collision and sank in latitude 50° 08' N., longitude 02° 05' W. Twelve lives were lost.

IOANNIS FAFALIOS

S. & D. Fafalios; 1919; *Merchant S.B. Corp.*; 5,671 tons; 400-7x54-2x30-1; 359 n.h.p.; triple-expansion engines. The Greek steamship *Ioannis Fafalios* was torpedoed and sunk by a submarine on September 5th, 1944, 300 miles N.E. of Mombasa on a voyage from Durban to Aden. Seven of her crew and one gunner were lost.

IOANNIS G. KULUKUNDIS

Manuel E. Kulukundis & others; 1944; *Delta S.B. Co.*; 7,176 tons; 422-8x57x34-8; triple-expansion engines. Carrying wheat from Vancouver to Cape Town, the Greek ship *Ioannis G. Kulukundis* went ashore in a fog at Point Arguello, California, on July 11th, 1949, and broke in two.

IOANNIS P. GOULANDRIS

John P. Goulandris; 1897; *Richardson, Duck & Co.*; 3,153 tons; 330-5x46-1x24-1; 303 n.h.p.; triple-expansion engines. The Greek cargo ship *Ioannis P. Goulandris* was sunk by a German submarine in the Bay of Biscay on May 4th, 1917.

IOCASTI

Hellenic Transport S.S. Co.; 1919; *J. Coughlan & Sons*; 5,747 tons; 410-6x54-1x27-5; turbine engines. On a voyage from New York to Constantinople (Istanbul) with a cargo of oil, the Greek steamship *locasti* caught fire and was abandoned on February 8th, 1921.

IONIA

Hamburg-Amerika Linie; 1922; *Akt. Ges. Neptun*; 3,102 tons; 337-7x48-3x20-9; 259 n.h.p.; triple-expansion engines. The German steamship *Ionia* was torpedoed and sunk by a British submarine on April 11th, 1940, in Narvik Fjord.

IONIA

Hellenic Mediterranean Lines Co.; 1923; *Hawthorn, Leslie & Co.*; 1,978 tons; 282-3x40-1x16-1; 547 n.h.p.; triple-expansion engines.

The Greek passenger ship *Ionia* went ashore on December 14th/15th, 1944, at Arcaki Islet, near Skiathos. Three persons were killed. Others were drowned when attempting to swim ashore, and about 90 were rescued by naval craft.

IONIAN

Allan Line; 1901; *Workman, Clark & Co.*; 8,268 tons; 470 x 57-5x37; 604 n.h.p.; 14 knots; triple-expansion engines. The steamship *Ionian* was torpedoed and sunk by a German submarine on October 20th, 1917, off Milford Haven, with the loss of seven lives.

IONIAN

Ellerman Lines; 1938; *W. Gray & Co.*; 3,114 tons; 345-7x 50-1x20-7; 606 n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Ionian*, on a voyage from London to Hull, struck a mine and sank on November 29th, 1939, four miles from the Newark lightship.

IOWA

States S.S. Co.; 1920; *Western Pipe & Steel Co.*; 5,724 tons; 410-5x54x27-1; 359 n.h.p.; triple-expansion engines. The American ship *Iowa* was carrying general cargo and lumber from Tacoma to Baltimore on January 12th, 1936, when she went ashore on Peacock Spit at the north entrance to the Columbia River. All the crew were lost.

IPSDEN

John Wood & Co.; 1890; *W. Gray & Co.*; 1,748 tons; 260X 36-5x18-2; 147 n.h.p.; triple-expansion engines. The British cargo ship *Ipsden* was wrecked on Belle Amour Point, Straits of Belle Isle, in July, 1898. She was on a voyage from Montreal to Plymouth carrying a cargo of lumber.

IRADA

J. H. Welsford & Co.; 1900; *Workman, Clark & Co.*; 8,124 tons; 501x59-3x33; 831 n.h.p.; triple-expansion engines. The British cargo ship *Irada* was wrecked at Mizen Head on December 22nd, 1908, while on a voyage from Galveston to Liverpool carrying a cargo of cotton. The captain, 4 men and a stewardess were lost.

IRAKO

6,500 approx.
The Japanese steamship *Irako* was sunk by U.S. carrier-based aircraft on September 24th, 1944, S. of the Calarrian Group, Philippines.

IRENE

Trinity House; 1890; *Palmers' Co.*; 543 tons; 224x27-1x13-3; 245 n.h.p.; 12 knots; triple-expansion engines. The steamship *Irene* was mined and sunk ~11 miles E.S.E. of the Tongue lightship on November 9th, 1915. The captain and 20 of the crew were killed.

IRENE

China Merchants S.N. Co.; 1890; *Napier, Shanks & Bell*; 1,343 tons; 219 x 40x12-5; 142 n.h.p.; triple-expansion engines. The Chinese steamship *Irene*, on a voyage from Shanghai to Amoy with 258 passengers and crew, was captured by pirates on October 19th, 1927. The pirates, who had joined the ship as passengers, set a course for Bias Bay but were intercepted by a British submarine. When the ship did not comply with an order to stop the submarine fired a shell into the engine room, setting the *Irene* on fire. Passenger's, crew and pirates were taken off by other small naval craft and the *Irene* sank on the 21st. Fourteen passengers were later found to be missing.

IRENE MARIA

Ministry of Shipping (Broomhill Steamships); 1922; *Antwerp Eng. Co.*; 1,860 tons; 279x40-2x18-2; 213 n.h.p.; triple-expansion engines.
The British cargo ship *Irene Maria* was lost without trace after sailing from Milford Haven on November 22nd, 1940, for Bridgewater, N.S. She carried a crew of 25. The loss was considered to be due to enemy action.

IRENE OLDENDORFF

Egon Oldendorff; 1950; *Lubecker Masch. Ges.*; 1,494 tons; 268-1x43-3x15-1; compound engines.
The German steamship *Irene Oldendorff* was carrying coke from Emden to Ystad when, on December 31st, 1951, the cargo shifted during a gale and she capsized and sank about five miles off Hubert Gat, near Borkum Island. Eleven bodies were found. Divers reported that the wreck could not be salvaged as it was heavily sanded up.

IRENEE DUPONT

IRENEE DUPONT

International Freighting Corp.; 1941; Newport News S.B. & D.D. Co.; 6,125 tons; 439x63-2x27-3; 1,100 n.h.p.; turbine engines.

The American steamship *Irene Dupont* was torpedoed and sunk on March 17th, 1943, 1,100 miles W. of the Fastnet on a voyage from New York to Liverpool. Twenty-two of her crew, ten gunners and two passengers were lost.

IRIDIO MANTOVANI

Azienda Generate Italiana Petroli; 1939; Cantieri Riuniti delV Adriatico; 10,540 tons; 520-2x68-6x36-6; 1,260 n.h.p.; 13 knots; oil engines.

The tanker *Iridio Mantovani* was intercepted and sunk by the British cruiser *Aurora* south of the Kerkenna Islands on December 1st, 1941, when carrying 10,000 tons of oil fuel to the Italian army in Libya. A number of survivors were picked up by the *Aurora*.

For further details see *Alvise da Mosto*.

IRINA

M. C. Mitrichevich; 1879; Palmers' Co.; 2,210 tons; 285X 37-2x24-4; 253 n.h.p.; compound engines. The Russian cargo ship *Irina* was torpedoed and sunk by a German submarine in the Arctic on November 4th, 1917.

IRIS

C.T. Abrahamsen; 1889; W. Gray & Co.; 1,594 tons; 257-4x 34-7x19-7; 167 n.h.p.; triple-expansion engines. The Swedish ship *Iris* was sunk by ice on February 17th, 1924, 11 miles S. of Russard while on a voyage from Hango to Kolding.

IRISBROOK

Miller & Richards; 1902; J. Blumer & Co.; 2,759 tons; 319-6X 46x21-2; 301 n.h.p.; triple-expansion engines. The British cargo ship *Irisbrook* sank after a collision off the Royal Sovereign lightship on March 25th, 1911. She was on a voyage from Swansea, via London, to Manaos carrying a general cargo.

IRISH PINE

Irish Shipping; 1919; J. F. Duthie & Co.; 5,621 tons; 410-4x 54x30-2; 359 n.h.p.; triple-expansion engines. The Irish cargo ship *Irish Pine* left Dublin on October 28th, 1942, on a voyage to Boston and Tampa, and was last reported in the Atlantic on November 13th. She carried a crew of 33. A German report stated that the vessel was sunk 400 miles S.S.W. of Sable Island on the 15th, and that a boat was seen to be launched.

IRMA

Bergenske D/S; 1905; Sir Raylton Dixon & Co.; 1,392 tons; 244x32-8x13-3; 243 n.h.p.; triple-expansion engines. The Norwegian steamship *Irma*, under German control, was torpedoed and sunk by a British submarine on February 13th, 1944, on a voyage from Aalesund to Christiansund, with passengers. Sixty-one of her crew and passengers were lost.

IRMTRAUT CORDS

A. G. Neptun; 1924; Helsingors Jernskibs & Maskin.; 2,814 tons; 316-9x48-4x20-1; 282 n.h.p.; triple-expansion engines. The German steamship *Irmtraut Cords* was bombed and sunk by Allied aircraft on May 3rd, 1945, in Kiel Bay.

IRO

6,500 tons.
The Japanese tanker *Iro* was attacked by U.S. carrier-based aircraft on March 30th, 1944, and sunk off Babelthuap, Palau Islands.

IRON CHIEFTAIN

Broken Hill Proprietary Co.; 1937; Lithgows; 4,812 tons; 404-5x52-6x23-2; 553 n.h.p.; quadruple-expansion engines. The Australian steamship *Iron Chieftain* was torpedoed and sunk by a Japanese submarine on June 3rd, 1942, 35 miles E. of Sydney on a voyage from Newcastle, N.S.W., to Whyalla. Twelve of her crew were lost.

IRON CROWN

Interstate Steamships Proprietary; 1922; Government Dockyard, Williamstown; 3,353 tons; 331x47-9x23-6; 387 n.h.p.; triple-expansion engines.

The Australian steamship *Iron Crown* was torpedoed and sunk by a Japanese submarine on June 4th, 1942, off Cape Howe on a voyage from Whyalla to Port Kembla, with iron ore. Thirty-eight of her crew of 43 were lost.

IRON KNIGHT

Broken Hill Proprietary Co.; 1937; Lithgows; 4,812 tons; 404-5x56-2x23-2; 553 n.h.p.; quadruple-expansion engines. The Australian steamship *Iron Knight* was torpedoed by a Japanese submarine on February 7th, 1943, broke in two and sank off Montagu Island on a voyage from Whyalla to Newcastle, N.S.W., with iron ore. The captain and 35 of the crew were lost.

IRON PRINCE

Broken Hill Proprietary Co.; 1909; Russell & Co.; 3,116 tons; 331-5x49x21-8; 276 n.h.p.; triple-expansion engines. The Australian cargo ship *Iron Prince* was wrecked at Cape Howe on April 19th, 1923. She was on a voyage from Devonport, Tasmania, to Newcastle, N.S.W., carrying a cargo of limestone.

IRRESISTIBLE

British Navy, 1st class battleship; 1902; Chatham Dockyard; 15,000 tons; 430x75x29; 15,000 i.h.p.; 18-5 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, twelve 6 in., sixteen 12pdr., six 3pdr., 2 m.g., 4 T.T. The British battleship *Irresistible* was one of the casualties resulting from the failure of the attempt to force the Dardanelles in March, 1915, the full story of which is related under *Majestic*. The battleship was commanded by Capt. D. L. Dent and carried a complement of 780. On March 18th she was engaged in the bombardment of the forts in company with the other heavy ships of the British fleet. At about a quarter past three in the afternoon she was struck by a shell from Fort Hamidieh I, there was a loud explosion at the water line and the ship began to list. An hour later, when drifting with engines stopped, she struck on a moored mine which exploded under the bilge of her starboard engine room, flooding it and drowning all but three of those within.

The *Irresistible* now became a target for all the enemy guns which could be brought to bear, nevertheless the destroyer *Wear* succeeded in coming to her assistance and later the battleship *Ocean* arrived. By this time shells were bursting on the upper deck and spreading havoc in all directions, despite which *Wear* managed to embark 28 officers and 582 ratings. *Ocean* now tried to take *Irresistible* in tow, ten of the latter's company remaining aboard for this purpose, but the enemy fire was so intense that the attempt had to be abandoned and the ten men taken off. The next proposition was to approach the battleship under cover of darkness with destroyers and mine-sweepers and endeavour to work her out of range of the forts. Before this plan came into operation *Ocean* was also mined and during the night both ships foundered.

IRTHINGTON

Maclay & McIntyre; 1880; Osbourne, Graham & Co.; 1,909 tons; 270x36x24-7; 184 n.h.p.; compound engines. The British cargo ship *Irthington* was wrecked on Pearl Rock, Gibraltar, on April 4th, 1901, while on a voyage from Almeria to the Clyde carrying an ore cargo.

ISAAC SWEERS

Netherlands Navy, destroyer; 1940; Koninkl. Maats. de Schelde; 1,628 tons; 348-7x33-7x11-5; 45,000 s.h.p.; 36 knots; turbine engines; Yarrow boilers; five 4-7 in. guns, four 40 mm. A.A.; 8 T.T.

The destroyer *Isaac Sweers* was torpedoed and sunk by an enemy submarine off the coast of Algeria on November 13th, 1942, whilst engaged in operations connected with the Allied landing. The vessel had been towed to Britain from Holland at the time of the German invasion in May, 1940, completed in Britain and served in the Mediterranean with a British flotilla. On December 14th, 1941, she was one of four destroyers under command of Cdr. G. H. Stokes which sank the Italian cruisers *Alberico da Barbiano* and *Alberto di Giussano*.

ISABELA

Agwilines Inc.; 1911; *Newport News S.B. & D.D. Co.*; 3,110 tons; 335x46-8x22-7; 309 n.h.p.; triple-expansion engines. The American steamship *Isabela* was torpedoed and sunk by a German submarine on May 18th, 1942, on a voyage from Hampton Roads to San Juan, Puerto Rico.

ISABELLE

A. Capel & Cie.; 1913; *Ateliers & Chantiers de la Loire*; 2,466 tons; 285'5x43'-3x22'-5; 148 n.h.p.; triple-expansion engines. The French steamship *Isabelle* was torpedoed and sunk by a German submarine in the North Sea on November 9th, 1917.

ISABO

Soc. Anon di Nav. Marco U. Martinolich; 1914; *Cant. Nav. Triestino*; 6,827 tons; 422x54x27-4; 2,800 i.h.p.; 12 knots; triple-expansion engines.

The Italian steamship *Isabo* bound for Hamburg from Montreal with grain, stranded on the Scilly Rock, off Bryher, Scilly Isles, on the afternoon of October 27th, 1927, in a dense fog. The St. Mary's lifeboat and two others put out but were unable to approach the *Isabo* owing to the heavy seas. Nevertheless, 27 out of a crew of 38 were rescued, the remaining 11 men clinging to the rigging throughout the night. These men were still there at daylight on the next day when some of them attempted to reach shore on floating wreckage. Ultimately four were saved, six drowned and one died from exposure.

The *Isabo* broke in two some hours after striking and the cargo spread itself over the sea, adding to the already difficult task of the lifeboats.

ISADORA

S. & R. Steamships; 1915; *G. Brown & Co.*; 1,212 tons; 235 x 33-2x13-6; 152 n.h.p.; triple-expansion engines. The British steamship *Isadora* was damaged by insurgent aircraft on April 25th, 1938, at Valencia, during the Spanish Civil War. She was again attacked on June 8th, at Castellon and sunk.

ISARCO

Italia Soc. Anon, di Nav.; 1924; *Stabilimento Tecnico*; 5,915 tons; 405-6x54x29-3; 465 n.h.p.; triple-expansion engines. The Italian steamship *Isarco* was torpedoed and sunk by the Dutch submarine *O-21* on September 5th, 1941, on a voyage from Naples to Bona.

ISCHIA

A.Lauro; 1907; *W. Hamilton & Co.*; 5,101 tons; 414x52x28-2; 429 n.h.p.; triple-expansion engines.

The Italian steamship *Ischia* was torpedoed and sunk by a British submarine on February 28th, 1943, one mile off Portofino.

ISDALEN

T.L.Ravn; 1891; *J. L. Thompson & Sons*; 2,275 tons; 290 X 38-7x19-9; 211 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Isdalen* was sunk by a submarine in the Mediterranean on August 24th, 1916.

ISE

Japanese Navy, dreadnought battleship; 1916; *Kawasaki Dockyard*; 29,990 tons; 683x94x28-7; 45,000 s.h.p.; 23 knots; turbine engines; Kanpon boilers; twelve 14 in. guns, eight 5-5 in., eight 5 in.A.A., 7 m.g., 4 T.T., 3 aircraft.

The Japanese battleship *he* was one of a group comprising three battleships, two heavy cruisers and one light cruiser, lying in Kure harbour on July 28th, 1945, when a concentrated attack was made upon shipping by British and American naval aircraft, and she was sunk. The full story of the attack is told under the battleship *Haruna*.

ISEO

Adriatica Soc. Anon, di Nav.; 1918; *W. Gray & Co.*; 2,366 tons; 297-9x42x19-1; 266 n.h.p.; triple-expansion engines. The Italian steamship *Iseo* was torpedoed and sunk by British aircraft on December 29th, 1942, 28 miles off Cap Bon.

ISERE

Cie. Generate Transatlantique; 1887; *Richardson, Duck & Co.*; 2,159 tons; 277x37-4x18-4; 200 n.h.p.; triple-expansion engines.

The French steamship *Isere* was torpedoed and sunk by a German submarine west of Gibraltar on June 23rd, 1917.

ISERLOHN

Hamburg-Amerika Linie; 1922; *Fried. Krupp A.G.*; 3,704 tons; 338-7x47-7x26-2; 290 n.h.p.; triple-expansion engines. The German steamship *Iserlohn* was sunk by British light naval craft on April 16th, 1941, off the Kerkenna Islands, Tunisia.

ISHIKARI MARU

Hokkaido Tanko K.K.; 1938; *Tama S.B. Co.*; 3,291 tons; 33x47x25; 191 n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Ishikari (Isikari) Maru* was torpedoed and sunk by the U.S. submarine *Grayback* on March 17th, 1942, off the Bonin Islands.

ISIDORO PONS

Cia. Gen. de Tabacos de Filipinas; 1895; *Cia. Trasatlantica*; 1,027 tons; 224x31-9x18-5; 105 n.h.p.; triple-expansion engines.

The American steamship *Isidoro Pons* was carrying passengers from Manila to Aparri when she went ashore on July 21st, 1936, off Zambales. The ship slipped off and sank in deep water.

ISIS

Hamburg-Amerika Linie; 1922; *Deutsche Werft*; 4,454 tons; 376-2x51-8x25-9; 717n.h.p.; oilengines. The German motorship *his* was reported to be in distress with No. 1 hatch stove in on November 8th, 1936, in 49° 34' N., 11° 9' W., while on a voyage from Hamburg to New York. Several ships in the vicinity went to her assistance, but she sank before help arrived. One survivor of her crew of 40, a cabin boy, was picked up by the s.s. *Westernland*.

ISIS

British Navy, destroyer; 1936; *Yarrow & Co.*; 1,370 tons; 320x33x8-5; 34,000 s.h.p.; 36knots; turbine engines; 3-drum boilers; four 4 - 7 in. guns, 6 smaller, 5 T.T. The destroyer *his*, Lt. H. D. Durell, was sunk by mine or torpedo off Normandy on July 20th, 1944. Eleven officers, including Lt. Durell, and 143 ratings were killed.

ISLA DE CUBA

Spanish Navy, 3rd class cruiser; 1887; *Spain*; 1,030 tons; 185 X 30x11-5; 2,200 i.h.p.; 16 knots; triple-expansion engines; four 4 • 7 in. guns, four 6pdr., two 3pdr., 2 m.g., 3 T. T.

For the narrative of the loss of this vessel, see *Reina Cristina*, flagship of Rear-Admiral Montojo at the battle of Manila Bay, May 1st, 1898, when the Spanish Asiatic Squadron was destroyed.

ISLA DE LUZON

Spanish Navy, 3rd class cruiser; 1887; *Spain*; 1,030 tons; 185 x 30x11-5; 2,200 i.h.p.; 16 knots; triple-expansion engines; four 4 • 7 in. guns, four 6pdr., two 3pdr., 2 m.g., 3 T. T.

For the narrative of the loss of this vessel, see *Reina Cristina*, flagship of Rear-Admiral Montojo at the battle of Manila Bay, May 1st, 1898, when the Spanish Asiatic Squadron was destroyed.

ISLA DE MENORCA

Compania Trasmediterranea; 1883; *Forges et Chantiers de la Mediterranee*; 1,003 tons; 230x29-9x16-8; 114 n.h.p.; compound engines.

The steamship *Isla de Menorca* was bombed, machine-gunned and sunk by insurgent aircraft off Tarragona on March 14th, 1938, during the Spanish Civil War.

ISLA DE PANAY

Cia. Trasatlantica; 1882; *Scott & Co.*; 3,484 tons; 362-4X 43-2x29-2; 582 n.h.p.; triple-expansion engines. The Spanish steamship *Isla de Panay* was wrecked on December 7th, 1929, between San Carlos and Santa Isabel while on a voyage from Barcelona to Fernando Po.

ISLANDA

ISLANDA

British India S.N. Co.; 1900; Sir Raylton Dixon & Co.; 5,237 tons; 410x50-8x28-8; 405 n.h.p.; triple-expansion engines. The British cargo ship *Islanda* was wrecked at Delia Mara Point, Malta, on December 10th, 1917. She was on a voyage in ballast from Syracuse to Malta.

ISLANDER

Canadian Pacific Navigation Co.; 1888; Napier, Shanks & Bell; 1,495 tons; 240x42x14; 324 n.h.p.; 14 knots; triple-expansion engines.

The steamship *Islander*, on a voyage from Alaska to Vancouver, struck an iceberg and sank in the early hours of August 20th, 1901. Fortunately the ship was only one mile from land, near Juneau, and the sea was calm, so 107 persons were able to reach safety. Sixty-five passengers and crew, including the captain, were lost with the ship.

ISLE OF BUTE

Dixon, Robson & Co.; 1882; T. & W. Smith; 1,117 tons; 225-8 x 33-1x15; 99 h.p.; compound inverted engines. The British cargo ship *Isle of Bute* was wrecked on Bilbao bar on December 10th, 1883, while on a voyage from Lisbon to the Tyne carrying an iron ore cargo.

ISLE OF IONA

Dixon, Robson & Co.; 1889; T. & W. Smith; 1,139 tons; 225 X 33-2x15-9; 98 n.h.p.; triple-expansion engines. The British cargo ship *Isle of Iona* was wrecked off Whitby on December 7th, 1906. She was carrying coal on a voyage from the Tyne to Rochester.

ISLE OF IONA

Dixon, Robson & Co.; 1905; Furness, Withy & Co.; 3,789 tons; 340-1x47-1x20-4; 314 n.h.p.; triple-expansion engines. The British cargo ship *Isle of Iona* was wrecked near Hatteras Inlet on December 14th, 1914, while on a voyage from Daiquiri to Baltimore carrying an iron ore cargo.

ISLEWORTH

Watts, Watts & Co.; 1911; Ropner & Sons; 4,879 tons; 390x52x27-8; 434 n.h.p.; triple-expansion engines. The British cargo ship *Isleworth* was wrecked at Chebuetto Head on March 13th, 1912. She was on a voyage in ballast from Boston to Halifax, N.S., and Louisburg.

ISLEWORTH

Britain S.S. Co.; 1896; R. Thompson & Sons; 2,871 tons; 320-2x46x21-3; 236 n.h.p.; 9 knots; triple-expansion engines. The steamship *Isleworth*, bound from Bilbao to Middlesbrough, was torpedoed and sunk by a German submarine three miles S.W. of Ventnor, Isle of Wight, on April 30th, 1918. Twenty-nine men were killed. The captain was among the survivors.

ISMORE

J.H. Welsford & Co.; 1899; Barclay, Curie & Co.; 7,744 tons; 459 X 52 - 5 x 31 -1; 607 n.h.p.; triple-expansion engines. The British steamship *Ismore* was wrecked on December 3rd, 1899, in St. Helena Bay, 75 miles north of Table Bay, while in service as a Government transport. She was on a voyage from Liverpool, via Milford Haven, to Table Bay.

ISOKAZE

Japanese Navy, destroyer; 1940; Sasebo; 2,000 tons; 364 x 35 X11; 45,000 s.h.p.; 36 knots; turbine engines; six 5 in. guns, 2m.g., 8 T.T.

The destroyer *Isokaze* was one of four such vessels sunk in the sea-air action S.W. of Kyushu on April 7th, 1945. All four ships were sunk by carrier borne aircraft of the U.S. Fifth Fleet.

-The *Isokaze* carried a complement of over 200.

For the full story of the battle see the battleship *Yamato* also the destroyer *Asashimo*.

ISOKAZE MARU

Japanese Government; 1945; Mitsubishi Jukogyo K.K.; 891 tons; 198'2x31-2x17-9; triple-expansion engines. The Japanese training ship *Isokaze Mam* struck some rocks 100

miles S.W. of Tokyo on July 13th, 1949, and sank off Shimoda. The crew and 55 trainees were saved. Seven trainees were lost. The ship was sailing from Shimizu to Yokohama in ballast.

ISOLDA

The Commissioners of Irish Lights; 1928; Dublin Dockyard Co.; 734 tons; 198-3x32-4x13-9; 203 n.h.p.; triple-expansion engines.

The lighthouse tender *Isolda* was bombed and sunk by German aircraft on December 19th, 1940, near the Barrels Rock lightship. Six of her crew were killed.

ISONAMI

Japanese Navy, destroyer; 1927; Uraga Dock Co.; 1,700 tons; 371-5x33-7x9-7; 40,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A.m.g., 9 T.T. The destroyer *Isonami* was torpedoed and sunk in the Buton Passage, Celebes, by the U.S. submarine *Tautog* on April 9th, 1943. The destroyer's normal complement was 197.

ISSEI MARU

Fuso Kaiun K.K.; 1929; Uraga Dock K.K.; 1,864 tons; 27 lx 40x20-7; triple-expansion engines. The steamship *Issei Maru* was torpedoed and sunk by the U.S. submarine *Threadpin* on January 30th, 1945, about 50 miles S. of Susami, Japan.

ISSHIN MARU

Nihon Sekiyu K.K.; 10,000 (approx.). The tanker *Isshin Maru* was torpedoed and sunk by the U.S. submarine *Finback* on January 2nd, 1944, about 200 miles N. of Okinawa.

ISTRIA

Italia Soc. Anon. di Nav.; 1921; Stabilimento Tecnico; 5,416 tons; 404• 1x53-9x29-5; 465 n.h.p.; triple-expansion engines. The steamship *Istria* was bombed and sunk by British aircraft on August 27th, 1942, N.N.E. of Ras el Tin.

ISTROS

C. A. Theophilatos; 1903; J. L. Thompson & Sons; 1,891 tons; 288-3x40-9x18-3; 250 n.h.p.; triple-expansion engines. The Greek steamship *Istros* was sunk by a submarine in the Mediterranean on May 22nd, 1916.

ISUZU

Japanese Navy, light cruiser; 1921; Uraga Dock Co.; 5,170 tons; 535x46-7x15-9; 70,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in., 2 m.g., 8 T.T., 1 aircraft.

The light cruiser *Isuzu* was torpedoed and sunk north of Soembawa on April 7th, 1945, by the U.S. submarines *Charr* and *Gabilan*. Her normal complement was 438.

ISUZU MARU

Hinode Kisen K.K.; 1939; Tsurumi Seitetsu Kosen; 2,866 tons; 332-4x45-1x24-6; 267 n.h.p.; turbine engines. The steamship *Isuzu Maru* was torpedoed and sunk by the U.S. submarine *Trout* on July 2nd, 1943, W. of Marinduque, Philippines.

ISUZUGAWA MARU

Toyo Kaiun K.K.; 4,212 tons. The steamship *Isuzugawa Maru* was torpedoed and sunk by the U.S. submarine *Bonefish* on October 10th, 1943, off the east coast of Indo-China.

ITAGIBA

Cia. Nacional de Nav. Costeira; 1913; Ailsa S.B. Co.; 2,169 tons; 288-3x43-2x17-6; 304 n.h.p.; triple-expansion engines. The Brazilian steamship *Itagiba* was torpedoed and sunk by a German submarine on August 17th, 1942, on a voyage from Rio de Janeiro to Pernambuco. Ten of her crew and 22 passengers were lost.

ITALTA

Cie. Marseillaise de Navigation a Vapeur; 1904; Cie. Francaise de Navigation et de Constr. Navales; 1,305 tons; 260-7x28-5x16-2; 305 n.h.p.; triple-expansion engines.
The French steamship *Italia* was sunk by a submarine in the Mediterranean on May 30th, 1917.

ITALIA

Italian State Railways; 1909; A. Rodger & Co.; 3,456 tons; 346 • 1 x 47 • 6 x 22 • 6; 262 n.h.p.; triple-expansion engines. The Italian steamship *Italia* was torpedoed and sunk by a submarine in the Mediterranean on October 11th, 1917.

ITALIA

The Texas Company (Norway) A/S; 1939; Deutsche Werft A.G.; 9,973 tons; 503-8x67-4x34-3; 1,166 n.h.p.; oilengines. The Norwegian tanker *Italia* was torpedoed and sunk by a German submarine on June 15th, 1940, about 60 miles W. of the Stilly Isles, with the loss of 19 lives.

ITALIA

Lloyd Triestino Soc. Anon. di Nav.; 1905; N. Odero & Co.; 5,203 tons; 393-7x47-8x27; 545 n.h.p.; triple-expansion engines.
The steamship *Italia* was attacked by British aircraft on July 6th, 1944, near Trieste. The first salvo of rockets was followed by an internal explosion that destroyed the ship.

ITALIAN

Bibby & Co.; 1861; Harland & Wolff; 1,860 tons; 313x34x25; 500 h.p.; compound engines.
The steamship *Italian* with 45 passengers and crew, struck on a submerged rock 5 miles off Cape Finisterre at the end of March, 1869. The vessel sank on 10 minutes with the loss of 32 lives.

ITALICA

Ybarra & Co.; 1884; J.L. Thompson & Sons; 1,070 tons; 220 x 31-3x16-6; 113 n.h.p.; compound engines. The Spanish cargo ship *Italica* struck rocks off Vigo and sank on January 13th, 1922.

ITALIER

Lloyd Royal Beige; 1908; Short Bros.; 1,905 tons; 281x41x18-1; 188 n.h.p.; triple-expansion engines.
The Belgian ship *Italier* struck a reef and sank on July 30th, 1922, near Villano, while on a voyage from Antwerp to Valencia.

ITALO BALBO

Soc. Anon. Emanuele V. Parodi; 1919; Fairfield S.B. & E. Co.; 5,114 tons; 413-2x52-3x28-4; 489 n.h.p.; triple-expansion engines.
The Italian steamship *Italo Balbo* was torpedoed and sunk by a British submarine on September 10th, 1941, about ten miles W. of Elba.

ITALY MARU

Tamai Shosen K.K.; 1919; Kawasaki Dockyard Co.; 5,859 tons; 385x51x36; 1,637 n.h.p.; triple-expansion engines. The transport *Italv Mam* was bombed and sunk by U.S. land-based aircraft on December 27th, 1942, E. of New Ireland.

ITAPAGE

Cia. Nacional de Nav. Costeira; 1927; Chantiers de Normandie; 4,998 tons; 371-6x52-1x24-3; 714 n.h.p.; oilengines. The Brazilian motorship *Itapage* was torpedoed and sunk by a German submarine on September 26th, 1943, 20 miles S. of Maceio. Twenty lives were lost, including some passengers.

ITATA

Cia. Nacional de Vapores; 187B; R. & J. Evans & Co.; 1,971 tons; 290-7x39-9x19-7; 160 n.h.p.; triple-expansion engines. The Chilean steamship *Itata*, on a voyage from Valparaiso to Coquimbo with over 200 passengers, ran into heavy weather off Coquimbo on August 28th, 1922. Her rudder was smashed and she foundered soon afterwards. Three boats, heavily loaded, got away from the ship but capsized. Only 13 survivors reached the shore.

ITAURI

Hamburg-Amerika Linie; 1923; Flensburger Schiffsbau Ges.; 6,838 tons; 439x55-6x31-3; 428 n.h.p.; triple-expansion engines.
The German steamship *Itauri* was sunk by carrier-based aircraft on April 26th, 1944, off Bodo, Norway.

ITCHEN

British Navy, destroyer; 1903; Cammell Laird & Co.; 550 tons; 225x23-5x12; 7,000i.h.p.; 25-5 knots; triple-expansion engines; four 12pdr. guns, 2 T.T.
The destroyer *Itchen* was torpedoed and sunk by a German submarine in the North Sea on July 6th, 1917. Her official complement was 70.

ITCHEN

British Navy, frigate; 1941; Fleming & Ferguson; 1,445 tons; 306x37-5x—; 21 knots; turbine engines; 3-drum boilers; two 4 in. A.A. guns, several smaller.
The frigate *Itchen*, Cdr. C. E. Bridgman, D.S.O., R.N.R., was escorting an Atlantic westbound convoy in company with the corvettes *Polyanthus* (which see) and *Morden* and the Canadian destroyer *St. Croix* (which see). On September 23rd, 1943, when S. of Iceland *Itchen* was torpedoed during an attack by German submarines, and sank with the loss of 14 officers, including Cdr. Bridgman, and 134 ratings, together with five officers and 75 ratings of the *St. Croix* which had been sunk previously.

The full story of the action is told under the *St. Croix*.

ITHAKA

Atlas Levante-Linie A.G.; 1922; Norddeutsche Unionwerke A.G.; 1,773 tons; 283-2x39-7x17'-6; 137 n.h.p.; triple-expansion engines.
The German steamship *Ithaka* was torpedoed and sunk by a British submarine on November 10th, 1941, near Milo Island in the Aegean Sea.

ITONUS

British India Steam Navigation Co.; 1898; Vickers Sons & Maxim; 5,340 tons; 449x54-2x24-7; 649 n.h.p.; 10-5 knots; triple-expansion engines.
The steamship *Itonus*, Capt. T. Costello, was used as a hospital ship during the Dardanelles campaign, returning to her former service in 1916. On December 20th of that year, when 60 miles N.W. by W. i W. of Malta bound from Marseilles to Sydney, N.S.W., she was torpedoed and sunk by an Austrian submarine. One engineer and four native engine room hands were drowned, the remainder of the crew escaping in the boats.
Capt. Costello was taken prisoner.

ITRIA

British India S.N. Co.; 1901; A. & J. Inglis; 5,318 tons; 410-3X 50-7x28-8; 387 n.h.p.; triple-expansion engines. The British cargo ship *Itria* sank after a collision on April 18th, 1918, in 35° 30' N., 21° 30' E., while on a voyage from Calcutta to London carrying a general cargo.

ITSUKUSHIMA

Japanese Navy, minelayer; 1929; Uruga Dock Co.; 1,970 tons; 328x42x10; 3,000b.h.p.; 16knots; oilengines; three 5-5in. guns, two 3 in. AA, 250 mines.
The minelayer *Itsukushima* was torpedoed and sunk by a Dutch submarine about 100 miles N.E. of Rembang, Java, on October 17th, 1944. The normal complement of the vessel was 235.

ITSUKUSHIMA MARU

Nippon Suisan K.K.; 1937; Kawasaki Dkyd. Co.; 10,007 tons; 503-3x65x37-1; 2,250 n.h.p.; oilengines. The tanker *Itsukushima (Itukusima) Maru* was bombed and sunk by U.S. land-based aircraft on October 29th, 1944, off Kudat, North Borneo.

IVANHOE

IVANHOE

British Navy .destroyer; 1937; Yarrow; 1,370 tons; 320x33x 8-5; 34,000 sh.p.; 36 knots; turbine engines; 3-drum boilers; four 4 - 7 in. guns, 7 smaller, 10 T. T.

The destroyer *Ivanhoe*, Cdr. P. H. Hadow, was mined and sunk in the North Sea on September 1st, 1940. The ship carried a complement of 145, of whom one officer and 30 ratings were killed and three ratings wounded.

IVAR

L. H. Carl; 1907; W. Gray & Co.; 2,139 tons; 285-3x43-2x 18-9; 235 n.h.p.; triple-expansion engines.

The Danish steamship *Ivar* was sunk by a submarine in the Mediterranean on August 13th, 1916.

IVERNIA

Cunard S.S. Co.; 1900; C. S. Swan & Humer; 14,278 tons; 582x64-9x37-8; 1,668 n.h.p.; 16 knots; quadruple-expansion engines.

The liner *Ivernia*, commissioned as an auxiliary transport, was torpedoed and sunk on January 1st, 1917, 58 miles S.E. of Cape Matapan when on her way to Alexandria. At the time of the attack the *Ivernia* was carrying about 2,400 troops of the Argyle & Sutherland Highlanders, Royal Scots Fusiliers, Rifle Brigade and Yeomanry. Of these three officers and 82 other ranks were drowned. The ship's surgeon, the chief engineer and 34 of the crew were also drowned.

The submarine responsible for the sinking was the *UB-47*, which was one of the craft sent from Germany to the Mediterranean in sections and assembled at Pola. She was commanded by Lt. Cdr. Steinbauer who had torpedoed the French battleship *Gaulois* (which see), a few days previously.

IVOREA

Italo-Baltica Soc. Anon. Italiana di Nav. e Commercio; 1908; Nederlandsche Scheepsbouw Maats.; 3,274 tons; 354 -IX 42-2 x 22-8; 503 n.h.p.; triple-expansion engines.

The Italian steamship *Ivorea* was bombed and sunk by German aircraft on October 7th, 1943, at Leros Island.

IVYDENE

I. T. Lunn & Co.; 1885; Sir W. G. Armstrong, Mitchell & Co.; 2,821 tons; 310x39-2x19-4; 280 n.h.p.; triple-expansion engines.

The British cargo ship *Ivydene* was wrecked at Lemanche Bay, N.F.L. on January 2nd, 1901. She was on a voyage from Hamburg to Wilmington carrying a cargo of salt.

IWAKI MARU

Osaka Shosen Kaisha; 3,124 tons.

The steamship *Iwaki Mam* was torpedoed and sunk by the U.S. submarine *Herring* on June 1st, 1944, off the Kurile Islands.

IWAKUNI MARU

Mitsubishi Risen K.K.; 2,860 tons.

The tanker *Iwakuni Mam* was bombed and sunk by U.S. land-based aircraft on March 29th, 1945, about 30 miles S.W. of Kaohsiung, Formosa.

IWANAMI

Japanese Navy, destroyer; 1942; Japan; 2,200 tons; 415X 35x—; 34 knots; turbine engines; six 5 in. guns, eight 25 m.m. A.A., 15 T.T.

The destroyer *Iwanami* was torpedoed and sunk in the South China Sea by the U.S. submarine *Flasher* on December 4th, 1944. The destroyer carried a complement of over 200.

IWASHIRO MARU

Kaiyo Risen K.K.; 1939; Harima S.B. & Eng. Co.; 3,550 tons; 338-6x48x26; 241 n.h.p.; triple-expansion engines. The steamship *Iwashiro (Iwasiro) Mam* was torpedoed and sunk by the U.S. submarine *Whale* on January 13th, 1943, in the Marshall Islands.

IWATE MARU

Nippon Yusen K.K.; 1921; Teikoku S.S. Co.; 2,985 tons; 305x 43-7x27-2; 352 n.h.p.; triple-expansion engines. The steamship *Iwate Mam* was bombed and sunk by U.S. carrier-based aircraft on January 30th, 1944, at Rabaul.

IXIA

I. Robinson & Sons; 1922; J. Blumer & Co.; 2,985 tons; 331 x 47-7x21-9; 318 n.h.p.; triple-expansion engines. The British cargo ship *Ixia* was wrecked on the Brisons, Cape Cornwall, on June 30th, 1929, while on a voyage from Swansea to Constantinople carrying a cargo of coal.

IXION

China Mutual Steam Nav. Co.; 1912; Scotts Shipbuilding & Engineering Co.; 10,263 tons; 506x60-3x39-5; 586 n.h.p.; 14 knots; triple-expansion engines.

The liner *Ixion*, Capt. W. F. Dark, bound from Glasgow to New York, was torpedoed by a German submarine on May 7th, 1941, in the North Atlantic about 200 miles due S. of Reykjavik, and sank the next day. There were no casualties.

IZARO

Zabala, Goiliay Cia.; 1889; W. Gray & Co.; 1,987 tons; 270X 36-5x20; 165 n.h.p.; triple-expansion engines. The Spanish cargo ship *Izaro* struck a rock and foundered on August 20th, 1930, off Las Hormigas, Cabo Palos.

J. C. JACOBSEN

Det Forenede Dampskibs Selskab; 1890; Burma'ster & Wain; 1,221 tons; 219-3x31-1x20-J; 116 n.h.p.; triple-expansion engines.

The Danish ship *J. C. Jacobsen* on a voyage from Antwerp to Copenhagen, sprang a leak and sank on February 4th, 1947, 11 miles N.E. of Pit lightship. The master and chief engineer were lost. A lifeboat was later washed ashore.

J. M. SMITH

James Westoll; 1885; Short Bros.; 2,055 tons; 288 x38-7'x 19 3; 195 n.h.p.; triple-expansion engines.

The British cargo ship *J. M. Smith* sank after a collision 58 miles north-west of Heligoland on March 3rd, 1907. She was carrying a cargo of coal on a voyage from Hull to Hamburg.

J. N. MADVIG

P. Brown; 1884; Jernsk. & Maskin Bygg.; 1,762 tons; 267-5 x 35-3x16-5; 187 n.h.p.; compound engines. The Danish steamship *J. N. Madvig* was sunk by a German submarine in the English Channel on September 13th, 1916.

J. N. PEW

Sun Oil Co.; 1921; Sun Shipbuilding Co.; 9,033 tons; 480-5X 66x36-8; 620 n.h.p.; 11 knots; triple-expansion engines. The United States tanker *J. N. Pew*, Capt. Thomas E. Bush, was in convoy in the Atlantic on February 21st, 1942, when she was torpedoed and sunk by a German submarine. Capt. Bush and 32 of the crew were killed.

JAAMERI

Finska Fiskeri A/B; 1920; Monmouth S.B. Co.; 2,522 tons; 312-9x43x20-7; 271 n.h.p.; triple-expansion engines. The Finnish steamship *Jaameri* struck a mine and sank on April 26th, 1944, off the Baltic coast of Germany.

JACK

United States Maritime Commission; 1919; American S.B. Co.; 2,622 tons; 251x43-6x26-2; 267 n.h.p.; triple-expansion engines.

The American steamship *Jack* was torpedoed and sunk by a German submarine on May 27th, 1942, S.E. of Jamaica on a voyage from Ponce to New Orleans with 3,000 tons of sugar. Forty-seven of her complement of 63 were lost.

JACK CARNES

Sinclair Refining Co.; 1942; Federal S.B. & D.D. Co.; 10,907 tons; 508-2x72-1x38; 1,178 n.h.p.; turbine engines. The American tanker *Jack Carnes* was shelled, torpedoed and sunk by a German submarine on August 30th, 1942, on a voyage from Swansea to Aruba. The entire crew got away in the boats, but one of these, with the captain and 26 men, was last seen on the night of the 31st.

JACKAL

British Navy, destroyer; 1938; John Brown & Co.; 1,690 tons; 348x35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3 drum boilers; six 4-7 in. guns, 6 smaller, 10 T.T.

On the afternoon of May 11th, 1942, a destroyer division consisting of *Jervis*, *Jackal*, *Kipling* and *Lively* was patrolling between Crete and Libya when it was sighted by enemy aircraft. In the ensuing attack by German dive bombers *Lively* and *Kipling* were sunk and *Jackal* was hit and disabled, but was taken in tow by *Jervis*. The destroyer managed to keep afloat until the early hours of the 12th when it was realised that it was impossible to save her. All members of the crew remaining on board were taken off by *Jervis* which then sank her with a torpedo.

The Joss on board *Jackal* was nine ratings killed.

JACKSONVILLE

United States War Shipping Administration; 1944; Kaiser Co.; 10,448 tons; 504x68-2x39-2; turbo-electric engines. The tanker *Jacksonville*, on a voyage from New York to Shell Haven with 14,300 tons of motor spirit, was torpedoed by a German submarine on August 30th, 1944, some 200 miles N. of Ireland.

The ship was broken in two, the forepart sinking immediately. The after part caught fire and sank some time later. Only three of her complement of 78 were saved and these were badly injured.

JACOB JONES

United States Navy, destroyer; 1915; New York Shipbuilding Co.; 1,050 tons; 310x29-9x9-5; 17,000 i.h.p.; 29-5 knots; turbine engines; Normand'boilers; four 4 in. guns, 8 T.T. The destroyer *Jacob Jones*, Lt. Cdr. David Bagley, in company with the destroyer *Nicholson* was escorting a convoy off Queenstown on December 6th, 1917. At 9 a.m. the vessels separated as the *Jacob Jones* was to carry out target practice before returning to port. This was duly performed and the destroyer turned about for Queenstown at 13 knots, her position being roughly 40 miles S.W. of the Scilly Isles. The gunfire attracted the attention of a German submarine which approached to within 800 yards without being detected and discharged a torpedo which struck the destroyer on the starboard beam. The engine room was flooded and the ship began to sink by the stern, her depth charges exploding and killing numbers of the crew.

The submarine which made the attack was the *U-53*, Lt. Cdr. Hans Rose, and she came to the surface and took on board two prisoners. Luckily a merchant steamer picked up some men in the motor boat and sent a wireless message to Queenstown. The following morning the sloop *Camellia* arrived on the scene and picked up 25 from rafts, among whom was Lt. Cdr. Bagley. The war complement of the *Jacob Jones* was 139.

JACOB JONES

United States Navy, destroyer; 1918; New York Shipbuilding Co.; 1,090 tons; 314-3x30-5x12; 27,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, 12 T.T.

The U.S. destroyer *Jacob Jones*, Lt. Cdr. H. D. Black, was off Cape May, New Jersey, when she was torpedoed by a submarine just before dawn on February 28th, 1942. The vessel was hit in the bow, the explosion killing many of the men below and also those on the bridge. A few minutes later a second torpedo blew up the stern and all the depth charges.

The *Jacob Jones* carried a complement of about 150. Of this number only nine engine room ratings and two seamen were saved.

JACOB LUCKENBACH

Luckenbach S.S. Co.; 1944; Ingalls S.B. Corp.; 7,869 tons; 468-5x69-6x29-5; turbine engines.

The American ship *Jacob Luckenbach* was on charter to the Pacific Far East Line, and on July 14th, 1953, was carrying passengers, mail and cargo from San Francisco to Yokohama. When only 11 miles off the Golden Gate she was in collision with the *Hawaiian Pilot* during a fog and sank.

JACOBUS FRITZEN

Johs. Fritzen & Sohn; 1909; W. Doxford & Sons; 4,090 tons; 348-8x51-1x24; 310 n.h.p.; triple-expansion engines. The German steamship *Jacobus Fritzen* was sunk by mine or torpedoed October 14th, 1942, N. of Cap Arkona, East Germany.

JACONA

Cairn Line of Steamships; 1889; J. Laing; 2,969 tons; 320-4X 41x19-5; 285 n.h.p.; 10 knots; triple-expansion engines. The steamship *Jacona* was mined and sunk 25 miles N.N.W. off Troupe Head, Banffshire, on August 12th, 1915. Twenty-nine men were killed. The captain was among the survivors.

JACQUELINE

Ant. Dom. Bordes & Fils; 1897; Forges et Chantiers de la Mediterranee; 2,899 tons; 322-2x45-7x25-4. The French sailing ship *Jacqueline* was sunk in the Atlantic by a German submarine or about September 25th, 1917.

JACQUES FRAISSINET

Cie. Marseillaise de Nav. a Vap.; 1915; Soc. Anon. des Ch. & Atel. de St. Nazaire; 3,845 tons; 351x46x25-9; 288 n.h.p.; triple-expansion engines.

On a voyage from Marseilles to Constantza, the French ship *Jacques Fraissinet* struck a rock at Zeitn Bouroum on February 15th, 1929, and sank.

JADARLAND

JADARLAND

Sandnaes D/S A/S; 1918; Schiffswerft v. Herny Koch; 938 tons; 196X30'9x18-3; 95 n.h.p.; triple-expansion engines. The Norwegian steamship *Jadarland* struck a mine and sank on May 31st, 1940, outside Haugesund. Seven of her crew and 12 passengers were killed.

JAEGERSBORG

A/SD/SDannebrog; 1919; Stuhr's Mask. & Skibs.; 1,254 tons; 238 • 7 x 36 - 2 x 13 • 4; 83 n.h.p.; triple-expansion engines. The Danish ship *Jaegersborg* with a cargo of agricultural products left Copenhagen on December 14th, 1939, for Leith. Nothing more was seen of her. One body was washed ashore and another picked up on a raft. The remainder of the crew of 18 were never found.

JAFFA

Ellermans Wilson Line; 1897; J. Scott & Co.; 1,383 tons; 260 - 1x35-2x16-4; 251 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Jaffa* was torpedoed and sunk by a German submarine three miles E. by S. of the Owers lightship on February 2nd, 1918. Ten men were killed. The captain was among the survivors.

JAGERSFONTEIN

N.V. Vereenigde Nederlandsche Scheeps. Maats.; 1934; N.V. Nederlandsche Scheepsbouw Maats.; 10,083 tons; 457-2x 63-2x34-9; 2,334 n.h.p.; oilengines.

The Dutch liner *Jagersfontein* was torpedoed and sunk by the German submarine *U-107* on June 26th, 1942, 500 miles E. of the Bermudas on a voyage from Galveston to Liverpool. There was no loss of life.

JAGUAR

German Navy, gunboat; 1898; Schichau; 900 tons; 203x30x 11; 1,400 i.h.p.; 14 knots; triple-expansion engines; Thorny-croft boilers; four 3-5 in. guns, six 1 pdr., 2 m.g. The gunboat *Jaguar* was one of a flotilla of four such vessels blown up and abandoned by the Germans on the fall of the fortress of Tsingtau on November 7th, 1914. The ship carried a complement of 121. A full account of the ships lost at Tsingtau will be found under the light cruiser *Cormoran*.

JAGUAR

French Navy, destroyer; 1926; Lorient Dockyard; 2,126 tons; 416x37-5x17-5; 52,000 i.h.p.; 34-7 knots; turbine engines; Du Temple boilers; five 5-1 in. guns, eight 13 mm., 6 T. T. The destroyer *Jaguar*, Cdr. C. F. Adam, was engaged in operations connected with the evacuation of the British and French armies from Dunkirk, when she was bombed and sunk by German aircraft on May 21st, 1940.

The *Jaguar* carried a complement of 230, of whom one officer and 20 ratings were killed.

JAGUAR

British Navy, destroyer; 1938; Denny Bros.; 1,690 tons; 348 X 35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3 drum boilers; six 4 • 7 in. guns, 6 smaller, 10 T. T.

The destroyer *Jaguar*, Lt. Cdr. L. R. K. Tyrwhitt, D.S.C., was torpedoed and sunk by a German submarine off the coast of Libya on March 26th, 1942. Three officers, including Lt. Cdr. Tyrwhitt, and 191 ratings were killed and two officers wounded.

JAGUAR

German Navy, torpedo boat; 1928; Wilhelmshaven Yard; 800 tons; 304x28x9; 25,000 s.h.p.; 34 knots; turbine engines; Schulz-Thornycroft boilers; three 4-1 in. guns, two 1 pdr., 6 T.T. The torpedo boat *Jaguar* was bombed and sunk at the port of Le Havre in company with several other vessels of the same class on June 14th, 1944. The vessel's normal complement was 123.

More details are given under the *Falke*.

JAGUARIBE

Cia. Commercio e Navegacao; 1882; Oswald, Mordaunt & Co.; 2,168 tons; 299-3x36-1x23-9; 217 n.h.p.; compound engines. The Brazilian ship *Jaguaribe* was on a voyage from Rio de Janeiro

to Manaus with 47,000 bags of salt and 150 bags of gunpowder when she was seized by rebels against the Government. She was intercepted off Itacoatiara on August 24th, 1932, by the Lloyd Brasileiro steamship *Inga* and after an engagement lasting 40 minutes she was rammed and sunk.

JAIME PRIMERO

Spanish Republican Navy, battleship; 1914; Sociedad Espanola de Construccion Naval; 15,452 tons; 439-5x78-8x26; 15,500 ihp; 19-5 knots; turbine engines; Yarrow boilers; eight 12 in. guns, twenty 4 in., two 3pdr., 2 m.g., 3 T. T.

The Spanish Civil War of 1936-39 produced very few naval actions, the brief encounters which took place being scarcely worthy of such a definition. At the commencement of the war the opposing parties were roughly equal in naval strength, which was as follows:—

GOVERNMENT

	tons	built	speed	armament
<i>Jaime Primero</i>	15,452	1914	19-5 knots	8-12 in., 20-4 in.
<i>Libertad ...</i>	7,850	1925	33	„ 8-6 in., 4-4 in.
<i>Cervantes</i>		1928		„ „ „ „
<i>MendezNunez</i>	4,650	1923	29	„ 6 „ „ „

14 destroyers, six torpedo boats and nine submarines.

NATIONALIST

<i>Espana ...</i>	15,452	1912	19-5 knots	8-12 in., 20-4 in.
<i>Baleares ...</i>	10,000	1931	33	„ 8-8 in., 8-4-7in.
<i>Canarias ...</i>			„	„ „ „ „
<i>Almirante</i>	7,850	1925		„ 6 in., 4-4 in.
<i>CerveraNavarra ...</i>		5,502	1920	25-5
„ 6 „				

two destroyers, two torpedo boats and four submarines

In the fighting at sea neither side made full use of their capital ships, of which they possessed one apiece. The Nationalists also failed to make the most of the two 10,000 ton, 8 in. gun cruisers, which had fallen into their hands. Engagements between squadrons were hurried affairs in which there was no inclination to close and force a decision. By the end of the war the Government had lost one battleship, two destroyers and two submarines, with one cruiser and three submarines damaged and out of action. The Nationalist losses were more severe, they having had one battleship, one 10,000 ton cruiser, the *Baleares*, and two torpedo craft sunk, the big ships going down with heavy loss of life.

The Government battleship *Jaime Primero* caught fire and blew up in Cartagena harbour on June 17th, 1937. Fortunately the casualties were few, there being 18 killed and about 100 wounded. The *Jaime Primero* was raised after the war and her guns removed.

On March 7th, 1939, at the end of the war, the three Government cruisers, with eight destroyers, steamed to Bizerta, Tunisia, and there surrendered to the French authorities.

JALABALA

Scindia Steam Nav. Co.; 1927; Lithgows; 3,610 tons; 349-9x 49x24-3; 398 n.h.p.; triple-expansion engines. The Indian steamship *Jalabala* was torpedoed and sunk by a Japanese submarine on October 11th, 1943, about 100 miles W. of Koilthottam on a voyage from Colombo to Bombay. Five of her crew were killed.

JALAPALAKA

Scindia Steam Nav. Co.; 1917; Sir R. Dixon & Co.; 4,215 tons; 364 • 9X51-1X26 • 1; 368 n.h.p.; triple-expansion engines. The Indian steamship *Jalapalaka*, on a voyage from Bombay to Rangoon, was shelled and sunk by a Japanese submarine on January 30th, 1942, about 100 miles E. of Madras. Thirteen of her crew were killed.

JALARAJAN

Scindia Steam Nav. Co.; 1925; Bar tram & Sons; 5,102 tons; 400X52-2X28-5; 476 n.h.p.; triple-expansion engines. The Indian steamship *Jalarajan* was torpedoed and sunk by a Japanese submarine on January 14th, 1942, off the west coast of Sumatra on a voyage from Singapore to Calcutta. Five of her crew were killed.

JALATARANG

Scindia Steam Nav. Co.; 1921; *J. I. Thornycroft & Co.*; 2,498 tons; 300-5x43-7x22-2; 240 n.h.p.; triple-expansion engines. The Indian steamship *Jalatarang* was torpedoed, shelled and sunk by a Japanese submarine on January 30th, 1942, on a voyage from Cochín to Rangoon. Thirty-eight of her crew of 49 were lost.

JAMAICA

Skibs.-A/S Rose; 1936; *Burmeister & Wain*; 3,015 tons; 324-4 X 45 - 8 X 26 • 1; 606 n.h.p.; oil engines. The Norwegian motorship *Jamaica* was torpedoed and sunk by a German submarine on March 7th, 1943, on a voyage from Liverpool to New York. Nineteen of her crew and two passengers were killed.

JAMAICA PLANTER

Jamaica Banana Producers S.S. Co.; 1936; *Lithgows*; 4,098 tons; 356-5x50-2x29-7; 808 n.h.p.; oil engines. The British cargo ship *Jamaica Planter* sank after a collision with the *Wellesley* in Barry Roads on December 27th, 1944. She was on a voyage from Halifax, N.S., to Avonmouth carrying a refrigerated cargo.

JAMAICA PROGRESS

Jamaica Banana Producers S.S. Co.; 1932; *Lithgows*; 5,475 tons; 393-7x54-2x30-8; 1,061 n.h.p.; 16 knots; quadruple-expansion engines. The steamship *Jamaica Progress*, Capt. A. McColm, was about 50 miles N.W. by W. of Skerryvore on July 30th, 1940, when she was torpedoed and sunk by a German submarine. Seven men were killed and one wounded. Capt. McColm was among the survivors. The *Jamaica Progress* was not in convoy.

JAMES B. STEPHENS

United States War Shipping Administration; 1942; *Oregon S.B. Corp.*; 7,176 tons; 422-8x57x34-8; triple-expansion engines. The steamship *James B. Stephens* was torpedoed by a submarine on March 8th, 1943, 200 miles N.E. of Durban on a voyage from Suez to Durban. The ship broke in two and caught fire, sinking some time later. Fourteen of her crew were lost.

JAMES CAMERON

James Westoll; 1882; *Short Bros.*; 1,805 tons; 260x38-2x17-9; 200 n.h.p.; compound engines. The British cargo ship *James Cameron* sank after a collision in the North Sea on January 27th, 1910. She was on a voyage in ballast from Rouen to the Tyne.

JAMES CARRUTHERS

St. Lawrence & Chicago S.N. Co.; 1913; *Collingwood S.B. Co.*; 7,862 tons; 550x58-2x26-7; 282 n.h.p.; triple-expansion engines. The Canadian steamship *James Carruthers* foundered in a storm on Lake Huron on November 9th, 1913, while carrying a cargo of wheat on a voyage from Fort William, Ont., to Port Colborne. All of the crew of 22 were lost.

JAMES CROSFIELD

Potter Bros.; 1862; *T. Vernon & Son*; 979 tons; 201x32-5x21-4. The sailing ship *James Crosfield* was wrecked off Langness, Isle of Man, on January 5th, 1867. All on board were lost.

JAMES H. REED

Interlake S.S. Co. (Pickands Mather & Co.); 1903; *Detroit S.B. Co.*; 5,265 tons; 448x52-2x25-3; 198 n.h.p.; quadruple-expansion engines. On a voyage from Escanaba, Mich., to Buffalo with a cargo of iron ore, the *James H. Reed* was in collision with the Canadian steamship *Ashcroft* on April 27th, 1944, and sank 42 miles W. of Long Point, Ont., on Lake Erie.

JAMES MCKAY

Lykes Bros. S.S. Co.; 1941; *Bethlehem Sparrow's Pt. Shipyard*; 6,762 tons; 397-1x60-2x23-7; turbine engines. The American steamship *James McKay* strayed from convoy and

was torpedoed and sunk by a German submarine on December 8th, 1942, 750 miles W. of the Hebrides on a voyage from New York to Belfast Lough. There were no survivors.

JAMES OGLETHORPE

United States War Shipping Administration; 1943; *Southeastern S.B. Corp.*; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines. The steamship *James Oglethorpe* was torpedoed and set on fire by a German submarine on March 16th, 1943, about 900 miles E. of Newfoundland on a voyage from New York to Immingham. About 30 of her complement put off in the boats and were eventually saved, but the captain and 43 crew who remained on board to bring the ship to port were never seen again.

JAMES SERVICE

A. Currie & Co.; 1869; *Dobie & Co.*; 455 tons; 153-6x28-1x15-3. The Australian barque *James Service* was bound from Calcutta to Melbourne when she was wrecked S. of Fremantle, Western Australia, on July 23rd, 1878. The barque, which was carrying a few passengers, sank with the loss of 24 lives.

JAMES SPRUNT

United States War Shipping Administration; 1943; *North Carolina S.B. Co.*; 7,177 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines. The steamship *James Sprunt* was torpedoed by a German submarine on March 10th, 1943, S. of Hispaniola on a voyage from Key West to Karachi. The ship blew up and sank with the loss of most of her

JAMES W. ELWELL

H. D. Troop & Son; 1870; *S. King*; 550 tons. The Canadian barque *James W. Elwell*, Capt. J. Wren, left Cardiff for Valparaiso in September, 1872, with a cargo of coal. She carried a crew of 15, including a stewardess who was the wife of the ship's cook.

The voyage was unfortunate from the outset. The first mate injured his foot; erysipelas set in and within a week he died. This was followed by an accident to the cook, from the effects of which he died soon after. The day after the cook's death the cargo of coal was discovered to be on fire. In addition there was a strong gale which hampered the crew in fighting the flames. For some days there was hope of saving the ship, but later the fire increased its hold, and it was decided to abandon ship, the position at the time being 160 miles off the Patagonian coast.

The crew embarked in one large boat, and after four days reached a harbour on the N. coast of the Straits of Magellan. Provisions and water were scanty, and had to be strictly rationed. The boat worked her way along the coast by stages, a number of the crew dying from exhaustion on the journey. Finally only the captain, the stewardess, the carpenter and a seaman were left. These four landed and for a period of 72 days subsisted on shellfish and whatever else they could find which was edible. During this time the carpenter died.

Capt. Wren decided to set sail again, though by this time he and his companions were very weak. Shortly after reaching open sea they were sighted by the White Star liner *Tropic*, Capt. Parsells, and were picked up and taken to Liverpool. Their existence for 72 days on a barren coast, with only the minimum of food to sustain them, is one of the most remarkable records of survival from shipwreck.

JAN VAN GALEN

Netherlands Navy, destroyer; 1928; *Maats. Fyenoord*; 1,316 tons; 322x31-2x10; 31,000 s.h.p.; 36 knots; turbine engines; *Yarrow boilers*; four 4-7 in. guns, one 3 in., four 40mm., four 12-7 mm., 1 m.g., 6 T.T.

The destroyer *Jan Van Galen* was one of the few modern ships of the Royal Netherlands Navy stationed in home waters at the time of the German invasion of Holland. At just after 3 o'clock on the morning of May 10th, 1940, German aircraft crossed the frontiers of Holland and began to drop parachute troops. The *Jan Van Galen* was at that time lying off Den Helder, at the entrance to the Zuider Zee, on the look-out for signs of an enemy seaborne landing. Hearing that an air attack was being made on the Hague she pro-

ceeded there at full speed and helped to drive off the first waves of enemy bombers. From there she steamed along the coast to the New Waterweg leading to Rotterdam. In this the Germans had sown magnetic mines but she successfully avoided these and again engaged the enemy planes which were coming over in great numbers. She shelled the Waalhaven aerodrome which had fallen to the enemy, and also concentrations of German troops. This brought upon her the full weight of the dive bombers which made 31 attacks before they finally sank her.

The *Jan Van Galen* carried a complement of about 150 of whom a number were lost in the action.

The ships lost by the Dutch between May 10th and 7 p.m. on the 14th, when the armed forces at home capitulated, were as follows:—

Jan Van Galen, destroyer, 1,316 tons, bombed and sunk. *Johan Maurits Van Nassau*, sloop, 1,520 tons, bombed and sunk.

Brinto, gunboat, 540 tons, bombed and sunk. *Friso*, gunboat, 540 tons, bombed and sunk. *Hydra*, minelayer, 593 tons, lost in Zuider Zee. *Medusa*, minelayer, 593 tons, lost in Zuider Zee. *Abraham Van Der Hulst*, minesweeper, 525 tons, sunk in action. *Pieter Florisz*, minesweeper, 525 tons, sunk in action.

Besides these were a few submarines destroyed to avoid capture and several vessels on the building slips which were blown up. The cruiser *Jacob Van Heemskerck*, 3,350 tons, six 5-9 in. guns, completing at the Amsterdam Yard of the Nederlandsche Scheepsbouw and the destroyer *Isaac Sweers*, 1,628 tons, completing at the Flushing yard of K. M. de Schelde, were taken in tow for England where they were made ready for sea and commissioned by the Royal Netherlands Navy.

The vessels which joined forces with the Allied navies were as follows:—

CRUISERS

	Tons	guns	
<i>De Ruyter</i> ...	6,450	7-5-9 in	East Indies
<i>Java</i> ...	6,670	10-5-9 in	"
<i>Sumatra</i> ...	"	"	"
<i>Tromp</i> ...	3,350	6 "	"

DESTROYERS

<i>WittDeWith</i> ...	1,316	
<i>Banckert</i>	"	
<i>Van Nes</i>	"	
<i>Van Ghent</i> ...	1,310	"
<i>Evertsen</i>	"	
<i>Kortenaer</i>	"	
<i>PietHein</i>	"	

SLOOPs

<i>Van Kinsbergen</i>	1,760	European Waters
<i>Flares</i> ...	1,457	"
<i>Soemba</i> ...	"	"

MINELAYERS

<i>Prins Van Oranje</i>	1,291	East Indies
<i>Gouden Leeuw</i>	"	"

GUNBOAT

<i>Gruno</i> ...	540	European Waters
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There were also 21 submarines, most of them modern, together with a number of miscellaneous vessels of small tonnage. In the East Indies there was also the old guardship *Soerabaja*, 5,644 tons, two 11 in. guns.

JAN VAN RYSWYCK

F. Alexander filsetde.; 1907; *Craig Taylor & Co.*; 2,135 tons; 287 X 44 x 19 • 8; 210 n.h.p.; triple-expansion engines. The Belgian ship *Jan van Ryswyck* was carrying iron, steel and general cargo from Antwerp to Grangemouth on May 21st, 1924, when she was wrecked off Longstone, Fame Island.

JANAKI

Malabar S.S. Co.; 1922; *Howaldtswerke*; 857 tons; 195-hp 32-9x14; triple-expansion engines. The Indian cargo ship *Janaki* capsized about three miles west of Khanderi Island on March 13th, 1954, while on a voyage from

Bombay to Calicut. She drifted bottom up for several days before finally sinking on March 24th, six and a half miles west of Khanderi Island. Seven of the forty persons on board were lost.

JANBI MARU

Mitsubishi Risen K.K.; 5,244 tons.

The tanker *Janbi Maru* was torpedoed and sunk by the U.S. submarine *Ray* on July 18th, 1944, 30 miles N. of Bawean Island in the Java Sea.

JANE KELSALL

William D.C. Balls & Son; 1881; *J. Readhead & Co.*; 1,877 tons; 275 x 35-6x23; 192 n.h.p.; compound engines. The British cargo ship *Jane Kelsall* was wrecked on September 6th, 1898, near Lister Lighthouse on the south coast of Norway. She was carrying a cargo of wheat on a voyage from Philadelphia to Copenhagen.

JANET BOYD

M'Gavan; 1839; *Leith*; 230 tons.

The barque *Janet Boyd*, Capt. J. Topping, sailing from Hamburg was off Margate on January 20th, 1855, in a N.N.E. gale and heavy snow squalls. The ship approached the shore between eight and nine in the morning and made signals for a pilot which were seen by boatmen on Margate sands. The weather was too bad for any pilot to put out and the *Janet Boyd* then attempted to haul offshore.

The ship was gradually blown on to the Tongue Sand and at last struck to the eastward of the Tongue Light. Here she was battered to pieces by the waves, her masts going one by one. At the turn of the tide a number of luggers went out from Margate in the hope of rendering assistance but by that time the ship had been swept clean of all on board. There were no survivors, the loss of life amounting to 28 persons.

JANETA

Glasgow United Shipping Co.; 1929; *Barclay, Curie & Co.*; 5,312 tons; 402-4x55x28-5; 463 n.h.p.; triple-expansion engines.

The steamship *Janeta*, on a voyage from Algiers to the River Plate, was torpedoed and sunk by a German submarine on May 1st, 1944, about 700 miles W.S.W. of St. Helena. Ten of her crew and four gunners were lost.

JANKIKI

Cia. Ltda. Capo Bona Esperanza, S.A.; 1919; *Ayrshire Dockyard Co.*; 5,950 tons; 409-6x53-5 x 33-5; triple-expansion engines & L.P. turbine.

The Panamanian ship *Jankiki* was carrying phosphate from Casablanca to Vlaardingen. The cargo shifted during a storm on November 28th, 1953, and she sank about ten miles N.W. of Berlenga Island. Eleven of her crew were drowned.

JANUS

J. & E. Kish; 1883; *Dobson & Charles*; 1,084 tons; 240-5X 33'2x14-1; 150 h.p.; compound engines.

The British cargo ship *Janus* was wrecked on Haisbro' Sands at 1 a.m. on October 16th, 1892, while on a voyage from Christiania to Honfleur carrying a cargo of timber.

JANUS

Rederi A/B Nordstjeman; 1939; *Oresundsvarvet A/B*; 9,965 tons; 503'2x65-8x37'2; 653 n.h.p.; oil engines. The Swedish tanker *Janus* was torpedoed and sunk by a German submarine on October 20th, 1940, on a voyage from Curacao and Halifax to the Clyde. There were 33 survivors.

JANUS

British Navy, destroyer; 1938; *Swan, Hunter & Wigham Richardson*; 1,690 tons; 348x35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, 6 smaller, 10 T.T.

The destroyer *Janus*, Lt. Cdr. W. B. R. Morrison, took part in the British and American landing at Anzio, Italy, on January 22nd, 1944. Prior to this the ship was in the Adriatic with a force of five destroyers engaged in bombarding railways and bridges and disrupting traffic near Ancona. On January 23rd, when off Nettuno,

she was hit by a torpedo from a German dive bomber and foundered in 22 minutes taking with her seven officers, including Lt. Cdr. Morrison, and 155 ratings. For full story of the Anzio landing see under the cruiser *Penelope*.

JANVOLD

Johs. Larsen; 1904; Grangemouth & Greenock Dkyd. Co.; 1,366 tons; 235x37-2x17-1; 151 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Janvold* was torpedoed and sunk by a German submarine in the Bristol Channel on May 26th, 1918.

JAPIGIA

Soc. di Navigazione a Vapore Puglia; 1890; Wigham Richardson & Co.; 1,269 tons; 232-4x33-3x20-6; 106n.h.p.; triple-expansion engines.

The Italian cargo ship *Japigia* was torpedoed and sunk by a submarine in the Adriatic on April 21st, 1917.

JARL

E. Olander; 1882; W. Gray & Co.; 1,643 tons; 257-6x35-7x19; 173 n.h.p.; compound engines.

The Swedish cargo ship *Jarl* was torpedoed and sunk by a German submarine off the north-west coast of Scotland on August 7th, 1917.

JARL

Robert Philis; 1900; Craig, Taylor & Co.; 1,349 tons; 245X 37-3x15-6; 162 n.h.p.; triple-expansion engines. The Swedish ship *Jarl* was carrying timber from Viborg and Lovisa to Ostend on December 1st, 1923, when she struck a mine and sank N.W. of Surop Light.

JARVAMAA

Tallinna Laevauhisus AJS; 1894; Campbelltown S.B. Co.; 1,363 tons; 230X32-6X16-4; triple-expansion engines. The Estonian steamship *Jarvamaa*, under German control, was bombed and sunk by Russian aircraft on August 28th, 1941, ten miles E. of Hogland Island, Finland.

JARVIS

United States Navy, destroyer; 1937; Puget Sound Navy Yard; 1,500 tons; 341-7x34-7x9-9; 42,800 s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, 5 m.g., 16 T.T.

The destroyer *Jarvis* was damaged by Japanese aircraft in the operations around Guadalcanal in the Solomon Islands. The vessel was ordered to the naval base at Tulagi to effect repairs, but was attacked for a second time by Japanese bombers and sunk.

The normal complement of the *Jarvis* was 172.

JASEUR

British Navy, gunboat; 301 tons; 80 n.h.p.; steam engines; one 68 pdr. gun, one 32 pdr.

The gunboat *Jaseur*, Lt. J. B. Scott, was wrecked on Paxo Nuevo, in the West Indies, on February 26th, 1859. There was no loss of life.

JASON

A. & J. H. Carmichael; 1870; Barclay, Curie & Co.; 1,586 tons; 253x38-6x23-2.

The British sailing vessel *Jason* left Calcutta on February 15th, 1893, for Boston, U.S., with a cargo of jute and a crew of 27. Crossing the South Indian Ocean she was damaged in a hurricane, but managed to reach Mauritius where she was refitted. She left again in September and made a fair passage to the eastern coast of the United States.

On December 5th, 1893, she ran into a blizzard off Cape Cod and during the night ran ashore and was quickly battered to pieces by the seas. All the crew, save one apprentice who swam ashore, were either swept overboard or were frozen to death in the rigging.

JASON

British Navy, torpedo gunboat; 1892; Great Britain; 810 tons; 230x27x12-5; 3,500 i.h.p.; 19 knots; triple-expansion engines; two 4-7 in. guns, four 3 pdr., 3 T.T.

The torpedo gunboat *Jason* was mined and sunk near Coll Island on the west coast of Scotland on April 7th, 1917. The vessel carried an official complement of 85.

JASPER

P. M. Duncan & Son; 1883; W. B. Thompson; 1,256 tons; 235x31-7x22-4; 99 h.p.; compound engines. The British cargo ship *Jasper* was wrecked at May Island, Firth of Forth, in April, 1894, while on a voyage in ballast from Dundee to Burntisland.

JAVA

Netherlands Navy, cruiser; 1921; K.M. de Schelde, Flushing; 6,670 tons; 509-5x52-5x18; 72,000 s.h.p.; 31 knots; turbine engines; Schulz-Thornycroft boilers; ten 5-9 in. guns, eight 40 mm., four 2pdr., six 12-7 mm., 12 mines, 2 aircraft. The cruiser *Java* was one of the largest units of the Royal Netherlands Navy and had seen nearly 20 years service at the time of the battle of the Java Sea on February 27th, 1942.

At approximately 11.30 p.m. on the 27th the *Java* was sunk either by a Japanese submarine or by striking a mine. Of her complement of about 550 the number of casualties is not known.

The full story of the battle is told under the *De Ruyter*, flagship of Admiral Doorman.

JEAN ET JACQUES

Les Cargos Algeriens Soc. Anon.; 1921; Furness S.B. Co.; 3,493 tons; 363-3x52-2x22; 547 n.h.p.; triple-expansion engines.

The French steamship *Jean et Jacques* was torpedoed and sunk by British motor torpedo boats on March 3rd, 1942, off Cap Blanc Nez.

JEAN JADOT

Cie. Maritime Beige (Lloyd Roy ale) S.A.; 1929; Flensburger Schiffsbau Ges.; 5,859 tons; 443-7x57-2x26-7; 470 n.h.p.; quadruple-expansion engines.

The Belgian steamship *Jean Jadot* was torpedoed and sunk by a German submarine on January 20th, 1943, off Oran on a voyage from Liverpool to Algiers. Six of her crew were lost.

JEAN NICOLET

United States War Shipping Administration; 1943; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Jean Nicolet* was torpedoed and sunk by a Japanese submarine on July 2nd, 1944, on a voyage from Los Angeles and Fremantle to Calcutta. Seventy-seven crew and passengers were lost.

JEAN WEEMS

Thameside Shipping Co.; 1918; American S.B. Co.; 2,455 tons; 251 x43-5x22-2; 267 n.h.p.; triple-expansion engines. The British steamship *Jean Weems* was bombed and sunk by insurgent aircraft on October 30th, 1937, off Cape Sebastian, during the Spanish Civil War. The ship had been heavily damaged in a raid on Valencia on September 15th, and was only eight days out of the repair yard when she was sunk.

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JEANARA

Maclay & McIntyre; 1907; D. & W. Render son & Co.; 4,386 tons; 385 X 50 -1 x 17-7; 408 n.h.p.; triple-expansion engines. The British cargo ship *Jeanara* was wrecked off Gorodetsky lighthouse on July 12th, 1915. She was carrying a cargo of coal on a voyage from Cardiff to Archangel.

JEANIE

E.R. Care; 1882; E. Withy & Co.; 1,793 tons; 275x35-6x18-1; 200n.h.p.; compound engines.

The British cargo ship *Jeanie* was wrecked near Gamzi, Gulf of Onega, on September 15th, 1909. She was on a voyage from Onega to Hull carrying a cargo of wood.

JEANNE CONSEIL

l. Stern; 1880; Palmers' Co.; 2,309 tons; 291-3x37-3x24-5; 242 n.h.p.; compound engines.

The French steamship *Jeanne Conseil* was torpedoed and sunk by a German submarine in the Bay of Biscay on November 28th, 1917.

JEANNE GOUGY

JEANNE GOUGY

J. Le Bonder; 1948; Marine Industries; 273 tons; 137-1x 24-9x16-5; oil engines.

The Dieppe motor trawler *Jeanne Gouguy* left Irish fishing grounds on Friday, November 2nd, 1962, for Dieppe. She carried a crew of 18.

Crossing from Ireland the weather was bad, with squalls of rain reducing visibility to nil as the trawler approached the Cornish coast. Those on board did not see the breakers, and in pitch darkness at 5.15 on the morning of Saturday, November 3rd, she crashed on to the Armoured Knight rock immediately below the 250 feet cliffs at Land's End. The skipper, engineer and radio-officer were washed off the bridge shortly after she struck and were not seen again.

For about an hour the trawler lay fast upon the rock, during which time distress flares were burned. At 6.15 she was hit by a huge wave which flung her on to her port side and she became three-parts submerged. Meanwhile the flares had been seen by the coastguards at St. Just, and the Sennen and St. Just lifesaving teams, under Coastguard Officer J. C. T. Bridger, fired rocket lines across the wreck. These fell beyond the reach of those on board and, after a time—it now being full daylight—it was thought that all the crew were lost. The Sennen lifeboat stood by, but could not approach near enough to render assistance.

At noon a woman holidaymaker standing on the cliffs among the onlookers, saw a man's hand waving from a window of the wheelhouse. The rocket team again fired lines, one of which was grasped by the man. Four other men now appeared from the forecabin and hauled in the rope and made fast for the breeches buoy, by which they were brought to safety.

A helicopter from the R.A.F. Station at Chivenor, Devon, now flew over and Sgt. E. Smith was lowered to the wreck. He managed to pick up the exhausted man in the wheelhouse and land him safely. He then returned to make sure that there were no other survivors and found a man in the last stages of exhaustion in the passage between the wheelhouse and the interior of the trawler. This brought the number saved up to six.

JEANNE M

Mooringwell S.S. Co.; 1909; Irvines" S.B. & D.D. Co.; 1,973 tons; 279 • 2 X 40 • 1 X 18 • 2; 175 n.h.p.; triple-expansion engines. The British cargo ship *Jeanne M* sank after a collision with the *Varmdo* near Lappegrund lightship on December 17th, 1938. She was on a voyage in ballast from Stockholm to Kristiansand.

JEANNE M.

Mooringwell S.S. Co.; 1919; Ardrossan D. D. & S.B. Co.; 2,465 tons; 303-3x43x20-7; 265 n.h.p.; triple-expansion engines. The steamship *Jeanne M.*, on a voyage from Cardiff to Lisbon, was torpedoed and sunk by a German submarine on December 2nd, 1940, about 250 miles W. of Lisbon. Seven of her crew were killed.

JEANNE MARIE

Soc. Francaise d'Armement Em. Frisch & Co.; 1912; Ateliers & Chantiers de France; 2,971 tons; 311-6x45-9x20-5; 240 n.h.p. triple-expansion engines.

The French steamship *Jeanne Marie* struck a mine and sank in the English Channel on March 14th, 1918.

JEBBA

Elder, Dempster & Co.; 1896; Sir Raylton Dixon & Co.; 3,813 tons; 52X44-2X23-4; 419 n.h.p.; triple-expansion engines. The British cargo ship *Jebba* was wrecked on March 18th, 1907, near Bolt Tail, South Devon, while on a voyage from the west coast of Africa to Plymouth and Liverpool. She was carrying a cargo of palm oil and rubber,

JEDDO

Peninsular & Oriental Steam Nav. Co.; 1859; Great Britain; 1,632 tons; 277 x36x —; 2,059 i.h.p.; direct inverted engines. The steamship *Jeddo*, on a voyage from Hong Kong to Bombay, struck on the Choul Kadoo Rock, S. of Bombay, on February 2nd, 1866, and was completely wrecked.

JEDDO

Adamson & Co.; 1863; Parsons; 1,059 tons; 195x35-3x22-4. The sailing ship *Jeddo* was carrying a large number of Chinese

coolies from Amoy to British Guiana. There was some unrest among them at the commencement of the voyage, and this was put down with great severity, several men being flogged. On April 16th, 1866, when in the Straits of Sunda, the *Jeddo* caught fire either by accident or by a deliberate act of revenge on the part of the coolies. The vessel was destroyed, and four members of the crew and 146 coolies lost their lives.

JEDMOOR

Moor Line; 1928; W. Doxford & Sons; 4,392 tons; 375x52-6x 25-7; 417 n.h.p.; oil engines.

The motorship *Jedmoor*, on a voyage from Santos and Sydney, N.S., to the Tyne, was torpedoed and sunk by a German submarine on September 16th, 1941, about 300 miles W. of the Orkney Islands. Twenty-six of her crew and five gunners were killed.

JEEP HEE

Pang Kwok Sui; 1902; Nederlandsche Scheeps. Maats.; 1,063 tons; 222-7x36-2x14; triple-expansion engines.

The British cargo ship *Jeep Hee* struck a mine and sank at Woosung in 31° 14' N., 121° 48' E., on August 23rd, 1950, while on a voyage from Hong Kong to Shanghai carrying a rubber and general cargo.

JEMTCHUG

Russian Navy, light cruiser; 1903; Russia; 3,050 tons; 345 X 49x16; 19,000 i.h.p.; 24 knots; triple-expansion engines;

Yarrow boilers; six 4 • 7 in. guns, six 3pdr., two 1 pdr., 5 T.T. The light cruiser *Jemtchug*, was one of the few survivors of the ill-fated Baltic Fleet which was almost destroyed at the battle of Tsushima in the Russo-Japanese War. At the outbreak of the First World War, she was serving in the Far East. On October 28th, 1914, she was lying in the harbour of Penang when what appeared to be a British cruiser approached from seaward without challenge. When within a mile of the Russian warship the newcomer hoisted the German ensign and at 900 yards fired a torpedo. The same unreadiness which had marked the Russians ten years before in their war with Japan, still operated among them and the *Jemtchug* had no guns manned, or even cleared, and had only set a harbour watch. In these circumstances it is not surprising that she was an easy victim for the enemy which proved to be the famous German raider *Emden*.

The torpedo struck the *Jemtchug* aft and flooded her engine room, the *Emden* closing to 300 yards and pouring in her salvos at that range. The German ship then ran down the harbour, turned and came back past the Russian, which was now in flames, and fired another torpedo which blew up the ship.

Of the 340 officers and men on board the *Jemtchug* one officer and 90 men were killed and two officers and 106 men wounded.

Having disposed of the Russian cruiser the *Emden* lowered her boats with the object of capturing the liner *Glenturret*, but was compelled to recall them on the appearance of the French destroyer *Mousquet* (which see) which gallantly attacked. In a very brief encounter the *Emden* destroyed the French ship, picked up all survivors and then made off to the northward. Thus ended the famous raid on Penang.

JEMTLAND

Angf. A/B Tirfing (Dan Brostrom); 1898; J. L. Thompson & Sons; 3,074 tons; 325x45-5x23-7; 258 n.h.p.; triple-expansion engines.

Sailing from Buenos Aires to Gothenburg with a cargo of corn, the Swedish ship *Jemtland* struck a mine and sank on January 1st, 1920, off Hertha flak, North Jutland. Five of her crew of 26 were lost.

JENA

French Navy, 1st class battleship; 1898; Brest Dockyard; 11,870 tons; 400-7x68-2x27-5; 15,500 i.h.p.; 18 knots; triple-expansion engines; four 12 in. guns, eight 6-4 in., eight 3-9 in., sixteen 1-8 in., eighteen 1-4 in., 4 T.T.

On March 12th, 1907, the French battleship *Jena* was occupying the Messiesy drydock at Toulon, in preparation for the coming naval manoeuvres. She was under command of Capt. Adjard, and her official complement was 631 officers and men. The ship's company had just resumed work on her after their mid-day meal when a tremendous explosion shook the vessel, and indeed the whole

town. At the time many of the crew were busy in the boiler and engine rooms, while the midshipmen were attending a history lecture.

The first explosion occurred in the after magazine where a quantity of "B" powder was stored. The lower portion of the stern was blown out on the port side and the stern framework perforated like a colander. Despite this the stern-walk with its ornamental balustrade remained intact. Admiral Manceron who was in his cabin at the time received no serious injury.

The explosions, occurred at intervals of from 12 to 15 minutes, for about one hour and a quarter. Men endeavouring to save the ship or rescue the injured were themselves killed, one being Ensign Roux who was leading a party to open the dock sluices.

As the explosions continued it was decided to flood the dock, but the keys of the gates could not be found. A gunboat stationed at Toulon was therefore ordered to fire at the gates and blow them open in order to admit the water.

A survey of the wreck revealed that the main explosions took place in the stern on the port side abaft the heavy gun turret, and between the same turret and the after bridge immediately above it. The heaviest explosions were below the waterline.

The death-roll was 103, Capt. Adjard being among the killed.

JENNY CHANDRIS

J.D. Chandris; 1920; Kawasaki Dkyd. Co.; 5,815 tons; 384-8X 51-2x25-5; 437 n.h.p.; triple-expansion engines.

On a voyage from Morehead City to Rotterdam with scrap iron, the Greek ship *Jenny Chandris* foundered 40 miles N.E. of Diamond Shaol on November 13th, 1937. Eight of her crew of 28 were lost.

JEREMIAH VAN RENSSELAER

United States War Shipping Administration; 1942; North Carolina S.B. Co.; 7,777 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Jeremiah Van Rensselaer* was torpedoed by a German submarine on February 2nd, 1943, 800 miles S.E. of Cape Farewell on a voyage from New York to the Clyde. The ship caught fire, was abandoned and then sunk by a convoy escort ship. Thirty-five of her crew and 11 gunners were lost.

JERSBEK

Knorr & Bur chard Nfl.; 1938; Lubecker Maschinbau Ges.; 2,804 tons; 325-7x48-2x19-1; 352 n.h.p.; compound engines. The German steamship *Jersbek* was torpedoed and sunk by a Russian submarine on March 31st, 1945, off Libau.

JERSEY

British Navy, destroyer; 1938; J. S. White & Co.; 1,690 tons; 348x35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4 7 in. guns, 6 smaller, 10 T.T.*

The destroyer *Jersey*, Cdr. A. F. Burnell-Nugent, D.S.C., was mined and sunk at the entrance to Grand Harbour, Malta? on May 2nd, 1941. Two officers and 33 ratings were killed.

JERSEYMOOR

Walter Rinciman & Co.; 1901; W. Doxford & Sons; 3,746 tons; 342x46-7x24-8; 300 n.h.p.; triple-expansion engines. The British cargo ship *Jerseymoore* was wrecked on Burbo Bank on June 23rd, 1915. She was on a voyage from Bombay to Manchester carrying a cargo of wheat.

JERV

T. Hansen; 1906; Bergens Mek. Vcerks.; 1,112 tons; 229 X 35-2x15-9; 106 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Jerv* struck a mine and sank in the North Sea on February 1st, 1917.

JERVIS BAY

Aberdeen & Commonwealth Line; 1922; Vickers; 14,164 tons; 530-6x68-3x39-9; 1,977 n.h.p.; 16 knots; turbine engines; 6 in. guns.

Early in November, 1940, the liner *Jervis Bay*, serving as an auxiliary cruiser, was escorting a convoy of 38 ships across the Atlantic to British ports. The ship was under command of Capt. E. S. Fogarty Fegen, the convoy being under command of Rear-Admiral H. B. Maltby, who flew his flag on the *Cornish City*. On November 5th,

at about 5 p.m., the convoy was attacked by the pocket battleship *Admiral Scheer*, 10,000 tons, main armament six 11 in. guns, at a position some 1,000 miles E. of Newfoundland. The enemy opened fire at a range of ten miles and the *Jervis Bay* steamed to engage although her 6 in. guns were outranged by the other's heavy 11 in. weapons. The action which ensued lasted for about an hour, the *Jervis Bay* sustaining the full weight of the enemy's fire and effectively preventing him from concentrating on the convoy. At the end of that time the auxiliary cruiser was heavily on fire with every gun out of action, but night was coming on and the convoy, having concealed its movements by throwing over smoke floats, had scattered over a wide area.

The *Jervis Bay* though badly mauled, still continued to float, but two hours after the action ceased she sank with colours flying. Capt. Fogarty Fegen, to whom a posthumous award of the Victoria Cross was made, lost an arm during the action, and went down with his ship. The number saved was 65, including a few officers. The number lost was 33 officers and 147 ratings killed, 13 of the latter being Canadians, and one officer and nine ratings died of wounds.

A Swedish vessel which was sailing with the convoy turned back in a very gallant manner and her commander, Capt. Sven Olander, lowered his boats and picked up the survivors. From the evidence of these men it was established that the steering gear of the *Jervis Bay* was smashed early in the action.

Only six ships of the convoy were lost out of 38. These were the cargo liner *Beaverford*, 10,042 tons, Capt. E. Pettigrew, which attempted to defend the convoy after the *Jervis Bay* was put out of action, and was lost with her captain and 76 officers and men: the *Maidan*, 7,908 tons, Capt. C. L. Miller, lost with all hands, 90 officers and men: the *Mopan*, 5,389 tons, Capt. S. A. Sapsworth, 68 prisoners of war: the *Fresno City*, 4,955 tons, Capt. R. A. Law-son, one man killed: the *Kenbane Head*, 5,229 tons, and the *Trewel-lard*, 5,201 tons.

The *Admiral Scheer* managed to elude the allied forces and to return in safety to Germany.

JESSIE LOGAN

Logan & Co.; 1830 (circa); 850 tons. The East Indian *Jessie Logan* was homeward bound from India with a cargo of rum, sugar and spices. On January 16th, 1843, the ship was running for the shelter of Tintagel or Bude Haven before a strong N.W. wind which was favourable for reaching either of those places. Unfortunately the wind increased to gale force and the ship became unmanageable, with the result that she was driven ashore near Boscastle. She sent up signals of distress but the fury of the seas prevented any aid from shore and during the night the ship became a total wreck.

The exact number on board was not known, and only a few persons escaped with their lives.

The *Jessie Logan* was North American built, of a type known as a "Quebecker".

JESSIE MAERSK

Ministry of Shipping (W. T. Gould); 1920; A. Vuijk & Zonen; 1,972 tons; 280-1x40-2x19; 224 n.h.p.; triple-expansion engines.

The steamship *Jessie Mcersk*, on a voyage from London to Blyth, was torpedoed and sunk by a German motor torpedo boat on October 7th, 1942, off Sheringham. The ship sank in two minutes with the loss of 16 of her crew and four gunners.

JESSMORE

Wm. Johnston & Co.; 1885; Whitehaven S.B. Co.; 1,728 tons; 261'5x36-2x18-3; 160 h.p.; compound inverted engines. The British cargo ship *Jessmore* was wrecked on December 12th, 1887, about seven miles south of Ushant light. She was on a voyage from Braila to Antwerp carrying a cargo of wheat and maize.

JESUS

The Spanish barque *Jesus*, of Bilbao, was bound from Manila to Liverpool with a cargo of sugar when she was wrecked on Cymyram Beach, Carnarvon Bay, on or about October 14th, 1870. The captain and seven men were drowned.

JEYPORE

P. & O. Steam Nav. Co.; 1920; W. Gray & Co.; 5,318 tons; 400x52-3x28-4; 517 n.h.p.; triple-expansion engines. The steamship *Jeypore*, on a voyage from Baltimore to Hull, was torpedoed and sunk by a German submarine on November 3rd, 1942, about 450 miles S.S.W. of Cape Farewell. Nine of her crew were killed.

JHELUM

James Nourse; 1936; Barclay, Curie & Co.; 4,038 tons; 381 - 1x 52-7x23-7; 325 n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Jhelum*, on a voyage from Izmir to Oban via the Cape, was torpedoed and sunk by a German submarine on March 21st, 1941, about 300 miles N.W. of the Cape Verde Islands. Eight of her crew were lost.

JINBU MARU

Taiheiyo Gyogyo K.K.; 1894; Naval Constr. & Armament Co.; 5,228 tons; 400x48-2x29-3; 532 n.h.p.; triple-expansion engines.

The steamship *Jinbu (Zinbu) Mam* was torpedoed and sunk by the U.S. submarine *S-30* on June 11th, 1943, between Sakhalin and the Kurile Islands.

JINDAI MARU

Amagasaki Kisenbu Gomel Kaisha; 1875; Caird & Co.; 1,095 tons; 227 '7x27-4x16-2; compound engines. The Japanese steamship *Jindai (Zindai) Maru* struck a mine and sank on May 30th, 1945, off Fukuoka, Japan.

JINEI MARU

Nitto Shosen K.K.; 10,500 tons.

The tanker *Jinei Maru* was torpedoed and sunk by the U.S. submarine *Sterlet* on October 25th, 1944, S.W. of the Shichi-to Islands, Japan.

JINJU MARU

G.Hori; 1890; Irvine & Co.; 2,359 tons; 290-6x38x19-3; 212 n.h.p.; triple-expansion engines.

The Japanese ship *Jinju Maru* was sailing from Yokohama to Karatsu in ballast when on December 31st, 1927, she was wrecked at Mikomobo Island off Idzu, with the loss of all on board.

JINJU MARU

Daiko Shosen K.K.; 3,192 tons.

The steamship *Jinju Maru* was bombed and sunk by U.S. land-based aircraft on May 20th, 1944, about 200 miles S.E. of Hong Kong.

JINKAI MARU

Sugaya K.K.; 1904; Bartram & Sons; 3,835 tons; 379x46-1x 18-3; 352 n.h.p.; triple-expansion engines.

The *Jinkai Maru* was sailing from Muike to Hong Kong with a cargo of coal. On March 23rd, 1937, she went ashore at Waglan off Hong Kong, broke up and sank in deep water.

JINMU MARU

Kuribayashi Shosen K.K.; 1940; Kawaminami Kogyo K.K.; 1,912 tons; 271 - 7x40x20-3; steam engines. The steamship *Jinmu (Zinmu) Maru* was torpedoed and sunk by the U.S. submarine *Wahoo* on May 9th, 1943, off Ofunato, Honshu Island.

JINTSU

Japanese Navy, light cruiser; 1923; Kawasaki Dockyard; 5,195 tons; 535x46x15; 70,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in., 6 m.g., 8 T.T., 1 aircraft.

The light cruiser *Jintsu* took part in the second battle of Kula Gulf off Kolombangara in the Solomons Group on the night of July 12th-13th, 1943. The Japanese had organised a supply service for their army on the island of Vila, making nightly runs through Blackett Strait and Kula Gulf. So regular were the convoys that the Americans designated them the "Tokio Express", and a task force consisting of the U.S. cruisers *Honolulu* and *St. Louis*, 10,000 tons, 15 6 in. guns, and the New Zealand cruiser *Leander*, 7,270 tons,

eight 6 in. guns, with ten destroyers under command of Rear-Admiral W. L. Ainsworth, was despatched to intercept them. An action took place in Kula Gulf in the early morning of July 6th (see *Helena*). The second battle was fought a week later, the Japanese being in two small groups, the first of which was severely handled by the Americans, the *Jintsu* being sent to the bottom and several other vessels being badly damaged. In this action the *Leander* was hit by a torpedo which did no vital damage. The second group met with better fortune and damaged the U.S. cruisers *St. Louis* and *Honolulu* with torpedoes. The destroyer *Gwin* was also torpedoed and sank in tow.

The *Jintsu* carried a complement of about 500.

The losses in the two battles were; Japanese, one cruiser, two destroyers; American, one cruiser, one destroyer. In addition the damage inflicted upon ships on both sides was extremely heavy. The balance was on the whole favourable to the Americans as the "Tokio Express" was abandoned by the Japanese after the second battle.

JINYO

Japanese Navy, escort carrier; 1935; A.G. Weser; 18,184 tons; 625-6x74-1x41; 26,000 s.hp.; 21 knots; turbo-electric engines twelve 5 in.A.A. guns, many 47 mm., 30 aircraft. The escort carrier *Jinyo* was formerly the North German Lloyd liner *Scharnhorst* which had been lying in a Japanese harbour up to the time that Japan declared war on the United States. The vessel was converted into an escort carrier and was commissioned during 1943. She was torpedoed and sunk by the U.S. submarine *Spadefish* south of the Yellow Sea on November 17th, 1944.

JINYO MARU

Toyo Risen K.K.; 6,862 tons.

The steamship *Jinyo Maru* was torpedoed and sunk by the U.S. submarine *Trepang* on December 6th, 1944, off the north coast of Luzon Island, Philippines.

JINZAN MARU

Kokoku Sangyo K.K.; 1919; Short Bros.; 5,216 tons; 400x52-4x28-5; 517 n.h.p.; triple-expansion engines.

The steamship *Jinzan (Zinzan) Maru* was torpedoed and sunk by the U.S. submarine *Guardfish* on July 16th, 1944, 75 miles off the north-west coast of Luzon Island, Philippines.

JIUL

Eujenia & Constance Simatu; 1913; J. Priestman & Co.; 3,127 tons; 345 X 48 X 21 • 1; 302 n.h.p.; triple-expansion engines. The Rumanian steamship *Jiul* was sunk in Piraeus harbour on May 30th, 1941, as a result of the explosion which destroyed the Bulgarian steamship *Knyaguinya Maria Louisa*—(which see).

JOAO PESSOA

Hamburg-Sudamerikanische Dampfsch. Ges.; 1922; Bruckenbau Flender A.G. Stems; 3,023 tons; 237-7x48-2x21 -1; 246 n.hp.; triple-expansion engines.

The German ship *Joao Pessoa* struck a rock and sank two miles from San Sebastian on June 7th, 1942.

JOGU MARU

Ukon Sho'i K.K.; 1906; Richardson, Duck & Co.; 4,803 tons; 369-2x50-8x27-6; 371 n.h.p.; triple-expansion engines. The steamship *Jogu Maru* was sunk by U.S. carrier-based aircraft on October 18th, 1944, off Manila.

JOHAN MAURITS VAN NASSAU

Netherlands Navy, escort vessel; 1932; Flushing; 1,520 tons; 258x38x12-4; 2,100 i.h.p.; 15 knots; triple-expansion engines; Yarrow boilers; three 5-9 in. guns, four 12-7 mm., 4 m.g. The sloop *Johan Maurits Van Nassau* took part with the destroyer *Jan Van Galen* (which see) in the attempt to repel the German invasion of Holland which began on May 10th, 1940. On the 14th, when the remnants of the Dutch Navy were withdrawing to English ports she was bombed and sunk.

The full story of the fighting round the Dutch coast from May 10th to 14th is told under the *Jan Van Galen*.

JOHANN SCHULTE

German Government; 1920; G. M. Standifer Construction Corp.; 6,094 tons; 401-4x53-2x31-9; 552 n.h.p.; triple-expansion engines.

The steamship *Johann Schulte* was formerly the Greek *Ioannis Chandris*, damaged during the bombing of Antwerp in May, 1940, and later taken over by the Germans. On January 29th, 1944, she struck a mine and sank off Kiel.

JOHANN WESSELS

Atlas Reederei A.G.; 1913; Irvine's S.B. & D.D. Co.; 4,601 tons; 384-1x52-1x27-1; 320 n.h.p.; triple-expansion engines. The German steamship *Johann Wessels* was bombed and sunk by British aircraft on September 15th, 1941, N.W. of Juist.

JOHANNA THORDEN

A/B Finska Nordamerika Linjen (G. B. Thorden); 1936; Oresundsvarvet A/B; 3,223 tons; 362x51x17-7; 675 n.h.p.; oilengines. Carrying motor cars and general cargo from Baltimore and New York to Gothenburg the Finnish motorship *Johanna Thorden* went aground at 5.50 a.m. on January 12th, 1937, at the Tarf of Swona, Orkney Islands. The forepart was carried four miles by the gale and driven ashore at Tarf Tail at the S. end of Swona. Thirty persons were lost, including two women and two children.

JOHANNISBERGER

German Government; 1940; Chantiers & Ateliers de St. Nazaire; 4,533 tons; 405 X 54 -9 x 34; triple-expansion engines. The steamship *Johannisberger* was originally built to the order of French owners as the *Lyon* and taken over by the Germans on completion. She was sunk by unknown causes off Kirkenes on March 16th, 1943, with the loss of all on board.

JOHN

Rawle & Co.; 1810; Chester; 465 tons.

The wooden barque *John*, left Plymouth Sound on the afternoon of May 3rd, 1855, with 282 persons on board, of whom 19 were crew, 149 adult passengers and 114 children. The ship was bound for Quebec, her commander being Capt. E. Rawle and the bulk of her passengers coming from Devon and Cornwall.

At 9.30 p.m. the ship was in sight of St. Anthony Light, Falmouth, but failed to pick up the Lizard Light which should have been seen shortly afterward. It was the second officer's watch and on the captain coming on deck it was reported to him that the ship was too close inshore, but he declined to alter course. About half-an-hour after this, when making about nine knots, the *John* struck on the Manacle Rocks, off Falmouth. The weather was hazy, and shortly before she struck the lookout shouted "Fishing boats ahead!", but these turned out to be the pinnacles of the dreaded Manacles. The vessel was carrying all sail with a great way on her and she ran over the outer rocks and was washed toward those further in. An attempt was made to bring her up by letting go the anchor, but she swung broadside-on to the rocks. There was much confusion and the first boat was launched without plugs or thole-pins, nevertheless the four sailors in her managed to reach shore and to get into touch with the coastguard. They refused, however, to return to the ship, and the dangerous shore prevented the coastguard boats from going out until daybreak.

In the meantime the crew of the *John* had become intoxicated and neither they nor the captain made any efforts to save the unfortunate emigrants, although there were still three boats on board. Some of the passengers attempted to launch the cutter, but she stove in and sank. The vessel struck at two-thirds ebb and, although full of water below, her decks were dry. The captain was ignorant of the tides and would not allow the two remaining boats to be launched, his error was apparent when the incoming tide began to break over the wreck. The two boats were smashed and scores of the hapless emigrants washed overboard.

At daybreak boats from the shore approached, into which the crew scrambled, leaving the terrified people to shift for themselves. All of the crew were saved, but 196 men, women and children were drowned. The survivors numbered 86.

JOHN A. JOHNSON

United States War Shipping Administration; 1943; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *John A. Johnson* was torpedoed and sunk by a Japanese submarine on October 30th, 1944, about 1,000 miles out of San Francisco bound to Pearl Harbor. Ten of her complement of 70 were lost.

JOHN A. POOR

United States War Shipping Administration; 1943; New England S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *John A. Poor* was torpedoed and sunk by a Japanese submarine on March 19th, 1944, 250 miles W. of Mangalore on a voyage from Karachi and Cochin to Aden. Twenty-five of her crew and nine gunners were lost.

JOHN ADAMS

Mississippi River steamboat.

The Mississippi river steamboat *John Adams* was bound from New Orleans to Memphis when she struck a submerged object, probably the trunk of a tree. The disaster occurred on, or about, January 29th, 1851, the steamboat breaking in two with the force of impact and going down almost immediately. The number of persons on board was 230, of whom 123 were drowned. The position of the steamboat at the time was about 200 miles below Memphis.

JOHN ADAMS

United States Maritime Commission; 1942; Richmond S.B. Corp.; 7,180 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *John Adams*, on a voyage from Noumea to Brisbane with aviation spirit in drums, was torpedoed by a Japanese submarine on May 5th, 1942, 120 miles S.W. of Amadee Lighthouse. The ship caught fire and blew up on the following day. Five gunners were lost.

JOHN BARRY

United States War Shipping Administration; 1942; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *John Barry* was torpedoed and sunk by a Japanese submarine on August 28th, 1944, E. of the Gulf of Aden on a voyage from Philadelphia to Bahrein. Only two lives were lost. The ship was carrying 26 million dollars in silver.

JOHN BURKE

United States War Shipping Administration; 1942; Oregon S.B. Corp.; 7,180 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *John Burke* was sunk by Japanese aircraft diving on to the deck at 2.20 a.m. on December 28th, 1944, off Mindoro Island, Philippines. The ship blew up and sank with the loss of all on board.

JOHN CARTER ROSE

United States War Shipping Administration; 1942; Bethlehem Fair field Shipyards; 7,191 tons; 423x57-1x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *John Carter Rose* was torpedoed, shelled and sunk by a German submarine on October 8th, 1942, 700 miles E. of Barbados on a voyage from New York and Trinidad to Accra. Five of her crew and three gunners were lost.

JOHN D. ARCHBOLD

Standard Oil Co. (New Jersey); 1914; Newport News S.B. & D.D. Co.; 8,374 tons; 458-3x60x28-6; 533 n.h.p.; quadruple-expansion engines.

The American tanker *John D. Archbold* was torpedoed and sunk by a German submarine off Ushant on June 16th, 1917.

JOHN D. GILL

Atlantic Refining Co.; 1941; Sun S.B. & D.D. Co.; 11,641 tons; 528-5x70-2x39-7; turbo-electric engines. The American tanker *John D. Gill* was torpedoed and sunk by a

JOHN DRAYTON

German submarine on March 12th, 1942, 200 miles E. of Charleston on a voyage from Atreco to Philadelphia with crude oil. Twenty-three of her crew were lost.

JOHN DRAYTON

United States War Shipping Administration; 1942; North Carolina Shipbuilding Co.; 7,177 tons; 422-8x57x34-8; 339 n.h.p.; 10 -5 knots; triple-expansion engines.

The American steamship *John Drayton*, Capt. Carl Norman, was torpedoed and sunk by an enemy submarine 300 miles S.E. of Durban on April 21st, 1943. Thirty-one men were killed. Capt. Norman was among the survivors. The vessel was not in convoy at the time.

JOHN DUNCAN

Reed & Co.; 1855; New Brunswick; 970 tons; 173-1x36-2x21-9;

The sailing ship *John Duncan*, Capt. R. Logie, left St. John, New Brunswick, for Liverpool, on December 2nd, 1868. The vessel foundered in a gale in mid-Atlantic with loss of 13 lives.

JOHN FOTHERGILL

James Westoll; 1892; Short Bros.; 2,730 tons; 300-2x40-4x24-1; 220 n.h.p.; triple-expansion engines.

The British cargo ship *John Fothergill* sank after a collision at Kavak in August, 1908, while on a voyage from Poti to Garston carrying an ore cargo.

JOHN G. McCOLLOUGH

United States S.S. Co.; 1890; Union Dry Dock Co.; 1,985 tons; 255X40-1X21-5; 149 n.h.p.; triple-expansion engines.

American cargo ship *John G. McCollough* was torpedoed and sunk by a German submarine in the Bay of Biscay on May 18th, 1918.

JOHN H. COUCH

U.S. War Shipping Administration; 1943; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *John H. Couch* was torpedoed by a Japanese aircraft and severely damaged in 9° 20' S., 160° 8' E., on October 10th, 1943. She was beached but became a total loss.

JOHN HARRISON

H. Harrison; 1924; Furness Shipbuilding Co.; 1,550 tons; 245-4x38-6x15-5; 156 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *John Harrison* left the Tyne on December 26th, 1924, with a cargo of 2,369 tons of coal for Amsterdam. The pilot, who was dropped from the vessel at 1.10 a.m., stated later that the weather was then clear and calm. The *John Harrison*, under command of Capt. J. W. Beeching with a crew of 17, was last reported passing Flamborough Head. One of her lifeboats was washed ashore near Wyk-auf-Fohr, Germany.

It was assumed that she foundered in the S.W. gale which developed in the North Sea soon after she left the coast.

JOHN KNOX

N. McLean & Co.; 1883; Palmers' Co.; 2,069 tons; 281X 37-2x23-1; 220 h.p.; compound inverted engines. The steamship *John Knox*, Capt. Broolly, was bound from Glasgow to Quebec. On May 1st, 1887, when passing through the South-West Island channel, near St. John's, Newfoundland, she stranded at a spot where it was impossible to render aid. There was a violent south-westerly gale at the time.

A large number of people gathered along the shore, but were compelled to be impotent witnesses of the breaking up of the steamship. All hands, 29 in number, were drowned.

JOHN KNUDSEN

«/ A. Knudsen; 1916; Laxevaags Maskin & Jernskibs.; 1,670 tons; 246-2x37-9x16-8; 138 n.h.p.; triple-expansion engines. The Norwegian cargo ship *John Knudsen* was torpedoed and sunk by a submarine in the Mediterranean on September 22nd, 1917.

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JOHN L. AVERY

Mississippi River steamboat.

The disaster to the Mississippi river steamboat *John L. Avery* occurred shortly after the coming into force of the Steamboat Act of 1852, which did so much to reduce the succession of dreadful accidents to steamboats on American rivers. It was not, unfortunately, fully effective when the *John L. Avery* left New Orleans in March, 1854. She carried a heavy cargo and some hundreds of passengers, and at times the water washed over her deck. Not long after her departure, about the 12th, she struck a submerged tree trunk with such violence that she capsized, throwing overboard a large number of people on deck and hurling the twin funnels into the water.

Within five minutes the *John L. Avery* had broken in two and sunk. Over 80 lives were lost.

JOHN MARYCHURCH

R. T. Arthurs & Co.; 1880; J. L. Thompson & Sons; 1,524 tons; 260 -3x36x15-6; 156 n.h.p.; compound engines. The British steamship *John Mary church* was wrecked on August 11th, 1912, on Gorianow Island, White Sea. She was on a voyage from Grangemouth to Soroka with coal, machinery and general cargo.

JOHN MILES

Stephenson, Clarke & Co.; 1908; S. P. Austin & Son; 687 tons, 164 x30x11 -9; 113 n.h.p.; triple-expansion engines. On February 22nd, 1917, the British steamship *John Miles* struck a mine and sank 11 miles S.E. of Hartlepool. The captain and nine of the crew were killed.

JOHN MORGAN

U.S. Maritime Commission; 1943; Bethlehem, Fair field Ship-yard; 7,176 tons; 423x57-1x34-8; 339 n.h.p.; triple-expansion engines. The American ship *John Morgan* was carrying ammunition from Baltimore to the Persian Gulf when she was involved in a collision and sank off Cape Henry on June 1st, 1943.

JOHN MORRISON

A.J. Hutchins; 1883; J. Laing; 1,920 tons; 270x36-4x21; 174 n.h.p.; compound engines.

The British cargo ship *John Morrison* sank after a collision at Constantinople on January 26th, 1904. She was on a voyage from Odessa to Havre carrying a cargo of seed.

JOHN O. SCOTT

Ch. Salvesen & Co.; 1906; Wood, Skinner & Co.; 1,235 tons; 240x33-7x15-5; 156 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *John ti*. *Scott* was torpedoed and sunk by a German submarine nine miles W. by N. of Trevoise Head on September 18th, 1918. Eighteen men, including the captain, were killed.

JOHN P. GAINES

U.S. Maritime Commission; 1943; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines. The American cargo ship *John P. Gaines* was wrecked on November 24th, 1943, at Koniuji Island, Alaska, and broke in two. The forepart sank and the afterpart was swept ashore. Eleven of her crew were lost.

JOHN P. PEDERSEN

A/S Havtank; 1930; Swan, Hunter & Wigham Richardson; 6,128 tons; 420-8x58-5x31-2; 1,010 n.h.p.; oil engines. The Norwegian tanker *John P. Pedersen* was torpedoed and sunk by a German submarine on May 20th, 1941, about 150 miles S. of Greenland. Twenty-one of her crew were killed.

JOHN PENN

United States Navy; 1931; New York S.B. Co.; 9,360 tons; 450X61 -5X42 -5; turbine engines.

The steamship *John Penn* was taken over by the U.S. Navy for use as a transport. On about September 23rd, 1943, she was bombed and sunk by Japanese aircraft off Guadalcanal, having just landed troops and cargo.

JOHN RETTIG

Angf. Aktieb. Gefle; 1915; Sorlandets Skibsbyg.; 1,809 tons; 265x42x20; 150 n.h.p.; triple-expansion engines. The Swedish cargo ship *John Rettig* was torpedoed and sunk by a German submarine in the North Sea on July 27th, 1918.

JOHN RUTLEDGE

New York & Liverpool packet; 1840 (circa); 1,600 tons. The American sailing ship *John Rutledge* left Liverpool for New York on January 16th, 1856, with 120 passengers and a crew of 16 under command of Capt. Kelly. Soon after leaving port the ship encountered severe weather, one seaman and one passenger being washed overboard and drowned. On February 20th, in the neighbourhood of the Newfoundland Banks the *John Rutledge* collided with an iceberg. The pumps were manned by passengers and seamen but the ship was too badly holed to be saved and the captain decided to abandon her. There were five large boats in which to accommodate 134 persons and these were taken off without mishap, although there was some panic among the passengers. Only one compass, in the captain's boat was available for the whole party, and when the boats separated navigation became difficult for the other four.

On February 28th the *Germania*, Capt. Wood, from Havre to New York, picked up one of the *John Rutledge*'s lifeboats containing several dead bodies and one youth, Thomas W. Nye, of New Bedford, U.S.A. Nye, who was a member of the crew, proved to be the sole survivor of the ship, 135 others having perished.

JOHN STRAUB

U.S. War Shipping Administration; 1943; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American ship *John Straub* was on a voyage from Port Townsend to Dutch Harbour with high octane petrol and oil on April 19th, 1944, when there was an explosion and she sank 20 miles off Sannak Island. All 65 on board were lost.

JOHN TRACY

M. & J. Tracy; 1919; Great Lakes Eng. Works; 2,469 tons; 253-4x43-7x24-5; 210 n.h.p.; triple-expansion engines. The American ship *John Tracy* left Norfolk, Va., on January 8th, 1927, with coal for Boston. She was reported on January 11th, off Pollock Rip lightship, but was not seen again.

JOHN TWOHY

A. D. Cummins & Co.; 1891; G.E. Carrier; 1,020 tons; 193-2X 39x20-3.

The American sailing ship *John Twohy* was sunk by a German submarine off the Azores on July 21st, 1917.

JOHN WILLIAMSON

Cay, Hall & Co.; 1870; C. Mitchell & Co.; 1,272 tons; 244-5x 32x17-6; 120 h.p.; compound engines.

The British cargo ship *John Williamson* sank after a collision near Sines on May 7th, 1889, while on a voyage from the Tyne to Malaga carrying a cargo of coal.

JOHN WINTHROP

U.S. Maritime Commission; 1942; South Portland S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American ship *John Winthrop* sailed from the Clyde anchorage on September 19th, 1942, for New York, but was never seen again.

JOHNSTON

United States Navy, destroyer; 1943; Seattle-Tacoma Shipbuilding Co.; 2,050 tons; 376-5x39-5x—; 60,000 s.h.p.; 35-5 knots; turbine engines; five 5 in. guns, four 40 mm., four 20mm., 10 T.T.

The destroyer *Johnston* was sunk by gunfire from Japanese ships in the battle of Leyte, October 25th, 1944. The full story of the battle is told under the Japanese battleship *Yamashiro*.

JOHORE MARU

Nanyo Kaiun K.K.; 1932; Harima S.B. & Eng. Co.; 6,182 tons; 411-7x56x32-5; 733 n.h.p.; triple-expansion engines & L.P. turbine

The steamship *Johore Maru* was torpedoed and sunk by the U.S. submarine *Silver sides* on October 24th, 1943, N. of the Admiralty Islands.

JOKUJA MARU

Nanyo Kaiun K.K.; 1944; 6,440 tons.

The steamship *Jokuja Maru* was torpedoed and sunk by the U.S. submarine *Aspro* on May 15th, 1944, about 250 miles N.W. of the Caroline Islands.

JONATHAN HOLT

l. Holt & Co.; 1938; Cammell, Laird & Co.; 4,973 tons; 370-4 x 52-8x20-6; 471 n.h.p.; 10-5 knots; triple-expansion engines & L.P. turbine.

The steamship *Jonathan Holt*, Capt. W. Stephenson, was torpedoed and sunk by a German submarine on February 24th, 1941, approximately 350 miles W. of the Shetland Islands. Capt. Stephenson, 38 of the crew, two gunners and 11 passengers were lost.

JONATHAN STURGES

United States War Shipping Administration; 1942; Delta S.B. Co.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Jonathan Sturges* was torpedoed and sunk by a German submarine on February 23rd, 1943, 500 miles W. of the Bishop Rock on a voyage from Liverpool to New York. The ship had 73 persons on board of whom 18 were picked up 17 days later and another five after having been 41 days in a boat.

JONGE JACOBUS

N.V. Maats. Stm. "Jonge Catharina"; 1921; N.V. Schpsf. vjh De Groot & Van Vliet; 1,757 tons; 279-8x39-3x17-8; 241 n.h.p.; triple-expansion engines.

On a voyage from Antwerp to Alexandria the Dutch ship *Jonge Jacobus* foundered in heavy weather on January 27th, 1937, 20 miles off the Burlings. All on board were lost.

JONKOPING I

Rederi Aktieb. Nordstjernen; 1881; Bartram, Haswell & Co.; 1,519 tons; 257-2x35x18-7; 193 n.h.p.; compound engines.

The Swedish cargo ship *Jonkoping I* was torpedoed and sunk by a German submarine in the North Sea on August 13th, 1918.

JONKOPING II

Rederi Aktieb. Nordstjernen; 1888; Gourlay Bros. & Co.; 1,274 tons; 245-5x34-2x16'; 140 n.h.p.; triple-expansion engines.

The Swedish cargo ship *Jonkoping II* was torpedoed and sunk by a German submarine in the North Sea on January 24th, 1918.

JO-O MARU

Kansai Risen K.K.; 1904; Japan; 401 tons. The ferry *Jo-o Maru*, with 340 passengers on board, struck a mine and sank on January 28th, 1948, near Okayama, Honshu Island, with the loss of some 200 lives.

JORDAN

Mercantile S.S. Co.; 1889; J. L. Thompson & Sons; 2,100 tons; 275x38'2x20'6; 217 n.h.p.; triple-expansion engines. The British cargo ship *Jordan* was wrecked on the Aceitera rocks, Cape Trafalgar, on December 27th, 1898. She was on a voyage from Penarth to Kustendje carrying a cargo of coal.

JOSE DE LARRINAGA

Larrinaga & Co.; 1913; Russell & Co.; 5,017 tons; 420-2X 54x25-8; 439 n.h.p.; 10 knots; triple-expansion engines. The steamship *Jose De Larrinaga* was torpedoed and sunk by a German submarine 150 miles W.N.W. of Fastnet on April 28th, 1917. The captain and 11 of the crew were killed.

JOSE DE LARRINAGA

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Larrinaga S.S. Co.; 1920; Canadian Vickers; 5,303 tons; 400 x 52 - 3 x 28 • 4; 310 n.h.p.; triple-expansion engines. The British cargo ship *Jose de Larrinaga* was lost on a voyage from New York to Newport, MOD. She joined a convoy at Sydney, N.S., on August 25th, 1940, but disappeared from the convoy on the night of September 6th/7th, when in approximately 58° 30' N., 16° 10' W. The ship was carrying a crew of 39 and one gunner together with a cargo of steel and linseed.

JOSEFINA THORDEN

Ministry of War Transport (British Tanker Co.); 1932; Eriksbergs Mek. Verkstad; 6,620 tons; 408-1x55-2x32-4; 543 n.h.p.; 10 knots; oilengines.

The tanker *Josefina Thorden*, Capt. A. Clarkson, struck a mine and sank on April 6th, 1943, near the Sunk Head Buoy, Thames Estuary. Fifteen men were killed. Capt. Clarkson was among the survivors.

JOSEPH CHAMBERLAIN

W. & C. T. Jones S.S. Co.; 1910; W. Gray & Co.; 3,709 tons; 350-3x50x23-6; 3 36 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Joseph Chamberlain* was torpedoed and sunk by a German submarine 50 miles N. by W. of Muckle Flugga, Shetland Islands, on September 18th, 1917. Eighteen men were killed. The captain and the ship's gunner were taken prisoner.

JOSEPH CUDAHY

American-Italian Commercial Corp.; 1917; Baltimore D.D. & S.B.Co.; 3,302 tons; 292-3x47-2x26-9; turbine engines. The American tanker *Joseph Cudahy* was torpedoed and sunk by a German submarine in the Atlantic on August 17th, 1918.

JOSEPH HEWES

United States Navy; 1930; New York S.B. Co.; 9,359 tons; 450x61-6x42-3; turbine engines.

The United States transports *Joseph Hewes*, *Tasker H. Bliss*, *Edward Rutledge* and *Hugh L. Scott* were lying in the Fedhala Roads, Casablanca, on November 11th-12th, 1942. In all there were 15 transports and cargo ships in the roadstead, protected by a minefield and a destroyer screen. Despite this, on the evening of the 11th the German submarine *U-173* evaded the screen and passed through the minefield. She torpedoed and sank the *Joseph Hewes* and torpedoed, but did not sink, the destroyer *Hambleton* and the oiler *Winooski*. She also torpedoed the destroyer *Electra* of the U.S. Navy on the 15th, but failed to sink her.

On the following evening the *U-130* made the passage through the minefield and sank the *Tasker H. Bliss*, *Edward Rutledge* and *Hugh L. Scott*.

Over 100 officers and men were killed in these attacks and a considerable number wounded. Some of the cargo of the transports was afterwards salvaged.

The *U-130* was sunk by U.S. destroyers on the 16th.

JOSEPH M. CUDAHY

Sinclair Refining Co.; 1921; Sun S.B. Co.; 6,950 tons; 430-2X 59-2x32-8; 612 n.h.p.; triple-expansion engines. The American tanker *Joseph M. Cudahy* was torpedoed and sunk by a German submarine on May 4th, 1942, N. of Tortugas Island on a voyage from Galveston to Philadelphia. Twenty-seven of her crew of 37 were lost.

JOSEPH S. McDONAGH

United States War Shipping Administration; 1944; South Eastern S.B. Corp.; 7,198 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Joseph S. McDonagh* went ashore on March 31st, 1946, at the mouth of the River Canete, S. of Cerro AVul, and broke in two.

JOSEPH SMITH

United States War Shipping Administration; 1943; Permanente Metals Corp., (Shipyard No. 2); 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American ship *Joseph Smith* sprang a leak in heavy weather and was abandoned in a sinking condition on January 11th, 1944,

in 44° 30' N., 43° 1' W., on a voyage from Liverpool to New York. Survivors were landed at St. John's, N.F.L. The *Joseph Smith* was afterwards shelled by a British naval ship and last seen going down by the stern.

JOSEPH SWAN

London Power Co.; 1938; S. P. Austin & Son; 1,571 tons; 239x38-7x16-2; 193 n.h.p.; 9-5 knots; triple-expansion engines.

The collier *Joseph Swan*, Capt. A. R. Pirie, was torpedoed and sunk by a German motor torpedo boat on September 4th, 1940, off Lowestoft. Sixteen men were killed.

JOSEPH WHEELER

United States War Shipping Administration; 1942; Alabama D.D. & S.B. Co.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Joseph Wheeler*, with 8,000 tons of munitions on board, was bombed by German aircraft on December 2nd, 1943, at Bari. The ship blew up and sank.

JOSEPHINE CHARLOTTE

Cie. Maritime Beige (Lloyd Royal); 1929; Rotterdam Droogdok Maats.; 3,405 tons; 339-9x48-5x23; 396 n.h.p.; triple-expansion engines.

The Belgian steamship *Josephine Charlotte* struck a mine and sank on January 16th, 1940, three and a half miles E.N.E. of the *Tongue* lightship.

JOSEPHINE WILLIS

Fletcher & Co.; 1840 (circa.); 786 tons.

The New Zealand packet ship *Josephine Willis*, Capt. Canney, left St. Katherine's Dock, London, on Friday, February 1st, 1856, bound for Auckland, New Zealand. She had 110 persons on board, of whom ten were 1st class passengers and 60 steerage, with 40 crew. She had been chartered by Messrs. Willis & Co. for the New Zealand run, as that firm maintained a monthly packet service.

On the night of the 3rd the ship was some nine miles S.S.W. of Folkestone, the first officer, Mr. Clayton, being in charge. The *Josephine Willis* was sailing at seven knots on the port tack when a steamship was seen to be approaching. The packet ship turned to starboard but the steamship, which proved to be the *Mangerton*, 363 tons, Capt. Bouchier, did not alter course in time. The vessels collided with great force, the *Josephine Willis* being struck on the starboard side abaft the foremast. Capt. Canney, who was below at the time, hurried on deck to find his ship sinking. In the first confusion the boats were sent away half empty and the remaining passengers were directed to make what use they could of hen coops and other material which would float. One distressing feature of the disaster was the fact that there were no plugs for some of the boats.

After about ten minutes the *Mangerton* backed away and the water rushed into the side of the stricken ship, causing her to heel over until she lay on her beam ends.

The number drowned was 69, of whom 57 were passengers. Capt. Canney was among those lost. The steamship picked up boats containing 26 survivors.

JOSHU GO

Japanese Government; 1917; Laxevaags Mask. & Jernskibs-baggeri; 1,658 tons; 246x38x15-6; 138 n.h.p.; triple-expansion engines.

The steamship *Joshu Go* was formerly the Chinese *Hsu Chow*, seized by the Japanese. She was torpedoed and sunk by the LT.S. submarine *Tang* on October 10th, 1944, about 50 miles W. of Keelung, Formosa.

JOSHUA NICHOLSON

Joshua Nicholson Steamship Co.; 1880; Tyne Iron Shipbuilding Co.; 1,853 tons; 270x35x24-5; ISO n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Joshua Nicholson* was torpedoed and sunk by a German submarine off the Wolf Rock on March 18th, 1917. The captain and 25 of the crew were killed.

JOSIE TROOP

H.D. Troop & Son; 1881; 1, Lynch; 1,099 tons; 187-5X 37-3x22-3.

The barque *Josie Troop*, Capt. G. W. Cook, left London for Philadelphia on January 2nd, 1889, with a crew of 17. On February 22nd, she was off Chicamacomico, North Carolina, in severe weather and thick fog, when she ran on a sandbank. Her position was hopeless from the outset and the heavy seas made the task of the rescuers one of extreme danger. Only six men were rescued, the captain and ten men being drowned.

Capt. Cook had retired from seafaring but had taken over command of the ship for one voyage, as a relief for the vessel's regular captain.

JUAN CASIANO

Petroleos Mexicanos S.A.; 1919; W. Doxford & Sons; 7,064 tons; 412 • 1 x; 55 • 3 X 34 - 2; 619 n.h.p.; triple-expansion engines. The Mexican ship *Juan Casiano* was in a collision on October 19th, 1944, about 90 miles off Savannah during a storm. It was considered that she afterwards sank due to breaking up in heavy weather, and not because of the collision. Twenty-one of her crew were lost.

JUAN DE ASTIGARRAGA

Cia. Naviera Bachi; 1929; Napier & Miller; 3,561 tons; 343-4X49-1 x 26 • 2; 318 n.h.p.; triple-expansion engines. The Spanish steamship *Juan de Astigarraga* was torpedoed and sunk by a German submarine on February 26th, 1943, three miles off San Remo.

JUBILEE

Nine Island Shipping Co.; 1897; D. Drake; 140 tons; 95-3X 24-1x7-6; 10 n.h.p.; oil engines. The auxiliary schooner *Jubilee* left Auckland on August 15th, 1920, for Nine Island, with a general cargo and a number of horses. She put in to Kawau, where she remained for several days, and then resumed her voyage, being due at Niue Island on September 4th.

The schooner carried a crew of ten and seven passengers, and shortly after leaving Kawau ran into a cyclone accompanied by waterspouts of great violence. Some weeks later the Government s.s. *Tutanekai* made an exhaustive search, but no trace of the *Jubilee* was found.

JUHO MARU

Yamazaki K.K.; 1889; Wood, Skinner & Co.; 1,404 tons; 249-3x33-8x15-3; 138 n.h.p.; triple-expansion engines. The *Juho Mam* was wrecked on September 28th, 1923, on the coast of Hokkaido.

JULIA

Hired government transport; 1840 (circa); 450 tons (approx.). The sailing vessel *Julia*, with part of the 4th troop of Horse Artillery on board, left Karachi for Bombay on June 29th, 1857. The ship was being towed out of harbour when she struck on the bar in the heavy seas. The hawser parted and the ship drifted on to the rocks near Clifton, where she became a total wreck. Fourteen lives were lost, the majority of the troops being landed in safety.

JULIA WARD HOWE

United States War Shipping Administration; 1942; South Portland S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Julia Ward Howe* was torpedoed and sunk about 300 miles S. of the Azores on January 27th, 1943, on a voyage from New York to North Africa.

JULIET

C. T. Bowring & Co.; 1881; R. Dixon & Co.; 2,090 tons; 276x 36-3x24-4; 250 h.p.; compound inverted engines. The British cargo ship *Juliet* was wrecked on the Bahamas on October 6th, 1886, while on a voyage from Cardiff to New Orleans carrying a cargo of railway iron.

JULIUS HUGO STINNES 27

Hugo Stinnes Reed. A.G.; 1924; Fried. Krupp Akt. Ges.; 2,530 tons; 277-8x44-2x20-8; 187n.h.p.; triple-expansion engines. The German steamship *Julius Hugo Stinnes 27* struck a mine and sank on February 13th, 1942, off Trolberg.

JUMIEGES

Worms & Co.; 1913; Wood, Skinner & Co.; 1,708 tons; 260-3x 37-7x16-4; 180 n.h.p.; triple-expansion engines. The French ship *Jumieges* on a voyage from Toulon to North Africa was in distress on January 7th, 1943. She is presumed to have foundered because nothing more was heard or seen of her.

JUMNA

James Nourse; 1929; A. Stephen & Sons; 6,078 tons; 423-9X 55-9x28-1; 612n.p.h.; 12 knots; triple-expansion engines & L.P. turbine.

The steamship *Jumna*, Capt. N. R. Burgess, on a voyage from Liverpool to Calcutta, was presumed to have been sunk by a German raider on December 25th, 1940, about 200 miles N. of the Azores. All on board, 61 crew, two gunners and 48 passengers were lost.

JUNEAU

United States Navy, anti-aircraft cruiser; 1941; Federal Shipbuilding Co.; 6,000 tons; 541x52x—; 38 knots; turbine engines; twelve 5 in. guns, 12 smaller, 6 T.T., 2 aircraft. The anti-aircraft cruiser *Juneau* formed part of a force of cruisers and destroyers under Rear-Admiral D. J. Callaghan engaged in covering transports and merchantmen landing troops and supplies on the island of Guadalcanal. Shortly before midnight on November 12th, 1942, the American and Japanese squadrons made contact in the Lengo Channel.

The *Juneau* was sunk in the forenoon of the 13th by a torpedo from a Japanese submarine after having been badly damaged in the night's action.

The full story of the battle is told under the Japanese battleship *Kirishima* and the U.S. cruiser *Atalanta*.

JUNO

Finska Angf. Aktieb.; 1906; Laxevaags Msk. & Jernsk.; 1,239 tons; 226-4x33-5x15-9; 114n.h.p.; triple-expansion engines. On a voyage from London to Abo, the Finnish ship *Juno* was wrecked on December 30th, 1925, at Kokarsoren.

JUNO

Finska Angfartygs AIB; 1920; Hawthorns & Co.; 1,241 tons; 256-5x39-1x15-9; 217 n.h.p.; triple-expansion engines. The Finnish steamship *Juno* was sunk by mine or torpedo on October 30th, 1939, 40 miles N.E. of Spurn Head on a voyage from London to Viipuri.

JUNO

British Navy, destroyer; 1938; Fairfield Shipbuilding Co.; 1,690 tons; 348x35x9; 40,000s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, six smaller, 10 T.T. The destroyer *Juno*, Cdr. St. J. R. J. Tyrwhitt, was bombed and sunk on May 21st, 1941, during the Cretan campaign. Five officers and 113 ratings were killed. The survivors numbered 104, of whom six were officers. For fuller details of the fighting off Crete see anti-aircraft cruiser *Calcutta* and the cruiser *Fiji*.

JUNO

A. Hansen; 1903; Akt. Ges. Neptun; 2,038 tons; 292-1x41-2x 18-1; 180 n.h.p.; triple-expansion engines. The German steamship *Juno* was bombed and sunk by British aircraft on May 30th, 1945, at Wilhelmshaven.

JUNONA

Russian S.N. & Trading Co.; 1898; Wigham Richardson & Co.; 3,462 tons; 345-3x46-1x15-4; 255n.h.p.; triple-expansion engines.

The Russian cargo ship *Junona* was torpedoed and sunk by a German submarine off the north coast of Scotland on August 25th, 1917.

JUNPO MARU

Japanese Government; 1911; Rickmers Akt. Ges.; 4,277 tons; 368x47-7x27-5; 325n.h.p.; triple-expansion engines. The steamship *Junpo Mam* was torpedoed and sunk by the U.S. submarine *Barbero* on December 25th, 1944, 50 miles north west of Pontianak, Borneo.

JUNYO MARU

JUNYO MARU

Baba Shoji K.K.; 1913; *R. Duncan & Co.*; 5,065 tons; 405X53x27-2; 475n.h.p.; triple-expansion engines. The steamship *Junyo (Zyunyo) Mam* was torpedoed and sunk by a British submarine on September 18th, 1944, off Tndrapura, Sumatra.

JUPITER

W. R. Bradley; 1901; *Grangemouth & Greenock Dockyard Co.*; 2,124 tons; 285-9x43-2x19; 222n.h.p.; 10 knots; triple-expansion engines.

The steamship *Jupiter* was torpedoed and sunk by a German submarine 15 miles W. of Beachy Head on May 21st, 1917. The captain and 18 of her crew were killed.

JUPITER

British Navy, destroyer; 1938; *Yarrow & Co.*; 1,690 tons; 348x35x9; 40,000s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, 6smaller, 10 T.T.

The destroyer *Jupiter*, Lt. Cdr. N. V. J. T. Thew, formed part of an Allied force under Rear-Admiral K. Doorman of the Royal Netherlands Navy engaged in resisting a Japanese landing on the island of Java.

The action commenced at 4 o'clock on the afternoon of February 27th, 1942, the Japanese cruisers being forced to turn away under a smoke screen laid by their destroyers. The *Jupiter* and her consorts *Encounter* and *Electra* attacked through the smoke, but were unable to fire their torpedoes at the enemy. During this brief action *Electra* was engaged by three large enemy destroyers and sunk. After dark the opposing forces again made contact, *Jupiter* being hit by a torpedo. She sank four hours later. Four officers and 91 ratings were killed in the action. The Japanese picked up a number of survivors, 27 of whom died in captivity.

The full story of the battle is told under the cruiser *De Ruyter*, flagship of Admiral Doorman, which was lost, together with the entire Allied squadron.

JURA

Admiral Shipping Co.; 1929; *Burntisland S.B. Co.*; 1,759 tons; 271-6 x 39-7 x 19; 156n.h.p.; triple-expansion engines. The steamship *Jura*, from Huelva to Aberdeen with ore, was bombed and sunk by German aircraft on February 9th, 1941, off Portugal. Fifteen of her crew and two gunners were killed.

JUSAN MARU

KokokuKisenK.K.; 1918; *Gt. Lakes Eng. Works*; 2,111 tons; 253-5x43-8x20-4; 226n.h.p.; triple-expansion engines. The steamship *Jusan (Zyuzan) Mam* was torpedoed and sunk by the U.S. submarine *Finback* on December 16th, 1944, 75 miles N.W. of the Chichi Jima Retto Islands.

JUSSI H.

Laiva O/Y Jussi H.; 1910; *Ateliers & Chantiers de France*; 2,323 tons; 299-5x42-9x19-6; 208n.h.p.; triple-expansion engines.

The Finnish steamship *Jussi H.* was torpedoed and sunk by a Russian submarine on September 11th, 1942, off Mantyluoto.

JUSTICIA

White Star Line; 1917; *Harland & Wolff*; 32,234 tons; 740-5 x 86-4x43-1; 18 knots; triple-expansion engines & L.P. turbine. The liner *Justicia* was built by Harland & Wolff for the Holland-Amerika Line as the *Statendam*, but the British government took her over before completion for war service. On Friday, July 19th, 1918, when off the N.W. coast of Ireland, bound from Liverpool to New York in convoy, she was attacked by German submarines. At 2:30 p.m. the first torpedo struck her in the engine room and at 4:30 two more torpedoes were fired, one of which missed and the other was diverted by gunfire. At 8 p.m. the *Justicia* was taken in tow and shortly afterwards a fourth torpedo was discharged, but gunfire

again proved successful in diverting the aim. The next morning at 4:30 a fifth torpedo was discharged, but missed. Finally at 9:15 a.m. on July 20th two torpedoes struck her on the port side in way of Nos. 3 and 5 holds. These proved fatal and the *Justicia* sank stern first at 12:40 p.m.

At the time of the attack she was carrying from 600 to 700 crew, but no passengers. The third engineer and 15 of the engine room staff were killed, the survivors were taken off by the escorting ships. H.M. destroyer *Marne* succeeded in sinking one of the submarines.

JUSTINA

N.V. Curacaosche Scheepv. Maats.; 1924; *Nederlandsche Scheeps. Maats.*; 2,700 tons; 305x50-2x15-1; 236 n.h.p.; triple-expansion engines.

The Dutch tanker *Justina* was in collision with the *Yamhill* and sank on September 23rd, 1944, in the Caribbean.

JUSTITIA

Chellev Steamship Management Co.; 1935; *Burntisland Shipbuilding Co.*; 4,562 tons; 412x56x25; 283 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Justitia*, Capt. D. L. Davies, was torpedoed and sunk by a German submarine about 80 miles W. of North Aran Island on November 22nd, 1940. Thirteen of her crew were lost.

JUTA

Ministry of War Transport (Tyne & Wear Shipping Co.); 1908; *Blyth S.B. Co.*; 1,559 tons; 245x36-7x16; triple-expansion engines.

The British cargo ship *Juta* struck on rocks during a fog off St. Goven's Head and sank two miles off Caldy Island on October 7th, 1945. She was on a voyage in ballast from Rouen to Glasgow.

JUTLAND

Anglo-Bretagne Shipping Co.; 1898; *J. L. Thompson & Sons*; 2,824 tons; 326x47x21-5; 257 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Jutland* was torpedoed and sunk by a German submarine 18 miles N.E. by N. of Ushant on November 19th, 1917. The captain and 25 of the crew were killed.

JUVENTUS

Soc. Commerciale diNav.; 1920; *S.A. Cantieri Navali F. Tosi*; 4,920 tons; 394-3x51-7x27-6; 606 n.h.p.; oilengines. The Italian motor vessel *Juventus* was torpedoed and sunk by the British submarine *Swordfish* on February 16th, 1941, three miles N.E. of Kuriat Island, Tunisia.

JUVIGNY

C. D. Mallory & Co.; 1920; *Detroit S.B. Co.*; 2,309 tons; 251 x43-6x22-2; 265 n.h.p.; triple-expansion engines. The American ship *Juigny* was involved in a collision and sank on January 31st, 1927, near Delaware Breakwater.

JUYO MARU

Toyo Kisen K.K.; 1926; *Asano S.B. Co.*; 5,458 tons; 400X53x32; 513 n.h.p.; triple-expansion engines. The steamship *Juyo (Zyuyo) Mam* struck a mine and sank on March 8th, 1944, in the Gulf of Siam.

JUZAN MARU

Dairen Kisen K.K.; 3,943 tons. The *Juzan Maru* was torpedoed and sunk by the U.S. submarine *Tirante* on April 14th, 1945, off the N.W. coast of Cheju Do, South Korea.

JYTTE

D/S Ove Skou AJS; 1884; *J.Laing*; 1,877 tons; 270x36-4x21; 173 n.h.p.; compound engines.

The Danish steamship *Jytte* struck a mine and sank on December 19th, 1939, 18 miles E. of Souter Point, River Tyne.

K. G. MELDAHL

K.K. Rasmussens Rederi A/S; 1938; *Fredrikstad Mek. Verks A/S*; 3,799 tons; 365-2x57-3x20-2; 353 n.h.p.; compound engines. The Norwegian steamship *K. G. Meldahl* was torpedoed and sunk by a German submarine on November 10th, 1942, off East London, South Africa.

KAAPAREN

Rederiaktieb. Transatlantic (G. Carlsson); 1930; *Gotaverken A/B*; 3,386 tons; 354-1x50-1x20-2; 724 n.h.p.; oil engines. The Swedish motorship *Kaaparen* was in collision with the *Tungsha* and sank on June 14th, 1942, in the vicinity of Halifax East lightship.

KABALO

Cie. Maritime Beige (Lloyd Royal); 1917; *Cammell Laird & Co.*; 5,186 tons; 400x52-4x28-4; 490 n.h.p.; triple-expansion engines. The Belgian steamship *Kabalo* was torpedoed and sunk by a German submarine on October 15th, 1940, 400 miles off the Azores.

KACHAOSAN MARU

Mitsui Bussan Kaisha; 1924; *Mitsui Bussan K.K.*; 2,427 tons; 284-5x42x23-3; triple-expansion engines. The steamship *Kachaosan (Katyosan) Maru* was sunk by U.S. carrier-based aircraft on March 23rd, 1945, W. of Amami O., Ryukyu Islands.

KACHIDOKI MARU

Japanese Government; 1921; *New York S.B. Corp.*; 10,509 tons; 502-1x62-2x28-3; 782 n.h.p.; triple-expansion engines. The transport *Kachidoki Maru* was formerly the American liner *President Harrison* seized by the Japanese at Whangpoo in December, 1941. On September 12th, 1944, she was torpedoed and sunk by the U.S. submarine *Pampanito* about 50 miles E. of Hainan Island.

KADIO

Mme. K. G. Sigalas; 1911; *S. P. Austin & Son*; 1,430 tons; 240x36x15-6; 172 n.h.p.; triple-expansion engines. The Greek ship *Kadio* was loaded with benzine in cases when she caught fire at Suez on October 20th, 1941. There was an explosion and she sank.

KAFFRARIA

W. S. Bailey; 1864; *J. Laing*; 1,039 tons; 237-8x29x16-2; 90 h.p.; compound engines. The British cargo ship *Kaffraria* was wrecked on January 8th, 1891, at Otterndorf while on a voyage from Hull to Hamburg carrying a general cargo.

KAFIRISTAN

Hindustan S.S. Co.; 1924; *Short Bros.*; 5,193 tons; 390x53-5 X 28-6; 363 n.h.p.; 10 knots; triple-expansion engines. The steamship *Kafiristan*, Capt. John Busby, was torpedoed and sunk about 300 miles off south-west Ireland on September 17th, 1939. The crew numbered 35 and of these six were drowned by the capsizing of the first lifeboat, launched while the vessel was still moving. The remaining boats got away without incident and the commander of the German submarine, which had surfaced, offered to tow them toward the land. He also offered to send out an S.O.S. call but these things were never carried out as a British bomber appeared and, after spraying the submarine with machine-gun bullets as she lay on the surface, dropped two bombs close alongside. The submarine dived and was not seen again.

The survivors of the *Kafiristan* were picked up and landed at New York by the United States steamship *American Farmer*, Capt. Pederson, which witnessed the aeroplane attack.

KAGA

Japanese Navy, aircraft carrier; 1921; *Kawasaki Dockyard*; 26,900 tons; 715x102-7x21-5; 91,000 s.h.p.; 23 knots; turbine engines; Kanpon boilers; ten Sin. guns, twelve 4-7in., 28 m.g., 60 aircraft. The aircraft carrier *Kaga* was one of a squadron of four carriers escorting a convoy of transports steering for Midway Island, one of

the American bases in the Pacific. The force was very large and comprised about 80 ships of all kinds. On June 3rd, 1942, it was sighted by an American patrol plane and was shortly afterwards attacked by land-based and carrier-borne aircraft. The *Kaga* was hit repeatedly and a number of planes on her flight deck caught fire and burned out the ship. By nightfall on the 4th she was in a sinking condition and was destroyed by her own people early on the 5th.

The Japanese losses were four aircraft carriers with 275 planes and one heavy cruiser. The Americans lost one aircraft carrier and one destroyer.

The full story of the battle of Midway Island is told under the U.S.S. *Yorktown*.

KAGAWA MARU

Kamaishi Kozan K.K.; 1880; *W. Denny & Bros.*; 2,058 tons; 284-7x35-2x23-8; 194 n.h.p.; compound engines. The *Kagawa Maru* left Muroran for Kamaishi on November 20th, 1924, with a cargo of coal and was not seen again.

KAGERO

Japanese Navy, destroyer; 1938; *Maizuru*; 2,000 tons; 364 X 35 X 11; 45,000 s.h.p.; 36 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.

The destroyers *Kagero*, *Kuroshio* and *Oyashio*, all 2,000 tons, were steaming through the Blackett Strait, New Georgia, on May 8th, 1943, when they ran into a minefield laid by U.S. naval aircraft. All three vessels struck mines, the *Kuroshio* being sunk and the other two disabled. A squadron of U.S. naval dive bombers then came on the scene and completed the destruction of the two disabled destroyers.

The vessels carried complements of over 200 apiece.

KAGESHIMA MARU

Japanese Government; 1898; *R. Craggs & Sons*; 4,687 tons; 361 X 48x20-3; 326 n.h.p.; triple-expansion engines. The Japanese steamship *Kageshima Maru* was torpedoed and sunk by a German submarine in the Bay of Biscay on July 20th, 1917.

KAGI MARU

Osaka Shosen K.K.; 1907; *Kawasaki Dockyard Co.*; 2,343 tons; 305-9x39-7x21-6; 248 n.h.p.; triple-expansion engines. The transport *Kagi Maru* was torpedoed and sunk by the U.S. submarine *Saury* on May 26th, 1943, N. of the Ryukyu Islands.

KAGU MARU

Kokusai Kisen K.K.; 1936; *Harima S.B. & Eng. Co.*; 6,806 tons; 453-3x61x31; 1,850 n.h.p.; oil engines. The motorship *Kagu Maru* was torpedoed and sunk by the U.S. submarines *Ray*, *Bream* and *Guitarro* on November 4th, 1944, off Masinlok, Philippines.

KAHOKU MARU

Dairen Kisen K.K.; 1931; *Mitsubishi Zosen Kaisha*; 3,350 tons; 336-6x48-5x24; 389 n.h.p.; oil engines. The motor vessel *Kahoku Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On June 8th, 1943, she was torpedoed and sunk by the U.S. submarine *Finback* N.W. of the Caroline Islands.

KAHUKU

Matson Navigation Co.; 1920; *Pacific Coast Shipbuilding Co.*; 6,062 tons; 402-5x53x32; 2,800 s.h.p.; 9-5 knots; turbine engines.

The American cargo liner *Kahuku*, Capt. Eric H. Johanson, was steaming in convoy through the Caribbean Sea on June 15th, 1942, when she picked up 63 survivors from the steamships *Cold Harbor* and *Scottsburg* which had been torpedoed shortly before. Early on the same evening the *Arkansas* was torpedoed and about three hours later the *Kahuku* was struck on the starboard side near the engine room. The submarine then surfaced and opened fire on the steamship killing Capt. Johanson and Lt. Kamerer, commanding the U.S. naval gun crew, and 14 men, including several of those rescued earlier in the day. The *Kahuku* then sank, the survivors being picked up by one of the escorting warships.

KAI

Ministry of Shipping (J. & A. Gardner & Co.); 1904; Nylands Værksted; 1,251 tons; 241-5x35-7x17-8; 132n.h.p.; triple-expansion engines.

The British cargo ship *Kai* struck submerged wreckage and sank between Trevoise Head and Newquay on February 1st, 1941. She was on a voyage from Swansea to Southampton carrying a cargo of coal.

KAI

D/S A/S Myren; 1921; Kjøbenhavns Flydedok & Skibsværft; 1,746 tons; 261'1x40-1x16-9; 132 n.h.p.; triple-expansion engines.

The Danish steamship *Kai*, under German control, struck a mine and sank on December 7th, 1941, on a voyage from Rotterdam to Aarhus with coal.

KAIAPOI

Wallem & Co.; 1906; Osbourne, Graham & Co.; 2,003 tons; 279-2x40-1x18-1; 194 n.h.p.; triple-expansion engines. The Panamanian ship *Kaiapoi* was on a voyage from Shanghai to Ningpo via Wenchow with a cargo of coal. She struck rocks and sank on January 25th, 1939, outside Wenchow Bay.

KAIETEUR

Steel, Young & Co.; 1876; E. Withy & Co.; 1,254 tons; 230X 31-8x17-4; 110h.p.; compound inverted engines. The British cargo ship *Kaieteur* foundered in 44° N., 11° W., on December 30th, 1887, while on a voyage from Messina to Rouen carrying a cargo of wine.

KAIYUKU MARU

Kita Nippon Risen K.K.; 1917; Osaka Iron Works; 3,177 tons; 305x43-8x27-3; 287 n.h.p.; triple-expansion engines. The steamship *Kaiyuku (Kaiyuku) Maru* was torpedoed and sunk by the U.S. submarine *Seawolf* on November 4th, 1943, S.W. of Macao.

KAIHEI MARU

Simutani Risen K.K.; 1934; Mitsui Bussan Kaisha; 4,575 tons; 362-2x50x29-1; 452 n.h.p.; oilengines.

The motor vessel *Kaihei Maru* was torpedoed and sunk by the U.S. submarine *Seawolf* on April 15th, 1943, N.E. of the Ladrone Islands.

KAIHO MARU

Uno Kaiun K.K.; 10,239 tons.

The tanker *Kaiho Maru* was bombed and sunk by U.S. carrier-based aircraft on January 9th, 1945, ten miles S. of Kaohsiung, Formosa.

KAIHO MARU

Japanese Government; 1,093 tons.

The *Kaiho Maru* was torpedoed and sunk by the U.S. submarine *Sunfish* on April 19th, 1945, S.E. of Muroran, Japan.

KAIHO MARU

Japanese Government; 1905; Swan, Hunter & Wigham Richardson; 2,563 tons; 312X44-3X13-2; 407 n.h.p.; triple-expansion engines. The steamship *Kaiho Maru* was formerly the British *Kaiping*, seized by the Japanese at Manila. She struck a mine and sank on April 27th, 1945, off Shimonoseki, Japan.

KAIHOKU MARU

Yabuki Kinzo Syoten K.K.; 1940; Tsurumi Seitetsu Zosen K.K.; 1,286 tons; 219-3x35-8x18-5; steam engines. The *Kaihoku Maru* was in collision with the *Kyozin Maru No. 1* and sank on May 24th, 1941.

KAIJO MARU

Nippon Tanker K.K.; 1937; Mitsubishi Jukogyo K.K.; 8,636 tons; 474-9x61x37-5; 1,163 n.h.p.; oilengines. The tanker *Kaijo (Kaizyo) Maru* was torpedoed and sunk by the U.S. submarine *Grampus* on March 1st, 1942, S. of the Caroline Islands.

KAIJO MARU

Dairen Kisen K.K.; 1939; Harima S.B. & Eng. Co.; 3,270 tons; 312x48-6x25; 485 n.h.p.; oilengines.

The tanker *Kaijo (Kaizyo) Maru* was bombed and sunk by U.S. land-based aircraft on March 10th, 1943, off the Gulf of Boni, Celebes.

KAIJO MARU

Osaka Syosen K.K.; 1906; Kawasaki Dockyard Co.; 2,025 tons; 285-5x38x20-5; triple-expansion engines. The steamship *Kaijo (Kaizyo) Maru* was sunk by U.S. carrier-based aircraft on March 24th, 1945, in the East China Sea.

KAIKA MARU

Dairen Kisen K.K.; 2,087 tons.

The steamship *Kaika Maru* was torpedoed and sunk by the U.S. submarine *Blackfish* on January 16th, 1944, about 400 miles N. of the Admiralty Islands.

KAIKO MARU

Kaiyo Kisen K.K.; 3,548 tons.

The steamship *Kaiko Maru* was torpedoed and sunk by the U.S. submarine *Sandlance* on February 28th, 1944, between Sakhalin and the Kurile Islands.

KAIKO MARU

Japanese Government; 1902; Tyne Iron S.B. Co.; 2,698 tons; 326x45-3x21-8; 277 n.h.p.; triple-expansion engines. The steamship *Kaiko Maru* was formerly the British *Mary Moller*, seized by the Japanese in the Whangpoo River in December, 1941. She was bombed and sunk by U.S. land-based aircraft on October 26th, 1944, off Hoihow, Hainan Island.

KAIKEI MARU

Kaiyo Kisen K.K.; 1919; Hong Kong & Whampoa Dock Co.; 5,254 tons; 400-2x50x28-5; 517 n.h.p.; triple-expansion engines.

The steamship *Kaimei Maru* was torpedoed and sunk by the U.S. submarine *Guardfish* on September 4th, 1942, off Tamagawa, Japan.

KAIMOKU

Matson Navigation Co.; 1919; Skinner & Eddy Corp.; 6,367 tons; 402-6x54-9x32-1; 359 n.h.p.; triple-expansion engines.

The American steamship *Kaimoku* was torpedoed and sunk by a German submarine on August 8th, 1942, in lat. 56° 30' N., long. 32° 14' W., on a voyage from Sydney, N.S., to Immingham. She had a cargo of steel and munitions.

KAIMON

Japanese Navy, gunboat; 1882; Yokosuka Dockyard; 1,350 tons; 210 X 32 x 16 • 5; 1,250 i.h.p.; compound engines; one 17 cm. gun, one 12 pdr., 5 m.g.

The Japanese gunboat *Kaimon* was engaged upon surveying duties, from which she was recalled at the outbreak of the Russo-Japanese War in February, 1904. She was employed with the fleet off Port Arthur and on July 5th, 1904, struck a floating mine and sank with a loss of three officers, including the captain, and 19 ratings, out of a complement of 226.

KAINAN MARU

Okada Gumi K.K.; 1907; Clyde S.B. & E. Co.; 1,134 tons; 210-3x31-4x14-8; 145 n.h.p.; triple-expansion engines. The steamship *Kainan Maru* was torpedoed and sunk by a British submarine on June 12th, 1944, off Puket, Thailand.

KAIRAKI

Kaiapoi Shipping & Trading Co.; 1909; Dublin Dockyard Co.; 462 tons; 160x28 • 6x9-9; 66 r.h.p.; 9-5 knots; triple-expansion engines.

The New Zealand coastal steamship *Kairaki*, Capt. W.G. Scott, left Wellington at 3.30 a.m. on September 24th, 1914, for Greymouth. She had on board a cargo transhipped from the s.s. *Remuera* and carried a crew of 17.

What happened to her after that date is not known with any certainty. On the 26th reports began to come in to Greymouth that considerable quantities of merchandise and wreckage had been

found on the beach at Ten Mile. Later two lifebuoys bearing the ship's name were washed ashore.

The Greymouth Harbour Board's tug *Westland* searched along the coast and found the steamship lying with her derricks visible above water. The position of the wreck was three miles from Point Elizabeth and five miles from Greymouth.

On the night of the 25th a westerly gale of great violence was blowing.

KAIROUAN

Cie. Delmas freres & Vieljeux; 1923; Atel & Ch. de la Gironde; 4,578 tons; 362-9x49-2x24-4; 280n.h.p.; triple-expansion engines.

The French ship *Kairouan* went ashore at 3 a.m. on November 3rd, 1934, near Cape Juby, Morocco, and became a total loss.

KAISARI

Bombay & Persia Steam Nav. Co.; 1886; J. L. Thompson & Sons; 2,494 tons; 300x40-1x25-1; 265 n.h.p.; triple-expansion engines. The steamship *Kaisari* was wrecked off Reunion Island on January 17th, 1901. Twenty-five men, including the captain, were drowned.

KAISER WILHELM DER GROSSE

Norddeutscher Lloyd; 1897; Akt. Ges. Vulkan; 13,952 tons; 626-7x66x39; 30,000i.h.p.; 22-5 knots; triple-expansion engines; six 10-5 cm. guns.

The German liner *Kaiser Wilhelm der Grosse* eluded the British blockade and for a few weeks in August, 1914, did some damage as a commerce raider. The ship was armed with six 10-5 cm. guns and had a speed of 22 • 5 knots. She left Bremen on August 4th and by hugging the Norwegian coast and navigating round the north of Iceland escaped into the Atlantic. Her first victim was the trawler *Tubal Cain*, which she sank after taking the crew prisoners. On August 15th she arrived south-westward of the Canaries where she captured the *Galician*, homeward bound from South Africa, the *Kaipara* of the New Zealand Shipping Co., the R.M.S.P. Co's liner *Arlanza*, and the Elder, Dempster liner *Nyanga*. The *Galician* and the *Arlanza* were permitted to continue their voyage, after their wireless sets had been destroyed, as they were carrying passengers who would have proved embarrassing to the raider. The other ships were sunk and their crews transferred later to a German collier.

On the 17th the *Arlanza* met the armoured cruiser *Cornwall* off Las Palmas and signalled the news of the raider's presence in those waters. This was immediately wirelessly by the cruiser to Rear-Admiral J. M. de Robeck commanding the St. Vincent-Finistere Station, who at once set ships in motion to compass the destruction of the raider. The German sailing ship *Werner Vinnen* was captured with 4,000 tons of coal on board, and the steamship *Professor Woermann*, with stores, was captured next day, thus depriving the raider of supplies.

On the afternoon of the 26th, just three weeks after breaking out into the Atlantic, the *Kaiser Wilhelm der Grosse* was surprised by the light cruiser *Highflyer*, 5,600 tons, eleven 6 in. guns, 20 knots, Capt. H. T. Buller. She was lying off the Rio de Oro with a collier on each side and one on watch some distance out. Capt. Buller was aware that the Germans were within Spanish waters and that it behoved him to act with great circumspection. He sent in a demand for the surrender of the four ships, which was refused, waited for about two hours in case the enemy decided to come out, and then opened fire. The fighting lasted from 3.10 p.m. to 4.45 p.m., when the *Kaiser Wilhelm der Grosse* sank in shallow water, the survivors of her crew putting ashore in the boats.

The losses in the action were fairly heavy on the German side, though no figures can be given. The *Highflyer* had one man killed and five wounded.

KAISERIN-ELISABETH

Austrian Navy, cruiser; 1890; Austria; 4,060 tons; 321x49x19; 8,000 i.h.p.; 19 knots; triple-expansion engines; eight 6 in. guns, sixteen 3pdr., 1 m.g., 4 T.T.

The cruiser *Kaiserin-Elisabeth* was lying at the German Far Eastern base of Tsing-Tau in August, 1914, when the base was attacked by Allied sea and land forces. The investment of the fortress commenced on August 27th, and on November 3rd a reconnaissance by the besieging forces showed that the *Kaiserin-Elisabeth* had been blown up and sunk.

KAISHO MARU

Hachiuma Kisen K.K.; 1918; Osaka Iron Works; 6,070 tons; 407-3x50-8x32-6; 553n.h.p.; triple-expansion engines. The steamship *Kaisho (Kaisyo) Mam* was torpedoed and sunk by the U.S. submarine *Finback* on August 3rd, 1943, N. of Rembang, Java.

KAISHO MARU

Kaiyo Kisen K.K.; 1938; Harima S.B. & Eng. Co.; 4,164 tons; 363-6x50x29; 467n.h.p.; turbine engines. The steamship *Kaisho (Kaisyo) Maru* was torpedoed and sunk by the U.S. submarine *Tullibee* on August 22nd, 1943, 275 miles S.E. of Guam.

KAISOKU MARU

Nippon Tanker K.K.; 1931; Yokohama Dock Co.; 1,126 tons; 220-8x34-5x18-2; 327n.h.p.; oil engines. The tanker *Kaisoku Maru* was sunk by U.S. carrier-based aircraft on July 25th, 1945, off Kure, Japan.

KAITO MARU

Kaiyo Kisen K.K.; 2,745 tons. The steamship *Kaito Maru* was bombed and sunk by U.S. land-based aircraft on December 20th, 1943, off New Ireland.

KAIYO

Japanese Navy, aircraft carrier; 1939; Japan; 12,755 tons; 516x68x7; 17,000 b.h.p.; 20 knots; diesel engines; twelve 5 in.A.A. guns, many 47 mm., 30 aircraft.

The aircraft carrier *Kaiyo* was completing as the Nippon Yusen liner *Argentina Maru* when Japan entered the Second World War on December 7th, 1941. She was taken over by the Japanese Admiralty and converted to an aircraft carrier, her name being changed to *Kaiyo*. She was bombed and sunk in Beppy Bay, Kyushu, by U.S. naval aircraft on July 24th, 1945.

See also the aircraft carrier *Chuyo*.

KAKANUI

New Zealand Government; 1879; R. S. Sparrow & Co.; 83 tons; 97-5x14-5x7-5; 22h.p.; compound engines. The steamship *Kakanui*, Capt. W. Best, was chartered by the New Zealand Government to go to the relief of a small sealing expedition which was known to be established on Macquarie Island. The food supplies of the party when it left New Zealand in April, 1890, were sufficient for six months, and as it was now December it was feared that extreme privation, if not total disaster, had overtaken it. Altogether there were nine men and the wife of the leader, Mr. Mellish, on the island.

The steamship left Invercargill on December 24th, 1890, with all necessary supplies and reached Lusitania Bay, Macquarie Island, on January 3rd, 1891. The Government Agent, Mr. James Stevens, a customs officer, went ashore and found all the party in good health. He proposed that they should leave the island forthwith, to which eight of the sealers agreed. Mr. and Mrs. Mellish had their permanent residence there and did not wish to leave. The steamship, therefore, left as soon as the men had collected their belongings, having stayed no more than a few hours. On her return trip she had on board eight sealers, the Government Agent, and a crew of ten, of whom one, Capt. J. Eckhoff, was carried as a pilot, making 19 persons in all.

Mr. and Mrs. Mellish stated later that they had watched the steamship out of sight and that all was well, but from that time she was never seen again. No news of her came to New Zealand, and on January 22nd, the Government steamship *Hinemoa*, Capt. Fairchild, was despatched to make a search. After visiting Macquarie Island, Capt. Fairchild returned to New Zealand to report the failure of his search. He set out again in February, returning on March 11th, having visited the Antipodes, Bounty and Chatham Islands without discovering any trace of the relief ship.

An Inquiry was held at Dunedin in April, 1891. Mr. Mellish, who had resided on Macquarie for 16 years, stated that one of the worst storms in his experience occurred on the day after the *Kakanui* sailed, and in the light of this evidence the Court decided that the vessel was lost through extreme stress of weather.

KAKO

Japanese Navy, heavy cruiser; 1925; Kawasaki Dockyard; 7,100 tons; 595x50-7x14-7; 95,000s.h.p.; 33 knots; turbine engines; Kanpon boilers; six 8in. guns, four 4-7in., 6m.g., 12 T.T., 2 aircraft.

The heavy cruiser *Kako* was a unit of the fleet engaged in defending the Solomon Islands against the American invasion forces. On August 7th, 1942, the U.S. Marines landed on Guadalcanal and Tulagi and a succession of fierce sea battles between the rival fleets was initiated. On the 10th, when north of New Ireland, the *Kako* was torpedoed and sunk by the U.S. submarine *S-44*. The vessel's normal complement was 620.

KAKOGAWA MARU

Tayo Kaiun K.K.; 6,886 tons.

The steamship *Kakogawa Maru* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

KAKUZAN MARU

Japanese Government; 1930; Taikoo Dock & Engineering Co.; 2,938 tons; 295x46-1x20; 143n.h.p.; triple-expansion engines.

The steamship *Kakuzan Maru* was formerly the British *Wuhu*, seized by the Japanese in the Yangtze River in December, 1941. She was bombed and sunk by U.S. land-based aircraft on December 29th, 1943, near Anking, Yangtze River.

KALDNES

German Government; 1941; 2,000 tons; oilengines. The motor vessel *Kaldnes* was built to the order of Norwegian owners as the *Mosstrand* and taken over by the Germans on completion. On January 29th, 1943, she was bombed and sunk by British aircraft ten miles S.W. of Stavanger.

KALE

British Navy, destroyer; 1904; Hawthorn, Leslie; 545 tons; 225 X23-5x12; 7,000 i.h.p.; 25 5 knots; triple-expansion engines; Yarrow boilers; four 12pdr. guns, 2 T.T.* The destroyer *Kale* struck a mine and sank in the North Sea on March 27th, 1918. Her official complement was 70.

KALEWA

British & Burmese Nav. Co.; 1940; Wm. Denny & Bros.; 4,389 tons; 409-2x55-2x24-9; 283n.h.p.; triple-expansion engines. The British steamship *Kalewa* sank after a collision with the *Boringia* in 30° 16' S., 13° 38' E., on August 1st, 1942. She was on a voyage from Glasgow to Table Bay, Port Sudan and Aden, carrying a general cargo and government stores.

KALIBIA

Clyde Shipping Co.; 1902; Scott & Co.; 4,930 tons; 410-6X 50-2x28-3; 350n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Kalibia* was torpedoed and sunk by a German submarine 29 miles S.W. of the Lizard on November 30th, 1917. Twenty-five men were killed. The captain was among the survivors.

KALLIOPH

D. J. Pateras & Sons; 1910; Northumberland S.B. Co.; 4,065 tons; 390X52-5x27-1; 415 n.h.p.; triple-expansion engines. The Greek ship *Kalliopi* was torpedoed and sunk by a German submarine in lat. 54° N., long. 26° 35' W., on February 7th, 1943, on a voyage from Halifax to London.

KALLIOPH

P. D. Pateras; 1943; North Carolina S.B. Co.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines. The Greek steamship *Kalliopi* struck a mine and sank on December 20th, 1947, in the North Adriatic. She was on a voyage from Charleston to Rijeka.

KALYPSO VERGOTTI

Eptanisos S.S. Co. (A. Vergottis); 1918; A. McMillan & Son; 5,686 tons; 400-4x52-3x28-5; 490 n.h.p.; triple-expansion engines.

The Greek ship *Kalypso Vergotti* left Freetown on June 18th, 1941, for Glasgow. She was last reported on June 29th, but was not seen again.

KAMAKURA MARU

Nippon Yusen K.K.; 1930; Yokohama Dock Co.; 17,526 tons; 560x74x42-5; 4,000 n.h.p.; 21 knots; oilengines. The liner *Kamakura Maru* was taken over by the Japanese Government for service as a transport during the Second World War. On April 28th, 1943, when in the Sulu Sea, off the Philippine island of Palawan, she was torpedoed and sunk by the U.S. submarine *Gudgeon*.

KAMCHATKA

Russian Navy, repair ship; 1902; New Dockyard, Leningrad; 7,200 tons; 360 X — X—; 2,800 i.h.p.; 12 knots; triple-expansion engines; six 6 pdr. guns.

The Russian repair ship *Kamchatka* was attached to the Baltic Fleet which was sent to the Far East in 1905. The ship had an official complement of 267, of whom a large number were artificers employed in her workshops. She was a vessel of great importance to the fleet, as Port Arthur had fallen during the voyage and there was no home port nearer than Vladivostok at which repairs might be undertaken.

On May 25th, 1905, two days prior to the battle of Tsu-Shima, the Russian transports and auxiliaries were detached and sent to Shanghai, but the *Kamchatka* was kept with the fleet, together with five other vessels. During the first phase of the battle, which took place on the 27th, the ships were unmolested, but when the Russian battle fleet swung round upon the convoy in an attempt to avoid the Japanese fire there was a period of the utmost confusion. The cruisers and auxiliaries on the inner circle of this movement were no longer immune from shellfire and the *Kamchatka* found herself, helpless and in flames, close to the flagship *Kniaz Suvaroff*, which had been badly battered. While they remained afloat both vessels continued to fire, the *Kamchatka* from her ridiculously inadequate six pounders, and the battleship from whatever gun remained.

Lt. Nikonov, on whom the command now fell, though dying, refused to surrender, and the *Kamchatka* sank at about 6.50 p.m. with her colours flying. About 50 artificers escaped in boats, drifting for two days until picked up by Japanese fishermen who took them to Japan.

The full story of the battle is related under the *Kniaz Suvaroff*, which sank a few minutes after the *Kamchatka*.

KAMIKAWA MARU

Nippon Yusen Kaisha; 1903; Sir Raylton Dixon & Co.; 1,364 tons; 243-8x34-2x20-5; 217 n.h.p.; triple-expansion engines. The Japanese ship *Kamikawa Maru* was wrecked on February 23rd, 1919, near Oniwaki lighthouse, Hokkaido.

KAMIKAWA MARU

Kawasaki Kisen K.K.; 1937; Kawasaki Dockyard Co.; 6,853 tons; 479-4x62-3x30-3; 1,860 n.h.p.; oilengines. The motorship *Kamikawa Maru* was taken over by the Japanese Navy and converted into an auxiliary seaplane tender. On May 28th, 1943, she was torpedoed and sunk by the U.S. submarine *Scamp* in the Admiralty Islands.

KAMIKAZE MARU

Todai Kisen K.K.; 1937; Osaka Iron Works; 4,916 tons; 369-8 X54-1X29-2; 542 n.h.p.; turbine engines.

The motor torpedo boat tender *Kamikaze Maru* was attacked by U.S. carrier based aircraft on March 30th, 1944, and sunk off Babelthup, Palau Islands.

KAMISHIKA MARU

Kuribayashi Shosen K.K.; 2,857 tons.

The *Kamishika Maru* was torpedoed and sunk by the U.S. submarine *Tench* on June 10th, 1945, off Hakodate.

KAMITSU MARU

Settu Syosen K.K.; 1937; Harima S.B. & Eng. Co.; 2,723 tons; 303-0x45-0x24-5; turbine engines.

The steamship *Kamitsu (Kamitu) Maru* was taken over by the Japanese Navy for use as an auxiliary gunboat. She was torpedoed and sunk by the U.S. submarine *Parche* on June 26th, 1945, near Kamaishi, Japan.

KAMMA

M. Carl; 1910; *Wood, Skinner & Co.*; 1,270 tons; 237-7X 35-1x16-5; 139 n.h.p.; triple-expansion engines.

The Danish steamship *Kamma* struck a mine and sank in the North Sea on September 2nd, 1914.

KAMMA

O. Torstenson; 1883; *Palmers^o Co.*; 1,516 tons, 250-7X 35•3X17•3; 150 n.h.p.; compound engines. The Swedish cargo ship *Kamma* struck a mine and sank in the North Sea on January 22nd, 1917.

KAMO

U.S.S.R.; 1905; *Ropner & Son*; 3,800 tons; 355x46-2x 23-5; 308 n.h.p.; triple-expansion engines.

The Russian ship *Kamo*, Capt. Snitko, bound for Kamchatka with passengers, furs and supplies, was wrecked off Karagin Island on December 9th, 1936. Her steering gear failed, she drifted on some rocks and filled with water.

KAMO MARU

Nippon Yusen K.K.; 1908; *Mitsubishi Dockyard & Eng. Works*; 7,955 tons; 464-9x55-8x34-5; 973 n.h.p.; triple-expansion engines.

The steamship *Kamo Mam* was torpedoed and sunk by the U.S. submarine *Tinosa* on July 3rd, 1944, about 100 miles W. of Kagoshima, Japan.

KAMOGAWA MARU

Toyo Kaiun K.K.; 1938; *Mitsubishi Jukogyo K.K.*; 6,440 tons; 439-4x58-3x32; 1,166 n.h.p.; oil engines.

The motor vessel *Kamogawa Mam*, serving as an aircraft transporter, was torpedoed and sunk by the U.S. submarine *Sailfish* on March 2nd, 1942, off Sumbawa Island, Indonesia.

KAMOI MARU

Hokkaido Tanko Kisen K.K.; 1937; *Mitsui Bussan Kaisha*; 5,355 tons; 391-4x53-8x29-8; 407 n.h.p.; triple-expansion engines & L.P. turbine.

The steamship *Kamoi Mam* was torpedoed and sunk by the U.S. submarine *Wahoo* on December 10th, 1941, off New Britain.

KAMPAR

Straits Steamship Co.; 1915; *Hong Kong & Whampoa Dock Co.*; 971 tons; 223-2x36x13-2; 106 n.h.p.; triple-expansion engines.

The steamship *Kampar* was requisitioned by the Admiralty early in the Second World War for service as an anti-submarine vessel. On December 12th, 1941, she was lying at Penang when she was attacked and severely damaged by Japanese bombers. It was not possible to save her and she sank on the following day.

KANAKUK

W. J. Smith; 1902; *Armstrong, Whitworth & Co.*; 4,006 tons; 350x47x27-6; 346 n.h.p.; triple-expansion engines.

The British tanker *Kanakuk* caught fire and sank in 2° 37' S., 116° 43' E., on October 2nd, 1915, while on a voyage from Balik Papan to Europe carrying a cargo of benzine.

KANAN MARU

Osaka Shosen K.K.; 1920; *Osaka Ironworks*; 2,567 tons; 284-5 X 42-5 X 23; 288 n.h.p.; triple-expansion engines.

The steamship *Kanan Mam* was torpedoed and sunk by the U.S. submarine *Skipjack* on May 6th, 1942, off Gana, Indo-China.

KANAN MARU

Dairen Kisen K.K.; 1931; *Mitsubishi Zosen Kaisha*; 3,312 tons; 336-6x48-5x24; 389 n.h.p.; oil engines.

The motorship *Kanan Maru* was torpedoed and sunk by the U.S. submarine *Bluefish* on June 21st, 1944, about 150 miles W.S.W. of Macassar.

KANARIS

N. Embiricos & Sons; 1901; *C. S. Swan & Hunter*; 3,793 tons; 351 x 46-1x27-7; 302 n.h.p.; triple-expansion engines. The Greek cargo ship *Kanaris* was torpedoed and sunk by a German submarine in the Bay of Biscay on January 6th, 1918.

KANAYAMASAN MARU

Kaburagi Kisen K.K.; 2,869 tons.

The steamship *Kanayamasan Maru* was bombed and sunk by U.S. land-based aircraft on November 22nd, 1943, 250 miles N.E. of the Admiralty Islands.

KANAZAWA MARU

Hachiuma K.K.; 1872; *Denton, Gray & Co.*; 1,246 tons; 235-7 X 28•9 X 22-5; 115 n.h.p.; compound engines. The *Kanazawa Mam* was wrecked on November 26th, 1927, in Kurushima Strait while on a voyage from Fusan to Tokio.

KANBE

British & Burmese Steam Nav. Co.; 1941; *W. Denny & Bros.*; 6,244 tons; 409-2x55-2x33-9; 320 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Kanbe*, Capt. J. Burke, was off the coast of Liberia on May 8th, 1943, when she was torpedoed and sunk by a German submarine. Capt. Burke and 65 of the crew were killed. The *Kanbe* was not in convoy.

KANDAHAR

British Navy, destroyer; 1939; *W. Denny & Bros.*; 1,690 tons; 348x35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3 drum boilers; six 4-7 in. guns, 6 smaller, 10 T.T.

The destroyer *Kandahar*, Cdr. W. G. A. Robson, D.S.O., D.S.C., was in company with the cruisers *Neptune*, *Aurora* and *Penelope* and several destroyers off Tripoli on December 19th, 1941. In the early hours of the morning *Neptune* (which see) ran into an enemy minefield and was badly holed. *Kandahar* entered the minefield with the intention of taking the cruiser in tow, but also fouled a mine and had to be sunk by British ships on the 20th. Two officers and 70 ratings were lost. The 178 survivors, among whom was Cdr. Robson, were taken off by the destroyer *Jaguar*.

KANETSU MARU

Osaka Shosen Kaisha; 2,867 tons.

The *Kanetsu Maru* was sunk by U.S. carrier-based aircraft on July 24th, 1945, off Kure, Japan.

KANGTAI

Tung Yu S.S. Co.; 1894; *Flensburger Schiffsb. Ges.*; 2,185 tons;

259-5 x 38 x 20-3; 196 n.h.p.; triple-expansion engines. On a voyage from Vladivostok to Shanghai with passengers and timber, the Chinese ship *Kangtai* was in collision with the Italian cruiser *Libia* lying at anchor at Woosung on March 27th, 1929. The *Kangtai* sank.

KANJO MARU

Chosen Yusen K.K.; 1918; *Ishikawajima S.B. Co.*; 2,197 tons;

268x40-7x23-5; 169 n.h.p.; triple-expansion engines. The steamship *Kanjo (Kanzyo) Maru* struck a mine and sank on January 12th, 1944, off Kaohsiung, Formosa.

KANJU MARU

Osaka Syosen K.K.; 1926; *Mitsubishi Zosen Kaisha*; 7,267 tons; 430x56x36; 1,164 n.h.p.; oil engines. The transport *Kanju (Kanzyu) Mam* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 15 miles E. of Gocong, Vietnam.

KANKO MARU

Osaka Syosen K.K.; 1938; *Uraga Dock Co.*; 2,929 tons; 297-9 X 45x23-8; 255 n.h.p.; compound engines & L.P. turbine. The steamship *Kanko Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On January 10th, 1942, she was torpedoed and sunk by the U.S. submarine *Pickrel*, W. of Mindanao Island, Philippines.

KANKO MARU

Chosen Yusen K.K.; 1917; *Ishikawajima S.B. & E. Co.*; 1,288 tons; 230 x 33x19-6; 88 n.h.p.; triple-expansion engines.

The steamship *Kanko Maru* was torpedoed and sunk by the U.S. submarine *Wahoo* on October 6th, 1943, off the east coast of Korea.

KANKO MARU

KANKO MARU

Iino Risen K.K.; 1903; *Furness, Withy & Co.*; 2,995 tons; 324-7x47x22-3; 301 n.h.p.; triple-expansion engines. The steamship *Kanko Maru* was torpedoed and sunk by the U.S. submarine *Wahoo* on October 9th, 1943, off the east coast of Korea.

KANNIK

Brodrene Olsen; 1894; *A. Stephen & Sons*; 2,397 tons; 300 x 42x20-4; 211 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Kannik* was torpedoed and sunk by a German submarine in the English Channel on March 23rd, 1916.

KANO

Elder, Dempster & Co.; 1901; *Caledon S.B. & E. Co.*; 1,452 tons; 220 x36-2x13-2; 114 n.h.p.; compound engines. The British cargo ship *Kano* was wrecked on July 28th, 1907, on Lagos bar while trading on the West African coast with a general cargo.

KANO MARU

Rokusai Risen R.R.; 1934; *Uraga Dock Co.*; 8,572 tons; 453-5x60-7x30-8; 2,187 n.h.p.; oilengines. The motor vessel *Kano Maru* was sunk by bombs from U.S. aircraft and gunfire from warships on August 8th, 1942, off the Aleutian Islands.

KANO MARU

Toho Suisan R.R.; 1917; *Harima Co.*; 1,275 tons; 228x33x 18-7; 38 n.h.p.; triple-expansion engines. The Japanese ship *Kano Maru* went ashore during a fog on April 17th, 1945, off the north end of Awo Island, while on a voyage from Muroran to Fushiki.

KANO MARU No. 3

Kano Risen R.R.; 1918; 1,708 tons, 250x37-7x20-5. On a voyage from Daitozima to Tokyo the *Kano Maru No. 3* sank during a typhoon on August 5th, 1941, 20 miles E. of Tokunosima.

KANOWNA

Australasian United S.N. Co.; 1903; *W. Denny & Bros.*; 6,983 tons; 415-6x52-2x28-6; 770 n.h.p.; quadruple-expansion engines. The Australasian steamship *Kanowna* struck a rock at Wilson's Promontory and sank on February 18th, 1929. She was carrying passengers on a voyage from Sydney to Melbourne.

KANSAI MARU

Hatada Risen R.R.; 1930; *Yokohama Dock Co.*; 8,614 tons; 461-7x61-5x39-7; 2,350 n.h.p.; oilengines. The motor vessel *Kansai Maru* was torpedoed and sunk by the U.S. submarine *Scamp* on September 18th, 1943, 150 miles N. of Manus Island, Admiralty Islands.

KANSAN

American-Hawaiian S.S. Co.; 1903; *New York S.B. Co.*; 7,913 tons; 490x58-3x31-8; 997 n.h.p.; triple-expansion engines. The American steamship *Kansan* was torpedoed and sunk by a German submarine in the Bay of Biscay on July 10th, 1917.

KANSEISHI MARU

Dairen Risen R.R.; 1929; *Osaka Iron Works*; 4,804 tons; 371 x51x 29; 346 n.h.p.; triple-expansion engines. The steamship *Kanseishi (Kanseisi) Maru* was torpedoed and sunk by the U.S. submarine *Swordfish* on June 15th, 1944, about 150 miles N. of the Bonin Islands.

KANTO MARU

Harada Risen R.R.; 1930; *Yokohama Dock Co.*; 8,606 tons; 461-7x61-5x39-7; 2,350 n.h.p.; oilengines. The aircraft transporter *Ranto Maru* was torpedoed and sunk by the U.S. submarine *Saury* on September 11th, 1942, in the Strait of Macassar.

KANZAKI MARU

Okubo Risen R.R.; 1918; *Matsuda Co.*; 1,285 tons; 221x 32-7x20-5; 97 n.h.p.; triple-expansion engines. The *Kanzaki Maru* sank on June 15th, 1944, in 36° VN., 129° 41' E.

KANZLER

Dada Mia Khandwani; 1892; *Blohm & Voss*; 3,136 tons; 321 X 39-2x27-7; 280 n.h.p.; triple-expansion engines. The Indian cargo ship *Ranzler* was wrecked on Malcolm Reef, Maldives Islands, on August 14th, 1914, while on a voyage from Karachi to Mauritius carrying a general cargo.

KAPARIKA

C. Wildhagen; 1894; *J. J. Thompson & Sons*; 1,232 tons; 235x34-1x14-7; 146 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Kaparika* was torpedoed and sunk by a German submarine in the North Sea on May 6th, 1917.

KAPETAN STRATIS

D. Coumbis, X. Xenios Partners; 1906; *R. Craggs & Sons*; 3,574 tons; 346-5x50-6x23-1; 340 n.h.p.; triple-expansion engines.

The Greek steamship *Kapetan Stratis* was bombed and sunk by German aircraft on January 22nd, 1941, off the west coast of Ireland, with the loss of all on board.

KAPITAN DIEDRICHSEN

German Navy; 1943; 6,406 tons; oil engines. The motor vessel *Kapitän Diedrichsen* was formerly the Italian *Sebastiano Venier* taken over by the Germans for use as a minelayer. On February 29th, 1944, she was sunk by a Free French warship in the North Adriatic.

KAPONGA

Union S.S. Co. of New Zealand; 1925; *W. Gray & Co.*; 2,346 tons; 280x44-3x18-9; 274 n.h.p.; triple-expansion engines. The British cargo ship *Raponga* was wrecked on Greymouth Bar, New Zealand, on May 27th, 1932. She was on a voyage from Greymouth to Auckland carrying a cargo of coal.

KAPUNDA

Trinder, Anderson & Co.; 1875; *A. McMillan & Son*; 1,095 tons; 221-5x34-6x19-6.

The sailing ship *Kapunda* was chartered by the Crown Agents to carry emigrants to Western Australia, a task which she carried on for four years prior to her loss. On December 18th, 1886, she left Plymouth for Fremantle with more than 270 passengers and a crew of 41 under command of Capt. John Masson. On January 20th, 1887, the vessel was in a position south of Maceio, Brazil, when she was sunk in a collision with the barque *Ada Melmore*, 591 tons, of Belfast. The night was fine and clear when the barque, carrying no port or starboard lights, came in sight of the emigrant ship. There was a certain amount of hesitation and then the *Ada Melmore* altered course and in a few moments drove into the starboard side of the *Kapunda* in way of the fore rigging, and nearly cut her in two. The time of the collision was 3.25 a.m., all the emigrants being asleep below, and within five minutes the *Kapunda* had foundered.

Some of the crew and seven emigrants jumped on to the *Ada Melmore*, which lowered one boat and picked up Mr. William Cottrell, the first officer, and also rescued five persons from one of *Kapunda's* boats. Sixteen of these survivors were transferred on January 25th to the French barque *Ulysse* which landed them at Bahia. The total number drowned was 303, including Capt. Masson.

See also *Ada Melmore*.

KARA

F. C. Strick & Co.; 1919; *W. Gray & Co.*; 2,479 tons; 303X 43x20-9; 266 n.h.p.; triple-expansion engines. The British cargo ship *Kara* was wrecked at Cape Quintres, 11 miles west of Santana, on March 22nd, 1920. She was on a voyage in ballast from Heysham to Bilbao.

KARANJA

British India Steam Navigation Co.; 1931; A. Stephen & Sons; 9,891 tons; 471-3x64-2x29-4; 1,746n.h.p.; 18 knots; turbine engines.

The liner *Karanja* was taken over by the British Admiralty during the Second World War for service as a transport. The vessel was bombed and sunk by enemy aircraft off Bougie, Algeria, on November 12th, 1942.

KARAWEERA

Adelaide S.S. Co.; 1882; Hodgson & Soulsby; 1,613 tons; 250x35-1x17-6; 187 n.h.p.; compound engines.

The Australian cargo ship *Karaweera* was wrecked on July 7th, 1902, in the Fitzroy River, Queensland. She was carrying coal and produce from Brisbane to Rockhampton.

KAREN

W. Gilbert; 1905; Fevigs Jernskibsbyg; 1,689 tons; 269-6x39x10-6; 207n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Karen* struck a mine and sank in the Mediterranean on December 12th, 1917.

KAREN ROGENCES

N. Rogences; 1916; N.V. Boeles Schip. & Mch.; 2,332 tons; 294x44-2x19-7; 225 n.h.p.; triple-expansion engines. Carrying corn from Montreal to Skien the Norwegian ship *Karen Rogences* went ashore on October 1st, 1921, on Point Ferrole, Strait of Belle Isle.

KARHULA

Finska Fiskeri A/B (A/B R. Nordstrom & Co.); 1909; Flensburger Schiffsb. Ges.; 2,214 tons; 305-2x42-4x19-2; triple-expansion engines.

The Finnish ship *Karhula* sprang a leak, broke in two and sank on February 12th, 1950, about 20 miles W. of Den Helder. Eighteen of the crew were saved, but 11 were lost.

KARI

German Government; 1920; C. Hill & Sons; 1,925 tons; 270 X42-2x17-8; 156 n.h.p.; triple-expansion engines. The steamship *Kari* was a former Norwegian ship seized by the French and later taken over by the Germans. On October 16th, 1943, she was torpedoed and sunk by a British submarine soon after leaving Piraeus with about 1,500 German troops on board.

KARIBA

Unison Steamship Co.; 1904; J. L. Thompson & Sons; 3,697 tons; 346-5x50-8x22-9; 332n.h.p.; 11 knots; triple-expansion engines.

The steamship *Kariba* was torpedoed and sunk by a German submarine 260 miles W.N.W. of Ushant on April 13th, 1917. The starboard lifeboat was smashed by the explosion but two boats got away, one of which, containing ten men, was picked up after having been 12 days adrift. The other boat was also picked up. The number killed or dead from exposure was 13. The captain was among the survivors.

KARIN

German Government; 1931; Koninklijke Maats. De Schelde; 7,322 tons; 449-9x60-8x30-7; 1,245 n.h.p.; oilengines. The motorship *Karin* was formerly the Dutch *Kota Nopan*, captured by the German raider *Komet* on August 17th, 1941, off the Galapagos Islands, and taken to St. Nazaire. On March 10th, 1943, she was intercepted by U.S. warships about 400 miles W.N.W. of Ascension Island and a prize crew put on board. Soon afterwards the ship was sunk by explosive charges laid by the Germans. Eight of the boarding party and an unspecified number of Germans were killed.

KARINA

African S.S. Co.; 1905; A. Stephen & Sons; 4,222 tons; 370x46-2x23-3; 422 n.h.p.; 10-5 knots; triple-expansion engines. The steamship *Karina* was torpedoed and sunk by a German submarine 17 miles S.S.W. 1 W. of Hook Point, Co. Waterford, on August 1st, 1917. Eleven men were killed* The captain was among the survivors.

KARLSRUHE

German Navy, light cruiser; 1912; Krupp; 4,320 tons; 456 X45x17; 25,500 i.h.p.; 27-25 knots; turbine engines; Schulz-Thornycroft boilers; twelve 4-1 in. guns, 2 T.T. In July, 1914, the German light cruiser *Karlsruhe* arrived in American waters to relieve the *Dresden*. Capt. Erich Kohler of the latter ship transferred to the *Karlsruhe* and on July 26th, she sailed for Havana. The vessel had a complement of 372 officers and men. On her arrival at Havana she received news of the imminence of war and four days later she put to sea, steering westwards but later heading for the Bahamas.

On reaching Plana Cays Capt. Kohler got into wireless touch with the North German Lloyd liner *Kronprinz Wilhelm*, his orders being to equip that ship with whatever guns he could spare in order that she might become a commerce raider. The rendezvous was 120 miles N.E. of Watling Island and the date August 6th. The work of arming the liner had not been proceeding long when both ships were surprised by the arrival of H.M.S. *Suffolk*, at that time flagship of Rear-Admiral Sir C. Cradock. The *Karlsruhe* hastily cast off from the liner, having transferred two 3 • 4 in. guns and some machine guns to her, but lacking time to provide much ammunition for them.

The *Karlsruhe* immediately made off, hotly pursued by *Suffolk* which failed to bring the German within range. About 400 miles away the light cruiser *Bristol* was ordered by wireless from *Suffolk* to attempt to cut off the *Karlsruhe* and she was successful in establishing contact at 8.15 on the same evening. It was brilliant moonlight and both ships could see each other clearly. There was sharp exchange of gunfire but at the critical moment *Bristol's* condensers began to give trouble, reducing her speed to 18 knots, and the *Karlsruhe* was able to get away.

The German ship's coal was now nearly exhausted, there being just sufficient to reach San Juan, Puerto Rico. Only a few hundred tons was procurable and with this on board the *Karlsruhe* put to sea once more. By great good fortune the ship had managed to elude *Suffolk* on going to Puerto Rico, and to do the same on sailing to Curacao, Dutch West Indies. Here coal was plentiful and the ship cleared after 24 hours with full bunkers, she also chartered the German steamship *Stadt Schleswig* to meet her with further supplies of coal on the north coast of Brazil. German agents in South America also provided colliers at frequent intervals so that by careful organisation the *Karlsruhe* was kept at sea for two and a half months, during which time she captured the following 16 British ships and one Dutchman on British charter: *Bowes Castle*, *Strathroy*, *Maple Branch*, *Highland Hope*, *Indrani*, *Maria* (Dutch), *Cornish City*, *Rio Iguassu*, *Farn*, *Nicoto de Larrinaga*, *Lynrowan*, *Cervantes*, *Pruth*, *Condor*, *Glanton*, *Hurstdale Vandyck*. Of these she sank 14 and retained the other three as tenders. The total tonnage destroyed was 76,000 and the estimated value £1,500,000, including cargo.

No fewer than 41 allied warships were occupied in the task of searching for the raider and the two armed merchantmen, *Kronprinz Wilhelm* and *Prinz Eitel Friedrich*.

On November 4th, 1914, the *Karlsruhe* when some 350 miles E. of Trinidad blew up with the loss of 261 officers and men, including Capt. Kohler. The ship was broken in two by the violence of the explosion and the survivors, 146 officers and men, were picked up by the two captured merchantmen which were cruising in company.

KARLSRUHE

German Navy, cruiser; 1927; Deutsche Werke; 6,000 tons; 570x49-7x17-7; 65,000 i.h.p.; 32 knots; turbine engines; Schulz-Thornycroft boilers; nine 5-9 in. guns, six 3-5 in., 12 m.g., 12 T.T., 2 aircraft.

The light cruiser *Karlsruhe* was engaged in operations connected with the German invasion of Norway in April 1940. Her active participation in hostilities was very brief, for soon after reaching the Norwegian coast, when she was bombarding Horten Fort, near Christiansand, she was torpedoed and sunk by the British submarine *Traunt*, Lt. Cdr. C. H. Hutchinson. The attack took place on April 9th, the German cruiser having a screen of three destroyers which the submarine eluded. Three hits were scored on the *Karlsruhe* and the ship sank in full view of hundreds of persons gathered along the shore. Of her complement of 571 most were taken off before she sank.

KARMOY

KARMOY

John K. Haaland & Co. A/S; 1921; Forth S. & E. Co.; 2,498 tons; 295-7x43-6x20-6; 182 n.h.p.; triple-expansion engines. The Norwegian steamship *Karmoy*, under German control, was sunk by British carrier-based aircraft on October 28th, 1944, at Lodingen, Norway. Six of her crew were killed.

KARMT

Skibs A/S Corona; 1938; Blythwood S.B. Co.; 4,991 tons; 417-6x56-1x24-7; 387n.h.p.; oilengines. The Norwegian ship *Karmt* was torpedoed and sunk by a German submarine on April 18th, 1945, near Dover.

KARNAK

Messageries Maritimes; 1898; Messageries Maritimes; 6,816 tons; 446-2x50-9x36-1; 832 n.h.p.; triple-expansion engines. The French steamship *Karnak* was torpedoed and sunk by a submarine in the Mediterranean on November 27th, 1916.

KARONGA

Ellerman & Bucknall S.S. Co.; 1907; Armstrong Whitworth & Co.; 4,665 tons; 400x52-1x27; 477 n.h.p.; 10 knots; triple-expansion engines. The steamship *Karonga* was torpedoed and sunk by a German submarine in the Straits of Messina on April 29th, 1917. Eighteen men were killed. The captain was taken prisoner.

KARPFANGER

Hanseatische Reederei Emit Offen & Co.; 1922; Deutsche Werke A.G.; 4,974 tons; 407-6x54-4x24-8; turbine engines. The German steamship *Karpfanger* was bombed and sunk by British aircraft on September 17th, 1942, off Egersund, Norway.

KARRAKATTA

C. Bethell & Co.; 1897; J. Scott & Co.; 2,091 tons; 300X 42-2x17-6; 251 n.h.p.; triple-expansion engines. The British steamship *Karrakatta* was wrecked on March 26th, 1901, in 16° 19' S., 123° 02' E., while on a voyage from Fremantle, via Derby (Western Australia) to Singapore. She was carrying passengers and a general cargo.

KARUKAYA

Japanese Navy, destroyer; 1923; Fujinagata; 820 tons; 275 x 26-5x8-2; 21,500 s.h.p.; 31-5 knots; turbine engines; Kanpon boilers; three 4 • 7 in. guns, 2 m.g., 4 T.T. The destroyer *Karukaya* was torpedoed and sunk off Manila Bay, Philippine Islands, by the U.S. submarine *Cod* on May 10th, 1944. The destroyer's normal complement was 110.

KASADO MARU

Shimatani Kisen K.K.; 1922; Kassado Shima Sentyo K.K.; 1,422 tons; 225x33-9x20; 121 n.h.p.; triple-expansion engines. The *Kasado Mam* went ashore on December 31st, 1935, at Oshima off Tsugaru Strait.

KASADO MARU

Nippon Suisan K.K.; 1900; Wigham Richardson & Co.; 6,003 tons; 400-5x50-4x19; triple-expansion engines. The *Kasado Mam* was bombed and sunk by Russian aircraft on August 8th, 1945, off the Northern Kurile Islands.

KASAGI

Japanese Navy, protected cruiser; 1898; W. Cramp & Sons; 4,760 tons; 396x48x24-5; 15,000 h.p.; 22-5 knots; triple-expansion engines; 8 cylindrical boilers; two 8 in. guns, ten 4-7 in., twelve 12 pdr., six 2½ pdr., 4 T.T. The Japanese protected cruiser *Kasagi* was wrecked in the Tsugaru Straits in July, 1916. The normal complement of the ship was 405.

KASAGI MARU

Nippon Yusen K.K.; 1928; Yokohama Dock Co.; 3,140 tons; 325-7x46x27; 284 n.h.p.; triple-expansion engines. The steamship *Kasagi Maru* was taken over by the Japanese Navy for service as a salvage and repair vessel. On January 27th, 1944, she was torpedoed and sunk by the U.S. submarine *Swordfish* about 150 miles S. of Yokohama.

KASAGISAN MARU

Mitsui Bussan Kaisha; 1925; Mitsui Bussan Kaisha; 2,427 tons; 284-5x42x23-3; 181 n.h.p.; triple-expansion engines. The steamship *Kasagisan Maru* was sunk by a U.S. carrier-based aircraft on November 25th, 1944, in Lingayen Bay, Philippines.

KASHH

Japanese Navy, training cruiser; 1940; Mitsubishi; 5,800 tons; 425 x 52 X18; 8,000 s.h.p.; 18 knots; turbine engines; Kanpon boilers; four 5-5 in. guns, two 5 in. A.A., several 47 mm., 8 T.T. In January, 1945, a fast carrier squadron belonging to the U.S. Third Fleet made a sortie into the South China Sea in support of the army landings in the Lingayen Gulf. On the 12th, aircraft of this squadron located the Japanese training cruiser *Kashii* off the coast of Indo-China between Saigon and Camranh Bay. The cruiser, which was performing the duties of an escort vessel, was attacked and sunk.

KASHII MARU

KokusaiKisen K.K.; 1936; Harima S.B. & Eng. Co.; 8,407 tons; 453-1x60-7x30-8; 1,875n.h.p.; oilengines. The motor vessel *Kashii (Kasii) Maru* was bombed and sunk by U.S. land-based aircraft on November 10th, 1944, off the west coast of Cebu Island, Philippines.

KASHIMA MARU

Kabafuto K.K.; 1887; W. Gray & Co.; 2,351 tons; 282-3X37-6x19-5; 219n.h.p.; triple-expansion engines. The *Kashima Maru* was wrecked on January 1st, 1929, near Muroran, while on a voyage from Yokohama to Muroran.

KASHIMA MARU

Nippon Yusen K.K.; 1913; Kawasaki Dockyard Co.; 9,908 tons; 489-8x60-7x36-4; 1,152n.h.p.; triple-expansion engines. The transport *Kashima (Kasima) Maru* was torpedoed and sunk by the U.S. submarine *Bonefish* on September 27th, 1943, about 200 miles E. of Saigon.

KASHIMA MARU

Tochigi Kisen K.K.; 2,211 tons. The *Kashima Maru* struck a mine and sank on August 14th, 1945, off Pusan, Korea.

KASHIMASAN MARU

Mitsui Sempaku K.K.; 2,825 tons. The steamship *Kashimasan Maru* was torpedoed and sunk by the U.S. submarine *Pintado* on June 6th, 1944, about 200 miles W. of the Ladrone Islands.

KASHIN MARU

Okazaki Kisen K.K.; 1885; G. Howaldt; 1,098 tons; 220-5 x 29-7x21; 85n.h.p.; compound engines. The *Kashin Maru* was disabled by ice, struck a wreck and sank on February 22nd, 1928, at Daidoku, Korea.

KASHIN MARU

Hokkaido Tanko Kisen K.K.; 1920; Mitsui Bussan Kaisha; 2,428 tons; 284-5x42-5x21; 272n.h.p.; triple-expansion engines. Carrying coal from Hokkaido to Yokohama the *Kashin Maru* is supposed to have foundered on March 10th, 1928, off Cape Inuboye, as she was not seen again.

KASHINO

Japanese Government; 4,000 tons (approx.). The supply ship *Kashino* was torpedoed and sunk by a U.S. submarine on September 4th, 1942, off Keelung, Formosa.

KASHMIR

British Navy, destroyer; 1939; Thornycroft & Co.; 1,690 tons; 348x35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, 6 smaller, 10 T.T. The destroyer *Kashmir*, Cdr. H. A. King, was a unit of Admiral King's force which set out to intercept an Italian convoy proceeding from Greece to Crete on May 22nd, 1941. The duty assigned to *Kashmir* and her sister ship *Kelly* after the day's fighting had

destroyed most of the convoy, was to bombard positions seized on the island of Crete by German parachute troops. The following morning just after daylight they sighted two caiques carrying men and munitions to the enemy. Both these vessels were sunk, thus completing the destruction of the whole convoy, but in doing so the two British destroyers attracted the attention of German dive bombers which scored a hit on *Kashmir* with a 1,000lb. bomb, sinking her in two minutes. *Kelly* was sunk sometime later.

Nine officers and 150 ratings of *Kashmir's* complement were picked up later in the day by the destroyer *Kipling*. One officer and 78 ratings were killed.

For fuller details see *Fiji*.

KASHU MARU

FukuyoKisenK.K.; 1919; *Asano S.B. Co.*; 5,460 tons; 400X 53-2x29-4; 513 n.h.p.; triple-expansion engines. The steamship *Kashu (Kasyu) Mam* was torpedoed and sunk by the U.S. submarine *Guardfish* on October 8th, 1943, 125 miles N. of Manus Island, Admiralty Islands.

KASII MARU

Nippon Seitetu K.K.; 1929; *Kobe Steel Works*; 3,218 tons; 320x46-5x25; 241 n.h.p.; triple-expansion engines. The *Kasii Maru* was involved in a collision and sank on February 28th, 1942, in 34° 30' N., 135° 56' E.

KASONGO

Cie. Maritime Beige (Lloyd Royal); 1918; *A. Stephen & Sons*; 5,254 tons; 400-1x52-3x28-5; 369n.h.p.; triple-expansion engines.

The Belgian steamship *Kasongo* was torpedoed and sunk by a German submarine on February 26th, 1941, on a voyage from Liverpool to Freetown. Six of the crew were killed.

KASTOR

George D.Gratsos Co.; 1921; *F.Schichau*; 5,497 tons; 398-7X 55-9x29-1; 390n.h.p.; triple-expansion engines. The Greek ship *Kastor* was torpedoed and sunk by a German submarine in lat. 11° 6' N., long. 59° 5' W., on August 1st, 1942, on a voyage from Table Bay to Trinidad.

KASUGA

Japanese Navy, coastal defence ship; 1902; *Ansaldo*; 7,080 tons; 357x61-9x25-2; 13,500 i.h.p.; 20 knots; triple-expansion engines; *Kanpon boilers*; one 10 in. gun, two 8 in., four 6 in., five 3 in., 2m.g., 4T.T.

The coast defence ship *Kasuga* was originally one of the famous armoured cruisers of Admiral Togo's fleet during the Russo-Japanese War, 1904-05. The vessel, with her sister-ship, the *Nisshin*, was built in Italy for the Argentine Republic. Before the ships were finished and only a few months prior to the outbreak of the war with Russia, they were both purchased by Japan and navigated to that country by volunteer crews of British naval reservists.

In 1945 the *Kasuga* was still afloat and employed in coastal duties. In the last phase of the American air assault upon the Japanese mainland in the early months of 1945 she was repeatedly hit by bombs, and on July 18th sustained a succession of hits from U.S. carrier-borne aircraft which caused her to capsize in Yokosuka harbour.

KASUGA MARU

NaigaiKisenK.K.; 1936; *Osaka Ironworks*; 3,967 tons; 351x 50x26-6; 296 n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Kasuga Maru* was torpedoed and sunk by a Dutch submarine on March 13th, 1943, off Karathuri, Burma.

KASUGA MARU

ShimatamiKisenK.K.; 1916; *S.Ono*; 1,377 tons; 225X33-9X 20; triple-expansion engines. The steamship *Kasuga Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on April 24th, 1943, in the Tsugaru Strait.

KASUMI

Japanese Navy, destroyer; 1937; *Uraga Dock Co.*; 1,500 tons; 356x33-3x9; 39,000 s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; six 5 in. guns, 2 m.g.; 8 T.T.

The destroyer *Kasumi* was one of four such vessels sunk by carrier-borne aircraft of the U.S. Fifth Fleet S.W. of Kyushu on April 7th, 1945.

The *Kasumi* carried a normal complement of 190.

For full story of the battle see the battleship *Yamato* also the destroyer *Asashimo*.

KASUMI MARU

Japanese Government; 1,400 tons. The steamship *Kasumi Maru* struck a mine and sank on May 12th, 1944, off Penang.

KASUMI MARU

1913; *MackayBros.*; 1,274 tons; 241x36x16-7; triple-expansion engines.

The steamship *Kasumi Maru* was formerly the British salvage vessel *Kathleen Moller*, seized by the Japanese at Hong Kong in December, 1941. On June 1st, 1945, she struck a mine and sank off Shimonoseki.

KATE

N. D. Lykiardopulo; 1918; *Harland & Wolff*; 5,197 tons; 400-6x52-3x28-5; 517 n.h.p.; triple-expansion engines. The Greek steamship *Kate* struck a mine and sank on January 28th, 1941, outside Thessaloniki.

KATE

Rud. Christ. Gribel; 1922; *Stettiner Oderwerke*; 1,599 tons; 230-9x36-4x14-6; 105 n.h.p.; triple-expansion engines. The German steamship *Kate* was torpedoed and sunk by a Russian submarine on July 30th, 1942, W. of the Gulf of Riga.

KATE GRAMMERSTORF

KarlGrammerstorf; 1915; *Rickmers Werft*; 5,088 tons; 401-1x 53-2x27-5; 514 n.h.p.; triple-expansion engines.

The German steamship *Kate Grammerstorf* struck a mine and sank on May 22nd, 1941, 12 miles S. of Heligoland.

KATE THOMAS

Evan Thomas, Radcliffe & Co.; 1883; *Palmers'Co.*; 1,431 tons; 260 X 36-3x16-3; 168 n.h.p.; compound engines. The British cargo ship *Kate Thomas* was wrecked near Ceuta, Morocco, on October 21st, 1895, while on a voyage from Cardiff to Brindisi carrying a cargo of coal.

KATE THOMAS

W.Thomas, Sons & Co.; 1885; *W. Doxford & Sons*; 1,748 tons; 258x39-5x23-1.

The four masted barque *Kate Thomas* left Antwerp for Port Talbot, in ballast, in tow of the Belgian tug *John Bull* on Friday, April 1st, 1910. The barque, under command of Capt. Williams, carried 20 persons, including the captain's wife and the wife of Mr. Roberts, the first officer, the seamen being mostly Belgians as it was intended to complete the crew at Port Talbot. At about 4 a.m. on April 4th, between the Longships and Pendeen lighthouses, off Land's End, the *Kate Thomas* was run into by the Penzance steamship *India*, 364 tons, Capt. T. F. Mitchell, and struck on the starboard side. The night was dark but clear and the lights of the three vessels were plainly visible. The barque gradually heeled over to starboard, the tug standing by and lowering her boats, but the *India* continued on her course. After about ten minutes the *Kate Thomas* sank, taking with her everyone of her company save John Nelson, an apprentice, who swam to the tug.

KATERINA

Soc. Anon. Hellenique Maritime Transpetrol; 1887; *Barclay, Curie & Co.*; 2,398 tons; 286-9x43-5x24-1; 384 n.h.p.; oil engines.

The Greek tanker *Katerina* was bombed and sunk by German aircraft on April 23rd, 1941, near Piraeus, during the invasion of Greece.

KATHA

KATHA

British & Burmese Steam Nav. Co.; 1938; W. Denny & Bros.; 4,357 tons; 409-2x55-2x24-9; 283 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Katha* Capt. S. Thomson, in convoy some distance off the coast of Portugal, was torpedoed and sunk by a German submarine on April 2nd, 1943. Six men were killed and four wounded. Capt. Thomson was among the survivors.

KATHARINA DOROTHEA FRITZEN

Johs. Fritzen & Sohn vorm W. Kunstmann; 1916; W. Doxford & Sons; 7,843 tons; 459x58-1x33-2; 593 n.h.p.; triple-expansion engines.

The German steamship *Katharina Dorothea Fritzen* struck a mine and sank on June 4th, 1942, near Langeoog.

KATHE O.

German Government; 1903; Caledon S.B. & E. Co.; 1,905 tons; 279-2x41x18-1; 191 n.h.p.; triple-expansion engines. The steamship *Kathe O.* was formerly the Latvian *Ausma*, seized by the Germans. On July 13th, 1942, she struck a mine and sank off Sassiniz.

KATHOLM

L. H. Carl; 1904; Chantiers Navals Anversois; 1,324 tons; 229-8X35-6X14-6; 132 n.h.p.; triple-expansion engines. The Danish steamship *Katholm* was sunk by a submarine in the Mediterranean on July 30th, 1916.

KATINA

Pandelis Lemos & Panagiotis Lemos; 1891; W. Pickersgill & Sons; 2,464 tons; 292-1x39-3x19-7; 215 n.h.p.; triple-expansion engines.

The Greek steamship *Katina* was sunk by a German submarine off Ushant on March 28th, 1917.

KATINA BULGARI

N. Th. Bulgari; 1912; Richardson, Duck & Co.; 4,569 tons; 390X52-5X25-6; 409 n.h.p.; triple-expansion engines. Carrying coal from Hull to Buenos Aires the *Katina Bulgari* was in collision with the *Meanticut* five miles S. of the Humber lightship and sank on February 8th, 1939.

KATINA P.

G. J. Papayannakis; 1900; Mackie & Thomson; 1,216 tons; 228x34-5x14-4; 135 n.h.p.; triple-expansion engines. The Greek steamship *Katina P.* was bombed and sunk by German aircraft on May 7th, 1941, during the invasion of Greece.

KATONG

Straits S.S. Co.; 1915; Hong Kong & Whampoa Dock Co.; 1,461 tons; 250x38-1x15-8; 212 n.h.p.; triple-expansion engines.

The British steamship *Katong*, on a voyage from Singapore to Palembang, was attacked by Japanese aircraft and sunk by cannon fire on February 2nd, 1942, in the Banka Strait. Only the captain, the chief officer and three engineers survived.

KATORI

Japanese Navy, training cruiser; 1939; Mitsubishi; 5,800 tons; 425x52x18; 8,000 s.h.p.; 18 knots; turbine engines; Kanpon boilers; four 5-5 in. guns, two 5 in.A.A., several smaller, 8 T.T. The training cruiser *Katori* was engaged in the defence of the island of Truk, in the Carolines Group when a U.S. force under Vice-Admiral R. A. Spruance delivered an attack on it in mid-February, 1944. The *Katori* was damaged by carrier-borne aircraft on the 17th, and later in the day was sunk by the gunfire of a U.S. cruiser squadron. • For full details see the cruiser *Agano*.

KATORI MARU

Nippon Yusen K.K.; 1913; Mitsubishi Dockyard & E. Works; 9,849 tons; 489-8x60-7x36-4; triple-expansion engines & L.P. turbine.

The steamship *Katori Mam* was torpedoed and sunk by a Dutch submarine on December 23rd, 1941, off Kuching, Sarawak.

KATORI MARU

Hinode Kisen K.K.; 1938; Tsurumi Seitetsu Zosen K.K.; 1,920 tons; 270x40x20-3; 266 n.h.p.; triple-expansion engines.

The steamship *Katori Maru* was torpedoed and sunk by the U.S. submarine *Growler* on June 29th, 1944, about 50 miles N. of Luzon Island, Philippines.

KATORI MARU

Tochigi Kisen K.K.; 2,218 tons.

The *Katori Maru* struck a mine and sank on July 22nd, 1945, off Ebisu, Japan.

KATSUKAWA MARU

Kawasaki Kisen K.K.; 6,886 tons.

The steamship *Katsukawa Maru* was torpedoed and sunk by the U.S. submarine *Shark* on June 4th, 1944, about 300 miles W. of the Ladrone Islands.

KATSURA MARU

Marutatsu Kaiun K.K.; 1937; Urabe Zosen Tekkoshu; 1,368 tons; 228 x34x 19; 118 n.h.p.; triple-expansion engines. The steamship *Katsura (Katura) Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On September 19th, 1943, she was torpedoed and sunk by the U.S. submarine *S-28 W.* of Onokotan in the Kurile Islands.

KATSURAGI MARU

Kokusai Kisen K.K.; 1931; Uraga Dock Co.; 8,033 tons;

443-6x59-7x40-1; 814 n.h.p.; oilengines. The aircraft transporter *Katsuragi (Katuragi) Maru* was torpedoed and sunk by the U.S. submarine *Sturgeon* on October 1st, 1942, S. of Rabaul.

KATSURAGISAN MARU

Mitsui Bussan Kaisha; 1925; Mitsui Bussan K.K.; 2,427 tons;

284-5x42x23-2; 181 n.h.p.; triple-expansion engines. The steamship *Katsuragisan (Katuragisan) Maru* struck a mine and sank on January 7th, 1944, off Truk Island, Caroline Islands.

KATUURA MARU

Toa Kaiun K.K.; 1916; Mitsubishi Dkyd. & E. Wks.; 1,725

tons; 250x37-7x20-5; 168 n.h.p.; triple-expansion engines.

The *Katuura Maru* sank on February 2nd, 1945, in 25° 37' N., 119° 4rE.

KATWIJK

Erhardt & Dekkers; 1903; Scheepswerf Jan Smit, Czn.; 2,040

tons; 281-1x41x20-3; 220 n.h.p.; triple-expansion engines.

The Dutch steamship *Katwijk* was torpedoed and sunk by a German submarine in the North Sea on April 14th, 1915.

KATY

Gordon S.S. Co.; 1883; J. L. Thompson & Sons; 2,061 tons;

272 X 38-8x19-9; 224 n.h.p.; compound engines. The British

collier *Katy* on a voyage from the Tyne to Hamburg encountered heavy weather. Her hatch covers were swept off and the vessel filled and sank on December 7th, 1909, off Terschelling.

KAUNAS

AjB Lietnros Baltijas Lloydas; 1931; Porsgrund Mek. Verksted;

1,566 tons; 246-6x37-9x18-2; 66 n.h.p.; compound engines. The

Lithuanian steamship *Kaunas* struck a mine and sank on November 17th, 1939, about six and a half miles W.N.W. of the Noord Hinder Light.

KAVAK

Moss, Hutchison Line; 1929; A. Macmillan & Son; 2,782 tons;

333-1x47-2x19-5; 418 n.h.p.; 11 knots; triple-expansion

engines.

The steamship *Kavak*, Capt. J. Napier, in convoy in the North Atlantic was torpedoed and sunk by a German submarine on December 2nd, 1940. Capt. Napier and 24 of the crew were killed.

KAWACHI

Japanese Navy, dreadnought battleship; 1910; Kure Dockyard; 21,420 tons; 526x84x28-25; 25,000 i.h.p.; 20 knots; triple-expansion engines; Miyabara boilers; twelve 12 in. guns, ten 6 in., eight 4•7 in., twelve 14pdr., 4 m.g., 5 T.T. The battleship *Kawachi* was blown up by internal explosion on July 12th, 1918, while lying in Tokuyama Bay and sank within four minutes. More than 500 lives were lost. The survivors totalled 25 officers, 12 warrant officers and over 300 ratings. The ship sank in seven fathoms.

KAWAKAZE

Japanese Navy, destroyer; 1936; Fujinagata; 1,368 tons; 337-7x32-5x8-7; 37,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 6 T.T. The destroyer *Kawakaze* was sunk in action in Vella Gulf, between the islands of Kolombangara and Vella Lavella, Solomons Group, shortly before midnight on August 6th, 1943.

The *Kawakaze* carried a complement of about 200.

For full details of the action, known as the battle of Vella Gulf, see the Japanese destroyer *Arashi*.

KAWATIRI

Union S.S. Co. of New Zealand; 1882; H. McIntyre & Co.; 516 tons; 170-5x26-1 X11-2; 70 r.h.p.; compound engines. The Tasmanian steamship *Kawatiri* was bound from Strachan to Melbourne. When leaving Strachan harbour she struck the breakwater and sank. The disaster occurred on August 15th, 1907. Six persons were drowned.

KAYESON

Coolham S.S. Co.; 1929; Hawthorn, Leslie & Co.; 4,606 tons; 393-1x54-3x25-7; 404 n.h.p.; 11 knots; triple-expansion engines.

The British steamship *Kayeson*, Capt. W. Ayres, on a voyage from Liverpool to Montevideo, was torpedoed and sunk by a German submarine on October 2nd, 1940, about 675 miles W. of Ireland. The entire crew of 38 were lost.

KAYING

China Nav. Co.; 1922; Taikoo Dockyard & Engineering Co.; 2,626 tons; 310-3x44-2x20-9; turbine engines. The steamship *Kaying* was torpedoed and sunk by a German submarine on March 18th, 1943, between Tripoli and Alexandria. Seven of her crew and two gunners were killed.

KAYO MARU

Hokkaido Tanko K.K.; 1925; Osaka Iron Works; 4,368 tons; 345 X 49 - 8 X 28 - 1; 390 n.h.p.; triple-expansion engines. The steamship *Kayo Maru* was torpedoed and sunk by the U.S. submarine *Peto* on March 4th, 1944, about 150 miles N.W. of Hollandia, Dutch New Guinea.

KAZAHAYA

Japanese Government; 8,000 tons (approx). The tanker *Kazahaya* was torpedoed and sunk by the U.S. submarines *Tinosa* and *Steelhead* on October 6th, 1943, N.W. of Namonuito Island, Caroline Islands.

KAZAN MARU

Sekiguchi Kisen K.K.; 1936; Asano S.B. Co.; 1,893 tons; 269-9x40x20-3; 156 n.h.p.; triple-expansion engines. The steamship *Kazan Maru* was torpedoed and sunk by the U.S. submarine *Silver sides* on October 24th, 1943, N. of the Admiralty Islands.

KAZEGUMO

Japanese Navy, destroyer; 1941; Japan; 2,200 tons; 415x 35x—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm A.A., 15 T.T.

The destroyer *Kazegumo* was torpedoed and sunk off Davao, Mindanao, Philippine Islands, by the U.S. submarine *Hake* on June 8th, 1944. The destroyer carried a complement of over 200.

KEARSAGE

United States Navy, wooden steam sloop; 1861; Portsmouth Navy Yard, U.S.; 1,461 tons; 245 (approx.)x — x—; 13 knots; steam engines, screw.

The United States sloop-of-war *Kearsage*, Capt. J. A. Winslow, was built of white oak. During the American Civil War she was engaged in the search for the Confederate cruiser *Alabama*. Capt. R. Semmes. This ship was discovered lying in Cherbourg harbour, where she had put in for repairs. On Sunday, June 19th, 1864, the *Alabama* steamed out and one of the most notable naval duels of the 19th century took place.

After an engagement lasting about 70 minutes the Confederate ship sank. The full story is told under *Alabama*.

The *Kearsage*, which received little damage, served in the American navy for a further 30 years. She was wrecked on the Roncador Reef, in the Caribbean Sea, on February 2nd, 1894.

KEELUNG

China Navigation Co.; 1880; Scott & Co.; 1,424 tons; 250-2X 31 -3x23-1; 160 h.p.; compound engines.

The British cargo ship *Keelung* was wrecked on Dodd Island on October 9th, 1884, while on a voyage from Swatow to Shanghai carrying a general cargo.

KEELUNG

Ellerman & Bucknall Steamship Co.; 1914; Earle's Co.; 6,672 tons; 449-2x56-8x30-8; 641 n.h.p.; 14 knots; triple-expansion engines.

The British steamship *Keelung* was torpedoed and sunk by a German submarine 110 miles W. of Ushant on June 27th, 1918. Six men were killed. The captain was among the survivors.

KEEPER

J. Bannatyne & Sons; 1906; Ailsa S.B. Co.; 572 tons; 179-lx 27-1x10-7; 79 r.h.p.; compound engines.

The British ship *Keeper* was lost, believed to have been sunk by a German submarine, in the Irish Channel on or about June 10th, 1917. The captain and crew of 11 were killed.

KEGUMS

Grauds-Harlow; 1912; W. Denny & Bros.; 5,525 tons; 425 X 54-2x28-3; 369 n.h.p.; triple-expansion engines. Carrying coal from Hampton Roads to Bordeaux, the Latvian ship *Kegums* went aground on December 8th, 1948, at the entrance to Bordeaux, about two and a half miles off shore. She broke in two and sank.

KEHREA

T. N. Epiphaniades; 1912; Dunlop Bremmer & Co.; 1,968 tons; 276 x 40 - 1 x 18 - 4; 227 n.h.p.; triple-expansion engines. The Greek steamship *Kehrea* was bombed and sunk by German aircraft on April 24th, 1941, in the Bay of Frangolimano, during the invasion of Greece.

KEIANMARU

Chosen Yusen K.K.; 1925; Kobe Steel Works; 2,085 tons; 280 X 42x21; 189 n.h.p.; triple-expansion engines. The steamship *Keian Maru* was sunk by U.S. carrier-based aircraft on September 12th, 1944, W. of Leyte Island, Philippines.

KEIFUKUMARU

Daiko Shosen K.K.; 1919; Kawasaki Dockyard Co.; 5,833 tons; 385x51x36; 436 n.h.p.; triple-expansion engines. The steamship *Keifuku (Keihuku) Maru* was bombed and sunk by U.S. land-based aircraft on January 5th, 1943, off the north west coast of New Britain.

KEIJO MARU

Chosen Yusen K.K.; 1939; Uraga Dock Co.; 2,626 tons; 305-1x45x24-6; 174 n.h.p.; compound engines & L.P. turbine. The steamship *Keijo (Keizyo) Maru* was taken over by the Japanese Navy for service as an auxiliary gunboat. On June 21st, 1942, she was torpedoed and sunk by the U.S. submarine *S-44* at the eastern end of the Caroline Islands.

KELJO MARU

KELJO MARU

Nakagawa Kisen K.K.; 1903; *KawasakiDkyd. Co.*; 1,051 tons; 228-8x28x13; 175 n.h.p.; triple-expansion engines. The steamship *Keijo (Keizyo) Mam* was torpedoed and sunk by the U.S. submarine *Queenfish* on November 8th, 1944, about 50 miles W. of the Shichi-to Islands, Japan.

KELJO MARU

Inui Risen K.K.; 2,220 tons. The *Keijo Maru* was bombed and sunk by U.S. land-based aircraft on June 20th, 1945, off Cheju Do Island, Korea.

KEIKO MARU

Osaka Shosen K.K.; 1938; *Uraga Dock Co.*; 2,929 tons; 297-9x45x23-8; 255 n.h.p.; compound engines & L.P. turbine. The steamship *Keiko Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On November 8th, 1942, she was torpedoed and sunk by the U.S. submarine *Seawolf* off Mindanao Island, Philippines.

KEILAWARRA

W. H. Smith & Sons; 1878; *J. Key & Sons*; 784 tons; 200 -2 X 29x12-2; 140 h.p.; 10 knots; compound engines. The *Keilawarra* was engaged in the Australian coastal service and at the time of the disaster was on a voyage from Sydney to Brisbane. The vessel carried a full cargo, two racehorses and a full complement of passengers. On the night of December 8th, 1886, in clear weather, the steamship *Helen Nicoll*, from Grafton to Sydney, crashed into the *Keilawarra*, striking her on the port side about 15 feet from the bow. The two ships lay close together for a short time and passengers on board the *Helen Nicoll* sprang on to the deck of the *Keilawarra* under the impression that their own ship was sinking.

The *Keilawarra* sank in a very few minutes, only two of her boats being able to get away. The number drowned was 41 including six of the people who had jumped from the *Helen Nicoll*.

The *Helen Nicoll*, badly damaged, was able to make Trial Bay safely with survivors.

KEISHIN MARU

Awanokuni Kyodo Kisen K.K.; 1939; *Sanogawaya Yasutaro*; 1,434 tons; 224-5x35-8x19; steam engines. The steamship *Keishin (Keisin) Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On May 1st, 1943, she was torpedoed and sunk by the U.S. submarine *Pogy*.

KEISHO MARU

Showa Shosen K.K.; 1929; *Uraga Dock Co.*; 5,879 tons; 417x56x31-7; 1,170 n.h.p.; oilengines. The motor vessel *Keisho (Keisyo) Maru* was bombed and sunk by U.S. land-based aircraft on October 12th, 1943, in the St. George Channel, New Britain.

KEISHU MARU

Chosen Yusen K.K.; 1918; *Ishikawajima S.B. & E. Co.*; 1,289 tons; 230X33x19-6; 88 n.h.p.; triple-expansion engines. On a voyage from Fusan to Moppo the *Keishu Maru* stranded on September 4th, 1936, at Maikotsuto, Tsushima Strait, and sank.

KEITH

British Navy, destroyer; 1930; *J. S. White & Co.*; 1,400 tons; 323x32-5x12; 34,000 s.h.p.; 35 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, 6 smaller, 8 T.T. The destroyer *Keith*, Capt. E. C. Berthon, was one of the ships engaged in evacuating the British Army from Dunkirk. At about 8.30 on the morning of June 1st, 1940, when off La Panne in company with the destroyer *Basilisk* and the minesweepers *Salamander* and *Skipjack* the force was subjected to intensive bombing by about 40 German aircraft. The *Keith* was hit and set on fire and had to be abandoned. The majority of the troops and crew on board was taken off in safety. The *Skipjack* was also hit and sank with a very heavy loss of life. Later *Basilisk* was hit and foundered on the way home.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

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KEIUN MARU

Harada Kisen K.K.; 1921; *Osaka Iron Works*; 1,921 tons; 256X39x22-5; triple-expansion engines. The *Keiun Maru* was bombed and sunk by U.S. land-based aircraft on May 15th, 1945, in the Korea Strait.

KEIYO MARU

Toyo Kisen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 6,442 tons; 439-4x58-3x32; 1,167 n.h.p.; oilengines. The motor vessel *Keiyo Maru* was bombed by U.S. carrier-based aircraft and sunk by gunfire on June 12th, 1944, off Saipan Island, Ladrone Islands.

KEIZAN MARU

Yamamoto Kisen K.K.; 1940; *Nippon Kokan K.K.*; 2,864 tons; 309-3x45x24-9; steam engines. The steamship *Keizan Maru* was torpedoed and sunk by the U.S. submarine *S-31* on October 26th, 1942, off the Kurile Islands.

KEIZAN MARU

Kokoku Kisen K.K.; 1918; *Gt. Lakes Eng. Works*; 2,116 tons; 253-5x43-8x20-4; triple-expansion engines. The steamship *Keizan Maru* was torpedoed and sunk by the U.S. submarine *Kete* on March 10th, 1945, about 100 miles N.W. of Amami O., Ryukyu Islands.

KELKHEIM

Lehnkering & Cie. A.G.; 1920; *F. Schichau*; 4,943 tons; 362 X 51-3x31-7; 425 n.h.p.; triple-expansion engines. The German ship *Kelkheim* was involved in a collision on February 29th, 1944, and sank south of Raotingen. She was carrying ore.

KELLERWALD

Hamburg-Amerika Lime; 1923; *Deutsche Werft A.G.*; 5,032 tons; 399-6x54-2x27-4; 414 n.h.p.; triple-expansion engines. The German steamship *KeUerwald* struck a mine and sank on March 13th, 1943, in the Heligoland Bight.

KELLOGG

S.Edenborn; 1898; U.S.A.; 1,178 tons; steam engines. The American car ferry *Kellogg* was carrying freight cars when she buckled and sank on March 21st, 1928, one and a half miles above Torras, Old River, Louisiana.

KELLWYN

DillwynS.S.Co.; 1920; *J. Lewis & Sons*; 1,459 tons; 234-8 X 35-7x16-6; 86 n.h.p.; triple-expansion engines. The British steamship *Kellwyn*, on a voyage from the Tyne to Lisbon, was torpedoed and sunk by a German submarine on July 27th, 1941, about 350 miles W. of Cape Finisterre. The captain and 13 of the crew were lost.

KELLY

British Navy, destroyer; 1938; *Hawthorn Leslie*; 1,695 tons; 348x35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, 6 smaller, 10 T.T.

The destroyer *Kelly*, Capt. Lord Louis Mountbatten, was badly damaged in June, 1940. She was torpedoed by a German torpedo boat in foggy weather, the torpedo exploding under the bridge and blowing a huge hole in her side which almost broke her in two. She was taken in tow but with small chance of survival as a gale sprang up shortly afterwards.

For four days and nights she was at the mercy of the seas, and on some occasions had to be temporarily abandoned by her crew. During this time there were frequent attacks by enemy aircraft to be contended with, all of which were successfully beaten off. She was eventually brought safely to harbour and repaired.

On the night of May 22nd, 1941, in company with the destroyer *Kashmir*, *Kelly* was bombarding German positions on the island of Crete. At daybreak on the 23rd, they destroyed two caiques carrying troops and ammunition. This action brought upon the two destroyers the unwelcome attention of German dive-bombers and from 5.30 a.m. they were repeatedly attacked. The *Kashmir* was struck amidships by a 1,000lb. bomb and sank immediately. The *Kelly* was hit soon afterwards and sank with great rapidity, taking

with her nine officers and 119 ratings. Eight officers, including Capt. Lord Louis Mountbatten, and 120 ratings were picked up by the destroyer *Kipling* which also saved a number of the crew of *Kashmir*.

KELVINBANK

Glasgow Steam Shipping Co.; 1905; R. Thompson & Sons; 4,072 tons; 374x49-7x17-2; 361 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Kelvinbank* was torpedoed and sunk by a German submarine 100 miles N. of Cape Wrath on June 13th, 1917. The captain and 15 of the crew were killed.

KELVINBANK

Bank Line; 1921; W. Hamilton & Co.; 3,872 tons; 350-5X 49-9x24-7; 475 n.h.p.; 10 knots; oil engines. The motor vessel Kelvinbank was off the coast of French Guiana at 11 o'clock on the morning of March 9th, 1943, when she was torpedoed and sunk by a German submarine. The vessel carried a crew of 60 of whom 29 were killed.

KELVINSIDE

Glasgow S.S. Co.; 1902; Short Bros.; 3,531 tons; 352-5X 46-1x 16-7; 374 n.h.p.; triple-expansion engines. The British cargo ship Kelvinside sank on February 18th, 1903, after striking a bank eight miles N.N.E. of Braganza Light. She was on a voyage from Buenos Aires to Para carrying a cargo of cattle and hides. Her captain and eight of the crew were drowned.

KEMPTON

British Navy, minesweeper; 1916; Ferguson Bros.; 810 tons; 245-7x29x6-7; 1,400 i.h.p.; 15 knots; diagonal compound engines; one 3 in. gun, one 6 pdr., two 2pdr. The minesweeper Kempton was one of 32 such vessels laid down by the Admiralty in 1915. They were all paddle steamers of shallow draught. On June 24th, 1917, Kempton and Redcar were in company off the Spindle Buoy, N. of Gravelines, when they both struck mines and sank. The official complement of this class of vessel was 72.

KEN AN MARU

Inui Kisen K.K.; 3,129 tons. The steamship Kenan Maru was torpedoed and sunk by the U.S. submarine Sandlance on May 3rd, 1944, off Saipan Island, Ladrone Islands.

KENAN MARU

Inui Kisen K.K.; 2,220 tons. The Kenan Maru struck a mine and sank on June 20th, 1945, off Karatsu, Japan.

KENBANE HEAD

Ulster S.S. Co.; 1919; Workman, Clark & Co.; 5,225 tons; 400-3x52-3x28-4; 3,000 i.h.p.; 13 knots; triple-expansion engines. The steamship Kenbane Head, Capt. T. F. Milner, in convoy in the North Atlantic on November 5th, 1940, was attacked by the German pocket battleship Admiral Scheer. The convoy scattered under cover of a smoke screen and the auxiliary cruiser Jervis Bay engaged the raider. Later the Kenbane Head was overhauled and sunk with the loss of 23 men. Capt. Milner was among the survivors.

For full story of the action see *Jervis Bay*.

KENDAL CASTLE

Lancashire Shipping Co.; 1910; Short Bros.; 3,885 tons; 351-8x50-1x25-7; 353 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Kendal Castle* was torpedoed and sunk by a German submarine four miles S.E. of Berry Head on September 15th, 1918. The captain and 17 of the crew were killed.

KENEI MARU

Inui Kisen K.K.; 4,815 tons. The Kenei Maru was bombed and sunk by U.S. carrier-based aircraft on April 19th, 1945, 15 miles E. of Gocong, Indo-China.

KENJO MARU

Inui Kisen K.K.; 6,933 tons. The steamship Kenjo Maru was torpedoed and sunk by the U.S. submarines Segundo and Razorback on December 7th, 1944, off the north coast of Luzon Island, Philippines.

KENJO MARU

Konan Kisen K.K.; 1905; Irvine's S.B. & D.D. Co.; 3,142 tons; 325-3x47-1x13-8; triple-expansion engines. The Kenjo (Kenzyo) Maru was torpedoed and sunk by the U.S. submarine Skate on June 12th, 1945, near Kamazawa, Japan.

KENKERRY

Guardian Line; 1927; Tyne Iron S.B. Co.; 3,930 tons; 355-3x50-5x24-1; 357 n.h.p.; triple-expansion engines. The British cargo ship Kenkerry was wrecked at Black Rock Point, near Portuguese Cove, N.S., on January 17th, 1935. She was on a voyage in ballast from Havana to Halifax, N.S. The master, Capt. Duncan Milne, was lost.

KENKOKU MARU

Minamimanshu Kisen K.K.; 1892; D. & W. Mender son & Co.; 3,217 tons; 324-8x43x24-6; 249 n.h.p.; triple-expansion engines. The Japanese steamship Kenkoku Maru was shelled and sunk by a submarine in the Mediterranean on December 29th, 1915.

KENKOKU MARU

Nisshin Kaiun Shokai; 1920; Lloyd Royal Beige (Gt. Britain); 3,127 tons; 331 x46-6x25-5; 359 n.h.p.; triple-expansion engines. The steamship Kenkoku Maru was torpedoed and sunk by the U.S. submarine Rasher on October 13th, 1943, in the Manipa Strait, Moluccas.

KENKON MARU

Inui Gomei Kaisha; 1882; Armstrong Mitchell & Co.; 2,750 tons; 310-5x39x25-2; 334 n.h.p.; compound engines. The Kenkon Maru was wrecked on April 9th, 1925, at Yerimosaki, Hokkaido. She was carrying railway sleepers and logs.

KENKON MARU

Inui Kisen K.K.; 1935; Mitsui Bussan Kaisha; 4,575 tons; 362-2x50x29-1; 453 n.h.p.; oil engines. The transport Kenkon Maru was torpedoed and sunk by the U.S. submarine Gato on January 21st, 1943, off the east coast of Bougainville.

KENKON MARU No. 12

Inui Gomei Kaisha; 1890; W. Denny & Bros.; 3,390 tons; 340x43-1x26; 315 n.h.p.; quadruple-expansion engines. The Kenkon Maru No. 12 was in collision on May 30th, 1928, and sank about 140 miles E.S.E. of Tsingtao.

KENKYU MARU

Nichiman Kisen Kaisha; 1899; W. Denny & Bros.; 5,230 tons; 410x50-7x28-9; 390 n.h.p.; triple-expansion engines. The Kenkyu Maru struck a rock and sank on December 8th, 1929, while on a voyage from Batupahat to Moji with a cargo of iron ore.

KENMARE

City of Cork Steam Packet Co.; 1895; Wigham Richardson & Co.; 1,330 tons; 264-5x35-6x16-9; 437 n.h.p.; 14 knots; triple-expansion engines. The steamship Kenmare was torpedoed and sunk by a German submarine 25 miles N.W. of the Skerries on March 2nd, 1918. Twenty-nine men, including the captain, were killed.

KENMORE

James Gardiner & Co.; 1898; C. Connell & Co.; 3,762 tons; 354 X 45 X 25-7; 354 n.h.p.; triple-expansion engines. The British cargo ship Kenmore was wrecked on January 13th, 1904, on Traba Beach, near Cape Viliano, while on a voyage from Barry to Aden carrying a cargo of coal. Six of her crew were lost.

KENMORE

KENMORE

Johnston Line; 1912; Richardson, Duck & Co.; 3,919 tons; 360-4x50x24-6; 301 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Kenmore* was torpedoed and sunk by a German submarine 30 miles N. of Inishtrahull Island, off Co. Donegal, on August 26th, 1917. Five men were killed. The captain was among the survivors.

KENMURE CASTLE

T. Skinner & Co.; 1873; J. Softley & Co.; 1,951 tons; 286X 35-2x24-9; 200 h.p.; 10 knots; compound inverted engines. The iron brig-rigged steamship *Kenmure Castle*, Capt. J. D. Barrett, left London on January 23rd, 1883, for Shanghai, with eight passengers and 40 crew.

The weather was bad, developing into a strong N.W. gale in the Bay of Biscay. On Thursday, February 1st, the heavy seas destroyed the steering gear and crushed the saloon. During the night the whole superstructure was washed overboard, the passengers being rescued with difficulty and conveyed to the engine room. Soon afterwards the stokehold began to flood and the captain ordered out the boats, one of which with the second officer in charge, got away with eight passengers and seven Chinese seamen. Before any others could be launched the ship sank with all on board.

The boat was in a dangerous position, 160 miles from the nearest land, with the seven Chinese doped with opium and the female passengers clad only in nightdresses and coats. In this plight Mr. Holmes, the second officer, managed to keep the boat afloat until the evening of the third day, being once washed overboard and then swept back again. He was then able to attract the attention of the French steamship *Montataire*, Capt. Ordronneau. His party was by that time in the last stages of exhaustion as there had been no food, and very little water on the boat when it had left the *Kenmure Castle*, but all survived.

Of the 48 persons on board the *Kenmure Castle*, 32 were drowned, including the captain and eight British members of the crew.

KENNEBEC

Seaboard & Gulf S.S. Co.; 1901; Jenks S.B. Co.; 2,183 tons; 243-5x43-2x24; 140 n.h.p.; triple-expansion engines. The American ship *Kennebec* sprang a leak and sank on June 18th, 1921, 30 miles off Barnegat while on a voyage from New York to Houston.

KENNEBEC

Anglo-American Oil Co.; 1919; R. Duncan & Co.; 5,548 tons; 400-3x52-2x28-4; 517 n.h.p.; triple-expansion engines. The tanker *Kennebec*, homeward bound from Aruba, was torpedoed and sunk by a German submarine on September 8th, 1939, off the mouth of the Seine.

KENNECOTT

Alaska S.S. Co.; 1921; Todd D.D. & Constn. Corp.; 3,620 tons; 345-3x49-6x24-3; 410 n.h.p.; oilengines. The American motorship *Kennecott*, on a voyage from Cordova, Alaska, to Tacoma with copper ore and concentrates, was wrecked on October 9th, 1923 at Hunters Point, 60 miles S. of Frederick Island.

KENNETT

Steel, Young & Co.; 1883; E. Withy & Co.; 1,795 tons; 259-4X 34-7x22-7; 160 h.p.; compound engines. The British cargo ship *Kennett* was wrecked off Gando Point, Canary Islands, on April 29th, 1888. She was on a voyage from London to the River Plate carrying a cargo of iron rails.

KENNICHI MARU

DaidoKaiunK.K.; 1,938 tons. The steamship *Kennichi Maru* was torpedoed and sunk by the U.S. submarine *Tang* on June 24th, 1944, about 100 miles W. of Kagoshima, Japan.

KENORDOC

Paterson Steamships; 1926; Furness S.B. Co.; 1,780 tons; 252-5x43-2x17-8; 111 n.h.p.; triple-expansion engines. The Canadian steamship *Kenordoc*, on a voyage from Quebec to

Bristol, was shelled and sunk by a German submarine on September 15th, 1940, about 500 miles W. of the Orkney Islands. Seven of her crew were killed.

KENRYU MARU

Inui Kisen K.K.; 1935; Mitsui Bussan Kaisha; 4,575 tons; 362-2x50x29-1; 453 n.h.p.; oilengines. The motorship *Kenryu Maru* was torpedoed and sunk by the U.S. submarine *Snapper* on November 29th, 1943, about 150 miles S. of Yokohama.

KENSEI MARU

1941; Hong Kong & Whampoa Dock Co.; 4,644 tons; 357-1x 53-2x23-6; 404 n.h.p.; oilengines. The *Kensei Maru* was formerly the British *Hinsang*, when she was scuttled at Hong Kong during December, 1941. The Japanese raised, repaired and renamed the ship. On January 12th, 1945, she was bombed and sunk by U.S. carrier-based aircraft 25 miles S.E. of Phanrang, Vietnam.

KENSHIN MARU

Inui Kisen K.K.; 1940; Harima S.B. & Eng. Co.; 3,126 tons; 318-4x45-9x24-6; steam engines. The steamship *Kenshin (Kensin) Maru* was bombed and sunk by U.S. land-based aircraft on January 17th, 1944, off the north west coast of New Guinea.

KENSHO MARU

Inui Kisen K.K.; 1938; Tama S.B. Co.; 4,862 tons; 384-4X 52-5x30-3; 642 n.h.p.; oil engines. The motorship *Kensho (Kensyo) Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

KENSINGTON COURT

Court Line; 1927; Napier & Miller; 4,863 tons; 396-5x 53-2x26-5; 416 n.h.p.; triple-expansion engines. The steamship *Kensington Court*, on a voyage from Rosario to Liverpool, was torpedoed and sunk by a German submarine on September 18th, 1939, about 100 miles S.W. of the Bishop Rock.

KENTAR

N. V. Nederlandsch-Indische Maats. voor Zeevaart I.; 1920; Flenburger Schiffsbau Ges.; 5,878 tons; 449-6x58-2x27; 902 n.h.p.; triple-expansion engines & L.P. turbine. The Dutch steamship *Kentar* was torpedoed and sunk by a German submarine at 9 p.m. on July 31st, 1942, 350 miles E. of the Windward Islands on a voyage from Bombay and Durban to Trinidad with manganese ore. Seventeen of her complement of 79 were lost.

KENUN MARU

Inui Kisen K.K.; 4,643 tons. The *Kenun Maru* was torpedoed and sunk by the U.S. submarine *Nautilus* on October 24th, 1942, off the north east coast of Honshu Island, Japan.

KENWA MARU

Nitto Kisen K.K.; 6,384 tons. The tanker *Kenwa Mam* was sunk by U.S. carrier-based aircraft on September 24th, 1944, off the north west coast of Negros Island, Philippines.

KENYO MARU

Inui Kisen K.K.; 1938; Harima S.B. & Eng. Co.; 6,486 tons; 438-8x58-6x32-8; 750 n.h.p.; turbine engines. The steamship *Kenyo Maru* was torpedoed and sunk by the U.S. submarine *Whale* on March 23rd, 1943, W. of the Ladrone Islands.

KENYO MARU

Kokuyo Kisen K.K.; 1939; Kawasaki Dkyd. Co.; 10,022 tons; 502-1x64-9x37-1; 2,250 n.h.p.; oilengines. The tanker *Kenyo (Ken-yo) Maru* was torpedoed and sunk by the U.S. submarine *Guardfish* on January 14th, 1944, about 600 miles N. of Vanimo, New Guinea.

KENYO MARU

Toyo Kisen K.K.; 2,217 tons.
The *Kenyo Mam* was sunk by U.S. carrier-based aircraft on March 18th, 1945, in the Van Diemen Strait, Japan.

KENZAN MARU

Kokoku Kisen K.K.; 1919; *Standard S.B. Corp.*; 4,705 tons; 377x52x29; 488 n.h.p.; triple-expansion engines. The steamship *Kenzan Mam* was torpedoed and sunk by the U.S. submarine *Albacore* on November 25th, 1943, about 200 miles N. of the Admiralty Islands.

KENZUI MARU

Inui Kisen K.K.; 4,156 tons.
The steamship *Kenzui Mam* was torpedoed and sunk by the U.S. submarine *Blenny* on December 23rd, 1944, off San Fernando, Philippines.

KERAMIAI

Cephalonian Maritime Co.; 1917; *Swan, Hunter & Wigham Richardson*; 5,085 tons; 400-3x52-2x28-4; 517 n.h.p.; triple-expansion engines.
The Greek steamship *Keramiyai* was torpedoed and sunk by a German submarine on January 30th, 1940, 117 miles S.W. of Land's End on a voyage from London to Ciudad Trujillo. Twenty-eight survivors were picked up.

KERET

Det Bergenske D/S; 1927; *Ateliers & Chantiers de la Seine Maritime*; 1,718 tons; 251 '8x39-2x16-1; 167n.h.p.; triple-expansion engines.
The Norwegian steamship *Keret* was torpedoed and sunk by a German submarine on August 22nd, 1940, on a voyage from the Tyne to Sydney, N.S. Thirteen of her crew were killed.

KERKYRA

Hellenic Coast Lines Co.; 1912; *Mackie & Thomson*; 1,461 tons; 224 x 33 • 9 x 19; 126 n.h.p.; triple-expansion engines. The Greek steamship *Kerkyra* was bombed and sunk by German aircraft on April 23rd, 1941, off Salamis, during the invasion of Greece.

KEROULA

Cairns, Young & Noble; 1880; *S. P. Austin & Son*; 1,547 tons; 260•4x35•5x17•1; 173n.h.p.; compound engines. The British cargo ship *Keroula* was wrecked on Seby, Oland, on September 14th, 1903, while on a voyage from Wyburg to Calais with a cargo of wood.

KERRY HEAD

W. T. Herriott; 1913; *J. Fuller ton & Co.*; 825 tons; 195 X 31-1x11-4; 96 r.h.p.; triple-expansion engines. The steamship *Kerry Head*, on a voyage from Limerick to England in ballast, was bombed and sunk by German aircraft on October 22nd, 1940, about five miles off Sheep Head, Co. Cork. There were no survivors.

KERSHAW

Merchants & Miners Transportation Co.; 1899; *Harlan & Hollingsworth Co.*; 2,741 tons; 274x42x26; 381 n.h.p.; triple-expansion engines.
On a voyage from Boston to Norfolk and Baltimore, the American ship *Kershaw* was involved in a collision with the American steamship *President Gar field* on June 1st, 1928, and sank eight miles E. of Martha's Vineyard. Seven of the *Kershaw's* crew were lost.

KERVEGAN

Ministry of Shipping (Evan T. Radcliffe & Co.); 1922; *Soc. Anon. Anciens Ch. Dubigeon*; 2,018 tons; 270-3x39-3x18-9; 189 n.h.p.; triple-expansion engines.
The British cargo ship *Kervegan* reported on February 9th, 1941, that she was in distress and in danger of capsizing in 43° 40' N., 61° 33' W. No further news was received from the ship but wreckage was later washed ashore in Nova Scotia. She had sailed from Halifax, N.S., on February 8th, for Loch Ewe and London, carrying a cargo of pulpwood.

KEYSTORM

Keystone Transportation Co. of Canada; 1910; *Swan, Hunter & Wigham Richardson*; 1,673 tons; 250x42-5x17-5; 122 n.h.p.; triple-expansion engines.
The Canadian cargo ship *Keystorm* sank after striking Howe Island reef, River St. Lawrence, on October 26th, 1912. She was on a voyage from Charlotte to Montreal carrying a cargo of coal.

KHAI DINH

Japanese Government; 1914; *W. Denny & Bros.*; 5,110 tons; 380 x 51 - 8 X 30 • 5; 788 n.h.p.; triple-expansion engines. The steamship *Khai Dinh* was a French passenger vessel seized by the Japanese in Indo-China. She was bombed and sunk by U.S. land-based aircraft on November 22nd, 1942, S. of Haiphong.

KHARTOUM

British Navy, destroyer; 1939; *Swan, Hunter & Wigham Richardson*; 1,690 tons; 348x35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, 6 smaller, 10 T.T. The destroyer *Khartoum* was wrecked by an internal explosion in the Red Sea on June 23rd, 1940. She was beached and abandoned near Perim.

KHEDIVE ISMAIL

Ministry of War Transport (British India Steam Nav. Co.); 1922; *Scott's Shipbuilding & Engineering Co.*; 7,513 tons; 422-8X 56-2x30-4; 1,469 n.h.p.; 17knots; turbine engines. The liner *Khedive Ismail* was torpedoed and sunk by a submarine on February 12th, 1944, in the area of the Maldive Islands. She was carrying 1,324 troops and 183 crew, including gunners. One hundred and thirty-seven of the crew and 1,134 troops were lost.

KHOLMOGORY

U.S.S.R.; 1930; *Baltic S.B. & Eng. Works*; 2,332 tons; 284-8 x 43 • 1 x —; triple-expansion engines.
The Russian ship *Kholmogory* was on a voyage from Antwerp to Ventspils when she was in collision with the *Bischofstein* on March 22nd, 1959, in the North Sea during a fog. Most of the crew were saved.

KHYBER

Galgate Shipping Co.; 1880; *W. H. Potter & Son*; 2,026 tons; 276-6x40-1x24-2.
The British sailing ship *Khyber* left Port Phillip, Australia, for Queenstown with a cargo of wheat and a crew of 26. From Queenstown she sailed for the English Channel, but encountered a violent gale and was driven ashore at Porthgwarra, Cornwall, on March 15th, 1905, with the loss of 23 lives.

KIANG HSIN

China Merchants Steam Nav. Co.; 1905; *S. C. Farnham & Co.*; 3,373 tons; 325x44x14-6; 311 n.h.p.; triple-expansion engines. The Chinese steamship *Kiang Hsin* was bombed and sunk by Japanese aircraft on June 23rd, 1938, near Yochow, Yangtze River, during the Sino-Japanese hostilities. Over 1,000 refugees were killed. The ship was later raised and repaired but on September 5th, 1949, she was destroyed by bombing at Shanghai, during the Chinese Civil War.

KIANG KIEN

China Merchants Steam Nav. Co.; 1906; *Atel. & Ch. de France*; 2,240 tons; 278-2x42-9x24-8; triple-expansion engines. The Chinese ship *Kiang Kien* went aground and sank on October 21st, 1949, in Lian Lu Bay, Quemoy.

KIANG LING

China Merchants Steam Nav. Co.; 1906; *Kawasaki Dockyard Co.*; 1,362 tons; 228-8x39-5x9-6; triple-expansion engines. The Chinese ship *Kiang Ling* was shelled by Communist shore guns on July 30th, 1949, between Nanking and Woosung in the Yangtze River. She caught fire and sank.

KIANG YA

China Merchants Steam Nav. Co.; 1939; *Harima S.B. & Eng. Co.*; 3,731 tons; 322-1x50x15-4; steam engines. The Chinese passenger ship *Kiang Ya* was sailing from Shanghai to

KIBI MARU

Ningpo on December 3rd, 1948, when there was an explosion and the ship sank 15 miles off Woosung breakwater. It was stated that the explosion was not in the boiler. The number of passengers missing totalled 3,520. The ship was raised by the Chinese Communists in October, 1956, throughly repaired and put into service in 1959.

KIBI MARU

Tochigi Risen K.K.; 2,909 tons.
On March 30th, 1944, the steamship *Kibi Mam* was attacked by U.S. carrier-based aircraft and sunk off Babelthuap, Palau Islands, (7° 19' N., 134° 28' E.)

KIBI MARU

Hinode Risen R.R.; 2,759 tons.
On March 30th, 1944, the steamship *Kibi Maru* was attacked by U.S. carrier-based aircraft and sunk off Babelthuap, Palau Islands, (7° 30' N., 134° 30' E.)

KIBI MARU No. 11

Okazaki Risen R.R.; 1918; 1,351 tons; 220x32-5x21. The *Kibi Maru No. 11* left Muroan on February 14th, 1922, with a cargo of coal for Yokohama and disappeared.

KIBI MARU No. 12

Toyosaki Risen R.R.; 1918; 1,351 tons; 310x43x26. The *Kibi Maru No. 12* was wrecked on January 18th, 1921, at Sawasaki, Sado Island. She had a cargo of salt.

KIBI MARU No. 16

Toyosaki Risen R.R.; 1919; Japan; 1,225 tons; steam engines. The steamship *Kibi Maru No. 16* capsized and sank during a typhoon on August 24th, 1922, off Daitozaki with the loss of all on board. She was carrying coal.

KIBITSU MARU

Nippon Yusen Raisha; 9,575 tons.
The *Kibitsu Maru* struck a mine and sank on August 7th, 1945, off Kobe.

KIEL

Hamburg-Amerika Lime; 1922; *Fr. Rrupp A.G.*; 3,703 tons; 338-7x 47• 4X 26-2; 290 n.h.p.; triple-expansion engines. The German steamship *Kiel* was bombed and sunk by British aircraft on November 21st, 1944, off Kladesholm, Sweden.

KIEN YUAN

E-Hsiang S.S. Co.; 1919; *Poison Iron Works*; 2,160 tons; 25IX 43 • 5 X 22 • 1; triple-expansion engines. The Chinese steamship *Rien Yuan* was carrying coal from Keelung to Shanghai when on January 27th, 1949, in foggy weather, she was in collision with the *Tai Ping* in Bonham Strait, N. of Chusan Island. Both ships sank. The Australian destroyer *Warramunga* picked up 35 survivors from the two ships. The *Tai Ping* was reported to have had over 1,500 persons on board.

KIEV

U.S.S.R.; 1917; *Flensburger Schiffsbau Ges.*, 5,823 tons; 449 -3x 58 -2x 27; 793 n.h.p.; triple-expansion engines. The Russian steamship *Kiev* was torpedoed and sunk by a German submarine on April 13th, 1942, E. of the North Cape on a voyage from Murmansk to Iceland.

KIFUNE MARU

Nippon Yusen R.R.; 1918; *Nagata Sanjuro*; 1,606 tons; 240x 36• 1x 20• 9; triple-expansion engines. The steamship *Rifune (Rihune) Maru* struck a mine and sank on June 4th, 1945, off the west coast of Honshu Island, Japan.

KIKI ISSAIAS

C. E. Zalocostas & G. A. Issaias; 1894; *Ropner & Son*; 2,993 tons; 322x41-5x20-7; 236 n.h.p.; triple-expansion engines. The Greek steamship *Kiki Issaias* was torpedoed and sunk by a submarine in the Mediterranean on October 31st, 1916.

KIKUKAWA MARU

Kawasaki Risen R.R.; 1937; *Kawasaki Dkyd. Co.*; 3,833 tons; 354-7x50x27-5; turbine engines. The *Rikukawa Maru* sank on October 7th, 1943, in 7° 22' N., 151° 54' E.

KIKUSUI MARU

Japanese Government; 3,887 tons.
The tanker *Rikusui Maru* was torpedoed and sunk by the U.S. submarine *Snook* on October 24th, 1944, about 200 miles N.W. of Luzon Island, Philippines.

KIKUTSUKI

Japanese Navy, destroyer; 1926; *Maizuru*; 1,315 tons; 320x 39x9-9; 38,500 s.h.p.; 34 knots; turbine engines; *Ranpon boilers*; four 4• 7 in. guns, 2 A.A.m.g., 6 T.T. The destroyer *Rikutsuki* was bombed and sunk in the harbour of Tulagi, Solomons Group, on May 4th, 1942, by carrier-based aircraft during the battle of the Coral Sea.

The normal complement of the *Rikutsuki* was 150.
For the story of the battle of the Coral Sea see *Shoho*.

KIKUZUKI MARU

Japanese Government; 1922; *Ateliers Maritimes de Haiphong*; 1,266 tons; 226• 5x 32-8x 16-5; 104 n.h.p.; triple-expansion engines.

The steamship *Rikuzuki Maru* was formerly the Greek *Sparta*, seized by the Japanese in December, 1941. On January 27th, 1944, she was torpedoed and sunk by the U.S. submarine *Thresher* about 50 miles W. of Kaohsiung, Formosa.

KILBRENNAN

Napier & Cornell; 1903; *C. Cornell & Co.*; 3,640 tons; 353X 45X 25• 9; 353 n.h.p.; triple-expansion engines. The British cargo ship *Rilbrennan* was wrecked on Fish Point, near East London, on March 28th, 1907, while on a voyage from Barry to Diego Suarez carrying a cargo of coal.

KILBURN

Watts, Watts & Co.; 1893; *Ropner & Son*; 3,271 tons; 330x 43x18-5; 273 n.h.p.; triple-expansion engines. The British cargo ship *Rilburn* was wrecked on Ethel Reef, off the Yasawa Islands, Fiji, on May 20th, 1910. She was on a voyage from Newcastle, N.S.W. to Guaymas carrying a cargo of coal.

KILDARE

R. M. Hudson & Son; 1883; *J. Laing*; 3,463 tons; 334x 42-4X 20-6; 400 n.h.p.; compound engines. The British cargo ship *Rildare* foundered on October 4th, 1888, in 15° N., 110° E., while on a voyage from Pasareoang to Hong Kong carrying a cargo of sugar. The captain and four of the crew were lost.

KILDIN

Archangel Mourman S.N. Co.; 1908; *W. Dobson & Co.*; 1,640 tons; 260x38x18-1; 181 n.h.p.; triple-expansion engines. The Russian cargo ship *Kildin* was torpedoed and sunk by a German submarine in the North Sea on July 30th, 1917.

KILDONAN

Seville & United Kingdom Carrying Co.; 1898; *W. Pickersgill & Sons*; 2,118 tons; 286x43-1x19-8; 210 n.h.p.; 9 knots; triple-expansion engines. The steamship *Rildonan* was torpedoed and sunk by a German submarine two miles N.N.W. of Pendeen Lighthouse on September 29th, 1917. The captain and 13 of the crew were killed.

KILISSI

Compagnie des Chargeurs Reunis; 1934; *Chantiers & Ateliers de Provence*; 3,723 tons; 324-8x48-6x22-7; 296n.h.p.; triple-expansion engines.

The French steamship *Rilissi*, flying the German flag, was bombed and sunk by Allied aircraft on March 12th, 1944, off the River Ebro.

KILMAHO

Seville & United Kingdom Carrying Co.; 1898; J. Priestman & Co.; 2,155 tons; 286x43x19-8; 204 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Kilmaho* was torpedoed and sunk by a German submarine ten miles W.N.W. of the Lizard on May 16th, 1917. The captain and 20 of the crew were killed.

KILMORE

Wm. Johnston & Co.; 1890; Edwards' S.B. Co.; 2,215 tons; 286-5x 38-2x 17-7; 218 n.h.p.; triple-expansion engines. The British cargo ship *Kilmore* sank after a collision with the British s.s. *Montezuma* off West Hinder on July 29th, 1906, while on a voyage in ballast from Antwerp to Liverpool.

KIMIKAWA MARU

Kawasaki Risen K.K.; 1937; Kawasaki Dkyd. Co.; 6,863 tons; 479-5x62-3x30-3; 1,851 n.h.p.; oilengines. The motor vessel *Kimikawa Maru* was taken over by the Japanese Navy and converted into a seaplane tender. On October 23rd, 1944, she was torpedoed and sunk by the U.S. submarine *Sawfish* about 150 miles W.N.W. of Negra Point, Luzon Island, Philippines.

KIMISHIMA MARU

Iino Kisen K.K.; 1938; Tsuriumi Seitetsu Zosen K.K.; 5,193 tons; 489-3x54-1x30-5; 500 n.h.p.; turbine engines. The steamship *Kimishima (Kimisima) Maru* was torpedoed and sunk by the U.S. submarine *Plunger* on February 23rd, 1944, about 200 miles N.N.W. of the Bonin Islands.

KINA

Ostasiatiska Kompagni; 1939; Nakskov Skibs A/S; 9,823 tons; 489-3x 65 • 2x 38 • 8; oil engines. The Danish motorship *Kina* went ashore on December 25th, 1947, on Kamandag Island, and later sank. She was on a voyage from Shanghai to Europe with 13 passengers and general cargo. There were some survivors.

KINABALU

Harrisons & Crosfield (Borneo); 1914; Ardrossan D.D. & S.B. Co.; 429 tons; 150 • 4x 26x 10 • 6; 59 n.h.p.; triple-expansion engines. The British cargo ship *Kinabalu* was wrecked on September 29th, 1940, at Batu Mandi, on the west coast of North Borneo. She was carrying a general cargo and cattle on a voyage from Jesselton, via Usukan, to Sandakan. Five of the crew were lost.

KINAI MARU

Osaka Syosen K.K.; 1930; Mitsubishi Zosen Kaisha; 8,360 tons; 446x 60-5x 40-7; 1,495 n.h.p.; oilengines. The motor vessel *Kinai Maru* was torpedoed and sunk by the U.S. submarine *Plunger* on May 10th, 1943, N.E. of Guam.

KINCORA

Water ford Steamship Co.; 1895; Hawthorn Leslie & Co.; 944 tons; 230x32x14-6; 175 n.h.p.; 9 knots; triple-expansion engines. The steamship *Kincora*, Capt. Power, plying between Limerick and Liverpool, was run down off the Tuskar Rock in St. George's Channel by the White Star liner *Oceanic*, 17,274 tons, Capt. Cameron, at 1.15 a.m. on August 8th, 1901, in thick fog. The *Kincora* had reduced speed and kept her siren sounding at the regulation intervals, but did not see or hear anything of the *Oceanic* until the latter's bows crashed into her. Capt. Cameron lowered two boats and flung ropes from the forecabin on to the decks of the steamship. Several of the crew were saved by this means but seven went down with the ship. The *Kincora* sank in seven minutes.

KINE MARU

Settsu Syosen K.K.; 1924; Kobe Steel Works; 2,193 tons; 285-5x 40x 24; triple-expansion engines. The steamship *Kine Maru* was bombed and sunk by U.S. land-based aircraft on April 5th, 1945, off Kitchioh, China.

KING ALBERT

F. C. Strick & Co.; 1909; Wood, Skinner & Co.; 2,124 tons; 281-5x 43-1x 19-5; 201 n.h.p.; triple-expansion engines. The British cargo ship *King Albert* foundered about two and a half miles north-west of Ceuta on September 8th, 1915. She was on a voyage from Benisaf to the Tyne carrying a cargo of iron ore.

KING ALFRED

Philipps & Co.; 1889; Blyth S.B. Co.; 1,137 tons; 225x 32-7x15-8; 99 h.p.; triple-expansion engines. The British cargo ship *King Alfred* was wrecked at South Uist, Hebrides, on April 15th, 1894, while on a voyage from Fernandia to Bo'ness carrying a cargo of phosphate.

KING ALFRED

King Line; 1919; W. Doxford & Sons; 5,272 tons; 400x 52-4x 28-5; 517 n.h.p.; triple-expansion engines. The steamship *King Alfred*, on a voyage from St. John's, N.F.L. to Methil, was torpedoed and sunk by a German submarine on August 4th, 1940, about 400 miles W. of the Hebrides. Five of her crew were killed.

KING ARTHUR

Thomas Turnbull & Son; 1874; Thomas Turnbull & Son; 1,007 tons; 225X 30x 17-1; 99 h.p.; compound inverted engines. The British cargo ship *King Arthur* was wrecked off Kilios on February 21st, 1883, while on a voyage from Kustendje to Dunkirk carrying a cargo of linseed and barley. Fourteen of the crew were drowned.

KING CADWALLON

Philipps, Philipps & Co.; 1900; A. Rodger & Co.; 3,275 tons; 326-2x48-1x23-8; 278 n.h.p.; triple-expansion engines. The British cargo ship *King Cadwallon* was wrecked on the Lewis Rocks, Isles of Scilly, in dense fog on July 22nd, 1906. She was on a voyage from Barry to Naples carrying a cargo of coal.

KING CITY

Reardon Smith Line; 1928; W. Gray & Co.; 4,744 tons; 400-5X54-3x25-6; 339 n.h.p.; 11 knots; triple-expansion engines. The British steamship *King City*, Capt. H. W. Marshall, was requisitioned by the British Admiralty in the Second World War for service as a collier. She was some hundreds of miles N. of the island of Rodriguez, in the Indian Ocean, on August 24th, 1940, when she was intercepted by the German raider *Atlantis*. The vessel was shelled and torpedoed and eventually sank. Six of her crew were killed and the remainder, including Capt. Marshall, were taken prisoners.

KING EDWARD

King Line; 1919; Workman Clark & Co.; 5,224 tons; 400x 52 • 3x 28-4; 517 n.h.p.; 11-5 knots; triple-expansion engines. The British steamship *King Edward*, Capt. J. H. Ewens, was in convoy in the North Atlantic on December 27th, 1942, when she was torpedoed and sunk by a German submarine. Twenty-three men were killed. Capt. Ewens was among the survivors.

KING EDWARD VII

British Navy, 1st class battleship; 1906; Devonport Dockyard; 16,350 tons; 453-7x78x26-7; 18,000 i.h.p.; 19-1 knots; triple-expansion engines; Babcock boilers; four 12 in. guns, four 9-2 in., ten 6 in., fourteen 12 pdr., 2 m.g., 4 T.T. The battleship *King Edward VII* was the flagship of the 3rd Battle Squadron during the First World War, flying the flag of Vice-Admiral E. E. Bradford. The ship had an official complement of 777 officers and men and was commanded by Capt. C. Maclachlan.

On January 16th, 1916, *King Edward VII* was off Cape Wrath on her way from Scapa to Belfast to refit when she struck a mine. At first it was believed that a submarine had caused the damage, as the seas round about were regarded as free of mines, but later it was discovered that a new minefield had been sown across the western entrance of the Pentland Firth by the German raider *Moewe*. The battleship was towed for nine hours, but by the end of that time it was evident that she could no longer face the seas.

The whole of the ship's company were transferred to the attendant destroyers before the battleship sank.

KING FREDERICK

KING FREDERICK

King Line; 1920; Hong Kong & Whampoa Dock Co.; 5,106 tons; 400-2X 52-3x28-5; 517 n.h.p.; 11-5 knots; triple-expansion engines.

The British steamship *King Frederick*, Capt. R. Esslemont, was about 100 miles S. of the Laccadive Islands in the Indian Ocean on July 19th, 1944, when she was torpedoed and sunk by a German submarine. Twenty-five of the crew and five gunners were killed. Capt. Esslemont was among the survivors.

KING GRUFFYD

King Line; 1919; Hong Kong & Whampoa Dock Co.; 5,072 tons; 400-9X 52-4x28-3; 517 n.h.p.; 11-5 knots; triple-expansion engines.

The British steamship *King Gruffyd*, Capt. H. Griffiths, was in convoy in the North Atlantic on March 17th, 1943, when she was torpedoed and sunk by a German submarine. Capt. Griffiths, 19 of the crew and two gunners were killed.

KING IDWAL

King Line; 1920; Taikoo Dockyard & Engineering Co.; 5,115 tons; 400-2x52-3x28-5; 517 n.h.p.; 11-5 knots; triple-expansion engines.

The British steamship *King Idwal*, Capt. R. Storm, was in convoy in the North Atlantic on November 23rd, 1940, when she was torpedoed and sunk by a German submarine. Twelve men were killed. Capt. Storm, who had been in command of the *King Alfred* when she was torpedoed in August of the same year was, among the survivors.

KING LUD

Dodd, Thomson & Co.; 1928; Harland & Wolff; 5,224 tons; 400-7X 54-8X 27-2; 489 n.h.p.; oilengines. The British cargo ship *King Lud* sailed from New York on April 22nd, 1942, on a voyage to Bombay. She arrived safely at Table Bay and left there on May 31st, but was subsequently lost without trace. The ship was carrying Government stores together with a crew of 34 and five Army and Naval personnel.

KING MALCOLM

Dodd, Thomson & Co.; 1925; D. & W. Henderson & Co.; 5,120 tons; 400-3x59x25-9; 489 n.h.p.; oilengines. The British cargo ship *King Malcolm* was on a voyage from Haifa, via Table Bay and Sydney, N.S., to Belfast and Garston, carrying a cargo of potash. She arrived safely at Sydney, N.S. and sailed from there on October 17th, 1941. The ship was reported in 47° 40' N., 51° 15' W., on October 21st, but no subsequent information was received. She carried a crew of 34 and four gunners.

KING ORRY

Isle of Man Steam Packet Co.; 1913; Cammell Laird; 1,877 tons; 300x 43-1x 15-9; 1114 n.h.p.; 21 knots; turbine engines. The Isle of Man packet *King Orry*, Cdr. J. Elliott, had a varied career during the First World War, serving as an armed boarding vessel, a general utility ship, and for a time, as a "Q" (decoy) ship under the name of *Viking Orry*. She survived the war and was returned to her owners in 1919, but was again taken over on the outbreak of the Second World War. In May, 1940 she took part in the evacuation of the British Army from the Dunkirk beaches, and was damaged on the 27th but managed to carry on until the night of the 29th-30th. On that night she ran into Dunkirk harbour in the hope of picking up more troops. She found the harbour empty save for burning and sinking ships and after waiting in vain for some signs of men to embark she left again, but was hit and sunk as she drew away.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

KINGSBRIDGE

Baring & Croshaw; 1869; T. Oswald & Co.; 1,534 tons; 230-7x 38-8x24-6.

The iron sailing ship *Kingsbridge* was sunk after a collision with the sailing ship *Candahar*, 1,418 tons, on October 14th, 1874, off the Lizard. The captain, his wife and daughter, and eight of the crew were drowned.

KINGSDYKE

Lowlands S.S. Co.; 1888; Schlesinger, Davis & Co.; 1,710 tons; 260x36-3x19-3; 207 n.h.p.; 8-5 knots; compound engines.

The British steamship *Kingsdyke* was torpedoed and sunk by a German submarine 20 miles N.E. of Cape Barfleur on January 17th, 1918. The captain and 15 of the crew were killed.

KINGSTON

Commercial S.S. Co.; 1871; Oswald; 1,449 tons; 262-2x 32x 19-5; 130 h.p.; compound-inverted engines. The British cargo ship *Kingston* was wrecked in the Gulf of Suez on February 16th, 1881, while on a voyage from London to Aden carrying a cargo of coal.

KINGSTON

British Navy, destroyer; 1939; J. S. White & Co.; 1,690 tons; 348x35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4 • 7 in. guns, 6 smaller, 10 T.T.

The destroyer *Kingston* was bombed and sunk by enemy aircraft at Malta on April 11th, 1942. Her normal complement was 183.

KINGSTON HILL

Ministry of Shipping (Counties Ship Management Co.); 1940; W. Hamilton & Co.; 7,628 tons; 421-1x60-4x35-8; 520 n.h.p.; triple-expansion engines.

The steamship *Kingston Hill*, on a voyage from Cardiff to Alexandria via the Cape, was torpedoed and sunk by a German submarine on June 7th, 1941, about 450 miles S.W. of the Cape Verde Islands. Fourteen of her crew were lost.

KINGSWOOD

Leopold Walford (London); 1896; Ropner & Son; 1,916 tons; 270x39-5x14-4; 167 n.h.p.; triple-expansion engines. The British cargo ship *Kingswood* sank after a collision off Penmon on March 15th, 1917, while on a voyage from the Tyne to Bayonne.

KINJOSAN MARU

MitsuiBussan Kaisha; 1936; MitsuiBussan Kaisha; 3,262 tons; 332-8x47-1x25; 250 n.h.p.; triple-expansion engines & L.P. turbine.

The steamship *Kinjosan (Kinzyosan) Maru* was torpedoed and sunk by the U.S. submarine *Greenling* on May 4th, 1942, off the Caroline Islands.

KINKA MARU

Kokusai Kisen K.K.; 1937; Kawasaki Dkyd. Co.; 9,305 tons; 481-9x 62-3X 40-2; 2,115 n.h.p.; oilengines. The motor vessel *Kinka Maru* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

KINKAI MARU

M. Kotani; 5,852 tons.

The *Kinkai Maru* was torpedoed and sunk by the U.S. submarine *Greenling* on October 3rd, 1942, off Shiogama, Japan.

KINKAI MARU

Tokushima Shokai K.K.; 1918; Bingo Dock Co.; 3,227 tons; 314-9x44-5x —; oil engines.

The motorship *Kinkai Maru* on a voyage from Osaka to Hong Kong with bags of cement was involved in a collision with the *Chunchi* on January 13th, 1961, in Akashi Strait, near Kobe, and sank.

KINKASAN MARU

Mitsui Bussan Kaisha; 1911; Sir Raylton Dixon & Co.; 4,980 tons; 380x 53-5x 27-2; 417 n.h.p.; triple-expansion engines. The steamship *Kinkasan Maru* was torpedoed and sunk by the U.S. submarine *Peto* on October 1st, 1943, S. of the Caroline Islands.

KINKO MARU

Shirokazi Yokuhi; 1903; J. Thompson & Sons; 3,151 tons; 325X 48x 21-6; 285 n.h.p.; triple-expansion engines. The *Kinko Maru* was attacked by pirates and ran ashore on February 28th, 1928, off Foochow.

KINKO MARU

Chosen Yusen K.K.; 1917; *Toba Zosensho*; 1,268 tons; 229-lx 33x18; 88 n.h.p.; triple-expansion engines. The steamship *Kinko Mam* was formerly the British *Siangtan*, seized by the Japanese at Ichang in December, 1941. On May 5th, 1943, she was torpedoed and sunk by the U.S. submarine *Snook* about 100 miles S. of Dairen.

KINNEIL

Love & Stewart; 1900; 1,409 tons; 255x36x15-7; 142 n.h.p.; triple-expansion engines. The British cargo ship *Kinneil* sank after a collision on October 30th, 1913, 75 miles west of the Scaw while on a voyage from Vilajoki to Bo'ness carrying a cargo of pit-props.

KINOENE MARU

Hamaguchi Risen K.K.; 1903; *J. Priestman & Co.*; 4,520 tons; 347x46-5x19-9; 358 n.h.p.; triple-expansion engines. The *Kinoene Maru* was wrecked on March 8th, 1927, at Tongo-chato, Korean Archipelago, while sailing from Nagoya to Dairen.

KINPOSAN MARU

MitsuiBussan Kaisha; 1936; *MitsuiBussan Kaisha*; 3,261 tons; 330 x47x 25; 250 n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Kinposan Maru* was torpedoed and sunk by the U.S. submarine *Greenling* on January 16th, 1943, N. of New Britain.

KINREI MARU

ToaKaiun K.K.; 5,947 tons. The steamship *Kinrei Maru* was torpedoed and sunk by the U.S. submarine *Bang* on May 4th, 1944, about 250 miles S.E. of Hong Kong.

KINREI MARU

1,300 tons. The *Kinrei Maru* was bombed and sunk by U.S. carrier-based aircraft on January 3rd, 1945, off Taipei, Formosa.

KINROSS

British Navy, minesweeper (paddle); 1918; *Fairfield Shipbuilding Co.*; 800 tons; 231x28-5x7-5; 2,200 i.h.p.; 16 knots; triple-expansion engines; *Yarrow boilers*; one 4 in. gun, one 12pr. The minesweeper *Kinross* survived the First World War but was mined and sunk in the Aegean Sea on June 16th, 1919. Her official complement was 72.

KINRYO MARU

Yabuki Gomei Kaisha; 1905; *A. Rodger & Co.*; 4,390 tons; 369-7x 50x 18-8; 393 n.h.p.; triple-expansion engines. The steamship *Kinryo Maru* was torpedoed and sunk by the U.S. submarine *Haddo* on August 21st, 1944, in the Mindoro Straits, Philippines.

KINRYU MARU

Kokusai Kisen K.K.; 1938; *Kawasaki Dockyard Co.*; 9,310 tons; 482x62-3x40; 2,115 n.h.p.; oilengines. The motor liner *Kinryu Maru* was taken over by the Japanese Navy for service as an auxiliary cruiser. On August 25th, 1942, she was bombed and sunk by U.S. land-based aircraft off Tulagi, Solomon Islands.

KINRYUZAN MARU

Turumaru Hirotaro; 1918; *Osaka Yogyo K.K.*; 1,370 tons; 228X34X 19•5; triple-expansion engines. The steamship *Kinryuzan Maru* struck a mine and sank on May 25th, 1945, off Shimonoseki.

KINSHU MARU

Dairen Kisen K.K.; 1919; *J. Coughlan & Sons*; 5,591 tons; 410-7x 54-lx 27-5; 536 n.h.p.; triple-expansion engines. The steamship *Kinshu (Kinsyu) Maru* was torpedoed and sunk by the U.S. submarine *Hake* on June 17th, 1944, E. of Mindanao Island, Philippines.

KINU

Japanese Navy, light cruiser; 1922; *Kawasaki Co.*; 5,170 tons; 535x46-8x15-9; 70,000 s.h.p.; 33 knots; turbine engines; *Kanpon boilers*; seven 5-5 in. guns, two 3 in., 2 m.g., 8 T.T., 1 aircraft.

The light cruiser *Kinu* took part in the battle of Leyte Gulf, October 24th-26th, 1944, and was one of the unfortunate Central Force which sustained such heavy losses in the action off Samar. The cruiser was crippled in the righting of the first two days and on the 26th she was bombed and sunk by U.S. carrier-based and Army aircraft off Masbate.

Her normal complement was 438.

For full story of the battle see Japanese battleship *Musashi*.

KINUGASA

Japanese Navy, heavy cruiser; 1926; *Kawasaki Dockyard*; 7,100 tons; 580x50-7x14-7; 95,000 s.h.p.; 33 knots; turbine engines; *Kanpon boilers*; six 8 in. guns, four 4-7 in., 10 m.g., 12 T.T. 2 air craft.

The heavy cruiser *Kinugasa* took part in the battle of Guadalcanal, November 13th-15th, 1942. Aircraft from the U.S. carrier *Enterprise* damaged several of the larger Japanese units and on the 14th an attack was made on the *Kinugasa* with bombs and aerial torpedoes. The cruiser was hit several times and eventually sank. She carried a complement of about 650.

The full story of the battle is told under the battleship *Kirishima* and the U.S. cruiser *Atlanta*.

KINUGASA MARU

Kokusai Kisen K.K.; 1936; *Kawasaki Dkyd. Co.*; 8,407 tons; 456-3x61x40; 1,850 n.h.p.; oilengines. The motor vessel *Kinugasa Maru* was torpedoed and sunk by the U.S. submarines *Hawkbill* and *Baya* on October 7th, 1944, 380 miles west of Manila.

KINUGAWA MARU

ToyoKaiun K.K.; 1938; *Mitsubishi Jukogyo K.K.*; 6,937 tons; 437-4x58-5x32-8; 839 n.h.p.; oilengines. The motor vessel *Kinugawa Maru* was sunk by U.S. land- and carrier-based aircraft and gunfire from warships on November 15th, 1942, in the Solomon Islands.

KINZAN MARU

Hashimoto Kisen K.K.; 2,220 tons. The *Kinzan Maru* was sunk by U.S. carrier-based aircraft on March 1st, 1945, off the north Ryukyu Islands.

KIPLING

British Navy, destroyer; 1938; *Yarrow*; 1,690 tons; 348x 35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, 6 smaller, 10 T.T. On the afternoon of May 11th, 1942, a destroyer division consisting of *Kipling*, Cdr. A. St C. Ford, p.s.o., *Jervis*, *Jackal* and *Lively* was patrolling between Crete and Libya when it was sighted by enemy aircraft. In the ensuing attack by German dive bombers *Lively* (which see) was hit and sunk with heavy loss of life followed about two hours later by *Kipling*, which sank with the loss of two officers and 23 ratings. Finally *Jackal* was hit and disabled. She was taken in tow by *Jervis* but sank during the night. The total loss of life in this action was three officers and 95 ratings killed or drowned.

KIRIHA MARU

Tatuuma Kisen K.K.; 1919; *Irvines S.B. & D.D. Co.*; 3,057 tons; 331 • 1 x 46 - 8x 23 - 1; 430 n.h.p.; triple-expansion engines. The steamship *Kiriha Maru* was torpedoed and sunk by the U.S. submarine *Triton* on March 6th, 1943, off the Admiralty Islands.

KIRIKAWA MARU

Kawasaki Kisen K.K.; 1937; *Kawasaki Dockyard Co.*; 3,836 tons; 354• 7x 50x 27-6; 333 n.h.p.; turbine engines. The steamship *Kirikawa Maru* was bombed and sunk by U.S. land-based aircraft on February 27th, 1943, off Timor Laut Island.

KIRISHIMA

Japanese Navy, dreadnought battleship; 1913; Mitsubishi; 29,330 tons; 704x95x27-5; 64,000 i.h.p.; 26 knots; turbine engines; Kampon boilers; eight 14 in. guns, sixteen 6 in., eight 5 in., 4m.g., 4 T.T., 3 aircraft.

The battle of Guadalcanal fought by two strong forces of Japanese and American ships took place off Savo Island and covered the three days, November 13th-15th, 1942. The opposing fleets were well matched, the balance being slightly in favour of the Japanese who disposed of four battleships, two aircraft carriers, six cruisers and a number of destroyers (placed as high as 30 by some authorities). To meet this the Americans brought into action before the conclusion of the battle on the third day two new battleships, one large aircraft carrier, five cruisers and 12 destroyers.

The first phase of the battle occurred just before midnight on the 12th when a squadron of U.S. cruisers returning from escorting a convoy of transports which had landed their troops and supplies on Guadalcanal, encountered one of the Japanese squadrons in the Lengo Channel, off Savo Island. This squadron consisted of the battleships *Hiei* and *Kirishima*, both of 29,330 tons, with some cruisers and destroyers.

The American commander was Rear-Admiral D. J. Callaghan, in the *San Francisco*, 9,050 tons, nine 8 in. guns, with Rear-Admiral Norman Scott in the *Atlanta*, 6,000 tons, twelve 5 in. guns, as second-in-command. The other cruisers were the *Portland*, 9,800 tons, nine 8 in. guns, *Helena*, 10,000 tons, fifteen 6 in. guns, and *Juneau*, 6,000 tons, twelve 5 in. guns, with eight destroyers.

The night was dark with no moon and the Americans were in line ahead formation with four destroyers leading, followed by the five cruisers with the remaining four destroyers astern. So dark was the night that the advance units nearly ran into each other before they were aware of what was happening. The Japanese turned on their searchlights and both sides commenced firing simultaneously at close range, the exchange of salvos lasting 15 minutes. In this short space of time, with neither side prepared to give way, the Americans lost the destroyers *Laffey* and *Barton*, both blown up, the cruiser *Atlanta* out of control and on fire with Rear-Admiral Scott killed, the *San Francisco* badly damaged with Rear-Admiral Callaghan and Capt. Young killed, the *Portland* torpedoed and the *Juneau* so badly damaged that, for a time, she was compelled to haul out of the line. The destroyers *O'Bannon* and *Sterrett* were damaged and the *Cushing* sinking.

The Japanese had suffered less severely, one destroyer having been blown up by the *San Francisco*, which had also badly damaged the battleship *Hiei*. Two cruisers had been set on fire but there was no evidence of vital damage to the remainder. The American heavy units now withdrew leaving it to what destroyers remained to carry on the battle. In the brief encounter of not more than ten minutes which ensued the destroyer *Monssen* torpedoed the *Hiei*, which had previously been hit by torpedoes from the *Laffey*, and the *Fletcher* torpedoed a heavy cruiser. The *Monssen* was hit and disabled and sank later. By the afternoon of the 13th several of the damaged American ships had sunk, namely the cruisers *Atlanta* and *Juneau*, the latter torpedoed by a submarine, and the destroyers *Aaron Ward*, *Monssen* and *Cushing*.

Meanwhile the U.S. heavy squadron under Rear-Admiral W. A. Lee comprising the new battleships *Washington* and *South Dakota*, 35,000 tons, nine 16 in. guns each, with the aircraft carrier *Enterprise*, 19,900 tons, and four destroyers was approaching the scene of the action. On the same afternoon aircraft from the *Enterprise* located the damaged *Hiei* off Savo Island and sunk her with bombs and aerial torpedoes. On the 14th the heavy cruiser *Kinugasa* was bombed and sunk off Savo as well as six Japanese transports bringing troops to reinforce the garrison on Guadalcanal.

The second phase of the battle occurred in the early hours of the 15th when a Japanese force was sighted N. of Savo Island. The big U.S. battleships immediately brought their guns to bear on the *Kirishima*, which turned on her searchlights and opened a destructive fire on the *South Dakota*. The *Washington* then took up the action and as a result of salvos from both American battleships the *Kirishima* blew up and sank.

Meanwhile the four U.S. destroyers were engaged with a Japanese flotilla estimated at from six to ten vessels. In this action the destroyers *Benhan*, *Preston* and *Walke* were sunk and the *Gwin* disabled.

The sinking of the *Kirishima* marked the end of the fighting and the now shattered fleets were content to break off the action. The

rate of loss was terribly high. Of 15 large units belonging to both sides which took part in the actual fighting five had been sunk and all the others, save the *Washington* and *Enterprise*, badly damaged. On the Japanese side two battleships, one heavy cruiser and three destroyers, the *Akatsuki* and *Ayanami* of 1,700 tons, and the *Yudachi*, 1,368 tons, had been sunk. On the American side two anti-aircraft cruisers and seven destroyers had suffered a similar fate.

The Japanese transports making for Guadalcanal were repeatedly bombed by American aircraft from Henderson Field, where an aerodrome had been established, and from the *Enterprise*. Eight of the transports were sunk and four were set on fire and eventually ran ashore near Cape Esperance. The loss in personnel to the Japanese army has been placed by some authorities as high as 30,000 men.

The battle of Guadalcanal was the most desperate naval action of the Second World War, most of the vessels lost being sunk by gunfire. Of those ultimately sunk by air attack all had been disabled by gunfire in the first instance. By contrast with the battle of Leyte Gulf it was a more restricted engagement, but while Leyte exemplified the power of the aeroplane as a destructive weapon Guadalcanal demonstrated that under given conditions the heavy gun was still a tremendously important factor.

For further details see under the U.S. anti-aircraft cruiser *Atlanta*.

KIRISHIMA MARU

Kokosai Kisen K.K.; 1931; Kawasaki Dockyard Co.; 8,120 tons; 442-9x59-7x29-9; 1,857 n.h.p.; oil engines. The motor vessel Kirishima (Kirisima) Maru was torpedoed and sunk by the U.S. submarine Bowfin on September 25th, 1943, 350 miles N.W. of Brunei, Sarawak.

KIRKHAM ABBEY

Hull & Netherlands Steamship Co.; 1908; Earle's Co.; 1,166 tons; 255-2x33-7x15-4; 499 n.h.p.; 14 knots; triple-expansion engines.

The steamship *Kirkham Abbey* was torpedoed and sunk by a German submarine two miles N.E. by E. of Winterton on July 27th, 1918. Eight men were killed. The captain was among the survivors.

KIRKPOOL

Pool Shipping Co.; 1928; Sir J. Laing & Sons; 4,842 tons; 405-2x53-6x26-5; 491 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Kirkpool*, Capt. Kennington, on a voyage from Durban to Montevideo with coal, was intercepted and sunk by a raider on April 10th, 1942, some distance N.N.E. of Tristan da Cunha. Three officers and 14 men were killed. The survivors were taken as prisoners to Japan where Capt. Kennington died in captivity.

KIRKWALL

A. Mawson & Co.; 1891; Tyne Iron S.B. Co.; 2,582 tons; 300-5x38-6x20-6; 246 n.h.p.; triple-expansion engines. The British cargo ship Kirkwall sank after a collision with an unknown barque off Ameland on August 5th, 1908, while carrying an ore cargo on a voyage from Huelva to Hamburg. The only survivors were the first mate and boatswain, who were found clinging to floating wreckage some hours later.

KIRKWOOD

*Wm. France, Fenwick & Co.; 1930; Hawthorn, Leslie & Co.; 2,780 tons; 306x44x19-3; 219 n.h.p.; triple-expansion engines. The British cargo ship Kirkwood sank after a collision with the *President Harding* on April 26th, 1930, about two miles west of the Elbe No. 1 lightship. She was on a voyage from the Tyne to Hamburg carrying a cargo of coal.*

KIRNWOOD

Joseph Constantine S.S. Line; 1928; J. Readhead & Sons; 3,829 tons; 389-6x52-5x22; 334 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Kirnwood*, Capt. Norton, was in convoy in the North Atlantic on December 10th, 1941, when she was torpedoed and sunk by a German submarine. Capt. Norton and 11 of the crew were killed.

KERSTEN

D/S A/S Torm; 1919; Kjo'benhavns Flydedok & Skibsvarft; 1,196 tons; 235-4x36-2x13-7; 83n.h.p.; triple-expansion engines.

The Danish steamship *Kirsten* struck a mine and sank on August 9th, 1940, between [^]Ebelo and Bjornskrude.

KIRSTEN B

Th. Brovig; 1918; American S.B. Co.; 2,013 tons; 251x 43-5x20; 274 n.h.p.; triple-expansion engines. While on a voyage from Brest and Rotterdam to Farsund, the Norwegian ship *Kirsten B* went ashore at Loshavn on March 28th, 1930, and broke in two. The after part sank.

KIRSTEN SKOU

OveSkouRed.A/S; 1952; Helsingor Skibs & Msk.; 4,153 tons; 416•2X56-5x—; oil engines.

The Danish motorship *Kirsten Skou* was in collision with the *Karpfanger* in a fog on March 29th, 1962, and sank six miles S. of Dover. She was on a voyage from Bremen to Beira.

KISA

Svenska Sockerfabriks; 1920; Ph. Stuhr's Mask. & Skibs.; 1,241 tons; 236-7x36-1x13-4; 101 n.h.p.; triple-expansion engines.

The Swedish ship *Kisa* was in collision with the trawler *Island* during a fog on December 11th, 1943, and sank S.W. of Lang-baden Shoal, near Tistlarne. She was carrying sugar.

KISARAGI

Japanese Navy, destroyer; 1925; Maizuru; 1,315 tons; 320x 30x9-9; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4 - 7 in. guns, 2 A.A.m.g., 6T.T. The destroyers *Hayate* and *Kisaragi* were part of a Japanese force detailed for the capture of the American base on the island of Wake. The defences of the island were entrusted to the U.S. Marine Corps and the first attack, made on December 11th, 1941, four days after the air raid on Pearl Harbour, was repulsed with heavy loss. Both the *Hayate* and *Kisaragi* were sunk by the guns of the shore batteries, and in manoeuvring off the coast the submarine *RO-66* was run down by one of the ships in company. A second attack succeeded in overwhelming the small garrison and Wake Island surrendered on the 20th.

The normal complement of the destroyers was 148 and 150 respectively, and that of the *RO-66* was 48.

KISH

Clyde Shipping Co.; 1902; Scott & Co.; 4,928 tons; 410-1x 50-2x28-4; 350 n.h.p.; 10-5 knots; triple-expansion engines. The steamship *Kish* was torpedoed and sunk by a German submarine 160 miles N.W. by W. of Fastnet on April 17th, 1917. Six men were killed. The captain was among the survivors.

KISHINAMI

Japanese Navy, destroyer; 1942; Japan; 2,200 tons; 415X 35X —; 34 knots; turbine engines; six 5 in. guns, eight 25mm A.A. The destroyer *Kishinami* was torpedoed and sunk in the South China Sea by the U.S. submarine *Flasher* on December 4th, 1944. The destroyer carried a complement of over 200.

KISHU MARU

Osaka Syosen K.K.; 1920; Osaka Iron Works; 2,548 tons; 284-5x42-5x23; triple-expansion engines. The steamship *Kishu* (*Kisyu*) *Mam* was bombed and sunk by U.S. land-based aircraft on March 26th, 1945, about 50 miles S.W. of Formosa.

KISHUN MARU

Tatuuma Kisen K.K.; 1918; Mitsubishi Zosen Kaisha; 1,864 tons; 250x37-7x20-5; triple-expansion engines. The steamship *Kishun* (*Kisyun*) *Mam* struck a mine and sank on June 1st, 1945, off Shimonoseki.

KISO

Japanese Navy, light cruiser; 1920; Mitsubishi; 5,100 tons; 535x 46-8x 15-8; 70,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in., 2 m.g., 8 T.T., 80 mines, 1 aircraft.

The light cruiser *Kiso* was one of the many victims of intensive bombing of Philippine harbours by American carrier-borne aircraft during November, 1944. In all three cruisers and seven destroyers as well as a large number of auxiliaries and supply ships were sunk by bombs in that month. The *Kiso* was sunk in Manila harbour on November 13th, after sustaining six hits from aircraft of the U.S. Third Fleet.

The vessel's normal complement was 439.

KISO MARU

Syoyo Syosen K.K.; 1920; Mitsui Bussan Kaisha; 4,071 tons; 345x 50x 26-6; 350 n.h.p.; triple-expansion engines. The steamship *Kiso Maru* was torpedoed and sunk by the U.S. submarine *Tinosa* on November 22nd, 1943, off the Palau Islands.

KISOGAWA MARU

Toyo Kaiun K.K.; 1940; Kawaminami Kogyo K.K.; 1,914 tons; 271 - 7x40x20-3; steam engines.

The steamship *Kisogawa Mam* was torpedoed and sunk by a British submarine on November 10th, 1943, off the west coast of Malaya.

KITAHUKU MARU

Kitagawa Sangyo Kaiun K.K.; 1912; J. L. Thompson & Sons; 5,977 tons; 388 - 4X 53 • 8X 36 - 5; 445 n.h.p.; triple-expansion engines.

The *Kitahuku Mam* went ashore on March 17th, 1940, E. of Kumesima.

KITAKATA MARU

NikkaKyoshinKoshi; 1901; BlythS.B.Co.; 2,380 tons; 286-7x 43-3x19-4; 234 n.h.p.; triple-expansion engines.

The steamship *Kitakata Mam* was torpedoed and sunk by the U.S. submarine *Drum* on May 25th, 1942, off Tateyama, Japan.

KITAKATA MARU

Kuribavashi Shosen K.K.; 2,218 tons.

The *Kitakata Maru* struck a mine and sank on May 25th, 1945, off Yawata, Japan.

KITANO MARU

Nippon Yusen K.K.; 1909; Mitsubishi Dockyard & E. Works; 7,951 tons; 464-9x55-8x34-5; 973 n.h.p.; triple-expansion engines.

The steamship *Kitano Maru* struck a mine and sank on March 27th, 1942, off Lingayen, Philippines.

KITE

British Navy, sloop; 1941; Cammell Laird; 1,250 tons; 229-5x 38x8-7; 4,300 s.h.p.; 20 knots; turbine engines; six 4 in. A.A. guns, 2pom-poms.

The sloop *Kite*, Lt. Cdr. A. N. G. Campbell, was a unit of a force under command of Vice-Admiral F. H. G. Dalrymple-Hamilton, C.B., in the aircraft carrier *Vindex*, which was escorting a large convoy to Russia. On August 21st, 1944, the convoy was attacked by a strong force of submarines, several of which had previously been sighted by aircraft from *Vindex* and *Striker*. An attack was made on the enemy formation from the air and depth charges from Swordfish aircraft sank one submarine. Later destroyers and frigates accounted for two others, but during these operations *Kite* was torpedoed and sunk with a loss of ten officers, including Lt. Cdr. Campbell, and 207 ratings.

KITHIRA

Sakellaropoulos, Scambavia & Spathis; 1890; E. Withy & Co.; 2,240 tons; 300x38-5x20-6; 232 n.h.p.; triple-expansion engines.

The Greek cargo ship *Kithira* was sunk by a German submarine off the west coast of Africa on February 16th, 1918.

KITSURIN MARU

KITSURIN MARU

Osaka Syosen K.K.; 1935; *Mitsubishi Jukogyo Kaisha*; 6,783 tons; 427X 56 • 1 x 33 -1; turbine engines.

The *Kitsurin (Kiturin) Mam* struck a mine and sank on May 11th, 1945, off Kobe.

KITTIWAKE

Cork Steamship Co.; 1906; *Swan, Hunter & Wigham Richardson*; 1,866 tons; 290x38-5x20-1; 304 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Kittiwake* was torpedoed and sunk by a German submarine 25 miles N.W. of the Maas lightship on April 9th, 1917. Seven men were killed. The captain was among the survivors.

KITTY'S BROOK

Bowater's Newfoundland Pulp & Paper Mills; 1907; *Irvine's S.B. & D.D. Co.*; 4,031 tons; 324-7x 45-9x 30-7; 312 n.h.p.; triple-expansion engines.

The Canadian steamship *Kitty's Brook* was torpedoed and sunk by a German submarine on May 9th, 1942, about 450 miles out from New York on a voyage to Argentina, N.F.L. Nine of her crew were killed.

KIYO MARU

Asano Bussan K.K.; 1930; *Deutsche Werft A.G.*; 7,251 tons; 416-6x 57x 33; 975 n.h.p.; oilengines.

The tanker *Kiyo Mam* was torpedoed and sunk by the U.S. submarine *Rasher* on January 4th, 1944, about 100 miles N. of Great Natuna Island in the South China Sea.

KIYO MARU

Kaiyo Kisen K.K.; 1912; *W. Doxford & Sons*; 4,428 tons; 390X 54 -1X 27 • 5; triple-expansion engines. The steamship *Kiyo Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 15 miles E. of Gocong, Indo-China.

KIYOKAWA MARU

Kawasaki Kisen K.K.; 1937; *Kawasaki Dockyard Co.*; 6,862 tons; 479-4x62-3x30-3; 1,850 n.h.p.; oilengines.

The motorship *Kiyokawa Maru* struck a mine and sank on May 24th, 1945, off Nagasaki.

KIYONAMI

Japanese Navy, destroyer; 1941; *Japan*; 2,200 tons; 415x 35x —; 34 knots; turbine engines; six 5 in. guns, eight 25 mm. A.A., 15 T.T.

The destroyers *Kiyonami* and *Yugure* were part of a force escorting a convoy in a last desperate attempt to reinforce their troops on the island of New Georgia. The convoy took the route through the Vella Gulf on the night of July 20th, 1943, but was located by U.S. aircraft of the Army, Navy and Marine Corps and compelled to disperse. The two destroyers were sunk and several transports damaged.

The complement of the *Kiyonami* was over 200 and of the *Yugure* was 180.

KIYOSHIMO

Japanese Navy, destroyer; 1942; *Japan*; 2,200 tons; 415x 35x —; 34 knots; turbine engines; six 5 in. guns, eight 25 mm. A.A. 15 T.T.

The Japanese destroyer *Kiyoshimo* was off Mindoro on December 26th, 1944, when she was attacked by U.S. aircraft and a motor torpedo boat. The vessel was hit and sunk. She carried a complement of over 200.

KIYOSUMI MARU

Kokusai Kisen K.K.; 1934; *Kawasaki Dockyard*; 8,614 tons; 453-5x60-7x40-1; 2,178 n.h.p.; 16-5 knots; oilengines. The liner *Kiyosumi Maru* was taken over by the Japanese Admiralty during the Second World War for service as an auxiliary cruiser. On February 17th, 1944, when in the Caroline Islands area, she was bombed and sunk by U.S. carrier-borne aircraft.

KIYOTADA MARU

Ube Cement K.K.; 1936; *Mitsubishi Jukogyo K.K.*; 3,079 tons; 305-1x 50x 22; 272 n.h.p.; oil engines.

The motorship *Kiyotada Maru* struck a mine and sank on July 28th, 1945, off Shimonoseki.

KIZAN MARU

Tsurumaru Kisen K.K.; 2,841 tons. The *Kizan Maru* was bombed and sunk by U.S. land-based aircraft on November 23rd, 1943, in Kau Bay, Moluccas.

KIZILIRMAK

Turk Silepcilik Limitet Sirketi; 1898; *Irvine's S.B. & D.D. Co.*; 2,794 tons; 324x46x20-5; 267 n.h.p.; triple-expansion engines. The Turkish ship *Kizilirmak* sank during a storm on the night of December 22nd/23rd, 1939, six miles W. of Sinop in the Black Sea. The crew of 20 were drowned.

KIZUGAWA MARU

Toyo Kaiun K.K.; 1,915 tons. The steamship *Kizugawa Maru* was torpedoed and sunk by the U.S. submarine *Seahorse* on April 8th, 1944, 30 miles south of Guam Island.

KJOBENHAVN

D/S Pacific A/S; 1923; *Howaldtswerke*; 1,264 tons; 238x 37• 2x 13-7; 102 n.h.p.; triple-expansion engines. The Danish steamship *Kjobenhavn*, under German control, struck a mine and sank on February 20th, 1943, near Borkum.

KJOBENHAVN

Forenede Dampskibs Selskab; 1918; *Helsingors Jernskibsverf A/S*; 1,668 tons; 270-4x 40-2x 14-3; 288 n.h.p.; 14-5 knots; triple-expansion engines.

The passenger steamship *Kjobenhavn* was on a voyage from Copenhagen to Aalborg with 350 passengers and a crew of 52, on the morning of Friday, June 11th, 1948, when she struck a drifting mine some 15 miles off the coast of Jutland. The mine exploded on the starboard side amidships and the vessel took a heavy list preventing the launching of many of the lifeboats, only two of which got afloat. Within ten minutes the ship had foundered.

The steamship *Frigga* of the same company answered the S.O.S. call and arrived in time to rescue 216 passengers and 45 crew. The explosion occurred just before 5 a.m. when the passengers were asleep below and the immediate failure of the electric light greatly hampered their efforts to gain the deck.

The route used by the *Kjobenhavn* was considered perfectly safe as it had been swept for mines and had been in use for a considerable time after the war.

KLAMATH

Chas. R. McCormick & Co.; 1909; *H. D. Bendixsen S.B. Co.*; 1,083 tons; 207-5x41-6x15-4; 112 n.h.p.; triple-expansion engines.

The wooden American ship *Klamath* was wrecked on February 5th, 1921, near Del Mar Landing, California, while on a voyage from San Francisco to Portland, Or.

KLAMPENBORG

C. K. Hansen; 1889; *Tyne Iron S.B. Co.*; 1,785 tons; 265X 36-5x16-2; 177 n.h.p.; triple-expansion engines. The Danish steamship *Klampenborg* was sunk by a German submarine off Ushant on January 19th, 1917.

KLAUS FRITZEN

Johs. Fritzen & Sohn vorm. W. Kunstmann; 1922; *Vulcan Werke*; 2,936 tons; 316-5x45-1x21-3; 147 n.h.p.; triple-expansion engines.

The German steamship *Klaus Fritzen* was bombed and sunk by British aircraft on May 4th, 1943, in the North Sea.

KLAUS HOWALDT

Bernhard Howaldt; 1938; *Nordseewerke Emden*; 5,956 tons; 437-4x59x23-6; 306 n.h.p.; compound engines & L.P. turbine. The German steamship *Klaus Howaldt* was bombed and sunk by British aircraft on May 13th, 1943, off the Naze, Norway.

KLEBER

French Navy, armoured cruiser; 1902; Creusot; 7,578 tons; 426-5x58-5x24-5; 17,000 i.h.p.; 21 knots; triple-expansion engines; Niclausseboilers; eight6-4 in.guns, four 4 in., ten3pdr., 2 T.T.

The French armoured cruiser *Kleber* was off Cape St. Mathieu on June 27th, 1916, when she struck a mine and sank. The ship had been serving on the West African station where she had acted as flagship to Rear-Admiral Jaures.

Of the *Kleber's* complement of 520 nearly all were saved by the escorting torpedo boats. The cruiser sank in a very short time" Her captain remained on the bridge until he was flung into the sea as the cruiser foundered. He came to the surface and was rescued.

KLIPFONTEIN

Vereenigde Nederlandsche Scheepv. Maats.; 1939; N.V. Mch. & Scheepswrf. van P. Smit Jr.; 10,544 tons; 499-3x62-9x33-1; 2,052 n.h.p.; 17 knots; oilengines.

The Dutch liner *Klipfontein*, on a voyage from Lourenco Marques to Beira, struck a submerged reef on January 8th, 1953, five miles from Cape Barra, near Inhambane. This caused an explosion in the forward oil tank and the ship sank some 45 minutes later. There was no loss of life. The crew of 119 and 114 passengers were taken off by the Union-Castle liner *Bloemfontein Castle*.

KLUPFEL

Fried. Krupp A.G.; 1922; Fried. Krupp A.G.; 3,959 tons; 338 x 47 • 4 X 26 - 2; 289 n.h.p.; triple-expansion engines. The German ship *Klupfel*, carrying coal from Hull to Bremerhaven, was disabled in a heavy storm on August 30th, 1923, between Terschelling and Borkum. The captain ordered the crew of 41 into the boats but himself remained on board. He was taken off by the Dutch trawler *Java* just before the *Klupfel* sank, but all the men in the boats were drowned.

KNAPTON HALL

Dixon & Harris; 1870; Palmers" Co.; 903 tons; 221x29-2x 17-5; 99 h.p.; compound inverted engines.

The steamship *Knapton Hall* was sunk in a collision with the iron sailing ship *Lochfyne*, 1,270 tons, on October 15th, 1877. The steamship sank with the loss of nine lives.

KNEBWORTH

Dalglish S.S. Co.; 1919; Dunlop, Bremner & Co.; 2,555 tons; 302-9x42-9x20-7; 262 n.h.p.; triple-expansion engines. The British cargo ship *Knebworth* was wrecked near Biarritz lighthouse on January 27th, 1930. She was on a voyage from Blyth to Bayonne carrying a cargo of coal.

KNIAZ SUVAROFF

Russian Navy, 1st class battleship; 1904; Baltic Works; 13,516 tons; 376-5x76x26; 15,800i.h.p.; 17-6knots; triple-expansion engines; four 12 in. guns, twelve 6 in., two 2% pdr., twenty 12 pdr., twenty 3 pdr., 4 T.T.

The battleship *Kniaz Suvaroff* was newly completed when the Russo-Japanese War broke out on February 8th, 1904. Japanese torpedo boats attacked and damaged a number of Russian warships lying off Port Arthur. The course of the conflict, both on land and sea, went heavily against Russia, but public opinion in that country was loud in its demand that a fleet, adequate to the task, should be sent to the Far East to retrieve the fortunes of the day. In response to this demand, and with much more optimism than thoroughness, the Russian naval authorities prepared a large number of ships drawn from their Baltic ports to form a second Far Eastern fleet. It was to be assembled by September, 1904, and there was, ready to hand, a group of four new battleships nearing completion on the Neva and at Cronstadt. One of these was the *Kniaz Suvaroff*, which was fitted out as flagship for Vice-Admiral Zinivy Petrovich Rojdestvensky, who was appointed commander-in-chief.

After many delays, and the repair of a multitude of defects, the heterogeneous collection of vessels left Libau on October 15th, for Port Arthur. Neither the ships nor the men were in fighting trim, while the combination of brand new battleships and cruisers with a number of much less modern ships was manifestly unwise. In the light of subsequent events the best arrangement would have been for the newest and fastest ships of all classes, manned by the very best officers and men of the Russian navy, to have made an immediate dash for Port Arthur while that fortress was still holding out. As it was, time, skill and energy were frittered away in preparing ships long past their prime, and in spreading the trained personnel throughout a large and unwieldy fleet. This was particularly the case with engineers and stokers experienced in the new tubular boilers, and with trained gun layers.

The cruise of the fleet to the Far East until it met the Japanese occupied no less than seven months and ten days, during which time the crews of the first contingent improved to some degree, but at the cost of the efficiency of the ships, all of which fell off in speed owing to foul hulls. From the outset the voyage was dogged by misfortune. A rumour that the Japanese had acquired a number of fast light craft, to act as torpedo boats in European waters, made the officers in command very nervous. As a result a Swedish merchantman and a German fishing smack were fired on as the fleet passed out of the Baltic, and later, when off the Dogger Bank, English fishing trawlers were subjected to a very heavy fire at night. One boat was sunk and several men were killed and injured. This aroused great public indignation in England, and some diplomatic tension, until Russia agreed to participate in an international inquiry.

The fleet, which was still known as the Baltic Fleet, though it was officially designated the Second Pacific Squadron, arrived at Tangier on November 3rd, where it divided, the first division under the commander-in-chief going by the Cape route, and the second division under Rear-Admiral Fokkersham through the Suez Canal. On November 7th a third division, consisting of two armoured and three auxiliary cruisers, with a flotilla of destroyers and some storeships, left Libau. Later, on February 15th, 1905, a fourth division was despatched, composed of old battleships and cruisers, under command of Rear-Admiral Nebogatoff. This reinforcement was not welcomed by Admiral Rojdestvensky, who protested strongly to the Russian Admiralty against the inclusion of such a useless addition of naval scrap iron. He left Madagascar without waiting for it and steamed across the Indian Ocean for 5,000 miles without touching port, hoping thereby to prevent it joining him before his meeting with the Japanese. This was not to be, and in May the fourth division caught up with the rest of the fleet off French Cochinchina.

Meanwhile the object which had called forth all this expenditure of wealth and effort, ceased to be attainable. On January 1st, 1905, General Stoessel, defending Port Arthur, asked for terms, and surrendered the fortress next day. This catastrophe rendered the already difficult task of the Baltic Fleet far more perilous; nevertheless Admiral Rojdestvensky determined to press on to Vladivostock. On approaching Japanese waters the admiral made his first mistake in deciding to send his colliers, store ships and armed merchantmen, into the Wusung River for safety. This tactic advertised that he intended to pass through the straits of Tsu-Shima and, if necessary, give battle there. The folly of this move was not long lost upon the Japanese.

The composition of the Baltic Fleet about to do battle was as follows:—

	tons	knots	guns
1st Division			
<i>Kniaz Suvaroff</i> (flagship)	13,516	17-6	4-12 in., 12-6 in.
<i>Imperator Alexander III</i>	"	17-8	"
<i>Borodino</i>	"	17-6	"
<i>Orel</i>	"	17-6	"
2nd Division			
<i>Ossliabya</i> (flagship)	12,674	18-3	„ 10 in., 11 „
<i>Sissoi Veliki</i>	10,400	15-7	„ 12 in., 6
<i>Navarin</i>	10,206	"	"
<i>Admiral Nakimoff</i>	8,524	16-6	8-8 in., „ 10

3rd Division	tons	knots	guns
<i>Imperator Nikolai I.</i> (flagship) <i>General</i>	9,672	14	2-12 in., 4-9 in., 8-6 in.
<i>Admiral Apraxin</i>	4,126	16	3-10 in., 4-4-7 in.
<i>Admiral Senyavin</i>	4,960	16-1	4-9-4 in., 4-6 in.
<i>Admiral Ushakoff</i>	4,126	„	„ „ „ „
Cruiser Division			
<i>Oleg</i> (flagship)	6,645	23	12-6 in.
<i>Aurora</i>	6,731	20	8 „
<i>Dimitri Donskoi</i>	6,200	16-5	6 „ 10-4 . 7 in.
<i>Vladimir Monomach</i>	5,593	17-5	5 „ 6 „

The light cruisers *Jemtchug* and *Izumrud*, sister ships of 3,103 tons and six 4-7 in. guns, acted as flotilla leaders as they were both 24 knot ships. The light cruisers *Almaz* and *Svietlana*, 3,285 tons and 3,828 tons respectively, acted as escorts. In addition there was the auxiliary cruiser *Ural*, formerly the German liner *Konigin Maria Theresa*, a flotilla of nine destroyers, several transports, two repair ships and two hospital ships. The speed given above is the paper speed, and it is doubtful if any vessels, except the very new ones, could attain to the figure ascribed to them.

To add to the Russian difficulties, Rear-Admiral Folkersham, who had been a sick man during the latter part of the voyage, died two days before the battle, his coffin, under the Imperial ensign, being carried on the upper deck of his flagship, the *Ossliabya*, which continued to fly his flag in order that the news of his death might not depress the spirits of the superstitious Russian sailors.

The much advertised and lengthy cruise of the Baltic Fleet had, in part, been made possible by the alliance with France, for it was in the ports of the French colonial possessions that Rojdestvensky had found refuge. Along the coast of French Africa, at Madagascar and last of all in Cochin China, the fleet had coaled, exercised and drilled. During this time there had been an exchange of diplomatic notes between Japan and France, until the latter country's patience with its naval guests had worn very thin.

On May 27th, Admiral Togo was at Sylvia Basin, Korea, awaiting news of the approach of the Russians. The fleet under his command was as perfect and ready as that of his adversary was imperfect and unready. On paper both fleets were formidable, in practice poles asunder. There was, however, one noticeable likeness between them, and this was that both contained a large proportion of old ships. In the Japanese case this was because they could not afford to do without them, or to discard any unit capable of steaming in line or firing a gun.

The Japanese fleet was composed as follows:—1st

Division	tons	knots	guns
<i>Mikasa</i> (flagship)	15,140	18	4-12 in., 14-6 in.
<i>Shikishima</i>	14,850	„	„ „ „
<i>Asahi</i>	15,200	„	„ „ „
<i>Fuji</i>	12,450	„	„ „ „
<i>Nisshin</i>	7,628	20	4-8 in., 14 „
<i>Kasuga</i>	7,628	„	1-10 in, 2-8 in, 14-6 in.
2nd Division			
<i>Idzumo</i> (flagship)	9,750	20-75	4-8 in., 14-6 in.
<i>Iwate</i>	„	„	„ „
<i>Tokiwa</i>	„	21-5	„ „
<i>Asama</i>	9,700	„	„ „
<i>Yakumo</i>	9,646	20	„ 12
<i>Adzuma</i>	9,307	„	„ „
3rd Division			
<i>Kasagi</i> (flagship)	4,862	22-5	2 10-4 . 7 in
<i>Chitose</i>	4,760	„	„ „
<i>Nitaka</i>	3,365	20	6-6 in „
<i>Otawa</i>	3,000	21	2 6-4 . 7 in

4th Division	tons	knots	guns
<i>Naniwa</i> (flagship)	3,650	18	8
<i>Takachiho</i>			2-10 in., 6-6 in.
<i>Tsushima</i>	3,365	20	6-6 in.
<i>Akashi</i>	2,657	„	2 „ 6-4-7 in.
5th Division			
<i>Itsukushima</i> (flagship)	4,210	16	1-12-5 in., 11-4-7 in
<i>Hashidate</i>	„	„	„ „
<i>Matsushima</i>	„	„	„ „
<i>Chin-yen</i>	7,220	15	4-12 in, 4-6 in.
6th Division			
<i>Suma</i>	2,657	20	2-6 in., 6-4-7 in
<i>Chiyoda</i>	2,450	19	10-4-7 in
<i>Akitsushima</i>	3,150	„	4-6 in., 6-4-7 in.
<i>Izumi</i>	2,950	17	2
7th Division			
<i>Fuso</i> (flagship)	3,718	13	4-24 cm. guns, 4-6 in.

and five gunboats, the *Tsukushi*, *Takao*, *Maya*, *Chokai* and *Uji*, 1,774 to 615 tons, 13 to 16-5 knots, 10 in. to 6 in. guns.

It will be seen from the above that the Japanese possessed a definite superiority when it came to fast light cruisers, though none of these were very big, or heavily armed. Their usefulness lay in their ability to keep the Russians under constant surveillance and to report everything to Togo. The Japanese also had five torpedo squadrons comprising 21 destroyers and 80 torpedo boats, with two or three torpedo gunboats.

The morning of the battle dawned with mist and a heavy sea, and until two in the afternoon Togo was content to shadow his foes as they steamed through the straits. There was a little desultory firing between 11 o'clock and noon, which the Russian admiral peremptorily stopped, being anxious to conserve his ammunition. The Baltic Fleet was steaming at about 12 knots, on a north-westerly course, in two columns line ahead, the starboard column being the stronger. Admiral Togo, for two reasons, decided to attack the port column, firstly because it was nearest on the course to Vladivostok, and secondly because it was the weaker. He therefore increased speed and headed N.W. by N., crossing the bows of his enemy about five miles ahead, then turning to port and steaming parallel in an opposite direction. The Russians continued to forge to the North and the distance between the two fleets rapidly decreased. Togo was anxious to prevent the battle developing into a chase, for that would have meant the possible escape of many Russian ships, probably the best of them. The Japanese admiral had a choice of three moves.

- (i) He could permit the battle to develop into a chase, in which case he must abandon hope of his enemy's complete destruction.
- (ii) He could turn his line together to bring his ships on the same course as his enemy, which would mean that his line would be reversed and his flagship would be last, and not first, as it should be.
- (iii) He could turn his ships in succession, which would mean that each unit would steam to the point at which the leading ship had turned and then turn and follow the ship in front of her. This would involve a dangerous bunching of the ships for several minutes, during which time an enterprising enemy might concentrate a destructive fire without exposing himself to much harm. If, however, the manoeuvre succeeded, then the Japanese admiral would be in a position to head off the enemy from his northward course and compel him to fight a close and desperate action.

Admiral Togo had already gauged the quality of Russian seamanship and he elected for the third course, dangerous as it appeared. When it was completed he could cross the "T" of the opposing line and overwhelm the leading ships.

The turn in succession of the Japanese 1st and 2nd Divisions occupied 16 minutes, their mean speed being 15 knots. At its con-

elusion they were running parallel with the Russians, whose fire had been fierce but ineffective. Moreover the latter had previously attempted to station their first division ahead of their second, thus making a single line of battle. This they had not been able to do in time and the confusion among them had undoubtedly prevented their taking full advantage of the Japanese turn. As it was the *Ossliabya*, flagship of the rear-admiral, was out of the line and nearer to the Japanese than were her consorts. She became the target for an overwhelming fire and slowly turned over until her gun ports were level with the water, when she capsized. This disaster was witnessed by both fleets and had a profound effect upon the morale of the Russians.

Meanwhile Rojdestvensky had turned away to starboard, his flagship being subjected to the same overwhelming fire as that sustained by the *Ossliabya*. His speed, owing to the presence of so many old ships, was reduced to ten knots. After an hour the *Kniaz Suvaroff* was driven out of the line, and for four dreadful hours lay helpless between the rival fleets, receiving salvo after salvo from passing ships, but always replying to their fire. Her steering gear smashed, her upper works and bridges a mass of twisted iron, her big gun turrets out of action, her lower decks full of mangled and dying men, she still fought on. At a little past seven in the evening, having been reduced to a blazing wreck, the vessel was attacked and sunk by torpedo boats. With her flags flying and her few remaining guns firing the *Kniaz Suvaroff* went down, having maintained a discipline and a fighting spirit worthy of the highest traditions of any navy. Only a mere fraction of her complement were saved. Admiral Rojdestvensky, twice wounded and almost unconscious, was transferred to the destroyer *Buiny*, which ran alongside the stricken battleship and at great risk took off a number of wounded officers and men. This was about 5 o'clock, and for some time prior to that the Russians had been led by the *Imperator Alexander III*, but by 7 o'clock this ship had capsized and sunk, followed by the *Borodino*, which blew up a quarter of an hour later. Of the five new Russian battleships the *Orel* was now the only one afloat. She attached herself to Admiral Nebogatoff's division, which, with the cruiser *Izumrud*, was battered but intact.

Throughout the night these ships dodged the Japanese torpedo attacks, making what speed they could for Vladivostock. At dawn the ships were seen to be surrounded by Japanese cruisers, which could pour in a concentrated fire while themselves keeping out of range of the old Russian guns, the three 12 in. guns of the *Orel* being the only ones capable of hitting. In these circumstances Admiral Nebogatoff decided to surrender, being convinced that no useful purpose would be gained by sacrificing the 2,000 odd men under his command. All the ships hauled down their colours, except the *Izumrud*, which ran for Vladivostock and was wrecked in a dense fog when entering Vladimir Bay. The *Admiral Ushakoff* had fallen considerably behind her consorts during the night and, on becoming aware of what had happened decided to go down fighting, which she did, taking her brave captain with her.

There now remained nothing of the Baltic Fleet but a few odd ships, and of these only three, the light cruiser *Almaz* and the destroyers *Brawy* and *Gresny*, reached Vladivostock. Admiral Enquist with the *Oleg*, *Aurora* and *Jemtchug* (which see) steamed through the straits of Tsu-Shima in darkness and by devious courses reached Manila. The old ships *Navarin*, *Dimitri Donskoi*, *Admiral Nakimoff*, *Sissoi Veliki* and *Vladimir Monomach*, together with the cruiser *Svietlana*, lost touch with the main fleet and were destroyed either by torpedo or gunfire during the night or the following day. All these ships fought well and upheld the best naval traditions.

Admiral Rojdestvensky was surrendered to the Japanese by the destroyer *Buiny*, which could make no dispositions for his safety against such overwhelming odds.

The Russian losses in ships consisted of all their battleships, four out of their eight cruisers, and seven of their nine destroyers. The loss of life amounted to 4,830 officers and men, with over 10,000 wounded and captured.

The Japanese lost two torpedo boats, the *Nos*, 35 and 65, and their loss of life was 117 officers and men, with under 1,000 wounded.

On their return to Russia Admiral Nebogatoff and his officers were tried and sentenced to a term of imprisonment for the surrender of their ships, despite the protest of Admiral Rojdestvensky at the injustice of the proceeding. The Russian Admiralty would not give way, however, and the sentences were carried out.

KNIGHT COMMANDER

Greenshields, Come & Co.; 1890; Palmers' Co.; 4,306 tons; 400x47-2x27-9; 435 n.h.p.; triple-expansion engines. The British cargo ship *Knight Commander* was sunk by a Russian warship off Idzu, Japan, on July 23rd, 1904. She was on a voyage from New York to Yokohama carrying a general cargo.

KNIGHT COMPANION

Greenshields, Come & Co.; 1900; W.Dobson&Co.; 4,111 tons; 370 '5x47x19-6; 376 n.h.p.; triple-expansion engines. The British cargo ship *Knight Companion* was wrecked on the coast of Japan in 35° N., 140° E., on February 3rd, 1902. She was on a voyage from Portland, Oregon, to Japan carrying a general cargo.

KNIGHT TEMPLAR

Henry Samman; 1874; Austin & Hunter; 1,567 tons; 262 X 32-2x23-9; 160 h.p.; compound engines.

The British cargo ship *Knight Templar* was wrecked off Finisterre on December 18th, 1888, while on a voyage from Odessa to Hull carrying a cargo of wheat and barley.

KNIGHT OF ST. GEORGE

Greenshields, Come & Co.; 1890; Palmers' Co.; 4,710 tons; 404-5x48x27-4; 435 n.h.p.; triple-expansion engines. The British cargo ship *Knight of St. George* was wrecked on a reef one mile north of Egeria Passage, Tongatabu, on August 20th, 1911. She was on a voyage from Tacoma to Sydney, N.S.W., carrying a general cargo.

KNIGHT OF THE BATH

Greenshields, Come & Co.; 1881; T. Roy den & Son; 2,311 tons; 320 x 35x24-4; 300 h.p.; compound inverted engines. The British cargo ship *Knight of the Bath* was wrecked off Kuria Muria Island on June 17th, 1883, while on a voyage from Bombay to Havre carrying a general cargo. The captain and 16 of the crew reached shore and were subsequently taken off by an Indian Government ship, but the rest of the crew were drowned.

KNIGHT OF THE THISTLE

A. Holt & Co.; 1903; C. Cornell & Co.; 6,675 tons; 455-8X 55-2x30-7; 552 n.h.p.; triple-expansion engines. The British cargo ship *Knight of the Thistle* foundered on December 10th, 1917, in 42° 19' N., 56° 50' W., while on a voyage from New York to London carrying a general cargo.

KNITSLEY

Consitt Iron Co.; 1924; Wood, Skinner & Co.; 2,272 tons; 294-6x40-7x18-2; 239 n.h.p.; triple-expansion engines. The steamship *Knitsley*, on a voyage from London to the Tyne, was torpedoed and sunk by a German motor torpedo boat on December 12th, 1942, off Lowestoft. Eleven of her crew and one gunner were killed.

KNUD

N.K.Stroyberg; 1871; Hall, Russell & Co.; 1,020 tons; 231-2 X 30-3x17; 130 n.h.p.; triple-expansion engines. The Danish steamship *Knud*, outward bound for Valencia with coal, was sunk in a collision with the steamship *Swaledale*, 3,658 tons, on November 20th, 1902, outside South Shields, River Tyne. The captain and seven of the crew were lost.

KNUD VILLEMoes

D/S A/S Jyden; 1905; Niiske & Co.; 1,582 tons; 247-4X 36-8x16-6; 120 n.h.p.; triple-expansion engines. The Danish steamship *Knud Villemoes*, under German control, struck a mine and sank on July 27th, 1941, off Heligoland.

KNUT HAMSUN

Olaf Orvig; 1911; W. Gray & Co.; 5,272 tons; 410x54x26-5; 369 n.h.p.; triple-expansion engines.

The Norwegian ship *Knut Hamsun*, Capt. Frich, was sailing from Tocopilla to Jacksonville with 8,500 tons of nitrate when she caught fire and sank at 10 p.m. on June 10th, 1934, about 30 miles S.W. of Roncador Bank in the Caribbean Sea.

KNUTE NELSON

A/SBorga; 1926; *Odense Staalskibsværft*; 5,749 tons; 435-9 X 56-2x27-8; 951 n.h.p.; oil engines.

The Norwegian motorship *Knute Nelson*, under German control, was torpedoed and sunk by a British submarine on September 27th, 1944, off the Norwegian coast. Nine of her crew were lost.

KNYAGUINYA MARIA LUISA

Soc. Commerciale Bulgare de Nav. a Vap.; 1919; *Chantiers & Ateliers de Provence*; 3,821 tons; 353-5x46-6x22-6; 502 n.h.p.; triple-expansion engines.

The Bulgarian steamship *Knyaguinya Maria Luisa* was bombed by British aircraft at the entrance to Piraeus harbour on May 30th, 1941. Her deck cargo of benzine in drums caught fire and this detonated her cargo of munitions. The ship blew up with an explosion that sank three ships in the harbour and caused some 200 casualties.

KOA MARU

Kyokuyo Hogeï K.K.; 1932; *Swan, Hunter & Wigham Richardson*; 2,024 tons; 266-2x40x19-5; 292 n.h.p.; triple-expansion engines.

The steamship *Koa Maru* was torpedoed and sunk by the U.S. submarine *Porpoise* on April 4th, 1943, off Eniwetok, Marshall Islands.

KOAN MARU

Dairen Kisen K.K.; 1936; *Uraga Dock Co.*; 3,462 tons; 347-8X 50x24-5; 308 n.h.p.; compound engines.

The steamship *Koan Maru* was bombed and sunk by U.S. carrier-based aircraft on January 24th, 1944, off Rabaul, New Guinea.

KOAN MARU

Hiroumi Shozï K.K.; 1924; *Osaka Iron Works*; 3,183 tons; 305X43-9X27-2; 288 n.h.p.; triple-expansion engines. The steamship *Koan Maru* was torpedoed and sunk by the U.S. submarine *Rasher* on June 14th, 1944, in the Celebes Sea.

KOAN MARU

Amakasu Sangyo Risen K.K.; 1905; *Akt. Ges. "Neptun"*; 4,305 tons; 376-6x48-7x26-9; triple-expansion engines. The steamship *Koan Maru* struck a mine and sank on May 17th, 1945, off Kobe.

KOBE MARU

Toa Kaiun K.K.; 1940; *Mitsubishi Jukogyo K.K.*; 7,938 tons; 430-2x59x32; 1,917 n.h.p.; turbine engines. The *Kobe Maru* was in collision with the *Tenzan Maru* on November 11th, 1942, and sank 90 nautical miles E. of the Yangtze estuary.

KOBENHAVN

Ostasiatiske Kompagni; 1921; *Ramage & Ferguson*; 3,901 tons; 368-9x49-3x26-9; 139 n.h.p.; oil engines. The Danish motorship *Kobenhavn* left Buenos Aires on December 14th, 1928, for Melbourne. A wireless communication was received from her on the 21st, but nothing more. The remains of a lifeboat and skeletons were found half buried in the sand on the S.W. African coast in 1935, and it is thought that these may have belonged to the *Kobenhavn*. She carried a crew of 15 and 45 cadets.

KOCHI MARU

Settu Syosen K.K.; 1920; *Teikoku S.S. Co.*; 2,910 tons; 305x43-7x27-2; 352 n.h.p.; triple-expansion engines. The steamship *Kochi (Koti) Maru* was torpedoed and sunk by the U.S. submarine *Finback* on May 27th, 1943, W. of the Caroline Islands.

KOEFIA

A. Lauro; 1903; *Rickmers A.G.*; 3,823 tons; 362x45-lx 26-2; 332 n.h.p.; triple-expansion engines. The Italian ship *Koefia*, with a cargo of nitrate, was reported to be in distress on January 16th, 1933, and sank at 1 a.m. on January 17th about eight miles N. of Oran.

KOEI MARU

Nitto Kisen K.K.; 10,238 tons. The tanker *Koei Maru* was torpedoed and sunk by the U.S. submarine *Parche* on July 31st, 1944, off the W. coast of Dalupiri Island, Philippines.

KOFUKU MARU

Yamashita Kisen K.K.; 1918; *Kawasaki Dockyard Co.*; 5,822 tons; 385 X 51 x 36; 440 n.h.p.; triple-expansion engines. The steamship *Kofuku (Kohuku) Maru* was bombed and sunk by U.S. land-based aircraft on June 1st, 1942, off Burma.

KOFUKU MARU

Daiko Shosen K.K.; 1939; *Kawaminami Kogyo K.K.*; 1,920 tons; 271-7x40x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Kofuku (Kohuku) Maru* was torpedoed and sunk by the U.S. submarine *Silver sides* on March 16th, 1944, 250 miles southeast of the Palau Islands.

KOFUKU MARU

Taiko Syosen K.K.; 1945; *Japan*; 2,219 tons; steam engines. The steamship *Kofuku Maru*, on a voyage from Wakamatsu to Tsingtau with a cargo of salt, went aground on March 21st, 1947, at Saishu Island during a storm and became a total loss.

KOGANE MARU

Nippon Kaiun K.K.; 1938; *Harima S.B. & Eng. Co.*; 3,132 tons; 318-4x45-9x24-6; 200 n.h.p.; triple-expansion engines. The steamship *Kogane Maru* was torpedoed and sunk by the U.S. submarine *Rasher* on October 9th, 1943, in the Manipa Strait, Moluccas.

KOGEN MARU

Nippon Yusen Kaisha; 6,600 tons. The steamship *Kogen Maru* was torpedoed and sunk by the U.S. submarine *Tang* on October 25th, 1944, off the Pescadores Islands.

KOGIKU MARU

Sawaguchi Kisen Kogyo K.K.; 1911; *Wood, Skinner & Co.*; 2,417 tons; 281-2x43x19-1; 225 n.h.p.; triple-expansion engines. Sailing from Wakamatsu to Jinsen with a cargo of coal, the *Kogiku Maru* went ashore at 3 a.m. on December 7th, 1932, on Shinto Island 40 miles S. of Chemulpo. She slipped off the rocks and sank in deep water.

KOYO MARU

Kogada Gumi K.K.; 1938; *Uraga Dock Co.*; 6,353 tons; 423-2x 59x32-8; 517 n.h.p.; turbine engines. The steamship *Kogyo Maru* was sunk by U.S. carrier-based aircraft on September 24th, 1944, off the north-east coast of Palawan Island, Philippines.

KOHATSU MARU

Matsuura Shizuo; 1902; 1,774 tons; 260x36-6x22-2; triple-expansion engines. Carrying salt from Waihaiwei to Fusan the *Kohatsu Maru* was in collision with the *Aeneas* and sank on July 14th, 1930, near Shantung Cape.

KOHINA MARU

S. Nakamura; 1884; *Harland & Wolff*; 3,164 tons; 350-5X 40-3x25-2; 323 n.h.p.; compound engines. The Japanese steamship *Kohina Maru* was torpedoed and sunk by a submarine in the Mediterranean on August 2nd, 1916.

KOHINUR

Asiatic Steam Navigation Co.; 1905; *Chas. Cornell & Co.*; 2,265 tons; 296x40-5x22-2; 277 n.h.p.; 10 knots; triple-expansion engines. The steamship *Kohinur*, Capt. Henry S. Terry, was torpedoed and sunk by a German submarine 150 miles N. of Alexandria on May 25th, 1917. Capt. Terry and 36 of the crew were killed.

KOHINUR

Asiatic Steam Navigation Co.; 1922; Lithgows; 5,168 tons; 404-3x52-2x27-4; 435 n.h.p.; triple-expansion engines. The steamship *Kohinur*, on a voyage from Glasgow to the Middle East, was torpedoed and sunk by a German submarine on November 15th, 1940, about 150 miles S.W. of Monrovia. Forty-nine lives were lost.

KOHLNIMPORT

Poseidon; 1906; Rotterdam Droogd. Maats.; 1,124 tons; 230x34-3x13-8; 145 n.h.p.; triple-expansion engines. The German cargo ship *Kohlenimport* was carrying coke from London to Elsinore on March 3rd, 1930, when she collided with the Swedish s.s. *Gudur* and sank 11 miles N.E. of Terschelling.

KOHO MARU

Toa Kaiun K.K.; 4,291 tons. The steamship *Koho Maru* was torpedoed and sunk by the U.S. submarine *Sandlance* on May 14th, 1944, S.W. of Guam.

KOHOKUMARU

Osaka Shosen K.K.; 1915; Kawasaki Dkyd. Co.; 2,573 tons; 284-5x42-5x20-7; 267 n.h.p.; triple-expansion engines. The steamship *Kohoku Maru* was torpedoed and sunk by the U.S. submarine *Hoe* on October 8th, 1944, 260 miles south-east of Hong Kong.

KOHRUMARU

Kobe Sanbashi K.K.; 1918; Earless Co.; 5,228 tons; 400-2X 52-2x28-5; 369 n.h.p.; triple-expansion engines. The *Kohryu Maru* was carrying timber from Tacoma to Yokohama when she was wrecked during a typhoon on March 10th, 1928, 20 miles N. of Cape Inuboye, near Tokyo Bay, with the loss of all her crew.

KOHSHUN MARU

Kobe Sanbashi Co.; 1919; Asano S.B. Co.; 5,460 tons; 400X 53x29-4; 513 n.h.p.; triple-expansion engines. The *Kohshun Maru* was sailing from Portland, Or., to Yokohama with wheat, lumber and scrap iron when she went ashore on February 20th, 1930, at Scotch Lighthouse, Urimak Pass, Alaska.

KOHUKUMARU

Yamasina Keiko; 1934; Mitsui Bussan Kaisha; 3,210 tons; 317-7x46x25-4; 205 n.h.p.; triple-expansion engines. The *Kohuku Maru* sank after a collision off the W. coast of Japan on September 6th 1943.

KOJUN MARU

Hiroumi Shoji K.K.; 1924; Osaka Iron Works; 1,931 tons; 255x39x22-7; 211 n.h.p.; triple-expansion engines. The steamship *Kojun (Kozyun) Maru* was torpedoed and sunk by the U.S. submarine *Bluegill* on August 13th, 1944, off the southeast coast of Mindanao Island, Philippines.

KOJUN MARU

Dairen Risen K.K.; 1917; 2,177 tons; 268x40-7x23-5. The *Kojun (Kozyun) Maru* struck a mine and sank on July 12th, 1945, off Ebisu, Japan.

KOKAIMARU

Simatani Risen K.K.; 1939; Hakodate Dock Co.; 3,871 tons; 340-4x48-2x26-2; 232 n.h.p.; triple-expansion engines. The steamship *Kokai Maru* was bombed and sunk by U.S. land-based aircraft on February 21st, 1944, off New Hanover, Admiralty Islands.

KOKAIMARU

Kita Nippon Kisen K.K.; 1918; Yoshiura Zosensho; 1,269 tons; 226-7x33-5x18-5; triple-expansion engines. The *Kokai Maru* was torpedoed and sunk by the U.S. submarine *Sea Dog* on June 19th, 1945, near Esashi, Japan.

KOKI MARU

Hashimoto Kisen K.K.; 1921; Ishikawajima S.B. Co.; 5,290 tons; 388X53-2x32; 513 n.h.p.; triple-expansion engines. The steamship *Koki Maru* was torpedoed and sunk by the U.S. submarine *Snook* on July 4th, 1943, about 150 miles E. of Shipu, East China Sea.

KOKKA MARU

5,500 tons.
The steamship *Kokka Maru* struck a mine and sank on September 7th, 1944, W. of Keelung, Formosa.

KOKKO MARU

Kokusaki Kisen K.K.; 5,486 tons. The *Kokko Maru* was torpedoed and sunk by the U.S. submarine *Seawolfon* August 31st, 1943, about 150 miles N.E. of Yungkia, China.

KOKKO MARU

Iino Kaiun K.K.; 2,863 tons. The steamship *Kokko Maru* struck a mine and sank on August 24th, 1944, in the Mahakam River, Borneo.

KOKO MARU

Nichiro Gyogyo K.K.; 1922; Yokohama Dock K.K.; 1,520 tons; 240x35x20; triple-expansion engines. The *Koko Maru* struck a mine and sank on March 11th, 1945, off Hangchow.

KOKUEIMARU

Nit to Kisen K.K.; 5,154 tons. The tanker *Kokuei Maru* was torpedoed and sunk by the U.S. submarine *Jack* on February 19th, 1944, about 150 miles S.E. of the Paracel Islands, South China Sea.

KOKURA MARU

Nippon Yusen Kaisha; 1887; R. Dixon & Co.; 2,468 tons; 320 X 38x25-7; 309 n.h.p.; triple-expansion engines. The *Kokura Maru* was wrecked on November 10th, 1920, at Yap, Caroline Islands, when she was nearing the end of a voyage from Yokohama to Angaur.

KOKURYU MARU

Dairen Kisen K.K.; 1921; Osaka Iron Works; 6,112 tons; 407-2x50-8x30; 553 n.h.p.; triple-expansion engines. The steamship *Kokuryu Maru* was torpedoed and sunk by the U.S. submarine *Scorpion* on July 3rd, 1943, in the Yellow Sea.

KOKURYU MARU

Osaka Shosen K.K.; 1937; Mitsubishi Jukogyo K.K.; 7,369 tons; 425-8x57-1x33-3; 1,083 n.h.p.; turbine engines. The steamship *Kokuryu Maru* was torpedoed and sunk by the U.S. submarine *Seadragon* on October 24th, 1944, about 150 miles N.W. of Luzon Island, Philippines.

KOKUSEIMARU

Nippon Yusen Kaisha; 5,396 tons. The steamship *Kokusei Maru* was torpedoed and sunk by the U.S. submarine *Hammerhead* on October 1st, 1944, 25 miles west of Jesselton, North Borneo.

KOKUYO MARU

Osaka Shosen Kaisha; 4,667 tons. The steamship *Kokuyo Maru* was torpedoed and sunk by the U.S. submarine *Sandlance* on March 13th, 1944, 160 miles south of Tokyo.

KOKUYO MARU

Kokuyo Kisen K.K.; 1938; Kawasaki Dkyd. Co.; 10,026 tons; 503-3x65x37-1; 2,250 n.h.p.; oilengines. The tanker *Kokuyo Maru* was torpedoed and sunk by the U.S. submarine *Bonefish* on July 30th, 1944, about 85 miles W. of Jolo in the Sulu Archipelago.

KOLA

KOLA

U.S.S.R.; 1919; *American International S.B. Corp.*; 4,994 tons; 390x54-2x27-6; 600 n.h.p.; turbine engines. The Russian steamship *Kola*, bound to Kamchatka, was stopped and examined by Japanese warships on February 15th, 1943. On the 17th the ship was torpedoed and sunk by a submarine said not to be Japanese. There were only four survivors.

KOLAASTIND

Akties, Statland; 1888; *W. Pickersgill & Sons*; 2,363 tons; 286X39-2X20-2; 299 n.h.p.; triple-expansion engines. The Norwegian tanker *Kolaastind* was torpedoed and sunk by a German submarine in the North Sea on April 11th, 1917.

KOLCHIS

Synodinos Bros.; 1909; *Atel. & Ch. de France*; 2,219 tons; 288-7x42-8x19-7; 208 n.h.p.; triple-expansion engines. The Greek ship *Kolchis*, Capt. Sourbanos, was not seen after she left Sydney, N.S., on November 22nd, 1940, for Cardiff, with a cargo of grain.

KOLGA

I. Silberberg & others; 1912; *Campbeltown S.B. Co.*; 3,526 tons; 348x50x23-6; 322 n.h.p.; triple-expansion engines. The Estonian steamship *Kolga* was bombed and sunk by German aircraft on July 4th, 1940, on a voyage from the Tyne to Wilmington, N.C. There were 29 survivors.

KOLKHOSNIK

U.S.S.R.; 1925; *J. Readhead & Sons*; 3,880 tons; 364-2x 50-6x23-7; 371 n.h.p.; triple-expansion engines. The Russian ship *Kolkhosnik* had left Boston for Halifax to pick up a cargo for Archangel but went ashore on Sambro Shoal on January 16th, 1942, and sank.

KOLL

Odd Berg's Tankrederi A/S; 1930; *Deutsche Werft A.G.*; 10,044 tons; 487-4x66x37-3; 1,175 n.h.p.; oil engines. The Norwegian motor tanker *Koll* was torpedoed, shelled and sunk by a German submarine on April 6th, 1942, 400 miles N.W. of the Bermudas on a voyage from Bay town to Halifax with 13,000 tons of gas oil.

KOLLBJORG

Odd Berg & Hjalmar Bjarke; 1937; *Eriksbergs MjV*; 8,259 tons; 469-2x61-1x34-5; 644 n.h.p.; oil engines. The Norwegian tanker *Kollbjorg* broke in two in the N. Atlantic on January 24th, 1943. Survivors were rescued from the stern portion on the following day. The ship was sailing from New York to Stanlow.

KOLLSKEGG

Odd Berg's Tankrederi A/S; 1940; *Eriksbergs MjV*; 9,858 tons; 498-4x65-3x36-4; 861 n.h.p.; oil engines. The Norwegian motor tanker *Kollskegg* was torpedoed and sunk by a German submarine on April 6th, 1942, 350 miles N.W. of the Bermudas on a voyage from Curacao to Halifax with 14,000 tons of crude oil. Five of her crew were lost.

KOLN

German Navy, light cruiser; 1909; *Krupp*; 4,350 tons; 402 X 46x17-7; 20,000 i.h.p.; 26-8 knots; turbine engines; *Schulz-Thornycroft* boilers; twelve 4-1 in. guns, four 5pdr., 4 m.g., 2 T.T. The light cruiser *Koln* was the flagship of Rear-Admiral Leberecht Maas, commanding destroyer flotillas, at the battle of the Heligoland Bight on August 28th, 1914. The British Admiralty had planned an excursion into the Bight with the object of intercepting and sinking the destroyer and light cruiser patrols which the Germans sent out each evening to guard the approaches during the hours of darkness. To this end a large force of submarines and destroyers was disposed in readiness to act at dawn on the 28th, supported by light cruisers, with Vice-Admiral Beatty and the Battle Cruiser Squadron further back in readiness to engage any heavy units which the Germans might send out.

At about 7 a.m. Cdre. Tyrwhitt, commanding the British destroyer flotillas, sighted the first German destroyer, the *G. 194*. The weather was misty and the action which ensued, fought out

over a fairly wide area and with fresh ships coming in on both sides at unexpected moments, is somewhat difficult to follow.

Four German light cruisers, including the *Koln*, were lying in Wilhelmshaven, with one, the *Mainz* (which see) lying off the Ems. Orders were hurriedly given for the vessels at Wilhelmshaven to proceed to sea, but the *Mainz* was only ordered to stand by.

At about 12.10 p.m. the *Koln*, steaming at high speed, with visibility limited to two miles, sighted *Arethusa*, flagship of Cdre. Tyrwhitt, which had already been damaged in the previous fighting. Both ships were engaged, when Admiral Beatty's flagship *Lion*, appeared out of the mist and the German vessel broke off the action and tried to make her escape. For about 20 minutes the *Koln* was under fire from the battle cruiser when the latter sighted another German light cruiser, the *Ariadne* (which see) and went in pursuit of her, leaving the *Koln* a blazing and battered wreck. At 1.25 the *Lion* came back, having sunk the *Ariadne*, to discover her former antagonist steering S.E. for home. Ten minutes sufficed for the Battle Cruiser Squadron to blow the *Koln* to pieces and she sank with all hands save one, a stoker.

According to German accounts the ship carried a crew of 507, a large number for a vessel of only 4,350 tons.

The German losses in the battle were the light cruisers *Mainz*, 4,350 tons, *Ariadne*, 2,608 tons, and *Koln*, 4,350 tons, with the torpedo boat *V187*. The losses in personnel were 712 killed, 149 wounded and 381 prisoners, a total of 1,242.

The British suffered no losses in ships, but had 32 killed and 55 wounded.

KOLN

Norddeutscher Lloyd; 1922; *Bremer Vulkan*; 7,881 tons; 474 x 60-7x32-8; 556 n.h.p.; triple-expansion engines. The German ship *Koln* was carrying 9,000 tons of iron ore from Lulea to Hamburg on June 26th, 1940, when she went ashore at Argosgrund, S. of Gefle, and broke in two.

KOLN

German Navy, cruiser; 1928; *Wilhelmshaven*; 6,000 tons; 570x49-9x17-7; 65,000 i.h.p.; 32 knots; turbine engines; *Schulz-Thornycroft* boilers; nine 5-9 in. guns, six 3-5 in., eight 3pdr., 4m.g., 12 T.T.

The cruiser *Koln* took part in the invasion of Norway in April 1940, and was at one time claimed as having been bombed and sunk by the R.A.F. She was undoubtedly damaged during the Norwegian fighting but came back into service not long after. She did not play any important part in the naval fighting after that time and toward the end of hostilities was lying in Wilhelmshaven harbour when the British subjected the shipping to a series of devastating air-raids. The *Koln* was hit repeatedly and sometime during March 1945 was reduced to a wreck and sank in the harbour.

KOMAKI MARU

Kokusai Kisen K.K.; 1933; *Harima S.B. & Eng. Co.*; 8,525 tons; 453-5x60-7x40-1; 2,185 n.h.p.; oil engines. The motor vessel *Komaki Mam*, serving as a transport, was bombed and sunk by U.S. land-based aircraft on April 18th, 1942, off Weewak, New Guinea.

KOMATA

Union S.S. Co. of New Zealand; 1938; *A. Stephen & Sons*; 3,900 tons; 344-6x52-7x25-5; 516n.h.p.; triple-expansion engines. The New Zealand steamship *Komata* was sunk by a German raider on December 8th, 1940, on a voyage from Suva to Nauru. Some survivors were picked up by the raider.

KOMEI MARU

Kokai Kisen K.K.; 2,857 tons. The steamship *Komei Mam* was torpedoed and sunk by the U.S. submarine *Guitarro* on October 31st, 1944, off Olongapo, Philippine Islands.

KOMET

DjSajSDanto; 1912; *Laxevaags Maskin & Jernskibs.*; 1,147 tons; 229-2x35-2x15-9; 106 n.h.p.; triple-expansion engines. The Norwegian steamship *Komet* was bombed and sunk by German aircraft on July 17th, 1940, in the English Channel.

KOMET

North German Lloyd; 1937; A. G. Weser; 3,287 tons; 358 -8 X 50-2x19-9; 19 knots; oilengines; six 5-9 in. guns, 7 smaller, 4 T.T., 25 mines, 1 aircraft.

The German motorship *Ems* was a very fast vessel, and this influenced the German Admiralty to choose her for the task of commerce raiding at the commencement of the Second World War. She was given a very heavy armament for her tonnage and was renamed *Komet*. Her captain was Robert Eysen, an experienced officer who had joined the navy in 1911, and had served for part of his time in command of a surveying vessel.

The *Komet's* first voyage was distinctive. Leaving Bergen on July 9th, 1940, she successfully navigated the north-east passage around northern Europe and Asia, helped by three Russian icebreakers, and arrived in the Pacific on September 10th. On October 18th she joined the raider *Orion*, 7,021 tons, Capt. K. Weyher, and the tanker *Kulmerland*. These three ships remained in company until December 22nd, when the *Komet* left for the island of Nauru, where she bombarded the oil tanks, lighters and shore establishments.

The *Komet* also sank the following vessels during this voyage:—

<i>Holmwood</i>	546 tons	British	25.11.'40	(in company
<i>Rangitane</i>	16,712 "	"	27.11.'40	with the <i>Orion</i>)
<i>Triona</i>	4,400 "	"	.12.'40	" "
<i>Vinni</i>	5,181 "	Norwegian	7.12.'40	" "
<i>Komata</i>	3,900 "	British	7.12.'40	<i>Komet</i> alone
<i>Australind</i>	5,020 "	"	14. 8.'41	" "
<i>KotaNopan</i>	7,322 "	Dutch	17. 8.'41	" "
<i>Devon</i>	9,036 "	British	19. 8.'41	" "

On November 30th, 1941, the raider reached Hamburg, having been at sea for nearly 18 months. Her cruise had not been attended with the same success as her sister raiders, but she had done moderately well. After a long stay in port, during which she was overhauled, she left Flushing on October 8th, 1942, for her second cruise.

The British Admiralty, to whom the *Komet* was known as "Raider B.", suspected that an attempt was about to be made to send her to sea and had stationed a strong force of fast craft in the Channel. It was divided into two groups. The first, Group A, lay off Cap de la Hague, and the second, Group B, lay six miles W. of Guernsey.

On the morning of October 14th the *Komet*, escorted by four motor torpedo boats and some minesweepers, ran into Group A, which comprised five destroyers and several torpedo boats. The action was very short, the *Komet* being overwhelmed by gunfire and blowing up within a few minutes. Two torpedo boats and a minesweeper were also sunk.

KOMETA

Societe Commerciale de Napthe Mazout; 1893; Grangemouth Dockyard Co.; 2,005 tons; 260x36-2x17; 171 n.h.p.; 9 knots; triple-expansion engines.

The Russian tanker *Kometa* was sighted by the New Zealand Shipping Co.'s liner *Limerick* on April 26th, 1914, some 20 miles W. of Algiers, heavily on fire. The *Limerick* steamed round the blazing vessel and found five men still on board. These she managed to take off and ten more were picked up by other ships. From these survivors it was learned that the *Kometa* had exploded amidships, near the officers' quarters, and caught fire. The men in the fore-castle had to run the gauntlet of the flames in order to reach the boats and several lost their lives in the attempt.

The total number burned or drowned was 15.

KOMSOMOL

U.S.S.R.; 1932; Severney S.B. Yard; 5,109 tons; 381 -3 x 53-2x29-4; 764 n.h.p.; oilengines.

The Russian motorship *Komsomol* was reported to have been set on fire and sunk on December 14th, 1936, by Spanish insurgents between Oran and Carthage. She was carrying 6,209 tons of manganese ore consigned to a Belgian firm. The crew were understood to have landed on the Moroccan coast.

KONANMARU

Kihara Syosen Kogyo K.K.; 1918; Mitsubishi Zosen Kaisha; 5,226 tons; 400 x54-5x30-3; 548 n.h.p.; triple-expansion engines & L.P. turbine.

The steamship *Konan Mam* was torpedoed and sunk by the U.S. submarine *Sargo* on June 13th, 1943, about 300 miles S.W. of Yap Island.

KONANMARU

Osaka Shosen K.K.; 1915; Osaka Iron Works; 2,627 tons; 284-7x42-5x23; 283 n.h.p.; triple-expansion engines. The steamship *Konan Maru* was torpedoed and sunk by the U.S. submarine *Grayback* on December 21st, 1943, about 150 miles S. of Nagasaki.

KONDOR

German Navy, torpedo boat; 1926; Wilhelmshaven Yard; 800 tons; 277-7x27-5x9-2; 24,000 s.h.p.; 33 knots; turbine engines; Schulz-Thornycroft boilers; three 4-1 in. guns, two Ipd., 6T.T.

The torpedo boat *Kondor* was bombed and sunk by R.A.F. aircraft at Le Havre on June 28th, 1944. The vessel's normal complement was 121.

More details are given under the *Falke*.

KONEIMARU

Yamashina Kisen K.K.; 1930; Mitsui Bussan K.K.; 2,345 tons; 291-2x42x21-7; 169 n.h.p.; triple-expansion engines. The steamship *Konei Maru* was torpedoed and sunk by the U.S. submarine *Peto* on December 1st, 1943, N. of the Admiralty Islands.

KONEIMARU

Japanese Government; 1917; Detroit S.B. Co.; 1,922 tons; 260-9x43-6x18-5; 274 n.h.p.; triple-expansion engines. The steamship *Konei Maru* was formerly the Italian *Furiere Con-solini*, chartered by the Japanese. On August 2nd, 1944, she was torpedoed and sunk by the U.S. submarine *Tautog* off the S. coast of Shikoku, Japan.

KONG HAAKON

H.M. Wrangell & Co.; 1889; Palmers' Co.; 2,231 tons; 290x 39-3x22-8; 316 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Kong Haakon* was shelled and sunk by a German submarine in the Bay of Biscay on June 24th, 1917.

KONG HALFDAN

Det Nordenfjeldske D/S; 1923; Schiffbau Ges. Unterweser; 1,463 tons; 228-5x34-5x20; 110 n.h.p.; triple-expansion engines.

The Norwegian steamship *Kong Halfdan*, under German control, struck a mine and sank on December 2nd, 1944, near Marstrand, Norway.

KONG RING

O. Rustad; 1913; Nylands Verksted; 1,611 tons; 250x34-7x 22-2; 225 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Kong Ring* was sunk by a German submarine off the Scilly Isles on September 11th, 1916.

KONG RING

Det Sondenfjelds Norske D/S; 1929; Nylands Verksted; 1,994 tons; 271-3x38-2x19-4; 233 n.h.p.; triple-expansion engines. The Norwegian steamship *Kong Ring*, under German control, was sunk by mine or torpedo on December 26th, 1941, off the north coast of Norway, with the loss of 30 lives.

KONGO

Japanese Navy, dreadnought battleship; 1912; Vickers; 29,330 tons; 704x92x27-5; 64,000 i.h.p.; 26 knots; turbine engines; Kanpon boilers; eight 14 in. guns, sixteen 6 in., eight 5 in. A.A., 4 m.g., 4 T.T., 3 aircraft.

The battleship *Kongo* was one of the Central Force at the battle of Leyte Gulf, from which she escaped with minor damage. About a month later on November 21st, 1944, she was torpedoed and sunk by the U.S. submarine *Sealion* some 400 miles N. of Formosa.

The normal complement of the *Kongo* was 980.

KONGO MARU

KONGO MARU

KokusaiKisen K.K.; 1935; *Harima S.B.&Eng. Co.*; 8,624 tons; 453-5x60-7x30-8; 2,115 n.h.p.; oil engines. The motor vessel *Kongo Mam* was taken over by the Japanese Navy for use as an auxiliary cruiser. On March 10th, 1942, she was attacked by U.S. carrier-based aircraft and sunk off Lae, New Guinea.

KONGO MARU

Japanese Government; 1936; *Mitsubishi Jukogyo K.K.*; 7,081 tons; 415x57-2x32-8; turbine engines. The steamship *Kongo Mam* struck a mine and sank on May 27th, 1945, off Fukuoka, Japan.

KONGOSAN MARU

Chosen Yusen K.K.; 1927; *Uraga Dock Co.*; 2,119 tons; 280X41x23-5; 156 n.h.p.; triple-expansion engines. The steamship *Kongosan Mam* was taken over by the Japanese Navy for use as an auxiliary gunboat. On May 4th, 1942, she was torpedoed and sunk by the U.S. submarine *Trout* off Katsuura, Japan.

KONGSGAARD

SkibsAJSolvang; 1937; *Kockums Mek. Verkstad*; 9,467 tons; 505-4x63-1x36-4; 1,358 n.h.p.; oil engines. The Norwegian tanker *Kongsgaard* was torpedoed by a German submarine on February 21st, 1942, and destroyed by fire, off Western Point, Curacao. Thirty-eight of her crew were lost.

KONGSHAUG

Dampsk. AJS Kongshaugs Rederi; 1898; *Fevigs Jernskibsbyg.*; 1,156 tons; 217-4x31-9x20-7; 106 n.h.p.; triple-expansion engines. The Norwegian steamship *Kongshaug* was shelled and sunk by German warships on July 9th, 1942, about 50 miles N.W. of Alderney. Eight of her crew were killed.

KONIGIN LOUISE

Hamburg-Amerika Linie; 1934; *Howaldtswerke A.G.*; 2,400 tons; 288 x42-1x21-4; 885 n.h.p.; oil engines. The German motorship *Konigin Louise* struck a mine and sank on September 25th, 1941, near Helsinki.

KONIGIN LUISE

Hamburg-Amerika Linie; 1913; *Akt. Ges. Vulkan*; 2,163 tons; 275-9x38-8x21-2; 21 knots; turbine engines; two 37 cm. guns, 200 mines.

On August 1st, 1914, three days before the outbreak of the First World War, the *Konigin Luise* was taken over by the German Admiralty and fitted with minelaying gear. She put to sea on the night of August 4th with her saloons and staterooms in their original condition. Her complement was 130 officers and men under Cdr. Biermann and she left Wilhelmshaven without mounting the two 3.4 in. guns intended for her. Her orders were to lay her mines off the English coast and at about 10.40 on the morning of the 5th this work began some 30 miles E. of the Suffolk coast. British ships came in sight but the *Konigin Luise* continued until the last of her mines had gone overboard, when she turned for home at 22 knots, or one knot faster than her designed speed.

The vessels which had sighted her were the destroyers of the Second Flotilla, led by the light cruiser *Amphion* (which see). At 11.15 the first shot was fired by the British at a range of 4,500 yards, to which the German ship could only reply with two pom-poms and a number of rifles. She was hit repeatedly by the 4 in. guns of the *Amphion* and the destroyers *Lance* and *Landrail*. After 50 minutes fighting she was on fire in several places, more than half her company were dead or wounded, she had a heavy list to port and her rudder no longer functioned. In this state it was decided to abandon her but at about 12.20 p.m. she rolled over to port and sank, taking with her 85 of her company. Cdr. Biermann was among the survivors.

On the following day the light cruiser *Amphion* struck on a mine laid by the *Konigin Luise* and sank with heavy loss of life. This caused the British Admiralty to bring minesweeping trawlers into use sooner than had been anticipated.

KONIGSBERG

German Navy, light cruiser; 1905; *Kiel Dockyard*; 3,400 tons; 354-2x43-7x17-5; 13,200 i.h.p.; 23-5knots; triple-expansion engines; Schulz-Thornycroft boilers; ten 4-1 in. guns, eight 3pr., 4m.g., 2 T.T.

At the outbreak of the First World War the German light cruiser *Konigsberg* was based at Dar-es-Salaam, German East Africa. On July 31st, 1914, she left harbour prepared for a long period at sea. For six days she was lost to sight, but on August 6th she captured the steamship *City of Winchester*, 6,600 tons, bound from Colombo to England with a cargo of tea valued at £250,000. The prize was escorted to Makalla, on the Arabian coast, where her passengers were transferred to the armed German merchantman *Zieten*. Her coal and stores were shared between the two German ships and the *City of Winchester* was scuttled.

The *Konigsberg* again disappeared, this time for about seven weeks when on September 20th, she appeared off Zanzibar and destroyed H.M.S. *Pegasus*, which was undergoing boiler repairs in the port. It was not until nearly another seven weeks had elapsed that she was reported by H.M.S. *Chatham* to be lying in a branch of the Rufiji River, screened by the forest. In order to prevent her escape the steamship *Newbridge* was sunk across the channel. Meanwhile the crew of the *Konigsberg* posted snipers and machine-guns in the jungle to hold off a land attack. An aeroplane was brought into use and was successful in directing the British gunners so that they were able to shell the ship at long range. Shortly after it had performed this service it was shot down by the Germans.

The destruction of the ship proved a tough proposition and the cruisers *Weymouth*, *Fox*, *Cornwall*, *Pyramus* and *Pioneer*, were employed in the blockade at various times. She was eventually destroyed by the monitors *Mersey* and *Severn*, sent from Malta. On July 6th, 1915, the bombardment by these ships began, aided by four seaplanes as spotters, and on July 11th the *Konigsberg* was destroyed. The survivors of her crew escaped into the jungle and united with the German East African force.

KONIGSBERG

German Navy, light cruiser; 1927; *Wilhelmshaven Dockyard*; 6,000 tons; 570x49x10-5; 65,000 s.h.p.; 32 knots; turbine engines; Schulz-Thornycroft boilers; nine 5-9 in. guns, six 3-5in. eight 3pr., 4m.g., 12 T.T.

The light cruiser *Konigsberg* was one of the ships engaged in the invasion of Norway on April 9th, 1940. On the evening of that day it was reported that two light cruisers, one of which was the *Konigsberg*, and two destroyers were lying in Bergen harbour. On the morning of the following day bombers of the Fleet Air Arm attacked and scored three direct hits with 500lb. bombs upon the *Konigsberg*, which was moored alongside the quay. The raid took place at about 7.30 a.m. and clear evidence of the ship's destruction was furnished by Capt. W. E. Wollaston of the American steamship *Flying Fish*, and by a journalist who ultimately succeeded in getting his account through to the newspapers of the Allied countries. The assumption of the American captain that the ship was the *Koln* led to a report that this was the vessel sunk, but it was afterwards proved beyond doubt that it was the *Konigsberg*.

One bomb struck the cruiser between the funnels, sending up a column of black smoke. At 9 a.m. there was a loud explosion accompanied by an outbreak of fire and the cruiser began to sink by the head, heeling over till her masts and funnels were level with the water, her stern and propellers remaining visible for a time and finally sank some two and a half hours later.

The *Konigsberg* carried an official complement of 571 and of this number a large proportion were casualties.

KONIGSBERG-PREUSSEN

Kohlen-Import-u. Poseidon A.G.; 1924; *Fried. Krupp Akt. Ges.*; 2,530 tons; 277-8x44-2x20-8; 188 n.h.p.; triple-expansion engines.

The German steamship *Konigsberg-Preussen* struck a mine and sank on February 1st, 1941, off Cuxhaven.

KONING DER NEDERLANDEN

Stoomvaart Maats. Nederland; 1872; *J. Elder & Co.*; 3,063 tons; 352-1x39-5x21-2; 400 h.p.; compound inverted engines. The Dutch steamship *Koning der Nederlanden*, Capt. Bruyns, left Batavia on September 24th, 1881, for Amsterdam. On October

4th, in lat. 5° S., long. 64° E., her propeller shaft broke and the ship began to fill. All passengers and crew put off in the boats, provisioned for three weeks, and set course for the Chagos Islands, some 400 miles away. The first officer's boat was picked up by the steamship *Wyberton* on the 11th and the steamship *Delcomyn* picked up another boat with 19 persons. Capt. Bruyns and 38 passengers and crew were picked up by the steamship *Madura* and 29 other survivors managed to reach Ceylon, but some 90 passengers and crew were never found.

KONINGIN EMMA

Stoomv. Maats. Nederland; 1913; Maats. Fyenoord; 9,181 tons; 470-2X57•3X35; 1,094 n.h.p.; quadruple-expansion engines. The Dutch steamship *Koningin Emma* struck a mine and sank in the North Sea on September 22nd, 1915.

KONINGIN REGENTES

Stoomvaart Maats. Zeeland; 1895; Fairfield Co.; 1,970 tons; 320 x 35 • 8 X 16; 1,305 n.h.p.; triple-expansion engines. The Dutch passenger steamship *Koningin Regentes*, in service as a hospital ship, was bound from Boston, Lincolnshire, to Rotterdam on June 6th, 1918, when she was torpedoed and sunk by a German submarine. The attack took place 21 miles E. of Leman lightship, the steamship going down with seven of those on board.

KONINGIN WILHELMINA

Stoomv. Maats. Zeeland; 1895; Fairfield Co.; 1,964 tons; 320 x 35-8x 16; 1330 n.h.p.; triple-expansion engines. The Dutch steamship *Koningin Wilhelmina* struck a mine and sank in the North Sea on July 31st, 1916.

KONRI MARU

1920; Pt. Arthur S.B. Co.; 3,106 tons; 320-3x44-1x22-6; triple-expansion engines. The steamship *Komi Mam* was formerly the Chinese *Kwen Lee*, seized by the Japanese. On July 1st, 1945, she was torpedoed and sunk by the U.S. submarine *Haddo* about 100 miles S.W. of Chinnampo, Korea.

KONRON MARU

Japanese Government; 7,908 tons. The transport *Konron Mam* was torpedoed and sunk by the U.S. submarine *Wahoo* on October 5th, 1943, E. of Tsushima in the Korea Strait.

KONSAN MARU

Dairen Kisen K.K.; 1929; Mitsui Bussan Kaisha; 2,733 tons; 326-5x46-5x21-5; 270 n.h.p.; oil engines. The motor vessel *Konsan Mam* was torpedoed and sunk by the U.S. submarine *Tinosa* on July 3rd, 1944, about 400 miles S.E. of Katsuura, Japan.

KONSTAN

Compania Naviera Amaya; 1899; S. P. Austin & Son; 1,857 tons; 263-7x39-3x17-1; 199 n.h.p.; triple-expansion engines. The Spanish steamship *Konstan* was sunk by the Insurgent warship *Almirante Cervera* off Santander on August 26th, 1936, during the Spanish Civil War.

KONSTANTINOS HADJIPATERAS

I. C. & A. Hadjipateras; 1913; J. L. Thompson & Sons; 5,962 tons; 388-5x54-1 X 26; 455 n.h.p.; triple-expansion engines. The Greek steamship *Konstantinos Hadjipateras* struck a mine and sank on October 24th, 1939, about three miles S. of the Inner Dowsing Light.

KONSUL SCHULTE

Schulte & Bruns; 1898; W. Gray & Co.; 2,975 tons; 318X 46x20-8; 264 n.h.p.; triple-expansion engines. The German steamship *Konsul Schulte* was torpedoed and sunk by a British submarine on February 5th, 1942, in the Porsanger Fjord, Norway.

KONTUM

Cie. Cotiere de VAnnam; 1923; Flensburger Schiffsbau Ges.; 1,565 tons; 262-7x39-7x15; 135 n.h.p.; triple-expansion engines. The French steamship *Kontum* struck a mine, broke in two and sank on April 1st, 1946, off Cap St. Jacques, Indo-China.

KONZAN MARU

Kokoku Kisen K.K.; 1919; Columbia River S.B. Corp.; 5,488 tons; 410-4x54-2x27-7; turbine engines. The steamship *Konzan Maru* was torpedoed and sunk by the U.S. submarine *Bonefish* on June 19th, 1945, near Toyama, Japan.

KOOMBANA

Adelaide Steamship Co.; 1908; A. Stephen & Son; 3,668 tons; 340-1x48-2x20-8; 423 n.h.p.; 12-5 knots; triple-expansion engines. The steamship *Koombana* left Port Headland on March 20th, 1912, for Broome, Western Australia, some 300 miles along the coast and exchanged signals with the s.s. *Montoro* on the 21st. The number on board was 125, of whom 48 were passengers. On the night of March 21st the coast thereabouts was swept by a typhoon of great violence and for nearly a fortnight nothing was heard of the *Koombana*, but on April 3rd a quantity of wreckage was washed ashore and was identified as belonging to her.

KOON SHING

Indo-China S.N. Co.; 1905; Hall, Russell & Co.; 2,130 tons; 265x40-2x21 • 1; 200 n.h.p.; triple-expansion engines. The British steamship *Koon Shing* was wrecked on Hu an Lok rocks, Wei-Hai-Wei on October 31st, 1922. She was carrying passengers and a general cargo on a voyage from Shanghai to Tientsin.

KOONYA

Union S.S. Co. of New Zealand; 1898; Grangemouth Dkyd. Co.; 1,091 tons; 225 X 34-2 x 13-2; 138 n.h.p.; triple-expansion engines. The British cargo ship *Koonya* was wrecked at Sandy Cape, on the west coast of Tasmania, on June 3rd, 1919, while on a voyage from Strahan to Sydney, N.S.W.

KOOPHANDEL

Brys & Gylsen; 1911; Irvine's S.B. & D.D. Co.; 1,736 tons; 279'3x40-1x18-4; 175 n.h.p.; triple-expansion engines. The Belgian cargo ship *Koophandel* was sunk by a German submarine off Ushant on August 1st, 1915.

KORANTON

R. Chapman & Son; 1920; W. Doxford & Sons; 6,695 tons; 412-6x55-5x34-4; 596 n.h.p.; triple-expansion engines. The British cargo ship *Koranton* sailed from Philadelphia on September 8th, 1940, for Loch Ewe and Hull, via Halifax, N.S. She arrived at Halifax safely and left there on March 10th, 1941. The ship was reported in the Atlantic on March 24th, but no subsequent information was received. She was carrying a crew of 34 and two gunners together with a cargo of pig iron.

KORASAN MARU

Tsurumaru Kisen K.K.; 2,300 tons. The *Korasan Maru* struck a mine and sank on July 13th, 1945, off Shimonoseki.

KORI GO

Japanese Government; 1908; W. Gray & Co.; 1,339 tons; 255-1x33-7x15-5; triple-expansion engines. The steamship *Kori Go* was formerly the Chinese *Houlee*, seized by the Japanese. On March 25th, 1945, she was bombed and sunk by U.S. land-based aircraft about 80 miles S.E. of Shanghai.

KORI MARU

1897; Howaldtswerke; 1,091 tons; 230x33-1x12-7; triple-expansion engines. The steamship *Kori Maru* was formerly the Chinese *Kwanglee*, seized by the Japanese. On August 5th, 1945, she was torpedoed and sunk by the U.S. submarine *Billfish* about 100 miles S.E. of Chinwangtar, Manchuria.

KORIETZ

Russian Navy, gunboat; 1886; Bergsund's Yard, Stockholm; 1,270 tons; 210x35x10; 1,564 i.h.p.; 13-5 knots; triple-expansion engines; two 8 in.guns, one 6 in., one 2-5in., four 9pdr., 6m.g., 1 T.T.

The gunboat *Korietz* with the cruiser *Variag* was lying in the harbour of Chemulpo, Korea, just prior to the outbreak of the Russo-Japanese War in February, 1904. The ships were separated from their main fleet, with a Japanese squadron not far away. On February 6th Capt. Roudneff, in command of the *Variag*, and senior naval officer, decided to send the *Korietz* to Port Arthur with mails and despatches. The ship had barely got out of harbour when she encountered part of the Japanese squadron, escorting transports to make a landing. The captain of the *Korietz* was aware that his passage would be challenged, and cleared for action. He fired twice from his light guns, these being the first shots of the war, and turned about and dropped anchor close to the *Variag*.

The Japanese squadron having completed the landing without molestation from the Russians, remained outside the port until the 9th. On this date Admiral Uriu, commanding, notified the neutral warships in the harbour that hostilities had broken out, and informed the Russians that they must leave by 12 noon, or be attacked at their anchorages. Capt. Roudneff decided to steam out, and by 11.45 was in action, a full description of which will be found under the *Variag*. The *Korietz* was outranged for the greater part of the fight, but managed to fire a few times from her heavier guns. She avoided the enemy shells and toward the end of the action turned about for Chemulpo, where she was abandoned and blown up by her crew. She suffered no casualties among her 179 personnel.

KORMORAN

Hamburg-Amerika Linie, auxiliary cruiser; 1938; Fried. Krupp Germaniawerft; 9,400 tons; 515-1x66-3x30-5; 1,767 n.h.p.; 16 knots; diesel-electric engines; six 5-9 in. guns, 2 T.T., 2 aircraft.

The liner *Kormoran* was built for her company as the *Steiermark* and was designed for service as an auxiliary cruiser in time of war. On being taken over by the German Admiralty at the outbreak of hostilities in 1939 her name was changed to *Kormoran*. As an auxiliary cruiser she carried a complement of some 400 and she left Germany for the high seas in December 1940. The area of her operations was very wide, extending from the North Atlantic to the Indian Ocean and in a little over eleven months she sank nine ships, of which seven were British. These were the *British Union*, *Afric Star*, *Eurylochus*, *Agnita*, *Craftsman*, *Velebit* and *Marceba*. The remaining two were the *Antonis* and the *Stamatios G. Embricos*, both flying the Greek flag.

On November 19th, 1941, the *Kormoran* was brought to action by the Australian cruiser *Sydney* (which see), about 300 miles from Carnarvon, Western Australia. The raider scored the first hit, smashing the *Sydney's* control tower and later setting her on fire. Nevertheless the first of the two ships to sink was the *Kormoran*, despite the fact that she had managed to hit her antagonist with a torpedo. Of her ship's company 330 took to the boats and landed in Australia, where they were interned as prisoners of war. They reported that when last seen the *Sydney* was slowly steaming out of sight and heavily on fire.

No news of the fate of the *Sydney* ever came to hand.

KORSFJORD

Bergh & Helland; 1913; Bergens M/V; 1,620 tons; 244-2x37-6x15-7; 138 n.h.p.; triple-expansion engines.

The Norwegian ship *Korsfjord* was in collision with the *Bandar Shahpour* on January 21st, 1941, and sank in 60° 40' N. 12° 9' W. She was on a voyage from Reykjavik to Kirkwall and Hull with herring meal.

KORSHAMN

Rederi A/B Jamaica; 1920; Harland & Wolff; 6,673 tons; 410-7x54-3x32-8; 810 n.h.p.; oilengines. The Swedish motorship *Korshamn* was torpedoed and sunk by a German submarine on March 17th, 1941, on a voyage from New York to Liverpool. Twenty-five of her crew were killed.

KORSHOLM

A 1B Svenska Amerika Mexiko Linien; 1925; A/B Gotaverken; 2,647 tons; 336-2x45-6x19-9; 355 n.h.p.; oilengines. The Swedish motorship *Korsholm* was shelled by a German submarine on April 13th, 1942, caught fire and blew up, 70 miles off Cape Canaveral on a voyage from Tampa to Halifax, N.S., with phosphates. Nine of her crew, including the captain, were killed.

KORSVIK

JensAndvig; 1883; Palmers'Co.; 1,183 tons; 225-5x31-1x17-2; 119 n.h.p.; compound engines.

The Norwegian steamship *Korsvik* was torpedoed and sunk by a British submarine on December 1st, 1944, N. of the Skaw, while under the German flag.

KORTENAER

Netherlands Navy, destroyer; 1927; Burgerhouts, Rotterdam; 1,310 tons; 322x31-2x10-5; 31,000 s.h.p.; 36 knots; turbine engines; Yarrow boilers; four 4-7 in. guns, two 3 in., four 12-7mm 2 m.g., 6 T.T., 24 mines.

The destroyer *Kortenaer* was the first Allied unit to be lost in the battle of the Java Sea on February 27th, 1942. The Japanese admiral was forced to turn away his cruisers in the face of the heavy and accurate Allied fire and to send in his destroyers to make a torpedo attack. In the second of these attacks the *Kortenaer* was torpedoed and sunk.

The *Kortenaer* carried a complement of about 150. The number lost is not known.

For full story of the battle see under the Dutch cruiser *De Ruyter*.

KORTHION

Simbouras Bros.; 1909; Scheepswerf. Jan Smit, Czn.; 2,116 tons; 286-9x42-2x19-5; 221 n.h.p.; triple-expansion engines. The Greek steamship *Korthion* was torpedoed and sunk by a German submarine on April 14th, 1942, on a voyage from Paramaribo to New York. Fourteen of her crew were killed.

KORYU MARU

HiroumiShozik.K.; 1931; Mitsubishi Zosen Kaisha; 6,680 tons; 436-4x58-5x32-8; 747 n.h.p.; oilengines. The motor vessel *Koryu Maru* was bombed and sunk by U.S. land-based aircraft on April 22nd, 1944, 60 miles east of Gocong, Indo-China.

KORYU MARU

Eguti Kisen K.K.; 1919; Poison Iron Works Co.; 2,170 tons; 251X 43 • 6 X 20 • 7; 175 n.h.p.; triple-expansion engines. The steamship *Koryu Maru* was bombed and sunk by U.S. carrier-based aircraft on October 10th, 1944, 85 miles south west of Naha, Okinawa Island.

KOSEI MARU

Hiroumi Syozj K.K.; 1933; Mitsubishi Zosen Kaisha; 6,667 tons; 436-4x58-5x32-8; 839 n.h.p.; oilengines. The motor vessel *Kosei Maru* struck a mine and sank on March 10th, 1942, off Masinlok, Philippines.

KOSEI MARU

Okada Gumi K.K.; 1919; Submarine Boat Corp.; 3,262 tons; 324X46x28-5; turbine engines. The steamship *Kosei Maru* was torpedoed and sunk by the U.S. submarine *Sunfish* on March 13th, 1943, in the East China Sea.

KOSEI MARU

Nippon Suisan K.K.; 1920; Workman, Clark & Co.; 8,237 tons; 450-2x58-3x37-1; turbine engines. The steamship *Kosei Maru* was torpedoed and sunk by the U.S. submarine *Tunny* on April 7th, 1943, N. of the Caroline Islands.

KOSEI MARU

Chosen Yusen K.K.; 1937; Mitsubishi Jukogyo K.K.; 3,551 tons; 341-2x48-2x27-9; 316 n.h.p.; triple-expansion engines. The steamship *Kosei Maru* was torpedoed and sunk by the U.S. submarine *Sargo* on November 11th, 1943, about 100 miles E. of Okinawa.

KOSEIMARU

Daiko Shosen K.K.; 1,920 tons.
The steamship *Kosei Maru* was bombed and sunk by U.S. land-based aircraft on January 17th, 1944, off the north west coast of New Guinea.

KOSEIMARU

Shimatani Kisen K.K.; 1924; *Kobe Steel Works*; 2,205 tons; 285 -8x42x23; 189 n.h.p.; triple-expansion engines. The steamship *Kosei Maru* was torpedoed and sunk by the U.S. submarine *Thresher* on January 27th, 1944, about 50 miles W. of Kaohsiung, Formosa.

KOSHIN MARU

Hiroumi Shoji K.K.; 1924; *Osaka Iron Works*; 5,485 tons; 407-2x50-8x32-5; 553 n.h.p.; triple-expansion engines. The steamship *Koshin (Kosin) Maru* was torpedoed and sunk by the U.S. submarine *Tinosa* on January 22nd, 1944, 100 miles W. of Kudat, North Borneo.

KOSHIN MARU

2,555 tons.
The tanker *Koshin Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles S.E. of Phanrang, Viet Nam.

KOSHO MARU

Eguti Kisen K.K.; 1940; *Namura Shpyd. Co.*; 1,365 tons; 226-1x35-8x19; steam engines.
The steamship *Kosho (Kosyo) Maru* was torpedoed and sunk by a U.S. submarine on May 22nd, 1944, off Penang.

KOSHO MARU

Iino Kaiun K.K.; 2,854 tons.
The steamship *Kosho Maru* was bombed and sunk by U.S. land-based aircraft on October 30th, 1944, off Sandakan, North Borneo.

KOSHU MARU

2,612 tons.
The *Koshu (Kosyu) Maru* was torpedoed and sunk by the U.S. submarine *Ray* on August 4th, 1944, 90 miles S.W. of Cape Mandhar, Celebes.

KOSHUMARU

KaiMidori; 1911; *Kawasaki Dkyd. Co.*; 2,812 tons; 298-IX 43-6x23; triple-expansion engines.
The steamship *Koshu Maru* was sunk by U.S. carrier based aircraft on March 24th, 1945, in the East China Sea.

KOSHUNMARU

Osaka Shosen K.K.; 1927; *Yokohama Dock Co.*; 4,271 tons; 355-7x48-5x32-5; 732 n.h.p.; turbine engines. The *Koshun Maru* went ashore on June 6th, 1937, S. of Kagoshima, and broke up.

KOSIN MARU

Okada Gumi K.K.; 1938; *Osaka Iron Works*; 6,530 tons; 424-1x57x34-4; 517 n.h.p.; turbine engines. The *Kosin Maru* sank on August 9th, 1944, in 26° 10' N., 124° 15' E., due to marine causes.

KOSIN MARU

KuribayasiSyosen K.K.; 1917; *American S.B. Co.*; 1,868 tons; 251 x43-5x20; 274 n.h.p.; triple-expansion engines. The *Kosin Maru* went aground at Kawasaki on December 11th, 1945, during a storm and became a total loss.

KOSMOS

Hvalfangerselskapet Kosmos A/S; 1929; *Workman Clark*; 17,801 tons; 554-1x77-2x49-6; 988 n.h.p.; quadruple-expansion engines.
The Norwegian whale oil refinery *Kosmos* was intercepted and sunk by a German raider on September 16th, 1940, about 200 miles S.E. of Ascension Island on a voyage from Table Bay to Curacao with a part cargo of whale oil.

KOSMOS II

Hvalfangerselskapet Kosmos II A/S; 1931; *Workman, Clark*; 16,966 tons; 553-4x77-2x37-6; 938 n.h.p.; quadruple-expansion engines.
The Norwegian whale oil refinery *Kosmos II* was torpedoed by a German submarine at 3.45 a.m. on October 28th, 1942, about 600 miles S.E. of Cape Farewell on a voyage from New York to the Clyde with 21,000 tons of black oil. Although badly damaged the tanker was still navigable so the passengers were put into the boats and a working crew remained on board to get her to port. At 7.20 a.m., however, she was again torpedoed and sank. Forty of her complement of 129 were lost.

KOSSEIR

Khedivial Mail S.S. & Graving Dock Co.; 1884; *J. Laing*; 1,855 tons; 276-5x36-4x17; 2,329 n.h.p.; 12knots; compound engines.
The steamship *Kosseir* was torpedoed and sunk by a German submarine 40 miles N.E. by N. % N. of Alexandria on July 20th, 1918. The captain and 38 of the crew were killed.

KOTAPINANG

Rotterdamsche Lloyd; 1930; *Nederlandsche Scheepsbouw. Maats.* 7,277 tons; 449-3x60-7x29-7; 1,857 n.h.p.; oilengines. The Dutch motorship *Kota Pinang* was taken over by the Germans for use as a raider or supply ship. On October 3rd, 1941, she was sunk by British warships about 300 miles N. of the Azores.

KOTARADJA

Rotterdamsche Lloyd; 1927; *Koninklijke Maats. de Schelde*; 7,177 tons; 448-8x60-8x30-7; 1,250 n.h.p.; oilengines. The Dutch motorship *Kota Radja* was bombed by Japanese aircraft on February 24th, 1942, at Sourabaya, loaded with rubber. The ship was set on fire and completely destroyed. Nothing was ever heard of her crew.

KOTA TJANDI

Rotterdamsche Lloyd; 1930; *Wilton's Engineering & Slipway Co.*; 7,295 tons; 449-6x60-8x29-7; 1,857 n.h.p.; oilengines.
The Dutch motorship *Kota Tjandi* was torpedoed and sunk by a German submarine on April 30th, 1943, off Sierra Leone on a voyage from Haifa to England. Seven of her crew were lost.

KOTOMARU

Sanko Kisen K.K.; 1939; *Nakata Zosensho*; 1,053 tons; 200 X 31-5x18-5; 83 n.h.p.; triple-expansion engines.
The steamship *Koto Maru* was torpedoed and sunk by the U.S. submarine *Barb* on May 31st, 1944, off the Kurile Islands.

KOTO MARU

Chosen Yusen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 3,557 tons; 341-2x48-2x28; 214 n.h.p.; triple-expansion engines. The steamship *Koto Maru* was torpedoed and sunk by the U.S. submarine *Flasher* on July 7th, 1944, off Hone Cohe, Indo-China.

KOTOBUKIMARU

18,765 tons.
The *Kotobuki Maru*, probably an oil tanker, struck a mine and sank on May 8th, 1945, S.W. of Mokpo, Korea.

KOTOHIRA MARU

Naigai Kisen K.K.; 1918; *Osaka Iron Works*; 6,101 tons; 407-2x50-8x32-5; 553 n.h.p.; triple-expansion engines. The steamship *Kotohira Maru* was bombed and sunk by U.S. land-based aircraft on January 5th, 1943, S.W. of the Aleutian Islands.

KOTOHIRASAN MARU

Mitsui Sempaku K.K.; 2,220 tons.
The *Kotohirasasan Maru* was torpedoed and sunk by the U.S. submarine *Pogy* on August 5th, 1945, about 50 miles W. of Funakawa, Japan.

KOTOKU MARU

Hiroumi Syozi K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 6,701 tons; 436-4x58-5x32-8; 839 n.h.p.; oilengines.

The motor vessel *Kotoku Mam* was bombed and sunk by U.S. land-based aircraft on August 8th, 1942, in the Caroline Islands.

KOTOKU MARU

Daiko Shosen K.K.; 1,943 tons.

The steamship *Kotoku Mam* was torpedoed and sunk by the U.S. submarine *Picuda* on August 25th, 1944, off the north west coast of Luzon Island, Philippines.

KOUMOUNDOUROS

C. E. Embiricos; 1925; *R. Thompson & Sons*; 3,598 tons; 360x50-5x22-6; 349 n.h.p.; triple-expansion engines. The Greek steamship *Koumoundouros* was torpedoed and sunk by a German submarine on October 8th, 1942, about 20 miles S.W. of Cape Point, South Africa. Five of her crew were killed.

KOUN MARU

Japanese Government; 1,665 tons.

The *Koun Mam* struck a mine and sank on June 13th, 1945, off Macao, China.

KOVDA

1905; *Flensburger Schiffs. Ges.*; 1,225 tons; 240-1x35-5x14-6; 110 n.h.p.; triple-expansion engines.

The German cargo ship *Taurus*, which was requisitioned by the Russian Government and renamed *Kovda*, struck a mine and sank in the Baltic in August, 1916.

KOW SHING

Indo-China Steam Nav. Co.; 1883; *Barrow S.B. Co.*; 2,134 tons; 250 x 39 • 2 x 21; 241 h.p.; 10 knots; compound engines. The steamship *Kow Shing*, Capt. T. R. Galsworthy, was chartered by the Chinese government to carry 1,500 troops to Korea just before the outbreak of the Sino-Japanese War. She also carried a German artillery officer, Capt. C. von Hanneken. At 9 a.m. on July 20th, 1894, the vessel was in the Asan Strait escorted by the Chinese sloop *Tsao-Kiang* when she was intercepted by the Japanese cruiser *Naniwa*, 3,800 tons, Capt. H. Togo, later the famous admiral.

Shortly before this meeting a Japanese squadron of three ships, of which the *Naniwa* was one, had engaged the Chinese cruiser *Chi-Yuen*, 2,300 tons, and the gunboat *Kuang-I*, 1,200 tons, and severely damaged both. The weather was misty and it was while in search of the retreating Chinese that the *Naniwa* ran into the troopship and her escort. The *Tsao-Kiang* steamed away leaving the merchantman to the Japanese who signalled her to stop, which she did, and the warship sent a boat. The officer in charge returned with the news that Capt. Galsworthy and his British officers were held prisoner by the Chinese.

A difficult situation now arose, and one which has seldom occurred at sea. The Chinese general in command of the troops on the vessel insisted that the captain continue the voyage, relying on the protection afforded by the British flag. The captain refused because he believed that the Japanese would at once sink the ship, for the safety of which he was responsible to his owners. Lastly Capt. Togo had to decide whether to forego his prize, or sink her and risk a grave dispute between the British and Japanese governments. Sinking a merchantman flying the Red Ensign while pursuing her lawful occasions on the high seas was no light matter.

For some hours the ships lay hove-to exchanging messages; the Chinese adopting a defiant attitude and refusing to allow the British officers to leave. Finally Capt. Togo, seeing that it was impossible to deal with the Chinese other than by force fired a torpedo which hit the *Kow Shing* in the coal bunker and blew up the boilers. The *Naniwa* then fired two broadsides and opened fire with machine guns on the Chinese troops on board and in the water.

Capt. Galsworthy, his chief officer and the boatswain, the only survivors of the crew, were picked up by the Japanese. Capt. von Hanneken escaped and eventually reached Chemulpo, Korea. Forty-one Chinese also survived.

Admiral Freemantle, commanding the British Far Eastern Fleet, addressed a strong note to Vice-Admiral Ito, forbidding the Japanese navy to stop any British ship on the high seas. This was followed some days later by a protest from the Foreign Office to the Japanese government, after which the incident was closed.

KOWA MARU

Nippon Kogyo Risen K.K.; 1909; *Clyde S.B. & E. Co.*; 3,217 tons; 331-2x43-2x22-4; 397 n.h.p.; triple-expansion engines.

The steamship *Kowa Maru* was torpedoed and sunk by the U.S. submarine *Wahoo* on March 19th, 1943, S. of Dairen,

KOWA MARU

Shiota Shoji K.K.; 1906; *Grangemouth & Greenock Dockyard Co.*; 4,520 tons; 370x52-2x17-5; 353 n.h.p.; triple-expansion engines.

The steamship *Kowa Maru* was torpedoed and sunk by the U.S. submarine *Harder* on September 23rd, 1943, off Oshima, Japan.

KOWA MARU

Sanko Kisen K.K.; 1940; *Nakata Zosensho*; 1,106 tons; 211-6X32x18-5; 160 n.h.p.; oil engines.

The motor vessel *Kowa Maru* was bombed and sunk by U.S. land-based aircraft on February 21st, 1944, off New Hanover, Admiralty Islands.

KOWARRA

Australian Steamships Proprietary Ltd.; 1916; *J. Priestman & Co.*; 2,125 tons; 270x40x17-8; 242 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Kowarra*, Capt. Donald MacPherson, was torpedoed and sunk by an enemy submarine on April 24th, 1943, off Sandy Cape Lighthouse, Queensland. Capt. MacPherson, 19 of the crew and one gunner were lost.

KOYO MARU

Daiko Shosen K.K.; 6,435 tons.

The *Koyo Maru* was torpedoed and sunk by the U.S. submarine *Gunnell* on June 15th, 1943, about 100 miles S. of Korea.

KOYO MARU

Nippon Yusen K.K.; 1919; *Matsuo Ironworks & Dockyard*; 3,010 tons; 311 x44-2x27; 300 n.h.p.; triple-expansion engines.

The steamship *Koyo Maru* was torpedoed and sunk by the U.S. submarine *Harder* on September 9th, 1943, S. of Choshi, Japan.

KOYO MARU

Toyo Kisen K.K.; 1919; *Uraga Dock Co.*; 5,471 tons; 400X53-2x32; 513 n.h.p.; triple-expansion engines. The steamship *Koyo Maru* was torpedoed and sunk by the U.S. submarine *Snook* on February 23rd, 1944, about 150 miles N.N.W. of the Bonin Islands.

KOYU MARU

Hiroumi Shoji K.K.; 1021; *Mitsubishi Zosen Kaisha*; 5,325 tons; 400X54-5x30; 496 n.h.p.; triple-expansion engines.

The steamship *Koyu Maru* was torpedoed and sunk by the U.S. submarine *Gar* on January 20th, 1944, S.W. of the Caroline Islands.

KOZAN MARU

Yamamoto Kisen K.K.; 1935; *Mitsubishi Jukogyo K.K.*; 4,180 tons; 360x50x29; 370 n.h.p.; oilengines. The motor vessel

Kozan Maru was torpedoed and sunk by the U.S. submarine *Sunfish* on September 4th, 1943, W. of Kaohsiung, Formosa.

KOZAN MARU

Japanese Government; 3,923 tons.

The *Kozan Maru* struck a mine and sank on March 19th, 1945, off Soochow, China.

KOZAN MARU No. 2

Yamamoto Kisen K.K.; 6,886 tons.

The *Kozan Maru No. 2* was bombed and sunk by U.S. land-based aircraft on May 6th, 1945, N.W. of Mokpo, Korea.

KOZUI MARU

Takatitoh Syosen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 7,072 tons; 436-4x58-5x30-8; 839 n.h.p.; oilengines.

The motor vessel *Kozui Maru* was torpedoed and sunk by the U.S. submarine *Grayback* on October 14th, 1943, N. of Okinawa Island.

KRAKATAU

Netherlands Navy, minelayer; 1924; Soerabaja Dockyard; 982 tons; 213x34-5x10-5; 2,500 h.p.; 15-5 knots; two 3 in.A.A., guns, 4 m.g.

The minelayer *Krakatau* was one of the ill-fated Allied East Indies Squadron, nearly all the units of which were lost in February or the early days of March, 1942. The vessel was attacked about February 12th by a Japanese force which sank her in action off Bali. Her normal complement was 91.

KRASNY PARTIZAN

U.S.S.R.; 1927; Baltic S.B. & Eng. Works; 2,418 tons; 276-7X 43x20-5; 192 n.h.p.; triple-expansion engines. The Russian ship *Krasny Partizan* left Murmansk on January 24th, 1943, for the United States, but was not seen again.

KRASNY PROFINTERN

U.S.S.R.; 1902; R. Craggs & Sons; 4,648 tons; 332-5x48x 28-8; 379 n.h.p.; triple-expansion engines.

The Russian steamship *Krasny Profintern* was bombed and sunk by German aircraft on November 12th, 1941, at Odessa loaded with benzine and munitions.

KREMLIN

Raeburn & Verel; 1879; A. Stephen & Sons; 1,188 tons; 230-2X30-2x22; 130 h.p.; compound-inverted engines. The British cargo ship *Kremlin* was wrecked about two miles north of Cape Finisterre on September 5th, 1886, while on a voyage from Patras to London carrying a cargo of dried fruit.

KRETA

German Government; 1930; Deutsche Schiff.-u. Maschinbau; A.G. Weser; 2,600 tons; 319-6x43-4x25-4; turbine engines. The steamship *Kreta* was formerly the French *lie de Beaute*, seized by the Germans. On September 21st, 1943, she was torpedoed and sunk by a submarine S.W. of Leghorn.

KRINGSJAA

Kr. Knudsen; 1886; W. Doxford & Sons; 1,750 tons; 258 X 39-5x23-1.

The Norwegian sailing ship *Kringsjaa* was sunk by a German submarine in the Western Atlantic on June 14th, 1918.

KROM

T. C. Munakaldt Vekaleti Devlet Denizyolari Isletme U.M.; 1927; Napier & Miller; 3,359 tons; 340-2x48-7x23-2; 240 n.h.p.; triple-expansion engines.

The Turkish steamship *Krom* was torpedoed and sunk by an unidentified submarine on March 30th, 1944, off Marmarice, Turkey.

KRONOS

Dampfs. Ges. Neptun; 1925; Flensburger Schiffsbau Ges.; 1,412 tons; 240-8x38-8x15-3; 168 n.h.p.; triple-expansion engines.

The German steamship *Kronos* struck a mine and sank on April 24th, 1945, off Vestfjord, Norway.

KROSFOND

Svithun Linjen A/S; 1904; Wood, Skinner & Co.; 1,707 tons; 259-1x36-8x19-8; 156 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Krosfond* was torpedoed and sunk by a German submarine in the English Channel on November 22nd, 1917.

KUALA

Straits S.S. Co.; 1911; Caledon S.B. & E. Co.; 954 tons; 225-2x35-6x12-8; 132 n.h.p.; triple-expansion engines. The steamship *Kuala* left Singapore on the night of February 13th, 1942, for Australia with refugees; between 100 and 200 nursing sisters and many women and children. On the following day the ship was bombed and sunk by Japanese aircraft off Banka Island. About 150 persons managed to get ashore on Pom Pom Island and were taken off soon afterwards by a small coasting steamship. This ship was sunk by gunfire shortly afterwards and only three persons were saved, the remainder being killed or taken prisoner.

KUDAT

Straits S.S. Co.; 1914; Caledon S.B. & E. Co.; 1,725 tons; 250-5x37-1x18-4; 182 n.h.p.; triple-expansion engines. The steamship *Kudat* was bombed and sunk by Japanese aircraft on December 31st, 1941, near Port Swettenham.

KUJAWIAK

Polish Navy, destroyer; 1942; Yarrow; 1,025 tons; 272-7X 28-3x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines.; 3-drum boilers; four 4 in. guns, 8 smaller.

The destroyer *Kujawiak* was formerly the British 'Hunt' class destroyer *Oakley*. In mid-June 1942 the vessel was part of a naval force under Vice-Admiral Curteis escorting a convoy from Gibraltar to Malta. The ships were sighted by enemy aircraft when some days out and a strong attack by bombers, submarines and surface craft developed. On the 15th the *Kujawiak* struck a mine when nearing Malta and sank.

For full story of the action see under the destroyer *Bedouin*.

KUL

AjSThv. Halvorsen; 1907; Mackay Bros.; 1,310 tons; 230-8X 34-2x16; triple-expansion engines.

The Norwegian ship *Kul* was carrying iron ore and a deck cargo of timber from Ronnskar to Eitrheirn on November 21st, 1950, when the cargo shifted in heavy seas and she capsized and sank near the Almagrundet lightship.

KUMA

Japanese Navy, light cruiser; 1919; Sasebo; 5,100 tons; 535X 46-8x15-8; 70,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in., 2 m.g., 8 T.T., 80 mines, 1 aircraft.

The light cruiser *Kuma* was torpedoed and sunk by the British submarine *Tally ho* on January 11th, 1944, off Penang. Her normal complement was 439.

KUMAGAWA MARU

Toyo Kaiun K.K.; 1934; Mitsubishi Zosen Kaisha; 7,508 tons; 436-3x58-5x32-8; 839 n.h.p.; oil engines. The motorship *Kumagawa Mam* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 50 miles E. of Gocong, Indo-China.

KUMANO

Japanese Navy, heavy cruiser; 1936; Kawasaki Dockyard; 14,000 tons; 639-8x59-8x14-8; 90,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; eight 8 in. guns, eight 5 in.A.A., 12 T.T., 4 aircraft.

The heavy cruiser *Kumano* was one of the large number of vessels sunk during November 1944 by carrier-borne aircraft of the U.S. Navy. The *Kumano* was lying in Dasol Bay, near Santa Cruz, on November 25th, when she was hit by aerial torpedoes and capsized. Her normal complement was 850.

KUMANOVO

Dubrovacka Plovidba A.D.; 1907; Kockums M/V AJB; 1,409 tons; 250-6x34-2x20-1; 357 n.h.p.; triple-expansion engines.

The Yugoslav ship *Kumanovo* sprang a leak and sank on December 27th, 1944, E. of Sicily.

KUMANOYAMA MARU

Mitsui Sempaku K.K.; 2,857 tons.

The steamship *Kumanoyama Maru* was torpedoed and sunk by the U.S. submarine *Grouper* on June 24th, 1944, off Shimodo, Japan.

KUMARI

National S.S. Co.; 1919; Teikoku S.S. Co.; 1,190 tons; 228X 33 X16-5; 140 n.h.p.; triple-expansion engines. The British cargo ship *Kumari* foundered near Dwarka on June 14th, 1932, while on a voyage from Karachi, via Bombay and Tuticorin, to Colombo carrying a cargo of grain and cotton. The captain and eight of the crew were lost.

KUMSANG

KUMSANG

Indo-China S.N. Co.; 1920; *Sir J. Laing & Sons*; 5,447 tons; 420-3x55x27-9; 712 n.h.p.; 10 knots; triple-expansion engines.

The British steamship *Kumsang*, Capt. W. J. Lawrence, was torpedoed and sunk by a German submarine some 400 miles W. of Sierra Leone on September 30th, 1942. Some of the crew were killed. The *Kumsang* was not in convoy.

KUNG WO

Indo-China Steam Nav. Co.; 1921; *Hong Kong & Whampoa Dock Co.*; 4,636 tons; 350x48-5x14; 533 n.h.p.; triple-expansion engines.

The steamship *Kung Wo*, on a voyage from Singapore to Australia, was bombed and sunk by Japanese aircraft on February 14th, 1942, off Banka Island.

KUNIKAWA MARU

Kawasaki Risen K.K.; 1937; *Kawasaki Dkyd. Co.*; 6,863 tons; 479-5x62-3x30-3; 1,850 n.h.p.; oil engines. The motor vessel *Kunikawa Mam* was taken over by the Japanese Navy for use as a seaplane tender. On April 30th, 1945, she was bombed and sunk by U.S. land-based aircraft off Balik Papan, Borneo.

KUNISHIMA MARU

Iino Kisen K.K.; 1937; *Harima S.B. & Eng. Co.*; 4,083 tons; 363-5x50x29; turbine engines.

The steamship *Kunishima (Kunisima) Maru* was torpedoed and sunk by the U.S. submarine *Sunfish* on February 23rd, 1944, off Tenian Island, Ladrone Islands.

KUNITAMA MARU

Tamai Shosen K.K.; 3,127 tons.

The *Kunitama Maru* was torpedoed and sunk by the U.S. submarine *Capelin* on November 11th, 1943, N.E. of Bum Island, Celebes.

KUNITSU MARU

Settsu Shosen K.K.; 1937; *Harima S.B. & Eng. Co.*; 2,724 tons; 303x45x24-5; 266 n.h.p.; turbine engines. The steamship *Kunitsu (Kunitu) Maru* was bombed and sunk by U.S. carrier-based aircraft and British aircraft on April 19th, 1944, off Sabang.

KUNIYAMA MARU

Miyaji Kisen K.K.; 2,871 tons.

The steamship *Kuniyama Maru* was bombed and sunk by U.S. land-based aircraft on September 9th, 1944, S. of Basilan Island, Philippines.

KURAMASAN MARU

Mitsui Bussan Kaisha; 1927; *Mitsui Bussan Kaisha*; 1,995 tons; 275-5x40-7x21; 224 n.h.p.; oil engines.

The motor vessel *Kuramasan Maru* was torpedoed and sunk by the U.S. submarine *Barbero* about 50 miles N.W. of Macassar.

KURDISTAN

F. C. Strick & Co.; 1906; *Clyde S.B. & E. Co.*; 2,813 tons; 330'8x43-2x14-3; 354 n.h.p.; triple-expansion engines.

The British cargo ship *Kurdistan* foundered, in heavy weather, 60 miles from the Scilly Isles on October 20th, 1910, while on a voyage from Manchester, via Marseilles, to Bussorah. She was carrying a general cargo. Ten of the crew got away in a boat, which as picked up 26 hours later by the sailing vessel *Vincent*. By this time, however, eight of the ten men had died of exposure or had been washed overboard.

KURDISTAN

Hindustan S.S. Co.; 1928; *Short Bros.*; 5,844 tons; 420x54x29-3; 430 n.h.p.; triple-expansion engines.

The British steamship *Kurdistan*, on a voyage from New York to Manchester, was torpedoed and sunk by a German aircraft on December 10th, 1941, about 300 miles W. of the Hebrides. Seven of her crew, one gunner and two of the Convoy Commodore's staff were killed.

KURENAI MARU

Osaka Shosen K.K.; 1924; *Osaka Iron Works*; 1,547 tons; 238-2x38x19-6; 449 n.h.p.; oil engines.

The motor vessel *Kurenai Maru* was sunk by U.S. carrier-based aircraft on September 9th, 1944, in the Sulu Sea.

KURETAKE

Japanese Navy, destroyer; 1922; *Kawasaki*; 820 tons; 275 X 26-5x8-2; 21,500 s.h.p.; 31-5 knots; turbine engines; Kampon boilers; three 4-7 in. guns, 2 m.g., 4 T.T.

The Japanese destroyer *Kuretake* was torpedoed and sunk in the Luzon Strait, Philippine Islands, by the U.S. submarine *Razorback* on December 30th, 1944. The destroyer's normal complement was 110.

KURETAKE MARU

Tatsuzuma Kisen K.K.; 1925; *R. Duncan & Co.*; 5,175 tons; 404-9x53x27-6; 477 n.h.p.; triple-expansion engines. J The steamship *Kuretake Maru* was sunk by gunfire from U.S. warships on January 24th, 1942, S. of Gorontalo, Celebes.

KURETAKE MARU

Nippon Yusen K.K.; 1938; *Kawaminami Kogyo K.K.*; 1,924 tons; 271-7x40x20-3; triple-expansion engines.

The *Kuretake Maru* was torpedoed and sunk by the U.S. submarine *Sterlet* on May 29th, 1945, in the La Perouse Strait, Japan.

KUROGANE MARU

Ishihara Kisen K.K.; 2,844 tons.

The steamship *Kurogane Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Corregidor.

KUROHIME MARU

Kurohime Kisen Goshi Kaisha; 1920; *Lithgows*; 4,697 tons; 384-8x52x26-7; 543 n.h.p.; triple-expansion engines. The steamship *Kurohime Maru* was torpedoed and sunk by the U.S. submarine *Tuna* on March 30th, 1943, N. of Manus Island.

KUROKAMISAN MARU

Turumaru Hirotarō; 1918; 1,243 tons; 228x33x18-7. The *Kurokamisan Maru* was bombed and sunk by U.S. land-based aircraft on May 14th, 1945, in the Korea Strait.

KUROSHIO

Japanese Navy, destroyer; 1938; *Fujinagata*; 2,000 tons; 364 x 35x11; 45,000 s.h.p.; 36 knots; turbine engines; Kampon boilers; six 5 in. guns, 2 m.g., 8 T.T.

The destroyers *Kagero*, *Kuroshio* and *Oyashio*, all of 2,000 tons, were steaming through the Blackett Strait, New Georgia, on May 8th, 1943, when they ran into a minefield. All three vessels struck mines, the *Kuroshio* being sunk and the other two disabled. A squadron of U.S. naval dive bombers then came on the scene and completed the destruction of the two disabled destroyers.

The vessels carried complements of over 200 apiece.

KUROSHIO MARU

Tyugai Kaiun K.K.; 1938; *Harima S.B. & Eng. Co.*; 10,518 tons; 504-7x66x37-5; turbine engines.

The tanker *Kuroshio Maru* was sunk by U.S. carrier-based aircraft on January 21st, 1945, off Kaohsiung, Formosa.

KURTULUS

Taviloglu Mustafa ve Kardesleri Kollektif Sirketi; 1883; *Caird Purdie & Co.*; 1,742 tons; 250-7x35-1x21-8; 195 n.h.p.; compound engines.

The Turkish cargo ship *Kurtulus* went ashore on January 20th, 1942, at Polatli, on the north coast of Marmara Island, Turkey, and sank.

KUSNETS LESOV

U.S.S.R.; 1933; *States k.B. Yd. "Marti"*; 3,974 tons; 347-6x51-6x24-9; 497 n.h.p.; oil engines.

The Soviet motorship *Kusnets Lesov* left Archangel on November 17th, 1942, for Loch Ewe, but was not seen again.

KUSONOKI

Japanese Navy; destroyer; 1943 (circa); Japan; 1,260 tons; 320x30x9-7; 38,500 h.p.; 34 knots; turbine engines; four 4-7 in. guns, 2 A.A.m.g., 6 T.T.

The Japanese destroyer *Kusonoki* was sunk by American warships on December 3rd, 1944, in a naval action in Ormoc Bay, Philippines.

KUSUYAMA MARU

Yamashita Risen K.K.; 1919; R. Thompson & Sons; 5,306 tons; 400'3x52-3x28-5; 517 n.h.p.; triple-expansion engines. The steamship *Kusuyama Maru* was torpedoed and sunk by the U.S. submarine *Tunny* on February 8th, 1943, about 100 miles S.W. of Kaohsiung, Formosa.

KUT SANG

Indo-China Steam Navigation Co.; 1905; Swan, Hunter & Wigham Richardson; 4,895 tons; 385-5x51-3x20-4; 555 n.h.p.; 12 knots; quadruple-expansion engines.

The steamship *Kut Sang* was torpedoed and sunk by a German submarine 40 miles E.S.E. of Cape Palos on April 29th, 1918. Fifty-nine persons, including the captain, were killed.

KUTAHYA

D.B. Deniz Nak.T.A.S.; 1949; Fredrikstad M/V A/S; 3,113 tons; 354-4x52-2x—; compound engines.

The Turkish cargo ship *Kutahya* was carrying cotton from Izmir to Hamburg when, on November 13th, 1960, she was in collision with the *Spreewald* and sank near the Terschelling Bank lightship.

KUWA

Japanese Navy; destroyer; 1942; Japan; 1,000 tons; 300 X—X—; 30 knots; turbine engines; four 4-7 in. guns, several A.A., 4 T.T.

The destroyer *Kuwa* was sunk in a night action between American and Japanese ships in Ormoc Bay, Leyte, Philippine Islands on December 3rd, 1944. The U.S. force consisted of three destroyers, one of which, the *Cooper*, 2,200 tons, was sunk by torpedo. On the Japanese side there was no loss other than the *Kuwa*, but one destroyer was badly damaged.

The *Kuwa* carried a complement of about 120.

KUWAYAMA MARU

Yamashita Kisen K.K.; 5,724 tons. The *Kuwayama Maru* was torpedoed and sunk by the U.S. submarine *Thresher* on February 22nd, 1943, off Flores Island.

KUZAN MARU

1,000 tons. The steamship *Kuzan Mam* was bombed and sunk by U.S. land-based aircraft on January 20th, 1944, about 150 miles W. of Kaohsiung.

KVERNAAS

Morkands Rederi A/S; 1918; Fredrikstad Mek. Verksted; 1,819 tons; 265x42-1x17-9; 150 n.h.p.; triple-expansion engines.

The Norwegian steamship *Kvernaas* struck a mine and sank on February 17th, 1940, four miles N.W. of Schouwen Bank, Holland.

KWANAN MARU

Zamashita Kisen K.K.; 1920; Uraga Dock Co.; 2,194 tons; 280x43-2x21; 156 n.h.p.; triple-expansion engines. The *Kwanan Maru* was on a voyage from Takao to Keelung on December 4th, 1931, when she went ashore on the N.E. point of Formosa near Giran. She broke in two and the afterpart sank.

KWANG CHI

Chinese Navy; light cruiser; 1885; Stettin; 1,300 tons; 217x 31 x—; 3,000 i.h.p.; 15 knots; triple-expansion engines; two 6 in. guns, five 4-7 in., 8 m.g.

The Chinese light cruiser *Kwang Chi* played a brief and inglorious part in the battle of the Yalu against the Japanese on September 17th, 1894. The *Tsi Yuen*, which was on the extreme left of the Chinese line, turned about and fled immediately the Japanese warships opened fire. The *Kwang Chi*, after a few minutes of enemy shelling, followed her consort's example and steamed down the

coast to Talién-Wan Bay. On the same evening she struck on a reef at the entrance to the bay and foundered, taking with her most of her complement. For full story of the battle of the Yalu, see *Chi-Yuen*.

KWANGSE

China Navigation Co.; 1898; Scott & Co.; 1,985 tons; 275-2X 38-2x21-4; 169 n.h.p.; triple-expansion engines. The British cargo ship *Kwangse* was wrecked on Ping rock in 25° 11' N., 119° W.E., on October 21st, 1928, while on a voyage from Swatow to Shanghai carrying a general cargo.

KWANGTUNG

China Navigation Co.; 1922; Taikoo Dockyard & Engineering Co.; 2,626 tons; 310-3x44-2x20-9; 12 knots; turbine engines. The British steamship *Kwang tung*, with a crew of 96 and 35 military personnel on board was intercepted and torpedoed by a Japanese submarine S. of Java at about 3 a.m. on January 4th, 1942. The j submarine came to the surface and opened fire on the ship and sank her and then fired at the four lifeboats at close range. She then rammed the captain's boat and sank it. The chief officer's boat waited until the submarine had submerged and then went in search of survivors, picking up 12 men. The submarine surfaced a second time and gave chase, cutting the chief officer's boat in two, both portions of which remained afloat with 13 men clinging to them. These men were picked up next day by a passing steamship. Thirty-five survivors, including two European officers, landed at Sourabaya.

KWASIND

Arctic Steamship Co.; 1894; W. Doxford & Sons; 2,211 tons; 297X 40x21-7; 233 n.h.p.; 10 knots; triple-expansion engines. The steamship *Kwasind* was mined and sunk off Southwold on March 11th, 1917. Twelve men were killed. The captain was among the survivors.

KWEIYANG

China Navigation Co.; 1890; London & Glasgow Co.; 1,718 tons; 255 X36-1x21-8; 150 n.h.p.; triple-expansion engines. The British cargo ship *Kweiyang* was wrecked on Little Ockseu on April 23rd, 1910. She was on a voyage from Hong Kong to Ningpo carrying a general cargo.

KWONG SANG

Indo-China Steam Nav. Co.; 1902; Wigham Richardson & Co.; 2,283 tons; 290x42-1x15-2; 212 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Kwong Sang* left Shanghai at about 4 o'clock on the afternoon of August 8th, 1931, for Swatow, under command of Capt. C. I. A. Hendry with a crew of six British officers and 44 Chinese. On the 9th she encountered a typhoon and was driven ashore on the island of Fuyan, N. of Foochow, early next morning. All but three of the crew perished, the survivors falling into the hands of Chinese pirates. Nothing of this came to the knowledge of the authorities for about a week, but in the meantime four steamships were sent out to make a search. Finally it was decided to dispatch the destroyer *Sepoy* and the Chinese gunboat *Tung Chi I* to search in the pirate area between Funing Bay and Santuao Bay. The ships landed a force on the peninsula between the two bays and compelled the pirates to give up the three men and also to return a quantity of the ship's gear.

KYARRA

Australasian United Steam Navigation Co.; 1903; W. Denny & Bros.; 6,953 tons; 415-5x52-2x28-6; 770 n.h.p.; 14 knots; triple-expansion engines.

The steamship *Kyarra* was taken over for service as a hospital ship during the First World War and on May 26th, 1918, was torpedoed and sunk by a German submarine two miles S.S.E. of Anvil Point. Six persons were killed. The captain was among the survivors.

KYBFELS

Deutsche Dampfs. Ges. Hansa; 1937; Deutsche Schiff-u. Maschinenbau A.G. Weser; 7,764 tons; 485-6x61-3x31-1; 1,830 n.h.p.; oilengines.

The German motorship *Kybfels* struck a mine and sank on May 21st, 1941, N.W. of Ithaca, Greece.

KYLECLARE

KYLECLARE

Limerick Steamship Co.; 1932; Caledon Shipbuilding & Engineering Co.; 700 tons; 211'7x32-7x12-6; 173 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Kyleclare*, Capt. A. R. Hamilton, was torpedoed and sunk by a German submarine about 100 miles W. of the mouth of the River Douro, Portugal, on February 21st, 1943. Eighteen men, including Capt. Hamilton, were killed.

KYLEGLEN

Monroe Bros.; 1917; C. Connell & Co.; 3,670 tons; 352 -9 x 47-7x26-9; 367 n.h.p.; triple-expansion engines. The British cargo ship *Kyleglen* sailed in ballast from the Tees on December 3rd, 1940, on a voyage to Baltimore, via Oban and Sydney, N.S. She arrived safely at Oban and left on December 9th, but no subsequent information was received. The ship carried a crew of 36 and one gunner.

KYLEMOOR

Walter Runciman & Co.; 1896; J. Readhead & Sons; 3,103 tons; 323-5x46-1x23-1; 278 n.h.p.; triple-expansion engines. The British cargo ship *Kylemoor* sank after a collision in Sulina Roads on September 23th, 1896, while on a voyage from Ibrail to Antwerp carrying a cargo of grain.

KYLEMORE

Williamson-Buchanan Steamers; 1897; Russell & Co.; 319 tons; 200-5x24-1x7-7; 93 r.h.p.; 18 knots (estimated); diagonal compound engines.

The paddle steamship *Kylemore* was taken over by the British Admiralty at the beginning of the First World War for service as a minesweeper. On the outbreak of the Second World War she was again taken over for netlaying duties and was bombed and sunk by German aircraft off Harwich on August 21st, 1940.

KYLERA

Abram & Addie; 1879; Irvine & Co.; 1,590 tons; 259x34-1x19-6; 169 n.h.p.; compound engines.

The British cargo ship *Kylerea* was sunk in a collision on June 23rd, 1908, off Majorca. She was carrying a cargo of coal from the Tyne to Cannes.

KYMA

Maroulis Bros.; 1898; J. L. Thompson & Sons; 3,420 tons; 350X47X24-3; 293 n.h.p.; triple-expansion engines. The Greek cargo ship *Kyma* was sunk by a German submarine off the west coast of Africa on June 21st, 1917.

KYMA

N. Sittas & Co.; 1912; Short Bros.; 3,994 tons; 363x50x25-6; 365 n.h.p.; triple-expansion engines.

The Greek steamship *Kyma* was torpedoed and sunk by a German submarine on May 24th, 1940, about 300 miles W. of Ushant on a voyage from Rosario to Avonmouth with maize. Seven of her crew were killed.

KYNO

Ellermarfs Wilson Line; 1913; Dunlop Bremner & Co.; 3,034 tons; 310-3x44-7x26-9; 249 n.h.p.; 9-25 knots; triple-expansion engines.

The steamship *Kyno* was torpedoed and sunk by a German submarine nine miles N. by E. J. E. of Cherchell, Algeria, on November 16th, 1917. Five men were killed. The captain was among the survivors.

KYNO

Ellermarfs Wilson Line; 1924; Goole S.B. & R. Co.; 3,946 tons; 332-8x46-6x28-9; 241 n.h.p.; triple-expansion engines. The steamship *Kyno*, on a voyage from New York to Hull, was torpedoed and sunk by a German submarine on August 28th, 1940, about 200 miles W. of the Hebrides. Five of her crew were killed.

KYODO MARU

Kagitomi Shosaku; 1914; Gebr. Pot; 1,090 tons; 190x33-5x17; 384 n.h.p.; oil engines.

The tanker *Kyodo Mam* was bombed and sunk by U.S. carrier-based aircraft on January 6th, 1945, 30 miles S.W. of Batac, Philippines.

KYODO MARU No. 13

Oginuno Sotaro; 1896; Workman, Clark & Co.; 1,999 tons; 284-5x40x21; triple-expansion engines.

The *Kyodo Maru No. 13* was sunk by U.S. carrier-based aircraft on July 14th, 1945, in Rikuoka Bay, Japan.

KYODO MARU No. 28

Toa Kaiun K.K.; 1919; Swan, Hunter & Wigham Richardson; 1,506 tons; 258x34-8x23-7; 207 n.h.p.; triple-expansion engines.

The steamship *Kyodo Maru No. 28* was torpedoed and sunk by the U.S. submarine *Seahorse* on July 4th, 1944, about 150 miles S.S.W. of Hong Kong.

KYODO MARU No. 36

Awanokuni Kyodo Kisen K.K.; 1929; Kawasaki Dkyd. Co.; 1,499 tons; 240x36x20; 144 n.h.p.; triple-expansion engines. The steamship *Kyodo Maru No. 36* was torpedoed and sunk by the U.S. submarine *Lapon* on July 18th, 1944, off the S.W. coast of Palawan.

KYOEI MARU No. 2

Kyoei Tanker K.K.; 1940; Harima S.B. & Eng. Co.; 1,157 tons; 209-1x34-4x17-2; steam engines.

The tanker *Kyoei Maru No. 2* was torpedoed and sunk by the U.S. submarine *Dace* on July 27th, 1944, S. of Jolo in the Sulu Archipelago.

KYOEI MARU No. 3

Kyoei Tanker K.K.; 1,182 tons.

The coastal tanker *Kyoei Maru No. 3* was torpedoed and sunk by the U.S. submarine *Bumper* on July 20th, 1945, about 150 miles S. of Cap St. Jacques, Indo-China.

KYOEI MARU No. 6

Kyoei Tanker K.K.; 1,178 tons.

The tanker *Kyoei Maru No. 6* was bombed and sunk by U.S. carrier-based aircraft on January 6th, 1945, 30 miles S.W. of Batac, Philippines.

KYOEI MARU No. 7

Kyoei Tanker K.K.; 1,160 tons.

The *Kyoei Maru No. 7* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 70 miles S.E. of Gocong, Indo-China.

KYOEI MARU No. 10

Kyoei Tanker K.K.; 1,180 tons.

The tanker *Kyoei Maru No. 10* was bombed and sunk by U.S. carrier-based aircraft on January 6th, 1945, 30 miles S.W. of Batac, Philippines.

KYOKKO MARU

Yamashita Kisen K.K.; 1920; Teikoku S.S. Co.; 6,783 tons; 425x53-6x34-9; 584 n.h.p.; triple-expansion engines.

The steamship *Kyokko Maru* was torpedoed and sunk by the U.S. submarine *Crevalle* on November 15th, 1943, off Olongapo, Philippines.

KYOKO MARU

Japanese Government; 1921; S. Western S.B. Co.; 5,792 tons; 412 x 53 • 3 X 31; 556 n.h.p.; triple-expansion engines.

The tanker *Kyoko Maru* was formerly the Dutch *Semiramis*, seized by the Japanese at Palembang in February, 1942. She was torpedoed and sunk by the U.S. submarine *Ray* on December 27th, 1943, in the Gulf of Bone, Celebes.

KYOKUEIMARU

Nitto Risen K.K.; 10,570 tons.
The tanker *Kyokuei Maru* was torpedoed and sunk by the U.S. submarine *Bluefish* on November 8th, 1943, about 200 miles W. of Luzon Island.

KYOKUHO MARU

10,059 tons.
The tanker *Kyokuho Maru* was torpedoed and sunk by the U.S. submarine *Cabrilla* on October 1st, 1944, off Iba, Philippines.

KYOKUSEIMARU

Asahi Shoji K.K.; 1920; *J. Coughlan & Sons*; 5,493 tons; 410-5x54x29-7; 520 n.h.p.; triple-expansion engines. The steamship *Kyokusei Maru* was bombed and sunk by U.S. land-based aircraft on March 2nd, 1943, off the north coast of New Britain.

KYOKUTO MARU

Iino Shoji K.K.; 1934; *Kawasaki Dkyd. Co.*; 10,051 tons; 502-3x65x37-1; 2,115 n.h.p.; oil engines. The tanker *Kyokuto Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Corregidor.

KYOKUUN MARU

Kyokuyo Hogeï K.K.; 10,045 tons.
The tanker *Kyokuun Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles N.E. of Binh Dinh, Indo-China.

KYOKUYO MARU

Kyokuyo Hogeï K.K.; 1938; *Kawasaki Dockyard Co.*; 17,548 tons; 537x74x48-8; 1,560 n.h.p.; oil engines.
The whale oil factory *Kyokuyo Maru* was sunk by war causes on November 13th, 1943, in the East China Sea.

KYOKUZANMARU

6,300 tons.
The steamship *Kyokuzan Maru* was sunk by U.S. carrier-based aircraft on September 24th, 1944, off the north-west coast of Negros Island, Philippines.

KYPHISSIA

Hamburg-Amerika Linie; 1923; *Schiffs-u. Dockbauw. Flender, A.G.*; 2,964 tons; 337-7x48-2x21-1; 246 n.h.p.; triple-expansion engines.
The German steamship *Kyphissia* was bombed and sunk by British aircraft on May 17th, 1943, off Texel.

KYRAPANAGIA II

A.G. Chalaris; 1899; *Ailsa S.B. Co.*; 1,012 tons; 224x33-lx 15-6; 123 n.h.p.; triple-expansion engines.
The Greek steamship *Kyrapanagia II* was bombed and sunk by German aircraft in April, 1941, during the invasion of Greece.

KYRIAKI

Poutous Maritime Co.; 1912; *Russell & Co.*; 5,528 tons; 423-4x56x27-9; 538 n.h.p.; triple-expansion engines. The Greek steamship *Kyriaki* was bombed and sunk by German aircraft on April 24th, 1941, at Suda Bay, during the invasion of Greece.

KYTHERA

P. Th. Katrakis; 1902; *Fevigs Jernskibsbyggeri*; 1,070 tons; 225-1x34-2x17-1; 117 n.h.p.; triple-expansion engines. The Greek steamship *Kythera* was bombed and set on fire by German aircraft on May 16th, 1941, off Crete. The ship burned for three days before sinking.

KYUEIMARU

Nitto Kisen K.K.; 10,171 tons.
The tanker *Kyuei Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on December 27th, 1943, 150 miles S.W. of Kaohsiung, Formosa.

KYUKO MARU

Toa Kaiun K.K.; 3,222 tons.
The *Kyuko Maru* struck a mine and sank on July 14th, 1945, in the Korea Strait.

KYURYUMARU

1919; *Jonker & Stans*; 1,339 tons; 236-5x36-5x15-4; triple-expansion engines.
The steamship *Kyuryu Maru* was formerly the British *Saint Vincent de Paul*, seized by the Japanese at Hongkong in December, 1941. She struck a mine and sank on February 24th, 1945, off Bangkok.

KYUSHU MARU

Harada Kisen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 8,666 tons; 466-9x62-3x41; 1,960 n.h.p.; oil engines. The motor vessel *Kyushu (Kyusyu) Maru* was bombed and sunk by U.S. land- and carrier-based aircraft on October 15th, 1942, off the Solomon Islands.

L. J. DRAKE

Standard Oil Co. of New Jersey; 1918; Ames S.B. & D.D. Co.; 6,693 tons; 419-6x57-2x30; 480n.h.p.; triple-expansion engines.

The American tanker *L. J. Drake* was torpedoed by a German submarine on June 5th, 1942, on a voyage from Aruba to San Juan, P.R., loaded. The ship blew up and sank with the loss of all on board.

L'ADROIT

French Navy, destroyer; 1926; Chantiers de France, Dunkirk; 1,378 tons; 331x32-2x9-5; 32,000 i.h.p.; 32 knots; turbine engines; four 5 • 1 in. guns, two 37 mm., 6 T.T. The French destroyer *VAdroit*, Cdr. Dupin de Saint-Cyr, was engaged in operations connected with the evacuation of the French and British armies from Dunkirk, when she was bombed by German aircraft. The attack took place on May 21st, 1940, and the destroyer was so badly damaged that she sank.

L'Adroit carried a complement of 159, of whom 27 ratings were lost when she sank.

L'ALCBMENE

French Navy, corvette; thirty-six guns.

The French corvette *UAlcmene*, Capt. the Comte Harcourt, was on a voyage from Tasmania to Whangaroa, New Zealand, where she was to take on board a consignment of kauri spars. On June 3rd, 1851, when somewhere between Hokiang and Kaipara she became embayed and her captain, who was very far out in his reckoning, had no other course than to run her ashore. There was a heavy sea at the time and in coming ashore 12 of her complement of 204 were drowned and many more were injured.

The vessel was so badly off course that after they landed the French officers had no idea of their whereabouts. They erected huts from salvaged timber, and brought ashore whatever supplies were accessible. It was not until later that a reconnaissance party discovered the Maori village of Okaro, which consisted of some 100 people. As it was their "sacred day" the natives were unwilling to send help, but suggested that a messenger be sent back to the Frenchmen's camp saying that help would follow on the next day.

This was done and the shipwrecked party, with their injured men carried on improvised stretchers, reached the village after a march lasting two days. From here boats and canoes conveyed them to Auckland, where they stayed until Capt. Harcourt could charter a ship to take them to Tahiti, and thence to France.

On August 1st, 1851, the American ship *Alexander* left Auckland with 192 survivors of the corvette, some of whom were women. Later the Maoris were suitably rewarded by the French Government.

The place where *UAlcmene* ran ashore was known as Bayley's Gorge. In 1934, more than 80 years after the wreck, a succession of high tides and heavy seas brought the hull to the surface once more.

L'AUDACIEUX

French Navy, destroyer; 1934; Chantiers de la Mediterranee, La Seyne; 2,569 tons; 434-3x39-3x14; 74,000 s.h.p.; 37 knots; turbine engines; five 5-5 in. guns, four 37 mm., four 13mm., 9 T.T.

On September 11th, 1940, the French Vichy government despatched a strong naval force to the port of Dakar, in West Africa. This force comprised the cruisers *George Leygues*, *Gloire*, and *Mont-calm*, sister ships of 7,600 tons, nine 6 in. guns, and the large destroyers *VAudacieux*, *Le Fantasque* and *Le Malin*, also sister ships, of 2,569 tons, five 5-5 in. guns. The squadron was permitted to pass through the straits of Gibraltar unchallenged and reached Dakar on the 14th, where it lay in readiness to repel any attempts at landing by the Free French.

On September 23rd, General de Gaulle with three sloops, the *Savorgnan de Brazza*, 1,969 tons, three 5-5 in. guns, *Commandant Domine*, and *Commandant Duboc*, 630 tons, two 3-9 in. guns, appeared off the port accompanied by some transports carrying Fighting French troops, and some British men-of-war. A motor launch flying a white flag and the Tricolor with four emissaries was sent into the harbour, but was fired upon and compelled to turn back, two of the emissaries, Cdrs. d'Argenlieu and Perrin, being seriously wounded. The offer of parley having failed of its object, an attempt was made to land the Fighting French troops.

This was resisted from the shore, and the three sloops came under a hot fire, receiving many hits and sustaining casualties. Under these circumstances the troops were withdrawn as it was not part of General de Gaulle's policy to bring about hostilities between Frenchmen.

Meanwhile the British force was lying off shore in readiness to assist the Fighting French. This force now became a target for the shore batteries and the 16 in. guns of the *Richelieu*, as well as for three submarines. After due warning that the British would reply if the firing continued, fire was opened on the batteries and the *Richelieu*. Two of the submarines were sunk, but the crew of one was saved without loss, and two destroyers were hit and set on fire, one of them, *Vaudacieux*, sinking later. No attempt was made by the British to press matters to a conclusion, and as soon as the Fighting French were back on board, the expedition sailed for England.

This ended the abortive Dakar Expedition, and it was not until November 1942, that the whole resources of this port, with its ships of war and garrison, passed over to the Allied cause.

LA BAYONNAISE

Cie. des Chargeurs Francais; 1911; Ateliers & Chantiers de France; 2,425 tons; 287-9x42-7x19-4; 208 n.h.p.; triple-expansion engines.

The French steamship *La Bayonnaise* was torpedoed and sunk by a submarine in the Mediterranean on June 8th, 1918.

LA BELLA

D. C. Turnbull & Co.; 1893; Joh. Smith's Jernskibsbyggeri; 406 tons; 144x27-3x12-5.

The New Zealand three masted schooner *La Bella*, was wrecked on a reef, near Warrnambool, Victoria, when attempting to enter harbour without a pilot on November 10th, 1905. Seven of her crew of 12 were lost.

LA BOURGOGNE

Compagnie Generale Transatlantique; 1885; Forges et Chantiers de la Mediterranee; 7,395 tons; 494-4x52-2x34-8; 9,800 i.h.p.; 17-9 knots; quadruple-expansion engines. The liner *La Bourgogne* left New York on Saturday, July 2nd, 1898, bound for Havre with 711 persons on board. Among the passengers was a party of Austrian seamen who had been shipwrecked sometime previously and were returning home, also a large number of Italians. When the vessel reached the Newfoundland Banks she ran into dense fog and this, coupled with faulty navigation, contrived to throw her 160 miles N. of her true course. Despite the fog the ship proceeded at an excessive speed throughout the night of the 3rd-4th July.

At about 5 o'clock on the morning of July 4th, some 60 miles S. of Sable Island, *La Bourgogne* was in collision with the British ship *Cromarty shire*, 1,462 tons, Capt. Henderson, from Dunkirk to Philadelphia with coal. The French vessel was struck on the starboard side abreast the engine room, which was immediately flooded. The heavy swell hastened the end of the ship, which kept afloat only a short time.

The passengers were seized with panic, the Italians and Austrians using their knives and revolvers in a mad attempt to rush the boats. Capt. Deloncle and his officers were powerless to control the disorderly elements. The second officer particularly distinguished himself in providing for the safety of the passengers, while three Roman Catholic priests did their utmost to quell the panic. All four men went down with the vessel.

The boats on the port side were the only ones fit for service, as the collision had smashed all those to starboard. A short, but fatal, delay in launching these was caused by the captain's decision to steam for Sable Island. It soon became obvious, however, that this was impossible and the port boats were lowered, several being swamped in the process, and one, filled with women and children, was smashed by the fall of a funnel. No lifebelts were distributed to the unfortunate people, so that those among them who could not swim were drowned immediately they fell into the water. The *Cromarty shire*, whose people were at first persuaded that their own ship would be the one to sink, carried only two or three boats. These proved of little assistance, as the way on *La Bourgogne* at the time of the collision carried her some distance beyond the British ship.

The total number drowned was 546, including Capt. Deloncle and all his officers. The saved numbered 165, of whom 104 were crew and 61 passengers, there being only one woman survivor.

The *Cromartyshire* picked up the survivors and transferred them later in the day to the Allan liner *Grecian*. This ship then took the sailing vessel in tow and brought her to Halifax. The *Cromartyshire* had her bows cut off by the impact and her foremast and main top-gallant mast carried away.

LA CAMPINE

American Petroleum Co.; 1890; *Palmers' Co.*; 2,557 tons; 309-7x39x26-3; 218 n.h.p.; triple-expansion engines. The Dutch tanker *La Campine* was sunk by a German submarine in the North Sea on March 13th, 1917.

LA CARRIERE

Trinidad Leaseholds; 1938; *Swan, Hunter & Wigham Richardson*; 5,685 tons; 415x53-8x30-6; 590 n.h.p.; triple-expansion engines.

The British steamship *La Carriere* was torpedoed and sunk by a German submarine on February 24th, 1940, 30 miles off Puerto Rico on a voyage from New York to Trinidad. Eleven of her crew and four gunners were lost.

LA CHAUSSADE

1897; *Palmers' Co.*; 4,494 tons; 380x45-2x29-2; 402 n.h.p.; triple-expansion engines.

The French steamship *La Chaussade* was torpedoed and sunk by a submarine in the Mediterranean on August 13th, 1918.

LA COMBATTANTE

Free French Navy, destroyer; 1942; *Fairfield Shipbuilding Co.*; 1,025 tons; 280x29x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in. guns, two 20 mm.A.A. The destroyer *La Combattante* was originally the *Haldon*, of the Hunt class, and was transferred to the Free French forces in 1942. The vessel participated in several actions between light craft. On February 23rd, 1945, when off the East Dudgeon Light she struck a mine and sank.

LA CRESCENTA

Crescent Nav. Co.; 1923; *Furness S.B. Co.*; 5,880 tons; 400x53x32-8; 573 n.h.p.; triple-expansion engines. The British tanker *La Crescenta*, Capt. N. S. Upstill, left Port San Luis, California, on November 24th, 1934, with a cargo of oil for Osaka, Japan. She carried a crew of 29. On December 5th, early in the day, she exchanged calls with the s.s. *Athelviscount*, when all was well. The same ship called her in the evening, but did not receive a reply. From that date no news of her came to hand and in due course she was posted missing.

It was reported at the Inquiry that a passing ship had observed an area of about two square miles of sea covered with crude oil in lat. 34° 51' N., long. 163° 24' W. This was undoubtedly the spot where the tanker had sunk.

LA DIVES

Cie. Generale Transatlantique; 1897; *Nederlandsche Scheeps. Maats.*; 2,108 tons; 272-1x36-7x20-3; 260 n.h.p.; triple-expansion engines.

The French steamship *La Dives* was torpedoed and sunk by a submarine in the Mediterranean on February 1st, 1918.

LA EPOCA

Dodero Hnos.; 1893; *D. & W. Henderson & Co.*; 2,432 tons; 293x43x24-4.

The Uruguayan sailing ship *La Epoca* was sunk by a German submarine in the Bay of Biscay on October 29th, 1917.

LA FLANDRE

American Petroleum Co.; 1888; *Armstrong, Mitchell & Co.*; 2,018 tons; 270x37-7x25-9; 181 n.h.p.; triple-expansion engines.

The Dutch tanker *La Flandre* was bound from New York to Rotterdam when she ran into a minefield laid by the German

minelaying submarine *UC-5*. The tanker struck one of the mines and sank with 29 of her crew. The disaster occurred on February 21st, 1916, near the Galloper lighthouse.

LA FOCE

Soc. Anon. Ilva; 1921; *N. Odero fu A. & Co.*; 2,497 tons; 286-9x41-2x28-4; 115 n.h.p.; triple-expansion engines. The Italian steamship *La Foce* was torpedoed and sunk by a British submarine on December 18th, 1943, off Chiavari.

LA LOIRE

Cie. Nantaise de Navigation a Vapeur; 1902; *Ateliers & Chantiers de Normandie*; 5,343 tons; 381-8x48-2x25-6; 508 n.h.p.; triple-expansion engines.

The French steamship *La Loire* was torpedoed and sunk by a submarine in the Mediterranean on March 31st, 1918.

LA PLATA

W. T. Henley & Co.; 1862; *Palmer Bros.*; 1,218 tons; 249-6X30-5x21-9; 120 n.h.p.; 9-5 knots; inverted direct action engines.

La Plata was an iron screw steamship, barge-rigged, fitted for cable laying and carrying 183 nautical miles of deep sea cable as well as a consignment of telegraph poles and wire. On November 26th, 1874, she left Woolwich for Rio Grande do Sul, having on board 85 men including cable engineers.

On the evening of the 28th the wind began to freshen. By early morning on Sunday 29th a full gale was blowing and *La Plata* was swept from stem to stern by the seas. Her canvas was blown away, boats were swept overboard and finally the engine room was flooded and the ship became unmanageable.

During the day much of the cable was thrown overboard to lighten the ship but the water continued to rise. At about noon all hope of saving *La Plata* was abandoned and the remaining boats were got ready, but not launched, as the seas would not permit. It was hoped that by having the boats ready they would float off the deck, but when the vessel sank only one boat, with 15 men, got away. Two other men, Boatswain Lament and Quartermaster Hooper, managed to support themselves on a damaged raft.

The boat was picked up at daybreak on the 30th by the ship *Gareloch*, Capt. Greenwood. Later on the same day the survivors were transferred to the steamship *Antenor* bound for London. The two men on the raft were rescued after four days by the Dutch schooner *Wilhelm Berkelson* which landed them at Gibraltar. Altogether 68 men, including Capt. Dudden, the commander, were drowned.

LA PLATA

W. S. Bailey; 1866; *Palmer Bros. & Co.*; 1,779 tons; 298-3X32-1x21-5; 250 h.p.; compound inverted engines. The British cargo ship *La Plata* was wrecked off Hanstholm on July 2nd, 1886, while on a voyage from the Tyne to Reval carrying a cargo of coal and bricks.

LA PROVENCE

Compagnie Generale Transatlantique; 1906; *Chantiers & Ateliers de St. Nazaire*; 13,753 tons; 602-3x65x38-3; 2,997 n.h.p.; 22-5 knots; triple-expansion engines; five 5•5 in. guns, two 3 in., four 2 in.

The French liner *La Provence*, taken over for service as a transport, under Cdr. Vesco, was carrying 1,800 troops and crew when she was torpedoed in the Central Mediterranean on February 26th, 1916. The submarine which caused the sinking was the *U. 35*, commanded by Capt. Arnauld de la Periere, a German of French ancestry. The transport sank very rapidly and over 900 of those on board were drowned. The survivors numbered 870.

The difficulties of rescue were increased by the sea that was running and by the explosion of several of the ship's boilers.

LA RAILLEUSE

French Navy, destroyer; 1926; *Chantiers Dubigeon*; 1,378 tons; 330-7x32-2x9-5; 32,000 s.h.p.; 32 knots; turbine engines; four 5•1 in. guns, two 37 mm., 6 T. T.

The destroyer *La Railleuse*, Capt. Hourcade, was sunk by internal explosion while lying off Casablanca on March 24th, 1940. She carried a complement of nine officers and 150 ratings, of whom 28 ratings were killed.

LA RANGE

LA RANCE

Cie. Generate Transatlantique; 1906; Ateliers & Chantiers de Normandie; 2,610 tons; 298-5x40-1 X23-1; 223 n.h.p.; triple-expansion engines.

The French steamship *La Rance* was sunk by a submarine in the Mediterranean on December 2nd, 1917.

LA SALLE

Waterman S.S. Corp.; 1920; Merchant S.B. Corp.; 5,462 tons; 400'7x54-2x30-4; 635 n.h.p.; turbine engines. The American ship *La Salle*, Capt. W. A. Sillars, left New York on September 10th, 1942, for Table Bay and then Karachi. On September 26th, she was at Balboa and left to sail via Cape Horn but was not seen again. She carried a crew of 40.

LA SEYNE

Messageries Maritimes; 1870; LaSeyne; 2,379 tons; 312-3X 38x29-7; 241 n.h.p.; 10 knots; compound engines. The French mail steamship *La Seyne* was in the Rho Straits on her way to Singapore when she collided with the British India liner *Onda*. The collision took place near Pulo Sauh at 4 o'clock on the morning of Sunday, November 14th, 1909, the French vessel sinking in two minutes. She carried 162 persons, of whom 101 were drowned, including the captain.

The *Onda*, which had her bows smashed and her fore compartment carried away, immediately lowered her boats and picked up 61 survivors, the work of rescue being greatly impeded by sharks which attacked the drowning people.

LA SOMME

Cie. des Chemins de Per du Nord; 1882; R. & J. Evans; 1,477 tons; 256-7x33-3x20-5; 134 n.h.p.; compound engines.

The French steamship *La Somme* struck a mine and sank in the English Channel on April 29th, 1918.

LA TOUR D'AUVERGNE

French Navy, cruiser minelayer; 1929; Lorient Dockyard; 4,773 tons; 500-5x51x20; 57,000 s.h.p.; 30 knots; turbine engines; four 5-5 in. guns, four 3 in.A.A., two 37mm.A.A., twelve 13 mm.A.A., 290 mines.

The French cruiser minelayer *La Tour d'Auvergne*, formerly the *Pluton*, Capt. Peries, was sunk by internal explosion on September 13th, 1939, while lying in Casablanca harbour. The vessel carried a complement of 396, of whom 11 officers and 204 ratings were killed.

LAATEFOS

ThorThoresen, Jr.; 1913; Fredrikstad Mek. Verks.; 1,458 tons; 243 x 39 • 2 x 19 • 2; 150 n.h.p.; triple-expansion engines.

The Norwegian cargo ship *Laatefos* was torpedoed and sunk by a German submarine in the North Sea on June 21st, 1917.

LAB

AJS Lab (H. Tangvald-Pedersori); 1912; Akers Mek. Verksted; 1,118 tons; 226-4x36-5x15-7; 127 n.h.p.; triple-expansion engines.

The Norwegian steamship *Lab* was torpedoed and sunk by a German submarine on November 19th, 1942, five miles off the Eddystone Light.

LABARROUERE

Morel; 1880; Palmers'Co.; 1,173 tons; 241-2x33-2x15-6; 99 r.h.p.; compound engines.

The British cargo ship *Labarrouere* sank after a collision with an unknown sailing ship off Lundy Island on November 25th, 1897, while on a voyage from Cardiff to St. Nazaire carrying a cargo of coal. The captain and four of the crew were drowned. A boat carrying 13 survivors was picked up after 24 hours.

LABRADOR

Mississippi & Dominion S.S. Co.; 1891; Harland & Wolff; 4,737 tons; 401x47-2x28-3; 573 n.h.p.; triple-expansion engines.

The British cargo ship *Labrador* was wrecked on Mackenzie Rock, near the Skerryvore lighthouse on March 2nd, 1899. She was on a voyage from St. John, N.B., to Liverpool carrying a general cargo.

LACKENBY

Ropner Shipping Co.; 1928; W. Gray & Co.; 5,112 tons; 412-1x54-2x27; 515 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Lackenby*, Capt. W. A. Allon, with a cargo of phosphate, was torpedoed and sunk by a German submarine on January 23rd, 1943, in approx. lat. 55° N., long. 47° W. All 45 of her crew were lost.

LACONIA

Cunard S.S. Co.; 1912; Swan, Hunter & Wigham Richardson; 18,099 tons; 600-6x71-3x40-3; 2,170 n.h.p.; 17 knots; quadruple-expansion engines.

The liner *Laconia*, Capt. Irvine, returning from the United States was torpedoed by a German submarine 160 miles N.W. by W. of the Fastnet at just after 9 p.m. on February 25th, 1917. The first torpedo struck the liner on the starboard side just abaft the engine room, but did not sink her. Twenty minutes later a second torpedo exploded in the engine room, again on the starboard side, and the vessel sank at 10.20 p.m.

The *Laconia* had 292 persons on board, of whom 34 were first class and 41 second class passengers. Six passengers and six members of the crew were killed.

LACONIA

Cunard-White Star Line; 1922; Swan, Hunter & Wigham Richardson; 19,695 tons; 601-3x73-7x40-6; 12,500 s.h.p.; 16 • 5 knots; turbine engines.

The liner *Laconia*, Capt. R. Sharpe, was torpedoed and sunk by a German submarine on September 12th, 1942, about 500 miles S. of Cape Palmas, Liberia. She was homeward bound from Suez via the Cape with a crew of 692, 766 passengers and 1,793 Italian prisoners of war.

The submarine surfaced to take prisoners and, hearing of the Italian prisoners, summoned other submarines to help rescue them. This operation was terminated by the arrival of Allied aircraft which attempted to bomb the cluster of submarines and ship's boats. Eventually about 975 survivors were picked up by a French cruiser and taken to Casablanca. Capt. Sharpe, who was lost with the ship, was in command of the *Lancastria* (which see) when she was sunk on June 17th, 1940.

LACONIKOS

M.A.Embricos; 1914; C. Connell & Co.; 3,803 tons; 365-2x 47-1 x 27 • 3; 382 n.h.p.; triple-expansion engines. The Greek steamship *Laconikos* was torpedoed and sunk by a German submarine on May 7th, 1943, about 400 miles W. of Vigo on a voyage from Freetown to Ardrossan. The vessel sank within a minute of being hit and 23 of her crew were lost.

LADOGA

W. Thomson & Co.; 1914; S. P. Austin & Son; 1,917 tons; 275x40x19-2; 194 n.h.p.; 9 knots; triple-expansion engines. The steamship *Ladoga* was torpedoed and sunk by a German submarine 15 miles S.E. of South Arklow lightship on April 16th, 1918. Twenty-nine men, including the captain, were killed.

LADY ANN

Lambton & Hetton Collieries; 1882; Austin & Son; 1,016 tons; 225-3x33x16-3; 99 r.h.p.; 9 knots; compound engines. The collier *Lady Ann* was torpedoed and sunk by a German submarine three miles E. by S. of Scarborough on February 16th, 1917. The captain and ten of the crew were killed.

LADY CAIRNS

L. Tulloch; 1869; Harland & Wolff; 1,287 tons; 216-4x35-4x 22-5.

The sailing ship *Lady Cairns* was sunk in a collision with the German barque *Mona*, 1,096 tons, 25 miles E. of the Kish lightship, Kingstown, on March 20th, 1904. All 22 of her crew were drowned.

LADY CHARLOTTE

Lewis Lougher & Co.; 1905; Tyne Iron S.B. Co.; 3,593 tons; 348-7x50-1 X23-1; 317 n.h.p.; triple-expansion engines. The British steamship *Lady Charlotte* was wrecked on May 11th, 1917, in 49° 55' N., 6° 18' W., while employed as an Admiralty collier. She was on a voyage from Cardiff to Alexandria.

LADY CORY-WRIGHT

Cory Colliers; 1906; S. P. Austin & Son; 2,516 tons; 310x 44-1x20-3; 251 n.h.p.; 9 knots; triple-expansion engines. The collier *Lady Cory-Wright* was torpedoed and sunk by a German submarine 14 miles S.S.W. of the Lizard on March 26th, 1918. The captain and 38 men were killed.

LADY DRAKE

Canadian National Steamships; 1929; Cammell Laird; 7,985 tons; 419-5x59-1x28-2; 14 knots; turbine engines. The liner *Lady Drake*, Capt. Percy Kelly, on a voyage from Demerara to St. John's, N.F.L., with a total of 272 on board, passengers and crew, was torpedoed and sunk by a German submarine some distance N. of Bermuda on May 5th, 1942. Six of the crew and six passengers were killed. Capt. Kelly was among the survivors. The *Lady Drake* was not in convoy.

LADY ELGIN

Hubbard & Co.; 1851; Canada; 1,000 tons; 300x — x—; 11 knots; side lever engines.

The American paddle steamer *Lady Elgin* left Chicago late on the evening of Friday, September 7th, 1860, for an excursion up Lakes Michigan and Superior. The ship had on board 393 persons including the crew and was under command of Capt. John Wilson. There was a stiff breeze, a heavy sea and driving rain, the passengers being below dancing in the saloon, when at 2 o'clock on the morning of the 8th the steamship was run down by the schooner *Augusta*. Capt. Malott. The ships were about 10 miles from land, off Waukegan, and the *Augusta* sailing before the wind at 11 knots crashed into the *Lady Elgin* abaft the paddle box on the port side. The steamer, her engines running at full speed, continued on her course for some distance and in five minutes the two ships had lost sight of each other. There was alarm on both vessels, those on the schooner being under the impression that she was sinking. The *Lady Elgin* was in the worse plight, having only three boats, the first of which was launched with only one oar and proved almost useless, the other two put off with eight and 13 persons respectively. About 30 minutes after the collision the steamer foundered, her engines and boilers falling through the bottom.

The number drowned was 279 including Capt. Wilson.

The schooner *Augusta* reached port in safety with the loss of her jib-boom and damage to her bows.

LADY FRANCES

Jackson Bros. & Cory; 1876; W. Gray & Co.; 1,375 tons; 246-6x32-2x18-2; 120 h.p.; compound inverted engines. The British cargo ship *Lady Frances* was wrecked on Ishailah Rocks, 170 miles W. of Alexandria, on September 11th, 1885, while on a voyage from South Shields to Alexandria carrying a cargo of coal. The crew left the ship in three boats, one of which with nine men reached the shore, although one man was lost when landing. A tug was sent to the scene of the wreck and picked up another boat with two men on the 18th. Six other men in this boat had been drowned trying to swim ashore.

LADY GLANELY

Tatem Steam Nav. Co.; 1938; Wm. Doxford & Sons; 5,497 tons; 430-5x57-7x26-5; 516 n.h.p.; oil engines. The British motorship *Lady Glanely*, on a voyage from Vancouver to London, was torpedoed and sunk by a German submarine on December 2nd, 1940, 400 miles W. of Ireland. There were no survivors.

LADY HAWKINS

Canadian National Steamships; 1928; Cammell Laird & Co.; 7,988 tons; 419-5x59-1x28-2; 14 knots; turbine engines. The liner *Lady Hawkins*, Capt. H. Griffin, was torpedoed and sunk on January 19th, 1942, midway between Cape Hatteras and Bermuda. The *Lady Hawkins*, which was carrying 212 passengers and 109 crew, was hit by two torpedoes, the first of which exploded in No. 2 hold and the second between No. 3 hold and the engine room, also smashing one of the lifeboats. Three lifeboats were launched but only one, containing 71 persons, was picked up. The survivors stated that five of their number had died during the time

they had been adrift. Mr. Percy A. Kelly, the first officer, by great skill kept the boat afloat although she was only intended to carry 63 persons and had 76 on board at the outset. Eventually the steamship *Coamo*, 7,057 tons, of the New York and Puerto Rico Line, sighted the boat and brought the occupants to San Juan, Puerto Rico.

The number of persons drowned, or who had died from exposure, was approximately 250, of whom 88 were crew, including Capt. Griffin.

LADY HELEN

Marquis of Londonderry; 1909; S. P. Austin & Son; 811 tons; 200 x 30 x 12 • 1; 138 n.h.p.; 10 knots; triple-expansion engines. The steamship *Lady Helen* struck a mine and sank ½ mile E. of South Cheek, Robin Hood Bay, on October 27th, 1917. The captain and six men were killed.

LADY ISMAY

P. & A. Campbell; 1911; Ailsa Shipbuilding Co.; 495 tons; 220 x 26 • 1 X 8 • 8; 165 n.h.p.; 17 knots; diagonal compound engines.

The paddle steamer *Lady Ismay* was taken over by the British Admiralty early in the First World War for service as a minesweeper. On December 21st, 1915, she was mined and sunk near the Galloper lightship. She had an official complement of 60.

LADY IVEAGH

John Weather ill & Sons; 1892; Richardson, Duck & Co.; 2,286 tons; 290X38-3x18-5; 218 n.h.p.; triple-expansion engines. The British steamship *Lady Iveagh* was wrecked near St. Quentin Point on December 24th, 1915, while in service as an Admiralty collier. She had sailed from Penarth.

LADY JOICEY

Taylor & Sander son S.S. Co.; 1898; Short Bros.; 3,194 tons; 351 X 45 • 1 X 16 - 2; 308 n.h.p.; triple-expansion engines. The British cargo ship *Lady Joicey* caught fire and sank in 16° N., 69° W., on December 23rd, 1903. She was carrying a cargo of nitrate on a voyage from Taltal to Savannah.

LADY JOSYAN

R. Gordon & Co.; 1872; M. Pearse & Co.; 1,054 tons; 225-2X 30-1x17; 99 h.p.; compound engines.

The British cargo ship *Lady Josyan* sank after a collision off Flamborough Head on October 26th, 1884. She was carrying a cargo of coal on a voyage from the Tyne to London.

LADY LEWIS

W. J. Tatem & Co.; 1897; Richardson, Duck & Co.; 2,950 tons; 330-2x43-1x23-2; 245 n.h.p.; triple-expansion engines. The British cargo ship *Lady Lewis* was wrecked near Mogotes Point, Argentine, on April 3rd, 1906. She was carrying a cargo of wheat on a voyage from Bahia Blanca to Barcelona.

LADY McCALLUM

Ceylon S.S. Co.; 1908; Caledon S.B. & E. Co.; 1 097 tons; 220-5x37-1x12-3; 191 n.h.p.; triple-expansion engines. The British cargo ship *Lady McCallum* struck a reef and sank off Poolavi Point, ten miles north of Kalkudah, Ceylon, on January 1st, 1926. She was on a voyage from Kalkudah to Trincomalee carrying a cargo of copra and rice.

LADY NUGENT

Sir George Hodgkinson; 1840 (circa); Bengal; 642 tons. The wooden ship *Lady Nugent* was chartered by the government of Madras to carry the 25th Regiment of Madras (Native) Light Infantry to Rangoon. She left Madras on May 10th, 1854, with Lt. Col. Johnstone and four other officers, besides 350 rank and file, 20 women and children and 34 crew, making 409 all told. The *Lady Nugent* was commanded by Capt. G. C. Bannerman.

About a fortnight after the vessel left Madras the Bay of Bengal was swept by a typhoon of unusual violence. No news of the *Lady Nugent* ever came to hand and eventually the authorities were compelled to post her as missing.

LADY SOMERS

LADY SOMERS

Canadian National Steamship Co.; 1929; Cammell Laird & Co.; 8,194 tons; 420-3x60-2x30-2; 1,094 n.h.p.; 14 knots; turbine engines.

The steamship *Lady Somers*, serving as an auxiliary cruiser, Cdr. G. L. Dunbar, R.D., R.N.R., with a complement of 175 was torpedoed and sunk by a German submarine in the North Atlantic on July 15th, 1941. Of those on board 138 survivors were picked up by Spanish ships and landed at a neutral port. Later the remainder of the crew were reported safe and there was no loss of life.

LADYBIRD

British Navy, gunboat; 1915; Lobnitz & Co.; 625 tons; 237-5 X 36x4; 2,000 i.h.p.; 14 knots; triple-expansion engines; Yarrow boilers; two 6 in. guns, one 3 in., 10 smaller.

The gunboat *Ladybird*, Cdr. J. F. Blackburn, was bombed and sunk near Tobruk, Libya, on June 11th, 1941. The ship beat off 47 attacks by German dive bombers but was eventually hit and disabled. She managed to make Tobruk harbour where she sank with one gun above water. Four ratings were killed.

During the siege of Tobruk her gunners put off from shore whenever enemy raiders were overhead and opened fire on them from the one serviceable gun.

LADYBURN

Shankland & Co.; 1869; R. Steele; 1,515 tons; 241-9x37-1x 23.

The iron sailing ship *Ladyburn*, Capt. Laing, left the Clyde for Calcutta on her maiden voyage in the second week of December 1869. Crossing the Bay of Biscay she ran into a violent storm and foundered with all hands.

She was among the new type of iron sailing ship of heavy tonnage then coming into use, a type which encountered many mishaps and difficulties before proving serviceable.

LAERTES

Ocean S.S. Co.; 1904; Hawthorn Leslie & Co.; 4,541 tons; 382-7x47-2x28-2; 350 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Laertes* was torpedoed and sunk by a German submarine H miles S.S.W. of Prawle Point on August 1st, 1917. Fourteen men were killed. The captain was among the survivors.

LAERTES

Hung Hing S.S. Co.; 1879; Scott & Co.; 2,183 tons; 320-5X 34-3x26; 188 n.h.p.; compound engines.

The British cargo ship *Laertes* sank after a collision in the Malacca Straits on December 15th, 1917, while on a voyage in ballast from Rangoon to Singapore.

LAERTES

Nederlandsche Stoomv. Maats. Ozean; 1919; Taikoo Dockyard & Eng. Co.; 5,825 tons; 423-9x52-3x29-9; 413 n.h.p.; 13-5 knots; triple-expansion engines.

The Dutch steamship *Laertes* was torpedoed and sunk by the German submarine *U. 564* on May 3rd, 1942, off the east coast of Florida, on a voyage from New York to Bombay via the Cape. Eighteen of her crew were lost.

LAFFEY

United States Navy, destroyer; 1941; Bethlehem Steel Co.; 1,700 tons; 348-5x36—; 50,000 s.h.p.; 36-5 knots; turbine engines; four 5 in. guns, four 40 mm., 5 T.T.

The destroyer *Laffey*, Lt. W. E. Hank, took part in the battle of Guadalcanal on the night of November 12th-13th, 1942. Early in the action the *Laffey* encountered the Japanese battleship *Hiei*, at which she fired all her port torpedoes and then swept the enemy's bridge with her 5 in. guns. As a result of this the *Hiei* was disabled and was sunk by American aircraft on the following day. The *Laffey* was torpedoed and sunk later in the action.

The full story of the battle is told under the U.S. cruiser *Atlanta* and the Japanese battleship *Kirishima*.

LAFONIA

Falkland Islands Co.; 1911; Greenock & Grangemouth Dkyd. Co.; 1,961 tons; 283-3x36-1x19; 249 n.h.p.; triple-expansion engines.

The British cargo ship *Lafonia* sank after a collision in 55° 21' N., 1° 22' W., on March 26th, 1943, while on a voyage in ballast from London to Greenock.

LAFOREY

British Navy, destroyer; 1913; Fairfield Co.; 995 tons; 269 X 27-5x10-5; 24,500 i.h.p.; 29 knots; turbine engines; three 4 in. guns, one 2 pdr., 1 m.g., 4 T.T.

The destroyer *Laforey* was mined and sunk in the English Channel on March 23rd, 1917. The vessel carried a complement of about 100.

LAFOREY

British Navy, destroyer; 1938; Yarrow & Co.; 1935 tons; 354x37x10; 48,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; six 4 7 in. guns, one 4 in.A.A., 4 T.T.

The destroyer *Laforey*, Capt. H. T. Armstrong, D.S.O., p.s.c., took part in the operations leading to the landing on the Italian coast in 1944. On March 30th, 1944, she was torpedoed and sunk by a German submarine off Nettuno with the loss of ten officers, including Capt. Armstrong, and 167 ratings. She had taken part in the bombardment of German positions and had fired more than 2,000 rounds at the enemy. She had also rendered great service with the Malta convoys throughout 1942.

The full story of the Anzio landing is told under the cruiser *Penelope*.

LAFOREY

Derwent Trawlers; 1949; J. Lewis & Sons; 609 tons; 170-4X 29-2x14-3; triple-expansion engines.

The British trawler *Laforey* ran aground and capsized on Sendingane rocks, near Batalden, north-west of Floro, on February 7th, 1954. She had sailed from Grimsby for the Norwegian fishing grounds. Her crew of 20 were lost.

LAGES

Lloyd Brasileiro; 1907; Swan, Hunter & Wigham Richardson; 5,472 tons; 421-9x55-3x20-3; 528 n.h.p.; quadruple-expansion engines.

The Brazilian steamship *Lages* was torpedoed and sunk by a German submarine on September 27th, 1942, outward bound from Para.

LAGOA

Cie. de Nav. Carregadores Acoreanos; 1911; Act. Ges. "Neptun"; 1,992 tons; 285-9x41-2x16-8; 192 n.h.p.; triple-expansion engines.

The Portuguese ship *Lagoa* was wrecked on December 18th, 1928, at Cavallos do Foa, near Oporto.

LAGOS

Elder, Dempster & Co.; 1883; David J. Dunlop & Co.; 1,731 tons; 300-3x36-2x20-2; 214 n.h.p.; compound engines. The British cargo ship *Lagos* was wrecked in dense fog on January 18th, 1902, on the Desertas, near Madeira, while on a voyage from Liverpool to the west coast of Africa carrying a general cargo.

LAGOSIAN

United Africa Co.; 1930; Greenock Dockyard Co.; 5,449 tons; 421-4x59-2x24-7; 604 n.h.p.; 12 knots; quadruple-expansion engines.

The steamship *Lagosian*, Capt. G. W. Irvin, was in convoy off Rio de Oro, West Africa, on March 28th, 1943, when she was torpedoed and sunk by a German submarine. Five men were killed and four wounded. Capt. Irvin, who was among the survivors, was in command of the *Congonian* when that vessel was torpedoed in November 1940.

LAHAINA

Matson Navigation Co.; 1920; Western Pipe & Steel Co.; 5,645 tons; 410-5x54-2x27-2; 359 n.h.p.; triple-expansion engines.

The American steamship *Lahaina* was shelled by a Japanese submarine on December 11th, 1941, E. of Honolulu, and sank on the following day. Five of her crew were killed.

LAHNECK

Deutsche Dampf. Ges. Hansa; 1923; A. G. Weser; 1,663 tons; 241 - 3x36-3x15-2; 168 n.h.p.; triple-expansion engines. The German ships *Lahneck* and *Treuensfels* collided on March 6th, 1942, at Christiansand and the *Lahneck* sank.

LAI YUEN

Imperial Chinese Navy, cruiser; 1887; Stettin; 2,850 tons; 270x40x16-3; 3,600 i.h.p.; 16-5 knots; triple-expansion engines; four 8-25 in. guns, 8 m.g.
The Chinese cruiser *Lai Yuen* took part in the battle of the Yalu against the Japanese on September 17th, 1894. At the conclusion of the battle, which ended disastrously for the Chinese, the fleet retired to the fortified base at Wei-hai-wei, where it was sunk at anchor by torpedo boat attacks and gunfire from cruisers at the end of a long blockade by the Japanese fleet.

On February 5th-6th, 1895, the *Lai Yuen* was torpedoed in one of these attacks and capsized. She lay on her side with a number of her crew imprisoned in her water-tight compartments. These unfortunate men continued knocking on the vessel's side for several days, but when aid reached them they were found to be dead from asphyxiation.

For further details see *Ting Yuen*. For battle of the Yalu, see *Chi Yuen*.

LAIRDSMOOR

*Burns & Laird Lines; 1919; A.&J.Inglis; 1,578 tons; 265 x 36 - 1 x 15 * 9; 414 n.h.p.; triple-expansion engines.* The British steamship *Lairds Moor* sank after a collision with the *Taranaki* off Black Head, Wigtownshire, on April 7th, 1937. She was carrying passengers, cattle and a general cargo on a voyage from Dublin to Glasgow.

LAKE EDON

*United States Shipping Board; 1918; American S.B. Co.; 2,371 tons; 251X 43 - 5 x 24 * 2; 326 n.h.p.; triple-expansion engines.* The American cargo ship *Lake Edon* was torpedoed and sunk by a German submarine in the Bristol Channel on August 21st, 1918.

LAKE LUGANO

C. Strubin & Co.; 1900; Craig, Taylor & Co.; 2,120 tons; 289'2x43-2x20-1; 206 n.h.p.; triple-expansion engines. The British steamship *Lake Lugano*, Capt. Thompson, was bombed and set on fire by insurgent aircraft on August 7th, 1938, at Palamos, during the Spanish Civil War. She was again attacked the next day and sunk.

LAKE OSWEYA

Ford Motor Co.; 1918; Saginaw S.B. Co.; 2,398 tons; 251x 43-6x24-2; 382 n.h.p.; oilengines.
The American motorship *Lake Osweya* left New York on February 17th, 1942, for Halifax, N.S., and Reykjavik and did not arrive at the former port. It is assumed that she was torpedoed.

LAKE OWENS

United States Shipping Board; 1918; Great Lakes Engineering Works; 2,308 tons; 253-5x43-8x20-4; 289 n.h.p.; triple-expansion engines.
The American cargo ship *Lake Owens* was torpedoed and sunk by a German submarine in the Bristol Channel on September 3rd, 1918.

LAKE PORTAGE

United States Shipping Board; 1918; McDougall-Duluth Co.; 1,998 tons; 251x43-6x18-1; 274 n.h.p.; triple-expansion engines.
The American cargo ship *Lake Portage* was torpedoed and sunk by a German submarine off Ushant on August 3rd, 1918.

LAKEMOOR

United States Shipping Board; 1917; McDougall-Duluth Co.; 2,045 tons; 251x43-8x18-2; 274 n.h.p.; triple-expansion engines.
The American cargo ship *Lakemoor* was torpedoed and sunk by a German submarine in the Irish Sea on April 11th, 1918.

LAKME

Cie. des Bateaux a Vap. du Nord; 1896; A. Stephen & Sons; 3,117 tons; 330 X 43 - 2 X14; 272 n.h.p.; triple-expansion engines. The French steamship *Lakme* struck a mine and sank in the Bay of Biscay on February 29th, 1916.

LAKONIA

Shipping Investment Corporation; 1930; Nederlandsche Scheepsbouw Maats.; 20,314 tons; 608-7x74-8x —; 17 knots; oil engines.
The Greek cruise liner *Lakonia*, Capt. M. Zarbis, was formerly the *Johan van Oldenbarnevelt* of the Dutch Nederland Company. On Thursday, December 19th, 1963, she left Southampton with 651 passengers, all of whom were British with the exception of 21, and a crew of 385, chiefly composed of Greek seamen and German stewards. Her first place of call was to be Madeira, and the cruise was to be of 11 days duration. At about midnight on Sunday the 22nd, when 180 miles N. of Madeira, the alarm of fire was given. The larger number of passengers were in bed, but many were dancing, or strolling on the promenade deck.

Despite the efforts of the crew the fire took firm hold upon the liner and in a few hours she was well ablaze. The aircraft carrier *Centaur*, 22,000 tons, and the liners *Stratheden*, 23,732 tons, *Montcalm*, 4,999 tons, and the Argentine liner *Salta*, 12,053 tons, together with the Pakistan steamship *Mehdi*, 5,640 tons, went to the rescue. The United States Air Force base in the Azores also sent aircraft to search the area and to drop life rafts.

Some days later a statement was issued by the Greek company announcing that 95 passengers and 33 crew had been lost in the disaster. Capt. Zarbis was among the survivors.

The burned out hull of the *Lakonia* was taken in tow for Gibraltar by salvage vessels, but sank in a gale on Sunday, 29th December, 1963, when 250 miles from port.

LAKSNES

Norwegian Government; 1927; Flensburger Schiffsbau Ges.; 1,587 tons; 263-4x40-2x15-3; triple-expansion engines. The Norwegian ship *Laksnes* was carrying cement from Brevik to Namsos when she grounded, broke in two and sank on November 27th, 1946, at Ronglevaer near Feje.

LALEN-MENDI

Sola y Aznar; 1896; Richardson, Duck & Co.; 2,183 tons; 290X42x19-5; 219 n.h.p.; triple-expansion engines. The Spanish cargo ship *Lalen-Mendi* was torpedoed and sunk by a German submarine in the English Channel on November 17th, 1917.

LALY

C. T. Gogstad & Co.; 1894; Furness, Withy & Co.; 1,880 tons; 270X 3 6 - 6 X 17; 192 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Laly* was sunk by a German submarine in the North Sea on March 25th, 1917.

LAMMOT DU PONT

International Freighting Corp.; 1914; N. of Ireland S.B. Co.; 5,102 tons; 405x52x28-1; 525 n.h.p.; triple-expansion engines. The American steamship *Lammot du Pont* was torpedoed and sunk by a German submarine on April 23rd, 1942, 500 miles S. of the Bermudas on a voyage from Buenos Aires to New York. Thirteen of her crew were lost.

LAMORICIERE

Compagnie Generale Transatlantique; 1921; Swan, Hunter & Wigham Richardson; 4,713 tons; 370x50x29-8; 17 knots; turbine and triple-expansion engines.
The liner *Lamoricie*, Capt. Miliasseau, left Algiers on January 7th, 1942, for Marseilles with 272 passengers and 100 crew. Soon after leaving port she encountered a violent storm, and on the 8th distress signals were received reporting her disabled with engine room flooded and in need of assistance. The call was answered by the steamships *Gouverneur General de Gueydon*, *Gouverneur General Chanzy* and the destroyer *L'Impetueuse* but the weather precluded any attempt at rescue and the vessel foundered on the 9th, some three miles N. of Minorca.

LAMOTTE-PICQUET

The loss of life was heavy, only 95 persons were picked up; these were landed at Barcelona on the 11th.

LAMOTTE-PICQUET

French Navy, cruiser; 1924; Lorient Dockyard; 7,249 tons; 594-7x57-5x20-7; 102,000 s.h.p.; 33 knots; turbine engines; Guyot boilers; eight 6-1 in. guns, four 3 in., two 3pdr., 4 m.g., 12 T.T.

The cruiser *Lamotte-Picquet* was serving on the Far East station at the outbreak of the Second World War. On the capitulation of France in June, 1940, the ships on the station adhered to the Vichy government and when fighting broke out between France and Siam the *Lamotte-Picquet* with several sloops and gunboats engaged the Siamese coastal defence ships *Ayutia* and *Dhamburi*, both of 2,265 tons, four 8 in. guns. The Siamese vessels were badly damaged in the action and took no further part in hostilities. The *Lamotte-Picquet*, owing to her long commission in Far Eastern waters, became unfit for active service and on January 12th, 1945, when lying partially dismantled off Saigon, she was hit and sunk by U.S. carrier-borne aircraft. There were no casualties among her crew.

LAMPADA

Gas Light & Coke Co.; 1889; Short Bros.; 2,220 tons; 28 1x 40x19-8; 209 n.h.p.; 9 knots; triple-expansion engines. The collier *Lampada* was torpedoed and sunk by a German submarine three miles N. of Whitby on December 8th, 1917. Five men were killed. The captain was among the survivors.

LAMPO

Italian Navy, destroyer; 1931; Officine e Cantieri Partenopei; 1,220 tons; 315-2x30-5x10-2; 44,000 s.h.p.; 38 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 37 mm. A.A., four 13 mm. A.A., 6 T.T.

The destroyer *Lampo* was driven ashore on the island of Pantellaria after an action with British destroyers on April 15th, 1941. She was refloated sometime later and recommissioned. On April 30th, 1943, she was bombed and sunk by Allied aircraft off Ras Mustapha. The vessel's official complement was 150.

LAMUT

U.S.S.R.; 1919; Gt. Lakes Eng. Works; 2,694 tons; 253-8X 43-6x25-1; 226 n.h.p.; triple-expansion engines. The Soviet ship *Lamut* was on a voyage from Vladivostock to Seattle when she went ashore on April 1st, 1943, in the vicinity of Cape Flattery.

LANARK

G. M. Steeves & Co.; 1890; Russell & Co.; 3,109 tons; 319-6X 42-6x25-7; 250 h.p.; triple-expansion engines. The British cargo ship *Lanark* was wrecked near Cocanada on June 1st, 1894, while on a voyage from Middlesbrough to Cocanada carrying a cargo of railway materials.

LANARKSHIRE

Burr ell & Son; 1871; Blackwood & Gordon; 929 tons; 210x 28-2x21-5; 85 h.p.; compound inverted engines. The steamship *Lanarkshire* was lost on Codling Bank, off Wicklow, on January 15th, 1882 while on a voyage from the Clyde to Lisbon carrying a cargo of coal.

LANCASTER

American South African, Inc.; 1918; Sun S.B. Co.; 7,516 tons; 434-3x57-7x35-3; 575 n.h.p.; triple-expansion engines. The American ship *Lancaster* went ashore on December 30th, 1942, off Casablanca and broke up.

LANCASTER CASTLE

Lancashire Shipping Co.; 1937; Sir J. Laing & Sons; 5,172 tons; 437-4x51-1x24-3; 466 n.h.p.; 12 knots; triple-expansion engines. The steamship *Lancaster Castle*, Capt. J. Sloan, was a unit of a convoy to North Russia. On March 24th, 1942, while anchored in the river at Murmansk, the ship was attacked by German bombers and set on fire. Although badly damaged the ship remained afloat until April 15th, when she was again attacked and sunk by five bomb hits. Twelve men, including Capt. Sloan, were killed and 17 were wounded in the two attacks.

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LANCASTRIA

Cunard White Star Line; 1922; W. Beardmore & Co.; 16,243 tons; 552-8x70-4x38-8; 2,527 n.h.p.; 16-5 knots; turbine engines.

On June 17th, 1940, the liner *Lancastria*, Capt. J. Sharp, was lying off St. Nazaire taking on board British troops who were being evacuated from France. The embarkation began at 8 a.m. and continued until 4 p.m., by which time the liner was ready to weigh anchor. In addition to the soldiers there was a small party of about 50 civilians, and their wives and children. As far as can be ascertained there were 5,310 persons on board, of whom 300 were crew.

The first attack by aircraft came about 2 p.m., followed after a short interval by a second raid. In these attacks the Orient liner *Oronsay*, 20,000 tons, also engaged in the embarkation of troops, was hit and damaged, but still remained seaworthy.

At about 4.30 p.m., in a third attack the ship was struck by a salvo of bombs, one of which passed right through the dining saloon and burst in the engine room. The damage to the *Lancastria* was vital and she took a heavy list, and although the boats were got out with all possible speed it was evident from the outset that there was no hope of rescue for thousands of those on board. Only two lifeboats managed to get away, the others capsizing owing to difficulties with the falls or through being overloaded. Tugs and other small craft were quickly on the scene and picked up hundreds of men in the water.

The *Lancastria* remained afloat for barely 30 minutes, turning gradually over to port so that those still on board were able to walk upon her side as she lay. After floating on this position for some time she capsized completely and went down by the head. Meanwhile the German airmen occupied themselves by firing from their machine-guns at the men in the water, and by firing incendiary bullets which set fire to the oil floating on the surface.

Of those on board 2,477 were saved[^], including Capt. Sharp, who was picked up some hours later, and most of the civilian passengers. There was also a small number of people who came ashore singly or in very small parties, some of whom were captured and interned by the Germans.

LANCASTRIAN PRINCE

J. Knott; 1881; Palmers' Co.; 1,746 tons; 262x35-2x22-2; 178 n.h.p.; triple-expansion engines.

The British cargo ship *Lancastrian Prince* was wrecked on Morant Cays on September 22nd, 1895. She was on a voyage from the Clyde to Kingston, Jamaica, carrying a general cargo.

LANCASTRIAN PRINCE

Prince Line; 1940; Smith's Dock Co.; 1,914 tons; 304x44-2x 16-5; 2,270 i.h.p.; 13 knots; triple-expansion engines. The steamship *Lancastrian Prince*, Capt. F. R. Elliott, was in convoy in the North Atlantic, when she was torpedoed and sunk by a German submarine on April 11th, 1943. All her crew of 45 and seven gunners were lost.

LANCIERE

Italian Navy, destroyer; 1938; Tirreno; 1,620 tons; 350 X 38-5x10-7; 48,000 s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, six 37 mm. A.A., four 13 mm. A.A., 6 T.T.

The destroyer *Lanciere* was lost in a gale in the Ionian Sea on March 23rd, 1942. The vessel carried a complement of about 200.

LANDANA

Elder, Dempster & Co.; 1897; Sir Raylton Dixon & Co.; 2,834 tons; 310x44-1x15-8; 244 n.h.p.; triple-expansion engines.

The British cargo ship *Landana* sank after a collision with the s.s. *Knarwater* on September 8th, 1898, in the English Channel. She was on a voyage from the Tyne, via Hamburg, to the west coast of Africa carrying a general cargo.

LANDONIA

Gascony Steamship Co.; 1917; Clyde Shipbuilding & Engineering Co.; 2,504 tons; 300-2x44-7x19-3; 250 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Landonia* was torpedoed and sunk by a German submarine 27 miles N. by W. of Strumble Head, Pembrokeshire, on April 21st, 1918. Twenty-one men were killed. It was reported that the captain or the gunner had been taken prisoner.

LANFRANC

Booth S.S. Co.; 1907; Caledon Shipbuilding & Engineering Co.; 6,287 tons; 418-5x52-2x27-3; 850 n.h.p.; 15 knots; triple-expansion engines.

The liner *Lanfranc* was taken over by the Admiralty and converted into a hospital ship. On the evening of April 17th, 1917, when crossing from France to England with wounded she was torpedoed by a German submarine 42 miles N. -J- E. of Havre. She was carrying 234 British and 167 German wounded together with 52 medical staff and a crew of 123.

The *Lanfranc* sank with the loss of 34 lives, of whom two were British officers and 12 other ranks, two German officers and 13 other ranks, and five crew. The remainder of those on board were rescued by naval patrol ships.

LANGANES

Consolidated Fisheries; 1929; Cochrane & Sons; 358 tons; 140-4x25x13-2; 103 n.h.p.; triple-expansion engines. The British trawler *Langanes* was wrecked at Dyraf jord on February 8th, 1935. She had sailed from Grimsby for the Icelandic fishing grounds. Her crew of 14 were lost.

LANGANO

Zenise Schiano di Valentino fu G.; 1894; H. Koch; 1,246 tons; 234-1x32-2x18-3; triple-expansion engines. Carrying cement from Marseilles to Duala, the Italian ship *Langano* went ashore at 10.30 p.m. on September 17th, 1950, at Bajos de Mahon, near Cabo Barba. Fifteen members of the crew were rescued.

LANGELI

Ellingsen & Johannesen; 1896; Short Bros.; 1,565 tons; 259-2X 36-8x18-1; 156 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Langeli* was torpedoed and sunk by a German submarine in the North Sea on March 20th, 1916.

LANGFOND

S. Bergesen; 1914; Trondhjems Mek. V&rks.; 1,097 tons; 226-3x36-5x15-6; 116 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Langfond* was sunk by a German submarine off the north-west coast of Ireland on April 28th, 1917.

LANGHAM

W. Coupland & Co.; 1892; R. Thompson & Sons; 2,748 tons; 305 x 40 X 20 - 5; 254 n.h.p.; triple-expansion engines. The British cargo ship *Langham* foundered on November 18th, 1911, in 46° N., 7° W., while on a voyage from Newport to Naples carrying a cargo of coal.

LANGKOEAS

N.V. Nederlandsch-Indische Maats. voor Zeevaart.; 1930; Brenter Vulkan; 7,395 tons; 476-6x63-1x28-4; turbine engines.

The Dutch steamship *Langkoeas* was formerly the German *Stassfurt*, seized by the Dutch at Tjilatjap in April, 1941. On January 2nd, 1942, she was torpedoed and sunk by a Japanese submarine N. of Bawean on a voyage from Java to Egypt. All the crew got away in the boats but the submarine rammed one of these and machine-gunned the others. Only three of the ship's company of 94 survived.

LANGLEEGORSE

Medomsley S.S. Co.; 1927; Palmers'Co.; 4,524 tons; 386-3X 52-7X26; 451 n.h.p.; triple-expansion engines. The British steamship *Langleegorse* on a voyage from Durban to London, was bombed and sunk by German aircraft on January 23rd, 1941, 200 miles W. of Ireland. All 36 of her crew and a gunner were lost.

LANGLEY

United States Navy, seaplane tender; 1912; Mare Island Navy Yard; 11,050 tons; 542x65-5x24; 7,152 s.h.p.; 14-9 knots; turbine engines; four 5 in. guns, 2 air craft.

The seaplane tender *Langley* was part of the small force comprising the Asiatic Fleet at the outbreak of war between America and Japan in December, 1941. On February 27th, 1942, she was the target for an intensive and prolonged attack by Japanese dive-bombers south

of the island of Java. She was so badly damaged that she had to be abandoned. Of her complement of 341 and her flying personnel about 12 were killed. Many of the survivors, picked up by the naval tanker *Pecos*, were lost when that ship was sunk two days later.

LANGRIGG HALL

Herron, Dunn & Co.; 1880; W. Doxford & Sons; 1,394 tons; 239-4x35-9x21-8.

The iron barque *Langrigg Hall* left Liverpool on December 14th, 1882, for Calcutta. In the absence of a favourable wind she was being towed down the St. George's Channel when, at 9.30 p.m. on the 15th, eight miles off Tuskar, the tow rope parted. The barque then made sail but when wearing off struck on South Rock and broke in two. The captain and 23 of the crew were lost. Two men in a small boat landed near Wexford.

LANGSHAW

McIntyre Bros. & Co.; 1875; J. McIntyre; 1,840 tons; 281-3X 33-4x25-3; 140 h.p.; compound inverted engines. The British cargo ship *Langshaw* was wrecked near Trepassey, N.F.L., on June 4th, 1883, while on a voyage from Montreal to London carrying a cargo of grain and cattle.

LANGTON GRANGE

Houlder Bros. & Co.; 1896; Workman, Clark & Co.; 5,852 tons; 420x54-2x29-5; 568 n.h.p.; triple-expansion engines. The British cargo ship *Langton Grange* was wrecked on August 5th, 1909, on the North Bishops, Pembrokeshire, while on a voyage in ballast from the Clyde to Newport, Mon.

LANGUEDOC

Soc. Gen. de Transports Maritimes a Vapeur; 1884; W. B. Thompson; 1,612 tons; 255-2x34x16-8; 262 n.h.p.; compound engines.

The French steamship *Languedoc* was sunk by a submarine in the Mediterranean on May 20th, 1916.

LANOMA

T.B. Walker; 1876; S.P. Austin & Hunter; 665 tons; 184-6X 31-1x17-9.

The Australian barque *Lanoma* was bound from Australia to London. At 11.45 p.m. on March 8th, 1888, when nearly at the end of her voyage, she was wrecked in thick weather on Chesil Beach, Portland Bill. The captain and 11 of the crew were drowned. Six men were saved.

LANSDALE

United States Navy, destroyer; 1939; Boston Navy Yard; 1,630 tons; turbine engines; Express boilers; four 5 in. guns, 10 smaller, 5 T.T.

The destroyer *Lansdale* was attacked by two German torpedo bombers at dusk on April 20th, 1944, off the coast of Algeria. The destroyer, which carried a complement of 210, was hit by an aerial torpedo and sunk. Both the German planes were shot down.

LANZEROTTO MALOCELLO

Italian Navy, destroyer; 1929; Ansaldo; 1,628 tons; 352 X 33-5x16-7; 50,000 s.h.p.; 38 knots; turbine engines; Odero boilers; six 4-7 in. guns, four 37 mm.A.A., eight 13 mm.A.A. & 4 T.T.

The destroyer *Lanzerotto Malocello* was mined and sunk 25 miles N. of Cap Bon on March 24th, 1943. The vessel carried a complement of about 200.

LAOS

Cie. Asiatique de Navigation; 1918; Nuscke & Co. A.G.; 1,467 tons; 265x40x14-6; 163 n.h.p.; triple-expansion engines. During a typhoon on October 11th, 1942, off the coast of Indo-China, the French ship *Laos* sank with a cargo of coal while on her way to Saigon. Two of the crew were picked up later on a raft.

LAPPLAND

P. A. Welin; 1906; Lindholmens Verkstads Akt.; 2,238 tons; 288-4x40x20-7; 205 n.h.p.; triple-expansion engines. The Swedish cargo ship *Lappland* was sunk by a German submarine in the North Sea on June 3rd, 1915.

LAPWING

LAPWING

General Steam Navigation Co.; 1920; Bow, McLachlan & Co.; 1,348 tons; 250-6x37-1x14; 273 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Lapwing*, Capt. Hyam, was in convoy in the North Atlantic when she was torpedoed and sunk by a German submarine on September 26th, 1941. Capt. Hyam, 20 crew and three gunners were killed. The *Petrel* of the G.S.N. Co. was also lost on the same occasion by submarine attack.

LAPWING

British Navy; sloop; 1943; Scotts Shipbuilding & Engineering Co.; 1,250 tons; 229-5x38x8-8; 4,300 s.h.p.; 20 knots; turbine engines; 3-drum boilers; six 4 in. A.A. guns, eight 2 pdr. pom-poms.
The sloop *Lapwing* was torpedoed and sunk by a German submarine in the Kola Inlet, North Russia, on March 20th, 1945. Nine officers and 149 ratings were killed and one officer wounded.

LARCHBANK

BankLine; 1925; Harland & Wolff; 5,151 tons; 420-2x53-9x26-5; 717 n.h.p.; 11 knots; oil engines.

The motor vessel *Larchbank* was torpedoed and sunk by a German submarine about 250 miles W. of Cape Comorin on the afternoon of September 9th, 1943. The ship carried a crew of 58, 12 gunners and five passengers. Thirty-three of the crew, seven gunners and two passengers were lost.

LARCHGROVE

Alexander & Mair; 1894; Sir Raylton Dixon & Co.; 2,430 tons; 294-9x41-3x17-9; 246 n.h.p.; triple-expansion engines. The British steamship *Larchgrove* was sunk in a collision on October 27th, 1918, off Tangier. She was carrying a cargo of iron ore from Seville to Ardrossan.

LARCHMONT

Joy S.S. Co.; 1885; New England S.B. Co.; 1,606 tons; 252-2X37x14-8; 332 n.h.p.; 12 knots; beam engines. The wooden paddle steamer *Larchmont*, Capt. G. W. McVey, was engaged in passenger-cargo service along the eastern coast of the United States. At 7 p.m. on February 11th, 1907, the vessel left Providence, Rhode Island, for New York. She carried her passenger list with her, but no duplicate had been deposited with the marine authorities ashore. As a consequence it was not possible to give the exact number on board when she sailed. This was an unfortunate lapse; for public opinion in America had been much perturbed over the loss of the *Portland* (which see) which had foundered in 1898 taking with her the only passenger list available. In the intervening nine years, however, nothing seems to have been done to remedy this careless method. It was assumed that there were just over 200 persons—passengers and crew—on board and about half lost their lives in the subsequent disaster.

There was a strong N.W. wind when the steamer sailed, but the sea was not unduly rough. Just before midnight the helmsman, who appears to have acted as his own lookout, sighted a schooner pursuing a somewhat erratic course, and coming dangerously near the *Larchmont*. The helmsman took avoiding action but the schooner altered course at the same time, and within seconds had struck the steamer on the port side just forward of midships.

Capt. McVey came on to the bridge to find the engines stopped by the inrush of water and the vessel listing badly. Five lifeboats and two rafts were got away, and finally the captain left in the sixth lifeboat. It was pitch dark; the wind was rising and the sea was icy. The Sandy Point Light, near which the vessel had foundered, was visible to those in the boats and they immediately rowed toward it. So bitter was the cold that many of the occupants froze to death before reaching land.

Meanwhile the schooner *Harry Knowlton*, Capt. F. T. Haley, was in a bad way and had to be abandoned some hours after the collision. There was no loss of life and the crew landed safely.

Capt. McVey was among the survivors.

LARISSA

Atlas Levante-Linie A.G.; 1922; Norddeutsche Unionwerke A.G.; 1,819 tons; 283-1x39-8x17-8; 136 n.h.p.; triple-expansion engines.

The German steamship *Larissa* struck a mine and sank on May 1st, 1941, in the Gulf of Velos, during the invasion of Greece,

LARISTAN

F. C. Strick & Co.; 1896; W. Gray & Co.; 2,134 tons; 290X 42-2x19-2; 218 n.h.p.; triple-expansion engines. The British cargo ship *Laristan* sank after a collision with the s.s. *Crimea* off the Goodwin Sands on October 22nd, 1899, while on a voyage from Bona to Rotterdam carrying a cargo of iron ore.

LARISTAN

Hindustan Steam Shipping Co.; 1916; W. Gray & Co.; 4,293 tons; 385-1x53-5x24-1; 421 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Laristan* left Swansea on January 9th, 1926, for New York with a cargo of coal. On Monday 25th the Norddeutscher Lloyd liner *Bremen*, Cdr. Wurpts, picked up a wireless message from the *Laristan* saying that the aft bulkhead of the bridge deck bulkhead was stove-in and that she was in a sinking condition. The *Bremen* proceeded to the spot and stood by for 36 hours. The state of the sea would not permit of boats being launched but lines were fired to the disabled steamship and a connection was made on four separate occasions, but the crew of the *Laristan* would not accept so perilous a transit. Lines attached to lifebuoys were then drifted down but were not effectual. At last one boat on board the *Laristan* was made fast to one of the *Bremen's* lines and launched with seven men, one of whom was drowned in the crossing. These six survivors were all that could be rescued of her crew 31 and at about midnight on the 26th the *Bremen* glimpsed the *Laristan* for the last time. Next morning the liner sighted a quantity of floating wreckage but no survivors.

The spot at which the *Laristan* foundered was lat. 45° 12' N., long. 43° 12' W.

LARIUS

Piceni, Gessaga & Co.; 1920; M. Trappani; 1,134 tons; 212 X 33-1x18-9; 61 n.h.p.; triple-expansion engines. The wooden Italian steamship *Larius* left Barletta on December 2nd, 1925, for Castellamare Stabia but disappeared.

LARPOOL

Rowland & Marwood's S.S. Co.; 1924; W. Pickersgill & Sons; 3,872 tons; 363-5x51-4x22-8; 345 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Larpool*, Capt. C. Patton, O.B.E., was torpedoed and sunk by a German submarine 250 miles E.S.E. of Cape Race on November 2nd, 1941. Twenty-six men were killed. Capt. Patton was among the survivors.

LARRISTON

Jardine, Matheson & Co.; 1852; Greenock; 474 tons; 180 h.p.; 11 knots; compound engines.

The wooden steamship *Larriston* left Shanghai for Hong Kong at about 6 o'clock on the morning of April 30th, 1853. She had on board 101 persons of whom 16 were Europeans and the rest Lascars and Chinese. The weather was bad and on leaving Woosung, where she had called to load cargo, the *Larriston* came into collision with the U.S. frigate *Plymouth*. The damage was chiefly to spars and of a superficial character and the ship shortly proceeded on her voyage to Hong Kong. The weather still continued thick and just before 11 p.m. she struck on the rocks of Turnabout Island, some 80 miles from Poochow, when steaming at 11 knots. The captain reversed his engines but the ship was firmly fixed on the rocks and did not back into deep water. The native crew attempted to rush the boats but were beaten off by the officers and passengers armed with cutlasses.

The weather grew steadily worse and by morning the ship was rapidly breaking up. At about 11 a.m. she slipped off the rocks and sank in deep water. All the Europeans were saved, but 28 Lascars and three Chinese were drowned. The survivors found some native fishermen on the island and after four days were taken off by a Chinese junk and taken to Haitan.

LARRY DOHENY

Richfield Oil Corp.; 1921; Sun Shipbuilding Co.; 7,038 tons; 430-4x59-5x33-3; 3,000 i.h.p.; 10-5 knots; triple-expansion engines.

The American tanker *Larry Doheny*, Capt. Olaf Brieland, was torpedoed and sunk by a Japanese submarine off the coast of

Oregon on October 5th, 1942. Six men were killed. Capt. Brieland was among the survivors. The vessel was not in convoy.

LARS KRUSE

Svendsen & Christensen; 1898; Carmichael, Maclean & Co.; 1,460 tons; 254x36-5x18; 160n.h.p.; triple-expansion engines. The Danish steamship *Lars Kruse* was torpedoed and sunk by a German submarine off Ushant on February 3rd, 1917.

LARS KRUSE

Ministry of War Transport (Lambert Bros.); 1923; Aalborg Skibsv&rtf; 1,807 tons; 276-8x42-1 X17-8; 169 n.h.p.; triple-expansion engines. The steamship *Lars Kruse*, on a voyage from Barletta to Bari with aviation spirit in drums, was bombed and sunk by German aircraft on December 2nd, 1943, at Bari. Seventeen of her crew and two gunners were lost.

LARS MAGNUS TROZELLI

HolmensBruks & Fabriks A/B; 1920; J. & A. v.d. Schuyt; 1,951 tons; 265-4x42-1 x 17-9; 190 n.h.p.; triple-expansion engines. The Swedish steamship *Lars Magnus Trozelli* struck a mine and sank on January 1st, 1940, about 50 miles N.E. of Frazerburgh, on a voyage from Norrköping to Blyth. Seven of her crew were lost.

LAS CHOAPAS

Petroleos Mexicanos S.A.; 1898; Delaware River Co.; 2,005 tons; 263-4x40-3x20; 203 n.h.p.; triple-expansion engines. The Mexican tanker *Las Choapas* was torpedoed, set on fire and sunk by a German submarine on June 27th, 1942, on a voyage from Minatitlan to Tampico.

LASBEK

Knohr & Bur chard Nfl.; 1930; Lubecker Maschinenbau Ges.; 2,159 tons; 281-8x44-2x16-9; 216 n.h.p.; compound engines. The German steamship *Lasbek* was bombed and sunk by British aircraft on April 26th, 1944, off Ameland.

LASSELL

Lamport & Holt Line; 1922; A. Macmillan & Son; 7,417 tons; 430-2x56-2x34-9; 832 n.h.p.; 11 knots; oilengines. The liner *Lassell*, Capt. A. R. Bibby, O.B.E., left Liverpool for South America early in April 1941. On the night of the 30th, about 300 miles S.W. of the Cape Verde Islands, she was torpedoed and sunk by a German submarine, going down by the stern within ten minutes.

Two men were killed by the explosion. Capt. Bibby was in the sea for five hours until found by one of the boats. This boat, with 25 men, was picked up by the steamship *Benrackle* on May 9th, but 15 of these men were lost when the *Benrackle* was torpedoed on the 13th. The chief officer's boat with the rest of the crew was picked up by the steamship *Egba*.

LASSOO

British Navy, destroyer; 1915; W. Beardmore & Co.; 1,010 tons; 269x27-5x10-5; 24,500 i.h.p.; 29knots; turbine engines; two 4 in. guns, one 2pdr., 1 m.g., 4 T.T. The destroyer *Lassoo* was torpedoed and sunk by a German submarine off the Maasightship on August 13th, 1916. She carried a complement of about 100.

LASTINGHAM

Lidgett & Sons; 1876; W. Gray & Co.; 1,217 tons; 221-6X 35-3x20-8.

The iron sailing ship *Lastingham*, Capt. A. Morrison, was bound from London to Wellington, and was within 24 hours run of her destination when she encountered a violent N.W. gale. On the night of September 1st, 1884, when passing through Cook Strait, she was driven onto the rocks off Cape Jackson, near to the entrance to Queen Charlotte Sound.

The vessel struck bow-on and was swept by a succession of heavy seas which carried away all standing gear, boats and deck-houses. After about an hour of this the ship slipped from the rocks into deep water and sank, taking with her the captain, his wife, five passengers and ten crew.

^Fifteen of the crew managed to reach shore in safety. After 40 hours without food or shelter, they were taken off by the ketch *Agnes* and brought to Wellington.

LATONA

Cairns, Noble & Co.; 1893; Sunderland S.B. Co.; 4,338 tons; 400X47-6x26-6; 552 n.h.p.; quadruple-expansion engines. The British cargo ship *Latona* sank after a collision with the s.s. *Japanic* off the Wolf Light on May 20th, 1908. She was on a voyage from Montreal to London carrying a general cargo.

LATONA

British Navy, minelayer; 1940; British Isles; 2,650 tons; 410 x 39x11; 72,000 s.h.p.; 40 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, several smaller, 100 mines. The minelayer *Latona*, Capt. S. L. Bateson, was bombed and sunk off the coast of Libya on October 25th, 1941. Four officers and 16 ratings were killed.

LATYMER

Finchley S.S. Co.; 1919; Poison Iron Works Co.; 2,218 tons; 251 x 43 • 6 x 20 • 7; 276 n.h.p.; triple-expansion engines. The steamship *Latymer*, Capt. J. R. Nisbet, was bombed and sunk by German aircraft on October 2nd, 1940, four miles W. of the Skelligs on a voyage from Lisbon to London. Six of her crew were killed.

LAURA

George Pyman & Co.; 1881; Irvine & Co.; 1,090 tons; 230-6X 32-4x13-9; 99 h.p.; compound engines. The British cargo ship *Laura* sank after a collision off Bromo Island on August 26th, 1892. She was carrying a cargo of timber on a voyage from Sundsvall to Westzaan.

LAURA

DeLuca; 1918; Wallace Shipyard; 3,202 tons; 300x45x24-9; 303 n.h.p.; triple-expansion engines. The Italian ship *Laura* was in collision with the British steamship *Lorenzo* on December 13th, 1924 and sank one mile S.E. by E. off West Hinder lightship.

LAURA C.

Italia Soc. Anon, di Nav.; 1923; Cantiere Navale Triestino; 6,181 tons; 417-7x54-2x30-2; 512 n.h.p.; triple-expansion engines. The Italian steamship *Laura C.* was torpedoed and sunk by a British submarine on July 3rd, 1941, near Capo delPAmi.

LAURA CORRADO

Soc. Anon, di Nav. Corrado; 1899; Sir J. Laing & Sons; 3,645 tons; 349-6x45x28-1; 326 n.h.p.; triple-expansion engines. The Italian tanker *Laura Corrado* was torpedoed and sunk by a British submarine on March 31st, 1941, about 45 miles N. of Trapani.

LAURA GABRIELLA T.

Navimar, Navigazione Marittima Fluviale; 1957; Offic. Mecc. Nav. G. Soffolo-Venice; 616 tons; 207-8x32-9x—; oilengines. The Italian motorship *Laura Gabriella T.* sank during a storm on January 26th, 1959, off Antipaxos Island. There were eight survivors and eight were drowned.

LAUREL

Pacific Atlantic S.S. Co.; 1920; Ames S.B. & D.D. Co.; 5,759 tons; 410-5x54-2x29-2; 369 n.h.p.; triple-expansion engines. The American ship *Laurel*, carrying lumber from Seattle and Astoria to Philadelphia, was wrecked on June 16th, 1929, on Peacock Spit, Columbia River.

LAUREL BRANCH

F. & W. Kit son; 1893; Bar tram, Haswell & Co.; 3,308 tons; 328x42-8x19-5; 287 n.h.p.; triple-expansion engines. The British cargo ship *Laurel Branch* was wrecked at Stewart Bay, Chile, on September 10th, 1903, while on a voyage from Guayaquil to Liverpool carrying a general cargo. There were 28 survivors, passengers and crew.

LAURELWOOD

LAURELWOOD

Constantine & Pickering S.S. Co.; 1896; Ropner & Son; 2,485 tons; 290x43x16-5; 211 n.h.p.; triple-expansion engines. The British cargo ship *Laurelwood* was wrecked on Sein Bank, near Brest, on January 11th, 1904, while on a voyage from Rio de Janeiro to Middlesbrough carrying an ore cargo. The crew of 23 put off in two boats, one of which capsized almost immediately. One man was saved by the other boat which was later picked up with 13 on board.

LAURENTIAN

Allan Line S.S. Co.; 1872; R. Steele & Co.; 4,522 tons; 400 X 42-2x35-5; 424 n.h.p.; 11 knots; triple-expansion engines. The old Allan liner *Laurentian* was bound from Boston to Glasgow with 40 passengers, besides crew, under Capt. Henry Imrie. On September 7th, 1909, the ship ran ashore in a dense fog at Mistaken Point, Tripassey Bay, some few miles from Cape Race lighthouse. The stranding occurred about six in the morning and the boats were lowered and all on board taken off.

LAURENTIC

White Star Line; 1908; Harland & Wolff; 14,892 tons; 550-4x 67-3x41-2; 11,000 i.h.p.; 18 knots; triple-expansion and turbine engines.

The liner *Laurentic*, commanded by Capt. R. A. Norton, and serving as an auxiliary cruiser, left port in fine but bitterly cold weather on January 23rd, 1917. About an hour later she struck a mine in Lough Swilly and sank in 45 minutes. Fifty-two officers and 316 ratings were saved.

In his evidence at an inquest on some of the drowned Capt. Norton stated that his ship left port at 5 p.m. At 5.55 p.m. when he was on the bridge there was a loud explosion on the port side abreast the foremast. A second explosion, again on the port side, came 20 seconds later abreast the engine room. The dynamo stopped running and the ship was in darkness with no power for her wireless. The captain expressed the opinion that most of those lost died from exposure owing to the bitter weather. The ship sank in approximately 23 fathoms.

LAURENTIC

Cunard-White Star Line; 1927; Harland & Wolff; 18,724 tons; 578-2x75-4x40-6; 17 knots; triple-expansion engines & L.P. turbine.

The liner *Laurentic*, Capt. E. P. Vivian, was taken over by the Admiralty early in the Second World War for service as an auxiliary cruiser. On November 3rd, 1940, when in the North Western Approaches the *Laurentic* was torpedoed and sunk by a German submarine. Fifty-two officers, including Capt. Vivian, and 315 ratings were saved, nine of the latter being wounded. Three officers and 46 ratings were killed.

The auxiliary cruiser *Patroclus*, which stood by to pick up boats and rafts, became a target for the submarine which sank her shortly afterwards.

LAUST MAERSK

A. P. Moller; 1957; Odense Staalskibsverft A/S; 9,106 tons; 497-2x63-9x27-5; oil engines.

The Danish motorship *Laust Mcersk* was involved in a collision with the *Alcoa Pioneer* on February 5th, 1961, off Kannon Saki, Tokyo Bay, and sank about 2,140 metres from the Kannon Saki light.

LAUTARO

Houlden, Middleton & Co.; 1897; A. Rodgers & Co.; 3,476 tons; 344-9x44'6x26; 292 n.h.p.; triple-expansion engines. The British cargo ship *Lautaro* sank after an internal explosion in 66° 56' N., 41° 20' E., on December 3rd, 1917. She was carrying a cargo of munitions on a voyage from St. Nazaire to Murmansk.

LAUTERFELS

Deutsche Dampfs. Ges. Hansa; 1921; Akt. Ges. Weser; 6,310 tons; 431-6x56-3x30-4; 608 n.h.p.; triple-expansion engines & L.P. turbine.

The German steamship *Lauterfels* struck a mine and sank on October 7th, 1942, off Terschelling.

LAVENDER

British Navy, sloop; 1915; A. Macmillan & Sons; 1,250 tons; 267-7x33-5x11-7; 2,400 i.h.p.; 17 knots; triple-expansion engines; two 4 • 7 in. guns, two 3pdr.

The sloop *Lavender* was torpedoed and sunk by a German submarine in the English Channel on May 5th, 1917. Her official complement was 93.

LAVERNOCK

Alien Adams & Co.; 1888; Palmers' Co.; 2,406 tons; 275X 40-3x20-9; 226 n.h.p.; 9 knots; triple-expansion engines. The steamship *Lavernock* was torpedoed and sunk by a German submarine five miles S.W. of Trevoise Head on September 17th, 1918. The captain and 24 men were killed.

LAVINGTON COURT

Court Line; 1940; Harland & Wolff; 5,372 tons; 433x57-9 X 25-7; 378 n.h.p.; 12 knots; oil engines.

The motor vessel *Lavington Court*, Capt. Sutherland, was torpedoed by a German submarine while in convoy about 200 miles N. of the Azores, on July 19th, 1942. She was taken in tow by two tugs but sank before she could reach port. Six men were killed.

LAWFORD

British Navy, frigate; 1943; U.S.A.; 1,300 tons; 300X35X —; 5,500 h.p.; 20 knots; turbine engines; three 3 in. guns, two 40 mm.

The frigate *Lawford*, Lt. Cdr. M. C. Morris, took part in the landing of the British and American armies in France on "D" Day, June 6th, 1944. She was attacked by German aircraft off the Normandy coast on the 8th and sank with the loss of 24 ratings. Six officers were wounded.

LAXHAM

R. Harrowing & Co.; 1879; J. Readhead & Co.; 1,295 tons; 243 x 32 • 7 x 17 • 4; 110 h.p.; compound-inverted engines.

The steamship *Laxham*, Capt. Lothian, collided with the Spanish steamship *Gijon*, 1,843 tons, in fog off Cape Finisterre on the night of July 21st, 1884. Both vessels sank. The Spanish steamship *Santo Domingo* picked up 45 passengers from the *Gijon* and 11 crew from the *Laxham*. The schooner *Nelson Hervertson* picked up 15 crew and passengers of the *Gijon* and one passenger of the *Laxham*. Another 15 crew and passengers from both ships landed at Muros in boats.

LAYETANO

Naviera Layetana; 1892; Ramage & Ferguson; 2,401 tons; 283-6x40-2x17-2; 326 n.h.p.; triple-expansion engines.

Carrying ore from Huelva to Bordeaux, the Spanish ship *Layetano* sprang a leak and sank on June 9th, 1921, off Faro.

LE CALVADOS

Cie. Generale Transatlantique; 1890; Soc. Anon. John Cockerill; 1,658 tons; 286-9x35-6x23-2; 217 n.h.p.; triple-expansion engines.

The French steamship *Le Calvados*, serving as a transport, was torpedoed and sunk by the German submarine *U-38*, Lt. Cdr. Max Valentiner, on November 4th, 1915, off Oran. Fifty-five survivors, all crew, were picked up the next day by the steamship *Lady Plymouth*, but 740 troops and crew were lost.

LE CHEVALIER PAUL

French Navy, destroyer; 1932; LaSeyne; 2,441 tons; 424-2x 39x15-7; 64,000 s.h.p.; 36 knots; turbine engines; five 5 • 5 in. guns, four 37 mm., 6 T.T.

The destroyer *Le Chevalier Paul*, Capt. Sala, was operating in conjunction with the French forces defending Syria during the British advance into that country in June, 1941. On the 16th, when off Cyprus, the destroyer was sunk by a Swordfish aircraft which scored a hit with an aerial torpedo. *Le Chevalier Paul*, which carried a complement of 240, sank with the loss of one officer and eight ratings.

LE CARD

Cie. Generate Transatlantique; 1890; Soc. Anon. John Cockerill; 1,658 tons; 286-9x35-6x24-4; 217 n.h.p.; triple-expansion engines.

The French steamship *Le Card* was torpedoed and sunk by a submarine in the Mediterranean on May 26th, 1918.

LE MAIRE

Koninklijke Paketv. Maats.; 1908; Maats. Fyenoord; 3,271 tons; 325-5x44x22-3; 233 n.h.p.; triple-expansion engines. The Dutch ship *Le Maire* was reported to have left Tjilatjap on February 27th, 1942, for Bunbury during the Japanese invasion, but was not seen again.

LE TARN

Cie. Generale Transatlantique; 1889; Soc. John Cockerill; 1,658 tons; 275-6x35-4x23-1; 217 n.h.p.; triple-expansion engines.

The French steamship *Le Tarn* was torpedoed and sunk by a submarine in the Mediterranean on October 26th, 1917.

LE TRE MARIE

D. Tripovich & Ci.; 1925; Cantiere Navale Triestino; 1,086 tons; 222-2x35x13; 194 n.h.p.; triple-expansion engines. The Italian steamship *Le Tre Marie* was torpedoed and sunk by a British submarine on February 4th, 1943, six miles S. of Punta Alice.

LEADGATE

Conssett Iron Co.; 1925; Smith's Dock Co.; 2,125 tons; 280x 41 - 6x20-1; 228 n.h.p.; triple-expansion engines. The British cargo ship *Leadgate* was lost without trace after sailing from Halifax, N.S. on February 25th, 1943, on a voyage to Liverpool, carrying a cargo of flour. She had a crew of 26 and four gunners.

LEALTA

Soc. Anon. Lloyd del Pacifico; 1888; Palmers'Co.; 4,021 tons; 400 x 45 • 3 X 27 - 7; 424 n.h.p.; triple-expansion engines. The Italian cargo ship *Lealta* was torpedoed and sunk by a submarine in the Mediterranean on August 10th, 1917.

LEANDER

L. Wetlesen; 1892; Tyne Iron S.B. Co.; 2,968 tons; 315x 40-5x21-1; 267 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Leander* was torpedoed and sunk by a German submarine in the North Sea on October 20th, 1917.

LEANDROS

C. Hadjipateras & N. & D. Pateras; 1888; J. Readhead & Co.; 1,658 tons; 259 X36x17 -9; 181 n.h.p.; triple-expansion engines. The Greek steamship *Leandros* was torpedoed and sunk by a submarine in the Mediterranean on August 25th, 1916.

LEARY

United States Navy, destroyer; 1919; New York S.B. Corp.; 1,090 tons; 314-5x30-5x8-5; 26,000 h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in.A.A., 12 T.T. The United States destroyer *Leary*, Cdr. J. E. Kyes, was one of three destroyers escorting the U.S. aircraft carrier *Card* on her way to Bermuda on December 23rd, 1943. The force was attacked by a pack of German submarines which continued to harry it for several hours. The destroyer *Schenck*, one of the escort, sank the *U-645*. Early on the morning of the 24th the submarine *U-245* hit the *Leary* with two torpedoes.

The destroyer, which carried a crew of 142 officers and men, sank very quickly. Cdr. Kyes gave his life jacket to one of the crew and was afterwards drowned. In all 42 officers and men were lost when the *Leary* sank.

LEASOWE CASTLE

Shipping Controller(Union-Castle Mail S.S. Co.); 1915; Cam-mell Laird; 9,737 tons; 488-5x58-2x32-9'; 1,759 n.h.p.; 14 knots; quadruple-expansion engines. The Union-Castle liner *Leasowe Castle* was built to the order of

Greek owners as the *Vasilissa Sophia*, but never delivered to them. She was taken over by the British government in 1917. Soon after going into service she was torpedoed off Gibraltar on April 20th, 1917, but managed to reach port and effect repairs. On May 27th, 1918, she was in convoy from Egypt to Marseilles when she was torpedoed and sunk 104 miles W. by N. % N. of Alexandria. On this occasion she was carrying some 3,000 troops, and was under command of Capt. E. J. Holl. Ninety-two persons, including the captain, were killed.

LEBERECHT MAASS

German Navy, destroyer; 1936; Deutsche Werke; 1,625 tons; 374x37x9-3; 40,000 s.h.p.; 36 knots; turbine engines. The destroyer *Leberecht Maass* in company with the *Max Schultz* was in the North Sea on February 22nd, 1940, when she and her consorts were attacked by bombers of the German Air Force in mistake for British ships. Both vessels were hit and sunk. The normal complement of the *Leberecht Maass* was 283.

LEBORE

Ore S.S. Corp.; 1924; Bethlehem S.B. Corp.; 8,289 tons; 549-6x72-2x40-5; turbine engines.

The American steamship *Lebore* was torpedoed and sunk by a German submarine on June 16th, 1942, 70 miles off San Andres Island, Gulf of Mosquitos, on a voyage from Baltimore to Cruz Grande with coal. Five days previously the ship had picked up 49 survivors from the Dutch steamship *Crijnsen*, making a total of 95 persons on board. Fifty lives were lost.

LEDA

Morel; 1862; Richardson, Duck & Co.; 1,192 tons; 245X 28-5x17-2; 95 n.h.p.; compound engines.

The British cargo ship *Leda* was wrecked near Bayonne on June 12th, 1896, while on a voyage in ballast from Nantes to Bayonne.

LEDA

Koninklijke Nederlandsche Stoomb. Maats.; 1898; Rijkee & Co.; 1,140 tons; 228x32x18-4; 121 n.h.p.; triple-expansion engines.

The Dutch steamship *Leda* was bound from Methil to Amsterdam on December 6th, 1917, when she was torpedoed and sunk by the German submarine *U-49*. Seven of her crew were lost.

LEDA

British Navy, fleet-minesweeper; 1937; Devonport Dockyard; 815 tons; 230x33-5x7-9; 1,750 i.h.p.; 17 knots; turbine engines; 3-drum boilers; two 4 in. guns, 5 smaller. The minesweeper *Leda*, Cdr. A. H. Wynne-Edwards, was a unit in a force escorting a very large convoy to Russia in September 1942. The convoy was attacked by German submarines and dive-bombers from the 9th to the 15th September, but about 70 per cent of the convoy reached port and delivered the largest consignment of ammunition and supplies to Russia up to that date. When returning with the homeward bound convoy on the 20th, *Leda* was torpedoed and sunk by a German submarine.

The full story of the convoy is told under the destroyer *Somali*.

LEDA

Panama Transport Co.; 1925; Howaldtswerke; 8,546 tons; 470-1x63-2x35-3; 776 n.h.p.; oilengines. The Panamanian tanker *Leda* was torpedoed by a German submarine on November 3rd, 1942, between Trinidad and Guanta-namo Bay. The tanker was taken in tow, but sank on the 5th.

LEE

British Navy, gunboat; 299 tons; 80 n.h.p.; steam engines screw; one 68 pdr. gun, one 32 pdr., 2 howitzers.

The steam gunboat *Lee*, Lt. W. H. Jones, was one of a flotilla engaged in the bombardment of the Pei-ho Forts in the China War of 1856-59. The action lasted from June 25th to 28th, 1859. *Lee* sinking on the 25th.

The flotilla lost 25 officers and men killed, and 93 wounded. For full story of the action see *Plover*.

LEE PING

LEE PING

Lee Ping S.S. Co.; 1907; Sir R. Dixon & Co.; 1,985 tons; 275-7X40-4X18-7; 175 n.h.p.; triple-expansion engines. The Chinese steamship *Lee Ping* was sunk by Japanese gunfire off Nantao, Yangtze River, on August 23rd, 1937.

LEE SANG

Indo-China S.N.Co.; 1885; London & Glasgow Co.; 1,697 tons; 250X36-2X16-1; 150hp.; triple-expansion engines. The British cargo ship *Lee Sang* was wrecked at Lian-ti-shan on July 28th, 1888. She was on a voyage from Chefoo to Newchwang carrying a general cargo.

LEE TUNG

Japanese Navy; 1884; Napier, Shanks & Bell; 1,853 tons; 265-5x35-7x18-4; compound engines. The Chinese steamship *Lee Tung* was seized by the Japanese Navy. On April 9th, 1945, she was torpedoed and sunk by the U.S. submarine *Spade fish* in the Yellow Sea.

LEEDS CITY

Sir W. R. Smith & Sons; 1913; Richardson, Duck & Co.; 4,809 tons; 411-2x55x24-3; 488 n.h.p.; triple-expansion engines. The British cargo ship *Leeds City* foundered on September 19th, 1925, after striking an uncharted reef ten miles south-east of Bawean Island. She was on a voyage from Tjilatjap to Kobe and Yokohama carrying a cargo of sugar.

LEEDSTOWN

United States Government; 1933; Federal S.B. & D.D. Co.; 9,135 tons; 484-4x72-2x25-8; turbine engines. The *Leedstown* was formerly the liner *Santa Lucia*, taken over by the U.S. Government for use as a transport. On November 9th, 1942, during the Allied landings in North Africa, she was bombed by German aircraft off Algiers at 1 p.m. and torpedoed and sunk at 1.20 p.m.

LEENA

John Nurminen O/Y; 1905; S. P. Austin & Son; 1,133 tons; 220-9x33-3x14; 145 n.h.p.; triple-expansion engines. The Finnish ship *Leena* left Mantyluoto on February 10th, 1946, for Copenhagen with a cargo of cellulose. She was not seen again and wreckage was washed ashore near Visby.

LEERSUM

Stoomvaart Maats. Oostzee (Vinke & Co.); 1898; Sunder land S.B. Co.; 1,455 tons; 240x37x17-7; 162 n.h.p.; triple-expansion engines. The Dutch steamship *Leersum* was bound from Rotterdam to Newcastle on December 16th, 1914, when she ran into a minefield off Scarborough. She struck a mine and sank with the loss of ten of her crew.

LEESEE

W. Schuchmann; 1922; Nuske & Co.; 2,624 tons; 322-9x46x19-2; 176 n.h.p.; triple-expansion engines. The German steamship *Leesee* was bombed and sunk by Allied aircraft on April 25th, 1943, off the north coast of Norway.

LEFFORT

Russian Navy, line-of-battleship; 84 guns. The Russian line-of-battleship *Leffort*, 84 guns, was on her way from Reval to Cronstadt in company with the *Imperatrice Alexandra*, 84, *Vladimir*, 84, and *Pamiat Asova*, 74 guns, under command of Rear-Admiral I. Nordman. The ship had on board 756 officers and men, also 53 women and 17 children. When off the island of Hogland in the Gulf of Finland on the morning of September 23rd, 1857, the squadron was caught in a violent storm. The *Leffort* was under shortened sail when she suddenly heeled over, righted herself and then heeled over again. In the space of ten minutes she had foundered in deep water, her keel appearing once above the waves before she finally sank. The time and place of her loss was at 7.23 a.m., five and a half miles N.N.E. of Grand-Tuters Island. Not one of her company of 826 persons was saved.

It was assumed that owing to the presence of the women and children, the ports had been left open for the circulation of fresh

air, and that when the squall canted the vessel over she filled and went down.

LEFKOSIA

D. Pavlatros & Co.; 1872; Barclay, Curie & Co.; 1,087 tons; 244-3x28x20-7; 152 n.h.p.; compound engines. The Greek cargo ship *Lefkosia* was sunk by a submarine in the Mediterranean on May 11th, 1917.

LEGAZPI

Compania Trasmediterranea; 1904; Sir R. Dixon & Co.; 4,349 tons; 375-5x47x23-3; 589 n.h.p.; triple-expansion engines. The Spanish steamship *Legazpi* was attacked by insurgent aircraft and disabled near Benicasim on May 19th, 1937, during the Spanish Civil War. On the 24th, she was again bombed and sank off Cas-tellon.

LEGION

British Navy, destroyer; 1939; Hawthorn Leslie & Co.; 1,920 tons; 354x37x10; 48,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, one 3 in.A.A., several 20 mm., 4 T.T.

The destroyer *Legion* was bombed and sunk during an enemy air attack on Malta on March 26th, 1942. The vessel's normal complement was about 250.

LEGISLATOR

T. & J. Harrison; 1888; R. Dixon & Co.; 2,997 tons; 330x40-1x20-2; 307 n.h.p.; triple-expansion engines. The British cargo ship *Legislator* caught fire after an internal explosion on February 16th, 1898, in the North Atlantic. She was on a voyage from Liverpool to Colon with a general cargo. Six men were killed by the explosion. The crew fought the fire for three days until the s.s. *Flowergate* arrived on the scene and took off the survivors, most of them badly burned. The *Legislator* sank soon afterwards.

LEICESTER

Great Central Railway Co.; 1891; Earless Co.; 1,001 tons; 240-3x32-3x15-1; 250 n.h.p.; 14 knots; triple-expansion engines.

The steamship *Leicester* was mined and sunk two and a half miles S.E. by E. of Folkestone Pier on February 12th, 1916. Seventeen persons were killed. The captain was among the survivors.

LEIESTEN

Skibs A/S Leiesten (Rafen & Loennechen); 1930; Armstrong, Whitworth & Co.; 6,118 tons; 396-2x55-1x32-3; 583 n.h.p.; oil engines.

The Norwegian tanker *Leiesten* was torpedoed and sunk by a German submarine on January 23rd, 1942, 400 miles E.S.E. of Cape Race on a voyage from Manchester to Baton Rouge. Six of her crew were killed.

LEIF

D/S A/S Laly; 1937; A/B Lindholmens Varv.; 1,582 tons; 285-4x42-3x16-3; 398 n.h.p.; oil engines. The Norwegian motorship *Leif* was torpedoed and sunk by a German submarine on February 28th, 1942, on a voyage from New York to Ciudad Trujillo. Fifteen of her crew were killed.

LEIKANGER

Westfal-Larsen & Co.AjS; 1923; Lithgpws; 4,003 tons; 375-3x52-3x23-9; 339 n.h.p.; triple-expansion engines. The Norwegian steamship *Leikanger* was torpedoed and sunk by a German submarine on July 27th, 1942, on a voyage from Table Bay to Trinidad and Baltimore. Eighteen of her crew, including the captain, were killed.

LEINSTER

City of Dublin Steam Packet Co.; 1897; Laird Bros.; 2,646 tons; 360x41-5x27-3; 529 n.h.p.; 23-5 knots; triple-expansion engines.

The steamship *Leinster* maintained the Irish-English service of her company throughout four years of the First World War. On the morning of October 10th, 1918, she left Kingstown for Holyhead

with 680 passengers and crew under command of Capt. W. Birch. When only a few hours out she was torpedoed by a German submarine and sank with the loss of 480 lives. Two torpedoes struck the ship, the first exploding near the bow where 22 Post Office officials were engaged in sorting the mail. Of these men 21 were killed instantly. The second torpedo penetrated her engine room and killed and injured many persons. Capt. Birch had an eye blown out by splinters from the explosion and his leg smashed; he was pulled into a boat but was drowned when it capsized later.

The weather was bad, with a very heavy sea, nevertheless an attempt was made to take the steamship in tow, while an S.O.S. was sent out. In response to this a destroyer came on the scene in time to rescue 33 persons, but too late to assist the *Leinster*, which had foundered in the meantime.

At the time of the attack many passengers were lying in their berths owing to the rough sea, and there was much confusion when they rushed on deck. Several of the boats were got out too hurriedly and capsized.

LEIPZIG

German Navy, light cruiser; 1906; Weser; 3,250 tons; 341 X 43-5x17-5; 11,000 ih.p.; 22-4 knots; triple-expansion engines; Schulz-Thornycroft boilers; ten 4-1 in. guns, ten 1 pdr. 4 m.g., 2 T.T.*

On August 2nd, 1914, the light cruiser *Leipzig* left Mazatlan, Mexico, and cruised for some weeks in the Gulf of Mexico, capturing and sinking the s.s. *Elsinore*, 6,542 tons, on September 11th and the s.s. *Bankfields*, 3,763 tons, in the Gulf of Guayaquil, on the 25th. By October 14th the *Leipzig* had steamed to Easter Island, where she joined the rest of the East Asiatic Squadron under Admiral von Spee.

The ship took part in the battle of Coronel on November 1st (see *Good Hope*) and on the following day captured and sank the French barque *Valentine*. On December 2nd she sank the barque *Drummuir*, 1,844 tons, off Cape Horn. Then came the battle of the Falkland Islands on December 8th.

In this action the *Leipzig*, the slowest ship of the squadron, was engaged with the light cruiser *Glasgow* and the armoured cruiser *Cornwall* in a running fight lasting from 2.45 p.m. to 9.23 p.m., when she sank. The vessel fought in a most determined manner and although ablaze fore and aft did not cease firing until every gun had been put out of action. Of her complement of 286 only five officers and 13 men were saved.

The full story of the battle will be found under Admiral von Spee's flagship *Scharnhorst*.

LEISE MCERSK

Ministry of Shipping (Burnett S.S. Co.); 1921; A. P. Moller; 3,136 tons; 320-2x44-2x26-2; 355 n.h.p.; oil engines. The motorship *Leise Mcersk*, on a voyage from Three Rivers to Sharpness, was torpedoed and sunk by a German submarine on November 23rd, 1940, about 300 miles W. of Inishtrahull. The captain and 16 of the crew were lost.

LEITRIM

R. M. Hudson & Sons; 1896; C. S. Swan & Hunter; 4,284 tons; 365x48-5x19-3; 442 n.h.p.; triple-expansion engines. The British cargo ship *Leitrim* was wrecked on Plakka Point, Corfu, on May 5th, 1913. She was on a voyage in ballast from Venice to Varna.

LEIV EIRIKSSON

AIS Labor emus; 1936; Brerner Vulkan; 9,952 tons; 492-9 X 66-1x36-4; 1,167 n.h.p.; oil engines. The Norwegian tanker *Leiv Eiriksson* was torpedoed and sunk by a German submarine on June 27th, 1942, off the Windward Islands, on a voyage from Trinidad to Gibraltar with 14,366 tons of fuel oil.

LEIXOES

1890; R. Stephenson & Co.; 3,245 tons; 339-7x41x18-9; 291 n.h.p.; triple-expansion engines. The German steamship *Cheruskia* was requisitioned by the Portuguese Government and renamed *Leixoes*. Subsequently she was torpedoed and sunk by a German submarine in the Western Atlantic on September 11th, 1918.

LEKA

C. T. Gogstad & Co.; 1892; Richardson, Duck & Co.; 1,845 tons; 270-4x36-6x16-6; 193 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Leka* was torpedoed and sunk by a German submarine in the North Sea on September 24th, 1917.

LELIA

W. C. Rickarby & Co.; 1864; W. C. Miller & Sons; 1,100 tons; 252x30x12-2; 300 n.h.p.; 14 knots; compound diagonal engines.

The paddle steamer *Lelia*, a new vessel on her first voyage, left Liverpool for Bermuda on the morning of January 14th, 1865, under command of Capt. Skinner. She carried about 60 persons, passengers and crew, including a Confederate States officer, Capt. Arthur Sinclair. She had on board 700 tons of coal, but at Bermuda she was to collect a more valuable cargo with which she was to run the blockade into Wilmington. The ship was cutter rigged and of very light draught, having been specially designed for blockade running.

There was a heavy sea at the mouth of the Mersey when the vessel sailed and at about 2 p.m. when she was off Great Orme's Head it was decided to get the anchors inboard. While this was in operation a sea dashed one of them through the deck. The hole quickly filled with water from successive seas and the vessel began to settle by the head. She was turned about and ran for home at reduced speed, but after a little while her bows were under water and the boats were lowered, two out of the four being smashed. The position of the *Lelia* was about six miles W. of the N.W. lightship and the boats, one carrying 18 persons and the other 12, decided to make for this. The first boat with its 18 occupants was flung athwart the lightship's bows and swamped, 14 being drowned. The people in the second boat seeing what had happened were afraid to approach too near and four jumped overboard and drowned, the remaining eight being saved.

The tug *Blazer* now came up but was unable to assist because of the cross seas and returned to Liverpool for a lifeboat. On her way back with the lifeboat in tow she encountered a heavy sea off East Hoyle Bank and the boat capsized. Out of a crew of 11 men, seven were drowned. The loss of life through this succession of disasters amounted to about 50 persons.

LELLO

Ricardo Telesio fu Agostino; 1889; J. de Decker Gs.; 1,384 tons; 256-1x32x20-4; 142 n.h.p.; triple-expansion engines. The Italian steamship *Lello* struck a mine and sank on January 18th, 1941, outside Spezia.

LEMNOS

J. Nicoll & Co.; 1880; Short Bros.; 1,530 tons; 270-3x34x 18-7; 174 n.h.p.; compound engines. The British steamship *Lemnos* was wrecked near the Tees breakwater on December 16th, 1915, while employed as an Admiralty collier.

LEMUEL BURROWS

Koppers Coal Co.; 1917; New York S.B. Corp.; 7,610 tons; 437-2x63-7x33-7; 629 n.h.p.; triple-expansion engines. The American steamship *Lemuel Burrows* was torpedoed and sunk by a German submarine on March 14th, 1942, 5-10 miles S.S.W. of Atlantic City. Twenty of her crew of 34 were killed.

LENA

Whitefield S.S. Co.; 1904; Craig Taylor & Co.; 2,463 tons; 306 x 44 -2 x 20 • 1; 236 n.h.p.; 10 knots; triple-expansion engines. The steamship *Lena* was presumed to have been sunk by enemy action on, or about, April 14th, 1917, on a voyage from Huelva to Bristol. All the crew of 25 were lost.

LENNA

O. Tiedemann; 1897; W. Gray & Co.; 1,576 tons; 250x36-7x 17-5; 238 n.h.p.; triple-expansion engines. The Esthonian cargo ship *Lenna* was carrying wood from Kasko to London when the deck cargo shifted. She capsized and sank in the North Sea on November 24th, 1938.

LENNOK

J.Linde; 1890; J. Priestman & Co.; 1,142 tons; 231 - 5x32-Ix 15-3; 114 n.h.p.; triple-expansion engines.

The Russian cargo ship *Lennok* was sunk by a German submarine in the North Sea on July 13th, 1915.

LENNOX

John Warrack & Co.; 1895; Barclay, Curie & Co.; 3,677 tons; 352' 6 X 44 • 2 X 25 • 4; 299 n.h.p.; triple-expansion engines. The British cargo ship *Lennox* was wrecked on South Saltee Island on December 29th, 1916, while carrying a cargo of coal on a voyage from Barry to Port Said.

LEO

Leo Steamship Co.; 1879; C. S. Swan & Co.; 1,938 tons; 285 X 55 • 2 x 24 • 5; 197 n.h.p.; compound engines. The steamship *Leo* was wrecked off Stalman, Denmark, on November 11th, 1895. Fifteen of the crew were drowned and there were six survivors.

LEO

L. Krogius; 1903; R. Craggs & Sons; 2,224 tons; 280 - 2 X 39-9x17-1; 217 n.h.p.; triple-expansion engines. The Finnish cargo ship *Leo* was torpedoed and sunk by a German submarine off the south coast of Ireland on July 9th, 1915.

LEO

Ellerman's Wilson Line; 1908; Stettiner Oderwerke; 1,140 tons; 225'7x35-4x14-4; 128 n.h.p.; triple-expansion engines. The steamship *Leo* was bombed and sunk by German aircraft on July 25th, 1940, in the Thames estuary on a voyage from Seaham to Portsmouth. Six of her crew were killed.

LEO DAWSON

Edwardian S.S. Co.; 1918; Blyth S.B. & D.D. Co.; 4,330 tons; 363'2x51x26-3; 377 n.h.p.; triple-expansion engines. The British cargo ship *Leo Dawson* was lost without trace after sailing from Narvik on January 29th, 1940, on a voyage to Immingham, carrying a cargo of iron ore. She had a crew of 35.

LEON

Delmas Freres; 1895; W. Pickersgill & Sons; 2,401 tons; 295 X 42 - 3 X17 M'; 220 n.h.p.; triple-expansion engines. The French steamship *Leon* was torpedoed and sunk by a German submarine in the English Channel on January 7th, 1918.

LEON

Greek Navy, destroyer; 1911; Cammell Laird; 1,050 tons; 293x27x10; 19,750 s.h.p.; 32 knots; turbine engines; Yarrow boilers; four 4 in. guns, two 2pdr., 6 T.T., 40 mines. The old Greek destroyer *Leon* was bombed and badly damaged by German aircraft about April 20th-21st, 1941, when the Greek authorities were leaving the country for Alexandria. The vessel was taken in tow to Suda Bay, Crete, which soon came within the range of the German bombers and before the evacuation of the British army on May 31st she had been hit again and sunk.

An account of the partial destruction of the Greek fleet is given under the *Psara*.

LEON GAMBETTA

French Navy, armoured cruiser; 1903; Brest Dockyard; 12,416 tons; 486-7x70-2x26-5; 27,500 i.h.p.; 23 knots; triple-expansion engines; Niclausse boilers; four 7-6 in. guns, sixteen 6-4 in., twenty-four 3pdr., 5 T.T.

The armoured cruiser *Leon Gambetta* was torpedoed and sunk by an Austrian submarine off the coast of Italy on April 27th, 1915. The ship, wearing the flag of Admiral Senes, was on patrol duty with two other cruisers at the entrance to the straits of Otranto, the night being clear with a very bright moon, and had stopped to send a boat to examine a sailing ship.

The loss of life was extremely heavy, only 136 men being saved of a complement of 714.

LEON MARTIN

Ministry of Shipping (Anglo-American Oil Co.); 1936; Chan-tiers & Ateliers de St. Nazaire; 1,951 tons; 253-3x46x17-1; 369 n.h.p.; triple-expansion engines.

The tanker *Leon Martin* struck a mine and sank off Falmouth on November 11th, 1940, on a voyage from Swansea to Hamble. Sixteen of her crew were lost.

LEONARDO DA VINCI

Italian Navy, dreadnought battleship; 1911; Ansaldo; 22,000 tons; 577x91-7x27-7; 24,000 i.h.p.; 22-5 knots; turbine engines; Blechynden boilers; thirteen 12 in. guns, eighteen 4 • 7 in., fourteen 3 in., 3 T.T.

The dreadnought *Leonardo da Vinci* was lying in Taranto Harbour when, on August 2nd, 1916, fire broke out near the aft magazine. Prompt action was taken by the officer of the watch who gave orders for the immediate flooding of the magazine. Despite this precaution a series of heavy explosions occurred which wrecked the ship. She sank within 45 minutes with the loss of 21 officers and 227 ratings from a complement of 1,190.

The Italian navy possessed only four dreadnoughts at that time and the destruction of the *Leonardo da Vinci* was a severe blow to Italy's power in the Adriatic.

LEONARDO PALOMBA

Leonardo Palomba; 1899; Strand Slipway Co.; 1,110 tons; 222-4x35-1x14-3; 154 n.h.p.; triple-expansion engines. The Italian steamship *Leonardo Palomba* was torpedoed and sunk by a British submarine on September 22nd, 1942, eight miles E. of Kuriat, Tunisia.

LEONE

Italian Navy, destroyer; 1923; Ansaldo; 1,526 tons; 372x34x 11-5; 40,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; eight 4-7 in. guns, two 40 mm., 4 m.g., 4 T.T., 100 mines. At the time of her entry into the Second World War (June 11th, 1940) Italy had a number of modern destroyers and submarines based on Massawa, chief port of her East African colony of Eritrea. In addition the port became a rendezvous for various German units. On April 1st, 1941, the British occupied Asmara, capital of the colony, and naval aircraft began a search for the Italian destroyers of which there were five, the *Leone*, *Pantera* and *Tigre*, 1,526 tons each, *Daniele Manin* and *Nazario Sauro*, 1,058 tons each. The *Leone* was located at Massawa on the 1st and was bombed and sunk, the *Pantera* and *Tigre* escaping to the coast of Saudi Arabia where they scuttled themselves. One of the submarines, the *Galileo Galilei*, 880 tons, had surrendered to H.M. trawler *Moonstone* some months before, whilst four other passed out of the Red Sea and, aided by German supply ships, managed to reach Bordeaux about five weeks after the fall of Massawa.

The *Leone* carried a complement of 201, of whom a large number were saved as well as many from the *Daniele Manin* and *Nazario Sauro*.

A sixth destroyer, the *Francesco Nullo*, 1,058 tons, had been run ashore and blown up after an action with H.M. destroyer *Kimberley*, 1,690 tons, on October 21st, 1940.

LEONE PANCALDO

Italian Navy, destroyer; 1929; Tirreno; 1,628 tons; 352 X 33-5x16-7; 50,000 s.h.p.; 38 knots; turbine engines; Odero boilers; six 4-7 in. guns, four 37 mm.A.A., eight 13 mm.A.A., 4 T.T.

The Italian destroyer *Leone Pancaldo* was bombed and sunk on two occasions, once off Syracuse on July 10th, 1940, after which she was raised and recommissioned. The second occasion was on April 30th, 1943, when she was lying off La Goulette, Tunis, and was sunk by British aircraft. She carried a complement of about 200.

LEONITA

L. de Ansoleaga y Cia.; 1919; Submarine Boat Corpn.; 3,545 tons; 324X46-2x25; turbine engines. The Spanish ship *Leonita* was carrying coal from Norfolk, Va. to Gibraltar on March 13th, 1921, when she foundered in 36° 24' N., 7° 20' W.

LEOPARD

French Navy, destroyer; 1924; Chantiers de la Loire; 2,126 tons; 416x37-5x17-3; 55,000 s.h.p.; 35-5 knots; turbine engines; Du Temple boilers; five 5-1 in. guns., eight 13 mm.A.A., 6 T.T. The destroyer *Leopard*, Capt. EvenoA/ was wrecked off Tobruk on May 27th, 1943. All of the vessel's complement of ten officers and 220 ratings were saved.

LEOPARDI

Tirrenia Soc. Anon. di Nav.; 1915; Tyne Iron S.B. Co.; 3,298 tons; 349 • 7 X 48 - 6 X 22 • 6; 429 n.h.p.; triple-expansion engines.

The Italian steamship *Leopardi* was torpedoed and sunk by the British submarine *Osiris* on August 14th, 1940, about six miles E. of Tolmetta.

LEOPOLD

United States Navy, destroyer; 1943; U.S.A.; 1200 tons; 306x36-9X—; 6,000 s.h.p.; 21 knots; turbine engines; three 3 in. guns, two 40 mm.A.A., four 20 mm.A.A., 3 T.T. The destroyer *Leopold* was escorting a convoy in the Atlantic on March 9th, 1944, when she was torpedoed and sunk by a German submarine. The vessel carried a complement of 220 from the U.S. Coastguard service.

LEOPOLD II

Cie. Royale Belgo-Argentine; 1906; W. Dobson & Co.; 2,902 tons; 331-2x44-2x16-2; 312 n.h.p.; triple-expansion engines.

The Belgian steamship *Leopold II* struck a mine and sank on December 23rd, 1941, off the River Ouse on a voyage from Methil to London. Thirty-three crew and two gunners were lost.

LEOPOLDVILLE

Cie. Maritime Beige (Lloyd Royal) Soc. Anon.; 1929; Soc. Anon. John Cockerill; 11,509 tons; 501-8x62-2x35; 1,225 n.h.p.; 16-5 knots; quadruple-expansion engines & L.P. turbines. The Belgian liner *Leopoldville* had been employed in the Antwerp and Congo service, and was taken over as a troopship when Belgium was invaded by Germany in May, 1940. On December 24th, 1944, she was ferrying some 2,200 troops of the U.S. 66th Division from Southampton to Cherbourg when there was an explosion caused by a mine or torpedo.

None of the troops on board had received instruction in lifeboat drill, or had been shown how to fasten their lifebelts. The explosion caused the two after decks of the ship to collapse, and a large number of the men were trapped. Despite this the Belgian captain did not appreciate the seriousness of the situation, and he dropped anchor five and a half miles from Cherbourg harbour. Three quarters of an hour elapsed before the work of disembarking began and it was carried on in a leisurely fashion.

Meanwhile the British destroyer *Brilliant* stood by while the other vessels of the escort went in search of the submarine. At 7.30 p.m. the destroyer left for Cherbourg with the first detachment of soldiers, it being thought that the transport was in no immediate danger. An hour later the bulkheads gave way and the vessel sank within ten minutes. Owing to a mistaken order part of the crew abandoned ship, leaving the unfortunate soldiers to launch the remaining boats as best they could. In all 802 troops and six of the crew, including the captain, were drowned. Small craft from Cherbourg arrived too late, and only a few men were rescued from the sea.

LEPANTO

T. Wilson, Sons & Co.; 1877; Earlf's Co.; 2,287 tons; 305X 36 • 1 X 26; 270 n.h.p.; triple-expansion engines. The British cargo ship *Lepanto* sank after a collision with the British steamship *Knight of St. George* off St. Catherine's Point on January 7th, 1898, while on a voyage from Boston to Hull carrying a general cargo.

LEPUS

Madrigal Shipping Co.; 1911; Gt. Lakes Eng. Works; 2,294 tons; 253 X 43 - 7 X 24 • 7; triple-expansion engines. The Philippine ship *Lepus* was carrying scrap iron from Legaspi to Hirohata, but during a typhoon on October 20th, 1956, in approximately 19° 15' N., 126° 15' E., she sank, and 25 of the crew were drowned. Eleven survivors were picked up.

LERICI

G.B. Bibolini; 1941; 6,070 tons; oilengines. The Italian motorship *Lerici* was torpedoed and sunk by a British submarine on August 16th, 1942, about 120 miles N. of Ras Amer, Libya.

LERO

Neptune S.N. Co.; 1882; J.Laing; 2,224 tons; 288-5x37-4X 27; 260 h.p.; compound engines.

The British cargo ship *Lew* was wrecked near Goerree on January 24th, 1891, while on a voyage from Baltimore to Rotterdam carrying a cargo which included cotton and tallow.

LERO

Adriatica Soc. Anon. di Nav.; 1936; Cantieri Ruiniti deW Adriatico; 1,980 tons; 263-9x40-2x21-1; 656 n.h.p.; oil engines. The Italian motorship *Lero* was torpedoed and sunk by a British submarine on October 20th, 1942, six miles S.W. of Simi Island, Aegean Sea.

LERWICK

Wallem & Co.; 1938; J. L. Thompson & Sons; 5,626 tons; 409-3x57-6x29-1; 395 n.h.p.; triple-expansion engines.

The British steamship *Lermck* was bombed and sunk by German aircraft on January 13th, 1942, in the mouth of the River Tyne inward bound from London. Five of her crew were killed.

LESBURY

Pyman Bros.; 1891; W. Gray & Co.; 2,663 tons; 306-5X 41-6x19-8; 239 n.h.p.; triple-expansion engines. The British cargo ship *Lesbury* was wrecked near Farallon, River Plate, on November 21st, 1902, while carrying a cargo of grain from Rosario to St. Vincent, Cape Verde Islands.

LESTRIS

Cork S.S. Co.; 1872; J. L. Thompson; 1,065 tons; 220-5X 30-2x16-7; 100 h.p.; compound engines.

The Irish packet *Lestris* was carrying a cargo of palm oil and cotton from Liverpool to Antwerp when she was in collision with the steamship *Mersey*, 319 tons, in the River Mersey on May 23rd, 1891. Both vessels sank with the loss of six lives in all.

LETIMBRO

Sicilia Societa di Navigazione; 1883; Blackwood & Gordon; 2,210 tons; 299-2x37-2x23-6; 242 n.h.p.; compound engines.

The Italian cargo ship *Letimbro* was torpedoed and sunk by a submarine in the Mediterranean on July 29th, 1916.

LETTIA

Anchor-Donaldson; 1912; Scotts S.B. & E. Co.; 8,991 tons; 470-4x56-9x28-8; 962 n.h.p.; triple-expansion engines.*

The British steamship *Letitia* was employed as a hospital ship during the First World War. While on a voyage from Liverpool to Halifax she was wrecked on August 1st, 1917, off Portuguese Cove, N.S.

LETO

Hudig & Veder; 1914; Rotterdam Droogdok Maats.; 3,225 tons; 331X 48 - 1X 22 • 3; 249 n.h.p.; triple-expansion engines. The Dutch steamship *Leto* struck a mine and sank in the North Sea on January 4th, 1916.

LETO

N.V. Maats. Zeevaart (Hudig & Veder); 1929; Rotterdam Droogdok Maats.; 4,712 tons; 400-8x55-3x25-1; 339 n.h.p.; triple-expansion engines & L.P. turbine.

The Dutch steamship *Leto* was torpedoed and sunk by the German submarine *U-553* on May 12th, 1942, eight miles off Cape Magdalen, Gulf of St. Lawrence, outward bound with a cargo of grain. Ten of her crew and two passengers were lost.

LEUTHEN

German Government; 1912; Caird & Co.; 7,131 tons; 449-7X 52x30-6; 628 n.h.p.; quadruple-expansion engines. The steamship *Leuthen* was formerly the British *Nankin*, captured

by the Germans in May, 1942, in the South Indian Ocean and taken to Yokohama. On November 30th, 1942, she was completely wrecked when the nearby tanker *Uckermark* blew up in Yokohama harbour.

LEVEN

R. Ropner & Co.; 1889; *W. Gray & Co.*; 2,328 tons; 290x38x20-3; 212 n.h.p.; triple-expansion engines. The British cargo ship *Leven* was wrecked near Peniche on December 28th, 1905. She was on a voyage from Cardiff to Malta carrying a cargo of coal.

LEVENVALE

J. M. Lennard & Son; 1882; *R. Dixon & Co.*; 1,266 tons; 235'1x33-2x17; 99 h.p.; compound-inverted engines. The British cargo ship *Levenvale* was wrecked near Isle Vierge near Brest, on September 20th, 1884, while on a voyage from Rochester to Poti carrying a cargo of cement.

LEVERKUSEN

Hamburg-Amerika Linie; 1928; *Deutsche Werft*; 7,386 tons; 463-6x60-1x28; 1,585 n.h.p.; oil engines. The German motorship *Leverkusen* was torpedoed and sunk by a British submarine on May 1st, 1941, E. of the Kerkenna Islands, Tunisia.

LEVERKUSEN

Schiffahrt-u. Assekuranz-Ges. E. Russ & Co.; 1938; *Lubecker Flenderwerke A.G.*; 1,273 tons; 243-3x36-3x14-3; 241 n.h.p.; oil engines.

The German motorship *Leverkusen* was bombed and sunk by Russian aircraft on December 18th, 1944, at Gdynia.

LEVERRIER

Wilkie & Turnbull; 1877; *Bartram, Haswell & Co.*; 1,820 tons; 275-3x35-1x24-2; 170 h.p.; compound-inverted engines. The British cargo ship *Leverrier* was wrecked near Cape Spartel on July 19th, 1884, while on a voyage from Liverpool to Bombay carrying a cargo of coal.

LEVIS

Canadian Navy, corvette; 1940; 925 tons; 205x33x14-5; 2,800 ih.p.; 16 knots; triple-expansion engines; 3-drum boilers one 4 in.A.A. gun, several smaller. The corvette *Levis* was torpedoed and sunk by a German submarine off the coast of Greenland on September 20th, 1940. Eighteen ratings were killed.

LEWIS CASS

U.S. Maritime Commission; 1943; *California S.B. Corp.*; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines. The American Liberty ship *Lewis Cass* was on a voyage from Los Angeles to Balboa when, on January 26th, 1943, she went ashore at Guadalupe Island, Mexico, and broke in two.

LEWIS L. DYCHE

U.S. Shipping Administration; 1943; *Oregon S.B. Corp.*; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines. The steamship *Lewis L. Dyche* was bombed and sunk by Japanese aircraft on January 4th, 1945, off Mindoro Island, Philippines.

LEWIS LUCKENBACH

E. F. Luckenbach; 1903; *J. H. Dialogue & Son*; 3,906 tons; 355x48x28; 349 n.h.p.; triple-expansion engines. The American cargo ship *Lewis Luckenbach* was sunk by a German submarine off Ushant on October 11th, 1917.

LEWISHAM

Britain S.S. Co.; 1898; *W. Gray & Co.*; 2,810 tons; 318x47-1x20-9; 256 n.h.p.; 9 knots; triple-expansion engines. The steamship *Lewisham* was torpedoed and sunk by the German submarine *U-46* in the Atlantic on May 17th, 1917. Twenty-four men were killed. The captain and two ship's gunners were taken prisoner.

LEXA MAERSK

A.P. Moller; 1949; *Bartram & Sons*; 5J20 tons; 434-2x58-5x25-9; oil engines.

The Danish motorship *Lexa Mcersk* caught fire on December 25th, 1954, in Singapore outer roads. She burned for three days and was beached on December 28th and the fire extinguished. She was carrying a cargo of rubber from Nagoya to New York and Halifax.

LEXINGTON

Cornelius Vanderbilt; 1835; 205 x — x —; 14 knots. The wooden paddle steamer *Lexington*, Capt. G. Childs, was a passenger vessel on Long Island Sound in the 1830's, running between Stonington, Connecticut, and New York. She was popular with passengers and could maintain a speed of 14 knots under favourable conditions, which was excellent for those days. On the afternoon of Monday, January 13th, 1840, she left New York for her usual run with approximately 154 persons—passengers and crew—on board. Owing to the fact that passenger lists were not made in duplicate the only one prepared was carried on the vessel, thus making it impossible to ascertain the total number lost in the event of shipwreck.

Some little time after sailing fire was discovered in the casing of the funnel. A fire-fighting party under the Second Mate, Mr. D. Crowley, failed to subdue the flames, the steamer proceeding at speed during this time as it was impossible to stop the engines owing to the fire. Later many passengers, rendered frantic by the fierce heat, jumped overboard, while others tried to launch the boats in disregard of the captain's orders, as the ship's speed caused them to be swamped immediately they touched water. Capt. Childs was said to have lost his life in his attempts to help the terrified people.

The sloop *Merchant*, Capt. Meeker, which was nearest the burning vessel, proceeded to the rescue but ran aground and was not refloated until some hours later. Another small vessel tried to reach the *Lexington*, but the latter's speed was so great that the smaller craft was rapidly outpaced.

So far as can be established 150 persons were burned or drowned in the disaster, and only four were saved.

LEXINGTON

United States Navy, aircraft carrier; 1925; *Fore River Shipbuilding Co.*; 33,000 tons; 888x105-5x32; 180,000 s.h.p.; 33-25 knots; turbine engines; Yarrow boilers; eight 8 in. guns, twelve 5 in. four 6pdr., 8 m.g., 90 aircraft.

The American aircraft carrier *Lexington*, Capt. F. C. Sherman, flagship of Rear-Admiral A. W. Fitch, formed part of a task-force of the American Pacific Fleet sent to locate the Japanese in the Solomon Islands. This task-force was under command of Rear-Admiral Frank J. Fletcher and on May 4th, 1942, his carriers surprised a Japanese squadron lying in Tulagi harbour, in the Southern Solomons. One Japanese destroyer, the *Kikutsuki*, 1,315 tons, and some merchant ships were destroyed. From this date until the 8th there was constant aerial fighting in which the Japanese aircraft carrier *Shoho*, 12,000 tons, 42 aircraft, was sunk. On the 8th an attack was launched against the *Lexington* by aircraft from Japanese carriers. The ship, the largest of its kind in the world, presented a splendid target and despite a vigorous defence she was hit by at least two bombs and two torpedoes which started serious fires. The crew managed to keep the *Lexington* seaworthy, extinguishing the fires and recovering her aircraft, but some hours later there was a terrific internal explosion, attributed to a leakage of petrol from one of the pipes below deck. Fire broke out again and the carrier was abandoned and sunk.

The complement of the *Lexington* was 1,899, of whom 169 were officers. The U.S. Navy Department later reported that 92 per cent of those on board, including Capt. Sherman, were saved. In addition to the *Lexington* the Americans lost the destroyer *Sims* and the tanker *Neosho*. See also the Japanese aircraft carrier *Shoho*.

LEYSIAN

F. Leyland & Co.; 1906; *Armstrong, Whitworth & Co.*; 4,703 tons; 400x52x27; 477 n.h.p.; triple-expansion engines. The British cargo ship *Leynian* was wrecked seven miles south of

Stumble Head light on February 20th, 1917, while on a voyage in ballast from Belfast to Cardiff.

LI WO

Indo China Steam Navigation Co.; 1938; Hongkong & Whampoa Dock Co.; 707 tons; 163-8x30-1 x 9-1; 278 n.h.p.; triple expansion engines; one 4 in. gun, 2 m.g.

The armed auxiliary *Li Wo*, Lt. Thomas Wilkinson, R.N.R., was formerly a passenger steamship on the Upper Yangtze. On February 14th, 1942, the vessel was on her way from Singapore to Batavia when she met a Japanese convoy escorted by a large cruiser and several destroyers. On encountering the convoy Lt. Wilkinson called all hands and announced his intention of attacking despite the fact that he possessed only 13 rounds of practice ammunition for his 4 in. gun. He then hoisted his battle ensign and steered for the convoy, machine-gunning the crews of several transports as well as severely damaging one by shells from his 4 in. gun. After expending all his ammunition he decided to ram the transport which was now on fire. This having been accomplished and the *Li Wo* coming under the salvos of the cruiser, the order was given to 'abandon ship'. Of the 84 officers and men on board 74, including Lt. Wilkinson, were killed and Sub. Lt. R. G. Stanton and nine ratings became prisoners of war.

The Victoria Cross was awarded posthumously to Lt. Wilkinson in recognition of his gallantry, Sub. Lt. Stanton received the D.S.O. and there were several awards to members of the crew.

LIANA

Rederi A/B Lerberget; 1898; W. Gray & Co.; 1,657 tons; 265 X 38 • 5 X 17 • 4; 150 n.h.p.; triple-expansion engines. The Swedish steamship *Liana* was torpedoed and sunk by a German submarine on February 16th, 1940, 24 miles N. of Kinnaird Head on a voyage from Blyth to Halmstad with coal. Ten of her crew were lost.

LIBAN

Fraissinet et Compagnie; 1882; R. Napier & Sons; 2,308 tons; 300-3x36-2x19-4; 388 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Liban* was on a voyage from Marseilles to Bastia on the afternoon of Sunday, June 7th, 1903. She carried 240 persons, including 24 officers and men of the French army, and the crew. At approximately 12.30 p.m. she collided with the steamship *Insulaire*, also of the Fraissinet company, and sank by the head in about 20 minutes. Great disorder prevailed on board the *Liban*, increased by the explosion of the boilers as the vessel settled down. The conduct of the soldiers amid the general panic was admirable and all of the party were saved. Several vessels in the vicinity picked up a large number of survivors, but despite their efforts about 100 persons lost their lives.

The *Insulaire* was inward bound for Marseilles from Nice and Toulon.

LIBAU

German Government; 1920; Werf Gusto Firma A.F. Smulders; 3,663 tons; 360-4x50-5x22; 347 n.h.p.; triple-expansion engines.

The steamship *Liban* was formerly the Russian *Kaganovitch*, captured by the Germans. She was torpedoed and sunk by a Norwegian submarine on October 18th, 1942, at the entrance to Vilnesfjord.

LIBBY-MAINE

Pargram S.S. Corp.; 1918; G. M. Standifer Const. Corp.; 1,811 tons; 496 x 68 x 40; oil engines.

The American wooden motorship *Libby-Maine* was carrying steel rails to Puerto Rico when she was caught in a storm in the Caribbean Sea on September 25th, 1941. Her steering gear was disabled and she foundered on the same day.

LIBECCIO

Italian Navy, destroyer; 1934; Tirreno; 1,449 tons; 350 x 33-3x10; 44,000 s.h.p.; 38 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 37 mm., four 13 mm., 6 T.T.

The destroyer *Libeccio* was one of a flotilla escorting a convoy of ten merchantmen across the Central Mediterranean on November

8th, 1941. As an additional protection to the convoy the Italian Admiralty had assigned two heavy cruisers as a covering force. Despite these precautions a small British squadron of two cruisers, *Aurora*, Capt. W. G. Agnew, and *Penelope*, both of 5,270 tons, with two destroyers, attacked the convoy. Every merchantman was sunk. The *Libeccio* stopped to pick up survivors from the destroyer *Fulmine* and was herself torpedoed and sunk later in the day. The Italian heavy cruisers took no part in the action.

LIBERATOR

LykesBros. S.S. Co.; 1918; Bethlehem S.B. Corp.; 7,720 tons; 410 x 56 X 29; 609 n.h.p.; triple-expansion engines. The American steamship *Liberator* was torpedoed and sunk by a German submarine on March 19th, 1942, three miles E. of Diamond Shoal Buoy on a voyage from Galveston to New York.

LIBERIA

Cie. Francaise de Navigation a Vapeur; 1887; Flensburger Schiffs. Ges.; 1,942 tons; 289-5x36-6x21-9; 289 n.h.p.; triple-expansion engines.

The French steamship *Liberia* was torpedoed and sunk by a submarine in the Mediterranean on April 4th, 1918.

LIBERIA

French Government; 1905; Russell & Co.; 3,890 tons; 369-7X 49x17-6; 384 n.h.p.; triple-expansion engines. The steamship *Liberia* was formerly the Greek *Cape Corso*, captured by the French. She was torpedoed and sunk by a British submarine on September 21st, 1942, off the coast of Tunisia.

LIBERTIA

Parodi & Corrado; 1900; Barclay, Curie & Co.; 4,073 tons; 376-2x48x26-3; 311 n.h.p.; triple-expansion engines. The Italian cargo ship *Liberia* was sailing from Spezia to Rotterdam in ballast when, on February 14th, 1926, she went ashore in dense fog and was wrecked on Bolt Head, Devon.

LIBERTAD

Cuban Government; 1921; Stabilimento Tecnico; 5,441 tons; 404-1x53-9x29; 465 n.h.p.; triple-expansion engines. The steamship *Libertad* was torpedoed and sunk on December 4th, 1943, 15 miles N. of the Bermudas on a voyage from Antilla to Baltimore with 8,000 tons of sugar. Twenty-five of her crew were killed.

LIBERTE

French Navy, 1st class battleship; 1905; St. Nazaire; 14,635 tons; 434-7x79-5x27-5; 18,000 i.h.p.; 18 knots; triple-expansion engines.

The disaster which befell the French battleship *Liberte* was the second of a major character to occur in Toulon harbour within a little over four years, and from the evidence the causes were identical. On the morning of Monday, September 25th, 1911, the ship was lying at anchor in the harbour of Toulon when, about an hour after dawn, she suddenly blew up without previous warning. The first explosion was followed at short intervals by two others, each of increasing violence and obscuring the ship in a cloud of smoke and flame. When this had cleared away it was seen that the *Liberte* had broken in two and was lying half submerged.

The explosion occurred nearly amidships, abaft of the second funnel, in a wide space in the superstructure between that and the third funnel, which was set well aft. The after bridge and the after port and starboard 7-6 in. gun turrets were destroyed and that portion of the vessel was completely wrecked. Two fortunate circumstances operated to reduce the death-roll, the first being that a large number of warships and other ships were in harbour at the time and these sent away their boats with great promptitude, and the second that the disaster occurred at half tide which enabled the rescuers to take off from the wreck many hundreds of men who would otherwise have been drowned.

The official complement of the *Liberte* was 793, all of whom were fortunately not on board at the time. The loss of life amounted to 204 officers and men killed, with 184 injured. In addition to this number many persons on nearby ships were killed and injured by pieces of flying wreckage.

LIBIA

LIBIA

Cyprien Fabre & Co.; 1889; *C. S. Swan & Hunter*; 2,416 tons; 309'8x39-1x22'5; 258 n.h.p.; triple-expansion engines. The French steamship *Libia* was torpedoed and sunk by a German submarine off Ushant on August 2nd, 1917.

LIBOURNE

Cie. Francaise des Chemins de Per de Paris Orleans; 1921; *W. Pickersgill & Sons*; 4,186 tons; 364-3x52-9x24-3; 347n.h.p.; triple-expansion engines. The French cargo ship *Libourne* was sailing from Hampton Roads to Three Rivers with a cargo of coal on July 26th, 1924, when she went ashore and was wrecked on Gull Ledge, N.S.

LIBRA

General Steam Navigation Co.; 1869; *GourlayBros.*; 1,034 tons; 250 X 30 • 1 x 16 • 6; 300 h.p.; triple-expansion engines. The British cargo ship *Libra* sank after a collision with the British s.s. *Staincliffe* on April 17th, 1889, near Outer Dowsing, while on a voyage from Granton to London carrying a general cargo.

LIDINGO

Rederi A/B Rex; 1917; *Goteborgs Nya Verkstads A/B*; 5,842 tons; 406-2x53-7x31 -6; 430 n.h.p.; triple-expansion engines. The Swedish steamship *Lidingo* struck a mine and sank on November 6th, 1942, off Rostock.

LIDO G.

N.Gavagnin; 1872; *W.Watson*; 1,003 tons; 233-4x30-3x21-4; 175 n.h.p.; compound engines. The Italian cargo ship *Lido G.* was torpedoed and sunk by a submarine in the Mediterranean on October, 1917.

LIEGE

Cie. Nationale Beige de Transp. Mat.; 1908; *Flensburger Schiffsbau Ges.*; 4,398 tons; 383-7x52-1x25-3; 306n.h.p.; triple-expansion engines. The steamship *Liege*, under German control, was shelled and sunk by British light surface craft on March 13th, 1943, off Terschelling.

LIEN SHING

Un Mau Chuen; 1890; *London & Glasgow Co.*; 1,659 tons; 250X36-1x21-5; 169 n.h.p.; triple-expansion engines. The British cargo ship *Lien Shing* sank after striking a rock off Kega Point, near Saigon, on November 30th, 1919. She was on a voyage from Hong Kong to Saigon carrying a general cargo.

LIEN SHING

Indo-China S.N. Co.; 1924; *Hong Kong & Whampoa Dk. Co.*; 2,417 tons; 285x44-3x20-3; 503n.h.p.; triple-expansion engines. The British steamship *Lien Shing* was wrecked on Amherst rock on December 12th, 1926. She was carrying passengers on a voyage from Tientsin to Shanghai. Some of the Chinese crew were drowned.

LIEUTENANT BURAKOFF

Russian Navy, destroyer; 1898; *Schichau Works*; 280 tons; 193s7X21X—; 6,000 i.h.p.; 33-6 knots; triple-expansion engines; six 3pdr. guns, 2 T.T. The Russian destroyer *Lieutenant Burakoff* was captured from the Chinese during the Boxer Rebellion in 1900. She was the fastest ship in the Russian navy, and for that reason was invaluable to the Pacific Squadron in carrying despatches between Port Arthur and Newchang. On the night of July 23rd, 1904, the destroyer, with the *Boevoi* and *Grozovoi*, was sent to Ta-Ho Bay to lie in wait for Japanese mine-layers. The Russians were, however, discovered by the 14th Japanese torpedo boat flotilla, which torpedoed the *Lieutenant Bmakoff* amidships, causing her to sink immediately.

LIFEGUARD

Laing & Co.; 1857; *Newcastle*; 491 tons; 80h.p. The auxiliary steamship *Lifeguard*, Capt. Cracknell, left Newcastle for London at the end of December, 1862, with 32 passengers and 21 crew. She sank in the North Sea with all on board. Some boxes from her cargo were washed ashore a few days later.

LIFF

P.Edw.Arnesen; 1913; *Craig S.B. Co.*; 2,521 tons; 291x44x19-6; 201 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Liff* was sunk by a German submarine in the Bay of Biscay on October 30th, 1917.

LIFLAND

Ministry of War Transport (G. Nisbet & Co.); 1920; *Odense Staalskibsvaerft*; 2,254 tons; 284-9x42-4x19-9; 1,050n.h.p.; 10 • 5 knots; turbine engines. The steamship *Lifland*, Capt. Nils Jensen, with a crew of 29 and three gunners, left Sydney, N.S., on September 20th, 1942, in convoy for Belfast Lough. She lost touch with the convoy at 5.30 p.m. on the 22nd, in fog off Cape Race, and was never seen again. It was considered probable that she was sunk by a submarine on or about the 28th some 600-700 miles S.E. of Cape Farewell.

LIGHTBURNE

Texas Co.; 1919; *Texas S.S. Co.*; 6,429 tons; 416-8x56-1x31-1; 556 n.h.p.; triple-expansion engines. The American tanker *Lightburne* was carrying petrol and kerosene from Port Arthur to Providence on February 10th, 1939, when she went ashore on Block Island, broke up and sank.

LIGHTNING

British Navy, destroyer; 1895; *Palmer*; 320 tons; 200x19x9; 4,000 i.h.p.; 27knots; triple-expansion engines; one 12pdr., five 6pdr., 2 T.T. The destroyer *Lightning*, Lieutenant Cavendish, was an old boat of 20 years service when she fell a victim to the German minelaying submarines. These vessels, known as UC-boats, carried from 12 to 18 mines and began their operations in June, 1915, by laying small minefields off the East Coast, the mouth of the Thames and round to the Straits of Dover. On June 30th, the *Lightning* struck one of these mines and foundered off the Kentish Knock lightship.

LIGHTNING

British Navy, destroyer; 1940; *Hawthorn Leslie & Co.*; 1,920 tons; 354x37x10; 48,000s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; six 4 • 7 in. guns, one 4 in.A.A., 4 T.T. The destroyer *Lightning*, Cdr. H. G. Walters, D.S.C., was torpedoed and sunk by an Italian motor torpedo boat off the North African coast on March 12th, 1943. Two officers and 44 ratings were killed and eight ratings wounded.

LIGURIA

Rederi A/B Svenska Lloyd; 1914; *Lindholmens Verkstads A/B*; 1,751 tons; 283 x 43 x 16-4; 254 n.h.p.; triple-expansion engines. The Swedish steamship *Liguria* was torpedoed and sunk by a German submarine on March 29th, 1941, 600 miles E.S.E. of Cape Farewell on a voyage from the Clyde to Las Palmas. Eighteen of her crew were lost.

LIKA

Austrian Navy, destroyer; 1913; *Austria*; 800 tons; 265-7x25-7x8-2; 17,000 i.h.p.; 32 knots; turbine engines; *Yarrow* boilers; two 4 in. guns, six 12pdr., 4 T.T. On December 29th, 1915, an Austrian destroyer flotilla from Cattaro bombarded the Albanian port of Durazzo and sank a steamship and two sailing ships lying in the harbour, besides dropping a few shells inside the land batteries. The raiding force consisted of the light cruiser *Helgoland* under Capt. Seitz, commanding the flotilla, and the destroyers *Czepel*, *Tatra*, *Lika*, *Triglav* and *Balaton*. The ships left Cattaro just before midnight on the 28th and on their passage down the coast the *Balaton* rammed and sank the French submarine *Monge*, from which two officers and 25 men were saved. Durazzo, which was reached at 7.30 a.m. on the 29th, was found to be devoid of warship protection and the Austrians were able to carry out their bombardment unimpeded. On leaving the harbour the destroyer *Lika* struck two mines in quick succession and sank with most of her crew.

Shortly afterwards the *Triglav* also struck a mine but was taken in tow by the *Czepel*, which ship had the misfortune to get the tow rope foul of her screw, reducing her speed to 20 knots and compelling her to relinquish the tow. This was now undertaken by the *Tatra* and the flotilla returned to its base at the slow rate of six knots.

It was under these conditions that Capt. Seitz was surprised by a mixed force of British, Italian and French cruisers and destroyers. The *Triglav* was promptly scuttled and the flotilla fought a spirited retiring action until darkness and the near approach of Austrian battleships from Cattaro forced the pursuers to abandon the chase.

LILIAN DROST

Flinti, Drost & Co.; 1892; *Edward's S.B. Co.*; 1,961 tons; 275 -5 X 36- 7x16-6; 176n.h.p.; triple-expansion engines. The Danish steamship *Lilian Drost* struck a mine and sank in the North Sea on May 8th, 1915.

LILIAN MOLLER

Matter Line; 1913; *Sir J. Laing & Sons*; 4,866 tons; 390 x 50-6x28; 427 n.h.p.; triple-expansion engines. The British steamship *Lilian Moller*, on a voyage from Calcutta to London via the Cape, was torpedoed and sunk by a German submarine on November 18th, 1940, in the North Atlantic. There were no survivors.

LILLA

F. Degrossi; 1888; *T. Turnbull & Son*; 2,819 tons; 289 -2 x 38-3x20-8; 219n.h.p.; triple-expansion engines. The Italian steamship *Lilla* was torpedoed and sunk by a submarine in the Mediterranean on October 13th, 1917.

LILLIAN

A. H. Bull S.S. Co.; 1920; *Bethlehem S.B. Corp.*; 3,482 tons; 328x46-2x22-9; 292n.h.p.; triple-expansion engines. On February 26th, 1939, during a fog, the American ship *Lillian* carrying a cargo of sugar was in collision with the *Wiegland* and sank on the next day about 25 miles N.E. of Barnegat lightship.

LILLIAN LUCKENBACH

Luckenbach S.S. Co.; 1919; *Sun S.B. Co.*; 6,369 tons; 448-9X 60-2x28-2; 1,032n.h.p.; turbine engines. On March 27th, 1943, the American ship *Lillian Luckenbach* was in collision with the *Cape Henlopen* and sank in 36°58'N., 75° 25'W.

LILLIE

Pyman, Watson & Co.; 1875; *W. Gray & Co.*; 1,089 tons; 225 X 30x16- 7; 99 h.p.; compound engines. The British cargo ship *Lillie* foundered off the Eddystone lighthouse on December 15th, 1894. She was on a voyage from Cardiff to St. Malo carrying a cargo of coal.

LILLOIS

Cie. des Bateaux a Vap. du Nord; 1910; *C. Connell & Co.*; 3,681 tons; 349-6x45-9x27; 300 n.h.p.; triple-expansion engines. The French steamship *Lillois* was torpedoed and sunk by a submarine on March 28th, 1943, off Cape Scalea, Italy.

LILY

1840 (circa); 160 tons. The brig *Lily*, bound from Liverpool to Ambrazo on the coast of Africa, with a mixed cargo, including 60 tons of gunpowder, was driven ashore on the Calf of Man at about noon on Monday, December 24th, 1852. Of the crew of 14 the captain and four others were drowned. The wreck was taken over on the same day by Lloyd's Agent from Port St. Mary, Isle of Man. On Tuesday morning the wreck was discovered to be on fire, due either to incendiarism or carelessness.

At five minutes past eight there was a terrific explosion, the fire having reached the gunpowder, nearly all those working on the wreck or nearby being killed instantly. The death roll amounted to 30 persons, to whom must be added the five lost when the *Lily* drove ashore.

LILY

British Navy, gunboat; 1874; *R. Napier & Son*; 720 tons; 150x28-5x13-5; 830 i.h.p.; 10-6 knots; compound engines; two 4 ton guns, two 64 pdr., 2 m.g. The gunboat *Lily* was commissioned at Bermuda in January, 1888,

under Cdr. Gerald W. Russell, as a unit of the North American squadron. On September 16th, 1889, the vessel put out from St. Margaret's Bay, Newfoundland, with the intention of crossing the Straits of Belle Isle to Forteau Bay on the coast of Labrador. The weather was boisterous but clear at the outset but later a dense fog came on aggravated by the smoke from a forest fire on the Labrador shore. The steam whistle of the lighthouse on Point d'Amour was plainly heard on board *Lily* but owing to the strong on-shore wind the sound seemed two or three miles distant. At about 6 p.m. the navigating officer was in the act of taking soundings when the breakers on shore became audible. The ship was under sail and steam and the engines were immediately reversed but too late to save the vessel which crashed on the rocks and heeled over to starboard, breaking her back.

The boats were launched but after three had capsized in succession it was left to the crew to get ashore as best they could. Fortunately the water about the rocks was shallow and nearly everybody got ashore in safety. The weather was bitterly cold and the men suffered greatly from exposure. When a roll-call was made it was found that seven men had lost their lives.

LILY

N. G. Calvocoressis & E. Culucundis; 1900; *W. Gray & Co.*; 2,993 tons; 325-3x47-1x22-4; 264 n.h.p.; triple-expansion engines. The Greek cargo ship *Lily* was torpedoed and sunk by a submarine in the Mediterranean on December 31st, 1917.

LILY

D/S A/S Progress (Marius Nielsen & Son); 1920; *F. Schichau*; 1,281 tons; 224-3x33-6x13-5; 74 n.h.p.; triple-expansion engines. The Danish steamship *Lily* left Fowey on April 2nd, 1940, bound for Aarhus with china clay. Nothing was heard of her after leaving Kirkwall on the 25th.

LILY

Ch. N. Pateras; 1920; *Uchida S.B. & Eng. Co.*; 5,719 tons; 400x54-5x30; 513 n.h.p.; triple-expansion engines. The Greek steamship *Lily* was torpedoed and sunk by a German submarine on March 9th, 1942, on a voyage from Belfast to Halifax.

LILYADA

Lloyd Adriatico; 1902; *J. L. Thompson & Sons*; 3,738 tons; 362-9x48x25-8; 329 n.h.p.; triple-expansion engines. While on a voyage from Bona to Rotterdam carrying iron pyrites, the Italian ship *Lilyada* was involved in a collision with the Spanish steamship *Cabo Menor* on June 14th, 1925, and sank in 38° 55' N., 9°36'W.

LIMA

Pacific Steam Navigation Co.; 1907; *J. Brown & Co.*; 4,943 tons; 401 -3x52-2x25-8; 485 n.h.p.; 12knots; triple-expansion engines.

The liner *Lima*, Capt. Percy Jacob, left Liverpool for Callao on December 23rd, 1909. On February 5th, 1910, she ran ashore on Huamblin Island, in lat. 44° 45' S., long. 75° 12' W., in very rough weather. Her signals of distress were seen by the s.s. *Hatumet*, Capt. J. Peters, which stood by and assisted in the rescue of 205 persons, of whom 188 were passengers, including all the women and children. The first officer of the *Lima*, Mr. Isaac Nicholson, and the boatswain managed between them to get two boats under the stern of the vessel and to pass a line to those on board. By this means most of those rescued were hauled into the boats and taken to the *Hatumet*. During the night the rope became entangled with the rocks, capsizing Mr. Nicholson's boat with the loss of its crew of six.

The captain of the *Hatumet* seeing that he could serve no useful purpose by standing by made for Ancud with his 205 survivors, hoping to find a warship which might go to the scene of the wreck with a rocket apparatus.

On the following day a Chilean cruiser took off the 88 persons still on board the *Lima*.

LIMA

LIMA

Rederi A/B Nordstjernen; 1918; *Burmeister & Wain*; 4,959 tons; 364-1x51-5x22-1; 629 n.h.p.; oil engines. The Swedish motorship *Lima* was torpedoed and sunk by a German submarine on September 12th, 1942, off the west coast of Africa.

LIMA MARU

Nippon Yusen K.K.; 1920; *Mitsubishi Zpsen Kaisha*; 6,989 tons; 445 x 58 x 34; 620 n.h.p.; triple-expansion engines. The steamship *Lima Mam* was torpedoed and sunk by the U.S. submarine *Snook* on February 8th, 1944, about 50 miles S.W. of Nagasaki.

LIMBOURG

Cie. Nationale Beige de Transports Maritimes; 1938; *Soc. Anon. John Cockerill*; 2,483 tons; 307-6x45-2x27-7; 337 n.h.p.; oil engines.

The Belgian motorship *Limbourg*, on a voyage from Halifax to Aberdeen with phosphates, was torpedoed by a German submarine on March 29th, 1941, about 350 miles W.S.W. of the Vestmann Islands. The ship blew up and sank. Only two survivors were found.

LIMBOURNE

British Navy, destroyer; 1940; *Vickers-Armstrong*; 904 tons; 272-5x28-2x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in. A.A., 8 smaller.

The destroyer *Limbourne*, Cdr. W. J. Phipps, O.B.E., in company with the cruiser *Charybdis* and other vessels was engaged upon an offensive sweep off the French coast between Ushant and the Channel Islands on the night of Saturday, October 23rd, 1943. Visibility was poor and the ships ran into an enemy force of German torpedo boats which attacked them with torpedoes. *Charybdis* (which see) was sunk with heavy loss of life and *Limbourne* was torpedoed and rendered useless. One officer and 41 ratings were killed and the remainder were taken off by ships in company, after which the destroyer was sunk.

LIMERICK

Union Steamship Co. of New Zealand; 1898; *Workman Clark & Co.*; 6,827 tons; 420x54-2x29-5; 558 n.h.p.; 12 knots; triple-expansion engines.

The liner *Limerick* was torpedoed and sunk by a German submarine on May 28th, 1917, 140 miles W. i S. of the Bishop Rock, Scilly Isles. Eight of her crew were killed.

LINA

Navigazione e Commercio Soc. Anon. Italiana; 1909; *Armstrong Whitworth & Co.*; 1,235 tons; 208x34x17-5; 136 n.h.p.; triple-expansion engines.

The Italian tanker *Lina* was bombed and sunk by British aircraft on December 17th, 1941, about 80 miles N.W. of Tripoli.

LINA MATKOVIC

E. Matkovic; 1914; *Nuscke & Co.*; 2,325 tons; 291-4x41-5x17; 224 n.h.p.; triple-expansion engines.

The Yugoslav steamship *Lina Matkovic*, on a voyage from New Orleans to Cristobal, struck a mine and sank on June 21st, 1942, at the entrance to Cristobal. Five of her crew were killed.

LINARIA

Stag Line; 1924; *Sunderland Shipbuilding Co.*; 3,385 tons; 331 X48x23-2; 249 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Linaria*, Capt. H. T. Speed, left Loch Ewe on February 20th, 1941, bound for Halifax. She was last heard of on the 24th, after which no further news of her came to hand. Presumably she was lost by enemy action. The *Linaria* carried a crew of 35.

LINCE

Italian Navy, torpedo boat; 1938; *Quarnaro*; 679 tons; 267x26x7-7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, two 37 mm. A.A., two 13 mm., 4 T.T. The torpedo boat *Lince* was torpedoed and sunk by the British submarine *Utor* in the Gulf of Taranto on August 28th, 1943. The vessel carried a complement of about 100.

LINDA

John Ridley, Son & Tully; 1873; 1,342 tons; 242-6x32-4x17-4; 121 h.p.; compound-inverted engines.

The British cargo ship *Linda* was torn from her moorings and wrecked in a heavy gale at Civita Vecchia on January 20th, 1881. She had just arrived from the Tyne carrying a cargo of coal. No survivors were reported.

LINDEN

Robert Thorman; 1877; *Short Bros.*; 1,068 tons; 218 -3 X 31X17-5; 99 h.p.; compound engines.

The British cargo ship *Linden* was wrecked at Sunderland on January 29th, 1888, while on a voyage in ballast from London to Sunderland.

LINDENHALL

West Hartlepool Steam Navigation Co.; 1937; *W. Gray & Co.*; 5,248 tons; 439x56-1x26; 548 n.h.p.; 10-5 knots; triple-expansion engines & LP. turbine.

The steamship *Lindenhall*, Capt. F. Kjelgaard, was torpedoed and sunk by a German submarine on November 7th, 1942, about 50 miles W. by S. of the island of Grenada, British West Indies. Forty-two men, including Capt. Kjelgaard, were killed.

LINDISFARNE

E. R. Newbiggin; 1870; *T. & W. Smith*; 1,151 tons; 244-7X30-6x17-5; 99 n.h.p.; compound engines.

The British cargo ship *Lindisfarne* sank after a collision off the Hook of Holland on January 3rd, 1908. She was on a voyage from Methil to Rotterdam carrying a cargo of coal.

LINDISFARNE

Tyne-Tees S.S. Co.; 1925; *Hawthorn, Leslie & Co.*; 999 tons; 231 - 3 X 35 • 1X14 • 3; 240 n.h.p.; triple-expansion engines. The steamship *Lindisfarne*, on a voyage from London to the Tyne, was torpedoed and sunk by a German motor torpedo boat on December 12th, 1942, off Lowestoft. The captain, nine crew and six gunners were lost.

LINDUS

Huddart, Parker & Co.; 1881; *E. Withy & Co.*; 1,679 tons; 257-4x34-6x17-8; 178 n.h.p.; compound engines. The

Australian cargo ship *Lindus* was wrecked on Oyster Bank, Newcastle, N.S.W., on June 4th, 1899, while on a voyage from Newcastle, N.S.W. to Port Adelaide carrying a cargo of coal and coke.

LINDVANGEN

Skibs AIS Karaibien; 1931; *International S.B. & E. Co.*; 2,412 tons; 291 -2x45-7x18-5; 229 n.h.p.; compound engines.

The Norwegian steamship *Lindvangen* was torpedoed and sunk by a German submarine on September 23rd, 1942, off Trinidad. Fifteen of her crew were killed.

LINGFIELD

Finchley S.S. Co.; 1917; *Lobnitz & Co.*; 1,002 tons; 195x35-5x14-4; 151 n.h.p.; triple-expansion engines. The British cargo ship *Lingfield* sank after a collision with the *Ubari* in 52° 28' N., 2° 02' E., on October 17th, 1941. She was carrying a cargo of coal on a voyage from the Tyne to Portsmouth.

LINK ONE

Associated Anglo-Scandinavian Shpg.; 1953; *Trondhjems Mek. Verksted*; 2,088 tons; 323-8x44x19-9; compound engines. The British cargo ship *Link One* sank after a collision with the *Pulkovo* during fog on December 5th, 1962, in 54° 27' N., 12° 12' E., while on a voyage from Monstera to Rochester carrying a cargo of wood pulp.

LINKMOOR

W. Runciman & Co.; 1913; *J. Blumer & Co.*; 3,175 tons; 331 X47-7x22-5; 291 n.h.p.; triple-expansion engines. The British cargo ship *Linkmoor* was wrecked at Skarfskerry Head, Brough Bay, on November 10th, 1930, while on a voyage in ballast from Liverpool to Blyth.

LINWOOD

A. Holland & Co.; 1883; *C. S. Swan & Hunter*; 2,525 tons; 316-7x38-1x24-7; 275hp.; *compoundinverted engines*. The British cargo ship *Linwood* was wrecked at Maldonado on September 18th, 1884, while on a voyage from Buenos Aires to Falmouth carrying a cargo of maize.

LINWOOD

Joseph Constantine S.S. Line; 1932; *Burntisland Shipbuilding Co.*; 992 tons; 199-9x33-7x12-4; 500i.h.p.; 9-25 knots; *triple-expansion engines*.

The steamship *Linwood*, Capt. Bainbridge, was mined and sunk a quarter of a mile E. of Longsand Buoy, Thames Estuary, on November 15th, 1942. Six men were killed and one wounded. Capt. Bainbridge was among the survivors.

LIPARI

Chargeurs Reunis; 1922; *Ateliers & Chantiers de la Loire*; 9,954 tons; 478-5x59-2x27-4; *turbine engines*.

The French steamship *Lipari* was shelled by Allied warships at Casablanca on November 8th-11th, 1942. She caught fire, broke in two and sank.

LIPPE

NorddeutscherLloyd; 1917; *Bremer Vulkan*; 7,449 tons; 475-3x60-7x32-9; 817 n.h.p.; *triple-expansion engines*. The German steamship *Lippe* was torpedoed and sunk by a British submarine on March 7th, 1944, off Namsos, Norway.

LIRA

Italian Navy, torpedo boat; 1937; *Quarnaro*; 679 tons; 267X 26x7-7; 19,000s.h.p.; 34 knots; *turbine engines*; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., two 13 mm.A.A., 4TT.

The torpedo boat *Lira* was scuttled at Spezia on September 9th, 1943, the day after the capitulation of Italy. She was raised and recommissioned by the Germans but was bombed and sunk by British aircraft on October 4th, 1944. The vessel carried a complement of about 100.

LIRO

Tallinna Laevauhisus A/S; 1876; *M. Pearse & Co.*; 1,333 tons; 250-6x32-5x18-5; 131 n.h.p.; *compound engines*. The Estonian ship *Liro*, with three passengers and 17 crew, left Hull on December 10th, 1931, for Tallinn. She did not arrive and it was assumed that she had foundered in stormy weather. Wreckage was washed ashore in the Memel area.

LIRQUEN

Herman Ossa Polanco; 1891; *Lobnitz & Co.*; 1,811 tons; 255-4x35-6x21-2; *triple-expansion engines*. The Chilean ship *Lirquen* had been sold for breaking up, but she had been re-commissioned to take 500 tons of manganese ore from Coquimbo to San Vicente. On June 18th, 1950, she struck a reef at Pajaros Rocks abreast of Tortuga lighthouse and foundered in deep water.

LISA

German Government; 1922; *Stabilimento Tecnico*; 5,343 tons; 404-2x54x29; 600 n.h.p.; *turbine engines*. The steamship *Lisa* was formerly the Italian *Livenza*, taken over by the Germans. On February 22nd, 1944, she was torpedoed and sunk by a British submarine near Candia, Crete.

LISBETH

K. Knutsen; 1915; *Bergens Mek. Varks*; 1,621 tons; 244-5X 37-6x15-7; 138 n.h.p.; *triple-expansion engines*. The Norwegian cargo ship *Lisbeth* was sunk by a German submarine in the North Sea on March 31st, 1917.

LISBETH M

Metcalf Motor Coasters; 1953; *DeHaan & Oerlemans*; 939 tons; 218-1x33-1x14-3; *oilengines*.

The British cargo ship *Lisbeth M* sank after a collision with the *Sir John Snell* in foggy weather off Margate on April 4th, 1957. She

was carrying a cargo of stone from Plymouth to London. Five of her crew of fourteen were lost.

LISBOA

Empreza Nacional de Navegacao; 1910; *D. & W. Render son & Co.*; 7,459 tons; 432-6x54-1x34-7; 947n.h.p.; 14 knots; *triple-expansion engines*.

The Portuguese liner *Lisboa* left Lisbon on October 1st, 1910, for Mozambique with 300 persons on board. On Sunday night, the 23rd, at just before 11 o'clock she struck on the Soldier's Reef, near Paternoster, about 100 miles from Cape Town. The sea was calm and all the boats save one were lowered without mishap. The falls of this particular one broke while it was being lowered, with the result that seven persons were drowned, among whom was the chief engineer, Mr. Brown, a British subject.

No other fatalities occurred and the passengers and crew got safely ashore. The occasion was the first on which wireless was used on the South African coast. The *Lisboa* sent out a call when she struck which was picked up by the steamship *Adolf Woermann*, which was in dock at Cape Town, and the British cruiser *Hermes* was immediately dispatched to the scene of the disaster.

LISBOA

Oldenberg-Portugiesische Dampfs. Rhed.; 1911; *Schiffsw. v. Henry Koch*; 1,799 tons; 277-7x39-2x17-9; 163n.h.p.; *triple-expansion engines*.

The German steamship *Lisboa* was torpedoed and sunk by a British submarine on January 31st, 1943, about four miles from Susa.

LISBON MARU

Nippon Yusen K.K.; 1920; *Yokohama Dock Co.*; 7,053 tons; 445x58x34; 632 n.h.p.; *triple-expansion engines*. The liner *Lisbon Maru* was taken over by the Japanese Navy for service as a transport. On October 1st, 1942^a she was torpedoed and sunk by the U.S. submarine *Grouper* about 100 miles off Ningpo.

LISCOMBE BAY

United States Navy, aircraft carrier; 1943; *United States*; 6,730 tons; 498x80x19-7; 11,200 i.h.p.; 18 knots; *Skinner-Unaflow engines*; one 5 in. gun, twenty-four 20 mm. A.A.

The aircraft carrier *Liscombe Bay*, Capt. I. D. Wiltsie, was the flagship of Rear-Admiral H. M. Mullinnix who was escorting transports to Tarawa and Makin islands in the Gilberts group. On November 24th, 1943, the vessel was torpedoed and sunk by a Japanese submarine as she was approaching Makin Island. She carried a complement of 1,500, of whom Rear-Admiral Mullinnix, Capt. Wiltsie and a large number of officers and ratings were killed.

LISE

S. Holter-Sorensen; 1931; *W. Doxford & Sons*; 6,826 tons; 416-2x58x32-8; 598 n.h.p.; *oilengines*.

The Norwegian tanker *Lise* was torpedoed, shelled and sunk by a German submarine on May 12th, 1942, off Curacao, inward bound from Southampton. Twelve of her crew were lost.

LISE

W. Rostedt; 1920; *Limhamns Skeppsv. A/B*; 1,442 tons; 251-8x38x16-1; *triple-expansion engines*.

The Finnish ship *Lise* struck a mine and sank on March 3rd, 1955, in Aalborg Bay, ten miles S. of Laeso.

LISMORE

J. Cornfoot & Co.; 1885; *C. Cornell & Co.*; 1,676 tons; 255X 39x22-9.

The sailing ship *Lismore* was bound from Melbourne to Talcahuario, with wheat. On May 29th, 1906, she was wrecked at Santa Maria, Chile, with the loss of 22 of her crew of 26.

LISMORE

City of Cork Steam Packet Co.; 1905; *Gourlay Bros.*; 1,305 tons; 260-3x35-6x17-2; 227 n.h.p.; 12 knots; *triple-expansion engines*.

The steamship *Lismore* was torpedoed and sunk by a German submarine 22 miles N.W. by N. i N, of Havre on April 12th, 1917. Five persons were killed. The captain was among the survivors.

LISSA

LISSA

Clydesdale Shipowners Co.; 1927; *R.Duncan & Co.*; 1,511 tons; 254 X 39 - 2 x 17 - 4; 207 n.h.p.; triple-expansion engines. The British cargo ship *Lissa* was lost without trace on a voyage from Milford Haven to Lisbon, carrying a cargo of coal. She left Milford Haven on September 11th, 1941 and the last report of her was received on September 21st. The ship had a crew of 21 and five gunners.

LISTO

Herlof Andersens Rederi A/S; 1918; *Port Arthur S.B. Co.*; 1,998 tons; 251 • 3 x 43 • 7X 20 • 6; 278 n.h.p.; triple-expansion engines.

The Norwegian steamship *Listo*, under German control, struck a mine and sank on February 16th, 1943, in the Storebelt.

LITTLE

United States Navy, destroyer; 1944; *United States*; 2,050 tons; 376-5X39-5X-; 60,000 s.h.p.; 35-5 knots; turbine engines; five 5 in. guns, four 40 mm., four 20 mm., 10 T. T. The U.S. destroyer *Little* was bombed and sunk by Japanese aircraft off Okinawa on May 3rd, 1945. The vessel carried a complement of over 250.

LITTLE BECK

Groves, Maclean & Co.; 1877; *J. Readhead & Co.*; 1,175 tons; 235 x 31 - 1 x 17 - 4; 100 h.p.; compound-inverted engines. The steamship *Little Beck* was wrecked near the mouth of the Maas on October 26th, 1884, on a voyage from Ibrail to Rotterdam with rye. Twelve of the crew of 18 were lost.

LITTLE GEM

E. Stephens & Co.; 1893; *W. Date & Sons*; 114 tons; 84-9X 21-8x10-8.

The wooden schooner *Little Gem* was reported to have been torpedoed and sunk by a German submarine off the Channel Islands on December 13th, 1917. The captain and crew of four were killed.

LIU HSING

Japanese Government; 1,076 tons. The steamship *Liu Hsing* was formerly a Chinese armed lighthouse tender, seized by the Japanese. She was bombed and sunk by U.S. land-based aircraft on January 24th, 1944, off Santuao, China.

LIVADIA

Cay, Hall & Co.; 1877; *J. Readhead & Co.*; 1,447 tons; 255 x 32-5x23; 140 h.p.; compound-inverted engines. The British cargo ship *Livadia* was wrecked on Middle Cross Sand on February 28th, 1882, while on a voyage from the Tyne to Alexandria carrying a cargo of coal. All on board were lost except the boatswain, who was picked up by the Gorleston lifeboat.

LIVADIA

Deutsche Ost-Afrika Linie; 1923; *Schiffs-Dockbauwerke Flender A.G.*; 3,094 tons; 337-7x48-2x21-1; 246n.h.p.; triple-expansion engines.

The German steamship *Livadia* was shelled and sunk by British coastal batteries on October 3rd-4th, 1943, off Boulogne.

LIVANOS

M.G.Livanos; 1894; *R. Stephenson & Co.*; 3,355 tons; 344-6 x 43-1x18-8; 448 n.h.p.; triple-expansion engines. The Greek ship *Livanos* was sailing from Follonica to Hamburg with iron ore. She was wrecked at Chapelet in the Strait of Bonifacio on August 27th, 1923.

LIVELY

British Navy, gunboat; 254 tons; 60 n.h.p.; steam engines; one 68 pdr. gun, one 32 pdr.

The gunboat *Lively*, Lt. W. Walsh, was wrecked off the Dutch coast on December 23rd, 1863. The number lost is not known.

LIVELY

British Navy, despatch vessel; 985 tons; 1,460 i.h.p.; steam engines; 2 guns.

The naval paddle steamer *Lively*, Cdr. A. A. C. Parr, was wrecked off Stornoway on June 7th, 1883. There was no loss of life.

LIVELY

British Navy, destroyer; 1939; *Cammell Laird*; 1,920 tons; 354x37x10; 45,000 s.h.p.; 36-5 knots; turbine engines; six 4-7 in. guns, 8 T.T.

On the afternoon of May 11th, 1942, a division of destroyers consisting of *Lively*, Lt. Cdr. W. F. E. Hussey, D.S.O., D.S.C., *Jackal*, *Jervis* and *Kipling*, was patrolling between Crete and Libya when it was attacked by German aircraft. The *Lively* was hit while steaming at full speed and turned over and sank in four minutes, taking with her Lt. Cdr. Hussey and 64 ratings. The remainder of her company was picked up by *Jervis* and *Kipling*.

The only ship of the division to escape was *Jervis*, *Kipling* and *Jackal* both sinking from bomb hits later in the day. The total loss of life in this action was three officers and 95 ratings.

LIVERPOOL MARU

Kokusai Kisen K.K.; 1919; *Kawasaki Dockyard Co.*; 5,865 tons; 385 x 51 x 36; 440 n.h.p.; triple-expansion engines. The steamship *Liverpool Maru* was torpedoed and sunk by the U.S. submarine *Snook* on July 4th, 1943, 150 miles E. of Shipu, East China Sea.

LIVINGSTON

Bowater's Newfoundland Pulp & Paper Mills; 1928; *Armstrong, Whitworth & Co.*; 2,140 tons; 253x43-7x19-3; 190 n.h.p.; triple-expansion engines.

The Canadian steamship *Livingston* was torpedoed and sunk by a German submarine on September 3rd, 1944, 80 miles E. of Cape Breton on a voyage from Boston to St. John's, N.F.L. Thirteen of her crew and one gunner were killed.

LIVONIA

J. Cormack & Co.; 1880; *Aitken & Mansel*; 983 tons; 209 -6 X 29-4x13-9 ; 117 n.h.p.; compound engines. The British steamship *Livonia* sank after a collision off Oeland on October 10th, 1895, with the steamship *Napier*, 1,927 tons. The *Livonia* was on a voyage from Grangemouth to Riga carrying a general cargo. Eleven of her crew were lost.

LIVONIA

Shipping Controller (Lambert Bros.); 1904; *Howaldtswerke*; 1,879 tons; 285-5x42-2x17-6; 180 n.h.p.; 8 knots; triple-expansion engines.

The steamship *Livonia* was torpedoed and sunk by a German submarine four miles E. by N. \ N. of Start Point on December 3rd, 1917. Twenty-three men, including the captain, were killed.

LIVORNO

Rob. M. Sloman, Jr.; 1924; *Akt. Ges. Neptun*; 1,829 tons; 287- 1x41-3x16-7; 191 n.h.p.; triple-expansion engines. The German steamship *Livorno* was torpedoed and sunk by a British submarine on September 11th, 1941, about 24 miles from Benghazi.

LIZZIE

Peter Rowe & Sons; 1876; *T. Turnbull & Son*; 1,405 tons; 252-9x33-7x19; 126 h.p.; compound engines. The British cargo ship *Lizzie* was wrecked at St. Nazaire on January 1st, 1892, while carrying a cargo of coal from Cardiff to St. Nazaire.

LIZZIE BELL

P. Iredale & Porter; 1877; *R.Thompson*; 1,070 tons; 214-5 X 34-4x21-3.

The iron barque *Lizzie Bell*, Capt. J. Rees, left Wellington for Newcastle, N.S.W., in ballast, on 24th July, 1901. The weather was fine with favourable winds when, at about 11 p.m. with all sail set and running at 12 knots, the vessel struck on a rock a mile or two distant from the mouth of the Oeo river.

So violent was the crash that two of the crew were flung overboard on to the rocks below and killed. There seemed to have been

difficulties with the boats, and only one is mentioned as having been available to the crew. This boat capsized twice, drowning six men, while four other occupants died from exposure, making a loss of 12 from a complement of 18. The captain was among the survivors, all of whom suffered terribly from exposure.

LIZZIE C. TROOP

H. D. Troop & Son; 1873; S. J. King; 1,391 tons; 198x39-1x24.

The sailing ship *Lizzie C. Troop*, Capt. B. G. Fownes, left Nagasaki for Puget Sound on September 15th, 1890. She carried a crew of 23 and the captain's wife and son. On the 22nd she was caught in a cyclone and driven ashore on the Loochoo Islands.

Capt. Fownes, with his son and ten of the crew, was lost. Mrs. Fownes and 12 others were saved. The survivors suffered much injury from the sharp edges of the coral reefs and landed badly cut and bruised. Capt. Fownes was washed ashore, but died immediately afterwards.

The Loochoo Islanders, who had never seen Europeans before, treated the shipwrecked people with great kindness. After a stay of about a fortnight the natives took them in their boats to an island 106 miles distant. From here they were taken by ship to Japan. A gift of 250 dollars was later made to the islanders as a reward for their humane conduct.

LLANASHE

Evan Thomas Radcliffe & Co.; 1936; Bartram & Sons; 4,836 tons; 417 • 8 x 56 • 6 X 25 -1; 348 n.h.p.; 10 knots; triple-expansion engines & L.P. turbine.

The steamship *Llanashe*, Capt. James Parry, was torpedoed and sunk by a German submarine off Port Elizabeth on February 17th, 1943. Twenty-eight men, including Capt. Parry and three naval gunners, were killed.

LLANDAFF CASTLE

Union-Castle Mail S.S. Co.; 1926; Workman, Clark & Co.; 10,799 tons; 471-2x61-7x39-2; 1,086n.h.p.; 14 knots; triple-expansion engines.

The liner *Llandaff Castle*, Capt. C. J. Clutterbuck, was torpedoed and sunk by a submarine 100 miles S.E. of Lourenco Marques on November 30th, 1942. The vessel was serving as a troopship and had taken part in the Madagascar landings, being mainly employed on the East African coast and the Red Sea. Three lives were lost.

LLANDILO

Evan Thomas Radcliffe & Co.; 1928; Bartram & Sons; 4,966 tons; 400-2x53-4x26; 460n.h.p.; triple-expansion engines. The steamship *Llandilo*, Capt. William R. Burgess, was torpedoed and sunk by a German submarine on November 2nd, 1942, about 1,200 miles W. of the coast of South-West Africa. Twenty-one men, including Capt. Burgess and three gunners, were killed.

LLANDOVERY CASTLE

Union-Castle Mail S.S. Co.; 1914; Barclay, Curie & Co.; 11,423 tons; 500-1x63-3x37-2; 1,135n.h.p.; 13 knots; quadruple-expansion engines.

In December, 1915, the *Llandoverly Castle* was taken over by the government as a transport and was employed in carrying troops to France. On one occasion when conveying German prisoners it was discovered that these had contrived to set the ship on fire. Fortunately the vessel was near Dover and with the help of the naval and local fire brigades the fire was extinguished. In September, 1917, she was transferred to the hospital service.

On June 20th, 1918, she left Halifax, N.S., for Liverpool with 258 persons, of whom 94 were medical officers and nurses of the Canadian Medical Service. At 9.30 on the evening of June 27th, while clearly displaying her illuminated Red Cross sign, she was torpedoed without warning and sank in ten minutes. Her position at the time was about 114 miles W. of Fastnet. Capt. Sylvester, in command, got his boats away as quickly as conditions would allow. The weather was fine and rescue within the next few hours was reasonable expectation. This hope was dashed when the submarine surfaced and deliberately fired 12 rounds at the lifeboats. At dawn only one containing 24 survivors remained afloat.

The submarine was the *U-86* commanded by Capt. Patzig.

Of those on board the *Llandoverly Castle* 234 persons lost their lives, Capt. Sylvester was among the 24 survivors.

LLANISHEN

Evan Thomas Radcliffe & Co.; 1929; Bartram & Sons; 5,053 tons; 400-5x54x25-9; 460 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Llanishen*, Capt. John E. Thomas, was bombed and sunk by German aircraft on August 23rd, 1940, about 30 miles due N. of Banff. Eight men were killed. Capt. Thomas was among the survivors.

LLANQUIHUE

S.A. Comm. BraunyBlanchard; 1893; Harland & Wolff; 3,590 tons; 360-6x43-2x27-3; 302n.h.p.; triple-expansion engines.

The Chilean ship *Llanquihue* was wrecked on September 2nd, 1928, in the English Narrows, Magellan. She was on a voyage from Valparaiso to Buenos Aires.

LLANWERN

Evan Thomas Radcliffe & Co.; 1928; Bartram & Sons; 4,966 tons; 400-2x53-4x26; 460n.h.p.; 10 knots; triple-expansion engines.

The steamship *Llanwern*, Capt. D. James, was bombed and sunk by German aircraft on February 26th, 1941, in convoy about 300 miles W. of Blacksod Bay, Co. Mayo. Capt. James, 24 of the crew and two gunners were killed.

LLEWELLYN HOWLAND

Danlan S.S. Corpn.; 1888; Armstrong, Mitchell & Co.; 2,748 tons; 283-1x40-3x30-3; 210n.h.p.; triple-expansion engines.

The American tanker *Llewellyn Howland* went ashore on April 21st, 1924, on Brentons Reef while on a voyage from Fall River to Portland, Me.

LLONGWEN

W. & C. T. Jones Steamship Co.; 1907; Richardson Duck & Co.; 4,683 tons; 369-2x50-9x27-6; 361 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Llongwen* was shelled and sunk by a German submarine 90 miles N.E. of Algiers on July 18th, 1916. Fourteen men were killed. The captain was among the survivors.

LLWYNGWAIR

HarrisBros. & Co.; 1913; Antwerp Engineering Co.; 1,304 tons; 229-2x35-7x14-7; 156n.h.p.; 8 knots; triple-expansion engines.

The steamship *Llwyngwair* was torpedoed and sunk by a German submarine five miles S.S.E. of Seaham Harbour on April 26th, 1918. Eight men, including the captain, were killed.

LOANDA

Elder, Dempster & Co.; 1891; Naval Construction & Armaments Co.; 2,702 tons; 327-6x39-4x22; 253 n.h.p.; triple-expansion engines.

The British cargo ship *Loanda* sank after a collision with the Russian s.s. *Junona* on May 31st, 1908, nine miles east of the North Goodwin Light. She was on a voyage from Hamburg to the west coast of Africa carrying a general cargo.

LOASSO

Polena Soc. di Nav.; 1921; Ansaldo San Giorgio; 5,968 tons; 394-3x51-7x35-1; 862n.h.p.; oil engines. The Italian motorship *Loasso* struck a mine and sank on June 26th, 1940, about three miles off Gargano.

LOCHARD

General Shipping Co.; 1873; Chas. Cornell & Co.; 1,693 tons; 262-7x38-3x23.

The ship *Loch Ard* was unfortunate from first to last. On her maiden voyage she lost her masts when scarcely out of sight of land. She made a fresh start on January 26th, 1874, but was again dismasted. Her crew got her under jury rig and she made Hobson's Bay 118 days after leaving England.

On her third voyage the ship was bound for Australia under Capt. Gibb, who was a stranger to the seas of the Antipodes. She left

LOCH LOMOND

Gravesend on March 2nd, 1878, and after an uneventful voyage of some 90 days she went ashore at Curdles Inlet, 27 miles from Cape Otway, Victoria.

The wreck occurred between five and six o'clock on the morning of June 1st, and of the 52 persons on board only two were saved, these being Thomas Pearce, an apprentice, and a passenger Miss Carmichael who was rescued by Pearce.

LOCH LOMOND

Union Steamship Co. of New Zealand; 1870; J. G. Lawrie; 1,249 tons; 226-3x35-8x21-5.

The barque *Loch Lomond*, Capt. J. F. Thompson, left the Clyde on December 20th, 1907 for Lyttelton, New Zealand. The vessel had been recently acquired by the Union Steamship Co. which proposed to use her as a training hulk for the company's cadets. She was at Melbourne from the beginning of April until mid-June, 1908 and then went on to Newcastle, N.S.W., sailing from that port on July 16th, bound for Lyttelton.

She was never seen again and was supposed to have foundered off the N.W. coast of North Island, New Zealand, on or about September 16th. Wreckage from her was widely distributed, life-buoys being picked up as far away as the New Hebrides, and other items off Great Barrier Island and Cape Maria Van Diemen.

The *Loch Lomond*, which carried a crew of 19, had been known in her day as 'the Scottish Man-o-War' because of her smart appearance when under command of Cdr. Grey, R.N.R.

LOCH LONG

General Shipping Co.; 1876; J. & G. Thomson; 1,261 tons; 228-5x35-8x21-3.

The barque *Loch Long*, Capt. J. Strachan, sailed from New Caledonia on April 29th, 1903, bound for the Clyde with nickel ore, but never arrived. It was assumed that she had foundered with all hands on the Chatham Islands as wreckage was afterwards found there.

LOCH MAREE

Glasgow Shipping Co.; 1873; Barclay Curie & Co.; 1,657 tons; 255-8x38-6x22-9.

The sailing ship *Loch Maree* left Geelong on October 29th, 1881, homeward bound. On the next day she was spoken by the *Gerfulcon* off Kent's Group. This was the last seen of her and the cause of her loss has never been discovered.

LOCH MAREE

Dundee Loch Line; 1890; Palmers'Co.; 2,629 tons; 312-5X 40-3x23-9; 248 n.h.p.; triple-expansion engines. The steamship *Loch Maree*, homeward bound from Odessa with grain, ran into a storm on October 1st, 1903. The cargo shifted and the vessel took a heavy list to port. The crew and the only passenger put off in two boats and were hardly clear of the ship when she turned over and sank. One of the boats with ten persons was swamped by a large wave and the men were drowned. The other boat with 16 men managed to keep afloat until picked up by the Dutch steamship *Olanda*.

LOCH MOIDART

General Shipping Co.; 1881; Barclay, Curie & Co.; 2,081 tons; 287-4x42-6x24.

The iron four-masted barque *Loch Moidart*, on a voyage from Pisagua to Hamburg, was driven ashore at Callandzoo, near Dieppe, on January 27th, 1890. Thirty of her crew were drowned. There were only two survivors.

LOCH RANZA

Glasgow United Shipping Co.; 1934; A. Stephen & Sons; 4,958 tons; 415x56-2x25-5; 382 n.h.p.; compound engines. The British steamship *Loch Ranza* was bombed and set on fire by Japanese aircraft on February 3rd, 1942, on a voyage from Singapore to Batavia. The burning ship was beached and blew up shortly afterwards. Five men were killed on board and two others died in hospital at Palembang.

LOCH SLOY

Glasgow Shipping Co.; 1877; D. & W. Henderson; 1,280 tons; 225-5x35-6x21-2.

The barque *Loch Sloy*, Capt. P. Nicol, was on passage from Glasgow to Adelaide and Melbourne with a general cargo when she met with disaster on the coast of Kangaroo Island at the mouth of the Gulf of St. Vincent, South Australia. The ship overran her distance when trying to pick up the light at Cape Borda. She was too close inshore and the light was hidden by the cliffs between Cape Bedout and Cape Couldie. In the darkness of the morning of April 24th, 1899, she ran full on to the Brothers Rocks, about 300 yards from the shore. She was dismasted and swept by huge seas and there was little opportunity for her crew to save themselves.

A few of the men with seven saloon passengers took refuge in the rigging but the masts went almost immediately, drowning all who clung to them. Four persons, a passenger, two seamen and an apprentice managed to struggle ashore. They were many miles from a settlement and were forced to subsist on shell fish and dead penguins cast up by the sea. Two of the party walked to Cape Borda lighthouse and one reached May's Settlement, but a passenger who was too ill to walk died from exposure.

Of a complement of about 34 persons only these three survived.

LOCH VENNACHAR

Glasgow Shipping Co.; 1875; J. & G. Thomson; 1,552 tons; 250-1x38-3x22-4.

The iron sailing ship *Loch Vennachar*, Capt. W. S. Hawkins, was bound from Glasgow to Adelaide with a general cargo in September 1905. On the 6th of the month she was spoken by the steamship *Yongala* 160 miles W. of Neptune Island, after which nothing was heard of her. On the 29th the ketch *Annie Win* reported on her arrival at Adelaide that she had picked up a reel of blue printing paper 18 miles N.W. of Kangaroo Island. As a consignment of paper had been part of the *Loch Vennachar's* cargo it was assumed that it came from that vessel.

A search was made and a quantity of wreckage was found on Kangaroo Island in the neighbourhood of the Backstairs Passage, the ship having presumably struck the Young Rocks and gone down with all hands.

LOCHAVON

Royal Mail Lines; 1938; Harland & Wolff; 9,205 tons; 477-7X 66-3x30-2; 2,052 n.h.p.; oilengines.

The British motorship *Lochavon* was torpedoed and sunk by a German submarine on October 14th, 1939, about 200 miles W. of the Bishop Rock on a voyage from Vancouver to Liverpool.

LOCHKATRINE

Royal Mail Lines; 1922; J. Brown & Co.; 9,419 tons; 485-4X 62-3x35-8; 1,317n.h.p.; oilengines.

The British motorship *Lochkatrine*, on a voyage from Liverpool to New York, was torpedoed by a German submarine 300 miles E. of St. Johns', N.F.L., on August 3rd, 1942, and sank some time later. Eight of her crew and one passenger were lost.

LOCKSLEY HALL

Hall Line; 1893; W. Denny & Bros.; 3,635 tons; 345x44-1x 27-3; 329 n.h.p.; 11 knots; triple-expansion engines. The steamship *Locksley Hall* was torpedoed and sunk by a German submarine 30 miles S.E. by S. of Malta on May 12th, 1917. Six men were killed. The captain was among the survivors.

LODES

M. A. Morris & Co.; 1898; R. Williamson & Son; 396 tons; 153-6x23-7x8-9; 60 r.h.p.; 8-5 knots; compound engines. The steamship *Lodes* was mined and sunk four miles S.E. of Ballycotton on May 5th, 1917. The captain and six men were killed.

LODEWIJK VAN NASSAU

Koninklijke West-Indische Maatschappij; 1913; W. Hamilton & Co.; 3,350 tons; 342-2x44-3x25-3; 494 n.h.p.; triple-expansion engines.

The Dutch steamship *Lodewijk van Nassau* was bound from Chile to Rotterdam. On April 20th, 1916, when nearing the end of her voyage, she struck a mine laid by the German minelaying submarine *UC-L*. She sank near the Galloper lighthouse with the loss of five lives.

LODOLETTA

Giovanni Gavarone; 1904; W. Dobson & Co.; 2,822 tons; 327X43-8x21-3; 311 n.h.p.; triple-expansion engines. The Italian steamship *Lodoletta* was bombed and sunk by British aircraft on August 3rd, 1940, off Derna, Libya.

LOFARO

F. Lofarodi P.; 1876; F. Sirello; 721 tons; 159-8x30-1x21. The Italian barque *Lofaro*, on a voyage from Hamburg to Cardiff in ballast, was wrecked in heavy weather on February 2nd, 1902, off St. Martin's Head, Scilly Isles. All on board were lost.

LOFOTEN

Shipping Controller (W. Coupland & Co.); 1913; Akers Mek. Vcerks.; 942 tons; 185x30-2x20-5; 88 n.h.p.; 8 knots; triple-expansion engines.
The steamship *Lofoten* was torpedoed and sunk by a German submarine seven miles S.E. by E. of Start Point on February 3rd, 1918. Seventeen men were killed. The captain was among the survivors.

LOGAN VICTORY

United States War Shipping Administration; 1945; Oregon S.B. Corp.; 7,607 tons; 439-1x62-1x34-5; turbine engines. The steamship *Logan Victory*, loaded with ammunition and explosives from San Francisco, had just anchored at Okinawa when, on April 6th, 1945, a Japanese aircraft dived on to the deck. The ship exploded and sank with the loss of 12 of the crew and three gunners.

LOGICIAN

Charente S.S. Co.; 1928; Cammell, Laird & Co.; 5,993 tons; 420-3x54-6x30-4; 524 n.h.p.; 13 knots; triple-expansion engines.
The steamship *Logician*, Capt. W. Jones, was damaged by German aircraft on May 16th, 1941, in Suda Bay, Crete. On the 23rd she was hit again and on the 25th at the end of a series of attacks she sank. Five of the crew were killed and nine wounded. Twenty-one officers and men, including Capt. Jones, became prisoners of war.

LOGNA

Chr. Salvesen & Co.; 1882; Hodgson & Soulsby; 1,189 tons; 242X33-1X16-5; 146 n.h.p.; compound engines. The British cargo ship *Logna* was wrecked near Oxelosund on December 16th, 1898, while on a voyage in ballast from Stockholm to Oxelosund.

LOIRE

Cie. Generate Transatlantique; 1928; Lithgows; 4,285 tons; 370x51x25-4; 310 n.h.p.; triple-expansion engines. The French steamship *Loire* was on charter to the Cie. Generate d'Armement Maritime when she left Oran on November 12th, 1939, for Dunkirk carrying minerals. She did not arrive but wreckage was found near Malaga and it was assumed that she had capsized.

LOKOJA

Elder, Dempster & Co.; 1901; Clyde S.B. & E. Co.; 2,604 tons; 325-5x45x19-7; triple-expansion engines.
The British cargo ship *Lokoja* was wrecked on January 28th, 1902, at Half Assinie, Gold Coast, while on a voyage from Liverpool to the west coast of Africa carrying a general cargo.

LOLITA A.

Artaza y Cia.; 1923; Swan, Hunter & Wigham Richardson; 1,718 tons; 245-6x37-2x22-3; 184 n.h.p.; triple-expansion engines.
The Spanish ship *Lolita A.* went ashore at Vieux Boucau during a fog on November 26th, 1934. She broke amidships and became a total loss. The *Lolita A.* was carrying coal from the Tyne to Pasajes.

LORN

Dampsk. A/S Ibis; 1920; N.V. Scheepswerfde Merwede; 1,268 tons; 238-8x36-8x15-6; 127 n.h.p.; triple-expansion engines.
The Norwegian steamship *Lorn* was bombed and sunk by German aircraft on December 2nd, 1943, at Bari. Seven of her crew were killed.

LONADA

1,286 tons.
On December 29th, 1916, the British cargo ship *Lonada* struck a mine and sank five miles N. by E. \ E. from the Ship wash lightship. Six of the crew were killed.

LONDON

Money, Wigram & Co.; 1864; Blackball Yard; 1,752 tons; 267-2x35-9x24-1; 200 n.h.p.; 11 knots; compound engines. The *London* was the first auxiliary steamship built and owned by the famous Victorian firm of Money, Wigram & Co. She was constructed of iron, fully-rigged, tall-sparred, long and narrow with a somewhat low freeboard. Her bulwarks were six feet high; a dangerous handicap in a heavy sea. She was regarded as a wonderful advance upon the type of ship hitherto employed in the Australian trade, and on her second voyage to and from Australia created a record.

The *London*, commanded by Capt. John Martin, commenced her third voyage on December 30th, 1865, when she left Gravesend for Melbourne; her final call before leaving England being Plymouth.

She cleared from Plymouth carrying a company of 263 persons including six stowaways. By Monday, the third day out, the ship was meeting very heavy weather in the Bay of Biscay which later attained hurricane force. She rolled badly and the seas poured down the hatches despite all efforts to make them watertight. The jib-boom and the fore and main masts were carried away and the behaviour of the ship began to give cause for alarm. A large part of her cargo consisted of railway iron and this added to the danger, while a boom lashed alongside the engine room broke loose and did much damage.

The vessel became waterlogged, the boiler fires were out and the only hope seemed to lie in returning to Plymouth. This decision proved fatal as, although those on board were unaware of it, the ship had reached the edge of the storm. At last, in the heart of the storm, an attempt was made to launch the boats. The pinnace got away, occupied by Mr. Greenhill the chief engineer, three male passengers and 15 members of the crew. No other boat was successful in leaving.

Shortly afterward the *London* sank, taking with her 244 persons. The 19 men in the pinnace were picked up next day by the Italian barque *Marianople* and taken to Falmouth.

LONDON MARU

Osaka Shosen K.K.; 1921; Cammell, Laird & Co.; 7,190 tons; 451-1x56-5x35-2; turbine engines.
The steamship *London Maru* was bombed and sunk by U.S. land-based aircraft on April 22nd, 1944, 60 miles east of Gocong.

LONDON TRADER

London Welsh Steamship Co.; 1913; Smith's Dock Co.; 684 tons; 200X31-5X12-4; 171 n.h.p.; triple-expansion engines. The steamship *London Trader*, Capt. Paddy, was under charter to the British & Irish Steamship Co. and carrying a general cargo from Dublin to London, when she foundered nine miles S.S.E. by E. of the Longship's Lighthouse on February 5th, 1915. Ten of the crew were drowned.

LONDONER

Tyne S.S. Co.; 1891; Schlesinger, Davis & Co.; 1,513 tons; 270 X 35 - 2 X 15 • 7; 450 h.p.; triple-expansion engines. The British cargo ship *Londoner* sank after a collision off Yarmouth in May, 1893, while on a voyage from London to the Tyne carrying a general cargo.

LONDONIAN

Wilson & Furness—Leyland Line; 1896; A. Stephen & Sons; 5,532 tons; 450x49-1x30-9; 660 n.h.p.; 11-5 knots; triple-expansion engines.
The liner *Londonian*, Capt. E. B. Lee, left Boston, Mass., for London on November 15th, 1898, with a company of 70. The cargo consisted chiefly of grain, there being also 150 head of cattle. After about a week at sea the ship ran into foul weather, increasing later to a gale, and she began to make water: her steering-gear jammed and it became impossible to keep her head-on.

The ship broached to and she was thrown on her beam ends, and her engine room flooded. The cattle were driven overboard to

lighten the ship which continued to drift for two days and nights, until the morning of the 25th when she was sighted by the Johnston liner *Vedamore*, Capt. Bartlett.

The captain of the *Londonian* asked to be taken in tow, but this the *Vedamore's* captain declined to do, though he was prepared to take off the crew. About noon therefore Capt. Lee decided to abandon his ship and the *Vedamore* made an attempt to get a boat alongside, but after three hours struggle the boat returned without having rescued a single man. Other efforts by rocket and line from windward of the derelict were equally unsuccessful and operations had to be suspended until daybreak when lines attached to life-buoys were floated down to the *Londonian*. After many hours one of these was picked up and a heavier line taken on board. A lifeboat was lashed to this and was hauled to and fro between the ships, 22 men being saved on the first journey. At the second attempt the rope broke and the boat capsized. Another boat under Mr. Doran, the first officer, was lowered by the *Vedamore* but this was smashed, the crew barely escaping with their lives. These efforts had lasted throughout the day and there was another pause during the hours of darkness. Next morning one of the *Londonian's* boats was got over the side where it at once capsized, drowning all its occupants. A second boat got away with 23 men who were taken on board the *Vedamore*. All day attempts to effect further rescues continued but without success. At dawn on the morning of the 28th those on board the *Vedamore* saw no sign of the *Londonian*, so with the survivors on board the ship proceeded on her way to Baltimore.

Meanwhile the derelict *Londonian* with Capt. Lee and seven men still on board was drifting helplessly with the gale. At midnight on the 28th one of their flares was seen by the German steamship *Maria Rickmers*, Capt. Grosch, which sent a boat under Mr. Lenz, the second officer. After a struggle of many hours a line was passed to the ship and all the survivors were taken off.

The number drowned was 17, and 45 men were rescued by the *Vedamore* and eight by the *Maria Rickmers*.

LONDONIER

Lloyd Royal Beige Soc. Anon.; 1911; Irvine's S.B. & D.D. Co.; 1,870 tons; 279 x 40 • 1 X18 -5; 175 n.h.p.; triple-expansion engines. The Belgian cargo ship *Londonier* was torpedoed and sunk by a German submarine in the English Channel on March 13th, 1918.

LONG

United States Navy, minesweeper; 1919; W. Cramp & Sons; 1,190 tons; 310x30x9-5; 25,000 s.h.p.; 35 knots; turbine engines; four 5 in. guns, one 3 in.A.A., 12 T.T. The United States minesweeper *Long*, Lt. S. Caplan, was one of 16 destroyers relegated to minesweeping duties during the Second World War. On January 6th, 1945, she was with a minesweeping flotilla in the Lingayen Gulf clearing Japanese minefields. The Japanese made desperate efforts to hinder this work, and at about 12.15 p.m. a Zeke bomber crashed on to the *Long* and caused extensive fires. Five hours later another Zeke dived on her, breaking her back and causing her to sink. One man was killed and 35 wounded, the survivors being taken off by the minesweeper *Hovey*.

LONGHIRST

Dunford & Elliott; 1879; Wigham Richardson & Co.; 2,048 tons; 285x36•2X24•4; 204n.h.p.; compound engines. The British cargo ship *Longhirst* sank after a collision with the Norwegian s.s. *Setubal* near the East Goodwin lightship on June 2nd, 1901. She was on a voyage from the Tyne to Barcelona carrying a cargo of coal.

LONGSTONE

Farrar, Groves & Co.; 1888; R. Dixon & Co.; 2,309 tons; 295•3X38•1X20•3; 220hp.; triple-expansion engines. The British cargo ship *Long stone* was wrecked east of Dellys, Algeria, on March 16th, 1894, while on a voyage from Odessa to London carrying a cargo of grain.

LONGWY

Soc. Anon des Chargeurs de VQuest; 1903; Chantiers Nantais de Constructions Maritimes; 2,315 tons; 282-6 x 40 - 6 x 19-6; 228 n.h.p.; triple-expansion engines. The French steamship *Longwy* was torpedoed and sunk by a German submarine in the Irish Channel on November 4th, 1917.

LOODIANA

British India S.N. Co.; 1884; DennyBros.; 3,269 tons; 340-lx 42-2x25-6; 372 n.h.p.; triple-expansion engines. The British steamship *Loodiana*, Capt. Ross, left Port Louis, Mauritius, for Colombo on January 10th, 1910. She carried a crew of 92 and nine European and 74 native passengers, as well as a general cargo. She failed to arrive at Colombo, but there was no undue alarm as it was assumed that she had developed engine trouble. On February 3rd the British India company sent the steamship *Itola* to make a search. She returned sometime later having visited the Cargados Group, and also searched in the direction of Reunion, but without success.

A report that a vessel was ashore on Cosmoledo Island was received on March 17th, and the French gunboat *Vaucluse* left Tamatave on the 25th. Another British India vessel, the *Islanda*, was sent to join in the search, but the reported wreck could not be found.

The s.s. *Galavale* which sailed from Mauritius on the same day as the *Loodiana* returned on the 18th January badly damaged. Herboats had been washed away, and her steering gear and machinery put out of order. She reported having encountered a cyclone of great violence a few days after leaving port. Ultimately the *Loodiana* was posted missing with the loss of 175 persons.

LOOKOUT

U.S. War Shipping Administration; 1932; Odense Staalskibs; 5,339 tons; 441-4x57x25-8; 983 n.h.p.; oilengines. The Panamanian motorship *Lookout* struck a wreck in the North Sea on December 12th, 1944, and sank.

LORD ANTRIM

Clark & Service; 1890; Palmers'Co.; 3,079 tons; 320x42-2x 26-6; 277n.h.p.; triple-expansion engines. The British cargo ship *Lord Antrim* was wrecked at Cape Raso on June 29th, 1914, while on a voyage from Bona to Granton. She was carrying a cargo of esparto and iron ore.

LORD CHARLEMONT

Sun Shipping Co.; 1886; Harland & Wolff; 3,209 tons; 345-6X 40-9x26-7; 309n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Lord Charlemont* was torpedoed and sunk by a German submarine 22 miles N. of Alboran Island in the Western Mediterranean on April 19th, 1918. Eight men were killed. The captain was among the survivors.

LORD LANSDOWNE

T. Dixon & Sons; 1884; Harland & Wolff; 2,726 tons; 340-5X 38-3x26; 300 n.h.p.; compound engines. The British cargo ship *Lord Lansdowne* was wrecked on Cobbler's Reef, Barbados, on May 21st, 1912, while on a voyage from Norfolk, Va. to Barbados carrying a cargo of coal.

LORD O'NEILL

T. Dixon & Sons; 1884; Harland & Wolff; 2,751 tons; 340-5X 38-3x26; 300 n.h.p.; compound engines. The British cargo ship *Lord O'Neill* was wrecked off the Blasketts on January 20th, 1898. She was on a voyage from Baltimore to Dublin carrying a general cargo.

LOREDAN

Adriatica Soc. Anon, di Nav.; 1936; Cant. Riuniti Dell ^Adriatico; 1,357tons; 236-8x35-6x18-6; 440n.h.p.; oilengines. The Italian motorship *Loredan* was torpedoed and sunk by a British submarine on April 10th, 1943, about ten miles from Cagliari.

LORELLA

City Steam Fishing Co.; 1947; Cook, Welton & Gemmell; 559 tons; 170-8x29-2x14-2; triple-expansion engines. The British trawler *Lorella* sailed from Hull on January 14th, 1955, for the Icelandic fishing grounds. At 1.30 p.m. on January 26th a distress message was sent from the ship stating that she was capsizing during a hurricane north-east of North Cape, Iceland. No further information was received and her crew of 20 were lost.

LORENTZ W. HANSEN

DjSAISSonga; 1920; C. Hill & Sons; 1918; 270x42-2x17-9; 188n.h.p.; triple-expansion engines.

The Norwegian ship *Lorentz W. Hansen* was intercepted by a German raider and sunk by gunfire on October 14th, 1939, on a voyage from Nelson, N.B., to Garston.

LORENZO MARCELLO

Societa Fiumana di Nav.; 1928; *Stabilimento Tecnico*; 1413 tons; 233-9x34-6x20-5; 440 n.h.p.; oil engines. The Italian passenger motorship *Lorenzo Marcello* struck a mine and sank on June 19th, 1943, two miles from Santa Maura Island.

LORETO

A. Lauro; 1912; *Sunderland S.B. Co.*; 1,055 tons; 231-6x 32-9x13-8; 127n.h.p.; triple-expansion engines. The Italian steamship *Loreto* was torpedoed and sunk by a British submarine on October 13th, 1942, four miles from Cape Gallo, Sicily.

LORIENT

Ministry of War Transport (British Continental Coal & Investment Co.); 1921; *Tyne Iron S.B. Co.*; 4,737 tons; 364-5x52-8x 24-5; 347 n.h.p.; triple-expansion engines.

The British cargo ship *Lorient* sailed from London on April 10th, 1943, on a voyage in ballast to New York. She called at Oban and left there on April 22nd, but no subsequent information was received. The ship carried a crew of 41 and five gunners.

LORINA

Southern Railway Co.; 1918; *W. Denny & Bros.*; 1,578 tons; 291-3x36-1x14-7; 4,750 s.h.p.; 18 knots; turbine engines. The steamship *Lorina*, Capt. A. Sight, was bombed and sunk by German aircraft on May 29th, 1940, while evacuating units of the British Army from Dunkirk. Eight men were killed and four wounded. Capt. Sight was among the survivors.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

LORLE

Alexander Shipping Co.; 1896; *Irvine & Co.*; 2,686 tons; 312 X 44x20-7; 240 n.h.p.; 9 knots; triple-expansion engines. The steamship *Lorle* was torpedoed and sunk by a German submarine 12 miles S.S.W. of the Lizard on June 11th, 1918. The captain and 18 crew were killed.

LORMONT

Moss Hutchinson; 1927; *Greenock Dockyard Co.*; 1,561 tons; 241-4x40-2x12-7; 341 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Lormont* was taken over by the Admiralty early in the Second World War for service as a guardship. On December 7th, 1940, the vessel was sunk in a collision off the Humber.

LORNA

Otto W. Bergman; 1897; *J. Priestman & Co.*; 3,286 tons; 325x47x25-6; 300 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Lorna* was torpedoed and sunk by a German submarine in the Atlantic on August 7th, 1918.

LORNE

John Warrack & Co.; 1870; *Aitken & Mansel*; 1,614 tons; 276-8x32-9x23-6; 150 h.p.; compound inverted engines. The British cargo ship *Lorne* was wrecked on Hainan Island, China, on December 3rd, 1887. She was on a voyage from Saigon to Hong Kong carrying a cargo of rice and paddy. The captain and four of the crew were lost. Sixty-nine were saved.

LOSMAR

Calmar S.S. Corp; 1919; *Northwest Steel Co*; 5,549 tons; 409-8x54-2x27-7; 582 n h p ; triple-expansion engines. The American steamship *Losmar* was torpedoed and sunk by a Japanese submarine on September 24th, 1942, off the Maldives Islands on a voyage from Port Said to Colombo with 3,000 tons of salt. Twenty-seven of her crew of 48 were lost.

LOSNA

W. Wilhelmsen; 1904; *Sir Raylton Dixon & Co.*; 4,187 tons; 360x50-2x17-9; 367 n.h.p.; triple-expansion engines. The Norwegian ship *Losna* went ashore on November 28th, 1921, 20 miles E. of Great Fish Point and broke in two.

LOT

French Navy; 1939; *Ateliers & Chantiers de France*; 6,135 tons. The naval tanker *Lot* was torpedoed by a German submarine on June 22nd, 1943, about 1,000 miles S.E. of the Bermudas on a voyage from New York to Casablanca with 6,000 tons of fuel oil. Twenty-three of her crew were lost.

LOTOS

A/S Stener S. Mullers Rederi; 1920; *H. Te Veldhuis Werf.*; 1,327 tons; 238-1x36-5x 16; 126n.h.p.; triple-expansion engines. The Norwegian steamship *Lotos* was torpedoed and sunk by a German submarine on September 15th, 1940, 15 miles N.W. of Rockall on a voyage from Dalhousie, N.B., to the Tyne with timber. Eight survivors were picked up.

LOTTE HALM

KolnerReedA.G.; 1914; *Howaldtswerke*; 1,198 tons; 233-4X 34-6x15-1; 84 n.h.p.; triple-expansion engines. The German steamship *Lotte Halm* was bombed and sunk by British aircraft on August 14th, 1941, S.W. of Heligoland.

LOTTE LEONHARDT

Leonhardt & Slumberg; 1937; *Neptunwerft Rostock*; 4,167 tons; 399 -8x55-8x20-7; 367 n.h.p.; compound engines & LP. turbine. The German steamship *Lotte Leonhardt* was bombed and sunk by British aircraft on April 26th, 1944, off Bodo, Norway.

LOUGH FISHER

Lough Fisher Steamship Co.; 1887; *Mcllwaine, Lewis & Co.*; 418 tons; 168-2x25-1x11-6; 61 r.h.p.; 9 knots; compound engines.

The steamship *Lough Fisher* was intercepted by a German submarine 12 miles S.S.E. of Helvick Head on March 30th, 1918. The submarine opened fire from the surface and sank the vessel. The captain and 12 men were killed.

LOUIS

British Navy, destroyer; 1913; *Fairfield Co.*; 965 tons; 269 x 27x10-5; 24,000 s.h.p.; 29 knots; turbine engines; three 4 in. guns, 4 T.T.

The destroyer *Louis*, Lt. Cdr. A. D. A. Hall, with a complement of 100 on board was driven ashore at Sulya Bay on November 1st, 1915, in a fierce south-westerly gale which raged for several days. All efforts to get *Louis* afloat were frustrated by the weather and she became a total wreck.

There was no loss of life.

LOUISBURG

Dominion Coal Co.; 1881; *J. L. Thompson & Son*; 1,816 tons; 260x36x18-5; 225 n.h.p.; compound engines. The Canadian collier *Louisburg* was wrecked at Cape English, St. Mary's Bay, on May 5th, 1918, while on a voyage from Louisburg to St. John's, N.F.L.

LOUISBURG

Canadian Navy, corvette; 1942; 925 tons; 205x33x11-5; 2,800i.h.p.; 16 knots; triple-expansion engines; 3-drum boilers; one 4 in. A.A. gun, several smaller.

The corvette *Louisburg* was on convoy duty in the Mediterranean on February 6th, 1943, when she was torpedoed and sunk near Oran by an enemy submarine. Thirty-eight officers and ratings were killed.

LOUISE LYKES

LykesBros. S.S. Co.; 1941; *Federal S.B. & D.D. Co.*; 6,155 tons; 439 X 63 -1X 27 - 5; 1,000 n.h.p.; turbine engines. The American steamship *Louise Lykes* was torpedoed and sunk by a German submarine on January 9th, 1943, about 700 miles W. of Inishtrahull on a voyage from New York to Cardiff. There were no survivors.

LOUISE MOLLER

MollerLine; 1907; J.L. Thompson & Sons; 3,764 tons; 346-5 X 50-8x22-9; 307 n.h.p.; triple-expansion engines. The British steamship *Louise Moller* was torpedoed and sunk by a submarine on November 13th, 1942, 600 miles out from Durban bound to Mombasa. Eleven of her crew were lost.

LOUISIANA

DetForenedeDampskibsSelsk.; 1896; Armstrong & Co.; 3,015 tons; 319-8x46x23-2; 280 n.h.p.; triple-expansion engines. The Danish steamship *Louisiana* was torpedoed and sunk by a German submarine in the North Sea on April 18th, 1917.

LOUISIANA

Gulf & Southern S.S. Co.; 1919; Gt. Lakes Eng. Works; 2,674 tons; 253-4x43-8x26; 225 n.h.p.; triple-expansion engines. The American cargo ship *Louisiana* was involved in a collision with the American s.s. *Madison* on October 27th, 1926, off the mouth of the Mississippi and sank.

LOUISIANA

The Texas Company; 1937; Sun S.B. & D.D. Co.; 8,587 tons; 468-1x65-3x34-3; 1,197n.h.p.; oilengines. The American tanker *Louisiana* was torpedoed and sunk by a German submarine on August 17th, 1942, about 300 miles N.E. of Cayenne, outward bound from Trinidad with petrol and heavy oil.

LOUKIA

I. G. Mavris and others; 1910; Armstrong, Whitworth & Co.; 2,143 tons; 275x39x23-8; 196n.h.p.; triple-expansion engines. The Greek ship *Loukia* struck a mine and sank on March 4th, 1937, two miles off Cape San Sebastian. She was carrying petrol to Barcelona.

LOUVAIN

Great Eastern Railway Co.; 1897; Earle's Co.; 1,830 tons; 302-1x38-1x16-3; 476 n.h.p.; 18 knots; triple-expansion engines. The steamship *Louvain* was taken over by the Admiralty in the First World War for service as a boarding steamship. On January 21st, 1918, she was torpedoed and sunk by a German submarine when proceeding from Malta with 70 Maltese ratings in addition to her own complement.

The *Louvain* was under command of Lt. Cdr. M. G. Easton, and sank with a loss of seven officers and 217 ratings.

LOUVRE

Cie. Parisienne de Nav.; 1891; P.Oriolle; 473 tons; 173-4X 28x11-8; triple-expansion engines. The French coasting steamship *Louvre* employed between Northern France and Bayonne, was wrecked off the Point of Penmach on the night of October 27th, 1892. Seventeen men were drowned.

LOVLAND

Skibs. A/S Sunde; 1907; Short Bros.; 2,389 tons; 295x45x 19-6; 241 n.h.p.; triple-expansion engines. The Norwegian ship *Lovland*, sailing from Ardrossan to Pugwash, went ashore on August 18th, 1939, at Money Point, C.B., and was wrecked.

LOVLI

Soc. Nazionale di Navigazione; 1916; Mitsubishi Dkyd. & Eng. Works; 7,212 tons; 445x58x34; turbine engines. The Italian steamship *Lovli* was torpedoed and sunk by a submarine in the Mediterranean on October 11th, 1917.

LOWLAND

Shipping & Coal Co.; 1911; Rijkee & Co.; 974 tons; 216-5x 32-7x13-8; 164 n.h.p.; triple-expansion engines. The British steamship *Lowland* struck a mine and sank on November 22nd, 1939, in the Thames estuary on a voyage from Blyth to London. Nine of her crew were killed.

LOWMOUNT

A. Capel & Co.; 1888; S. P. Austin & Son; 2,070 tons; 282-3X 38-1x17-8; 204 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Lowmount* was mined and sunk four miles S.E. of the Nab lightship on May 7th, 1917. Five men were killed. The captain was among the survivors.

LOYALIST

Furness, Withy & Co.; 1891; A. Stephen & Sons; 2,294 tons; 305x39x23-3; 306 n.h.p.; triple-expansion engines. The British cargo ship *Loyalist* was wrecked at Freshwater Cove, N.F.L. on September 27th, 1904, while on a voyage from Halifax. N.S., to London. She was carrying a general cargo.

LOYALTY

British Navy, fleet minesweeper; 1942; Harland & Wo Iff; 950 tons; 235x35x11-5; 2,000 h.p.; 16-5 knots; triple-expansion engines; 3-drum boilers; one 4 in. A.A. gun, four 20 mm. The fleet minesweeper *Loyalty*, Lt. Cdr. J. E. Maltby, R.D., R.N.R., struck amine and sank off the Nab on August 22nd, 1944. Lt. Cdr. Maltby and 19 ratings were killed and one officer wounded.

LOZERE

Cie. Generale Transatlantique; 1910; Schiffsw. v. H. Koch A.G.; 2,365 tons; 277-7x39-2x17-9; 163 n.h.p.; triple-expansion engines.

The French ship *Lozere* was wrecked in Cauvres Bay, Kerguelen Island on February 12th, 1928. She was carrying whale oil.

LUABO

Companhia Nacional de Navegacao; 1909; Russell & Co.; 1,435 tons; 240X33-5x19-2; 144 n.h.p.; triple-expansion engines. The Portuguese ship *Luabo* was sailing from Durban to Lourenco Marques when, in heavy weather on April 27th, 1956, the cargo shifted, she developed a heavy list and sank off the Zululand coast. Out of the crew of 57, six Europeans and eight Africans were lost.

LUANA

Raffaele Romano; 1892; S. P. Austin & Son; 1,140 tons; 235-9x33-4x14-4; 136 n.h.p.; triple-expansion engines. The Italian steamship *Luana* struck a mine and sank on March 3rd, 1947, 20 miles S. of Porer, Italy. Twelve of her crew were killed.

LUBRAFOL

Gulf Oil Corporation; 1924; Armstrong Whitworth & Co.; 7,138 tons; 440-8x57-4X34; 774 n.h.p.; oil engines. The Panamanian tanker *Lubrafol* was torpedoed by a German submarine and caught fire and sank on May 9th, 1942, on a voyage from Aruba to New York. Thirteen of her crew were killed.

LUCA TARIGO

Italian Navy, destroyer; 1928; Ansaldo; 1,628 tons; 352 X 33-5X 16-7; 50 s.h.p.; 38 knots; turbine engines; Odero boilers; six 4• 7 in. guns, four 37 mm., six 13 mm., 4 T.T. On April 16th, 1941, the British 14th Flotilla, comprising the *Jervis*, 1,760 tons, leader, Capt. Mack, *Janus*, 1,690 tons, *Mohawk* and *Nubian*, 1,870 tons each, was cruising between Sicily and Tripoli when it sighted an Italian convoy of five merchant ships escorted by the destroyers *Luca Tarigo* and *Baleno*, 1,220 tons. A spirited action took place and the whole convoy of two supply ships of approximately 5,000 tons each, one of 4,000 tons loaded with ammunition and two others of 3,000 tons acting as transports was sunk. Both the escorting destroyers were also sunk. The British lost the destroyer *Mohawk*, Cdr. J. W. M. Eaton, by torpedo.

The *Luca Tarigo* carried a complement of 185, of whom a large number were lost, as were the crews of the other seven ships, the ammunition ship blowing up with the probable loss of all her company.

LUCANIA

DittaLuigiPittaluga Vapori; 1902; W. Gray & Co.; 8,106 tons; 483-1x55x32-9; 581 n.h.p.; triple-expansion engines. The Italian steamship *Lucania* was torpedoed and sunk by a British submarine on February 12th, 1942, near Punta Alice, Italy.

LUCE

United States Navy, destroyer; 1943; Bethlehem Steel Co.; 2,050 tons; 376-5x39-5x—; 60,000 s.h.p.; 35-5 knots; turbine engines; five 5 in. guns, four 40 mm, four 20 mm, 10 T.T. The destroyer *Luce* was bombed and sunk by Japanese aircraft off Okinawa on May 4th, 1945. The vessel carried a complement of over 250.

LUCERNE

Lucerne Steamship Co.; 1878; Laird Bros.; 1,944 tons; 29 lx 34-3x24-6; 194 n.h.p.; 9 knots; compound engines. The steamship *Lucerne* of St. John's, Newfoundland, was bound for that port with a cargo of coal from Ardrossan. On February 3rd, 1901, she ran ashore and became a total wreck in Trinity Bay, Newfoundland. The weather was rough and all the crew of 24 were lost. Wreckage from the ship was found to be badly charred, indicating that she was on fire at the time of loss.

LUCHS

German Navy, gunboat; 1899; Danzig Dockyard; 900 tons; 203-5x30x11; 1,350 i.h.p.; 14 knots; triple expansion engines; Thorny croft boilers; two 4 • 1 in. guns, six 1 pdr., 2 m.g. The gunboat *Luchs* was one of a flotilla of four such vessels blown up by the Germans on the fall of the fortress of Tsingtau on November 7th, 1914. The ship carried a complement of 121. A full account of the ships lost at Tsingtau will be found under the light cruiser *Cormoran*.

LUCHS

German Navy, torpedo boat; 1928; Wilhelmshaven Yard; 800 tons; 304x28-9x—; 25,000 s.h.p.; 34 knots; turbine engines; Schulz-Thorny croft boilers; three 4-1 in. guns, two 1 pdr., 6 T.T. The German torpedo boat *Luchs* was torpedoed by a British submarine in the North Sea on July 26th, 1940. The vessel's normal complement was 123.

LUCIA

United States Shipping Board; 1912; Cantiere Navale Triestino; 6,774 tons; 411-8x51-7x26-3; 520 n.h.p.; triple-expansion engines. The American steamship *Lucia* was torpedoed and sunk by a German submarine in the Atlantic on October 18th, 1918.

LUCIANO

E. Szabados; 1913; Earls Co.; 3,329 tons; 332x42-4x21-8; 343 n.h.p.; triple-expansion engines. The Italian steamship *Luciano* was torpedoed and sunk by British aircraft on April 15th, 1941, off Valona.

LUCINDA

Herskind & Woods; 1880; W. Gray & Co.; 1,756 tons; 257-6X 34-6x19-7; 140 h.p.; compound engines. The British cargo ship *Lucinda* sank after a collision on May 1st, 1888, in 19° N., 40° E., while on a voyage from Akyab to Port Said carrying a cargo of rice.

LUCRETIA

Wilkie & Turnbull; 1878; Bartram, Hawell & Co.; 1,515 tons; 260-5x33-3x21-8; 150 h.p.; compound inverted engines. The British cargo ship *Lucretia* foundered in 57° N., 40° E., on November 28th, 1885. She was carrying a cargo of old iron rails on a voyage from Gothenburg to Civita Vecchia.

LUDGATE

Carrington S.S. Co.; 1906; Bartram & Sons; 3,708 tons; 346-5x50-8x22-7; 313 n.h.p.; 10 knots; triple-expansion engines. The steamship *Ludgate* struck a mine and sank two miles S. of Galley Head, Co. Cork, on July 26th, 1917. Twenty-four men, including the captain, were killed.

LUDLOW

British Navy, minesweeper; 1916; Goole Shipbuilding Co.; 810 tons; 245-7x29x6-7; 1,400 i.h.p.; 15 knots; diagonal compound engines; one 3 in. gun, one 6 pdr., two 2 pdr. The paddle minesweeper *Ludlow* struck a mine and sank on

December 29th, 1916, off the Shipwash lightship. Her official complement was 72.

LUDOLF OLDENDORFF

Egon Oldendorff; 1903; C. S. Swan & Hunter; 1,953 tons; 247-6x42x20-5; 210 n.h.p.; triple-expansion engines. The German steamship *Ludolf Oldendorff* was bombed and sunk by British aircraft on October 9th, 1944, at Egersund, Norway.

LUDWIG

Steinmann & Co.; 1861; Caird & Co.; 3,987 tons; 328x42x—; 11 knots; compound engines. The Belgian liner *Ludwig*, Capt. Keil, began her career as the *Hansa* of the Norddeutscher Lloyd. From this company she passed to the British flag, but with the same name, and in 1883 was sold to Steinmann & Co. and renamed *Ludwig*.

On July 3rd, 1883, the vessel left Antwerp for Montreal with between 70 and 80 persons, passengers and crew, on board, and was reported passing Prawle Point. She was never heard of again.

LUGANO

John Glynn & Son; 1882; Barrow S.B. Co.; 3,598 tons; 350-IX 40-1x24; 419 n.h.p.; triple-expansion engines. The British cargo ship *Lugano* was wrecked on Ajax Reef, Florida, on March 9th, 1913, while on a voyage from Liverpool to Havana carrying a general cargo.

LUIGI

Angelo Scinicariello; 1920; Fredrikstad Mek. Verksted; 4,283 tons; 383-2x52-1x25-9; 271 n.h.p.; triple-expansion engines. The Italian steamship *Luigi* was torpedoed and sunk by British aircraft on November 24th, 1942, about 50 miles S. of Cape Bella-vista, Sardinia.

LUIMNEACH

Limerick S.S. Co.; 1915; J. T. Eltringham & Co.; 1,074 tons; 220-1x33-4x13-9; 174 n.h.p.; triple-expansion engines. The Irish steamship *Luimneach*, on a voyage from Huelva to Drogheda, was shelled and sunk by a German submarine on September 4th, 1940, 200 miles W.N.W. of Ushant. Nine of her crew were killed.

LUISA

Hijos de Jose Toy a S. en C.; 1897; Russell & Co.; 3,603 tons; 340x45-9x17-8; 288 n.h.p.; triple-expansion engines. The Spanish cargo ship *Luisa* was torpedoed and sunk by a German submarine in the Bristol Channel on April 12th, 1918.

LUISA

Dani & C.; 1905; Fredrikstad Mek. Verks.; 1,483 tons; 237-7 X 35-1x19-6; 138 n.h.p.; triple-expansion engines. The Italian ship *Luisa* was reported to have sunk in a collision on February 22nd, 1942, S.W. of Punta del Pizzo.

LUISE LEONHARDT

Leonhardt & Blumberg; 1921; Burntisland S.B. Co.; 3,464 tons; 330 X 48 • 8 x 25 -1; 316 n.h.p.; triple-expansion engines. The German ship *Luise Leonhardt* sailed from Hamburg for Sears-port, Me., but went aground on November 23rd, 1930, at the W. point of Vogelsand, near the Elbe lightship, and broke in two. All the crew of 30 were lost.

LUISIANO

Ditta G. M. Barbageleta; 1917; Collingwood S.B. Co.; 2,552 tons; 255-9x43-6x23-4; 211 n.h.p.; triple-expansion engines. The Italian tanker *Luisiano* was torpedoed and sunk by British aircraft on October 29th, 1942, 20 miles from Navarino.

LUKKOS

Stoomv. Maats. Atlas (Wambersie & Zoon); 1921; N.V. Schpsb. v/h Wd. A. van Duijvendijk; 1,744 tons; 252x40x17-7; 175 n.h.p.; triple-expansion engines. The Dutch ship *Lukkos*, Capt. Gieseke, left Antwerp on February 14th, 1923, for Tangier, and passed Dungeness on the same day. She was not seen again. The crew numbered 25.

LUKSEFJELL

Olsen & Ugelstad; 1889; J. Laing; 2,007 tons; 273 -5 x 38 -3 X 19 • 2; 170 n.h.p.; triple-expansion engines.
The Norwegian cargo ship *Luksefjell* was torpedoed and sunk by a German submarine in the Bay of Biscay on October 11th, 1918.

LULWORTH HILL

Dorset S.S. Co.; 1940; W. Hamilton & Co.; 7,628; 421-1x 60-4x35-8; 520 n.h.p.; triple-expansion engines. The British steamship *Lulworth Hill*, on a voyage from Mauritius to the Mersey, straggled from convoy on March 14th, 1943, and was torpedoed and sunk by a German submarine on the 19th, about 800 miles E. of Ascension Island. Thirty-seven of her crew and six gunners were lost, one member of the crew was taken prisoner and two survivors were picked up from a raft by a British warship on May 7th.

LUMME

Argo Reederei Richard Adler & Co.; 1928; Frerichswerft A.G.; 1,730 tons; 275-5x42-2x15-5; 242 n.h.p.; triple-expansion engines & L.P. turbine.
The German steamship *Lumme* was bombed and sunk by British aircraft on October 12th, 1944, off Kirkenes.

LUNA

Wachsmuth & Krogmann; 1885; Germania Werft; 846 tons; 182-4x31-9x18-5.
The German barque *Luna* was wrecked on the Brissons, near the Longships lighthouse, Lands End, on March 1st, 1903, with the loss of all on board.

LUNA

Stockholms Rederiaktieb. Svea; 1905; Fredrikstads Mek. Verksted; 1,005 tons; 216-5x32-7x13-9; 126 n.h.p.; triple-expansion engines.
The Swedish cargo ship *Luna* struck a mine and sank in the Baltic on December 6th, 1914.

LUPO

Italian Navy, torpedo boat; 1937; Quarnaro; 679 tons; 267 x 26x7-7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., two 13 mm.A.A., 4T.T.
The torpedo boat *Lupo* was brought to action in the Bocche di Kerkennah by British destroyers on December 2nd, 1942. After a brief engagement the *Lupo* was sunk by gunfire. The vessel carried a complement of about 100.

LURIGETHAN

Mountain S.S. Co.; 1916; Rotterdam Dry Dock; 3,564 tons; 361-6x50-1x21-8; 310 n.h.p.; 10-5 knits; triple-expansion engines.
The steamship *Lurigethan*, Capt. M. Kennedy, was bombed and set on fire by German aircraft on January 23rd, 1941, in convoy about 250 miles W. of Aran Island, Galway Bay. The burning wreck floated for two days but sank before salvage operations could be commenced. Sixteen men were killed. Capt. Kennedy was among the survivors.

LUSHAN MARU

ToaKaiunK.K.; 1920; Uraga Dock Co.; 2,531 tons; 284-5x 42-6x23; 303 n.h.p.; triple-expansion engines. The steamship *Lushan (Lusyan) Maru* was bombed and sunk by U.S. land-based aircraft on February 5th, 1944, about 125 miles E. of Hong Kong.

LUSITANIA

Elder, Dempster & Co.; 1871; Laird Bros.; 3,912 tons; 379-9X41-3x35-2; 638 n.h.p.; triple-expansion engines. The British cargo ship *Lusitania* was wrecked on June 26th, 1901, three miles north of Cape Ballard, N.F.L., while on a voyage from Liverpool to Montreal carrying passengers and a general cargo.

LUSITANIA

Empresa Nacional de Navegacao; 1906; Sir R. Dixon & Co.; 5,537 tons; 420-6x51-2x19-9; 752 n.h.p.; 15 knots; triple-expansion engines.
The Portuguese liner *Lusitania* was one of the largest and most important ships of Portugal's mercantile marine. On April 8th, 1911, the liner left Mozambique for Lisbon with nearly 800 persons on board, of whom some 200 were European passengers 450 indentured natives travelling to the cocoa plantations of Sao Thome, and the remainder crew. Just before midnight on Tuesday, April 18th, when rounding the Cape of Good Hope to come into Table Bay the *Lusitania* struck on the Bellows Rocks. Visibility was poor but the sea was calm and it was possible to launch the boats without difficulty. Three of the boats reached shore close to Cape Point. Other personnel were taken off the ship by H.M.S. *Forte* and the tug *Scotsman*.

One of the boats capsized and the Third Officer and three passengers were drowned. The *Lusitania* remained fast on the rocks for four days when she was washed off by the swell and sank in deep water.

LUSITANIA

CunardS.S.Co.; 1907; J. Brown & Co.; 30,396 tons; 762-2X 87-8x56-6; 68,000 i.h.p.; 25-85 knots; turbine engines. On the outbreak of the First World War the *Lusitania* continued to maintain the service between Liverpool and New York, without incident until the spring of 1915, completing five round trips in all. On May 1st of that year there appeared in the New York newspapers an ominous advertisement, couched in the form of an official statement. It was remarked upon at the time that this advertisement was inserted at very short notice, for the *Lusitania* was scheduled to sail from New York on the same morning.

The advertisement ran as follows:—

'Travellers intending to embark for an Atlantic voyage are reminded that a state of war exists between Germany and her allies and Great Britain and her allies; that the zone of war includes the water adjacent to the British Isles, that in accordance with the formal notice given by the Imperial German Government, vessels flying the flag of Great Britain or any of her allies are liable to destruction in those waters; and that travellers sailing in the war-zone in ships of Great Britain and/or any of her Allies do so at their own risk.'

IMPERIAL GERMAN EMBASSY
WASHINGTON, D.C.,

April 22nd, 1915

Despite this warning, the total number on board when the ship left New York was 1,959, of whom 1,257 were passengers and 702 crew, the commander being Capt. W. J. Turner. The voyage across the Atlantic was uneventful but on approaching the Irish coast the captain was warned by wireless of the presence of German submarines. For some time the entrance to St. George's Channel had been a cause of much anxiety to the British Admiralty, for the patrols available were weak and scattered. In the week of the *Lusitania*'s crossing one ship was attacked and three others sunk in this area, and reports of submarines lying off the coast were too frequent and top detailed to permit of the danger being taken lightly. Instructions wireless to ship-masters were to avoid headlands and steer a mid-channel course. The first warning reached the *Lusitania* on the 5th and she was again warned on the 6th and 7th. On approaching St. George's Channel double look-outs were posted and speed reduced to 18 knots so that the vessel should not arrive at the Mersey Bar before the tide permitted her to cross. At 12.40 p.m. on the 7th she altered course and closed Brow Head in order to fix her position. Soon afterwards another warning was received stating that submarines had been sighted 20 miles off Coningbeg. Captain Turner thereupon decided to keep inshore until a last warning, reporting that submarines had been sighted south of Cape Clear, 30 miles astern, caused him to believe that the danger was now past and he returned to his former course.

At 2.15 p.m., when the *Lusitania* was about ten miles south of the Old Head of Kinsale, she was struck by a torpedo between the third and fourth funnels. A second and less violent explosion, which may have occurred in the boiler room, came shortly after. The turbines stopped immediately and the ship continued under way until she sank, which together with an increasing list to star-

board considerably hindered the launching of the boats. At 2.26 p.m. the *Lusitania* foundered, having remained afloat for less than 15 minutes from the time of being torpedoed.

Of those on board no fewer than 1,198 were drowned, including 291 women, 94 children and 124 American citizens. Altogether 761 persons, including Capt. Turner were saved, either by the ship's boats or by the trawler *Bluebell*, which arrived in time to rescue many from the water.

The submarine which fired the torpedo was the *U-20*, commanded by Capt.-Lt. Schwieger, who entered in his log that he discharged one torpedo. This record must be set against that of several witnesses on the *Lusitania* who asserted that two torpedoes were fired, and it can only be assumed that the second explosion occurred within the ship.

The reactions throughout the world on receipt of the news of the torpedoing of the *Lusitania* were profoundly damaging to the German cause, and it did much to alienate the sympathy of neutral nations, as well as to arouse a resentment in the United States which undoubtedly influenced that nation to enter the war on the side of the Allies at a later date.

LUTECE

A. Lemoine et Fils; 1893; S. P. Austin & Son; 1,346 tons; 247 x 35 • 3 x 15 • 1; 171 n.h.p.; triple-expansion engines. The French steamship *Lutece* was torpedoed and sunk by a German submarine in the Bristol Channel on February 3rd, 1918.

LUTFI DJELIL

Turkish Navy, turret ironclad; 1870 (circa); 2,700 tons; 235x38x17-8; 3,000 i.h.p.; 12 knots; steam engines, twin screws; two 9 in. m.l.r. guns, two 5 in. m.l.r., 1 smaller. The Turkish ironclad *Lutfi Djelil*, Capt. Kezim Bey, was one of a group of four vessels of the same design serving in the Turkish navy prior to the outbreak of the Russo-Turkish War of 1877-78. On May 11th, 1877, the ironclad, a three-masted vessel, put out from the Turkish fortress of Matchin on the Danube escorted by two gunboats. She took up a position behind a wooded island which screened all but her topmasts from the Russian shore batteries, the intention being that she should bombard the town of Braila on the following morning.

The Russians, however, detected her masts and opened fire with light artillery which was not effective at long range. Two heavy 8 in. guns were then brought up and began firing at their highest angle. One shell penetrated the Turkish warship's deck and exploded in her magazine, blowing her up with the loss of nearly all the 200 officers and men on board.

The Russians took the Turks by surprise and Capt. Kezim Bey, who was ashore at the time, was not able to regain his ship before she blew up.

LUTJEHORN

Hansegesellschaft Aschpurwis & Veltjens; 1883; T. & W. Smith; 1,953 tons; 276x36-7x21-2; 180 n.h.p.; triple-expansion engines.

The German steamship *Lutjehorn* struck a mine and sank on January 4th, 1945, in the Cadet Channel.

LUTZOW

German Navy, battle cruiser; 1915; Schichau; 26,600 tons; 689x95x27-5; 70,000 i.h.p.; 29 knots; turbine engines; eight 12 in. guns, twelve 6 in., twelve 24 pdr., 5 T.T. The Lutzow, the newest and most formidable of the German battle cruisers, was the flagship of Vice-Admiral von Hipper, commanding the German Scouting Force at the battle of Jutland, May 31st, 1916, and was commanded by Capt. Harder.

The *Lutzow* became engaged at 3.45 in the afternoon with the *Lion* and *Princess Royal*, leading ships of the British line, and was badly mauled. During the second phase of the action, between 6 p.m. and 7 p.m. she was torpedoed by the destroyer *Acasta*, Lt. Cdr. J. O. Barrow, and was heavily on fire from the salvoes of the British battle cruisers. As darkness set in she became unmanageable, and early on the morning of June 1st it was decided to abandon her, and her crew were taken off without further loss.

The full story of the Battle of Jutland will be found under the battle cruiser *Invincible*.

LUTZOW

German Navy, pocket battleship; 1933; Deutsche Werke; 10,000 tons; 609-5x67-5x21-5; 54,000 h.p.; 26 knots; six 11 in. guns, eight 5-9 in., six 4-1 in.A.A., eight 3pdr., 10 m.g., 8 T.T., 2 aircraft.

The German pocket battleship *Lutzow*, formerly the *Deutschland*, was the first of a famous trio of warships with all-welded hulls. The amount of weight saved by dispensing with rivets was 550 tons per ship. The other vessels of this class were the *Admiral Graf Spee* and the *Admiral Scheer* (which see), and they were the fastest capital ships of their day other than battle cruisers. It was hoped that they would achieve great things as commerce raiders in the event of war.

The *Lutzow* was given her new name in November, 1939, when she returned from a rather barren raid into the N.W. Atlantic, having captured two merchantmen of a total tonnage of 7,000. On her return to home waters the pocket battleship was assigned the duty of escorting the German invading forces which landed in Oslo in April, 1940. She was torpedoed and badly damaged by the British submarine *Spearfish* when returning to Kiel on the 10th, and did not come back into commission for many months. On June 13th, 1941, when off Norway, and about to break out into the Atlantic on a second raiding expedition, she was attacked by British torpedo bombers and badly damaged for a second time. She was repaired, but ill-luck still dogged her, for on July 3rd, 1942, when taking part in large-scale operations against a British convoy, she ran aground near Narvik. She was refloated, but from that time remained in the Baltic or off the Atlantic coast of Norway.

Towards the end of the war, April 16th, 1945, she was lying at Swinemunde, where she had become a target for persistent attacks by British bombers. She was so damaged as to be no longer seaworthy and had to be scuttled.

LUVSEE

W.Schuchmann; 1898; R. Craggs & Sons; 2,373 tons; 298.5 x 43-3x20-3; 245 n.h.p.; triple-expansion engines. The German steamship *Luvsee* was torpedoed and sunk by a British submarine on September 23rd, 1941, six miles off the Dalmatian coast.

LUX

M. Lennard & Sons; 1888; Sir W. G. Armstrong, Mitchell & Co.; 1,635 tons; 250x35-1x24-1; 150 h.p.; triple-expansion engines.

The British tanker *Lux* caught fire and sank near the island of Negropoint in November, 1891, while carrying petroleum on a voyage from Batoum to Antwerp. The captain and 15 of the crew died; there were six survivors.

LUX

Lux Navigation Co.; 1893; Forges et Chantiers de la Mediterranee; 2,621 tons; 281-5x39-9x27-1; 298 n.h.p.; 11 knots; triple-expansion engines.

The tanker *Lux*, with a crew of 29, left New York on January 20th, 1917, for Calais, and was never seen again.

She was considered to have been sunk by enemy action.

LUX

Cie. de Vapeurs Francais; 1893; Forg. et Chant, de la Mediterranee; 2,621 tons; 281-5x39-9x27-1; 298 n.h.p.; triple-expansion engines.

The French passenger steamship *Lux*, Capt. Boju, left Marseilles for Oran on March 15th, 1920, and was never heard of again. She had a crew of 75 and 46 passengers and a general cargo.

As soon as the steamship became overdue the tug *Fulton* was sent from Toulon to make a search, in which an airship from the aerodrome at Aubagne also joined. After ten days the tug returned, having picked up a lifeboat and some wreckage from the vessel off the Balearic Islands. The airship made no discoveries and the search was abandoned.

LUZON MARU

Japanese Government; 1905; Schiffswerft v. Henry Koch; 1,679 tons; 260-8x37-2x16-1; 175 n.h.p.; triple-expansion engines.

The steamship *Luzon Maru* was formerly the Philippine *Luzon*, seized by the Japanese. On March 1st, 1945, she was sunk by U.S. carrier-based aircraft off the north Ryukyu Islands.

LY-EE-MOON

Australasian Steam Navigation Co.; 1859; Thames Ironworks Co.; 1,202 tons; 282-4x27-3x16-6; 160 n.h.p.; compound inverted engines.

The *Ly-ee-Moon* was originally built as a paddle steamship and converted to screw propulsion in 1874.

On Saturday, May 29th, 1886, the *Ly-ee-Moon* left Melbourne for Sydney. At about 9 o'clock on the following evening the ship was off Green Cape, the night being clear and the lighthouse light distinctly visible. Capt. A. Webber, in command, was making his first run with the ship and was unfamiliar with the coast, as was the third officer who was on watch. The captain had gone below leaving instructions that he was to be called as soon as Green Cape light was near. Shortly after this the ship crashed on the rocks at the foot of the cape.

There was a heavy sea running and it was impossible to launch the boats. An attempt to get the ship off the rocks by reversing the engines proved unsuccessful. Within ten minutes the *Ly-ee-Moon* broke in two, the fore part drifting shorewards and eventually swinging round to face the after part. The forward portion contained the saloon and the foremast, and the helpless passengers endeavoured to find security in the rigging, but the mast snapped and most of them were flung into the sea. A number of seamen managed to reach shore and from there to get a line to the vessel. In this they were assisted by the keepers from the lighthouse. Meanwhile the after part, with the steerage passengers and engineers, sank in deep water.

Eighty lives were lost and there were 15 survivors.

LYLEPARK

Denholm Line Steamers; 1929; Scoffs Shipbuilding & Engineering Co.; 5,186 tons; 407-3x53-3x28-5; 534 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Lylepark*, Capt. Charles S. Low, was intercepted by an enemy raider N.W. of Mossamedes, Angola, on June 11th, 1942, and sunk by gunfire. Thirty-six men were killed and three wounded. Capt. Low was among the survivors. The *Lylepark* was not in convoy.

LYMINGE

Constants (South Wales); 1918; Wood, Skinner & Co.; 1,757 tons; 260-4x37-7x16-4; 270 n.h.p.; triple-expansion engines. The British cargo ship *Lyminge* was wrecked on Ebal Rock, Gurnard Head, six miles north of Penzance, on September 19th, 1931. She was on a voyage from Cardiff to Oporto carrying a cargo of coal.

LYNBURN

Stainburn Steamship Co.; 1917; R. Williamson & Son; 587 tons; 165-7x26-6x11; 87r.h.p.; 9 knots; triple-expansion engines. The steamship *Lynburn* was mined and sunk half a mile S.E. of North Arklow lightship on August 29th, 1917. Eight men were killed. The captain was among the survivors.

LYNDIANE

De Chanaud & Cie.; 1883; J. L. Thompson & Sons; 1,564 tons; 259-8x36x18-6; 240 n.h.p.; triple-expansion engines.

The French steamship *Lyndiane* was torpedoed and sunk by a German submarine in the Bay of Biscay on July 16th, 1918.

LYNX

British Navy, destroyer; 1912; London & Glasgow Shipbuilding Co.; 950 tons; 266x27x9; 25,000 s.h.p.; 32 knots; turbine engines.

The destroyer *Lynx*, Cdr. J. F. H. Cole, was serving in North Scottish waters during the First World War when she struck a mine and sank off the Moray Firth on August 9th, 1915. Of her complement about 70 officers and ratings, including Cdr. Cole, were

drowned. The survivors numbered four officers and 22 ratings. The mines had been sown by the German raider *Meteor* (which see).

LYONNAIS

Franco-American Co.; 1856; Lairds; 1,070 tons; 200x34x—; 12 knots; compound engines.

The iron screw steamship *Lyonnais* left New York on November 1st, 1856, for Havre, under command of Capt. De Vaix, and had on board 146 persons, of whom 39 were cabin passengers, and a large number in the steerage. On the night of Sunday, the 2nd, the ship was about 50 miles S.E. of the Nantucket lightship, when she collided with the barque *Adriatic*.

The *Lyonnais* was making 11 knots under steam and sail and was struck on the starboard side amidships, being seriously holed below the waterline. The ship managed to steam for about ten minutes, after which the engine room was flooded. The collision occurred at 11 p.m. and the vessel remained afloat till 3 o'clock on the following afternoon when it was decided to abandon her. A raft had been constructed in the meantime to carry 40 persons. Two of the boats had been smashed in the collision but four remained, and all the passengers and crew were taken off without mishap.

The weather now became stormy and in the opinion of the second officer, who was one of the survivors, it was impossible for the raft to have remained long afloat. The boats separated in a fog next day, only one, with 16 occupants, being picked up by the German barque *Elise*, Capt. Nordenbolott, after drifting for six days.

The total loss was 130 persons, including Capt. De Vaix. The action of the captain of the *Adriatic* in standing on his course after the collision was open to censure. His excuse was that the night was very dark and that having sustained little damage, himself he concluded that the steamship, which still continued under way, was also slightly damaged.

LYONS MARU

Nippon Yusen K.K.; 1920; Yokohama Dock Co.; 7,017 tons; 445x58x34; 632 n.h.p.; triple-expansion engines. The steamship *Lyons Maru* was bombed and sunk by U.S. land-based aircraft on January 17th, 1944, off the north west coast of New Guinea.

LYRA

C. T. Gogstad & Co.; 1917; Akties. Moss Va>rft; 1,141 tons; 237-6x36-3x16-6; 97 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Lyra* was torpedoed and sunk by a German submarine in the North Sea on November 4th, 1917.

LYSAKER

B. Stolt-Nielsen; 1899; W. Gray & Co.; 2,013 tons; 275X 41-6x17-7; 206 n.h.p.; triple-expansion engines. The Norwegian cargo ship *Lysaker* struck a mine and sank in the Arctic on July 6th, 1915.

LYSAKER III

L. Lorentzen; 1923; Swan, Hunter & Wigham Richardson; 1,167 tons; 235-4x36x14; 160 n.h.p.; triple-expansion engines. The Norwegian ship *Lysaker III* was carrying ore from Rekefjord, near Egersund, which she left on February 28th, 1936, to Rotterdam. A lifeboat was seen on March 13th, but there was no other trace of the ship.

LYSEFJORD

A/S D/S Lysefjord (K. Olsen); 1915; Stavanger Stoberi & Dok; 1,091 tons; 237-5x33-1x15-2; 149 n.h.p.; triple-expansion engines.

The Norwegian steamship *Lysefjord* was torpedoed and sunk by a German submarine on April 1st, 1943, between Tampa and Tela, Honduras.

M 15

British Navy monitor; 1915; W. Gray & Co.; 540 tons; 170x31x6; 500 h.p.; 12 knots; triple-expansion engines; one 9-2 in gun, one 3 in.A.A., 2 m.g.

The monitor *M 15* was engaged in the bombardment of Turkish positions off the coast near Gaza at the time when the British army under Gen. Allenby was nearing the city. On November 11th, 1917, the Allied warships withdrew to the anchorage at Deir-el-Belah as their services to the army were not required for the time being. The anchorage, which was crowded with shipping, was protected by a torpedo net, the entrances at either end being patrolled by trawlers. On the night of the 11th the *UC-38*, Lt. Hans Wendlandt, evaded the patrol and sank the *M 15* and the destroyer *Staunch*.

M 21

British Navy monitor; 1915; Sir R. Dixon & Co.; 540 tons; 170x31x6; 640 b.h.p.; 12 knots; oil engines; one 7.5 in. gun, one 3 in.A.A., one 12 pdr., 2 m.g.

The monitor *M 21* was mined and sunk off Ostend on October 20th, 1918. The vessel carried a complement of about 90 officers and men.

M 25

British Navy monitor; 1915; Sir R. Dixon & Co.; 540 tons; 170x31x6; 640 b.h.p.; 12 knots; oil engines; one 7.5 in. gun, one 3 in.A.A., one 12 pdr., 2 m.g.

The monitor *M 25* was operating on the Dvina River, North Russia, against the Bolsheviks, in company with the monitor *M 27*. On September 17th, 1919, both vessels were sunk by the enemy. Each carried a complement of about 90 officers and men.

M 27

British Navy monitor; 1915; Sir R. Dixon & Co.; 540 tons; 170x31x6; 640 b.h.p.; 12 knots; oil engines; one 4-7 in. gun, two 3 in.A.A., two 2 pdr., 2 m.g.

The monitor *M 27*, in company with the *M 25*, was operating on the Dvina River, North Russia, against the Bolsheviks. On September 17th, 1919, both vessels were sunk by the enemy. Each carried a complement of about 90 officers and men.

M 28

British Navy monitor; 1915; Sir R. Dixon & Co.; 570 tons; 170x31x6; 640 b.h.p.; 12 knots; oil engines; one 9-2 in. gun, 3 smaller.

The Monitor *M 28*, Lt. Cdr. Donald P. Macgregor, was lying in Kusa Bay, Imbros, in company with the monitor *Raglan*, 6,150 tons, two 14 in. guns, Cdr. Viscount Broome, on the morning of January 20th, 1918, when the German light cruiser *Breslau*, followed later by the battle cruiser *Goeben*, made an attack on the anchorage. Both monitors were sunk and the *M 28* caught fire and blew up with a loss of three officers and eight ratings from her complement of 82.

The full story of the action is told under the *Raglan*.

M 30

British Navy monitor; 1915; Workman Clark & Co.; 535 tons; 170x31x6-7; 400 h.p.; 10 knots; triple-expansion engines; Yarrow boilers; two 6 in. guns, one 6pdr.A.A., 2 m.g.

The monitor *M 30*, Lt. Cdr. E. L. B. Lockyer, was engaged in the bombardment of Turkish batteries in the neighbourhood of Cape Aspro, Gulf of Smyrna, during May, 1916. On the night of the 13th-14th the monitor was hit in the engine room by gunfire from shore batteries and caught fire.

About 50 of the crew, including wounded, were taken off by the armed motor yacht *California* and the monitor sank shortly afterwards.

M. C. HOLM

P. Brown; 1894; Richardson, Duck & Co.; 2,458 tons; 290x42x17-4; 219 n.h.p.; triple-expansion engines.

The Danish steamship *M. C. Holm* struck a mine and sank in the North Sea on December 31st, 1914.

M. F. ELLIOTT

Standard Oil Co. of New Jersey; 1921; Moore Shipbuilding Co.; 6,940 tons; 425-8x57x33-1; 3,200 Lh.p.; 10-5 knots; triple-expansion engines.

The American tanker *M. F. Elliott*, Capt. Harold I. Cook, left Newport News in ballast on May 20th, 1942, in convoy as far as the Florida Keys, whence she sailed for Caripito, Venezuela, without escort. At about 3.50 on the afternoon of June 3rd, 150 miles N.W. of Trinidad, she was struck on the starboard side aft by a torpedo from a German submarine. She took a heavy list to starboard and sank by the head in six minutes. Of her crew of 38 with seven naval gunners, 13 men of the crew were lost. Capt. Cook was among the survivors.

M. G. ZALINSKI

U.S. Government; 1919; 2,616 tons.

The army transport *M. G. Zalinski* struck a rock and sank on September 29th, 1946, on Pitt Island in the Grenville Channel south of Prince Rupert. She was on a voyage from Seattle to Whittier in Alaska.

M. T. CICERONE

S. A. Armatrice Carboni; 1920; Furness S.B. Co.; 6,521 tons; 412-4x55-6x34-4; 678 n.h.p.; turbine engines. The Italian ship

M. T. Cicerone went ashore on February 6th, 1927, at the entrance to Ponta Delgada. She was on a voyage from Philadelphia to Savona with a cargo of coal.

MAAS

Naam. Venn. Houtvaart; 1914; A. Vuijk & Zonen; 1,234 tons; 236-6x36-3x15-8; 151 n.h.p.; triple-expansion engines.

The Dutch steamship *Maas* was bound from Tunis to Rotterdam. On July 24th, 1916, when nearing the end of her voyage, she struck a mine laid by the German minelaying submarine *UC-1*. She sank two miles east of the North Hinder lightship with the loss of ten lives.

MAAS

Naam. Venn. Houtvaart; 1920; A. Vuijk & Zonen; 1,966 tons; 281'5x40-3x19-1; 225 n.h.p.; triple-expansion engines.

The Dutch steamship *Maas* was torpedoed and sunk by a German submarine on September 11th, 1940, 350 miles west of Inisshtrahull on a voyage from Sunderland to Rimouski. Only two of her crew survived.

MABEL BAIRD

J. W. Baird & Co.; 1901; Soc. Anon. J. Cockerill; 2,500 tons; 289-1x45-3x21-9; 233 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Mabel Baird* was torpedoed and sunk by a German submarine four miles W.S.W. of the Lizard on December 22nd, 1917. Five men were killed. The captain was among the survivors.

MABELLA

A/S Mabella (Karl Bruusgaard); 1926; F. Schichau; 1,515 tons; 261-7x40-1x15-6; 142 n.h.p.; triple-expansion engines.

The Norwegian steamship *Mabella* was torpedoed, shelled and sunk by a Japanese submarine on March 13th, 1942, about 150 miles N.E. of Madras on a voyage from Colombo to Calcutta. Six of her crew were lost.

MABRITON

R. Chapman & Son; 1920; W. Doxford & Sons; 6,694 tons; 412-6x55-5x34-4; 596 n.h.p.; triple-expansion engines.

The British steamship *Mabriton*, on a voyage from the Tyne to Montreal, was torpedoed and sunk by a German submarine at 1.30 a.m. on September 25th, 1940, about 900 miles W. of the Hebrides. Twelve of her crew were lost.

MACAO

1912; Flensburger Schiffs. Gesellschaft; 3,557 tons; 364-3x51x22; 318 n.h.p.; triple-expansion engines.

The German steamship *Palatia* was requisitioned by the Brazilian Government and renamed *Macao*. Subsequently she was torpedoed and sunk by a German submarine in the Atlantic on October 18th, 1917.

MACASSAR MARU

MACASSAR MARU

Nanyo Kaiun K.K.; 1920; *Mitsubishi Zosen Kaisha*; 4,026 tons; 345 x 50 x 29; 342 n.h.p.; triple-expansion engines. The steamship *Macassar Maru* was torpedoed and sunk by the U.S. submarine *Aspro* on October 7th, 1944, 50 miles south west of Vigan, Philippines.

McCAWLEY

U.S. Navy; 1928; *Furness S.B. Co.*; 7,712 tons; 465x63-9x 28-5; 8,000h.p.; oilengines. The motorship *McCawley*, serving as a transport, was torpedoed and sunk by a Japanese submarine on June 30th, 1943, after having landed troops at Rendova, New Georgia. Several of the crew were lost.

McCULLOCH

United States Navy, revenue cutter; 1898; *United States*; 1,280 tons; 219 X 33 X 15; single screw; 6 light guns. The United States revenue cutter *McCulloch* was lost by collision in the Pacific in October 1917.

McDOWELL

United States War Shipping Administration; 1943; *Sun S.B. & Dry Dock Co.*; 10,195 tons; 504x68-2x39-2; turbo-electric engines. The tanker *McDowell* was torpedoed and sunk by a German submarine on December 16th, 1943, on a voyage from New York to Aruba.

MACEDONIA

Anchor Line (Henderson Bros.); 1864; *Malcolmson & Co.*; 2,273 tons; 315x34x24-2; 486h.p.; compound inverted engines. The British iron cargo ship *Macedonia* was wrecked on May 30th, 1881, on the Mull of Kintyre while on a voyage from New York to the Clyde with cattle and a general cargo.

MACEDONIA

Hellenic Coast Lines Co.; 1898; *Bath Iron Works*; 1,839 tons; 262-5x35-6x20-1; 294 n.h.p.; triple-expansion engines. The Greek steamship *Macedonia* was bombed and sunk by German aircraft on April 23rd, 1941, in the Gulf of Corinth, during the invasion of Greece.

MACEDONIA

G. Bock & Co.; 1922; *Schiffs.-u. Docksbauwerke Flender*; 2,875 tons; 337-8x48-5x19; 262 n.h.p.; triple-expansion engines. The German steamship *Macedonia* was torpedoed and sunk by a British submarine on December 13th, 1942, off Susa.

MACEDONIER

Cie. Maritime Beige (Lloyd Royal) Soc. Anon.; 1921; *Lloyd Royal Beige (Gt. Britain)*; 5,227 tons; 400-5x52-3x28-7; 567n.h.p.; triple-expansion engines. The Belgian steamship *Macedonier* was torpedoed and sunk by a German submarine on December 12th, 1940, on a voyage from Halifax to the Tees.

MACEIO

79/0; *Bremer Vulcan*; 3,739 tons; 351x50-2x23-8; 222n.h.p.; triple-expansion engines. The German steamship *Santa Anna* was requisitioned by the Brazilian Government and renamed *Maceio*. Subsequently she was torpedoed and sunk by a German submarine off the N.W. coast of Spain on August 3rd, 1918.

MACLEAY

North Coast S.N. Co.; 1883; *Forrest & Son*; 398 tons; 155 x 25-3x10-7; 60r.h.p.; compound engines. The Australian coasting steamship *Macleay* with crew and passengers numbering 17 all told, foundered near Boondelbah Island, off Port Stephens, N.S.W., on October 11th, 1911. Fifteen persons were drowned.

MACORIS

Luigi Ohio; 1884; *Tyne I.S.B. Co.*; 2,052 tons; 287x37x22; 191 n.h.p.; compound engines. The ex-Dominican ship *Macoris* under the Italian flag was on her way from Piraeus to Venice to be broken up, but she foundered when 50 miles off Crete on the night of January 4th/5th, 1924.

MADALI

Les Cargos Algeriens Soc. Anon.; 1911; *Akt. Ges. Neptun*; 3,014 tons; 337 • 1 x 48 • 2 x 29 - 2; 309 n.h.p.; triple-expansion The French steamship *Madali*, under German control, was shelled and sunk by British warships on September 27th, 1943, off the north coast of France.

MADAME RENEE

T.G. Beatley & Son; 1904; *PorsgrundMek. Verksted*; 509 tons; 160 • 7 x 27 • 7 X 77; 52 r.h.p.; compound engines. The British ship *Madame Renee* was torpedoed and sunk by a German submarine one mile N.N.E. of Scarborough on August 10th, 1918. Ten lives were lost.

MADDALENA ODERO

Navigazione Odero Soc. Anon.; 1921; *N. Odero fu A. & Co.*; 5,479 tons; 394-4x51-7x27-2; turbine engines. The Italian steamship *Maddalena Odero* was torpedoed by a British submarine on August 17th, 1941, and bombed and sunk the following morning off Lampedusa.

MADDOX

United States Navy, destroyer; 1919; *Bethlehem S.B. Corp.*; 1,060 tons; 314-5x30-5x8-5; 25,000h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in.A.A., 12 T.T. The United States destroyer *Maddox*, Lt. Cdr. Sarsfield, was on anti-submarine patrol off Licata, Sicily, at the time of the American army landing on the island on July 10th, 1943. Just after daylight a German bomber dropped a bomb which exploded under her propellers, blowing up the after magazine and blowing away the stern. The *Maddox* rolled over and sank immediately, going down with Lt. Cdr. Sarsfield and nearly all her crew.

MADEIRA

Elder, Dempster & Co.; 1884; *Barclay, Curie & Co.*; 1,773 tons; 300 x 36 • 2 x 19 • 9; 221 n.h.p.; compound engines. The British cargo ship *Madeira* foundered 35 miles west of Ushant on November 17th, 1914, while carrying a general cargo from the west coast of Africa to Liverpool.

MADEIRA

7597; *ReiherstiegSchiffs.&Masch.*; 4,792 tons; 376-6x46-3x 27-3; 300n.h.p.; quadruple-expansion engines. The German steamship *Petropolis* was requisitioned by the Portuguese Government and renamed *Madeira*. Subsequently she was torpedoed and sunk by a submarine in the Mediterranean on October 7th, 1918.

MADELEINE

Ant. Dom. Bordes & Fils; 1902; *Chantier & Ateliers de St. Nazaire*; 2,709 tons; 282-8x44-1x22-7. The French sailing vessel *Madeleine* was sunk by a German submarine in the Atlantic on July 31st, 1917.

MADLINE

Pym, Bell & Co.; 1874; *Withy, Alexander & Co.*; 1,310 tons; 238-1x31'8x19-4; 130 h.p.; compound engines. The British cargo ship *Madeline* was wrecked on Storgrund Reef on October 24th, 1891, when carrying a cargo of deals from Munksund to London.

MADIANA

Quebec S.S. Co.; 1876; *R. Napier & Sons*; 3,080 tons; 344-8 x 39-4x21-1; 383 n.h.p.; triple-expansion engines. The Canadian steamship *Madiana* was wrecked off Bermuda on February 10th, 1903. She was carrying passengers from New York to Kingston, Jamaica.

MADIMBA

Compagnie de Nav. Africaine; 1919; Teikoku Stm. Shipyard; 2,013 tons; 270x39x21-7; 144 n.h.p.; triple-expansion engines. The Belgian ship *Madimba* was involved in a collision with the Belgian s.s. *Italier* and sank near the Ruytingen lightship on March 5th, 1921. She was on a voyage from Antwerp to Matadi. There were no survivors of the 43 crew.

MADRAS MARU

Nanyo Kaiun K.K.; 1919; Mitsubishi Zosen Kaisha; 3,802 tons; 345 X 50x29; 380 n.h.p.; triple-expansion engines. The steamship *Madras Maru* was torpedoed and sunk by the U.S. submarine *Barb* on May 31st, 1944, off the Kurile Islands.

MADRID

Hamburg-Sudamerika Dampfs. Ges.; 1922; Vulcan Werke; 8,777 tons; 439-5x56-7x27-4; 642n.h.p.; triple-expansion engines.

The German steamship *Madrid* was bombed and sunk by British aircraft on December 9th, 1941, at Ymuiden.

MADRUGADA

Gravenhorst & Co.; 1917; McEachern Shpyd Co.; 1,613 tons; 229-4x48x18-8; 137n.h.p.; auxiliary oil engines. The American auxiliary sailing ship *Madrugada* was sunk by a German submarine in the Western Atlantic on August 15th, 1918.

MADURA

Furness, Withy & Co.; 1873; Richardson, Duck & Co.; 2,324 tons; 309 X 36 • 1 X19 - 7; 242 n.h.p.; triple-expansion engines. The British cargo ship *Madura* foundered in 43 °N., 32° W., on November 28th, 1895, while carrying a cargo of salt from Hamburg to Port Royal.

MAEBASHI MARU

Nanyo Kaiun K.K.; 1921; Yokohama Dock Co.; 7,005 tons; 445 x58x 34; 632 n.h.p.; triple-expansion engines. The steamship *Maebashi (Maebasi) Mam* was torpedoed and sunk by the U.S. submarine *Pogy* on September 30th, 1943, S.W. of the Caroline Islands.

MAEDA

Andromeda Cia. Nav. S.A. (A. Lusi); 1921; W. Dobson & Co.; 4,877 tons; 369 x 52 X—; triple-expansion engines. The Costa Rican ship *Maeda* was on a voyage from Rio de Janeiro to Rotterdam with iron ore when she was involved in a collision with the Norwegian tanker *Salsaa*s and sank in a fog on July 16th, 1956, in 51° 50'N., 11°E.

MAGALLANES

S.A. Comm. Braun & Blanchard; 1909; A. Rodger & Co.; 1,880 tons; 270x37-4x18-7; 236n.h.p.; triple-expansion engines.

The Chilean ship *Magallanes* was wrecked on May 1st, 1938, at Huafo, Chile.

MAGANE MARU

Japanese Navy; 3,120 tons. The steamship *Magane Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On January 23rd, 1944, she was torpedoed and sunk by the U.S. submarine *Snook* about 300 miles S. of Yokohama.

MAGDA

H.A. Meyer; 1905; R. Duncan & Co.; 1,603 tons; 227-7x 35-1x14-5; 125 n.h.p.; triple-expansion engines. The Norwegian steamship *Magda* was torpedoed and sunk by a German submarine in the Bristol Channel on August 18th, 1915.

MAGDALA

Petroleum Maats La Corona (Anglo-Saxon Petroleum Co.); 1931; N.V. C. Van der Giessen & Zonens Schps.; 8,248 tons; 450-9x62x34-1; 714 n.h.p.; oil engines. The Dutch tanker *Magdala* left Reykjavik on January 15th, 1945, for Manchester in ballast, but was not seen again.

MAGDALENA

Smith, Hogg & Co.; 1923; Craig, Taylor & Co.; 3,118 ton; 325 x 48x22-4; 297 n.h.p.; triple-expansion engines. The British steamship *Magdalena*, on a voyage from St. John's, Nfld., to Liverpool, was torpedoed and sunk by a German submarine on September 18th, 1940, about 600 miles W. of the Hebrides. All her crew of 30 and one gunner were lost.

MAGDAPUR

T.&J.Brocklebank; 1921; Lithgows; 8,641 ton; 473x64x 34-2; 1,147n.h.p.; 13-5 knots; turbine engines. The steamship *Magdapur*; Capt. A. G. Dixon, was mined and sunk about five miles off Aldeburgh, Suffolk, on September 10th, 1939. Two European and four Indian members of the crew were killed, and five Europeans, including Capt. Dixon, and 13 Indians were wounded. The survivors numbering about 80, including 17 British, were taken off by two steamships.

MAGDEBURG

German Navy, light cruiser; 1911; Weser; 4,550 tons; 446 x 43 X16-5; 22,300 i.h.p.; 25-5 knots; turbine engines; Schulz-Thornycroft boilers; twelve 41 in. guns, four 5pr., 4 m.g., 2 T.T.

The German light cruiser *Magdeburg* was one of the early casualties in the First World War. The ship was operating at the entrance to the Gulf of Finland in company with a number of destroyers and torpedo-boats during the last week of August, 1914. This force came into contact with a small Russian squadron, including the cruisers *Bogatyr* and *Pallada*. In the engagement which followed the *Magdeburg* ran aground off the island of Odensholm and became an easy target for the Russians, who swiftly completed her destruction. One prize which fell into their hands was the secret signal code of the German navy, and this the Russians passed on to the British.

The escorting destroyers escaped, some in a badly damaged condition, and eventually arrived at Kiel.

The *Magdeburg* carried a complement of 370, but what proportion of this number was lost in the action is not recorded.

MAGDEBURG

Hamburg-Amerika Linie; 1925; Blohm & Voss; 6,128 tons; 449-4x58-2x26-8; 1,587 n.h.p.; oil engines. The German motorship *Magdeburg* was bombed, and sunk by Allied aircraft on August 13th, 1944, off Royan, France.

MAGELLAN

Messageries Maritimes; 1897; Messageries Maritimes; 6,027 tons; 446-2x50-8x36-1; 417n.h.p.; triple-expansion engines. The French steamship *Magellan* was torpedoed and sunk by a submarine in the Mediterranean on December 11th, 1916.

MAGELLAN

Ant. Dom. Bordes & Fils; 1904; Chantier & Ateliers de St. Nazaire; 6,265 tons; 406-5x50-7x28-3; 534n.h.p.; triple-expansion engines.

The French steamship *Magellan* was torpedoed and sunk by a German submarine in the Atlantic on December 28th, 1917.

MAGGIE

Rich. Peterson; 1915; Akers Mek. Varksted; 1,118 tons; 226'4x36-3x16-6; 127n.h.p.; triple-expansion engines. The Norwegian steamship *Maggie* was torpedoed and sunk by a German submarine off the N.W. coast of Ireland on June 22nd, 1917.

MAGIC

British Navy, fleet minesweeper; 1942; United States; 890 tons; 220-5x32x—; 2,400 b.h.p.; 18 knots; oil engines; two 3 in. guns, several smaller.

The fleet minesweeper *Magic*, Lt. Cdr. T. P. Davies, R.N.R., was sunk by a "human torpedo" off the coast of Normandy on July 6th, 1944. Three officers and 23 ratings were killed. Lt. Cdr. Davies was among the survivors.

See also *Cato*.

MAGICIAN

MAGICIAN

Charente S.S. Co.; 1925; New Waterway S.B. Co.; 5,105 tons; 394•9x52•5x27•9; 465 n.h.p.; triple-expansion engines. The British cargo ship *Magician* was wrecked at Craig Ewen Point, two miles N. of Peterhead on April 14th, 1944. She was on a voyage from Trinidad to London carrying a general cargo.

MAGNE

Stockholms Rederi. Svea; 1912; Helsingor Jernskibs & Maskin; 1,226 tons; 246-9x37-1x14; 169 n.h.p.; triple-expansion engines.

The Swedish steamship *Magne* was torpedoed and sunk by a German submarine on Marciv 14th, 1945, on a voyage from Dundee to London. Ten of her crew were killed.

MAGNHILD

M. Clausen; 1898; Fevigs Jernskibsbyg.; 1,136 tons; 216-4x31-9x20-7; 106 n.h.p.; triple-expansion engines.

The Norwegian ship *Magnhild*, Capt. T. Velde, was under charter to the Newfoundland—Canada S.S. Co. when she went ashore on June 6th, 1936, at Mistaken Point about seven miles W. of Cape Race. She sank in the heavy seas. She was on her way from St. Pierre, Miq. to St. John's, Nfld., with coal, cattle and general cargo.

MAGNUS

Det Forenede D/S; 1906; Sunder land S.B. Co.; 1,339 tons; 240X36-5x16-7; 145 n.h.p.; triple-expansion engines. The Danish steamship *Magnus* struck a mine and sank on December 9th, 1939, 40 miles E.N.E. of Peterhead. There was only one survivor.

MAGPIE

British Navy, steam gunboat; 236 tons; 60 n.h.p.; steam engine; one 68pr. gun, one 32pr. The gunboat *Magpie*, Lt. G. R. Bell, was wrecked in Galway Bay on April 3rd, 1864. The loss of life is not known.

MAHAN

United States Navy, destroyer; 1935; United Dry Docks Co.; 1,500 tons; 341-2x34-7x9-9; 42,800s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, several smaller, 12 T.T.

The destroyer *Mahan* was bombed and sunk by Japanese aircraft in Ormoc Bay, Leyte Island, Philippines, on December 7th, 1944. The vessel carried a complement of over 250.

MAHENGE

Cie. Maritime Congolaise; 1944; California S.B. Corp.; 7,647 tons; 439•1x62•1x34•5; turbine engines.

The Belgian ship *Mahenge* was on a voyage from Antwerp to Matadi when, on June 30th, 1952, in a fog off Alderney, she was involved in a collision with the *Granville* and sank.

MAHRATTA

T. & J. Brocklebank; 1892; Harland & Wolff; 5,730 tons; 446x49-2x30; 429 n.h.p.; triple-expansion engines. The British cargo ship *Mahratta* was wrecked on the Goodwins on April 19th, 1909. She was on a voyage from Calcutta to London and Dundee carrying a general cargo.

MAHRATTA

British Navy, destroyer; 1941; British Isles; 1,920 tons; 354X37x10; 48,000s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; six 4•7 in. guns, one 3 in. A.A., 4 T.T. The destroyer *Mahratta*, Lt. Cdr. E. A. F. Drought, D.S.C., was torpedoed and sunk by a German submarine in the Barentz Sea while escorting a convoy to North Russia on February 25th, 1944. Eleven officers, including Lt. Cdr. Drought, and 209 ratings were killed.

MAHUKONA

Navebras Soc. Anon. (De Carvalho); 1919; Gt. Lakes Eng. Works; 2,512 tons; 253-4x43-7x24-5; 210n.h.p.; triple-expansion engines.

On a voyage from New York to Rio de Janeiro with a cargo of coal, the Brazilian ship *Mahukona* was reported to be in distress on

March 15th, 1941, and was abandoned by her crew. Naval ships searched for her but apart from some wreckage nothing was found of the ship or her crew.

MAID OF KENT

Southern Railway; 1925; W. Denny & Bros.; 2,693 tons; 329-5x45-1x17-1; 21-5 knots; turbine engines. The steamship *Maid of Kent*, Capt. Addenbrooke, was serving as a hospital ship during the evacuation of the British army from France in May, 1940. On the 21st, when in Dieppe harbour, the vessel was bombed and sunk by German dive-bombers. Forty-three lives were lost. Capt. Addenbrooke was among the survivors.

MAID OF ORLEANS

Southern Railway; 1918; W. Denny & Bros.; 2,386 tons; 341-1x42-1x16; 24 knots; turbine engines. The steamship *Maid of Orleans*, Capt. C. M. Masters, was serving as an auxiliary transport during the invasion of Normandy. On June 28th, 1944, the vessel embarked a number of troops from the Normandy beaches and set course for the Isle of Wight. During the crossing she was torpedoed and sunk by a German submarine with the loss of five killed. Capt. Masters was among the survivors.

MAID OF SPETSAL

Byron S.S. Co.; 1921; J. I. Thornycroft & Co.; 1,511 tons; 240-5x36-2x16-4; 176 n.h.p.; triple-expansion engines. The British cargo ship *Maid of Spetsal* sank after a collision 43 miles W. of the Casquets on January 26th, 1924. She was on a voyage from the Tyne, via London, to Piraeus and Constantinople carrying a general cargo and coal.

MAIDAG

R. Peter son; 1916; P. Ph. Stuhr's Mask. & Skibs.; 1,235 tons; 238•9X36•3X13•5; 83 n.h.p.; triple-expansion engines. The Norwegian steamship *Maidag* was torpedoed and sunk by a German submarine on December 15th, 1917.

MAIDAN

T. & J. Brocklebank; 1912; W. Hamilton & Co.; 8,205 tons; 500X58-2X32-7; 747n.h.p.; quadruple-expansion engines. The British cargo ship *Maidan* was wrecked on Rocky Island, near St. John's Island in the Red Sea, on June 10th, 1923. She was carrying a general cargo from Calcutta to the United Kingdom.

MAIDAN

T. & J. Brocklebank; 1925; C. Connell & Co.; 7,908 tons; 470X62-2X32-4; 1,047n.h.p.; 12 knots; turbine engines. The steamship *Maidan*, Capt. C. L. Miller, was a unit of what has become known as the *Jervis Bay* convoy. The ship was sunk in the North Atlantic by the German pocket battleship *Admiral Scheer* on November 5th, 1940. The whole of the crew of 19 Europeans, including a naval gunner, and 71 Indians went down with the vessel. The full story of the action is told under the auxiliary cruiser *Jervis Bay*.

MAIDEN CREEK

Waterman Steamship Corp.; 1919; American International S.B. Corp.; 5,731 tons; 390x54-2x27-6; 2,500i.h.p.; 10-5 knots; turbine engines.

The American steamship *Maiden Creek*, Capt. G. R. Cook, foundered on December 31st, 1942, on a voyage from Botwood, Nfld. to New York. Twenty men were drowned and 16 injured. Capt. Cook was among the survivors picked up on January 3rd about 80 miles S.E. of Long Island.

MAIDEN CREEK

Waterman Steamship Corp.; 1943; Gulf Shipbuilding Corp.; 6,165 tons; 445x63x31-2; 16 knots; turbine engines. The American steamship *Maiden Creek*, Capt. Oscar Pedersen, was the second ship of that name to be lost by the Waterman Steamship Corp. in the Second World War. On March 17th, 1944, she was torpedoed and sunk by an enemy submarine off South-Western Sardinia. Six men were killed and five wounded. Capt. Pedersen was among the survivors.

MAIKAZE

Japanese Navy, destroyer; 1941; Japan; 2, 200 tons; 415x35x—; 34 knots; turbine engines; six 5 in. guns., eight 25 mm.A.A. 15 T.T.

The destroyer *Maikaze* was one of the vessels lost in the defence of the naval base of Truk in the Carolines Group. The fighting extended over three days, February 16th-18th, 1944, and was between mainly U.S. carrier-borne aircraft and Japanese warships. The *Maikaze* was damaged by gunfire and sunk by bombs on the 17th. She carried a complement of over 200.

For further details see the light cruiser *Agano*,

MAIKOP

U.S.S.R.; 1929; Nicolaieff State S.B. Yard; 1,846 ton; 250-9x37-4x20-7; 315 n.h.p.; oil engines. The Russian motorship *Maikop* was bombed and sunk by Japanese aircraft on December 26th, 1941, off the Gulf of Davao, Min-dano Islands, Philippines.

MADLLE

French Navy, destroyer; 1931; Penhoet, St. Nazaire; 2,441 tons; 424-2x39x15-7; 64,000 s.h.p.; 36 knots; turbine engines; Penhoet boilers; five 5-5 in. guns, four 27 mm., 6 T.T. The destroyer *Maille Breze*, Capt. Glotin, caught fire while lying off Greenock on April 30th, 1940. All efforts to subdue the flames were unavailing and later the destroyer blew up and sank. She carried a complement of ten officers and 230 ratings, of whom 28 ratings lost their lives.

MAIMOA

Shaw Savill & Albion Co.; 1920; Palmers' Co.; 10,123 tons; 473-9x63x31-2; 1,039 n.h.p.; 14 knots; quadruple-expansion engines.

The liner *Maimoa*, Capt. H. S. Cox, was intercepted and sunk by the German raider *Pinguin* on November 20th, 1940, in the Indian Ocean, approximately 1,000 miles W. of Fremantle, Western Australia. There were no casualties but those on board were taken prisoner by the raider.

MAIN

Main Colliery Co.; 1904; Mackie & Thomson; 715 tons; 195x29x11-6; 140 n.h.p.; 9 knots; triple-expansion engines. The collier *Main* was intercepted by a German submarine one and a half miles E. of Drummore, Luce Bay, Wigtownshire, on October 9th, 1917. The submarine opened fire from the surface and sank the vessel by gunfire. Twelve men were killed. The captain was among the survivors.

MAINDY HILL

M.Taylor; 1911; Osbourne, Graham & Co.; 1,918; 279-5 x 41-8x18-3; 188 n.h.p.; triple-expansion engines. The collier *Maindy Hill* was requisitioned by the Admiralty early in the Second World War. On March 9th, 1940, she was sunk in collision off Hartlepool.

MAINDY KEEP

D. R. Llewellyn, Merrett & Price; 1921; Rennie, Ritchie & Newport S.B. Co.; 973 tons; 207-5x33-6x13-5; 106n.h.p.; triple-expansion engines.

The British cargo ship *Maindy Keep* foundered in lat. 48° 45' N., long. 4° 55' W., on August 18th, 1924, while on a voyage from Swansea to Bordeaux carrying a cargo of coal.

MAINE

United States Navy, 2nd class battleship; 1890; New York Navy Yard; 6,682 tons; 324x57x21-5; 9,293 i.h.p.; 17-45 knots; triple-expansion engines; four 10 in. guns, six 6 in., seven 6 pdr., four 1 pdr., 4 m.g., 4T.T.

The United States ship *Maine* was a small 2nd class battleship carrying four 10 in. guns in two turrets arranged 'en echelon' and built out on sponsons, the forward turret being on the starboard side and the after turret on the port side. In October, 1897, she formed part of the U.S. North Atlantic Squadron. The relationship between Spain and the United States was at that time somewhat

strained owing to the insurrection in Cuba, and on October 8th the *Maine* was detached from the squadron and sent to Port Royal, South Carolina, to await further orders.

During the next three months an attempt was made by the diplomats on both sides to relax the tension, but apart from this the feeling among the populace of both countries still ran very high. In January, 1898, there was rioting at Havana, Cuba, directed against those who desired autonomy for the island and, by implication, the United States residents. No overt act occurred, however, and with a view to sobering the more fiery spirits the government at Washington suggested a friendly exchange of visits, thus enabling it to send a warship to the spot without arousing hostile feelings. It was arranged for the Spanish armoured cruiser *Viscaya* to proceed to New York and the *Maine* to proceed to Havana.

On January 25th the U.S. battleship dropped anchor off Morro Castle, Havana, and swung, innocently enough, so as to be able to bring her guns to bear on the shore batteries with very little difficulty. Outwardly everything was calm, but the visit was not desired by the Spanish authorities, and the Americans, for their part, were taking no chances. The usual formal calls were exchanged and then the ship's company settled down to a lengthy stay. For three weeks the *Maine* lay at anchor, during which time things appeared to be improving.

The ship was under command of Capt. Charles Dwight Sigsbee and carried 22 officers and 328 men. On the evening of February 15th the captain was writing letters in his cabin when the vessel was rent by a tremendous explosion. The lights failed immediately and the captain groped his way on deck to find that the forward magazine had exploded and blown the whole of the bow portion of the ship into the air. The crew's quarters were there and as the men had turned in only half-an-hour before, the loss of life was appalling. The survivors gathered aft on the quarter-deck and were quickly taken off by the boats of the Spanish cruiser *Alfonso XII* and the American ship *City of Washington*, Capt. Sigsbee being carried to the latter vessel.

Meanwhile the *Maine* was subsiding into a mass of blazing wreckage. A roll-call established that two officers and 250 men had been killed or drowned. Eight badly injured men were landed at Havana and died soon afterwards, making a total loss of 260 lives. Many of the survivors were injured, but most of the officers escaped owing to the explosion having occurred in the men's quarters forward.

Capt. Sigsbee was quick to perceive what might eventuate when the news was given out, and in his first report, made shortly after the explosion, he urged that "... public opinion should be suspended until further report". This sound advice was of little avail in the excited state of mind of the American people.

Separate Courts of Inquiry were set up by the governments of Spain and the United States. The Spanish commission considered that the explosion was caused internally, and published its findings to that effect. The U.S. commission reported as follows:—

1. That the U.S. battleship *Maine* arrived in the harbour of Havana, Cuba, on the 25th day of January, 1898, and was taken to buoy No. 4, in from five to six fathoms of water by the regular Government pilot.

The U.S. Consul-General at Havana had notified the authorities at that place, the previous evening, of the intended arrival of the *Maine*.

2. The state of discipline on board the *Maine* was excellent, and all orders and regulations in regard to the care and safety of the ship were strictly carried out.... On the night of the destruction of the *Maine* everything had been reported secure for the night at 8 p.m. by reliable persons, through the proper authorities, to the commanding officer. At the time the *Maine* was destroyed the ship was quiet, and, therefore, least liable to accident caused by movements from those on board.

3. The destruction of the *Maine* occurred at 9.40 p.m. on the 15th day of February, 1898, in the harbour of Havana, Cuba, she being at the time moored to the same buoy to which she had been taken upon her arrival. There were two explosions of a distinctly different character, with a very short but distinct interval between them, and the forward part of the ship was lifted to a marked degree at the time of the first explosion. The first explosion was more in the nature of a report like that of a gun, while the second explosion was more open, prolonged, and of greater volume. This second explosion was, in the opinion of the court, caused by

the partial explosion of two or more of the forward magazines of the *Maine*.

4. The evidence bearing upon this, being principally obtained from divers, did not enable the court to form a definite conclusion as to the condition of the wreck, although it was established that the after part of the ship was practically intact, and sank in that condition a very few minutes after the destruction of the forward part.

5. . . . In the opinion of the court this effect could have been produced only by the explosion of a mine situated under the bottom of the ship at about frame 18 and somewhat on the port side of the ship.

6. The court finds that the loss of the *Maine* on the occasion named was not in any respect due to fault or negligence on the part of any of the officers or members of the crew of the said vessel.

7. In the opinion of the court the *Maine* was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of the forward magazines.

8. The court has been unable to obtain evidence fixing the responsibility for the destruction of the *Maine* upon any person or persons.

There can be no doubt that the disaster to the U.S.S. *Maine* brought about the American-Spanish War of 1898. Intense public feeling was manifested in North America arising from a conviction that the Spaniards had deliberately mined the vessel.

In 1909 it was decided to raise the wreck of the *Maine* as it was a danger to navigation and a hindrance to the growing port of Havana. The United States appointed Major Ferguson, U.S. Engineers, as expert investigator. From his survey it appears as though the plates of the ship had been blown inwards from some outside explosive force. Major Ferguson reported therefore that the findings of the original U.S. Court of Inquiry were substantially correct. The ship was eventually brought to the surface in June, 1911.

MAINZ

German Navy, light cruiser; 1909; Vulkan Co.; 4,350 tons; 426x46x17-7; 20,000 i.h.p.; 27-2 knots; turbine engines; Schuh-Thornycroft boilers; twelve 4-1 in. guns, four 5pr. 4m.g.; 2 T.T.

On the morning of August 28th, 1914, the German light cruiser *Mainz* was lying off the Ems, when she was ordered to stand by for the Heligoland Bight. The British had commenced a sweep of the German light forces in that area, but the *Mainz* was not released from her guard duty until 9 a.m. She then steamed at full speed on an easterly course and later, in obedience to an order to go to the assistance of the *Sralsund*, she turned N.E. running into the British 1st Flotilla. The destroyers went in chase and after about 20 minutes the *Mainz* changed her course 16 points, as she had sighted the 1st Light Cruiser Squadron under Commodore Goodenough. There was an exchange of salvos but no hits were scored and the *Mainz* was saved for a few minutes by running into the mist. At her re-appearance she sighted the light cruiser *Fearless* and the 1st Division of the 1st Flotilla, upon which she immediately opened fire with telling effect. The destroyers *Laurel*, *Liberty* and *Laertes* were all hit and badly damaged, having 49 killed and wounded.

The 1st Light Cruiser Squadron now appeared and these ships began to fire at a range of under 6,000 yards with great accuracy. In a short time the *Mainz* was a shambles and burning fiercely. She was finally torpedoed by the destroyer *Lydiard* and at 1.8 p.m. she turned over and sank. Of her complement of 437 officers and men 89 were killed and 60 wounded. The destroyer *Lurcher* took on board 346 survivors and the cruiser *Liverpool* picked up two officers.

A more detailed account of the battle may be seen under the *Kohn*, flagship of the German squadron, which was also sunk.

MAIORESE

John Glynn & Son; 1875; Bowdler, Chaffer & Co.; 1,739 tons; 272•6x33•4x22•9; 202 n.h.p.; compound engines. The British cargo ship *Maiorese* foundered after striking North Stack Rocks, Holyhead, on May 23rd, 1913. She was on a voyage from Liverpool to Genoa carrying a general cargo.

MAIPU

Cia. Arg. de Nav. Dodero; 1951; N.V. Konink. Maats. "De Schelde"; 11,515 tons; 490-4x64 -2x35 oil engines. Carrying 107 passengers and general cargo from Buenos Aires to Hamburg, the Argentine ship *Maipu* was in collision with the *General M.L. Hersey* during a fog at the mouth of the River Weser on November 4th, 1951. She sank in about 80 feet.

MAITAI

Union S.S. Co. of New Zealand; 1892; C. S. Swan & Hunter; 3,393 tons; 345 x42-2x25-1; 722 n.h.p.; triple-expansion engines. The British cargo ship *Maitai* was wrecked at Raratonga on December 25th, 1916, while on a voyage from San Francisco to Wellington.

MAITLAND

Newcastle & Hunter River Steamship Co.; 1870; McCulloch & Co.; 880 tons; 231-5x27-1x12-6; 401 n.h.p.; 10 knots; compound engines.

The paddle steamship *Maitland* left Sydney for Newcastle, N.S.W., at 11 o'clock on the night of May 5th, 1898, with a crew of 33 and 30 passengers. The weather was very rough and once outside Sydney Heads the ship encountered the full force of the gale. A heavy deck cargo of machinery broke adrift and began to cause serious damage, the vessel took water and it was decided to put back to Sydney, about 19 miles distant.

The engines were kept going until the water gained upon the pumps and the engine room was flooded. Just before daybreak the *Maitland* crashed upon the rocks off Barrenjoey Lighthouse, near Broken Bay and heavy seas broke her in two. The bow was partly under water and passengers and crew who were on that portion of the wreck were swept away and drowned. In all 21 persons were lost, including the first officer.

MAITLAND

I.Scheja; 1882; Earle's Co.; 1,557 tons; 267x34-1x18-1; 134 n.h.p.; compound engines.

On February 3rd, 1926, the Swedish ship *Maitland*, carrying wood-pulp from Oslo to Ridham Dock, was involved in a collision and sank in the Thames Estuary, five miles S. of Cross Sand.

MAJA

Rederi Aktieb. Tertia; 1883; S. P. Austin & Sons; 1,420 tons; 245x36-1x17-6; 169 n.h.p.; compound engines. The Swedish steamship *Maja* was torpedoed and sunk by a German submarine in the Irish Channel on October 11th, 1918.

MAJA

AID John Millars Eftf.; 1883; C. S. Swan & Hunter; 1,297 tons; 245-2x34-1x17-3; 118 n.h.p.; triple-expansion engines. The Swedish ship *Maja*, carrying coal from Hartlepool to Kopmanholmen, ran ashore and sank on July 4th, 1936, outside Trysunda.

MAJA

Lauritzen; 1923; Ostseewerft Schiffb. & Maschin A.G.; 2,203 tons; 263-5x41-1x16-9; 243 n.h.p.; triple-expansion engines.

The Danish steamship *Maja*, under German control, struck a mine and sank on January 31st, 1941, off the River Elbe.

MAJA

Anglo-Saxon Petroleum Co.; 1931; C. van der Giessen; 8,181 tons; 451 x62-1x34; 4,200 b.h.p.; 12-5 knots; oil engines. The tanker *Maja*, Capt. W. C. Robinson, was torpedoed and sunk by a German submarine on January 15th, 1945, about 30 miles S.W. of the Isle of Man. Seventeen of her crew and eight gunners were killed. Capt. Robinson was among the survivors.

MAJESTIC

British Navy, 1st class battleship; 1895; Portsmouth Dockyard; 14,900 tons; 413x75x30; 12,000 i.h.p.; 17-9 knots; triple-expansion engines; four 12 in. guns, twelve 6 in., sixteen 12pr., twelve 3pr., 2 m.g., 5 T.T.

At the outbreak of the First World War the battleship *Majestic* was a unit of the 7th Battle Squadron, forming part of the Channel

Fleet. Later she was employed in escorting the first Canadian contingent to England. On February 1st, 1915, she sailed for the Dardanelles, arriving on the 25th, a few days after the first bombardment of the forts had taken place.

The *Majestic* had an official complement of 757 officers and men, commanded by Capt. H. F. G. Talbot. On May 26th she lay at anchor off Cape Helles, opposite 'W Beach, with her torpedo nets spread and surrounded by a number of transports. At 6.45 on the following morning her lookouts descried a periscope at a distance of some 400 yards and at once opened fire. The submarine was manoeuvred with great skill, however, and finding a clear run for her torpedo between the anchored merchantmen, hit the *Majestic* with two torpedoes. The battleship capsized and sank in seven minutes.

About 40 men were killed. Capt. Talbot was among the survivors.

The *U-21*, which made the attack, was commanded by Lt. Cdr. Hersing.

During the Dardanelles offensive the following battleships were lost:—

<i>Messudieh</i>	Turkish	10,000 tons	December 3th,	1914	submarine
<i>Bouvet</i>	French	12,205	March 18 th	1915	mine
<i>Irresistible</i>	British	15,500	" "	" "	" "
<i>Ocean</i>	"	12,950	" "	" "	" "
<i>Goliath</i>	"	12,950	May 13 th	" "	submari
<i>Triumph</i>	"	11,985	" 25 th	" "	" "
<i>Majestic</i>	"	14,900	" 27 th	" "	" "
<i>Harredin Barbarosse</i>	Turkish	9,900	August 8 th	" "	" "

MAJESTIC

Cosens & Co.; 1901; *A.&J.Inglis*; 408 tons; 215-5x27-1x8-9; 226 n.h.p.; 15 knots; triple-expansion engines.

The paddle steamship *Majestic* was taken over by the Admiralty during the First World War for service as an auxiliary patrol vessel. On July 28th, 1916, she sprang a leak and sank near Oran without loss of life.

MAJORWHEELER

Baltimore-Insular Line; 1918; *Hanlon D.D. & S.B. Co.*; 3,431 tons; 305 x 46x24-5; 1,633 i.h.p.; 11 knots; triple-expansion engines.

The American steamship *Major Wheeler*, Capt. Frank Losey, was torpedoed and sunk by a German submarine in the South Atlantic on February 10th, 1942. Thirty men, including Capt. Losey, were killed. The vessel was not in convoy.

MAJORKA

K.Brugsgaard; 1882; *R.Duncan & Co.*; 1,684 tons; 259-5x38-2x23-1.

The Norwegian sailing ship *Majorka* was torpedoed and sunk by a German submarine off the north coast of Scotland on August 14th, 1917.

MAJU

Killick & Martin; 1874; *Brown*; 953 tons; 201-5x32-1x21-2. The new iron clipper ship *Maju* of London, Capt. J. Smith, was wrecked off the Hebrides on October 20th, 1874, with the loss of all on board. She was a few days out of Dundee on her maiden voyage to China.

MAKALLA

T. & J. Brocklebank; 1918; *R. Duncan & Co.*; 6,677 tons; 445x58-2x31-2; 701 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Makalla*, Capt. A. S. Bain, was in convoy in the Pentland Firth on August 23rd, 1940, when she was bombed and sunk by German aircraft. There were twelve killed and seventeen wounded, including Capt. Bain.

MAKIGUMO

Japanese Navy, destroyer; 1941; *Japan*; 2,200 tons; 415 x35x—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm.A.A., 15 T.T.

The destroyer *Makigumo* struck a mine and sank off Guadalcanal on February 1st, 1943. She carried a complement of over 200.

MAKINAMI

Japanese Navy, destroyer; 1941; *Japan*; 2,200 tons; 415x35x—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm.A.A., 15 T.T.

The destroyers *Makinami* and *Onami*, both of 2,200 tons, and the *Yugiri* of 1,700 tons, with several others were patrolling S. of New Ireland on the night of November 25th, 1943, when they ran into four U.S. destroyers engaged upon the same duty. The three above-mentioned destroyers were sunk and the remainder retired from the action. The locality in which the fight took place was between Buka and Cape St. George. No American ship was lost or damaged.

The *Makinami* and *Onami* carried complements of over 200 apiece and the normal complement of the *Yugiri* was 197.

MAKKAVEI

M.&J. Rosenstein Bros.; 1900; *Sir W. G. Armstrong, Whitworth & Co.*; 1,727 tons; 260-5x36-1x19-8; 202 n.h.p.; triple-expansion engines.

The Russian steamship *Makkavei* struck a mine and sank in the Black Sea in April, 1915.

MAKKIFALBAUMS

German Government; 1912; *Irvine's S.B. & D.D. Co.*; 1,913 tons; 279x40-1x18-5; 175 n.h.p.; triple-expansion engines.

The steamship *Makki Faulbaums* was formerly Latvian, seized by the Germans. On February 11th, 1944, she was torpedoed and sunk by a British submarine about 24 miles N.W. of Namsos, Norway.

MALABAR

Burns, Philp & Co.; 1925; *Barclay, Curie & Co.*; 4,512 tons;

350-9x48-7x22-7; 625 n.h.p.; oil engines. The British motorship *Malabar* was wrecked seven miles S. of Port Jackson, N.S.W., on April 2nd, 1931. She was on a voyage from Melbourne, via Sydney, to Singapore carrying passengers and a general cargo.

MALABAR

T. & J. Brocklebank; 1938; *W. Hamilton & Co.*; 7,976 tons;

475-8x62-7x32-3; 1,035 n.h.p.; 12 knots; turbine engines. The steamship *Malabar*, Capt. H. H. Armstrong, O.B.E., was bound for London in convoy with a general cargo when she was torpedoed by a German submarine 60 miles W.N.W. of the Bishop Rock, Stilly Isles, on October 29th, 1939. The attack took place at 3 a.m. without warning, the torpedo striking the ship on the starboard side and exploding in the engine room. The crew numbered 75, of whom five were killed and two wounded. The survivors, including Capt. Armstrong, took to the boats and were picked up without further loss.

MALACCA MARU

Nippon Yusen K.K.; 1920; *Mitsubishi Zosen Kaisha*; 5,374 tons; 400x54-5x30; 493 n.h.p.; triple-expansion engines. On May 4th, 1939, the Japanese ship *Malacca Maru* went ashore and broke in two near Wood Island. She was on a voyage from Vizagapatam to Osaka.

MALAGA

79/7; *Akers Mek. Vcerks.*; 1,115 tons; 226-4x36-5x15-8; 127 n.h.p.; triple-expansion engines.

The Norwegian ship *Alix*, owned by A. Salvesen, was seized by Spanish insurgents in 1937 and renamed *Malaga*. She struck a rock and sank on May 31st, 1938, at Cabo de Quejo.

MALAKOFF

Soc. Aux. des Chargeurs Francais; 1903; *Northumberland S.B. Co.*; 4,597 tons; 360x47-9x20-2; 357 n.h.p.; triple-expansion engines.

On a voyage from Antwerp to Madagascar, the French ship *Malakoff/as* wrecked on January 2nd, 1929, near Port Mahon, Minorca Island. The ship sank in seven minutes, dragging down one of the boats with 27 men. The remaining six of the crew in another boat managed to pull clear and were later picked up.

MALANTIC

MALANTIC

C. D. Mallory Corp.; 1929; *Northumberland S.B. Co.*; 3,837 tons; 370-3x51-5x22-6; 298 n.h.p.; quadruple-expansion engines. The American steamship *Malantic* was torpedoed and sunk by a German submarine on March 9th, 1943, on a voyage from New York to Barry. Twenty-five of her crew were lost.

MALAYMARU

Hachiuma Risen K.K.; 4,556 tons. The steamship *Malay Maru* was torpedoed and sunk by the U.S. submarine *Silversides* on January 25th, 1945, W. of the Shichi-to Islands, Japan.

MALAYA

Ty Cameo Sobrino; 1906; *Hawthorn, Leslie & Co.*; 1,527 tons; 230-2x36•2x21-5; 185 n.h.p.; triple-expansion engines. The American ship *Malaya* was on a voyage from Manila to Amoy with a cargo of sugar when she went ashore on April 2nd, 1924, and sank.

MALAYA

Transporte de Minerales S.A.; 1920; *Government Yard*; 2,050 tons; 273-8x39-8x —; triple-expansion engines. The Panamanian ship *Malaya* was on a voyage from Hong Kong to Kobe when the cargo of scrap shifted, and knocked a hole in the ship's side. She sank on October 6th, 1959.

MALAYA II

Ministry of War Transport (United Baltic Corp.); 1921; *Burmeister & Wain*; 8,651 tons; 445-8x60-3x39-1; 987 n.h.p.; 12-5 knots; oil engines. The former Danish steamship *Malaya II*, Capt. V. Kragelund, was torpedoed and sunk by a German submarine in the North Atlantic on June 27th, 1941. Forty-one men, including Capt. Kragelund, were killed.

MALDA

British India Steam Navigation Co.; 1913; *Barclay Curie & Co.*; 7,896 tons; 450x58-2x33-3; 900 n.h.p.; 12-5 knots; triple-expansion engines.

The liner *Malda*, Capt. Charles Davidson, was torpedoed by a German submarine 130 miles W. i S. of the Bishop Rock, Scilly Isles, on August 25th, 1917. The attack took place at 1.40 p.m. in a north-westerly gale, the ship being struck on the port side and the engine-room flooded. She did not sink at once, however, and the submarine surfaced and endeavoured to contact the boats but could not make her demands known owing to the gale.

Capt. Davidson set course for the Scillies but was picked up by a ship in an eastbound convoy and landed at Milford Haven. Meanwhile the first officer's boat found the *Malda* still afloat and stood by in the hope of boarding her next morning, but the submarine again came on the scene and forced the boat to sail away. By morning the *Malda* had foundered.

The boats reached land at various places and it was first reported that seven men had lost their lives, four of them were killed by the explosion, one died from exposure in the boats, and the remaining two were lost overboard. An official report published later, however, gave the number of lives lost as 64.

MALDA

British India Steam Nav. Co.; 1922; *Barclay, Curie & Co.*; 9,066 tons; 465x58-3x33-5; 1,008 n.h.p.; turbine engines. The steamship *Malda*, on a voyage from Calcutta to Colombo, was bombed by Japanese aircraft and sunk by gunfire from Japanese cruisers on April 6th, 1942, off Gopalpore. Twenty-five of her crew were lost.

MALINI

Siam S.N. Co.; 1925; *A/S Naskov Skibsv.*; 1,278 tons; 223-5x35-6x18-2; 245 n.h.p.; oil engines. The Siamese ship *Malini* was sailing from Singapore to Bangkok when there was an explosion and she sank on March 9th, 1939, S.E. of Pulo Tioman.

MALLARD

Bengal Burma S.N. Co.; 1903; *Bow, McLachlan & Co.*; 193 tons; 116x22x8-4; 43 r.h.p.; compound engines. The British tug *Mallard* capsized and sank during a cyclone on October 23rd, 1947. She was lying at anchor at Motirchara, in Muscal Channel, having previously sailed from Chittagong for Cox's Bazar. Her crew of 12 and 50 passengers were lost.

MALLENY

Hughes & Co.; 1868; *T. Royden & Sons*; 1,053 tons; 204-7x34-8x20-9.

The iron sailing ship *Malleny*, bound from Cardiff to Rio de Janeiro with coal, was wrecked on the Tuskar rock, Bristol Channel, on October 15th, 1886. She sank with all hands, about 20 men.

MALMANGER

H. Westfal-Larsen; 1917; *Chester S.B. Co.*; 5,672 tons; 401x54x32-7; turbine engines.

The Norwegian tanker *Malmanger* struck a mine and sank off the S. coast of Ireland on March 22nd, 1917.

MALMANGER

Westfal-Larsen & Co. A/S; 1920; *Sir J. Laing & Sons*; 7,078 tons; 425x57x33-1; 559 n.h.p.; triple-expansion engines. The Norwegian tanker *Malmanger* was torpedoed and sunk by a German submarine on August 9th, 1942, about 750 miles W. of Sierra Leone on a voyage from Trinidad to Pointe Noire with 10,000 tons of fuel oil. Sixteen of her crew were lost.

MALMESBURY

Capper, Alexander & Co.; 1928; *R. Duncan & Co.*; 5,173 tons; 405x52-4x27-5; 510 n.h.p.; triple-expansion engines. The British cargo ship *Malmesbury* was wrecked on Jacob Reef, near St. Helena Bay, on September 9th, 1930, while on a voyage from Barry to Table Bay.

MALMLAND

Axel Brostrom & Son; 1904; *W. Doxford & Sons*; 3,676 tons; 336-6x50-2x22-5; 300 n.h.p.; triple-expansion engines. The Swedish steamship *Malmland* was torpedoed and sunk by a German submarine in the North Sea on August 8th, 1915.

MALOJA

Peninsular & Oriental Steam Navigation Co.; 1911; *Harland & Wolff*; 12,431 tons; 550-4x62-9x34-4; 1164 n.h.p.; 19 knots; quadruple-expansion engines.

The P. & O. liner *Maloja*, Cdre. C. E. Irving, R.N.R., the largest ship in the company's fleet, left London on Saturday, February 26th, 1916, for Bombay with 456 persons, of whom 121 were passengers. On the 27th at about 10.30 a.m. she struck a mine two miles S.W. of Dover Pier and foundered in a very short time, taking with her 155 of those on board. The engines were reversed to take the way off the ship and enable the remaining boats to be lowered, but the engine room flooded and the engines could not be stopped. The *Maloja* therefore continued to go astern for some time at eight or nine knots and with a list of some 75 degrees.

The Canadian liner *Empress of Fort William*, 2,181 tons, Capt. W. D. Shepherd, endeavoured to render assistance, but was herself mined. The crew of this ship escaped without loss.

MALOJA

Swiss Shipping Co.; 1906; *S. P. Austin & Son*; 1,788 tons; 267•7x37•8x17-4; 220 n.h.p.; triple-expansion engines. The Swiss steamship *Maloja* was bombed by German aircraft and then torpedoed and sunk by a submarine on September 7th, 1943, near Ajaccio, Corsica.

MALTA

Cunard Steamship Co.; 1865; *J. & G. Thomson*; 2,244 tons; 303-1x39•3x25; 212 h.p.; compound engines. The British steamship *Malta* was wrecked near Land's End on October 15th, 1889, while carrying a general cargo on a voyage from Liverpool to Venice.

MALTAMARU

Ishihara Sangyo Kaiun Kaisha; 1919; Asano S.B. Co.; 5,500 tons; 400x53-2x29-4; 513n.h.p.; triple-expansion engines.
The steamship *Malta Mam* was torpedoed and sunk by the U.S. submarine *Pogy* on February 10th, 1944, off the east coast of Formosa.

MALTBY

R. Ropner & Co.; 1889; Ropner & Son; 2,834 tons; 314x40-4x20-2; 256n.h.p.; triple-expansion engines. The British cargo ship *Maltby* was wrecked on Black Middens, Tyne, on December 7th, 1899. She was on a voyage from the Tyne to Table Bay carrying a cargo of coal.

MALTBY

Sir R. Ropner & Co.; 1906; Ropner & Son; 3,977 tons; 350x50x25; 358 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Maltby* was torpedoed and sunk by a German submarine ten miles S.W. by S. of Pantellaria on February 26th, 1918. Five men were killed. The captain was among the survivors.

MALVERN

Wilson & Co.; 1858; Sunderland; 428 tons; 128x27-5x17-9.
The barque *Malvern*, on a voyage from Sunderland to Singapore, foundered off the latter port on September 23rd, 1874. All on board were lost.

MALVERNIAN

Ellerman Lines; 1937; W. Gray & Co.; 3,133 tons; 345-6x50-1x20-7; 606n.h.p.; 11-5 knots; turbine engines.
The British steamship *Malvernian* was requisitioned by the Admiralty early in the Second World War for service as an ocean boarding vessel. On July 1st, 1941, in the Bay of Biscay, she was bombed and set on fire by German aircraft. She remained afloat until the 19th when she had to be abandoned by the crew. The captain and 31 others reached Corunna on the 21st July, and 25 landed at Vigo on the 22nd. Another boatload was picked up by German minesweepers. The crew numbered 164 in all.

MALVINA

London & Edinburgh Shipping Co.; 1879; J. & G. Thomson; 1,244 tons; 254-4x31-2x18-3; 381 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Malvina* was torpedoed and sunk by a German submarine one mile N.N.E. of Flamborough Head on August 2nd, 1918. The captain and 13 men were killed.

MAMARI

British Admiralty; 1911; Harland & Wolff; 7,924 tons; 477-5 x 63-1x31-5; 995 n.h.p.; quadruple-expansion engines.
The steamship *Mamari* was taken over by the Admiralty for use as a fleet tender. On June 2nd, 1941, she ran on to a submerged wreck off the Norfolk coast and, while trying to free herself, was torpedoed and sunk by a German motor torpedo boat.

MAMBARE

Burns, Philp & Co.; 1900; Campbeltown S.B. Co.; 1,218 tons; 230 x34-5x17-3; 120 n.h.p.; triple-expansion engines.
The Australian cargo ship *Mambare* was wrecked on Tutuba Island, New Hebrides, on August 30th, 1902, while on a voyage from Walla Island to Malo Pass.

MAMBI

Cia. Cubana de Transporte de Miele; 1883; Oswald Mordaunt & Co.; 1,983 tons; 269x39-5x24-2; 188 n.h.p.; triple-expansion engines.
The Cuban tanker *Mambi* was torpedoed and sunk by a German submarine on May 13th, 1943, between Nuevitas and Antilla. Twenty-three of her crew were lost.

MAMIYA

Japanese Government; 7,000 (approx.).
The steamship *Mamiya* was torpedoed and sunk by a U.S. submarine on December 20th, 1944, 285 miles S. of Hong Kong.

MAMURA

N.V. Petroleum Maats. La Corona; 1932; Wilton; 8,245 tons; 450-8x62x34-1; 714n.h.p.; oilengines.
The Dutch tanker *Mamura*, with a crew of 50 and six gunners, left Houston on February 22nd, 1942, for Halifax and Belfast with 11,500 tons of clean oil. Nothing was heard of the ship until a German broadcast claimed that a tanker answering to her description had been torpedoed and sunk on the 26th, about 200 miles E.N.E. of Cape Canaveral.

MANAAR

T. & J. Brocklebank; 1917; Chas. Connell & Co. & 7,242 tons; 470x58x32-1; 787n.h.p.; 12 knots; turbine engines.
The steamship *Manaar*, Capt. C. Shaw, D.S.C., was torpedoed by a German submarine 65 miles W.N.W. of Cape Roca, Portugal, on September 6th, 1939. The torpedo exploded amidships and the submarine then surfaced and commenced to shell the vessel. Three other submarines also surfaced and joined in the shelling. Meanwhile the crew of the *Manaar* were endeavouring to launch the four port lifeboats, the starboard side being under fire, but the vessel swung round exposing the men to the fire of the submarine. One European and six lascars were killed and four Europeans and three lascars wounded, Mr. T. G. M. Turner, wireless operator, exhibiting great bravery in the saving of a wounded lascar.
The boats managed to get clear without further loss and the *Manaar* was struck by another torpedo which broke her in two. One lifeboat with 23 occupants was picked up by the Italian steamship *Castelbianco* and others by the Dutch steamship *Mars* and the Portuguese steamship *Carvalho Araujo*. Altogether 85 survivors and the body of one of the lascar seamen were landed at Lisbon on the 8th. The *Manaar* was not in convoy.

MANAIA

Northern S.S. Co.; 1898; W. Denny & Bros; 1,159 tons; 220x33-1x13-2; 103n.h.p.; triple-expansion engines.
The New Zealand cargo ship *Manaiia* was wrecked off Slipper Island, Bay of Plenty, on June 10th, 1926, while on a voyage from Tauranga to Auckland.

MANAQUI

Furness, Withy & Co.; 1921; Workman, Clark & Co.; 2,802 tons; 303 x 47 • 2 x 21 • 7; 217 n.h.p.; triple-expansion engines.
The British cargo ship *Manaqi* left Cardiff on February 19th, 1942, on a voyage to Kingston, Jamaica. She called at Belfast Lough and sailed from there on February 23rd. The *Manaqi* fell behind from her position in the convoy on March 3rd, in 35° 20' N., 22° 12' W., and was not seen again. She was probably sunk by enemy action on the 15th. She was carrying a general cargo and had a crew of 35 and six gunners.

MANATAWNY

Madrigal & Co.; 1920; American International S.B. Corp.; 5,030 tons; 390x54-2x27-8; turbine engines.
The Philippine tanker *Manatawny* was bombed and severely damaged by Japanese aircraft at Manila on December 13th, 1941. She sank on January 11th, 1942.

MANAU

Royal Mail Steam Packet Co.; 1892; Sir Ray It on Dixon & Co.; 2,745 tons; 309-6x40-5x17-5; 283n.h.p.; triple-expansion engines.
The British cargo ship *Manau* was wrecked seven miles N. of Bahia on May 21st, 1906. She was on a voyage from Rio de Janeiro to Antwerp and her cargo included ore and rubber.

MANBO MARU

Japanese Government; 1900; Campbeltown S.B. Co.; 1,253 tons; 230x34-5x17-3; 120 n.h.p.; triple-expansion engines.
The steamship *Manho Maru* was formerly the Philippine *Mauban*, seized by the Japanese at Manila. She struck a mine and sank on May 12th, 1945, in the Inland Sea of Japan.

MANCHESTER

MANCHESTER

British Navy cruiser; 1936; Hawthorn, Leslie & Co.; 9,400 tons; 591-5x62-3x20; 75,000s.h.p.; 32 knots; turbine engines; 3-drum boilers; twelve 6 in. guns, eight 4 in., 21 smaller, 6 T.T., 3 aircraft.

The cruiser *Manchester*, Capt. H. Drew, D.S.C., was one of a force of cruisers and destroyers under command of Rear-Admiral H. M. Burrough engaged in escorting a convoy to Malta from August 10th to 12th, 1942. On the 11th, when approaching the Sicilian Channel the ships were subjected to an attack by German dive bombers and torpedo bombers, submarines and torpedo boats. The *Eagle*, one of a squadron of four aircraft carriers, was hit and sunk on this day. The attack continued throughout the night, the cruiser *Cairo* being hit by a torpedo from a U-boat which damaged her so badly that she had to be sunk by the British forces. The *Manchester* was hit and had to be abandoned during the night; she foundered off the Tunisian coast. Twenty-eight officers and 375 ratings landed and were interned by the French authorities. A further three officers and 142 ratings were picked up by British ships. The *Manchester* carried a complement of 700.

In addition to the above ships the destroyer *Foresight* was also lost. The enemy losses were two submarines and 39 aircraft.

See also aircraft carrier *Eagle*.

MANCHESTER BRIGADE

Manchester Liners; 1918; Irvine's S.B. & D.D. Co; 6,042 tons; 418x53-5x33-4; 3,500 i.h.p.; 12-5 knots; triple-expansion engines.

The steamship *Manchester Brigade*, Capt. F. Clough, was in convoy off the coast of Co. Mayo, Ireland, on September 26th, 1940, when she was torpedoed and sunk by a German submarine. The captain and 51 men were killed.

MANCHESTER CITIZEN

Manchester Liners; 1925; Furness S.B. Co.; 5,343 tons; 417-7 x 57x27-7; 691 n.h.p.; 13-5 knots; triple-expansion engines.

The steamship *Manchester Citizen*, Capt. G. S. Swales, was in convoy in the Gulf of Guinea, S.E. of Accra, when she was torpedoed and sunk by a German submarine on July 9th, 1943. Fifteen men were killed. Capt. Swales was among the survivors.

MANCHESTER COMMERCE

Manchester Liners; 1899; Furness Withy & Co.; 5,363 tons; 430-7x48-2x30-8; 541 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Manchester Commerce* ran into a minefield laid by the North German Lloyd liner *Berlin* 20 miles N. ^ E. of Tory Island. She was bound from Manchester to Quebec and sank on October 26th, 1914, with the loss of 14 of her crew, including the captain. Unfortunately owing to the nearby coastguard station not possessing telegraphic communication, it was not possible to circulate the news of the steamship's loss at once. As a result of this the loss of the ship was not known to the Admiralty until after a battle squadron had steamed into the minefield, and on the next day the battleship *Audacious* (which see) was lost in the same area through striking a mine.

MANCHESTER ENTERPRISE

Manchester Liners; 1890; Gourlay Bros. & Co.; 3,878 tons; 360 X 46 x 29; 430 n.h.p.; triple-expansion engines.

The British cargo ship *Manchester Enterprise* foundered in 50° N., 42° W., on November 15th, 1899, while on a voyage from Manchester to Montreal carrying a general cargo.

MANCHESTER MARKET

Manchester Liners; 1902; Furness, Withy & Co.; 4,091 tons; 360'6x48-2x20-2; 374 n.h.p.; triple-expansion engines.

The British cargo ship *Manchester Market* was wrecked on Gipsy Rock, off Tuskar, on April 27th, 1903. She was on a voyage from Manchester to Philadelphia carrying a general cargo.

MANCHESTER MERCHANT

Manchester Liners; 1900; Palmers' Co.; 5,657 tons; 452x 52-2x28-3; 642n.h.p.; triple-expansion engines.

The British cargo ship *Manchester Merchant* was destroyed by fire

in Dingle Bay on January 15th, 1903. She was carrying a cargo which included cotton from New Orleans to Manchester.

MANCHESTER MERCHANT

*Manchester Liners; 1940; Blythswood Shipbuilding Co.; 7,264 tons; 432x57x35-2; 824 n.h.p.; 13*5 knots; turbine engines.*

The steamship *Manchester Merchant*, Capt. F. O. Struss, was torpedoed and sunk by a German submarine on February 25th, 1943, while in convoy in the North Atlantic. Thirty-six men were killed. Capt. Struss was among the survivors.

MANCHESTER MILLER

Manchester Liners; 1903; Northumberland S.B. Co.; 4,2 34 tons; 360x48x20-2; 372 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Manchester Miller* was torpedoed and sunk by a German submarine 190 miles N.W. i N. of Fastnet on June 5th, 1917. Eight men were killed. The captain was among the survivors.

MANCHESTER REGIMENT

Manchester Liners; 1922; Furness Shipbuilding Co.; 5,989 tons; 450-4x58-1x28-3; 5,000 i.h.p.; 13 knots; turbine engines.

The steamship *Manchester Regiment*, Capt. E. W. Raper, with a crew of 74 was in convoy 150 miles S.W. of Cape Race on the night of December 4th, 1939. A vessel in company had just been sunk and the s.s. *Oropesa*, 14,072 tons, was returning to the convoy with 42 survivors when she collided with the *Manchester Regiment*. The latter did not sink at once and Capt. Raper, having transferred 50 of his crew to the *Oropesa*, continued his efforts to save her. The sea was rough with a cross swell and the plight of the liner was serious. A lifeboat was lowered manned by 17 men, including the captain, in order that the latter might confer with his opposite number on the *Oropesa*, but this boat capsized, drowning seven men. This ended the attempt to save the *Manchester Regiment* and she sank soon afterwards.

MANCHU

D. R. Spedding; 1866; Chas. Mallory; 804 tons; 195-4x 37x17; inverted direct-acting engines.

On March 14th, 1874, the wood steamship *Manchu* left Nagasaki for Shanghai. Two days later she ran into a strong wind and rolled heavily; the coal bunkers gave way and the coal choked the engines, so that the ship was helpless. She was abandoned on March 17th. Captain Lowell, the second mate and a Chinese fireman were the only survivors of the 57 persons on board. Mr. Spedding, the registered owner, was among those lost.

MANCHURIA

Metcalfe Simpson & Co.; 1905; W. Gray & Co.; 2,997 tons; 330-9x46-1x21-9; 280n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Manchuria* was torpedoed and sunk by a German submarine 60 miles N.W. of Ushant on October 17th, 1917. The captain, and twenty-five men were killed.

MANDASOR

T. & J. Brocklebank; 1920; W. Hamilton & Co.; 5,0144 tons; 400-1x52-3x28-5; 517 n.h.p.; 13 knots; triple-expansion engines.

The steamship *Mandasor*, Capt. A. Hill, O.B.E., was intercepted and sunk by a German raider some hundreds of miles E. of the Seychelle Islands on January 24th, 1941. Three Europeans and three Indians were killed. The 76 survivors, including 16 Europeans, became prisoners of war. Six Europeans and 14 Indians were wounded. The *Mandasor* was not in convoy.

MANEI MARU

Nitto Kisen K.K.; 5,226 tons.

The tanker *Manei Maru* was torpedoed and sunk by the U.S. submarine *Hardhead* on November 8th, 1944, about 100 miles S.W. of Olongapo, Philippines.

MANFREDO CAMPERIO

Lloyd Triestino; 1925; Cantiere Navale Triestino; 5,463 tons; 407-8x54x29-1; 779n.h.p.; oilengines.

The Italian motorship *Manfredo Camperio* was torpedoed and sunk by a British submarine on August 27th, 1942, off Cape Spada.

MANGARA

Maclay & MacIntyre; 1889; A. Stephen & Sons; 1,821 tons; 260x36'8x16-6; 149 n.h.p.; 9 knots; triple-expansion engines.
The steamship *Mangara* was torpedoed and sunk by a German submarine a quarter of a mile E. of Sizewell Buoy, Aldeburgh, on July 28th, 1915. Eleven men were killed. The captain was among the survivors.

MANGEN

O. F. Ahlmark & Co. Efr. A/B; 1922; Christiansands Mek. Verksted; 1,253 tons; 235-3x36'2x13'4; 127n.h.p.; triple-expansion engines.
The Swedish steamship *Mangen* was torpedoed and sunk by a German submarine on December 21st, 1940, 300 miles W. of Oporto on a voyage from Cardiff to Lisbon with coal. Eight lives were lost.

MANGKAI

Dutch Government; 1915; Flensburger Schiffsbau Ges.; 8,298 tons; 477-9x62-3x32-7; 742 n.h.p.; quadruple-expansion engines.
The steamship *Mangkai* was formerly the German *Scheer*, seized by the Dutch at Macassar on May 10th, 1940. She was shelled and sunk by a German raider thought to be the *Scharnhorst* on March 16th, 1941, about 450 miles W. of Cape Race on a voyage from Glasgow to Hampton Roads.
Nine survivors were reported to be prisoners of war.

MANGKALIHAT

N.V. Nederland Indische Maats. voor Zeevaart II; 1928; J. C. Tecklenborg A.G.; 8,457 tons; 490-7x62-2x32-3; 785 n.h.p.; triple-expansion engines.
The Dutch steamship *MangkaUhat* was formerly the German *Lindenfels*, seized by the Dutch at Sabang on May 10th, 1940. She was torpedoed by a German submarine on August 1st, 1943, about 200 miles E. of Lourengo Marques. She was taken in tow but sank on the 4th. Eighteen of her crew were killed. The *MangkaUhat* had previously been badly damaged by striking a mine on May 4th, 1942, 33 miles from Table Bay.

MANILA MARU

Osaka Shosen K.K.; 1915; Mitsubishi Dockyard & Engineering Works; 9,846 tons; 475x61x38-1; 1 £13 n.h.p.; triple-expansion engines.
The steamship *Manila Maru* was torpedoed and sunk by the U.S. submarine *Mingo* on November 25th, 1944, 120 miles west of Brunei, Borneo.

MANIN

G. Ansaldo & Co.; 1900; N. Odero fu A. & Co.; 2,691 tons; 299-7x40'9x18-2; 221 n.h.p.; triple-expansion engines.
The Italian steamship *Manin* was torpedoed and sunk by a German submarine off the N.W. coast of Spain on October 1st, 1918.

MANIPUR

T. & J. Brocklebank; 1920; Lithgows; 8,652 tons; 473-4x64x34; 1,147 n.h.p.; 13-5 knots; turbine engines.
The steamship *Manipur*, Capt. R. Mallet, O.B.E., was torpedoed and sunk by a German submarine on July 17th, 1940, while in convoy off Cape Wrath. Seven Europeans and seven Indians were killed and four Europeans and one Indian wounded. Capt. Mallet was among the survivors.

MANISTEE

Elders & Fyffes; 1904; Swan Hunter & Wigham Richardson; 3,869 tons; 350-5x46x29-3; 515 n.h.p.; 12 knots; triple-expansion engines.
The steamship *Manistee* was torpedoed and sunk by a German submarine 86 miles W.S.W. of Bishop Rock, Stilly Isles, on June 26th, 1917. Five men were killed. The captain was among the survivors.

MANISTEE

Elders & Fyffes; 1920; Cammell Laird & Co.; 5,360 tons; 400-2x51-1x30-3; 447 n.h.p.; 13-5 knots; triple-expansion engines.
The steamship *Manistee*, Lt. Cdr. E. H. Smith, R.N.R., was taken over by the Admiralty for use as a boarding vessel in the Second World War. She was torpedoed by a German submarine on February 23rd, 1941, and again on the following day about 500 miles south of Iceland. There were no survivors.

MANJU MARU

Yamashita Risen K.K.; 1919; Kawasaki Dockyard Co.; 5,577 tons; 385x51x36; 444 n.h.p.; triple-expansion engines.
The steamship *Manju Maru* was torpedoed and sunk by the U.S. submarine *Par go* on November 29th, 1943, 350 miles W. of the Ladrone Islands.

MANJU MARU

Asahi Sekiyu K.K.; 1921; Kobe Steel Works; 6,515 tons; 420 x 54x32-9; 560 n.h.p.; triple-expansion engines.
The tanker *Manju (Manzyu) Maru* was sunk by U.S. carrier-based aircraft on January 21st, 1945, off Kaohsiung, Formosa.

MANKO MARU

Nichiro Gyogyo K.K.; 1923; Yokohama Dock Co.; 1,503 tons; 250 X 37x19; 126 n.h.p.; triple-expansion engines.
The steamship *Manko Maru* was bombed and sunk by U.S. land-based aircraft on November 2nd, 1943, off New Ireland.

MANKOMARU

Nippon Yusen K.K.; 1935; Yokohama Dock Co.; 4,471 tons; 364-2x50-9x32-5; turbine engines.
The steamship *Manko Maru* was torpedoed and sunk by the U.S. submarine *Parche* on July 31st, 1944, off the west coast of Dalupiri Island, Philippines.

MANNERT L. ABELE

United States Navy, destroyer; 1944; Bath Iron Works Corp.; 2,200 tons; 376-5x40-5x12-5; 60,000s.h.p.; 36 knots; turbine engines; six Sin. guns, twelve 40 mm.A.A., eleven 20 mm.A.A., 10 T.T.
The United States destroyer *Mannert L. Abele*, Lt. Cdr. A. E. Parker, was on a radar picket station some distance from the island of Okinawa, Japan, on April 12th, 1945, when she was attacked by a new type of bomb. This was a baka, a glide-bomb carrying 2,645 pounds of explosive in its warhead and boosted by three rockets. A bomber crashed on the destroyer first, followed by the baka, breaking her keel and propeller shafts and rendering her helpless. The hull broke in several places and the *Mannert L. Abele* sank in five minutes with the loss of 79 officers and men.

MANNINGHAM

Carl Schell; 1880; C. Mitchell & Co.; 1,988 tons; 286-6X36-1x22-4; 198 n.h.p.; compound engines.
The Swedish steamship *Manningham* was sunk by a German submarine in the English Channel on February 21st, 1917.

MANO

Ministry of War Transport (Springwell Shipping Co.); 1925; Helsingors Jernsk. & Mask.; 1,418 tons; 249-5x38-1x15; 150 n.h.p.; triple-expansion engines.
The British cargo ship *Mano* was wrecked on Geirfuglasker, S.W. of Reykjanes, on August 21st, 1944. She was on a voyage from London to Reykjavik carrying a cargo of cement.

MANON

Ministry of War Transport (British India Steam Nav. Co.); 1901; Wigham, Richardson & Co.; 5,597 tons; 428-1 X55-1 X26-9; 494 n.h.p.; quadruple-expansion engines.
The steamship *Manon*, on a voyage from Calcutta to Colombo, was torpedoed and sunk by a Japanese submarine on October 7th, 1942, about 200 miles E.S.E. of Masulipatam. Eight of her crew were lost.

MANORAVON

Griffiths, Lewis & Co.; 1907; Bartram & Sons; 3,711 tons; 346-5x50-8x22-9; 307 n.h.p.; triple-expansion engines. The British cargo ship *Manoravon* was wrecked on Isla de Lobos, Uruguay, on July 5th, 1908, while on a voyage from Barry to Buenos Aires carrying a cargo of coal.

MANRYOMARU

Japanese Government; 1906; Maryland Steel Co.; 1,185 tons; 222 x 33 X 21 • 3; 166 n.h.p.; triple-expansion engines. The steamship *Manryo Mam* was formerly the Philippine *Marion*, seized by the Japanese at Hongkong. She was torpedoed and sunk by a British submarine on October 12th, 1944, off Port Swettenham, Malaya.

MANRYUMARU

Japanese Government; 1920; Bergens Mek. Verksted; 1,624 tons; 244• 5 X 37 • 7 X if5 • 7; 138 n.h.p.; triple-expansion engines. The steamship *Manryu Maru* was formerly the Norwegian *Bordvik*, seized by the Japanese at Sourabaya in January, 1942. She was torpedoed and sunk by the U.S. submarine *Sunfish* on April 16th, 1945, off Kamaishi, Japan.

MANSHU MARU

Nipponkai Risen K.K.; 1912; Kawasaki Dkyd. Co.; 3,054 tons; 324 X 43 X 30; 337 n.h.p.; triple-expansion engines. The steamship *Manshu (Mansyu) Maru* was torpedoed and sunk by the U.S. submarine *Queenfish* on September 9th, 1944, about 100 miles N. of Luzon Island, Philippines.

MANSHU MARU

*Dairen Kisen K.K.; 1921; Uchida S.B. & Eng. Co.; 5,266 tons; * 400 X 54 - 5 x 30; 513 n.h.p.; triple-expansion engines.* The steamship *Manshu (Mansyu) Maru* struck a mine and sank on May 5th, 1945, off Yawata, Japan.

MANTAIMARU

Yamashita Kisen K.K.; 1919; Kawasaki Dkyd. Co.; 5,863 tons; 385 x 57 x 36; 440 n.h.p.; triple-expansion engines. The steamship *Mantai Maru* was torpedoed and sunk by the U.S. submarine *Guardfish* on July 16th, 1944, 75 miles off the north west coast of Luzon Island, Philippines.

MANTIQUEIRA

Lloyd Brasileiro; 1908; Workman, Clark & Co.; 1,696 tons; 276-2x44-9x16-4; 126 n.h.p.; triple-expansion engines. The Brazilian ship *Mantiqueira* was lost on August 9th, 1942, off the Ilha das Araras.

MANTOLA

British India Steam Navigation Co.; 1916; Barclay, Curie & Co.; 8,260 tons; 450-4x58-2x32-7; 900 n.h.p.; 14-5 knots; triple-expansion engines.

The liner *Mantola*, Capt. D. J. Chivas, was a new ship outward bound to India when she was torpedoed by a German submarine 143 miles W.S.W. of Fastnet on February 8th, 1917. The ship was struck on the port side abreast the bridge but did not sink. Capt. Chivas did all he could to save his vessel but she was sinking by the head and had to be abandoned. In launching the boats seven native seamen were drowned, otherwise everyone got away in safety.

The submarine re-appeared when the boats were afloat and commenced to shell the liner but she was disturbed by the arrival of H.M.S. *Laburnum* and submerged and made off. The *Laburnum* picked up the boats and took the *Mantola* in tow but at 11.30 p.m. the tow rope parted and the seas were too rough to permit a second attempt. The liner was therefore left to sink and the survivors were taken to Bantry, where they landed on the following day.

MANUEL CARSI

DustrusyCarsi; 1893; Hall, Russell & Co.; 1,988 tons; 260-3X36 - 2 X16 • 1; 190 n.h.p.; triple-expansion engines. The Spanish ship *Manuel Car si* was wrecked on May 19th, 1921, off Cape Torinana.

MANUEL L. VILLAVERDE

Cia.Trasatlantica; 1882; Lobnitz&Co.; 1,501 tons; 260-5X 31-5x17-4; 250 n.h.p.; compound engines. The Spanish ship *Manuel L. Villaverde* was carrying passengers from Barcelona to Fernando Po when she struck the Yoruba Rock near Cape Palmas and sank on July 12th, 1921.

MANUKA

Union S.S. Co. of New Zealand; 1903; W. Denny & Bros.; 4,534 tons; 368-7x47-2x31-1; 423 n.h.p.; triple-expansion engines.

The New Zealand cargo ship *Manuka* was wrecked on Long Point, between Bluff and Dunedin, on December 16th, 1929. She was on a voyage from Melbourne to Wellington carrying a general cargo.

MANVANTARA

N.V. PetroleumMaats. La Corona; 1931; Nederlandsch Scheepsbouw Maats.; 8,237 tons; 450-8x62x34-1; 714 n.h.p.; oil engines. The Dutch tanker *Manvantara* was bombed and sunk by Japanese aircraft on February 13th, 1942, between Palembang and Batavia.

MANX

A/S Wilhelms Rederi; 1916; Van der Giessen & Zonen; 1,343 tons; 239-1x36-2x16-4; 127 n.h.p.; triple-expansion engines.* The Norwegian steamship *Manx* struck a mine and sank on January 9th, 1940, off Kinnaird Head, with the loss of 13 lives.

MANXMAN

U.S. & Canada Transport & Trading Co.; 1888; Harland & Wolff; 4,827 tons; 430-7x45-2x30; 424 n.h.p.; triple-expansion engines.

The Canadian cargo ship *Manxman* foundered in lat. 41° 53' N., long. 59° 51' W., on December 18th, 1919. She was on a voyage from Portland, Me., to Gibraltar carrying a cargo of wheat.

MANYOMARU

Ono Shoji Gomet K.; 1919; Osaka Iron Works; 7J54 tons; 415X55-5x34-7; 551 n.h.p.; quadruple-expansion engines. The Japanese ship *Manyo Mam* which was operated by Yamashita Kisen K.K. and carrying coal to Tokio, sprang a leak and went aground on October 23rd, 1936, off Otaru, Hokkaido. She broke in two and sank.

MANYOMARU

Toyo Kisen K.K.; 1937; Mitsubishi Jukogyo K.K.; 2,904 tons; 305-4x45-3x26-2; 202 n.h.p.; triple-expansion engines. The steamship *Manyo Maru* was torpedoed and sunk by the U.S. submarine *Sea Robin* on March 5th, 1945, about 150 miles W. of Labuan, North Borneo.

MANZANILLO

Empresa Naviera de Cuba S.A.; 1915; Forges & Chantiers de la Mediterranee; 1,025 tons; 216-5x34'1x14'8; 80 n.h.p.; triple-expansion engines.

The Cuban steamship *Manzanillo* was torpedoed and sunk by a German submarine on August 12th, 1942, on a voyage from Miami to Havana. Her captain, 30 crew and three passengers were lost.

MANZONI

Tirrenia Soc. Anon, di Nav.; 1902; Wigham-Richardson & Co.; 3,955 tons; 375-4x48'2x17-8; 361 n.h.p.; triple-expansion engines.

The Italian steamship *Manzoni* was torpedoed and sunk by British aircraft on July 5th, 1940, at Tobruk.

MANZONI

Tirrenia Soc. Anon, di Nav.; 1942; 4,550 tons; oilengines. The Italian motorship *Manzoni* was bombed and sunk by British aircraft on March 22nd, 1943, off Carrena Point, Capri.

MAORI

Shaw, Savill & Albion Co.; 1893; Swan Hunter; 5,317 tons; 402-6x48-3x29-6; 4,200 i.h.p.; 12 knots; triple-expansion engines.

The steamship *Maori* left Table Bay at 11.30 on the night of Wednesday, August 4th, 1909, bound for New Zealand with a cargo consisting largely of explosives. The night was very thick and rain was falling in torrents, with a north-westerly gale. Soon after leaving the shelter of Table Bay the vessel was driven inshore and crashed upon the rocks near Duiker Point. She was swung round by the seas and lay with her bows submerged and her stern high out of the water.

Attempts were made to launch the boats, but the ship having driven right in among the breakers this was an almost impossible task. Three boats put off, but two were swamped. The third, under the first officer, got as far as the shore but capsized in the surf, five out of its 14 occupants being drowned.

The place where the *Maori* had gone ashore was hidden from the coast road and remote from habitation. During the afternoon of the 5th a fisherman observed the wreck with a number of men clinging to the rigging. He made a long journey on foot to the Cape Town Police Station, but as he could only speak broken English his narrative was somewhat obscure, and the authorities did not take immediate action. When they did they found only 12 survivors on the wreck, all of whom were saved by the Rocket Brigade and by a fisherman named Messina, who crawled to the ship with a line.

Of a crew of 55 only 21 were saved, the captain being among the drowned.

MAORI

British Navy, destroyer; 1909; W. Denny & Bros.; 980 tons; 280x26-5x8-2; 15,500 i.h.p.; 33 knots; turbine engines; Yarrow boilers; two 4 in. guns, 2 T.T.

The destroyers *Maori*, Cdr. B. W. Barron, and *Crusader*, Lt. Cdr. T. K. Maxwell, were engaged in the task of spotting German batteries near Dunkirk on May 7th, 1915. The *Maori* struck a mine and began to sink. Her crew took to the boats but the enemy fire was so hot that *Crusader*, although she lowered boats and remained offshore for an hour and a half, could not pick them up, and was compelled to steam away and leave them.

The *Maori's* complement amounted to seven officers and 88 men, all of whom were taken to Zeebrugge as prisoners, together with some boats' crews from *Crusader*.

MAORI

British Navy, destroyer; 1937; Fairfield Shipbuilding Co.; 1,870 tons; 355-5x36-5x9; 44,000s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; eight 4-7 in. guns, 8 smaller, 4 T.T.

The destroyer *Maori* was sunk in the Grand Harbour at Malta during an attack by German dive bombers on the night of February 11th, 1942. The vessel's normal complement was 190.

MAPLE BRANCH

F. & W. Kit son; 1888; Bar tram, Haswell & Co.; 2,681 tons; 300-4x40x18-4; 242 n.h.p.; triple-expansion engines.

The British cargo ship *Maple Branch* was wrecked on Sandray Island, Barra, on July 5th, 1897, while on a voyage in ballast from the Clyde to Sunderland.

MAPLECOURT

United Towing & Salvage Co.; 1894; Globe Iron Works Co.; 3,388 tons; 365-4x44⁸8x23-4; 181 n.h.p.; triple-expansion engines.

The Canadian steamship *Maplecourt*, on a voyage from Montreal to Preston, was torpedoed and sunk by a German submarine on February 6th, 1941, about 300 miles W. of the Hebrides. All her crew of 37 were lost.

MAPOCHO

Soc. Anon. Maritima de Chile; 1882; Laird Bros.; 2,652 tons; 331-2x41-4x19-3; 2,000 i.h.p.; 14-5 knots; compound engines.

The steamship *Mapocho*, Capt. Nicholas U. Gundian, left Iquique for Arica and ports beyond on March 20th, 1945, with 141 persons and a general cargo including nitrate. When off Frente Caleta

Buena she caught fire and within a short time became a blazing wreck. She sank within 30 minutes. Of those on board 78 persons lost their lives.

MAR-ADRIATICO

Cia. Maritima del Nervion; 1895; W. PickersgW & Sons; 2,410 tons; 295x42-3x17-1; 230n.h.p.; triple-expansion engines. The Spanish steamship *Mar-Adriditico* was sunk by a German submarine in the Bay of Biscay on February 14th, 1917.

MAR-BALTICO

Cia. Maritima del Nervion; 1899; Campbeltown S.B. Co.; 2,023 tons; 281-8x40-1x19-1; 174n.h.p.; triple-expansion engines.

The Spanish steamship *Mar-Baltico* was torpedoed and sunk by a German submarine in the English Channel on March 23rd, 1918.

MARBIANCO

A. Ganichi; 1912; Workman, Clark & Co.; 8,446 tons; 506-9X 61-4x32-9; 804 n.h.p.; triple-expansion engines.

The Italian steamship *Mar Bianco* was bombed and sunk by British aircraft on December 7th, 1943, off Zara.

MAR CASPIO

Cia. Maritima del Nervion; 1919; E. Finch & Co.; 3,080 tons; 331 x 46 • 8 x 23 • 1; 513 n.h.p.; triple-expansion engines. The Spanish steamship *Mar Caspio* was intercepted and shelled by an Insurgent armed trawler off the River Adous on March 29th, 1937. While endeavouring to escape she ran ashore and was wrecked.

MAR COR

M. Maresca & Co.; 1894; C. S. Swan & Hunter; 3,257 tons; 330 x 43 • 1 x 19 - 3; 297 n.h.p.; triple-expansion engines. The Italian steamship *Mar Cor* was torpedoed and sunk by a German submarine off the Scilly Isles on June 9th, 1917.

MAR DEL PLATA

Gorbea y Monje; 1919; Soc. Anon. Astilleros del Nervion; 1,191 tons; 231-6x31x13-5; 115 n.h.p.; compound engines. The Spanish ship *Mar del Plata* left the Clyde on January 30th, 1923, with a cargo of coal for Bilbao. She was not seen again and was supposed to have struck the Hats and Barrels Rocks, near the Smalls, on January 31st.

MARANA

G. Bell & Co.; 1880; Aitken & Mansel; 2,177 tons; 285-7 x 36 x 22-3; 220 h.p.; compound engines.

The steamship *Mar ana* was one of 15 ships wrecked on the Cornish coast, chiefly in the Falmouth area, in the great snowstorm of March, 1891. Most of the vessels were small, the loss of life on them amounting to 40. The *Marana*, which struck on the night of the 9th March, not far from the four-masted sailing ship *Bay of Panama* (which see), was lost with 22 of her crew.

MARANGONA

Compagnia Italiana Marittima; 1914; J. Frerichs & Co. A.G.; 5,257 tons; 402-1x51-7x28-7; 505n.h.p.; triple-expansion engines.

The Italian steamship *Marangona* struck a mine and sank on December 10th, 1940, about 27 miles S. of Pantellaria.

MARBURG

Norddeutscher Lloyd; 1928; F. Schichau; 7,564 tons; 503-6x 61-2x28-7; 2,440n.h.p.; oil engines.

The German motorship *Marburg* struck a mine and sank on May 21st, 1941, N.E. of Ithaca.

MARC FRAISSINET

Cie. Marseillaise de Navigation a Vap.; 1901; Chantiers & Ateliers de Provence (Port de Bouc); 3,060 tons; 314-1x44x 26-3; 283 n.h.p.; triple-expansion engines.

The French steamship *Marc Fraissinet* was torpedoed and sunk by a submarine in the Mediterranean on October 28th, 1917.

MARCATO

MARCATO

H.K.H.Pohlman; 1883; J.Blumer & Co.; 1,651 tons; 26 1-6 X 38x17-3; 177 n.h.p.; compound engines.

The Swedish ship *Marcato*, carrying woodpulp from Namsos to Rochester, struck a sunken wreck and sank on February 4th, 1926, off East Oaze in the Thames Estuary.

MARCEL

L.Hermans; 1908; Blyth S.B.Co.; 1,433 tons; 245x36-7x16; 181 n.h.p.; triple-expansion engines.

The Belgian steamship *Marcel* was sunk by a German submarine in the English Channel on September 5th, 1916.

MARCELLA

Kaye Transport Co.; 1928; Lithgows; 4,592 tons; 385x52x 26-6; 477 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Marcella*, Capt. R. Downie, was torpedoed and sunk by a German submarine about 200 miles N.W. of Oporto on March 13th, 1943. All her crew of 35 and nine gunners were lost.

MARCHIONESS

Gordon Steam Shipping Co.; 1884; Short Bros.; 1,980 tons; 286-5x38-6x20-7; 214 n.h.p.; compound engines. The British cargo ship *Marchioness* was wrecked off Hoborg Lighthouse, Gothland, on November 22nd, 1900, while on a voyage in ballast from Stettin to New York.

MARCO

Societd Alluminio Veneto-Anonima; 1901; Grangemouth & Greenock Dockyard Co.; 1,487 tons; 254-4x36-2x16-2; 144 n.h.p.; triple-expansion engines.

The Italian steamship *Marco* was bombed and sunk by British aircraft on October 31st, 1943, at Gruz, Yugoslavia.

MARCO POLO

Cia. Italiana di Nav. S.A.L.; 1923; Hong Kong & Whampoa Dock Co.; 3,063 tons; 300-4x54-1x11-8; 332 n.h.p.; triple-expansion engines.

The Italian steamship *Marco Polo* struck a mine and sank on July 16th, 1945, about four miles from Woosung.

MARCONI

Kaye, Son & Co.; 1917; Harland & Wolff; 7,402 tons; 440-8 x 56-2x35-6; 887n.h.p.; 12-5 knots; quadruple-expansion engines. The steamship *Marconi*, Capt. F. E. Hailstone, was torpedoed and sunk by a German submarine on May 20th, 1941, when in convoy about 270 miles S.E. of Greenland. Six days later the U.S. coast-guard cutter *General Greene*, on ice patrol, picked up 39 of the crew of 80 in an exhausted condition and brought them to St. John's, Newfoundland. Eleven men were killed on board, eight died in the boats and three died in hospital at St. John's.

MARDINIAN

EllermanLines; 1919; S. P. Austin & Son; 2,434 tons; 303-2X 43x20-8; 266 n.h.p.; triple-expansion engines. The steamship *Mardinian*, on a voyage from Trinidad to Methil, was torpedoed and sunk by a German submarine on September 9th, 1940, about 150 miles W. of the Hebrides. Six of her crew were killed.

MARECA

Dent & Co.; 1882; Palmers'Co.; 2,211 tons; 300-2x37-3X 23; 231 n.h.p.; compound engines.

The British cargo ship *Mareca* was wrecked west of St. Govan's Head on January 21st, 1898, while on a voyage in ballast from Cork to Newport.

MAREEBA

Australasian United S.N. Co.; 1898; S. P. Austin & Son; 1J47 tons; 263-8x39-3x17-1; 214 n.h.p.; triple-expansion engines. The Australian steamship *Mareeba* was wrecked on July 31st, 1908, on Stockton Beach, north of Newcastle, N.S.W., on a voyage from Rockhampton to Sydney.

MAREEBA

Australasian United S.N. Co.; 1921; Walkers; 3,472 tons; 332-7x47 • 1 x 27 • 1; 520 n.h.p.; triple-expansion engines. The Australian steamship *Mareeba* left Singapore on June 1st, 1941, for Colombo. On the 26th she was intercepted and sunk by a German raider about 350 miles N.W. of the Nicobar Islands. Twenty-six of her crew were lost and the remainder taken prisoner.

MAREOTIS

James Moss & Co.; 1899; J. Blumer & Co.; 3,184 tons; 330-5X46-1x16-9; 309 n.h.p.; triple-expansion engines. The British cargo ship *Mareotis* was wrecked at Cape Anguille, N.F.L., on June 26th, 1900, while on a voyage from Quebec to Liverpool carrying a cargo of lumber.

MARGA

A/SBruusgaard; 1924; Ny lands Vcerksted; 1,595 tons; 254-2x 39-2x17; triple-expansion engines.

The Norwegian ship *Marga*, carrying ore, sprang a leak on February 20th, 1951, and was towed into Camaret, near Brest. On March 11th, she left in tow, but on March 13th there was a gale and she sank.

MARGAREE

Canadian Navy, destroyer; 1932; Palmer & Co.; 1,375 tons; 326x33x8-5; 36,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; four 4-7-in.guns, 6smaller, 8 T.T.

The destroyer *Margaree* was formerly H.M.S. *Diana* and had been transferred to the Canadian navy to replace the *Fraser* (which see) lost in collision a few months previously. On the night of October 22nd, 1940, the vessel was escorting a convoy in the North Atlantic in bad weather when she collided with one of the merchantmen. Both ships were steaming without lights and there was very little time in which to save life. Of the *Margaree's* complement of 171 officers and ratings 140 were lost.

MARGARET

Pimm & Co.; 250 tons; 120x — x—; 9 knots; compound engines.

The steamship *Margaret* left Hamburg bound for Hull on October 19th, 1845, with 16 passengers and a crew often, under command of Capt. Rawlinson. When off Cuxhaven a violent N.W. gale sprang up which lasted for three days. Just before daybreak on the 22nd she was driven on the Memmett Sand off Norderney, the seas sweeping over her with terrific violence the moment she struck. Many people were washed overboard and drowned and others lost their lives in the longboat, which capsized.

There were only seven survivors, all of whom were crew.

MARGARET

A. H. Bull S.S. Co.; 1916; Maryland Steel Co.; 3,352 tons; 327-2x46-2x22-9; 1,500 i.h.p.; 10 knots; triple-expansion engines.

The American steamship *Margaret*, Capt. L. L. Davis, was torpedoed and sunk by a German submarine in the South Atlantic on or about April 15th, 1942. Capt. Davis and 28 men were killed. The vessel was not in convoy.

MARGARET ROSE

Gill Amin & Co.; 1945; S. P. Austin & Son; 567 tons; 151- O x 27-1x11-6; triple-expansion engines.

The British cargo ship *Margaret Rose* capsized and sank off Dwarka on June 9th, 1959, while on a voyage from Bombay to Port Okha carrying a cargo of tin plates. Twelve of the crew of 26 were lost.

MARGARET AND JESSIE

Confederate States of America; 1858; Great Britain; 700 tons; 205 x 26x14; 17-25 knots ; compound engines; three guns. The

paddle steamer *Margaret and Jessie* was the fastest paddle steamer afloat, and this attracted the attention of Confederate States agents who were seeking fast ships for service as blockade runners in the American Civil War.

The steamer was sold to the Confederates in 1862 and was renamed and armed with three guns. Her upper works were altered and she was painted naval grey. As a blockade runner she did not

last long, despite her speed. In 1863 she fell in with the U.S. gunboat *Rhode Island*, which drove her ashore at Eleutha, in the Bahamas, blowing up her boiler and causing other damage. The number of casualties is not known.

MARGARETA

Lovisa Angf. A/B; 1902; *Murdoch & Murray*; 2,755 tons; 296'7x43-3x18-7; 210 n.h.p.; triple-expansion engines.

The Finnish steamship *Margareta* was torpedoed and sunk by a German submarine on June 9th, 1940, on a voyage from Bathurst, River Gambia, to Greenock. Five of her crew were killed.

MARGARETA

RederiA/B Strim; 1884; *Irvine & Co.*; 1,272 tons; 245x33x16; 156 n.h.p.; compound engines.

The Swedish steamship *Margareta* was torpedoed and sunk by a British submarine on July 9th, 1942, near Norrköping.

MARGARETA

Finska Angf. A/B; 1919; *Fredrikstad Mek. Værks.*; 1,860 tons; 277-4X42-1 X17-5; 150 n.h.p.; triple-expansion engines.

The Finnish ship *Margareta* was carrying paper pulp from Kotka to Bremen when she was involved in a collision with the *Ligur* and sank on March 26th, 1944, between Moen and Gedser.

MARGARETHA

Giacomo Calo; 1889; *R. Craggs & Sons*; 2,092 tons; 280 X 37-5x18; 201 n.h.p.; triple-expansion engines.

The Italian steamship *Margaretha* was torpedoed and sunk by a submarine in the Mediterranean on October 13th, 1916.

MARGARETHE CORDS

Aug. Cords; 1927; *Akt. Ges. Neptun*; 1,912 tons; 266-9 X 42-1x16-9; 143 n.h.p.; triple-expansion engines.

The German steamship *Margarethe Cords* was torpedoed and sunk by a Russian submarine on March 17th, 1945, S. of Bornholm.

MARGARITA

N. B. Metaxas; 1901; *Barclay Curie & Co.*; 4,443 tons; 385-5 X 48-7x27; 311 n.h.p.; triple-expansion engines.

The Greek ship *Margarita* left East London on October 7th, 1925, for Dakar carrying maize and hides. On the following day a wireless call was received from her "in distress, unmanageable with 20° list in heavy westerly gale". Nothing more was heard of the ship or of the 36 persons on board.

MARGIT

Margit S.S. Co.; 1913; *Forges & Chantiers de la Mediterranee*; 3,257 tons; 346-4x44-6x22-2; 490 n.h.p.; triple-expansion engines.

The Panamanian steamship *Margit* was bombed and sunk by an aircraft on April 19th, 1941, at Malta.

MARGIT

Ministry of War Transport (Atkinson & Prickett); 1924; *Kjøbenhavn's Flydedok & Skibs.*; 1,735 tons; 261-1x40-1x16-9; triple-expansion engines.

The British cargo ship *Margit* sailed from the Tyne on January 29th, 1944, on a voyage to Reykjavik. She called at Loch Ewe and left there in a convoy on February 5th. Two days later the convoy scattered due to bad weather and the *Margit* was subsequently lost without trace. She had a crew of 24 and six gunners and was carrying a cargo of coal.

MARGUERITE

F. Bouet; 1912; *Osbourne, Graham & Co.*; 1,544 tons; 260x36-5x15-8; 189 n.h.p. triple-expansion engines.

The French steamship *Marguerite* was torpedoed and sunk by a German submarine in the English Channel on June 28th, 1917.

MARGUERITE DOLLFUS

Soc. des Voiliers Francais; 1898; *Ateliers & Chantiers de la Loire*; 1,948; 270-5x39-7x22-3.

The French sailing vessel *Marguerite Dollfus* was sunk by a German submarine in the English Channel on December 7th, 1916.

MARIA

Mississippi River steamboat.

The Mississippi steamboat *Maria* was sunk in a collision with another steamboat on the night of November 21st, 1846. The collision took place on the lower Mississippi. The *Maria*, which was ascending the river, should have hugged the shore whilst descending boats ran the bends. This rule was not followed in many instances, owing to the captains wishing to make a quick passage.

From 30 to 50 lives were lost. Many people on the *Maria* were scalded to death by the bursting of a steam pipe.

MARIA

Emigrant ship; 1835 (circa); 300 tons (approx.).

The sailing vessel *Maria* left Limerick for Quebec on April 2nd, 1849, with a crew of ten and 111 Irish emigrants under command of Capt. Hesligeau. Some 50 miles from St. Paul's Island she ran into an icefield, the weather at the time being very severe, and on the night of May 10th she collided with a large iceberg, which stove in her bows and caused her to sink by the head. Most of the passengers were drowned as they lay asleep below, the ship taking down with her 109 persons, including the captain.

On the following day the barque *Roslin Castle* and the brig *Falcon* rescued three survivors in a small boat and nine found drifting on the ice.

MARIA

Barcelonesa de Navegacion S.A.; 1881; *C. S. Swan & Hunter*; 2,165 tons; 296-4x37x24-8; 258 n.h.p.; compound engines. The Spanish steamship *Maria* was torpedoed and sunk by a submarine in the Mediterranean on October 5th, 1918.

MARIA

It alia Soc. Anon. di Nav.; 1926; *Cantiere Navale Triestino*; 6,339 tons; 418x53-2x24-7; 606n.h.p.; oilengines. The Italian motorship *Maria* was shelled and sunk by British warships on November 9th, 1941, about 120 miles S.E. of Punta Stilo.

MARIA CELESTE

Companhia Navegacao Sao Paula S.S.; 1944; *Kane S.B. Co.*; 632 tons; 178-4x30-1x12; oil engines.

The Brazilian motorship *Maria Celeste* carrying 1,000 drums of paraffin and 3,000 drums of petrol was in Sao Luiz harbour on March 16th, 1954, when there was an explosion in the cargo and the ship caught fire. She sank three days later. Thirteen men were killed and three missing.

MARIA EUGENIA

Soc. Esercizio Armamento; 1928; *Craig, Taylor & Co.*; 4,702 tons; 414-9x53-5x25-1; 417n.h.p.; triple-expansion engines.

The Italian steamship *Maria Eugenia* was bombed and sunk by British aircraft on September 17th, 1940, at Benghazi.

MARIA FOSCARINI

Soc. Italiana di Armamento; 1943; 6,406 tons; oilengines. The Italian motorship *Maria Foscarini* was torpedoed and sunk by a British submarine on April 21st, 1943, about 40 miles W. of Favignana.

MARIA P.

Marini & Bricchetto; 1886; *Sunderland S.B. Co.*; 722 tons; 175x27-1x12-9; 106n.h.p.; compound engines.

The Italian steamship *Maria P.* was bound from Naples to Genoa with a crew of 17 and 173 emigrants who were to board another ship in that port for South America. On July 21st, 1895, at the entrance to the Gulf of Spezia, off Isola del Tino, she collided with the Italian steamship *Ortigia* with such force that the latter penetrated the starboard side of the *Maria P.* to a depth of 18 feet. The *Maria P.* sank in three minutes. The collision occurred at 1.30 a.m. on a very dark night and the *Ortigia* stood by until daylight when she was able to pick up 14 of the crew and 28 passengers who were clinging to wreckage.

MARIA POMPEI

MARIA POMPEI

Giuseppe Palomba; 1909; *J. Crown & Sons*; 1,407 tons; 246-2 X 36x15-6; 174 n.h.p.; triple-expansion engines. The Italian steamship *Maria Pompei* struck a mine and sank on October 23rd, 1941, about two miles off Kotor.

MARIA ROSA

Francesco Gallifu G.; 1914; *Northumberland S.B. Co.*; 4,211 tons; 370x50-9x26-2; 371 n.h.p.; triple-expansion engines. The Italian steamship *Maria Rosa* struck a mine and sank on February 29th, 1940, about four miles from Cross Sand Light, Great Yarmouth. Eleven of her crew were killed.

MARIA S. MULLER

Otto A. Mtiller; 1936; *Flensburger Schiffsbau Ges.*; 1,589 tons; 259-7x41-3x16; 153 n.h.p.; compound engines. The German steamship *Maria S. Mtiller* struck a mine and sank on August 7th, 1942, about 22 miles off Ostend.

MARIA STATHATOS

G. N. Stathatos; 1922; *Ropner S.B. & Repp. Co.*; 6,303 tons; 411-7x54-5x33-6; 402 n.h.p.; triple-expansion engines. The Greek steamship *Maria Stathatos* was bombed and sunk by German aircraft on April 26th, 1941, near Mylos, during the invasion of Greece.

MARIA TOFT

D/S Jutlandia A/S; 1928; *Antwerp Engineering Co.*; 1,922 tons; 278-5x40-2x18-3; 175 n.h.p.; triple-expansion engines. The Danish steamship *Maria Toft* was shelled and sunk by British warships on March 16th, 1943, off Terschelling. The ship had previously been bombed and sunk at Dunkirk in May, 1940, but was afterwards raised and repaired by the Germans.

MARIA VICTORIA

Viudade F. Astorqui; 1918; *Wood Skinner & Co.*; 3,135 tons; 331-3x46-9x23-1; 429 n.h.p.; triple-expansion engines. The Spanish ship *Maria Victoria* was on a voyage from London to Spezia when she was wrecked on November 8th, 1929, on Baldayo Beach.

MARIANA

Agwilines Inc.; 1915; *Newport News S.B. & D.D. Co.*; 3,110 tons; 335x46-8x22-7; 309 n.h.p.; triple-expansion engines. The American ship *Mariana* left Guanica on March 3rd, 1942, for Boston but did not arrive, and was presumed to have been torpedoed.

MARIANNE

A/S Nesjar; 1920; *T. van Duijvendyk* s Scheepswerf.*; 1,915 tons; 265-4x42-2x18-6; 162 n.h.p.; triple-expansion engines. The Norwegian steamship *Marianne* was sunk by gunfire from German surface craft on December 12th, 1942, off Lowestoft. Fourteen of her crew were killed.

MARIANNE

D/S A/S Progress; 1924; *A/S Rodby Havns Jernskibs.*; 1,239 tons; 236-4x37-1x14-6; 83 n.h.p.; triple-expansion engines. The Danish steamship *Marianne* struck a mine and sank on May 28th, 1946, in the Sound, off Stevns.

MARIANNE TOFT

A/S Jutlandia (Jens Toft); 1930; *Sir J. Priestman & Co.*; 2,302 tons; 283-8x42x17-8; 198 n.h.p.; triple-expansion engines. The Danish ship *Marianne Toft* was in collision with the *Cornelius Ford* and sank on September 12th, 1945, nine miles N. of Chickens, Isle of Man. She was carrying iron ore from Oxelosund to Barrow. Ten of the crew were missing.

MARIE

M. Goossens; 1924; *Swan, Hunter & Wigham Richardson*; 1,444 tons; 240x37-2x17-7; 168 n.h.p.; triple-expansion engines. On a voyage from Rotterdam to La Pallice with a cargo of coal, the Belgian ship *Marie* was involved in a collision in foggy weather with the *Bharatkhand* on July 18th, 1948, and sank.

MARIE CELESTE (see MARY CELESTE)

MARIE FANNY

D'Orbigny & Faustin; 1878; *Austin & Hunter*; 574 tons; 195-5X 27-5x15; 94 n.h.p.; compound engines. The French steamship *Marie Fanny* was wrecked on the Casquets, Channel Islands, on December 14th, 1896. Fifteen of the crew were drowned.

MARIE FERDINAND

H. Ferdinand; 1911; *R. Thompson & Sons*; 1,157 tons; 267-4 X 38-5x17; 218 n.h.p.; triple-expansion engines. The German steamship *Marie Ferdinand* was wrecked on January 10th, 1943, at Steinort, near Libau.

MARIE JOSE

Les Cargos Algeriens Soc. Anon.; 1925; *Swan, Hunter & Wigham Richardson*; 2,477 tons; 315-9x45-1x20-6; 283 n.h.p.; triple-expansion engines. The French steamship *Marie Jose* was torpedoed and sunk by a German submarine on May 29th, 1940, 40 miles N.W. of Vigo on a voyage from Casablanca to Bordeaux.

MARIE LEONHARDT

The Admiralty (Everett & Newbigiri); 1902; *Schiffswerft v. H. Koch*; 1,466 tons; 250-9x36-8x15-8; 129 n.h.p.; 9 knots; triple-expansion engines. The steamship *Marie Leonhardt* was mined and sunk off the Sunk lightship on February 14th, 1917. Five men were killed.

MARIE MOERSK

Ministry of War Transport (C. T. Bowring & Co.); 1928; *Burmeister & Wain*; 8,271 tons; 466-3x61-8x34-2; 542 n.h.p.; oil engines. The British tanker *Marie Mcersk* was bombed and set on fire by German aircraft on March 21st, 1941, off Crete. She reached port under her own power and was again bombed and set on fire on April 12th, in Salamis Bay, and sank on the next day. Six of her crew were killed in the first attack and eight in the second. The tanker was raised by the Italians and towed to Trieste, where she was finally bombed and destroyed by Allied aircraft in February, 1945.

MARIE MOLINOS

Soc. des Voiliers Fran^aise; 1899; *Ateliers & Chantiers de la Loire*; 1,946 tons; 270-5x39-7x22-3. The French sailing vessel *Marie Molinos* was sunk by a German submarine in the Bay of Biscay on May 3rd, 1916.

MARIENBURG

Kohlen Import u. Poseidon Schiffahrt A.G.; 1917; *Jonker & Stans*; 1,322 tons; 236-7x36-5x15-9; 177 n.h.p.; triple-expansion engines. The German steamship *Marienburg* was bombed and sunk by Russian aircraft on September 1st, 1944, off the Latvian coast.

MARIETTA DAL

Dalhousie Steam & Motor ship Co.; 1944; *Bethlehem Fair field Shpyd. Inc.*; 7,236 tons; 423-3x57-1x34-8; 2,500 i.h.p.; triple-expansion engines. The British cargo ship *Marietta Dal* was wrecked on Smith Rock, Cape Moreton, about 30 miles N. of Brisbane, on May 15th, 1950. She was carrying a general cargo from Galveston to Adelaide.

MARIETTA E.

Leith Hill Shipping Co.; 1940; *W. Hamilton & Co.*; 7,628 tons; 421-1x60-4x35-8; 520 n.h.p.; triple-expansion engines. The British steamship *Marietta E.* on a voyage from New York and Durban to Alexandria, was torpedoed and sunk by a submarine on March 4th, 1943, soon after leaving Durban. Nine of her crew were lost.

MARIFUMARU

Mitsubishi Kisen K.K.; 5,135 tons. The tanker *Marifum Mam* was sunk by U.S. carrier-based aircraft on November 6th, 1944, about 50 miles W. of Batangas, Philippines.

MARIGOLA

G.B. Bibolini; 1906; *W. Denny & Bros.*; 5,996 tons; 439 -6 x 54x31-5; 741 n.h.p.; triple-expansion engines. The Italian steamship *Marigold* was shelled and sunk by a British submarine on November 1st, 1941, about two miles off Kuriat Island, Tunisia.

MARIGOLD

British Navy corvette; 1941; *H. Robb*; 925 tons; 193x32x16; 17 knots; quadruple-expansion engines; one 4 in.A.A., several smaller.

The corvette *Marigold*, Lt. J. A. S. Halcrow, R.N.R., was bombed and sunk by enemy aircraft W. of the Straits of Gibraltar on December 9th, 1942. Of those on board three officers, including Lt. Halcrow, and 46 ratings were killed. In November, 1941, *Marigold* was responsible for sinking the German submarine *U-433*, which she forced to the surface with depth charges and then engaged with gunfire. Her commander and 37 others were picked up by *Marigold*.

The *U-433* was credited with having sunk the *Ark Royal*.

MARILYSE MOLLER

Mollers; 1915; *Kiangnan Dock & Engineering Works*; 786 tons; 204'3x35-1x11-8; 68 r.h.p.; triple-expansion engines. The British steamship *Marilyse Moller* was torpedoed and sunk by a submarine on July 1st, 1942, on a voyage from Port Said to Haifa. Thirty-one of her crew of 35 were lost.

MARIN SANUDO

Lloyd Trieslino Soc. Anon di Nav.; 1926; *Cantiere Navale Triestino*; 5,081 tons; 418-1x53-2x25-3; 489 n.h.p.; oil engines. The Italian motorship *Marin Sanudo* was torpedoed and sunk by a British submarine on March 3rd, 1942, about ten miles off Lampion Island.

MARINA

Donaldson Line; 1900; *Furness Withy & Co.*; 5,204 tons; 400X52x29-2; 510 n.h.p.; 12 knots; triple-expansion engines. The *Marina*, Capt. Browne, was torpedoed and sunk by a German submarine 30 miles W. of Fastnet on October 28th, 1916, whilst on a voyage to the United States. There was little time for saving life and the boats got away with scarcely any provisions, one party having only a few biscuits and a little bully beef between them. This boat was picked up 30 hours later. Of those on board the *Marina* 51 were Americans, of whom six were drowned. The captain and chief engineer were the last to leave the vessel and both were drowned in jumping for a boat. Ten others also lost their lives.

MARINA RASKOVA

U.S.S.R.; 1919; *Chester S.B. Co.*; 5,695 tons; 400-7x 54-2 x 30-1; 537 n.h.p.; triple-expansion engines. The steamship *Marina Raskova* was formerly the American *Ironclad*, one of a group of ships lent by the U.S. Government to the Russians. She was torpedoed and sunk by a German submarine on August 12th, 1944, near Murmansk.

MARINE MERCHANT

Marine Nav. Co.; 1944; *New England S.B. Corp.*; 6,639 tons; 422-8x57x34-8; triple-expansion engines. The American ship *Marine Merchant* was carrying sulphur from Port Sulphur to Portland, Me., on April 14th, 1961, when she encountered heavy weather and broke in two and sank 40 miles S.E. of Portland lightship.

MARINE SULPHUR QUEEN

Marine Sulphur Trans. Corp.; 1944; *Sun S.B. & D.D. Co.*; 7,240 tons; 523-5x68-2x —; turbo-electric engines. The American tanker *Marine Sulphur Queen* was carrying molten sulphur from Beaumont to Norfolk. She left the former port on February 2nd, 1963, and was in wireless communication on the following day, but she was not seen again. Debris and lifejackets were found.

MARIONGA

Neill & Pandelis; 1912; *Richardson, Duck & Co.*; 4,214 tons; 380 x 51 x 24 - 8; 394 n.h.p.; triple-expansion engines. The Greek steamship *Marionga* was torpedoed and sunk by a German submarine on May 23rd, 1941, on a voyage from Glasgow to Takoradi. Twenty-six of her crew were lost.

MARIONGA GOULANDRIS

P. Goulandris; 1905; *A. McMillan & Son*; 3,191 tons; 345•6x47-5x22-2; 320 n.h.p.; triple-expansion engines. The Greek steamship *Marionga Goulandris* was torpedoed and sunk by a submarine in the Mediterranean on July 5th, 1917.

MARIPOSA

Elder, Dempster & Co.; 1891; *Sir W. G. Armstrong, Mitchell & Co.*; 5,305 tons; 421X48x29-2; 584 n.h.p.; triple-expansion engines. The British cargo ship *Mariposa* was wrecked at Forteau Point, Labrador, on September 27th, 1895. She was on a voyage from Montreal to Liverpool carrying cattle and a general cargo.

MARISTON

W. S. Miller & Co.; 1909; *R. Duncan & Co.*; 2,611 tons; 310X 46-1x20-4; 248 n.h.p.; triple-expansion engines. The British cargo ship *Mansion* was wrecked near Cape Goro-detsky, at the entrance to the White Sea, on August 30th, 1911. She was on a voyage from Zaandam to Archangel and was sailing in ballast.

MARISTON

Mar is ton Steamship Co.; 1915; *Russell & Co.*; 2,908 tons; 344-8x48x20-8; 285 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Mariston* was torpedoed and sunk by a German submarine 82 miles W. of Fastnet on July 15th, 1917. The captain and 27 men were killed.

MARITH

A/S Jensens Rederi II; 1922; *Armstrong Whitworth & Co.*; 7,417 tons; 440-8x57-4x34; 424 n.h.p.; triple-expansion engines. The Norwegian tanker *Marit II* was carrying oil from Curacao to New York when on September 13th, 1946, she was caught in a hurricane, broke in two and sank in 35° 09' N., 73° 34' W. Eighteen survivors in a boat were picked up by the tanker *Pan Amoco* and another six by the tanker *Gulphawk*, but the captain, his wife and ten of the crew were lost.

MARITANA

Suchet Mauran & Co.; 1857; *Quincy, Mass.*; 991 tons. The sailing ship *Maritana*, Capt. Williams, left Liverpool on September 25th, 1861, for Boston with 39 persons, passengers and crew, and general cargo. The voyage was normal until November 2nd when the ship was off the Highland Light at Cape Cod at 4.30 in the afternoon. Shortly after 8 p.m. Capt. Williams took a bearing on Race Point Light and continued on his course for Boston Light. The weather was rapidly growing worse with a south-easterly gale and frequent squalls of snow. Just before midnight the Boston Light was sighted for a brief period and then obscured by a heavy squall. An attempt was made to tack ship, but before she could be brought to the wind she struck on the Egg, or Shag Rocks, half a mile E. of Boston Light.

A member of the crew, Thomas Haney, swam ashore with a line but was unable to obtain a hold on the rocks and had to be hauled back again suffering from severe injuries. With the fall of the tide the *Maritana* broke in two, Capt. Williams being killed by falling from the deck into the wreckage of the ship as she broke.

Twelve persons were saved, of whom seven were washed ashore on the poop when it floated free of the wreck, and five seamen who swam to the Shag Rocks. Lighthouse keeper Moses Barrett endeavoured to signal to the small town of Hull, across the channel, but the snow frustrated his efforts.

The *Maritana* carried a figurehead which had been previously carried by the French warship *Berceau* and then by the sailing ship *Caroline*, both of which had met with misfortune.

MARITANA

MARITANA

Culliford & Clark; 1882; J. L. Thompson & Son; 1,806 tons; 277x36x20-5; 173h.p.; compound engines. The Sunderland steamship *Maritana* was sunk in a collision with the *Esmeralda* off Brest on May 13th, 1895. Eleven of the *Maritana's* crew were drowned.

MARITIMA

Neill & Pandelis; 1912; Hawthorn, Leslie & Co.; 5,801 tons; 426 X 54 -1 x 29 - 3; 777 n.h.p.; quadruple-expansion engines. The British steamship *Maritima*, on a voyage from New York to Glasgow, was torpedoed and sunk by a German submarine on November 2nd, 1942, about 500 miles E. of Belle Isle strait. Twenty-seven of her crew and three gunners were lost.

MARITZA

Fleisburger Dampfercompagnie Harold Schuldt & Co. K.G.; 1936; Neptunwerft Rostock; 2,910 tons; 332-1x49x19-1; 207 n.h.p.; compound engines. The German steamship *Maritza* was shelled and sunk by British warships on November 24th, 1941, S.W. of Crete.

MARJORIESEED

Seed Shipping Co.; 1907; Osbourne, Graham & Co.; 1,860 tons; 279 - 3 x 40 -1 X18 -1; 190 n.h.p.; triple-expansion engines. The British cargo ship *Marjorie Seed* was wrecked off Lady Island, Ayr Bay, on December 25th, 1924. She was on a voyage from Glasgow to Huelva carrying a cargo of coal and coke.

MARK

N.V.Houtvaart; 1930; A. Vuijk&Zonen; 1,514 tons; 244-1 x 38-9x17; 195 n.h.p.; triple-expansion engines. The Dutch steamship *Mark* struck a mine and sank on September 9th, 1939, off the west coast of Jutland.

MARK LANE

John Cory & Sons; 1878; Palmers' Co.; 1,995 tons; 287x 35-3x24-3; 212 n.h.p.; compound engines. The British cargo ship *Mark Lane* was wrecked near Punta Entinas, Spain, on June 12th, 1912. She was on a voyage from Newport to Almeria carrying a cargo of coal.

MARKAY

Keystone Tankship Corpn.; 1942; Sun S.B. & Dry Dock Co.; 10,342 tons; 503-9x68-3x36-9; 1,726 n.h.p.; turbine engines. The American tanker *Markay* was at Wilmington, Calif., with a cargo of butane on June 22nd, 1947, when there was an explosion and she caught fire. The explosion wrecked the ship and caused damage in the harbour to the extent of some \$2,000,000.

MARKELLA

J.E.Xenios; 1881; W.B.Thompson; 1,124 ton; 218x30-2x 21; 127 n.h.p.; compound engines. The Greek steamship *Markella* was torpedoed and sunk by a German submarine in the Bay of Biscay on November 23rd, 1917.

MARKERSDALL

Akties. Dampsk. Rodby Havn; 1907; Akt. Burmeister & Wain; 1,640 tons; 269-9x39-2x17-6; 144 n.h.p.; triple-expansion engines. The Danish steamship *Markersdall* was torpedoed and sunk by a German submarine in the North Sea on June 30th, 1917.

MARLAY

Tedcastle, McCormick & Co.; 1890; Workman, Clark & Co.; 798 tons; 200-2x29-2x14; 170 n.h.p.; compound engines. The collier *Mar lay* was lost off Baily, Dublin Bay, on December 16th, 1902, while carrying a cargo of coal from Liverpool to Dublin. Fourteen of the crew were drowned.

MARLBOROUGH

J.Leslie; 1876; R. Duncan & Co.; 1,191 tons; 228x35x21. The full-rigged ship *Marlborough*, Capt. W. Hird, left Lyttelton, New Zealand, for London on January 11th, 1890, with a cargo of frozen meat and wool. She carried one passenger and a crew of 29, and was spoken by a passing vessel when two days out, after which she was never heard of again.

MARLBOROUGH

G. W. Churchill; 1863; Fuller, N.S.; 1,383 tons; 202-2X 39-8x25. The full-rigged ship *Marlborough* was lost in heavy weather in the North Atlantic on April 3rd, 1898. Fifteen of the crew were drowned.

MARLENE

Kaye Transport Co.; 1920; Barclay, Curie & Co.; 6,507 tons; 450-4x58-2x29-2; 845 n.h.p.; triple-expansion engines. The British steamship *Marlene*, on a voyage from Calcutta to London via the Cape, was torpedoed, shelled and sunk by a German submarine on April 4th, 1941, off Sierra Leone. Thirteen of her crew were lost.

MARLOO

Adelaide S.S. Co.; 1891; Palmers' Co.; 2,628 tons; 323x 40-3x17-2; 441 n.h.p.; triple-expansion engines. The Australian cargo ship *Marloo* was wrecked on September 27th, 1914, south of Sandy Cape, Queensland, while on a voyage from McKay to Brisbane.

MARLY

Paul Blich; 1918; Akers Mek. Vcerks; 1,115 tons; 226-5X 36-5x15-7; 150 n.h.p.; triple-expansion engines. On a voyage from Karachi to Cochin, the Norwegian ship *Marly* was abandoned in a sinking condition on October 15th, 1940, in 18° 30' N., 72° 21' E. Searchers found no trace of the ship and no survivors.

MARMION

Pyman Steamship Co.; 1912; Irvine's S.B. & D.D. Co.; 4,066 tons; 380x51-2x24-8; 435 n.h.p.; 11 knots; triple-expansion engines. The steamship *Marmion* was torpedoed and sunk by a German submarine 300 miles W. of Ushant on August 26th, 1917. Seventeen men were killed. The captain was among the survivors.

MARMION

British Navy, destroyer; 1915; Swan, Hunter & Wigham Richardson; 1,029 tons; 271x26-7x8-7; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, one 2 pdr., 1 m.g., 4 T.T. The destroyer *Marmion* was sunk in a collision in the North Sea on October 21st, 1917. The vessel carried a complement of about 100.

MARMION

London & North Eastern Railway Co.; 1906; A. & J. Inglis; 409 tons; 210x24x8-3; 212 n.h.p.; compound-diagonal engines. The paddle steamer *Marmion* was taken over by the Admiralty during the First World War for service as a minesweeper. She survived the war and returned to her service in the Kyles of Bute where she continued until the outbreak of the Second World War when she was again taken over by the Admiralty. On the night of April 8th, 1941, she was bombed and sunk off Harwich and although she was subsequently raised she was found to be unfit for further service.

MARMORA

Peninsular & Oriental Steam Navigation Co.; 1903; Harland & Wolff; 10,509 tons; 530-4x60-3x25-5; 13,000 i.h.p.; 18-5 knots; quadruple-expansion engines. The *Marmora* was taken over by the British Admiralty as an armed merchant cruiser and served in that capacity through nearly four years of the First World War. She was chiefly employed in the South Atlantic, where she took part in the search for the German raider *Moewe*, and in escorting convoys. On July 23rd, 1918, she was torpedoed off the Irish coast by a German submarine and sank soon afterwards. All her complement, except for ten ratings who were killed by the explosion, were taken off in safety. At the time of her loss the *Marmora* was commanded by Capt. Walter E. Woodward, D.S.O.

MARNA

Chr. Salvesen & Co.; 1879; *Austin & Hunter*; 1,022 tons; 224•5 X 32-1 x 14-4; 99hp.; compound-inverted engines. The British cargo ship *Marna* was wrecked off Ameland Light on December 7th, 1882. She was on a voyage from Libau to Antwerp carrying a cargo of grain.

MARNE

Cie. de Navigation d'Orbigny; 1917; *Sunderland S.B. Co.*; 4,019 tons; 375x52x23-7; 371 n.h.p.; triple-expansion engines. The French steamship *Marne* was torpedoed and sunk by a German submarine in the Bay of Biscay on June 28th, 1917.

MARNIX VAN SINT ALDEGONDE

Stoomv. Maats. Nedqrland; 1930; *Nederlandsche Scheepsbouw Maats.*; 19,355 tons; 586-2 x 74 -8 x 36- 1; 3JOO n.h.p.; oil engines. The motor liner *Mar nix van Sint Aldegonde* was torpedoed by German aircraft on November 6th, 1943, about six miles off Cape Bougaroin Light, Algeria. She was taken in tow but sank before reaching port. The liner was carrying some 3,000 troops from Liverpool to North Africa and all these, together with her crew, were safely landed at Philippeville.

MARO

S. Theophanides; 1924; *Odense Staalskibs.*; 3,838 tons; 306-5 x 51x21-5; 450 n.h.p.; oil engines. The Greek motorship *Maro* left the River Mersey on January 2nd, 1942, for Halifax. She reported on January 9th, but was never heard of again. A lifebuoy was washed ashore. She was believed to have been sunk by a submarine on or about January 17th.

MAROC

Delmas Freres; 1898; *W. Gray & Co.*; 2,808 tons; 306x43x 18-2; 250 n.h.p.; triple-expansion engines. The French steamship *Maroc* was torpedoed and sunk by a German submarine in the English Channel on April 14th, 1918.

MAROON

Glasgow Navigation Co.; 1883; *E. Finch & Co.*; 1,509 tons; 240 x 35'4x18-3; 146 n.h.p.; compound engines. The British cargo ship *Maroon* anchored \ miles off Biarritz on December 17th, 1910, to repair an engine breakdown. A storm blew up and the ship was torn from her moorings and wrecked. She was carrying a cargo of coal from the Clyde to Bayonne.

MAROSANNA

Cayman Islands Co.; 1928; *Pusey & Jones Corp.*; 2,076 tons; 293 - 7 X 38 - 2 x —; oil engines. The British cargo ship *Marosanna* sprang a leak and sank on August 1st, 1961, in lat. 5° 30' N., long. 79° W. She was carrying a cargo of bananas from Guayaquil to Tampa.

MAROUADIO INGLESSI

Oriental Shipping Co. (A. A. Capparis); 1894; *Palmer's* Co.*; 2,835 tons; 315x43-2x20'3; 245 n.h.p.; triple-expansion engines. The Greek ship *Maroudio Inglessi* was carrying coal from Barry to Piraeus when on February 15th, 1921, she went ashore on the Estellas Group near the Burlings.

MAROUKO PATERAS

Anastassios Pateras Sons; 1917; *W. Pickersgill & Son*; 4,269 tons; 390x52*3x23*5; 466 n.h.p.; triple-expansion engines. The Greek ship *Marouko Pateras* went ashore on November 3rd, 1941, on Double Island, near Battle Harbour. She was refloated but sank on November 5th, two miles S.W. of Double Island.

MAROUSSIO LOGOTHETIS

Goulandris Bros.; 1913; *Irvine's S.B. & D.D. Co.*; 4,669 tons; 385 X 52 X 27 - 1; 320 n.h.p.; triple-expansion engines. The Greek steamship *Maroussio Logothetis* was torpedoed and sunk by a German submarine on May 15th, 1943, 300 miles S.W. by S. of Freetown, inward bound from Rio de Janeiro. The captain, 25 of the crew and one gunner were lost.

MARQUES DE CAMPO

Cia. Trasmediterranea; 1918; *Cia. Euskalduna*; 2,252 tons; 265 x 36 - 5 x 23 - 7; 217 n.h.p.; triple-expansion engines. The Spanish ship *Marques de Campo* was wrecked on May 10th, 1924, off Dar el Beida lighthouse near Casablanca.

MARQUES DE MUDELA

Cia. Anon. de Nav. Izarra; 1883; *A. Stephen & Sons*; 1,930 tons; 280 -5 X 38 -2 x 22 -3; 226 n.h.p.; compound engines. The Spanish steamship *Marques de Mudela* was torpedoed and sunk by a German submarine in the Bay of Biscay on August 31st, 1917.

MARQUES DEL DUERO

Spanish Navy, gunboat; 1875; *Spain*; 500 tons; 157-5 X 25-5 x 8-5; 550 i.h.p.; 10 knots; compound engines; one 6-2 in. m.l. gun, two 4-7 in., 1 m.g. For narrative of the loss of this vessel, see *Reina Cristina*, flagship of Rear-Admiral Montojo at the battle of Manila Bay, May 1st, 1898, when the entire Spanish Asiatic Squadron was destroyed.

MARQUETTE

Atlantic Transport Co.; 1898; *A. Stephen & Sons*; 7,057 tons; 486 X 52-3x31 -3; 770 n.h.p.; 13 • 5 knots; triple-expansion engines. The transport *Marquette* left Egypt for Salonika on October 19th, 1915, carrying the ammunition column of the 29th Division and the New Zealand Stationary Hospital. The troops on board numbered 22 officers and 588 other ranks, mostly Royal Field Artillery. There was also a party of 36 nurses in addition to the crew, and 541 transport animals. On October 23rd the *Marquette* was sighted by the *U-35*, Lt. Cdr. Waldemar Kophamel, 36 miles S. of Salonika. The troopship was torpedoed and badly damaged but did not sink immediately.

The total loss of life was 128, of whom 11 were nurses, 88 troops and 29 crew. The survivors were picked up by British and French patrol boats.

MARS

A. Heard & Co.; 1862; *C. J. Mare & Co.*; 1,021 tons; 261 -6x 31-3 x 21-1; inverted direct-acting engines. The iron steamship *Mars*, Capt. A. A. McCaslin, left Hong Kong early on June 14th, 1871, bound for Amoy with 233 Chinese passengers, \$7,000 in treasure and a general cargo. At 2.30 a.m. on the following day she struck on a reef near Cupchi Point and was totally wrecked. One of the boats was swamped and five Chinese sailors lost their lives. The remainder of the crew and the passengers were saved.

MARS

Harris & Dixon; 1898; *Furness, Withy & Co.*; 3,856 tons; 340 X 47 -1 x 20 -1; 302 n.h.p.; triple-expansion engines. The British cargo ship *Mars* was wrecked off Rurui, La Perouse Straits, on March 17th, 1905. She was on a voyage from Barry to Vladivostok carrying a cargo of coal. Some days later a boat with five men was picked up. These were the only survivors reported.

MARS

Rederi A/B Iris; 1924; *Bergens Mek. Verksted*; 1,877 tons; 265'8x42-2x17-8; 162 n.h.p.; triple-expansion engines. The Swedish steamship *Mars* struck a mine and sank on December 20th, 1939, about one mile from Blyth on a voyage from Kopman-holmen to London. Seven of her crew were lost.

MARS

Rederi A/B Wallonia; 1882; *J. Readhead & Co.*; 1,475 tons; 255x36x17-5; 158 n.h.p.; compound engines. The Swedish steamship *Mars* struck a mine and sank on December 21st, 1939, about 80 miles E. of Aberdeen on a voyage from Leith to Malmo. Eighteen lives were lost.

MARS

Koninklijke Nederlandsche Stoomb. Maats.; 1925; *New Waterway S.B. Co.*; 1,582 tons; 267-9x39-1x16-8; 207n.h.p.; triple-expansion engines. The Dutch steamship *Mars* struck a mine, caught fire and sank on May 29th, 1945, outside Patras. The cargo included 1,033 tons of high octane spirit in drums. Five of her crew were killed.

MARSALA

MARSALA

R.M.Sloman, Jr.; 1926; *Akt. Ges. Neptun*; 1,856 tons; 285-8 X 41-2 X 16 • 7; 191 n.h.p.; triple-expansion engines. The German ship *Marsala* was on a voyage from Savona to Hamburg with a cargo of rice, and when 20 miles N.N.E. of Ushant on April 8th, 1938, in dense fog, she was in collision with the *Tafna* and sank.

MARSHALL

Elbe & Number Steam Navigation Co.; 1846; *Shields*; 307 tons; *SOr.h.p.*; 9 knots; compound engines. The steamship *Marshall* left Hamburg for Hull on November 26th, 1853, under command of Capt. Rohrs, with 30 passengers and a crew of 18. When approaching the mouth of the Humber the *Marshall* ran into the barque *Woodhouse*, Stockholm for Hull, Capt. Catgens, and struck her heavily on the starboard bow. The captain of the *Woodhouse* hailed the steamship, asking that she would reverse her engines and also asking her name. No reply came to these hails and the *Marshall* swung round and struck the *Woodhouse* another heavy blow on the stern. This was the last seen of her and it was presumed that she sank.

The collision took place in thick weather off Kilnsea, five miles from the Newsand Float near the mouth of the Humber. The *Woodhouse* lost her jib-boom and fore top-gallant-mast and an apprentice fell overboard and was drowned.

The only further news of the *Marshall* was brought by some North Sea fishermen who saw the tops of her masts at low tide off Kilnsea, while another fishing smack found one of her boats.

MARSLEW

Walmar S.S.Co.; 1926; *Lithgows*; 4,542 tons; 385x52x26-6; 467 n.h.p.; 11 knots; triple-expansion engines. The steamship *Marslew*, Capt. H. R. Watkins, was torpedoed and sunk by a German submarine about 300 miles N.N.W. of Rockall on February 23rd, 1941. The captain and 12 of the crew were lost.

MARTAZAN

H. Fernie & Sons; 1906; *R. Craggs & Sons*; 3,466 tons; 352-5 X 47x15-7; 334 n.h.p.; triple-expansion engines. The British cargo ship *Martazan* sank after a collision in 16° 34' N., 26° 49' W., on January 5th, 1917. She was on a voyage from Sierra Leone to Liverpool carrying a general cargo.

MARTE

Soc. Ligue di Armamento; 1917; *Cantiere Navale Riuniti*; 5,290 tons; 394-9x51-7x27-6; 335 n.h.p.; triple-expansion engines. The Italian steamship *Marte* was torpedoed and sunk by a British submarine on December 29th, 1942, two miles from Cape Ferrato, Sardinia.

MARTHA

M. Carl; 1897; *W. Gray & Co.*; 1,182 tons; 232x34x16-6; 127 n.h.p.; triple-expansion engines. The Danish steamship *Martha* was torpedoed and sunk by a German submarine in the North Sea on May 15th, 1915.

MARTHA HENDRIK FISSER

Hendrik Fisser A.G.; 1911; *Ropner & Sons*; 4,879 tons; 387-5x 52-1x27; 434 n.h.p.; triple-expansion engines. The German steamship *Martha Hendrik Fisser* was sunk by British destroyers on April 11th, 1940, at Narvik, during the invasion of Norway.

MARTHA WOERMANN

Woermann Linie A.G.; 1902; *Blohm & Voss*; 2,310 tons; 300-5x38-3x23-4; 157 n.h.p.; triple-expansion engines. The German steamship *Martha Woermann* was wrecked on July 11th, 1924, at Forcados while on a voyage from Sapele to Hamburg.

MARTHE ROUX

Gillet & Fils; 1899; *Ateliers & Chantiers de la Loire*; 1,962 tons; 270-5x39-7x22-3. The French sailing vessel *Marthe Roux* was sunk by a submarine in the Mediterranean on July 3rd, 1917.

MARTIN

British Navy, destroyer; 1941; *British Isles*; 1,920 tons; 354x 37x10; 48,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; six 4 • 7 in. guns, one 3 in.A.A., 4 T.T. The destroyer *Martin*, Cdr. C. P. R. Thomson, D.S.O., took part in the landing at Algiers in November, 1942. On the 10th she was torpedoed and sunk by a German submarine in the Western Mediterranean, with the loss of seven officers, including Cdr. Thomson, and 154 ratings.

MARTIN GOLDSCHMIDT

D/S AIS Progress; 1922; *A/S Koge Veer ft Mas kin.*; 2,094 tons; 289-9x43-1x19-5; 228 n.h.p.; triple-expansion engines. The Danish steamship *Martin Goldschmidt* was torpedoed and sunk by a German submarine on February 13th, 1940, off the north west coast of Scotland. Fifteen of her crew of 20 were killed.

MARTOS

Compania Valenciana de Navegacion; 1883; *Gourlay Bros. & Co.*; 1,427 tons; 234x33-1x16-7; 153 n.h.p.; 9 knots; compound engines.

The Spanish steamship *Martos* was bound from Cadiz to Malaga with ten saloon and 78 third class passengers and a crew of 20. On the night of August 15th, 1910, she ran into dense fog, but continued to steam at three-quarter speed. At about 2 o'clock on the morning of the 16th, when 32 miles W. of Tarifa, the *Martos*, which was sounding her siren at the prescribed intervals, collided with the German steamship *Elsa*. She was struck amidships, her engine room flooded and she sank in three minutes.

The crew of the *Elsa* showed commendable promptitude in getting out the boats, which picked up over 70 survivors. The number drowned amounted to 23 passengers and seven crew, including the captain, a man of over 70 years of age who went down on the bridge.

The *Elsa*, which had her starboard bow stove in and her forepeak full of water, managed to reach Gibraltar with survivors.

MARUKOMARU

Japanese Government; 3,068 tons (approx.). The steamship *Maniko Mam* struck a mine and sank on April 10th, 1945, off Shanghai.

MARVALE

Allan Line S.S. Co.; 1907; *Barclay Curie & Co.*; 11,438 tons; 500-3x61-2x38; 917 n.h.p.; 16 knots; triple-expansion engines.

The liner *Marvale*, Capt. Lewis, left Quebec on May 18th, 1923, for Glasgow. On the afternoon of the 21st in dense fog she ran on Freef's Rock, off Pine Point, Newfoundland. The discipline on board was excellent and within 25 minutes 437 persons were transferred to the boats without the loss of a single life. The shipwrecked people were taken to St. John's and later they were conveyed to Southampton on board the steamship *Melita*.

MARWICK HEAD

A. F. Henry & McGregor; 1920; *Day, Summers & Co.*; 496 tons; 165-5x25-7x9-6; 61 r.h.p.; triple-expansion engines. The British steamship *Marwick Head*, on a voyage from Bo'ness to London with coal, struck a mine and sank on December 12th, 1939, off Caister. Five of her crew were lost.

MARY

Emigrant ship; 1835 (circa); 368 tons. The sailing vessel *Mary* was chartered to ply between London and New South Wales. On May 19th, 1845, she left Port Jackson on her homeward voyage with 43 passengers beside crew. Her commander was Capt. Newby who was accompanied by his wife and three daughters, and of those on board 20 were women. The ship was not in the best of trim and was known to leak badly. At first the captain attempted to make a quick passage by hugging the Australian coast, but after four days this course became too dangerous.

The weather worsened considerably on the 24th and at about 11 p.m. the ship struck on Flinder's Island, Bass Strait, and became a total wreck. Owing to the confusion in the darkness and the succession of heavy seas which swept the vessel, 17 of the women were washed overboard and drowned.

There was no other loss of life, but the survivors were stranded for eight days and were then rescued by settlers.

MARY ANNING

J.H. Anning; 1880; Palmers' Co.; 1,237 tons; 240-5x30-7x20; 99hp.; compound inverted engines.
The British collier *Mary Anning* was sunk in a collision while at anchor at Tail of the Bank, River Clyde, on January 24th, 1885, at the start of a voyage to Odessa with a cargo of coal.

MARY BAIRD

Page Shipping Co.; 1908; A. G. Neptun; 1,830 tons; 261 - 1x 39-2x16-9; 176 n.h.p.; triple-expansion engines. The British steamship *Mary Baird* hit a mine and sank two and a half miles from Pendeen Cove on May 18th, 1917. Seven of the crew were killed.

MARY CELESTE

J. H. Winchester and others; 1861; Joshua Dewis; 282 tons; 103x25-7x16-2.
The *Mary Celeste* was launched from the yard of Joshua Dewis, Spencer Island, N.S., as the *Amazon*. In 1868 she was registered under the United States flag as the brig *Mary Celeste* and purchased by Capt. Winchester in 1869.
On November 7th, 1872, she sailed from New York to Genoa with a cargo of 1,701 barrels of crude alcohol, having on board Capt. B. S. Briggs, his wife and two year old daughter and a crew of seven. On December 5th, 1872, the Nova Scotian brigantine *Dei Gratia* sighted the *Mary Celeste* about 590 miles W. of Gibraltar. Capt. Morehouse of the *Dei Gratia* could see that the other ship was in distress and, being unable to obtain any response to his hail, he approached to within a few hundred yards and saw through his glass that there was no helmsman and that the deck was unoccupied. He therefore ordered his chief mate with two others to row across and investigate.

The *Mary Celeste* was found to be in a perfectly seaworthy condition. Contrary to many subsequent stories, her boat had gone and it was plain that she had been abandoned in a hurry. The captain's chronometer, sextant, Navigation Book and most of the ship's papers were missing. The Log Book had been entered up to November 24th, and the log-slate showed that the last observation had been made at 8 a.m. on November 25th. There were no signs of violence and no half-eaten meals on the tables, both fictions which led to extravagant speculation in later stories. The forehatch had been removed, probably to ventilate the cargo hold, a normal precaution with a cargo of crude alcohol.

Later, when the ship was unloaded at Genoa, nine barrels were found to be empty, having apparently leaked during the voyage. Herein may lie the solution of the mystery, that fear of fire or explosion may have caused the captain to abandon the ship temporarily but, the weather worsening, he and his unfortunate companions were swept away and lost. Weather reports of November 25th support this theory.

The mate and two seamen from the *Dei Gratia* sailed the derelict brig into Gibraltar, and Capt. Morehouse received a salvage award of £1,700.

On January 3rd, 1885, the *Mary Celeste*, under new ownership, was wrecked on Roskell's Reef, near Miragoane, Haiti, on a clear day and in a calm sea, the reef being marked on the charts and clearly visible. None of her crew of seven was lost.

MARY E. MOORE

*Moore Mill & Lumber Co. Inc.; 1913; Craig S.B. Co.; 1,783 tons; 221 - 5x40*2x14; 74 n.h.p.; compound engines.* The American ship *Mary E. Moore* lost her propeller and tailshaft on February 23rd, 1927, and filled and sank off the Coquille River.

MARY ISABEL

R. S. Lamb & Co., Sydney; 1892; Grangemouth Dockyard Co.; 339 tons; 146x27-2x11-2.
The barquentine *Mary Isabel*, Captain A. L. D. Cooper, left Whangape, New Zealand, on September 8th, 1911, for Sydney with a cargo of kauri wood. Soon after leaving port she encountered very bad weather and was never seen again. One of her lifeboats was picked up by the Norwegian barque *Este*, and the steamship

Navua reported sighting a derelict in the Tasman Sea which may have been the missing vessel. Her crew numbered 11 all told.

MARY K.

Kansas Compania Naviera; 1896; Short Bros.; 1,594 tons; 259x36-8x — ; triple-expansion engines.
The Costa Rican ship *Mary K.* left Straton on November 29th, 1957, for Constantza with a cargo of iron pyrites. She reported on December 1st that her cargo had shifted and she was in distress. Nothing more was heard of her and she was assumed to have sunk with all hands. Two empty lifeboats were found and a body was washed up on Skyros Island.

MARY LAWTON

G. H. Lovitt & Co.; 1870; Grosse Coques, N.S.; 743 tons; 159-7x34-4x19-5.
The Canadian wooden barque *Mary Lawton* left Liverpool on December 26th, 1881, for Baltimore. On February 2nd 1882, she was dismasted in heavy weather off the mouth of the English Channel.

Six men were washed overboard and drowned. The remainder of the crew were taken off by the Norwegian barque *Norma*.

MARY LIVANOS

Livanos Bros. Maritime Co.; 1938; W. Gray & Co.; 4,771 tons; 419-2x56-7x25-3; 463 n.h.p.; triple-expansion engines. The Greek steamship *Mary Livanos* was torpedoed and sunk by a submarine on July 11th, 1943, on a voyage from Beira to Aden. Eight of her crew were killed.

MARY LUCKENBACH

Luckenbach S.S. Co.; 1919; American International S.B. Corp.; 5,049 tons; 390x54-2x27-6; 600 n.h.p.; turbine engines.
The American steamship *Mary Luckenbach*, on a voyage from New York and Loch Ewe to North Russia, was a unit of a convoy attacked by German dive bombers on September 14th, 1942, about 600 miles W.N.W. of the North Cape. One of the aircraft crashed on to the deck of the *Mary Luckenbach* which blew up and sank with the loss of all on board. *

MARY ROSE

British Navy, destroyer; 1916; Palmer & Co.; 1,025 tons; 271x26x8-7; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T.

The destroyer *Mary Rose*, Lt. Cdr. C. L. Fox, left Lerwick on October 15th, 1917, in company with her sister destroyer *Strongbow*, Lt. Cdr. Edward Brooke, and two armed trawlers, the *Elise* and the *P. Fannon*, escorting an eastbound convoy. Next day the destroyers separated, *Mary Rose* going ahead to meet the approaching westbound convoy near Marsten, Norway. The *Strongbow* was ordered to continue with the eastbound convoy and superintend its dispersal and rejoin *Mary Rose* at sea.

On the afternoon of the 16th, *Mary Rose* left Marsten with 12 merchantmen in convoy and on the same evening was joined by *Strongbow*.

At 6 a.m. on the following morning *Strongbow* was surprised by the German minelaying cruisers *Brummer* and *Bremse* of 3,800 tons, 34 knots and armed with four 5-9 in. guns apiece, and before she could bring her guns into action she was rendered helpless by a salvo from the enemy ships which severed her main steampipe. The *Strongbow* was abandoned and sank at about 7.30 a.m.

In the meanwhile the firing had been heard by the *Mary Rose* which put about and made contact with the enemy cruisers, but was struck by a salvo and rendered unmanageable. She sank in a very short time taking with her most of her complement of 88 officers and ratings, including Lt. Cdr. Fox. A few survivors with one officer, Sub Lt. Freeman, managed to escape on a raft.

Of the 12 merchant ships in the convoy nine, mostly Scandinavian, were sunk, the Germans subjecting all boats and rafts to an indiscriminate shelling, whereby many persons lost their lives. The armed trawler *Elise* came upon the scene in time to pick up a number of survivors from boats and rafts, but altogether about 250 lives were lost in this attack. In addition to the *Elise* the trawler *P. Fannon* and three British steamships managed to escape.

MARY SLESSOR

MARY SLESSOR

Elder Dempster Lines; 1930; A. McMillan & Son; 5,027 tons; 370-6x51-2x20-1; 652 n.h.p.; 13 knots; oil engines. The motor vessel *Mary Slessor*, Capt. C. H. Sweeney, was mined and sunk not far from Ceuta on the Riff coast on February 7th, 1943. Thirty-two men were killed. Capt. Sweeney was among the survivors.

MARY TATHAM

Tatham & Co.; 1879; P. Hardcastle & Co.; 1,627 tons; 251 x 33-4x23-2; 160 h.p.; compound inverted engines. The British cargo ship *Mary Tatham* was wrecked at Cape Yerimo, Japan, on April 10th, 1882, while on a voyage from Nagasaki to Portland, Or., carrying a general cargo.

MARYLAND

Det Forenede Dampskibs Selskab; 1914; J. C. Tecklenborg A.G.; 5,136 tons; 417-7x55-8x31-8; 340 n.h.p.; triple-expansion engines.

The Danish steamship *Maryland* struck a mine and sank in the North Sea on August 21st, 1914.

MARYLAND

Det Forenede D/S; 1921; Hall, Russell & Co.; 4,895 tons; 362'2x50-2x31-6; 327 n.h.p.; triple-expansion engines. The Danish ship *Maryland*, with a crew of 34, left Madeira on February 7th, 1940, for Copenhagen. She was in wireless communication on February 9th, but was not heard of again.

MARYLYN

Kaye Transport Co.; 1930; Lithgows; 4,555 tons; 385x52x 26-6; 489 n.h.p.; 11 knots; triple-expansion engines. The steamship *Marylyn*, Capt. T. C. Townsend, was torpedoed and sunk by a German submarine on October 30th, 1942, about 150 miles S.W. of the St. Paul Rocks. Fifteen men were killed. Capt. Townsend was among the survivors.

MASAKI MARU No. 2

Kusakabe Kisen K.K.; 1918; Osaka Iron Works; 1,238 tons; 220 X 33 • 6 X 18 - 5; 79 n.h.p.; triple-expansion engines. The steamship *Masaki Mam No. 2* was torpedoed and sunk by the U.S. submarine *Wahoo* on September 29th, 1943, 125 miles E. of Hungnam, Korea.

MASASHIMA MARU

Iino Kaiun K.K.; 2,742 tons. The steamship *Masashima Mam* was bombed and sunk by ILS land-based aircraft on March 13th, 1945, about 40 miles S. of Canton.

MASAYA

Seaboard Steamship Corp.; 1920; Fore River S.J.B. Corp.; 1,174 tons; 314-4x31-7x20-7; 398 n.h.p.; oil engines. The American motorship *Masaya* was bombed and sunk by Japanese aircraft on March 28th, 1943, about five miles from Oro Bay, New Guinea. Six of her crew were killed.

MASCARA

MacLay & McIntyre; 1912; A. Stephen & Sons; 4,957 tons; 402-1x52-2x27-4; 425 n.h.p.; triple-expansion engines. The British cargo ship *Mascara* was wrecked near Danilov Island in July, 1915, while on a voyage from Barry to Archangel carrying a cargo of coal.

MASCOT

Scotto, Ambrosino, Pugliese, Fils & Co.; 1922; Christiansands Mek. Verksted; 1,225 tons; 239-5x36-2x13-1; 127 n.h.p.; triple-expansion engines. The French steamship *Mascot* was bombed and sunk by British aircraft on December 8th, 1942, outside Bougie.

MASHOBRA

British India Steam Navigation Co.; 1914; Barclay Curie & Co.; 8,236 tons; 449-4x58-2x32-8; 900 n.h.p.; 13 knots; triple-expansion engines. The liner *Mashobra*, Capt. H. J. Brooks, rendered useful service in

the early months of the First World War, when she acted as a transport during the Gallipoli campaign. Later she resumed her normal service and on April 15th, 1917, was torpedoed by an Austrian submarine 140 miles S.W. of Cape Matapan. She was hit abreast the engine room and eight of the engineer's staff were killed by the explosion. The crew were ordered to abandon ship and Capt. Brooks was taken prisoner. The enemy then fired 70 shells at the ship which sank at about 1.40 p.m.

The survivors were picked up by trawlers and landed at Malta on the following day.

MASHONA

Ellerman & Bucknall S.S. Co.; 1894; Russell & Co.; 4,145 tons; 368-7x47-5x26-9; 399 n.h.p.; triple-expansion engines. The British cargo ship *Mashona* was wrecked 30 miles west of Zavora Point on July 15th, 1915. She was on a voyage from the Tees and London to Beira and Kobsichang carrying a general cargo.

MASHONA

British Navy, destroyer; 1937; Vickers Armstrong; 1,870 tons; 355-5x36-5x9; 44,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; eight 4 • 7 in. guns, 7 smaller, 4 T.T. The destroyer *Mashona*, under command of Cdr. Selby, was one of those taking part in the pursuit of the German battleship *Bismarck* (which see). On May 28th, 1941, the day following the *Bismarck's* destruction, the British forces were heavily bombed by German aircraft and *Mashona* was hit and sunk with the loss of one officer and 45 ratings out of her complement of 190.

MASSALIA

E. Petritzis fils; 1888; Short Bros.; 2,186 tons; 292x39-1x18-9; 228 n.h.p.; triple-expansion engines. The Greek steamship *Massalia* was sunk by a German submarine W. of Gibraltar on October 29th, 1916.

MASSMAR

Calmar Steamship Corp.; 1920; Kawasaki Dockyard Co.; 5,828 tons; 385x51-2x25-6; 3,000 i.h.p.; 9 knots; triple-expansion engines.

The American steamship *Massmar*, Capt. Albert C. Leimbach, was steaming in convoy off Reykjavik on July 5th, 1942, when she struck a mine and sank. The captain and 16 men were killed and three wounded. Four other ships in the convoy were lost in the same minefield.

MATABELE

British Navy, destroyer; 1937; Scott's Shipbuilding & Engineering Co.; 1,870 tons; 355-5x36-5x9; 44,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; eight 4-7 in. guns, 8 smaller; 4 T.T.

The destroyer *Matahele*, Cdr* A. C. Stanford, D.S.C., was torpedoed and sunk by a German submarine in the Barents Sea on January 17th, 1942, while escorting a convoy to North Russia. Twelve officers, including Cdr. Stanford, and 22 ratings were killed.

MATADI

Elder, Dempster & Co.; 1889; Naval Construction & Armaments Co.; 2,683 tons; 311-6x39-2x24-7; 253 n.h.p.; triple-expansion engines.

The British cargo ship *Matadi* was destroyed by an explosion of gunpowder at Boma, West Africa, on March 7th, 1896. She was on a voyage from Liverpool to Loanda carrying a general cargo. Twenty-five lives were lost.

MATAURA

New Zealand Shipping Co.; 1896; Barclay, Curie & Co.; 5J64 tons; 421 x 54 - 6 x 29 -1; 502 n.h.p.; triple-expansion engines. The British cargo ship *Mataura* was wrecked at Sealer's Cove, Straits of Magellan, on January 27th, 1898. She was on a voyage from Wellington to London carrying a general cargo.

MATHERAN

T. & J. Brockebank; 1919; Lithgows; 7,653 tons; 470-3x58-2x32-1; 800 n.h.p.; 12 knots; triple-expansion engines. The steamship *Matheran*, Capt. J. Greenall, was torpedoed and sunk by a German submarine on October 19th, 1940, in convoy

about 400 miles W. of the Hebrides. Nine persons, including Capt. Greenall, were killed.

MATILDE PEIRCE

Peirce Bros.; 1908; *J. Blumer & Co.*; 3,533 tons; 321-5x46x14; 280 n.h.p.; triple-expansion engines. The Italian ship *Matilde Peirce* was wrecked on November 18th, 1922, at Marittimo Island, near Trapani, while on a voyage from Genoa to New York.

MATINA

Elders & Fyffes; 1929; *Cammell Laird & Co.*; 5,389 tons; 400'2x51-4x30'4; 447 n.h.p.; 13-5 knots; triple-expansion engines.

The steamship *Matina*, Capt. D. A. Jack, left Port Antonio, Jamaica, on October 12th, 1940, for Garston. She was never heard of again and was considered to have been sunk by enemy action. Her complement was 68 in all. Capt. Jack had previously been in command of the *Carare* when she was mined in the Bristol Channel in May, 1940.

MATRA

T. & J. Brocklebank; 1926; *W. Hamilton & Co.*; 8,003 tons; 470-1x62-2x32-2; 1,047 n.h.p.; 12 knots; turbine engines. The steamship *Matra*, Capt. J. F. Butterworth, was mined and sunk in the Thames Estuary one mile E. of the Tongue lightship on November 13th, 1939. Sixteen Indian seamen were killed.

MATSU

Japanese Navy, destroyer; 1942; *Japan*; 1,000 tons; 300 X — x —; 30 knots; turbine engines; four 4 - 7 in. guns, 4 T.T. The destroyer *Matsu* was sunk in an engagement with American cruisers and destroyers N.W. of Bonin Islands on August 4th, 1944. The *Matsu* carried a complement of about 120.

MATSUE MARU

Nippon Yusen K.K.; 1921; *Yokohama Dock Co.*; 7,061 tons; 445 x 58 x 34; 632 n.h.p.; triple-expansion engines. The steamship *Matsue (Matue) Maru* was torpedoed and sunk by the U.S. submarine *Harder* on April 17th, 1944, 350 miles S.W. of Guam Island.

MATSUEIMARU

Morita Kogyo K.K.; 1938; *Osaka Iron Works*; 1,877 tons; 271 - 7x40x20-3; steam engines. On March 30th, 1944, the steamship *Matsuei (Matuei) Maru* was attacked by U.S. carrier-based aircraft and sunk off Babelthuap, Palau Islands.

MATSUKAWA MARU

Kawasaki Risen K.K.; 1938; *Kawasaki Kisen K.K.*; 3,825 tons; 354-7x50x27-6; 333 n.h.p.; turbine engines. The steamship *Matsukawa (Matukawd) Maru* was torpedoed and sunk by the U.S. submarine *Jack* on June 30th, 1944, about 50 miles W. of Batangan, Philippines.

MATSUKAZE

Japanese Navy, destroyer; 1923; *Maizuru*; 1,270 tons; 320 x 30x9-6; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4•7 in. guns, 2 A.A.m.g., 6 T.T. The destroyer *Matsukaze* was torpedoed and sunk E. of the Bonin Islands by the U.S. submarine *Swordfish* on June 9th, 1944. The destroyer's normal complement was 148.

MATSUMAEMARU

Japanese Government; 1924; *Mitsubishi Zosen K.K.*; 3,429 tons; 350 X 52x22; turbine engines. The ferry *Matsumae (Matumae) Maru* was sunk by U.S. carrier-based aircraft on July 14th, 1945, in the Tsugaru Strait.

MATSUMOTOMARU

Nippon Yusen K.K.; 1921; *Yokohama Dock Co.*; 7,024 tons; 445 x 58x 34; 632 n.h.p.; triple-expansion engines. The steamship *Matsumoto (Matumoto) Maru* was torpedoed and sunk by the U.S. submarine *Tang* on October 25th, 1944, off the Pescadores Islands.

MATSUO MARU

Japanese Government; 1906; *Schiffswerft v. Henry Koch*; 1,911 tons; 275x40x16-6; 121 n.h.p.; triple-expansion engines. The steamship *Matsuo Maru* was formerly the Italian *Matteo Ricci*, chartered by the Japanese. She struck a mine and sank on June 13th, 1945, off Shimonoseki.

MATSUSHIMA

Japanese Navy, cruiser; 1890; *La Seyne*; 4,277 tons; 295 x 50-7x21-2; 5,400 i.h.p.; 17-5 knots; triple-expansion engines; one 12-5 in. gun, eleven 4 - 7 in., five 6 pdr., eleven 3 pdr., 6 m.g., 4 T.T.

The cruiser *Matsushima* had taken part in the Sino-Japanese War of 1894 and again in the Russo-Japanese War of 1904-5. Later she became a unit of a small training squadron under Admiral Yoshimatsu, consisting, besides herself, of the cruisers *Itsukushima* and *Hashidate*. This squadron was anchored off Makang, in the Pescadores, when at 4.8 a.m. on April 30th, 1908, the *Matsushima's* stock magazine blew up and she sank in a few minutes.

As far as can be established she had on board some 348 officers and men, of whom 58 were cadets, under command of Capt. Y. Yashiro. Of this number 23 officers, 33 cadets, one warrant officer and 150 men, making a total of 207, were lost. The survivors numbered 141, of whom 30 were saved by boats from the other cruisers. Capt. Yashiro was among the drowned.

MATSUSHIMA MARU

Nippon Kiyo Kogyo K.K.; 10,488 tons. The tanker *Matsushima Maru* was sunk by U.S. carrier-based aircraft on January 16th, 1945, about 50 miles S. of Hong Kong.

MATSUURA MARU

Matsuura Kisen K.K.; 1918; *Osaka Zosenho*; 1,218 tons; 227-4x32-6x17-3; 97 n.h.p.; triple-expansion engines. The Japanese ship *Matsuura Maru* struck a submerged wreck and sank on September 14th, 1938, off the Amherst Rock at the entrance to the Yangtze River. She was carrying coal from Newchwang to Shanghai.

MATTEO RENATO IMBRIANI

1977; *J. C. Teckknborg A.G.*; 5,882 tons; 450-8x57^2x27; 697 n.h.p.; triple-expansion engines. The German steamship *Albany* was requisitioned by the Italian Government and renamed *Matteo Renato Imbriani*. Subsequently she struck a mine and sank in the Mediterranean on March 20th, 1918.

MATTHEW CAY

Cay, Hall & Co.; 1872; *Softley & Co.*; 1,355 tons; 241-9x 31'6x17-4; 120 h.p.; compound engines. The British cargo ship *Matthew Cay* was wrecked near Cape Finisterre on September 23rd, 1887. She was on a voyage from Troon to Genoa carrying a cargo of coal and iron. Most of the crew were drowned.

MATTI

Bechs Rederi Akties.; 1907; *A. Vuijk & Zonen*; 2,139 tons; 280 '8x41-1x20-3; 247 n.h.p.; triple-expansion engines. The Norwegian steamship *Matti* was torpedoed and sunk by a German submarine in the North Sea on September 22nd, 1917.

MAULE

S.A. Comm. Braun y Blanchard; 1882; *Hall, Russell & Co.*; 1,598 tons; 260-6x35-4x21-2; 197 n.h.p.; triple-expansion engines. On a voyage from Lota to Magallanes with a cargo of coal, the Chilean ship *Maule* was wrecked on September 8th, 1928, at Columbine Point, Farquhar Pass, Magellan.

MAUNA ALA

Matson Navigation Co.; 1918; *Texas S.S. Co.*; 6,256 tons; 420-5x54-2x31-4; 555 n.h.p.; triple-expansion engines. The American ship *Mauna Ala* went ashore on December 10th, 1941, on Clatsop Beach, four miles S. of the mouth of the Columbia River, and broke up.

MAUNA LOA

Matson Navigation Co.; 1919; Los Angeles S.B. & D.D. Co.; 5,436 tons; 410x54-4x27-2; 422n.h.p.; triple-expansion engines.

The American steamship *Mama Loa* was bombed and sunk by Japanese aircraft at Port Darwin, N. Australia, on February 19th, 1942. Five of her crew were killed.

MAURICE TRACY

M. & J. Tracy, Inc.; 1916; Gt. Lakes Eng. Works; 2,468 tons; 253-3x43-6x25-4; 284 n.h.p.; triple-expansion engines. The American ship *Maurice Tracy* collided with another ship and sank on June 16th, 1944, in 39° 53' N., 73° 58' W.

MAVISBROOK

S.S. Tregenna Co.; 1912; J. Blumer & Co.; 3,152 tons; 332-5x 48-7x21-9; 284 n.h.p.; 9 knots; triple-expansion engines. The steamship *Mavisbrook* was torpedoed and sunk by a German submarine 50 miles S.E. by S. \ S. of Cabo de Gata, on the Mediterranean coast of Spain, on May 17th, 1918. The captain and 17 men were killed.

MAX SCHULTZ

German Navy, destroyer; 1936; Deutsche Werke, Kiel; 1,625 tons; 374x37x9-5; 40,000 s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37 m.m., 8 T.T.

The German destroyer *Max Schultz* in company with the *Leberecht Maass* was in the North Sea on February 22nd, 1940, when she and her consort were attacked by bombers of the German Air Force in mistake for British ships. Both vessels were hit and sunk. The normal complement of the *Max Schultz* was 283.

MAY

I. E. Guthe & Co.; 1890; J. Priestman & Co.; 1,178 tons; 231-5 X 32-1 X 15-5; 115 n.h.p.; triple-expansion engines. The British cargo ship *May* foundered in the Caribbean Sea on January 5th, 1897, while on a voyage from Barranquilla to New York. She was carrying a cargo which included coffee and hides.

MAY

W. Turnbull & Co.; 1869; Southwick; 237 tons; 114-7x25-1x 12-8

The three-masted schooner *May*, Capt. J. Urquhart, left Kaipara Harbour, New Zealand, for Onehunga on October 16th, 1902. She had a cargo of 180,000 feet of sawn timber and carried a crew of seven. There was a westerly gale and the schooner was in tow of the small steamship *Pilot* of only 80 h.p.

After battling with the seas from 8 a.m. to 2 p.m. the *May* cast off the tow, as both vessels were in danger of sinking. The schooner soon afterwards began to drift shorewards, and at 5.30 on the following morning, about 20 miles S. of Kaipara Heads, she ran ashore and capsized in the breakers. All the crew were drowned with the exception of a Maori boy named W. Dunn, who was a local swimming champion. After a terrific struggle of over 30 minutes he managed to cover the short distance between the wreck and the shore, which he reached in an exhausted condition.

The steamship *Pilot*, regarded as missing for several days, was found to have taken shelter further down the coast.

MAYA

Cisterne Italiane Soliani & Saltamerenda; 1894; D. G. Dunlop & Co.; 3,867 tons; 355-4x44-4x30-1; 413n.h.p.; triple-expansion engines.

The Italian steamship *May a* was torpedoed and sunk by a British submarine on September 5th, 1941, about six miles S. of Tenedos, Aegean.

MAYA

Japanese Navv, heavy cruiser; 1930; Kawasaki Dockyard; 9,850 tons; 650x62' 3x16-5; 100,000s.h.p.; 33knots; turbine engines; Kampon boilers; ten 8 in. guns, four 4 7 in. 9 eight 47 mm., 4 m.g., 8 T.T., 4 aircraft.*

The Japanese heavy cruisers *May a* and *At ago* were torpedoed by the U.S. submarines *Dace* and *Darter* respectively in the Palawan Passage, Philippines, on October 23rd, 1944. The attack occurred on

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the day prior to the commencement of the main battle of Leyte Gulf, each cruiser sustaining four torpedo hits.

For further details see *Atago* and for full story of the battle see under the battleship *Musashi*.

MAYA MARU

Toa Kaiun K.K.; 1925; Yokohama Dock Co.; 3,145 tons; 352x46x27; 284 n.h.p.; triple-expansion engines. The steamship *Maya Mam* was torpedoed and sunk by the U.S. submarine *Cabrilla* on July 17th, 1944, 75 miles W. of Mandih in the Philippines.

MAYACHIMARU

Hokkaido Tanko Risen K.K.; 1916; Uraga Dock Co.; 2,159 tons; 268x40-7x23-6; 169 n.h.p.; triple-expansion engines. The steamship *Mayachi (Mayati) Mam* was torpedoed and sunk by the U.S. submarine *Pompon* on August 12th, 1944, off the east coast of Sakhalin.

MAYASAN MARU

Mitsui Senpaku; 9,433 tons.

The steamship *Mayasan Maru* was torpedoed and sunk by the U.S. submarine *Picuda* on November 17th, 1944, about 100 miles W.S.W. of Cheju Do Island, Korea.

MAYFELD

Woods, Taylor & Brown; 1890; Bute S.B. & E. Co.; 2,632 tons; 300X39x20-5; 245 n.h.p.; triple-expansion engines. The British cargo ship *Mayfield* was wrecked near Niarbyl Point, Isle of Man, on September 25th, 1909. She was on a voyage from the Clyde to Savona carrying a cargo of coal.

MAYSTONE

Thomas Stone; 1945; Grangemouth Dkyd. Co.; 2,025 tons; 272x40x17-2; triple-expansion engines.

The British cargo ship *Maystone* sank after a collision with the aircraft carrier *Albion* during a gale on October 18th, 1949. She was about four miles E. of Longstone Light on a voyage from Methil to London carrying a cargo of coal. The *Albion* saved four of the crew and these were the only survivors.

MAZEPPA

Renwick, Wilton & Co.; 1872; Palmers' Co.; 1,164 tons; 256'7x30-1x17-4; 134 n.h.p.; compound engines. The British cargo ship *Mazeppa* was wrecked at Flamborough Head on June 24th, 1908. She was on a voyage from the Tyne to Dartmouth carrying a cargo of coal.

MAZUR

Polish Navv, torpedo boat; 1915; Vulkan Werke, Hamburg; 349 tons; 205-5x20-5x7-5; 6,000 i.h.p.; 30 knots; four 3 in. guns, 2 m.g., 2 T.T.

The torpedo boat *Mazur* was attacked and sunk by German aircraft off Gdynia on September 1st, 1939. Her normal complement was 74.

MAZZINI

S.A. Cooperativa Garibaldi; 1913; Akt. Ges Weser; 5,809 tons; 420-3x56-2x29-6; 520 n.h.p.; triple-expansion engines. The Italian ship *Mazzini*, carrying coal from Baltimore to Algiers, went ashore at Graciosa on March 31st, 1925.

MEANDROS

Livanos Bros.; 1914; W. Dobson & Co.; 4,309 tons; 400-5x 52x25-1; 427n.h.p.; triple-expansion engines. The Greek ship *Meandros* collided during a fog with the *Dartford* and sank on February 12th, 1934, off St. Catherine's Point. She was on a voyage from Rosario to Amsterdam with a cargo of grain.

MECANICIEN DONZEL

Messageries Maritimes; 1918; Uraga Dock Co.; 8,227 tons; 445 x 58x40; 703 n.h.p.; triple-expansion engines. The French steamship *Mecanicien Donzel* was torpedoed and sunk by a submarine in the Mediterranean on June 3rd, 1918.

MECANICIEN PRINCIPAL CARVIN

Cie. Commercial de VAfrique Equatorial Fran false; 1922; Chantiers & Ateliers de la Gironde; 4,282 tons; 362-9x49-2x 24-4; 280n.h.p.; triple-expansion engines. The French steamship *Mecanicien Principal Carvin* was bombed and sunk by German aircraft on June 21st, 1940, at Verdon, River Gironde.

MECCA

British India S.N. Co.; 1873; A. & J. Inglis; 1,460 tons; 270 X 31 - 3x24-5; 138n.h.p.; triple-expansion engines. The British steamship *Mecca*, Capt. Parkman, on a voyage from Calcutta to Rangoon with passengers and general cargo, came across the British India steamship *Lndula* adrift with a broken propeller shaft, and took her in tow on May 23rd, 1898. During the following day the tow rope parted and while manoeuvring to make fast again the *Mecca* crossed the bows of the *Lndula* and was sunk by the ensuing collision. The captain and 52 passengers and crew were lost.

MECHANICIAN

Charente S.S. Co.; 1900; Workman Clark & Co.; 9,044 tons; 482 X 57 • 3 x 31 • 5; 604 n.h.p.; 13 knots; triple-expansion engines. The steamship *Mechanician*, serving as an armed escort vessel in the First World War, was torpedoed by a German submarine eight miles W. of St. Catherine's Point on January 20th, 1918. The ship was beached and became a total loss. Thirteen ratings were killed.

MECKLENBURG

Stoomvaart Maats. Zeeland; 1909; Fair field Co.; 2,88 5 tons; 349'8x42-7x16-4; 1,130 n.h.p.; triple-expansion engines. The Dutch steamship *Mecklenburg* struck a mine and sank in the North Sea on February 27th, 1916.

MEDANMARU

Mitsubishi Kisen K.K.; 5,755 tons. The tanker *Medan Mam* was torpedoed and sunk by the U.S. submarine *Seahorse* on June 27th, 1944, about 150 miles S. of Kaohsiung, Formosa.

MEDEA

N.V. Koninklijke Nederlandsche Stoomboot Maats.; 1916; Werf. Voorh. Rijkee & Co.; 1,311 tons; 266-4x39-2x14-4; 150n.h.p.; triple-expansion engines. The Dutch steamship *Medea* was torpedoed and sunk by a German submarine on August 12th, 1942, off the south coast of Cuba on a voyage from New York to Curacao. Five of her crew were lost.

MEDICEO

M. Querci; 1918; C. Cornell & Co.; 5,083 tons; 400-8x52-3x 28-5; 490 n.h.p.; triple-expansion engines. The Italian steamship *Mediceo* was bombed and sunk by British aircraft on January 31st, 1945, off Tagliamento.

MEDIE

Cie. de Navigation Paquet; 1911; Forges & Chantiers de la Mediterranee; 4,770 tons; 385-9x45-9x28; 380n.h.p.; triple-expansion engines. The French steamship *Medie* was torpedoed and sunk by a submarine in the Mediterranean on September 23rd, 1917.

MEDINA

Peninsular & Oriental Steam Navigation Co.; 1911; J. Caird & Co.; 12,358 tons; 550x62-8x34-5; 1,164 n.h.p.; 19 knots; quadruple-expansion engines. The liner *Medina*, Capt. H. S. Bradshaw, left Plymouth for London on April 28th, 1917, on the last lap of her voyage from India. The same evening, three miles E.N.E. of Start Point, she was torpedoed in the starboard engine room by a submarine. The engines stopped and the vessel began to sink. Wireless calls were sent out and passengers and crew went to the boats without confusion or hurry. At 7.15 p.m., 45 minutes after she had been hit, the *Medina* sank.

Mr. Palmer, the fourth engineer, and five native firemen were killed by the explosion, theirs being the only lives lost. The boats were taken in tow by destroyers and motor launches and brought to Dartmouth and Brixham.

MEDJERDA

Cie. de Navigation Mixte; 1898; Wigham Richardson & Co.; 1,918 tons; 287-5x36-3x15-8; 349n.hp.; triple-expansion engines.* The French steamship *Medjerda* was torpedoed and sunk by a submarine in the Mediterranean on May 11th, 1917.

MEDJERDA

La Tunisienne S.N. Co.; 1924; W. Gray & Co.; 4,380 tons; 370x52x25-5; 340 n.h.p.; 10-5knots; triple-expansion engines. The steamship *Medjerda*, Capt. C. E. Banks, left Peipel on March 7th, 1941, and Freetown March 13th, for Middlesbrough with iron ore. Nothing more was ever heard of the ship or her complement of 54.

MEDJIDIEH

Turkish Navy, protected cruiser; 1904; W. Cramp & Sons; 3,330 tons; 331x43x17; 12,500 i.h.p.; 22 knots; triple-expansion engines; Niclausse boilers; two 6 in. guns, eight 4 - 7 in., six 3 pdr., six 1 pdr., 2 T. T. The protected cruiser *Medjidieh* formed part of the squadron operating in the Black Sea during the First World War. Besides the above named ship there were the *Hamidieh*, *Goeben*, *Breslau* and a few destroyers. Although Turkish in name the squadron was dominated by the Germans, and was commanded by Admiral Souchon. The *Medjidieh* had a complement of 312 officers and men. On April 3rd, 1915, the squadron made an unsuccessful raid upon the transports assembled off the port of Odessa. During this operation the *Medjidieh* ran into a minefield and was sunk.

MEDOC

Worms et Cie.; 1930; D. & W. Render son & Co.; 1,166 tons; 237-3x34-1 X14-7; 188 n.h.p.; triple-expansion engines. The French steamship *Medoc*, flying the British flag, was torpedoed and sunk by German aircraft on November 26th, 1940, near the Eddystone Lighthouse. Thirty-nine of her crew were lost.

MEDUSA

British Navy, destroyer; 1915; J. Brown & Co.; 1,007 tons; 273-3x26-7x10-2; 25,000 i.h.p.; 32 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T. The destroyer *Medusa*, Lt. Cdr. Hemans, was part of the famous Harwich Force commanded by Cdre. Tyrwhitt during the First World War. On March 24th, 1916, the force left Harwich for Hoyer, on the coast of Schleswig, escorting the seaplane carrier *Vindex*, with the intention of launching an air attack on the Zeppelin airship station. At 9 a.m. on the following day when close to the enemy coast two armed trawlers were discovered in the course of a destroyer sweep and both were sunk. This apprised the Germans of what was taking place and they attacked the flotilla from the air. In taking avoiding action *Laverock* rammed *Medusa* reducing the latter's speed to six knots; eventually she was taken in tow by *Lightfoot*. The weather had changed for the worse and the sea was rising. In these circumstances, and with the possibility of the High Seas Fleet making a sortie at any moment, *Medusa* was abandoned. She was not sunk at once as there was some hope that the derelict might be picked up next day, but owing to the rough weather she foundered during the night.

MEDWAY

British Navy, depot ship; 1928; Vickers-Armstrong; 14,650 tons; 580 x 85 x 22; 8,000 h.p.; 16 knots; oil engines; two 4 in. guns, four 4 in. A.A., 12 smaller. The depot ship *Medway*, Capt. Philip Ruck-Keene, C.B.E., was torpedoed by a German submarine off Alexandria on June 30th, 1942. The normal complement of the vessel was 400.

MEERKERK

N.V. Vereenigde Nederlandsche Scheepv. Maats.; 1916; Breuter Vulkan; 7,995 tons; 508-6x60-8x32-9; 954 n.h.p.; triple-expansion engines. The Dutch steamship *Meerkerk* struck a mine, broke in two and sank on June 16th, 1946, off Walcheren on a voyage from Rotterdam to Australia. Twelve of her crew were lost.

MEGAERA

MEGAERA

British Navy, storeship; 1,395 tons; 350 n.h.p.; steam engines', 6 guns.

The storeship *Megcera*, Capt. A. T. Thrupp, was wrecked on St. Paul Island, in the Indian Ocean on June 19th, 1871. The number lost is not known.

MEIAN

Standard Vacuum Oil Co.; 1901; Shanghai; 935 tons; steam engines.

The American steamship *Mei An* was bombed by Japanese aircraft on December 12th, 1937, near Hohsien, Yangtze River. She was again bombed and set on fire on about January 3rd, 1938, and became a total wreck. The vessel was carrying refugees at the time.

MEI HSIA

Standard Vacuum Oil Co.; 1926; Shanghai; 1,048 tons; steam engines.

The American tanker *Mei Hsia* was bombed and set on fire by Japanese aircraft on December 12th, 1937, near Hohsien, Yangtze River. She was beached but slipped off and sank. The tanker was carrying refugees on deck.

MEI PING

Standard Vacuum Oil Co.; 1927; Shanghai; 1,119 tons; steam engines.

The American steamship *Mei Ping* was bombed and set on fire by Japanese aircraft on December 12th, 1937, near Hohsien, Yangtze River, and sank later. She was carrying refugees at the time.

MEIGEN MARU

Meiji Kaiun K.K.; 1920; Asano S.B. Co.; 5,434 tons; 400X 53-2x29-4; 513 n.h.p.; triple-expansion engines.

The steamship *Meigen Maru* was torpedoed and sunk by the U.S. submarine *Gudgeon* on March 22nd, 1943, N. of Sourabaya,

MEIGLE

ShawS.S.Co.; 1881; Bar clay, Curie & Co.; 1,060 tons; 220-2 x 30-1 x 15-2; compound engines.

The Canadian cargo ship *Meigle* was wrecked at Marine Cove, one mile N. of St. Shotts, St. Mary's Bay, on July 19th, 1947. She was on a voyage from Charlottetown to St. John's, N.F.L., carrying livestock and a general cargo.

MEIHO MARU

Meiji Kaiun K.K.; 2,857 tons.

The steamship *Meiho Maru* was bombed and sunk by U.S. land-based aircraft on March 28th, 1945, about 50 miles W. of Keelung, Formosa.

MEIJI MARU No. 1

Hinode Risen K.K.; 1937; Tsurumi Seitetsu Zosen K.K.; 1,934 tons; 270X40x20-3; 156 n.h.p.; triple-expansion engines. The steamship *Meiji Maru No. 1* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On April 20th, 1943, she was torpedoed and sunk by the U.S. submarine *Scorpion* off Onahama, Honshu Island.

MEIKAI MARU

Meiji Kaiun K.K.; 1917; Osaka Iron Works; 3,197 tons; 305 x 43 • 7 x 27 - 2; 288 n.h.p.; triple-expansion engines. The steamship *Meikai Maru* was torpedoed and sunk by the U.S. submarine *Gar* on May 15th, 1943, E. of Mindoro Island, Philippines.

MEIRYU MARU

Meiji Kaiun K.K.; 4,739 tons.

The steamship *Meiryu Maru* was bombed and sunk by U.S. land-based aircraft on January 2nd, 1945 off San Fernando, Philippines.

MEISEI MARU

Hiyoshi Kaiun K.K.; 1917; Superior S.B. Co.; 1,893 tons; 251 x 43 • 8 x 18 - 2; 274 n.h.p.; triple-expansion engines. The steamship *Meisei Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on June 11th, 1945, about 100 miles E. of Rashin, Manchuria.

MEISHO MARU

Meiji Kaiun K.K.; 2,735 tons.

The steamship *Meisho (Meisyo) Maru* was bombed and sunk by U.S. land-based aircraft on January 16th, 1944, off Queen Charlotte Island, Bismarck Archipelago.

MEITEN MARU

Meiji Kaiun K.K.; 1938; Tama S.B. Co.; 4,474 tons; 363-Sx 50x29; 453 n.h.p.; oilengines.

The motor vessel *Meiten Maru* was torpedoed and sunk by the U.S. submarine *Tautog* on June 20th, 1943, about 250 miles S.W. of the Ladrone Islands.

MEIU MARU

Taisho Kaiun K.K.; 1918; Uruga Dock Co.; 8,230 tons; 445X 58x40; 703 n.h.p.; triple-expansion engines. The steamship *Meiu Maru* was torpedoed and sunk by the U.S. submarine *Silversides* on January 20th, 1943, N. of the Admiralty Islands.

MEIWA MARU

Meiji Kaiun K.K.; 2,921 tons.

The steamship *Meiwa Mam* was torpedoed and sunk by the U.S. submarine *Narwhal* on August 1st, 1942, off the north-west coast of Honshu.

MEIYO MARU

Toyo Risen K.K.; 1920; Asano S.B. Co.; 5,435 tons; 400x 43-2 x 29 - 4; 513 n.h.p.; triple-expansion engines. On a voyage from Vancouver to Yokohama, the Japanese ship *Meiyo Maru* went ashore on Umnak Island, Alaska, on February 11th, 1929.

MEIYOMARU

Meiji Kaiun K.K.; 1940; Tama S.B. Co.; 5,628 tons; 406-8 x 55-1x30-8; 379 n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Meiyo Maru* was torpedoed and sunk by the U.S. submarine *S-38* on August 8th, 1942, S. of Rabaul, New Guinea.

MEIZAN MARU

Miyachi Risen K.K.; 1920; J. Coughlan & Sons; 5,480 tons; 410-5X54•1x27•5; 520n.h.p.; triple-expansion engines. The steamship *Meizan Maru* was formerly the Norwegian *Ven Koh*, seized by the Japanese. She was torpedoed and sunk by the U.S. submarine *Grayling* on August 27th, 1943, off the north-east coast of Mindoro Island, Philippines.

MEKNES

Compagnie Generate Transatlantique; 1913; Chantiers & Ateliers de St. Nazaire; 6J27 tons; 413-8x55'2x28-4; 12 knots; triple-expansion engines & L.P. turbines. The liner *Meknes* left Southampton on July 24th, 1940, with 1,281 French sailors, of whom 102 were crew, and 99 officers and 1,080 ratings were personnel of the French Navy. France had capitulated in June and the seamen were being repatriated. The ship was marked with French colours and was brightly illuminated in order that no possibility of mistake as to nationality might occur. At about 10.30 p.m., in a position somewhere off Portland, she was intercepted by a German torpedo boat which opened fire with machine and quick firing guns. The *Meknes* signalled her name and nationality and came to a standstill to await the E-boat commander's explanation. Instead of this she received a torpedo and sank in ten minutes.

Of those on board the *Meknes*, 898 survivors were landed in England, leaving nine officers and 374 ratings to be accounted for, of whom some may have reached France in boats. Over 100 of the survivors had to be sent to hospital.

MELANIE

Alexander & Mair; 1903; W. Gray & Co.; 2,996 tons; 325-4 x 47-1x22-4; 276 n.h.p.; 9 knots; triple-expansion engines. The steamship *Melanie* was torpedoed and sunk by a German submarine two miles E. of South Cheek, Robin Hood Bay, on June 16th, 1918. Five men were killed. The captain was among the survivors.

MELANIE SCHULTE

Schulte & Bruns; 1952; Nordseewerke, Emden; 6,170 tons; 446x58x24-8; oil engines.

The German motor cargo ship *Melanie Schulte*, Capt. H. Rohde, left Narvik on December 17th, 1952, for Mobile with a cargo of 9,307 tons of iron ore. She carried a crew of 35 all told.

Four days after leaving port, when about 90 miles W. of the Hebrides she sent out her position, stating that the weather was bad and getting worse. Her reports were required to be sent out at regular intervals, and this was the last her owners received. Later ships were asked to keep a look-out for her, and the Royal Navy and the Royal Air Force instituted a search, but without result.

On February 17th, 1953, one of the ship's lifebuoys was washed ashore on Benbecula Island, west coast of Scotland, and two pieces of wreckage identified as coming from her were washed ashore elsewhere.

MELBOURNE

R. M. Hudson & Sons; 1890; W. Pickersgill & Sons; 5,777 tons; 355x46x26; 331 n.h.p.; triple-expansion engines. The British cargo ship *Melbourne* was wrecked two miles north of Isla Argao, Philippines, on October 6th, 1913. She was on a voyage from Newcastle, N.S.W., to Cebu carrying a cargo of coal.

MELBOURNE STAR

F. Leyland & Co.; 1936; Cammell, Laird & Co.; 12,806 tons; 530x70-4x32-2; 12,000 b.h.p.; 16knots; oilengines. The liner *Melbourne Star*, Capt. J. B. Hall, was torpedoed and sunk by a German submarine about 600 miles S.E. of the Bermudas on April 2nd, 1943. Thirty-one passengers and 82 crew, including Capt. Hall, were killed. The only four survivors were landed at Bermuda on May 10th.

MELILLA

Oldenbrg.-Portugiesische Dampfsch. Rhederi; 1923; H. C. Stulcken Sohn; 2,653 tons; 279-3x40-9x24-9; 205 n.h.p.; triple-expansion engines.

The German steamship *Melilla* struck a mine and sank on February 22nd, 1943, between Rotterdam and Cuxhaven.

MELITA

William Gray & Co.; 1877; William Gray & Co.; 1,390 tons; 248x32x18-4; 120 h.p.; compound-inverted engines. The British cargo ship *Melita* was wrecked on Bunzus Rock, Morocco, on April 20th, 1886. She was on a voyage from Benisay to Newport carrying a cargo of iron ore.

MELMERBY

I. G. Ross & Co.; 1863; Nevins & Co.; 1,486 tons; 207-3x40-5x24.

The Canadian wooden sailing ship *Melmerby* left Quebec on September 30th, 1890, for Greenock with a cargo of timber. On October 3rd she ran into a heavy gale and was completely dismasted. The ship drifted for a week until she was driven on to a small island near Pictou, Nova Scotia, on the 12th. The captain and 16 men attempted to reach land by boat but the boat capsized in the heavy seas and only the pilot and two others were able to swim ashore. The remaining four of the crew stayed on board the wrecked *Melmerby* and were taken off later.

MELMORE HEAD

Ulster S.S. Co.; 1918; Workman, Clark & Co.; 5,273 tons; 390-4x51-8x29-8; 12 knots; turbine engines. The steamship *Melmore Head*, Capt. W. J. Leinster, was torpedoed and sunk by a German submarine in the North Atlantic on December 28th, 1942. Fourteen men were killed. Capt. Leinster was among the survivors.

MELO

Soc. Anon. di Navigazione a Vapore "Puglia"; 1887; Armstrong, Mitchell & Co.; 1,115 tons; 215x31-7x13-1; 121 n.h.p.; triple-expansion engines.

The Italian steamship *Melo* was torpedoed and sunk by a submarine in the Mediterranean on December 3rd, 1917.

MELPOMENI

P.M.Lemos; 1878; A.&J.Inglis; 1,084 tons; 249-8x30-3x15-9; 206n.h.p.; compound engines.

The Greek ship *Melpomeni* struck a mine and sank on March 10th, 1921, off Cape Baba.

MELPOMENE

Italian Navy, corvette; 194-; Italy; 565 tons; 220x27x7-7; 3,400 b.h.p.; 19 knots; oil engines; two 3-9 in. guns, five 20mmAA.

The corvettes *Melpomene* and *Spingarna* with the torpedo boat *Audace*, manned by German crews, were patrolling off Pag Island, between Fiume and Zara, on the night of November 1st, 1944, when they were brought to action by the British destroyers *Wheatland* and *Avon Vale*, both of 1,025 tons, six 4 in. guns. The fight was very brief, both corvettes being disabled in the first ten minutes and the *Audace* sunk about 30 minutes later. A large number of survivors was picked up from the three ships.

The full story of the action is told under the *Audace*.

MELROSE

G. Gibson & Co.; 1906; Ramage & Ferguson; 1,589 tons; 260-4x40-1 x 17; 200 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Melrose*, Capt. Johnston, was mined and sunk near Ostend on March 15th, 1940. The vessel carried a crew of 23, of whom Capt. Johnston and five men were saved.

MELROSE ABBEY

Frederick Jones; 1877; T. Turnbull & Son; 1,211 tons; 236-2 X 32 • 1 X 17 • 1; 127 n.h.p.; compound engines.

The British cargo ship *Melrose Abbey* was wrecked on Les Fourches Rock, off the west coast of France, on July 31st, 1909. She was carrying a cargo of pit props from Arcachon to Cardiff.

MELROSE ABBEY

Frederick Jones & Sons; 1917; Campbeltown S.B. Co.; 1,256 tons; 230x35-8x15-6; 142 n.h.p.; triple-expansion engines. The British cargo ship *Melrose Abbey* sank after a collision off the Lizard on July 11th, 1926, while on a voyage in ballast from Cardiff to Delfzyl.

MELROSE ABBEY

CurrieLine; 1936; W. Gray & Co.; 2,473 tons; 307-7x45-1x 20-7; 234 n.h.p.; 95 knots; triple-expansion engines.

The steamship *Melrose Abbey*, Capt. F. J. Ormrod, was in convoy in the North Atlantic on December 27th, 1942, when she was torpedoed and sunk by a German submarine. Seven men were killed. Capt. Ormrod was among the survivors.

MELVILLE E. STONE

United States War Shipping Administration; 1943; Permanente Metals Corp.; 7,176 tons; 422-8x57x34-8; 39 n.h.p.; triple-expansion engines.

The American steamship *Melville E. Stone* was torpedoed and sunk by a German submarine on November 24th, 1943, about 60 miles from Cristobal on a voyage from Antofagasta to New York. Sixteen of her crew were killed.

MEMAS

A. Vergottis; 1900; Napier & Miller; 4,359 tons; 375-2 x

50x25-9; 415 n.h.p.; triple-expansion engines. The Greek steamship *Memas* was bombed and sunk by German aircraft on April 16th, 1941, at Chalkis, during the invasion of Greece.

MEMAS

N. D. Courouclis; 1912; G. Seebeck Akt. Ges.; 1,755 tons; 258 • 9 x 38 -1 x 17 • 8; 186 n.h.p.; triple-expansion engines. The Greek steamship *Memas* was torpedoed and sunk on June 28th, 1942, S.S.W. of Haifa. Seven of her crew were killed.

MEMBLAND

Macbeth & Co.; 1900; W. Gray & Co.; 3,027 tons; 330-4X 47-1x22-4; 262 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Membland* left Hull at 8 a.m. on February 15th, 1915, bound for the Tyne, with a crew of 20 and a pilot. She was never heard of again and was presumed to have struck a mine.

MEMELLAND

MEMELLAND

German Government; 1906; W. Gray & Co.; 1,892 tons; 280 x 39 -1 x 19; 185 n.h.p.; triple-expansion engines. The steamship *Memelland* was formerly the Estonian *Julia*, seized by the Germans. She struck a mine and sank in late June 1944, in the North Sea.

MEMENTO

Acties. Ganger Rolf; 1884; Campbell, Mackintosh & Bowstead; 1,076 tons; 220 -5x35-1 x11 -9; 124 n.h.p.; compound engines. The Norwegian steamship *Memento* struck a mine and sank in the North Sea on March 31st, 1916.

MEMFI

Cia. Italiana Transat.; 1883; A. Stephen & Sons; 2,955 tons; 350 x 40 x 26 -1; 273 n.h.p.; triple-expansion engines. The Italian ship *Memfi* was carrying passengers from Genoa to Tunis when she went aground on February 4th> 1927, on Berni Reef, Capo Carbonara, Sardinia.

MEMNON

Elder Line; 1890; Harland & Wolff; 3,203 tons; 345-6X 40-9x26-7; 278 n.h.p.; 10 knots; triple-expansion engines. The steamship *Memnon* was torpedoed and sunk by a German submarine 20 miles S.W. of Portland Bill on March 12th, 1917. Six men were killed. The captain was among the survivors.

MEMNON

China Mutual S.N. Co.; 1931; Caledon Shipbuilding & Engineering Co.; 7,506 tons; 460x59-4x29-2; 1,304 n.h.p.; 16 knots; oil engines. The motorship *Memnon*, Capt. J. P. Williams, was torpedoed and sunk by a German submarine on March 11th, 1941, about 200 miles due W. of Cape Blanco, West Africa. Five of the crew were killed.

MEMPHIAN

F. Leyland & Co.; 1908; Harland & Wolff; 6,305 tons; 400 -3 X 52-3x26-9; 350 n.h.p.; 12 knots; quadruple-expansion engines. The steamship *Memphian* was torpedoed and sunk by a German submarine seven miles E.N.E. of North Arklow lightship on October 8th, 1917. Thirty-two persons were killed. The captain was among the survivors.

MEMPHIS

African S.S. Co.; 1890; Harland & Wolff; 3,797 tons; 345-6 x 40 - 9 X 26 - 7; 278 n.h.p.; triple-expansion engines. The British cargo ship *Memphis* was wrecked at Mizen Head, Dunlough Bay, on November 17th, 1896, while on a voyage from Montreal to Avonmouth carrying cattle and a general cargo. Nine of her crew were drowned.

MEMPHIS

Messageries Maritimes; 1892; Gourlay Bros. & Co.; 2^382 tons; 317-6x39-2x23-6; 300 n.h.p.; triple-expansion engines. The French steamship *Memphis* was torpedoed and sunk by a submarine in the Adriatic on February 16th, 1916.

MEMPHIS

A. Klat; 1920; Canadian Allis Chalmers; 2,088 tons; 251-7x 43-6x21-2; 274 n.h.p.; triple-expansion engines. The Egyptian steamship *Memphis*, on a voyage from Manchester to Vigo, ran into heavy weather off the north-west coast of Ireland on February 28th, 1941. Soon afterwards her engines broke down and she foundered with all on board, which included 29 survivors from the Norwegian motor vessel *Benjamin Franklin*—which see.

MENADO MARU

Osaka Shosen K.K.; 1922; Osaka Iron Works; 2,166 tons; 270x43x22-5; 210 n.h.p.; triple-expansion engines. The steamship *Menado Maru* was bombed and sunk by U.S. land-based aircraft on January 20th, 1944, off the Pescadores Islands.

MENANTIC

T. Hogan & Sons; 1893; J. L. Thompson & Sons; 3,024 tons; 322x42-7x18-6; 291 n.h.p.; triple-expansion engines. The British cargo ship *Menantic* was wrecked near Coronei on December 9th, 1904, while on a voyage from New York to Iquique carrying a general cargo.

MENAPIER

Brys & Gylsen; 1908; Short Bros.; 1,886 tons; 281X41X18-1; 188 n.h.p.; triple-expansion engines. The Belgian cargo ship *Menapier* was torpedoed and sunk by a German submarine in the North Sea on June 7th, 1915.

MENAPIER

Lloyd Royal Beige (Great Britain); 1907; W. Doxford & Sons; 3,920 tons; 349-7x49-1x24; 292 n.h.p.; triple-expansion engines. The British cargo ship *Menapier* sank after a collision one mile off Cala Burras Point on November 11th, 1917. She was carrying an iron ore cargo on a voyage from Villaricos to Gibraltar.

MENDANAU

N.V. Nederlandsch-Indische Maats. voor Zeevaart I; 1922; Blohm & Voss; 6,047 tons; 450x58-2x27; 882 n.h.p.; turbine engines. The Dutch steamship *Mendanau* was torpedoed and sunk by a German submarine on August 19th, 1942, on a voyage from Trinidad to Table Bay. Sixty-nine of her crew were lost.

MENDI

British & African S.N. Co.; 1905; A. Stephen & Sons; 4,230 tons; 370-2x46-2x23-3; 424 n.h.p.; 11-5 knots; triple-expansion engines. During the First World War the steamship *Mendi*, Capt. Henry A. Yardley, was used as a transport. On January 16th, 1917, the ship was one of a convoy of six vessels carrying South African and Australian troops to France, escorted by the armoured cruiser *Cornwall*. The German raider *Wolf* shadowed the ships for a time, but left on seeing the *Cornwall*. The convoy proceeded without further incident, the *Mendi* putting into Plymouth about a month later.

At 4.30 p.m. on February 20th in thick weather the ship left Plymouth for Havre. She carried 806 officers and men of an African native labour battalion and 88 crew. At 5 a.m. on the 21st, when off St. Catherine's Point, steaming dead slow and sounding her siren at the proper intervals, but without navigation lights, she collided with the liner *Darro*, 11,000 tons, Capt. Henry W. Stamp, also steaming without lights. The *Mendi* was struck on the starboard side in the vicinity of the fore troop deck, and many of the native contingent who were sleeping there were killed. The troopship took a heavy list which prevented the lifeboats on the port side from getting away. She sank in 20 minutes with a loss of 607 officers and men of the native battalion and 29 members of the crew. Owing to the danger from enemy submarines the *Darro* did not remain to render assistance, but proceeded on her course.

Capt. Yardley was struck on the head by a mast as the ship turned over but came to the surface and was rescued.

MENDI

Zugadi y Cia.; 1874; J. L. Thompson; 1,088 tons; 221-6x 30-5x20-7; 115 n.h.p.; compound engines. The Spanish ship *Mendi* was wrecked on the San Esteban de Pravia bar on December 21st, 1919.

MENDIBIL-MENDI

Cia. Nav. Sota y Aznar; 1903; J. Priestman & Co.; 4,501 tons; 347x46-5x21 -4; 322 n.h.p.; triple-expansion engines. The Spanish steamship *Mendibil-Mendi* struck a mine and sank in the North Sea on June 18th, 1916.

MENDOZA

Ministry of War Transport (A. Holt & Co.); 1920; Swan Hunter & Wigham Richardson; 8,233 tons; 451x58x32; 8,000 s.h.p.; 15 knots; turbine engines. The liner *Mendoza*, Capt. B. T. Batho, was torpedoed and sunk by a German submarine on November 1st, 1942, about 100 miles E.

of Durban. Twenty-eight members of the crew, including Capt. Batho, and a number of service personnel were killed.

MENDOZA

Hamburg-Sudamerikanische Dampfs. Ges.; 1920; W. Dobson & Co.; 5,193 tons; 399-5x52-3x28-4; 452n.h.p.; triple-expansion engines.

The German steamship *Mendoza* was bombed and sunk by Russian aircraft on April 9th, 1945, at Pillau.

MENES

Hamburg-Amerika Linie; 1926; Bremer Vulkan; 5,609 tons; 438-6x55-3x25-4; 437 n.h.p.; triple-expansion engines. The German steamship *Menes* struck a mine and sank on December 3rd, 1942, seven miles E. of Cani Island, Tunisia.

MENIN RIDGE

Ridge S.S. Co.; 1924; Burntislands S.B. Co.; 2,474 tons; 298-5X 44x21-2; 251 n.h.p.; triple-expansion engines. The British steamship *Menin Ridge*, on a voyage from Djidjelli to Port Talbot with iron ore, was torpedoed and sunk by a German submarine on October 24th, 1939, 80 miles W. of Gibraltar. Twenty of her crew were lost.

MENTANA

Scott Brothers; 1884; Palmers' Co.; 1,664 tons; 266-5x 36-3x16-8; 150 h.p.; compound engines. The British cargo ship *Men tana* sank after a collision with the German steamship *Fried. Krupp* off Ushant on May 15th, 1891, while on a voyage from the Tyne to Genoa carrying a cargo of coal.

MENTOR

G. C. Dracoulis; 1902; Ropner & Son; 3,050 tons; 325x 48-1x22-2; 273 n.h.p.; triple-expansion engines. The Greek steamship *Mentor* was torpedoed and sunk by a German submarine on March 7th, 1941, on a voyage from Cardiff to Peipel. Seven of her crew were lost.

MENZALEH

Khedivial Mat' Steamship Co.; 1888; Hall, Russell & Co.; 1,859 tons; 270-4x35-2x23; 202 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Menzaleh* was torpedoed and sunk by a German submarine 230 miles E.S.E. of Malta on June 5th, 1918. Ten men were killed. The captain was taken prisoner.

MERAK

United States Shipping Board; 1910; Rotterdam Droogdok Maats.; 3,024 tons; 325-6x47x20-7; 249 n.h.p.; triple-expansion engines.

The American steamship *Merak* was sunk by a German submarine in the Western Atlantic on August 6th, 1918.

MERANO

Adriatica Soc. Anon. diNav.; 1909; Lloyd Austriaco; 3,705 tons; 346-7x45-5x25-9; 390 n.h.p.; triple-expansion engines. The Italian steamship *Merano* was shelled and sunk by British warships on October 15th, 1943, near Cattaro.

MERCATOR

Victor Ek; 1891; Irvine & Co.; 2,827 tons; 314-4x40-6x20-9; 250 n.h.p.; triple-expansion engines.

The Finnish steamship *Mercator* struck a mine and sank in the English Channel on October 13th, 1916.

MERCEDES

JR. O. Artinano; 1887; W. Gray & Co.; 2,164 tons; 282-3X 37-6x19-5; 217 n.h.p.; triple-expansion engines. The Spanish steamship *Mercedes* was torpedoed and sunk by a German submarine in the Bay of Biscay on October 4th, 1918.

MERCHANTMAN

Mahanjee Hurry Doss; 1852; Sunderland; 1,018 tons; 175X 34x22.

The Indian wooden sailing ship *Merchantman* was lost off the Sandheads at the mouth of the Hooghly on September 24th, 1885.

Sixty-nine of the passengers and crew were drowned, and only two were saved.

MERCHISTON

Walter Scott & Co.; 1901; W. Gray & Co.; 1,840 tons; 280X 40-2x18-3; 165 n.h.p.; triple-expansion engines. The British cargo ship *Merchiston* sank after a collision with the British steamship *Eda* off Spurn Head on April 1st, 1906. She was carrying a mineral cargo from Bilbao to Middlesbrough.

MERCIER

Cie. Maritime Beige (Lloyd Roval) Soc. Anon.; 1915; Bremer Vulkan; 7,886 tons; 476-2x60-7x32-9; 554 n.h.p.; triple-expansion engines.

The Belgian steamship *Mercier* was torpedoed and sunk by a German submarine on June 9th, 1941, 60 miles E. of Newfoundland on a voyage from Liverpool to Montreal. The captain and six of the crew were lost.

MERCURY

Caledonia Steam Packet Co.; 1934; Fair field Shipbuilding Co.; 621 tons; 223-8x30x9-5; 230 n.h.p.; 17-25 knots; triple-expansion engines.

The paddle steamer *Mercury* was taken over by the Admiralty during the Second World War for service as a minesweeper. On December 26th, 1940, she struck a mine and sank off the coast of S. Ireland.

MERCURY SUN

Motor Tankship Corp.; 1931; Sun S.B. & D.D. Co.; 8,893 tons; 480-5x66x36-8; 690 n.h.p.; 11 knots; oil engines. The

American motor tanker *Mercury Sun*, Capt. Willard Davis, was torpedoed and sunk by a German submarine in the Atlantic on May 18th, 1942. Six men were killed. Capt. Davis was among the survivors. The *Mercury Sun* was not in convoy.

MEREDDIO

E. Malmstrom; 1885; W. Gray & Co.; 1,372 tons; 245X35-3X 15-1; 136 n.h.p.; triple-expansion engines.

The Swedish steamship *Mereddio* was sunk by a German submarine in the North Sea on December 20th, 1916.

MEREDITH

United States Navy, destroyer; 1940; Boston Navy Yard; 1,630 tons; 348x35-3x10-1; 44,000 s.h.p.; 36-5 knots; turbine engines; Express boilers.

The destroyer *Meredith* was attacked by Japanese aircraft on October 15th, 1942, while engaged in patrolling duties off the Solomon Islands. She was hit by an aerial torpedo and sank shortly afterwards. For losses of U.S. destroyers on this patrol see U.S.S. *O'Brien*.

MEREDITH

United States Navy, destroyer; 1943; Bath Ironworks; 2,200 tons; 376-5x40-9x—; 60,000 s.h.p.; 35-5 knots; turbine engines; six 5 in. guns, twelve 40 mm.

The United States destroyer *Meredith* was one of the units supporting the landing of the 1st U.S. Army on the Normandy beaches on June 8th, 1944. The destroyer was patrolling some three miles off the St. Marcouf Islands when she was attacked by German bombers. A glide-bomb struck her near the water line and deprived her of engine power. She was taken in tow but broke in two and sank. Several of her complement were killed and wounded.

MEREL

General Steam Navigation Co.; 1925; Ayrshire Dockyard Co.; 1,088 tons; 245-8x36-1x12-5; 298 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Merel*, Capt. Wastall, was mined and sunk off the Gull lightship on December 8th, 1939. Sixteen persons, including Capt. Wastall, were killed and two wounded.

MERENNETO

Koiviston Meriliike O/Y; 1883; J. C. Tecklenborg; 7,077 tons; 228-8x30-2x16-3; 105 n.h.p.; compound engines. The Finnish ship *Merenneito* collided on May 9th, 1935, with the Swedish steamship *Tyr* off Falsterbo and sank.

MERIDA

MERIDA

New York & Cuba Mail S.S. Co.; 1906; W. Cramp & Sons; 6,207 tons; 400 x 50 x 30; 749 n.h.p.; triple-expansion engines. The American cargo ship *Merida* sank after a collision with the American steamship *Admiral Farragut* on May 12th, 1911, off Virginia Capes. She had gold and silver on board. Salvage operations were undertaken in July, 1933. She was on a voyage from Vera Cruz to New York.

MERIDA

C. T. Bowing & Co.; 1918; Armstrong, Whitworth & Co.; 5,951 tons; 420-4x55-3x28-7; turbine engines. The British cargo ship *Merida* was wrecked off Le Touquet on December 29th, 1918. She was carrying a cargo of wheat on a voyage from Baltimore to Havre and Dunkirk.

MERIDIAN

Hall & Co.; 1852; Sunderland; 579 tons. The sailing ship *Meridian*, Capt. Hernaman, sailed from London on June 4th, 1853, for Australia with 84 passengers, of whom 41 were children, and a crew of 24.

On the night of August 24th, in a heavy gale, the *Meridian* struck the rocks at the S.W. end of Amsterdam Island. Her hatchways were open at the time and the ship was flooded. The captain and two seamen were washed overboard and drowned, and shortly afterwards the ship broke in two. At daylight the survivors saw that the mainmast had fallen across the ship to the rocks, and by means of this the first officer transferred the shipwrecked people safely ashore. At the end of four days of squally weather a sail was sighted which proved to be the American whaler *Monmouth*. As the seas forbade the close approach of this vessel a further five days had to be spent on the island, until, having traversed it to find a more sheltered spot, the survivors were able to board the *Monmouth's* boats.

MERIDIAN

U.S. Maritime Commission; 1920; Northumberland S.B. Co.; 5,592 tons; 413-5x53x32-8; 517n.h.p.; triple-expansion engines.

The *Meridian*, sailing under the Panamanian flag, left Sydney, N.S., on November 4th, 1941, for Hvalfjord and Archangel, in convoy. She could not be found when stragglers from the convoy were rounded up on the 10th and was not seen again.

MERISAAR

A/S Merilaid & Co.; 1900; Stabilitimento Tecnico; 2,136 tons; 290 x 42 -1 x 19 - 5; 200 n.h.p.; triple-expansion engines. The Estonian steamship *Merisaar* was bombed and sunk by German aircraft on July 15th, 1940, off Queenstown on a voyage from New Orleans to the Clyde. The crew were known to have got away in the boats but were never seen again.

MERIWETHER LEWIS

United States Maritime Commission; 1942; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Meriwether Lewis* was torpedoed and sunk by a German submarine on March 2nd, 1943, on a voyage from New York to Loch Ewe. Six of her crew were killed.

MERKSWORTH

C. Parbury; 1874; J. Fullerton & Co.; 270 tons; 144-9x22-2x11-6; 40r.h.p.; compound engines.

The Australian steamship *Merksworth* foundered in a violent gale when in Stockton Bight, Newcastle, N.S.W., on May 7th, 1898. Nine of the crew were drowned.

MERKUR

J. Rang; 1913; A. Vuijk & Zonen; 1,291 tons; 235x35-6x15-4; 147 n.h.p.; triple-expansion engines.

The Estonian steamship *Merkur* was torpedoed and sunk by a German submarine on July 30th, 1940, on a voyage from Lisbon to Garston.

MEROPE

N.V. Koninklijke Nederlandsche Stoomboot Maats.; 1918; C. Van der Giessen & Zonen's Scheepsbouw; 1,162 tons; 256-2 x 36-7x13-6; 138 n.h.p.; triple-expansion engines. The Dutch steamship *Merope* was sunk by mine or torpedo on April 27th, 1943, off Cape Bengut, Algeria. Ten of the crew were killed.

MEROPI

A. Pappas; 1911; J. Readhead & Sons; 4,181 tons; 363 X 51 • 1 x 26 • 1; 382 n.h.p.; triple-expansion engines. The Greek steamship *Meropi* was torpedoed and sunk by a German submarine on February 15th, 1942, on a voyage from the Tyne to Halifax. Twenty-six lives were lost.

MERRIMACK

Merchant & Miners Transportation Co.; 1920; McDougall Duluth Co.; 2,606 tons; 251x43-6x26-2; 386 n.h.p.; triple-expansion engines.

The American steamship *Merrimack* was torpedoed and sunk by a German submarine on June 10th, 1942, S.W. of Cazumel Island, Mexico, while in service as a transport.

MERSEY

Rogers & Bright; 1882; Allsup & Sons; 319 tons; 141x20 -7'x11-6; 70h.p.; compound engines.

The small coasting steamship *Mersey* was carrying a cargo of rails from Burryport to Liverpool when she collided with the Irish packet *Lestris*, 1,065 tons, in the river Mersey on May 23rd, 1891. Both vessels sank with the loss of six lives in all. Divers found that the bow of the *Mersey* had been completely torn off by the collision.

MERSEY

London Midland & Scottish Railway; 1906; Swan Hunter & Wigham Richardson; 1,037 tons; 255x36-1x16-4; 342n.h.p.; 14 knots; triple-expansion engines.

The steamship *Mersey*, Capt. W. Rocket, struck a mine and sank in the Downs, near Midbrake Buoy, on April 20th, 1940. Capt. Rocket and 13 men were killed.

MERTAINEN

Trafik-A/B Grangesberg-Oxelosund; 1907; W. Hamilton & Co.; 4,531 tons; 376-2x52-2x17-4; 366 n.h.p.; triple-expansion engines.

The Swedish steamship *Mertainen* was bombed and sunk by German aircraft on April 16th, 1940, off Trondheim, during the invasion of Norway.

MERTONHALL

Hall Line; 1889; Palmers'Co.; 4,327 tons; 400-5x47-2x27-9; 435 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Merton Hall* was torpedoed and sunk by a German submarine 30 miles N. by E. of Ushant on February 11th, 1918. Fifty-seven men, including the captain, were killed.

MERULA

N.V. Petroleum Maats. "La Corona"; 1932; Nederlandsche Scheepsbouw. Maats.; 8,228 tons; 451-2x62x34-2; 714 n.h.p.; oil engines.

The Dutch tanker *Merula* was bombed by Japanese aircraft on February 13th, 1942, in the Banka Strait, Sumatra, while in convoy from Palembang to Batavia. She was taken in tow by the Norwegian motorship *Herborg* but sank soon afterwards. All her crew of 38 and four of the twelve passengers were lost.

MERVILLE

Yorkshire Coal & S.S. Co.; 1903; Dundee Shipbuilders' Co.; 1,035 tons; 220 X 34 -1 x 12 - 5; 161 n.h.p.; triple-expansion engines.

The British cargo ship *Merville* foundered off Steenbakh on March 15th, 1923, while on a voyage from Goole to Ghent carrying a cargo of coal. Twelve of her crew were drowned. Two survivors were picked up by the Norwegian steamship *FrithjofEide*.

MERVINIAN

Owen & Watkin Williams & Co.; 1891; *W. Gray & Co.*; 1,969 tons; 276'3x36x14-1; 212 n.h.p.; triple-expansion engines. The British cargo ship *Mervinian*, on a voyage from Swansea to Marseilles with coal, ran into a gale in the Bay of Biscay on October, 3rd, 1907. The cargo shifted, bursting open the hatches, and the ship was laid over on her beam ends. She filled rapidly and sank.

MERVYN

Martyn, Martyn & Co.; 1908; *W. Pickersgill & Sons*; 2,118 tons; 286x43-3x18-6; 233 n.h.p.; triple-expansion engines. The British cargo ship *Mervyn* sank after a collision 15 miles S.S.E. of Penzance on February 20th, 1917. She was on a voyage from Port Talbot to Bordeaux carrying a cargo of coal.

MERVYN

Martyn, Martyn & Co.; 1924; *R. Thompson & Sons*; 3,402 tons; 337-4x48x22-5; 322 n.h.p.; triple-expansion engines. The British cargo ship *Mervyn* sank after a collision with the *Langleeford* on November 1st, 1939. She was ten miles S.E. of the Smalls Light, off the S.W. coast of Wales, carrying a cargo of coal from Barry to Lisbon.

MESABA

Atlantic Transport Co.; 1898; *Harland & Wolff*; 6,833 tons; 482-1x52-2x31-6; 772 n.h.p.; 13-5 knots; triple-expansion engines.

The steamship *Mesaba* was torpedoed and sunk by a German submarine 21 miles E. of Tuskar Rock on September 1st, 1918. Twenty persons, including the captain, were killed.

MESNA

W. Wilhelmsen; 1917; *J. L. Thompson & Sons*; 5,424 tons; 385X53•7X31•6; 497 n.h.p.; triple-expansion engines. The Norwegian ship *Mesna* went ashore on September 4th, 1924, on the Hakaufisi Reef, near Nukualofa 20° 9' S., 174° 55' W. She had a cargo of zinc ore and copra.

MESOPOTAMIA

Lynch Bros.; 1871; *Henderson & Co.*; 1,217 tons; 230-6X30-1x23-3; 160 h.p.; compound-inverted engines. The steamship *Mesopotamia* was wrecked off Peniche, Portugal, on December 18th, 1878. Eight of the crew were drowned.

MESSICANO

A. D'Esposito & G. Longobardo; 1918; *Osaka Iron Works*; 4,343 tons; 345x49-8x28-2; 390 n.h.p.; triple-expansion engines.

The Italian steamship *Messicano* left Aguilas on November 17th, 1928, for Rotterdam with an ore cargo. She was in wireless communication on November 23rd, but that was the last heard of her.

MESSUDIEH

Turkish Navy, battleship; 1874, reconstructed 1902; *Ansaldo*; 10,000 tons; 331x59x27; 11,000 i.h.p.; 16 knots; triple-expansion engines; Niclausse boilers; two 9-2 in. guns, twelve 6 in., fourteen 12 pdr., ten 6 pdr.

On the entry of Turkey into the First World War in 1914 her fleet found security behind a minefield laid across the Narrows of the Dardanelles. This form of defence consisted of five lines of mines which, while the fortifications on either shore remained intact, was impenetrable to hostile warships. In December, 1914, the Allied naval command decided to put these defences to the test and a British submarine, the J5-7, Lt. N. D. Holbrook, was chosen to make the attempt. The ship was fitted with specially devised guards for the task and on December 13th she ran down the straits and successfully negotiated the mine barrier, surfacing on the far side without attracting the attention of the enemy.

The first vessel sighted by Lt. Holbrook was the battleship *Messudieh*, which was lying in the roadstead of Nagara, acting as guardship over the minefield. Approaching to within 800 yards, still unobserved, Lt. Holbrook discharged a torpedo and struck the battleship a mortal blow. She remained afloat for about ten minutes, after which she turned over and sank in shoal water.

The loss of life amounted to ten officers and 27 ratings, the survivors numbering 49 officers and 587 ratings. Many of the latter

were imprisoned in the ship when she sank, but were rescued later by divers who cut holes in her hull. The *Messudieh's* guns were salvaged and mounted on the fortifications along the straits.

Lt. Holbrook was awarded the Victoria Cross for having torpedoed the *Messudieh* and navigated his submarine back to safety despite a defective compass.

META

AIBTrampart(K.Hanseri); 1887; *E. Withy & Co.*; 1,699 tons; 264-7x36x17-5; 193 n.h.p.; triple-expansion engines. The Finnish ship *Meta* went ashore on February 21st, 1935, one mile S.W. of Russaro outside Hango. She broke in two and the afterpart sank.

METEOR

Det Bergenske D/S; 1904; *Blohm & Voss*; 3,718 tons; 346-2 x 44-2x26-4; 235 n.h.p.; triple-expansion engines. The Norwegian steamship *Meteor* was bombed and sunk by Russian aircraft on March 9th, 1945, at Pillau, while being used as a hospital ship by the Germans.

METIS

Maclay & McIntyre; 1897; *C. S. Swan & Hunter*; 3,359 tons; 330x45-2x18-2; 296 n.h.p.; triple-expansion engines. The British cargo ship *Metis* was wrecked off Japarica Point, 20 miles east of Salinas, Brazil, on October 20th, 1912. She was carrying coal and a general cargo from Cardiff to Para.

METON

Paco Tankers Inc.; 1920; *Moore S.B. Co.*; 7,027 tons; 425-8 x 57x33-1; 352 n.h.p.; triple-expansion engines. The American tanker *Meton* was torpedoed and sunk by a German submarine on November 5th, 1942, soon after leaving Curapao for Guantanamo Bay, Cuba, with fuel oil.

MEUSE

Cie. de Navigation d'Orbigny; 1914; *Sunderland S.B. Co.*; 4,075 tons; 375 x 52x23-7; 371 n.h.p.; triple-expansion engines. The French steamship *Meuse* was torpedoed and sunk by a German submarine in the Atlantic on May 14th, 1917.

MEUSE

Arm. L. Hermans, S.A.; 1916; *A. van Duijvendijk*; 726 tons; 180-8x28-3x12-4; 83 n.h.p.; triple-expansion engines. The Belgian ship *Meuse* left the Tyne with a cargo of coal on January 15th, 1940, for Bruges. She was not seen again but a raft with four dead bodies was found.

MEUSE II

1916; *Chantiers de Normandie*; 5,270 tons; 385-5x51-1x32-2; 399 n.h.p.; triple-expansion engines. The French tanker *Meuse II* was torpedoed and sunk by a German submarine off Ushant on August 17th, 1917.

MEXICAN

Union-Castle Mail S.S. Co.; 1882; *J. Laing*; 4,661 tons; 378-2x47x29-3; 649 n.h.p.; 12 knots; triple-expansion engines. The steamship *Mexican*, under command of Capt. Copp, left Cape Town for Southampton on the morning of April 4th, 1900, carrying 104 passengers and the mail. She had not steamed many miles when she ran into dense fog and at 2 o'clock on the morning of the 5th, about 80 miles from Cape Town going dead slow, she collided with the steamship *Winkfield*, 4,116 tons. The *Mexican* began to sink slowly and as the *Winkfield* was little damaged it was decided to transfer the passengers and mail to her. Finally, the captain and crew, having given up hope of saving their ship, also embarked on the *Winkfield*. The *Mexican* sank about 12 hours after the collision.

MEXICANO

Phillips, Philipps & Co.; 1893; *J. Laing*; 1,973 tons; 270X 38-2x22-6; 203 n.h.p.; triple-expansion engines. The British tanker *Mexicano*, on a voyage from Philadelphia to Vera Cruz, ran into heavy weather on September 17th, 1903. One enormous wave broke over her, sweeping the decks bare, smashing engine room skylights and flooding the engine room. The tanker

MEXICO

foundered shortly afterwards. Seven of her crew of 22 were found clinging to wreckage by the British steamship *Roxby* and the Norwegian *Vidar*.

MEXICO

Elder, Dempster & Co.; 1890; *Harland & Wplff*; 5,755 tons; 345-6x40-9x26-7; 278 n.h.p.; triple-expansion engines. The British cargo ship *Mexico* was wrecked near Belle Isle Lighthouse on July 15th, 1895, while on a voyage from Montreal to Bristol carrying a general cargo.

MEXICO

Skibs ALS Mexico; 1920; *A/S Makskov Skibsvcerft*; 3,017 tons; 301x44-2x26-4; 452 n.h.p.; oilengines. The Norwegian tanker *Mexico* struck a mine and sank on March 6th, 1941, in the Thames estuary. Ten of her crew were lost.

MEXICO CITY

Mexico Steamship Co.; 1896; *Sunderland Shipbuilding Co.*; 5,078 tons; 400x47-6x20-2; 516 n.h.p.; 12knots; quadruple-expansion engines. The steamship *Mexico City* was torpedoed and sunk by a German submarine 15 miles W. by S. \ S. of South Stack, Holyhead, on February 5th, 1918. The captain and 28 men were killed.

MEXICOMARU

Osaka Shosen K.K.; 1910; *Mitsubishi Dockyard & Engineering Works*; 5,755 tons; 400X51x32-4; 578 n.h.p.; triple-expansion engines. The steamship *Mexico Maru* was torpedoed and sunk by the U.S. submarine *Jack* on August 29th, 1944, about 50 miles N. of Buol, Celebes.

MEXIQUE

Cie. Generate Transatlantique; 1915; *Chantiers & Ateliers de Provence*; 12,220 tons; 546-5x64-2x34-8; compound engines. The French steamship *Mexique* struck a mine and sank on June 19th, 1940, while entering Verdon Roads from Oran. There was no loss of life.

MIANTONOMOH

United States Navy, minelayer; 1938; *Pusey & Jones Co.*; 3,056 tons; 280-2x48-7x13-5; 5,000 s.h.p.; 17knots; turbine engines; four 5 in. guns. The minelayer *Miantonomoh* was formerly the merchant steamship *Quaker*. On September 25th, 1944, when operating off Le Havre she struck a mine and sank.

MIAOULIS

Hellenic Electrical Co.; 1893; *J. L. Thompson & Sons*; 2,918 tons; 312x41x20-8; 266 n.h.p.; triple-expansion engines. The Greek steamship *Miaoulis* was sunk by a submarine in the Mediterranean on February 24th, 1917.

MICHAEL

S. G. Embiricos; 1890; *J. L. Thompson & Sons*; 2,410 tons; 300-5x40-2x19-2; 222 n.h.p.; triple-expansion engines. The Greek steamship *Michael* was sunk by a submarine in the Mediterranean on November 25th, 1916.

MICHAEL

German Government; 1903; *J. Blumer & Co.*; 2,722 tons; 313-8x46-4x20-7; 257 n.h.p.; triple-expansion engines. The steamship *Michael* was formerly the Latvian *Kangars*, seized by the Germans. On April 1st, 1942, she was torpedoed and sunk by a British submarine eight miles from Kirkenes, Norway.

MICHAEL J. GOULANDRIS

Goulandris Bros.; 1921; *W. Doxford & Sons*; 6,669 tons; 420 x 54x34-3; 577 n.h.p.; triple-expansion engines. On a voyage from Newcastle, N.S.W., to Fremantle the Greek ship *Michael J. Goulandris* went ashore on December 21st, 1944, three miles S. of d'Entrecasteaux Point.

MICHAEL JEBSEN

Ministry of War Transport (D. Alexander & Sons); 1927; *Howaldtswerke*; 2,323 tons; 281-2x41-9x21-9; 180 n.h.p.; triple-expansion engines.

The British steamship *Michael Jepsen*, on a voyage from Trinidad to Halifax and England with 2,750 tons of sugar, was torpedoed and sunk by a German submarine on August 14th, 1942, W. of the Bahamas. Seven of her crew were killed.

MICHAIL ONTCHOUKOFF

Dansk-Russiske Dampskibsselskab; 1905; *Clyde S.B. & E. Co.*; 2,75 tons; 294-7x42x19-5; 225 n.h.p.; triple-expansion engines.

The Danish steamship *Michail Ontchoukoff* struck a mine and sank in the North Sea on December 17th, 1916.

MICHALIOS

Xilas Bros.; 1908; *Akt. Ges. Neptun*; 3,742 tons; 351-8x 50-2x15-4; 231 n.h.p ; triple-expansion engines. The Greek steamship *Michalios* was torpedoed and sunk by a German submarine on June 27th, 1943, of IFLattakia.

MICHEL

Worms & Cie.; 1881; *R. Thompson & Sons*; 1,773 tons; 260x 36-6x23-3; 170 n.h.p.; compound engines. The French steamship *Michel* struck a mine and sank in the Bay of Biscay on March 19th, 1917.

MICHEL

German Navy, auxiliary cruiser; 1940; *Stocznia Gdanska*; 4,140 tons; 455x55x —; 18knots; oilengines; six 5-9 in. guns, several smaller. 2 T.T., 2 aircraft, 1 m.t.b. The motorship *Bielsko* was under construction at Danzig for the Gdynia America Line, but was seized by the Germans and launched as *Bonn* at the end of 1939. In 1941 she was converted into an armed merchant cruiser by F. Schichau and renamed *Michel*.

She left Flushing on March 13th, 1942, on her maiden voyage under the command of Capt. H. von Ruckteschell, escorted by five torpedo boats and nine minesweepers. Capt. von Ruckteschell had been in command of the raider *Widder*, in which he had had a most successful cruise.

Shortly after leaving Flushing the convoy was attacked by a British force of five destroyers, six torpedo boats and three gunboats. The shooting in the darkness was not very accurate on either side and, although she was hit several times and eight of her crew killed, the *Michel* managed to reach Havre without further damage. She left again on the 20th and by April 19th had begun operations in the South Atlantic.

On March 2nd, 1943, the raider arrived at Kobe, Japan, having sunk 14 Allied merchantmen in her 12 months at sea. Later she went into dock at Mitsubishi, and during this period Capt. von Ruckteschell fell ill and the command was transferred to Capt. Gumprich. By May she was once more ready for sea and left Japan on the 21 st.

The raider had now entered the second phase of her cruise, which was neither so long nor so eventful as the first. Between May and October she sank a further three vessels, bringing her total to 17.

On the night of October 17th, when some 60 miles off Yokohama, and steaming in bright moonlight, she was sighted by the U.S. submarine *Tarpon*, Cdr. T. L. Wogan, who thought her to be a Japanese naval auxiliary. The submarine followed the raider unsuspected for over an hour and then discharged four torpedoes, two of which hit. The *Michel* stopped and listed to port, and after a time the American captain fired again, scoring two more hits. The last of these caused a tremendous explosion and sank the vessel. It was not known until some time afterwards that she was a German raider. On the night that she was blown up she was supposed to have had a Japanese naval escort, but it failed to appear.

During her cruise which lasted for a year and seven months, the *Michel* is known to have sunk the following vessels:—

<i>Patella</i>	7,468 tons	British	19.4.42
<i>Connecticut</i>	8,684 „	United States	21. 4.42
<i>Kattegat</i>	4,245 „	Norwegian	20. 5.42
<i>George Clymer</i>	7,176 „	United States	6. 6.42
<i>Lylepark</i>	5,200 „	British	12. 6.42

<i>Gloucester Castle</i>	8,006 tons	British	15. 7.42
<i>William F. Humphrey</i>	7,982	United States	16. 7.42
<i>Aramis</i>	7,984	Norwegian	17. 7.42
<i>Arabistan</i>	5,874	British	11. 8.42
<i>American Leader</i>	6,778	United States	8.42
<i>Empire Dawn</i>	7,241	British	11. 9.42
<i>Reynolds</i>	5,113	British	11.12.42
<i>Sawokla</i>	5,882	United States	11.12.42
<i>Eugenia Livanos</i>	4,816	Greek	11.12.42
<i>Empire March</i>	7,040	British	3. 1.43
<i>Hoegh Silver dawn</i>	7,715	Norwegian	14. 6.43
<i>India</i>	9,900	Norwegian	11. 9.43
According to a German source the ships, totalling 136,000 tons gross.			

MICHELET

G. Be lot; 1902; Ateliers & Chantiers de la Loire; 2,636 tons; 281-2x40-2x22-7.
The French sailing ship *Michelet* was sunk by a German submarine in the Atlantic on April 25th, 1918.

MICHELINA

Salv. Altieri; 1879; Bar tram, Haswell & Co.; 1,239 tons; 251X 34 -1 x 18 • 2; 167 n.h.p.; compound engines. The Italian ship *Michelina*, on a voyage from Augusta to Genoa with a cargo of salt, struck a rock and sank on February 23rd, 1928, off Augusta.

MICHI MARU

Tochiki Skoji K.K.; 1914; Tochigi Zosensho; 1,383 tons; 245x34x20-5; 151 n.h.p.; triple-expansion engines. The steamship *Michi (Miti) Maru* struck a mine and sank on July 9th, 1945, off Yawata, Japan.

MICHISHIO

Japanese Navy, destroyer; 1937; Fujinagata; 1,500 tons; 356x33-3x9; 39,000 s.h.p.; 34 knots; turbine engines; six 5 in. guns, 2 m.g., 8 T.T.
The destroyer *Michishio* was sunk in action with American destroyers on October 25th, 1944, during the battle of the Surigao Strait. She carried a complement of over 200.

For details of the Surigao Strait action, see the battleship *Yamashiro*. For Leyte Gulf action, see the battleship *Musashi*.

MICMAC

I. Carmichael & Co.; 1893; C. Connell & Co.; 2,502 tons; 300x40-5x22-6; 245 n.h.p.; triple-expansion engines. The British cargo ship *Micmac* was wrecked at Broad Cove, N.F.L., on August 14th, 1907. She was on a voyage from St. John, N.B. to the United Kingdom carrying a cargo of timber.

MIDORI MARU

Osaka Shosen K.K.; 1928; Mitsubishi ZosenKaisha; 1,724 tons; 243x38x19-5; 218 n.h.p.; oilengines.
The Japanese motorship *Midori Maru* with 169 passengers on board collided with the *Sensan Maru* at 1 a.m. on July 3rd, 1935 off Jizo-saki in a fog and sank in three minutes. Many lives were lost.

MIE MARU

Nippon Yusen K.K.; 1920; Toba Shipyard; 2,913 tons; 305 x 43-7x27-2; 352 n.h.p.; triple-expansion engines.
The steamship *Mie Maru* struck a mine and sank on July 24th, 1943, in McCluer Gulf, Netherlands New Guinea.

MIFUKU MARU

Tsurumaru Hiroto; 1918; Matsuo Magohashi; 1,211 tons; 200 X 33x20; 88 n.h.p.; triple-expansion engines. The steamship *Mifuku (Mihuku) Maru*, struck a mine and sank on June 27th, 1945, off Nanao, Japan.

MIGET

Cia. de Nav. Las Cruces S.A.; 1920; McDougall Duluth Co.; 2,606 tons; 251 x43-7x25-8; triple-expansion engines. The Panamanian ship *Miget* went ashore two miles S. of Ocracoke Inlet, Cape Hatteras, during a storm on February 3rd, 1952, and broke in two. She was on a voyage from Baltimore to Recife with a cargo of wheat.

MIGNONETTE

British Navy, sloop; 1916; Dunlop & Bremner; 1,250 tons; 267 '7x33'5x11-7; 2,400 i.h.p.; 17 knots; triple-expansion engines; two 4-7 in. guns, two 3 pdr. The sloop *Mignonette* was mined and sunk off the S.W. coast of Ireland on March 17th, 1917. Her official complement was 93.

MIGUEL DE LARRINAGA

Larrinaga & Co.; 1901; Russell & Co.; 4,089 tons; 369 -5X50-1x25-2; 378 n.h.p.; triple-expansion engines. The British cargo ship *Miguel de Larrinaga* foundered 400 miles off Cape Race on February 5th, 1918. She had sailed from New York.

MIHO MARU

Nippon Yusen K.K.; 4,667 tons. The steamship *Miho Maru* was torpedoed and sunk by the U.S. submarine *Trepang* on April 30th, 1945, about 150 miles S.W. of Mokpo, Korea.

MIIKE MARU

Nippon Yusen K.K.; 11,739 tons.
The steamship *Miike Maru* was torpedoed and sunk by the U.S. submarine *Trigger* on April 27th, 1944. NE. of Palau Islands, Caroline Islands.

MIIKESAN MARU

Sugaya Kisen K.K.; 1916; Osaka Iron Works; 3,179 tons; 305 x 43 - 7 x 27 - 2; 288 n.h.p.; triple-expansion engines. The steamship *Miikesan Maru* was bombed and sunk by U.S. land-based aircraft on August 14th, 1944, about 50 miles S.W. of Formosa.

MIKAGE MARU

Muko Kisen K.K.; 1897; Russell & Co.; 2,761 tons; 315-6X 40- 1x14-6; 291 n.h.p.; triple-expansion engines.
The steamship *Mikage Maru* was torpedoed and sunk by the U.S. submarine *Croaker* on October 24th, 1944, off Cheju Do, Korea.

MIKAGE MARU No. 5

Muko Kisen K.K.; 1904; W. Gray & Co.; 3,532 tons; 340 x 49-1x22-8; 335 n.h.p.; triple-expansion engines.
The Japanese ship *Mikage Maru No. 5* went ashore on February 1st, 1941, off Kyogasaki, Kyoto Prefecture, and sank.

MIKAGE MARU No. 11

Muko Kisen K.K.; 1911; W. Doxford & Sons; 3,394 tons; 334-5x48-5x23-3; 310 n.h.p.; triple-expansion engines. The *Mikage Maru No. 11* went ashore on August 8th, 1932, at Saghalien and broke in two.

MIKAGE MARU No. 18

Muko Kisen K.K.; 1937; Mitsubishi Jukogyo K.K.; 4,319 tons; 360 X 50x29; 383 n.h.p.; turbine engines.
The steamship *Mikage Maru No. 18* was torpedoed and sunk by the U.S. submarine *Silversides* on May 10th, 1944, N. of the Caroline Islands.

MIKAGE MARU No. 20

Bukoh Kisen K.K.; 2,718 tons.
The steamship *Mikage Maru No. 20* was torpedoed and sunk by the U.S. submarine *Porpoise* on August 31st, 1943, S.W. of Wake Island.

MIKASA

Japanese Navy, 1st class battleship; 1902; Vickers; 15,200 tons; 400x76x27-2; 15,000 i.h.p.; 18-6 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, fourteen 6 in., twenty 12 pdr., eight 3 pdr., four 2 pdr., 4 T. T.
The battleship *Mikasa*, flagship of Admiral Togo, was lying at the naval base of Sasebo after the conclusion of the Russo-Japanese war when, just before midnight on September 10th, 1905, fire broke out amidships and all efforts to extinguish it failed. Less than one hour later the after magazine exploded. A huge rent, 80 feet long was torn in the port side below the waterline and running aft, besides which there were nine other holes of lesser dimensions blown through the hull. The ship sank immediately in shallow water.

MIKASA MARU

The loss of life was very heavy, 256 being killed and 343 wounded. The ship's official complement was 935, but it is probable that there were fewer than this number on board at the time. Boats from the battleships *Asahi* and *Shikishima*, together with others from smaller units, were quickly on the scene. Unfortunately the promptitude of these parties involved them in the same danger as that of the *Mikasa's* crew, and many of them were killed by the explosion.

An Inquiry was held by the Japanese Admiralty but it was found impossible to account for the outbreak of fire. The explosion of the magazine was found to be due to the deterioration of the gunpowder.

The *Mikasa* was raised and towed into dock about 12 months later, where she was repaired.

MIKASA MARU

Toa Kaiun K.K.; 1928; *Yokohama Dock Co.*; 3,143 tons; 325x46x27; 284n.h.p.; triple-expansion engines. The steamship *Mikasa Mam* was sunk by U.S. carrier-based aircraft on November 11th, 1944, off the west coast of Cebu Island, Philippines.

MIKATSUKI

Japanese Navy, destroyer; 1926; *Sasebo*; 1,315 tons; 320x30x9-9; 38,500 s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; four 4 - 7 in. guns, 2 A.A.m.g., 6 T.T. The destroyers *Ariake* and *Mikatsuki* were off Cape Gloucester, New Britain, on July 28th, 1943, when they were attacked and sunk by U.S. army bombers. The destroyers' normal complements were 180 and 150 respectively.

MIKAZUNI MARU

Japanese Government; 1890; *Nederlandsche Stoomboot Maats.*; 1,412 tons; 235 x32-8x16-4; 203 nhp.; triple-expansion engines. The steamship *Mikazuni Maru* was formerly the Chinese *Tin Seng*, seized by the Japanese. She struck a mine and sank on May 17th, 1945, in the Grand Canal, China.

MIKELIS

E. M. Michalitsianos; 1885; *E. Withy & Co.*; 2,430 tons; 302-1x38-1x20-2; 225 n.h.p.; triple-expansion engines. The Greek steamship *Mikelis* was torpedoed and sunk by a German submarine in the Irish Channel on July 24th, 1917.

MIKUMA

Japanese Navy, heavy cruiser; 1934; *Mitsubishi*; 14,000 tons; 639-7x59-7x14-7; 90,000 s.h.p.; 33 knots; turbine engines; *Kanpon boilers*; eight 8 in. guns, eight 5 in., 6 m.g., 12 T.T. 4 aircraft.

The cruiser *Mikuma* was attacked by American aircraft at about 9.30 a.m. on June 6th, 1942, during the battle of Midway Island, and was sunk just after noon.

The cruiser carried a complement of more than 900.

The full story of the battle of Midway Island is told under the U.S.S. *Yorktown*.

MILAN

French Navy, destroyer; 1931; *Lorient Dockyard*; 2,441 tons; 423-2X40X16; 68,000 s.h.p.; 37 knots; turbine engines; five 5 - 5 in. guns, four 37 mm., 6 T. T.

The destroyer *Milan*, Capt. Costet, was stationed at Casablanca and participated in the defence of that port when the American forces made their landing on November 8th, 1942. The *Milan* led a sortie of six destroyers from the port about 8.20 a.m. against American landing craft W. of Cape Fedhala. She came under fire of the U.S. destroyers *Wilkes* and *Ludlow* and was set on fire. She turned about for the harbour and was run ashore just outside. Her casualties were heavy, two officers and 40 ratings being killed and a large number wounded, out of a complement of 240.

The full story of the action is told under the cruiser *Primauguet* which was sunk on the same occasion.

MILAN MARU

Ishihara Sangyo Kaiun Kaisha; 1920; *Asano S.B. Co.*; 5,467 tons; 400x53-2x29-4; 513 n.h.p.; triple-expansion engines. The steamship *Milan Maru* was bombed and sunk by U.S. land-based aircraft on September 6th, 1943, off Rangoon.

MILANO

Tirrenia Soc. Anon. di Nav.; 1913; *Cantieri Navali Riuniti*; 4,028 tons; 361-6x44-7x24-4; 454 n.h.p.; triple-expansion engines.

The Italian steamship *Milano* was bombed and sunk by Allied aircraft on January 14th, 1944, near Sibenik.

MILAZZO

Navigazione Generate Italiana; 1916; *Soc. Fiat San Giorgio*; 11,477 tons; 517-4x65-6x29-4; 458 n.h.p.; quadruple-expansion engines.

The Italian steamship *Milazzo* was torpedoed and sunk by a submarine in the Mediterranean on August 29th, 1917.

MILBANKE

R.M.Hudson; 1868; *Sunderland*; 1,296 tons; 243-3x31-1x17-6; 150 h.p.; steam engines.

The steamship *Milbanke* inward bound with a cargo of zinc from Carthage was sunk in a collision with the steamship *Hankow* on July 28th, 1874. The collision took place off Dungeness at about 1.30 a.m., the *Milbanke* sinking with 14 of her crew.

MILCREST

Crest Shipping Co.; 1919; *Swan, Hunter & Wigham Richardson*; 5,283 tons; 400-1x52-4x28-4; 517n.h.p.; triple-expansion engines.

The British cargo ship *Milcrest* sank on October 7th, 1942, after a collision with the *Empire Lightning* in lat. 43° 53' N., long. 62° 25' W. She was on a voyage in ballast from Hull to New York and Hampton Roads.

MILDURA

Australasian United S.N. Co.; 1901; *J. Reid & Co.*; 2,217 tons; 300-4x42-1x13-8; 253 n.h.p.; triple-expansion engines. The Australian steamship *Mildura* was wrecked on March 12th, 1907, at North-West Cape, W. Australia. She was on a voyage from Wyndham to Fremantle with a cargo of bullocks.

MILE END

Commercial Gas Co.; 1911; *W. Dobson & Co.*; 859 tons; 165-6x38x14-5; 165 n.h.p.; triple-expansion engines. The British collier *Mile End* sank after a collision with the armed trawler *Faraday* in the North Sea on January 19th, 1940. She was on a voyage in ballast from London to Sunderland. Five of her crew were lost.

MILL HILL

Mill Hill S.S. Co.; 1930; *W. Doxford & Sons*; 4,318 tons; 370-4x52-9x24-9; 368 n.h.p.; triple-expansion engines. The British steamship *Mill Hill*, on a voyage from Boston to the Tees with steel scrap, was torpedoed and sunk by a German submarine on August 30th, 1940, about 300 miles W. of the Orkney Islands. All her crew of 34 and the gunner were lost.

MILLET

Barzilay & Benjamin; 1883; *A. McMillan & Son*; 1,728 tons; 259-8x36-7x15-5; 229 n.h.p.; compound engines. The Turkish ship *Millet* sank on January 2nd, 1939, at Bender Ereğli during a gale. It was afterwards stated that she had collided with the *Nicolaos Nomicos*. Eighteen of the crew were drowned and only two were saved. The gale was one of the worst ever experienced in these waters. Thirteen large ships were driven ashore and scores of small craft sunk.

MILLINOCKET

A. H. Bull S.S. Co.; 1910; *Maryland Steel Co.*; 3,274 tons; 317-3x44-2x23-8; 1,500 i.h.p.; 10 knots; triple-expansion engines.

The American steamship *Millinocket*, Capt. L. W. Callis, was torpedoed and sunk by a German submarine 14 miles from Cuba on June 17th, 1942. Nine men, including Capt. Callis, were killed. The vessel was not in convoy.

MILLISLE

John Kelly; 1911; *R. Williamson & Son*; 617 tons; 170 X 27 - 1X11 • 1; 110 n.h.p.; triple-expansion engines. The British steamship *Millisle* was bombed and sunk by German aircraft on March 21st, 1941, in the Bristol Channel. Nine of her crew and the gunner were killed. Three survivors were picked up.

MIL0

Letricheux & David; 1903; *Campbeltown S.B. Co.*; 1,475 tons; 240'5x32-8x16-9; 207 n.h.p.; triple-expansion engines. The British steamship *Milo* sank after a collision ten miles south of St. Alban's Head on May 22nd, 1917, while employed as an Admiralty collier. She was on a voyage in ballast from Rouen to Cardiff.

MIL0S

Red. A/B Helsingborg (O. Hillerstroni); 1898; *Blyth S.B. Co.*; 5,055 tons; 325-1x47x22-4; 280 n.h.p.; triple-expansion engines. The Swedish ship *Milos* left New York on February 23rd, 1943, for Grimsby, but was not seen again.

MIL0S

Deutsche Levante-Linie Hamburg A.G.; 1907; *Flensburger Schiffsbau Ges.*; 2,702 tons; 290-3x44x23-8; 192 n.h.p.; triple-expansion engines. The German steamship *Milos* struck a mine and sank on October 20th, 1944, off Lister, Norway.

MILTON

Lamport & Holt; 1888; *D. & W. Render son & Co.*; 2,679 tons; 310x39-2x23-8; 252 n.h.p.; triple-expansion engines. The British cargo ship *Milton* was wrecked near Cape Espichel, Portugal, on June 15th, 1911, while on a voyage from London to Santos carrying a general cargo.

MILWAUKEE

United States Navy, 1st class cruiser; 1904; *Union Ironworks*; 9,100 tons; 426-5x66x23-25; 21,000 i.h.p.; 21-5 knots; triple-expansion engines; *Babcock boilers*; fourteen 6 in. guns, eighteen 14 pdr., four 3 pdr. The cruiser *Milwaukee* was engaged in salvage operations in connection with the U.S. submarine *H-3* wrecked near Eureka, California. The ships were enveloped in thick fog when the *Milwaukee* ran ashore on January 13th, 1917. She was so battered by the heavy seas that all hope of saving her had to be abandoned and she became a total wreck. There was no loss of life. The *Milwaukee* carried a complement of 727 officers and men.

MILWAUKEE

Grand Trunk-Milwaukee Car Ferry Co.; 1902; *American S.B. Co.*; 2,933 tons; 338 x 56x19-5; 461 n.h.p.; triple-expansion engines. The American car ferry *Milwaukee*, in service between Milwaukee and Grand Haven, foundered on October 22nd, 1929. All of the 52 persons on board were lost.

MIM

Skibs-A/S Skytier en; 1938; *Flensburger Schiffsbau Ges.*; 4,996 tons; 414-3x55-7x25; 973 n.h.p.; oil engines. The Norwegian motor vessel *Mim* drove ashore in heavy weather on November 1st, 1939, and broke up on Reef Dyke, North Ronaldshay.

MIMI HORN

H. C. Horn; 1944; 3,944 tons. The German ship *Mimi Horn* was bombed and sunk by British aircraft on January 14th, 1945 at Gotenhafen.

MIMIS

Maison Stringo S.A.; 1888; *J. Readhead & Co.*; 276 tons; 133x22-6x12-9; 101 n.h.p.; triple-expansion engines. The Greek tug and salvage vessel *Mimis* struck a mine and sank at Saronikos on March 28th, 1941. Twenty-four persons were lost.

MIMOSA

French Navy, corvette; 1941; *British Isles*; 925 tons; 193x 32x16; 2,800 i.h.p.; 15-5 knots; triple-expansion engines; cylindrical boilers; one 4 in.A.A. gun, two 57 mm.A.A., one 40 mm.A.A., two 20 mm. The corvette *Mimosa* of the Free French Navy was operating in the North Atlantic when she was torpedoed and sunk by a German submarine on June 9th, 1942. The vessel's normal complement was 85.

MINA

l. Michelmann & J. Adamson & Co.; 1899; *W. Dobson & Co.*; 1,173 tons; 212-3x35x14-1; 148 n.h.p.; triple-expansion engines. The Esthonian ship *Mina*, Capt. Boris Leppik, left London on December 12th, 1939, for Hull and Gothenburg. The pilot left the ship at 8 a.m. on December 13th, and that was the last seen of her. Some wreckage was washed ashore but none of the crew of 17 was found.

MINAMI MARU

Japanese Government; 1910; *Burmeister & Wain*; 2,398 tons; 281X 41 - 3 x 23 - 1; 214 n.h.p.; triple-expansion engines. The steamship *MinamiMaru* was formerly the Panamanian *Capella*, seized by the Japanese. She was torpedoed and sunk by the U.S. submarine *Flying Fish* on April 1st, 1944, 230 miles east of Naha, Okinawa, Ryukyu Islands.

MINAS

Soc. Anon. A. ParodifuB.; 1891; *G. Ansaldo & Co.*; 2,854 tons; 331 '4x40-1x18-5; 248 n.h.p.; triple-expansion engines. The Italian steamship *Minas* was torpedoed and sunk by a submarine in the Mediterranean on February 15th, 1917.

MINAS

D. Diacakis; 1892; *Naval Construction & Armaments Co.*; 2,506 tons; 284-2x40-3x22-7; 178 n.h.p.; triple-expansion engines. The Greek steamship *Minas* was torpedoed and sunk by a submarine in the Mediterranean on December 2nd, 1917.

MINAS QUEEN

Minas Queen Shipping Co.; 1916; *W. R. & C. A. Huntley*; 492 tons; 170x35-4x12-9. The three-masted schooner *Minas Queen* was shelled and sunk by a German submarine 350 miles N.W. of Cape Finisterre on August 26th, 1917. The captain and five men were killed.

MINATITLAN

Soc. Cooperativa di Nav. Garibaldi; 1941; 7,599 tons; oil engines. The motor tanker *Minatitlan*, built in Italy for Mexican owners, was taken over on completion by the Italians. On November 9th, 1941, she was shelled and sunk by British warships about 120 miles S.E. of Punta Stilo.

MINAZUKI

Japanese Navy, destroyer; 1926; *Uraga Dockyard*; 1,315 tons; 320x30x9-9; 38,500 s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; four 4• 7 in. guns, 2 A.A.m.g.* 6 T.T. The destroyer *Minazuki* was torpedoed and sunk S. of Sibutu Passage, Philippine Islands, by the U.S. submarine *Harder* on June 6th, 1944. The destroyer's normal complement was 150.

MINDANAO

Cia. Maritima; 1918; *J. Brown & Co.*; 5,236 tons; 400-7X 52-3x28-5; 489 n.h.p.; triple-expansion engines. The Philippine tanker *Mindanao* was bombed and sunk by Japanese aircraft on February 10th, 1942, off the north-west of Mindoro Island.

MINDANAO

United States Navy, gunboat; 1927; *Kiangnan Dock Co.*; 560 tons; 210-7x31x7; 3,150 h.p.; 16 knots; triple-expansion engines; *Thornycroft boilers*; two 3 in.A.A. guns, 10 m.g. The gunboat *Mindanao* was bombed and sunk by Japanese aircraft

MINDINI

at Corregidor on May 5th, 1942. The vessel was one of the few ships of the U.S. Navy left in the Philippines after the Japanese invasion. She carried a complement of about 100.

MINDINI

Burns, Philp & Co.; 1905; Blyth S.B. Co.; 2,065 tons; 280X 39-5x18-3; 212 n.h.p.; triple-expansion engines. The British cargo ship *Mindini* was wrecked on Mellish Reef on March 8th, 1923, while on a voyage from the Solomon Islands to Brisbane carrying a cargo of copra.

MINEGUMO

Japanese Navy, destroyer; 1937; Fujinagata; 1,500 tons; 356x33-3x9; 39,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.

The destroyers *Minegumo* and *Murasame* formed part of a light force which attacked a squadron of U.S. cruisers and destroyers bombarding Vila and Munda in the Central Solomons on the night of March 5th-6th, 1943. The fight was short and sharp and resulted in the two destroyers being sunk by the gunfire of the American squadron. The Japanese were compelled to break off the action. No American ship was lost.

The two Japanese destroyers carried complements of about 200 apiece.

MINEKAZE

Japanese Navy, destroyer; 1919; Maizuru; 1,215 tons; 336-5X 29-2x9-5; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T. The destroyer *Minekaze* was torpedoed and sunk in the Formosa Strait by the U.S. submarine *Fogy* on February 10th, 1944. The destroyer's normal complement was 148.

MINERVA

O. Fostenes; 1905; J. Priestman & Co.; 3,736 tons; 346-5X 50-8x24-7'; 320 n.h.p.; triple-expansion engines. The Norwegian steamship *Minerva* was torpedoed and sunk by a German submarine in the North Sea on May 22nd, 1915.

MINERVA

Soc. Anon. Sbarchi, Imbarchi e Trasporti; 1918; Cantieri Navali Riuniti; 1,905 tons; 266-8x38-3x23-6; 89 n.h.p.; triple-expansion engines.

The Italian steamship *Minerva* was torpedoed and sunk by British aircraft on December 3rd, 1942, S.E. of the Kerkenna Islands, Tunisia.

MING CHIANG

Ming Sung Industry Co.; 1925; China; 329 tons; oilengines. Trading between Ichang and Chungking in the Yangtze River the Chinese motorship *Ming Chiang* struck some rocks and sank on May 13th, 1936, at Shuangyutzu near Wanh sien. Over 40 lives were lost.

MINISTER TAK VAN POORTVLIET

Stoomv. Maats. Friesland; 1899; Earle's Co.; 1,106 tons; 240 X 33 x 15 • 1; 189 n.h.p.; triple-expansion engines. The Dutch steamship *Minister Tak van Poortvliet* was sunk by a German submarine in the North Sea on April 24th, 1917.

MINISTRE DE SMET DE NAEYER

Cie. Roy ale Belgo-Argentine; 1907; Akt. Gesellschaft Neptun; 2,712 tons; 291-5x44x16-9; 216 n.h.p.; triple-expansion engines.

The Belgian steamship *Ministre de Smet de Naeyer* struck a mine and sank in the North Sea on April 6th, 1918.

MINMI

J. & A. Brown & Abermain Seaham Collieries; 1927; D. & W. Henderson & Co.; 1,508 tons; 250x37-1x15-3; 241 n.h.p.; triple-expansion engines.

The Australian cargo ship *Minmi* was wrecked at Cape Banks, N.S.W., on May 13th, 1937, while on a voyage in ballast from Melbourne to Newcastle, N.S.W.

MINNEAPOLIS

Atlantic Transport Co.; 1900; Harland & Wolff; 13,543 tons; 600'7x65-5x39⁷/₈; 1,227n.h.p.; 16knots; quadruple-expansion engines.

The liner *Minneapolis*, Capt. Marker, serving as a transport in the First World War, was torpedoed by a German submarine 195 miles E. £ N. of Malta on March 23rd, 1916. She remained afloat for some hours and an attempt was made to tow her to Malta, but had to be abandoned.

Of the 189 persons on board 12 lost their lives. The remainder were landed safely at Malta.

MINNEHAHA

R. Hughes; 1857; New Brunswick; 845 tons; 158x33-7x22-4. The British sailing ship *Minnehaha* was bound from Falmouth to Dublin with a cargo of guano. She carried a crew of 20. In dense fog on the night of January 18th, 1874, she ran on the rocks at the foot of Peninnis Head, St. Mary's, Scilly Isles. The watch on deck saved themselves by taking refuge in the rigging, and when daylight came they managed to get ashore by jumping from the jib-boom on to the rocks below. The captain, pilot and eight men were drowned.

MINNEHAHA

Atlantic Transport Line; 1900; Harland & Wolff; 13,714 tons; 600-7x65-5x39-5; 1,227n.h.p.; 16knots; quadruple-expansion engines.

The liner *Minnehaha* was torpedoed and sunk by a German submarine 12 miles S.E. of Fastnet on September 7th, 1917. Forty-three persons were killed. The captain was among the survivors.

MINNETONKA

Atlantic Transport Line; 1902; Harland & Wolff; 13,528 tons; 600-7x65-5x39-7; 1,227n.h.p.; 16knots; quadruple-expansion engines.

The liner *Minnetonka*, serving as an auxiliary transport, was torpedoed and sunk by the submarine *U-64*, Lt. Cdr. Robert W. Morant, on January 31st, 1918, 40 miles E.N.E. of Malta. She was not carrying troops.

MINO MARU

Nippon Yusen K.K.; 4,667 tons.

The steamship *Mino Maru* was bombed and sunk by U.S. land-based aircraft on December 11th, 1944, off the west coast of Leyte Island, Philippines.

MINORCA

Leith, Hull & Hamburg Steam Packet Co.; 1892; Ramage & Ferguson; 1,145 tons; 225x33-2x14-5; 136 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Minorca* was torpedoed and sunk by a German submarine three miles off Cape de las Huertas on December 11th, 1917. The captain and 14 men were killed.

MINORCA

CurrieLine; 1921; Ouse Shipbuilding Co.; 1,123 tons; 220X 35-1x 13-8; 160 n.h.p.; 9 knots; triple-expansion engines. The steamship *Minorca*, Capt. J. R. Mouat, on a voyage from London to Grangemouth with cement, was torpedoed and sunk by a German motor torpedo boat on February 26th, 1941, off Shering-ham Shoal. Capt. Mouat, 16 of the crew and two passengers were lost.

MINOS

Dampfs. Ges. Neptun; 1939; Schiffbau Ges. Unterweser; 1,127 tons; 234-9x34-7x13-4; 147n.h.p.; oilengines. The German motorship *Minos* was torpedoed and sunk by a Russian submarine on October 6th, 1944, near Memel.

MINOTAUR

United States Maritime Commission; 1918; New York S.B. Corp.; 4,553 tons; 362-3x51-2x32-2; 301 n.h.p.; triple-expansion engines.

The American steamship *Minotaur* was torpedoed and sunk by a German submarine on January 9th, 1943, off Paramaribo on a voyage from New York to Rio de Janeiro. Six of her crew were killed.

MINRYO MARU

Tatunami Shosen K.K.; 1938; *Kawaminami Kogyo K.K.*; 2J93 tons; 257 - 1 x 40 - 4 x 23 - 0; 294 n.h.p.; triple-expansion engines. The steamship *Minryo Mam* was torpedoed and sunk by the U.S. submarine *Flasher* on February 14th, 1944, W. of Mindoro, Philippines.

MINSK

Det Forenede D/S; 1911; *Burmeister & Wain*; 1,229 tons; 252 x 4 x 37 - 2 x 15 - 1; triple-expansion engines. The Danish steamship *Minsk* was torpedoed and sunk by a German submarine on March 19th, 1940, near the Pentland Firth on a voyage from Kirkwall to Esbjerg. Eleven of her crew of 20 were lost.

MINSTER

Southern Railway Co.; 1924; *D. & W. Render son & Co.*; 707 tons; 220 - 4 x 33 - 6 x 14 - 1; 165 n.h.p.; 15 knots; triple-expansion engines.

The steamship *Minster* was taken over by the Admiralty during the Second World War for service as a mercantile auxiliary. She was mined and sunk in Seine Bay, Normandy, on June 8th, 1944, during the "D-Day" invasion.

MINSTREL

Emigrant ship; 1830 (circa); 300 tons. The sailing vessel *Minstrel* left Limerick for Quebec on April 21st, 1841. She was under command of Capt. Outerbridge and carried 156 persons, of whom 15 were crew, the passengers being nearly all Irish emigrants. On May 18th, when approaching her destination, the *Minstrel* encountered very heavy weather and was driven on to the Red Island Reef. The boats were launched and over 100 passengers were embarked in the boats. While the boats were still alongside and attached to the ship by their painters she suddenly foundered. There was no time to cut the painters and the boats with their unfortunate occupants were drawn under with the ship. Only one boat containing four seamen and four passengers was able to get away as the rope attaching her to the stern of the ship broke with the strain.

The number of persons who lost their lives was 148, including Capt. Outerbridge.

MIOCENE

Lotco Shipping Co.; 1911; *American S.B. Co.*; 2J53 tons; 250 X 43 - 1 X 20 - 7; 759 n.h.p.; triple-expansion engines. During the Spanish Civil War, at 11.0 a.m. on January 24th, 1939, the British steamship *Miocene* was bombed and set on fire by Insurgent aircraft off Barcelona. She sank later.

MIRA

Sac. Gen. de Transports Maritimes; 1895; *J. Readhead & Sons*; 3,050 tons; 315'2x41-2x16-7; 285 n.h.p.; triple-expansion engines.

The French steamship *Mira* was sunk by a submarine in the Mediterranean on May 15th, 1916.

MIRA

Det Bergenske D/S; 1891; *A. & J. Inglis*; 1,152 tons; 221-7X 30 - 1 X 15 - 1; 188 n.h.p.; triple-expansion engines.

The Norwegian steamship *Mira* was sunk by gunfire during a naval raid on the Lofoten Islands on March 4th, 1941.

MIRAFLORES

Standard Fruit & S.S. Co.; 1921; *Swan, Hunter & Wigham Richardson*; 2,755 tons; 270-7x39x14-7; 305 n.h.p.; triple-expansion engines.

The British cargo ship *Miraflores* sailed from Port de Paix, Haiti, on February 14th, 1942, on a voyage to New York, but was lost without trace. She carried a crew of 34.

MIRAMAR

Raeburn & Verel; 1880; *Murdoch & Murray*; 1,190 tons; 230-2x31-2x20-8; 125h.p.; compound inverted engines. The British cargo ship *Miramar* foundered near Wenchow on September 23rd, 1884, while on a voyage from Nagasaki to Hong Kong carrying a cargo of coal. The only survivors were two Chinese who managed to swim to land.

MIRAMAR

Socd. Nac. Buques y Maderas; 1899; *J. Readhead & Sons*; 3,566 tons; 341 x 46-7x26; 293 n.h.p.; triple-expansion engines. The Chilean cargo ship *Miramar* was wrecked during a gale on June 9th, 1926, at Valparaiso.

MIRANDA

C. T. Bowring & Co.; 1884; *Wigham Richardson & Co.*; 1,158 tons; 220 x 31 - 2 x 16; 180 h.p.; compound engines. The British steamship *Miranda* left New York on July 7th, 1894, for an Arctic cruise. On the way she sustained minor damage after touching an iceberg but was able to continue the voyage. Later in the month she ran aground on the coast of Greenland and sprang a leak. The passengers remained on board for some days and were then taken to Sydney, C.B., on another ship. Temporary repairs were effected to the *Miranda* and she was taken in tow for New York but foundered on August 9th.

MIRANDA

M. Johannesens Red.-A/S; 1921; *Huiskens & van Dijk*; 1,328 tons; 237x37-2x16; 127n.h.p.; triple-expansion engines. The Norwegian steamship *Miranda* was sunk by a mine or torpedo on January 20th, 1940, about 30 miles N.W. of Peterhead, with the loss of 14 lives.

MIRANDA

Wallem & Co.; 1920; *Submarine Boat Corp.*; 3,476 tons; 324 x 46 - 2 x 25; turbine engines. The Panamanian ship *Miranda* was on a voyage from Keelung to Saga, near Moji with a cargo of copper ore. When 45 miles E.N.E. of Keelung on March 19th, 1950, the cargo shifted and the *Miranda* capsized and sank.

MINI MARU

Mitsubishi Risen K.K.; 10,564 tons. The tanker *Mimi Maru* was sunk by U.S. carrier-based aircraft on January 15th, 1945, off Tainan, Formosa.

MIRIAM

A/S Det Selmerske Rederi; 1904; *Caledon S.B. & E. Co.*; 3,496 tons; 330 x 48x23-5; 273 n.h.p.; triple-expansion engines. The Norwegian ship *Miriam* was wrecked on September 23rd, 1923, at Seal Island, N.S., while on a voyage from Portland, Me., to Notre Dame Bay.

MIRLO

W. E. Moss & Co.; 1917; *Sir J. Laing & Sons*; 6,978 tons; 425x57x33-1; 559 n.h.p.; 12 knots; triple-expansion engines. The tanker *Mirlo* was torpedoed and sunk by a German submarine half a mile S. by E. of Wimble Shoal Buoy, Cape Hatteras, on August 16th, 1918. Nine men were killed. The captain was among the survivors.

MISAKIMARU

Matsuoka Kisen K.K.; 1907; *W. Hamilton & Co.*; 4,422 tons; 376'3x52-3x17-4; 366n.h.p.; triple-expansion engines. The steamship *Misaki Maru* was torpedoed and sunk by the U.S. submarine *Barbel* on November 14th, 1944, about 150 miles E. of Quanghai, Indo-China.

MISAKI MARU No. 5

Matsuura Shizuo; 1891; *Edward's S.B. Co.*; 3,247 tons; 333x40-4x19-1; 268n.h.p.; triple-expansion engines. The *Misaki Maru No. 5* was wrecked on August 17th, 1928, near Pinnacle Island, S.W. Korea, while on a voyage from Dairen to Kobe.

MISHIMA MARU

Hinode Kisen K.K.; 1940; *Tsurumi Seitetsu Zosen K.K.*; 1,934 tons; 271-6x40x20-3; 214n.h.p.; triple-expansion engines. The steamship *Mishima (Misimd) Maru* struck a mine and sank on May 13th, 1945, off Kobe.

MISSANABIE

MISSANABIE

Canadian Pacific Railway Ocean Lines; 1914; Barclay Curie & Co.; 12,469 tons; 500-6x64-2x38; 1,492n.h.p.; 16 knots; quadruple-expansion engines.

The liner *Missanabie* was torpedoed and sunk by a German submarine 52 miles S. by E.-^E. of Daunt's Rock, Co. Cork, on September 9th, 1918. Forty-five persons were killed. The captain was among the survivors.

MISSIR

Khedivial Mail S.S. & Graving Dock Co.; 1864; Barclay Curie & Co.; 786 tons; 226-5x28x15-6; 135 n.h.p.; 9 knots; compound engines.

The steamship *Missir* was torpedoed and sunk by a German submarine 80 miles W. by N. of Alexandria on May 29th, 1918. Thirty-four persons were killed. The captain was among the survivors.

MISSISSINEWA

U.S. Navy; 1944; 11,300 tons.

The naval tanker *Mississinewa* was torpedoed and sunk by a Japanese submarine on November 19th, 1944, in the Central Pacific. About 25 of her crew were lost.

MISSOURI

United States Navy, frigate; 1841; New York Navy Yard; 1,692 tons; 229x40x23-5; 458 n.h.p.; 10 knots; side-lever engines; 28ft. paddles; two 10 in. guns, eight 8 in. The paddle frigate *Missouri*, with her sister ship the *Mississippi*, was the newest and finest vessel in the U.S. Navy. She was barque rigged and carried 19,000 sq. ft. of canvas.

On the night of August 26th, 1843, when lying in Gibraltar Bay, a large jar of turpentine was broken in the store room and caught fire. This ignited the other stores and the fire spread with great rapidity. The officers and crew fought the flames to the last moment, many barely escaping with their lives. The *Missouri* burned to the water's edge and sank. There was no loss of life.

The burned-out hull of the frigate lay at the bottom of Gibraltar Bay for some time, but the American Congress eventually voted 60,000 dollars for the purpose of raising and removing it.

MISSOURI

G. Warren & Co.; 1881; C. Connell & Co.; 5,146 tons; 425-6X 43-6x27-9; 600 h.p.; compound inverted engines. The British cargo ship *Missouri* was wrecked in Caernarvon Bay on March 1st, 1886, while on a voyage from Boston to Liverpool carrying a general cargo.

MISSOURI BELLE

Mississippi River Steamboat.

The Mississippi river steamboat *Missouri Belle* was sunk in a collision with another steamboat on the night of October 24th, 1834. The collision took place on the lower Mississippi, the *Missouri Belle* sinking with the loss of 30 lives.

MISSOURIAN

American-Hawaiian S.S. Co.; 1903; Maryland Steel Co.; 7,924 tons; 491-5x58-2x24-4; 936n.h.p.; triple-expansion engines.

The American steamship *Missourian* was sunk by a submarine in the Mediterranean on April 4th, 1917.

MISTRAL

T.&A. W. Wilhelms; 1889; Ropner & Son; 2,219 tons; 272-3x 38-8x18-6; 212n.h.p.; triple-expansion engines. The Norwegian ship *Mistral* struck on the Tekselsen Rock, north of Marstenen Light, on January 11th, 1927, while on a voyage from Sunderland to Bergen.

MISTRESS OF THE SEAS

Canadian; 1863; Miramichi, N.B.; 1,241 tons; 190x38x24. The Canadian wooden sailing ship *Mistress of the Seas* was on a voyage from Greenpck to Calcutta in 1870, when she foundered in the Indian Ocean with the loss of ten of her crew.

MISURATA

Sicilia Soc. di Navigazione; 1888; Blohm & Voss; 2,691 tons; 337'9x40-2x22-2; 274n.h.p.; triple-expansion engines. The Italian steamship *Misurata* was torpedoed and sunk by a German submarine in the Atlantic on May 3rd, 1917.

MITAKESAN MARU

Kaburagi Risen K.K.; 1937; Harima S.B. & Eng. Co.; 4,441 tons; 363-6x50x29; 467n.h.p.; turbine engines. The steamship *Mitakesan Mam* was torpedoed and sunk by the U.S. submarine *Sandlance* on May 11th, 1944, off Tenian Island, Ladrone Islands.

MITO MARU

Nippon Yusen K.K.; 1921; Yokohama Dock Co.; 7,061 tons; 445 x 58x34; 632 n.h.p.; triple-expansion engines. The steamship *Mito Maru* was torpedoed and sunk by the U.S. submarine *Paddle* on April 16th, 1944, 20 miles S. of the Obi Islands.

MITSU MARU

Taihei Risen K.K.; 1919; Lithgoffs; 5,682 tons; 400-3x52-2x 28'4; 517 n.h.p.; triple-expansion engines. The steamship *Mitsu (Mitu) Maru* struck a mine and sank on July 12th, 1945, off Susami, Japan.

MIYADONO MARU

Tatsuuma Risen K.K.; 1918; Craig, Taylor & Co.; 5,196 tons; 400'1x52-3x28-5; 517n.h.p.; triple-expansion engines. The steamship *Miyadono Maru* was torpedoed and sunk by the U.S. submarine *Grouper* on June 19th, 1943, about 200 miles N. of Manus Island, Admiralty Islands.

MIYAJIMA MARU

Tochigi Kisen K.K.; 2,000 tons.

The steamship *Miyajima Maru* struck a mine and sank on May 14th, 1945, off Kobe.

MIYAKO

Japanese Navy, despatch vessel; 1897; Kure Dockyard; 1,772 tons; 314-7x36x13-2; 6,000 i.h.p.; 20knots; triple-expansion engines; two 4•7 in. guns, six 3pdr., four 2pdr., 2 T.T. The despatch vessel *Miyako* was blown up by a floating mine while bombarding the forts at Port Arthur, during the Russo-Japanese War. The operations commenced on May 12th, 1904, when the *Miyako*, in company with the cruisers *Itsukushima* and *Nisshin*, opened fire on the forts. Four flotillas of torpedo boats also swept the coast for mines, one vessel, torpedo boat No. 48, being mined and sunk in carrying out this task. The waters when cleared of mines were buoyed, and the Japanese squadron steamed in again on the 14th with the intention of repeating the bombardment. In the meantime the Russians had altered the position of the buoys, as a result of which the *Miyako* was destroyed early in the action.

The ship sank in 23 minutes, but the loss of life was not heavy. Two seamen were killed and 19 wounded out of a complement of 227.

MIYATAMA MARU

Tamai Shosen K.K.; 6859 tons.

The steamship *Miyatama Maru* was bombed and sunk by U.S. land-based aircraft on May 1st, 1945, off Mokpo, Korea.

MIYAURA MARU

Nippon Yusen K.K.; 1919; Mitsubishi Zosen Kaisha; 1,856 tons; 250 X 37 • 7 x 20 • 5; 188 n.h.p.; triple-expansion engines. The steamship *Miyaura Maru* was torpedoed and sunk by the U.S. submarine *Bluegill* on May 20th, 1944, north of Halmahera, Celebes.

MIYAZAKI MARU

Nippon Yusen Kabushiki Kaisha; 1909; Kawasaki Dockyard Co.; 7,892 tons; 465x56-2x31-5; 975n.h.p.; triple-expansion engines. The Japanese steamship *Miyazaki Maru* was torpedoed and sunk by a German submarine off Ushant on May 31st, 1917.

MIYAZAKIMARU

Nippon Seitetsu K.K.; 1940; *Mitsubishi Jukogyo K.K.*; 3,944 tons; 353-2x79-2x26-5; turbine engines. The steamship *Miyazaki Mam* was torpedoed and sunk by the U.S. submarine *Tautog* on May 8th, 1944, off Hakodate, Japan.

MIYUKI

Japanese Navy, destroyer; 1933; *Uruga Dock*; 1,700 tons; 371-5x33-7x9-7; 40,000 h.p.; 34 knots; turbine engines; *Kanponboilers*; six 5 in. guns, 4m.g.A.A., 9 T.T. The destroyer *Miyuki* was off the coast of Korea on July 3rd, 1934, when she collided with the destroyer *Inaduma* of the same class. The *Myuki* did not sink immediately and it was possible to transfer her crew save for six ratings who were lost. Four ratings were injured. The destroyer was taken in tow but sank on the way to Sasebo.

MIZPAH

W. Cawthorn; 1875; *Softley & Co.*; 380 tons; 156-8x22-5x12; 56 h.p.; compound inverted engines. The steamship *Mizpah* was sunk in a collision with an unknown vessel early on the morning of December 6th, 1877, 15 miles S.W. of Beachy Head. The *Mizpah* sank with upwards of six persons.

MIZUHO MARU

Osaka Shosen K.K.; 1912; *Russell & Co.*; 8,506 tons; 459-5x58-2x36-8; 1,134 n.h.p.; quadruple-expansion engines. The transport *Mizuho Maru* was torpedoed and sunk by the U.S. submarine *Redfish* on September 21st, 1944, off the north west coast of Luzon Island, Philippines.

MIZUKIMARU

Japanese Government; 6,440 tons. The steamship *Mizuki Maru* was sunk by U.S. carrier-based aircraft on October 12th, 1944, W. of Penghu Island, Pescadores.

MOA

New Zealand Navy, corvette; 1941; *Henry Robb*; 600 tons; 156 x 30 x 13; 14 knots; triple-expansion engines; one 4 in. gun, one 2 pdr., 4 m.g. The corvette *Moa* was one of the Allied units operating off Guadalcanal. On April 7th, 1943, she was in company with several U.S. vessels when the Japanese made a heavy air attack. The *Moa* was hit and sunk, together with the U.S. destroyer *Aaron Ward* and the U.S. fleet-tanker *Kanawha*.

For further details, see *Aaron Ward*.

MOANDA

Cie. Maritime Beige (Lloyd Royal) S.A.; 1937; *Soc. Anon. John Cockerill*; 4,621 tons; 387-6x54x24-7; 644n.h.p.; oilengines. The Belgian motor vessel *Moanda* was torpedoed, set on fire, and sunk by a German submarine on March 28th, 1943, E. of the Canary Islands on a voyage from Algiers to Takoradi. Twenty-eight of her crew were lost.

MOBILE

American; 1851; *United States*; 1,000 tons. The American sailing vessel *Mobile* left Liverpool on Tuesday, September 28th, 1852, for New Orleans under command of Capt. Furer. She had on board a crew of 23 and 60 passengers. On leaving port she had a fair wind but later ran into an E.N.E. gale and at 2.30 on Wednesday morning, the 29th, struck Blackwater Bank. Efforts were made to launch the boats but the heavy seas would not permit of this and during the night most of the passengers were washed overboard.

One passenger and eight seamen were saved and 71 were drowned. Evidence was given later that the captain went below at midnight leaving the second officer in charge with instructions to keep a W.S.W. course. The wind increased but the captain was not called until 2 a.m. when he discovered that the course set was W.N. W. and that the ship was in a dangerous position. Before anything could be done to repair the error the vessel struck the Blackwater Bank.

MOCHIZUKI

Japanese Navy, destroyer; 1927; *Uruga Dock*; 1,315 tons; 320x30x9-9; 38,500 s.h.p.; 34 knots; turbine engines; *Kanponboilers*; four 4-7 in. guns, 2 A.A.m.g.; 6 T.T. The destroyer *Mochizuki* was bombed and sunk by U.S. naval aircraft E. of New Britain, Solomons Group, on October 24th, 1943. Her normal complement was 150.

MOD

A/S Ivarans Rederi; 1921; *Fredrikstad Mek. Vterks*; 4,446 tons; 371-2x52-1x25-9; turbine engines.

The Norwegian ship *Mod* foundered in a heavy gale on January 22nd, 1922, over 1,000 miles E. of Halifax N.S., while on a voyage from New York to Antwerp. All her boats had been washed away but fortunately the steamships *Melmore Head* and *Montcalm* arrived in time to save 23 of the crew. The captain and eight others were drowned.

MODE

Stockholms Rederi A/B Svea; 1912; *Helsingors Jernskibs & Maskin.*; 1,227 tons; 246-9x37-1x14; 169 n.h.p.; triple-expansion engines.

The Swedish steamship *Mode* struck a mine and sank on July 20th, 1944, on a voyage from Skien to Halmstad.

MODEMI

I. A. Christensen; 1912; *Antwerp Eng. Co.*; 1,481 tons; 243X 38x15-8; 156 n.h.p.; triple-expansion engines. The Norwegian steamship *Modemi* was torpedoed and sunk by a German submarine in the North Sea on November 17th, 1917.

MODENA

James Currie & Co.; 1881; *R. Steele & Co.*; 1,211 tons; 248-5X33-2x17; 120 h.p.; compound-inverted engines. The British cargo ship *Modena* was wrecked on Tonsarne Rocks, Kattegat, Sweden, on March 29th, 1886. She was on a voyage from Bo'ness to Copenhagen carrying a cargo of coal.

MODERN GREECE

Pearson & Co.; 1859; *Richardson*; 753 tons; 210x29x17-2; 120 h.p.; compound engines. The British steamship *Modern Greece* was sunk by gunfire from Union warships in June, 1862, while engaged in blockade running during the American Civil War.

MODESTA

Ministry of War Transport (Euxine Shipping Co.); 1916; *J. Priestman & Co.*; 3,849 tons; 346-5x50-8x23-5; 319 n.h.p.; triple-expansion engines. The British steamship *Modesta* was torpedoed and sunk by a German submarine on April 25th, 1942, 120 miles N.E. of Bermuda on a voyage from Trinidad to New York. Eighteen of her crew and one gunner were lost.

MODIG

I. An. Christensens Rederi; 1913; *Nylands Vcerksted*; 1,704 tons; 264-9x40-2x18-6; 152 n.h.p.; triple-expansion engines. The Norwegian steamship *Modig* struck a mine and sank in the North Sea on December 21st, 1916.

MODIVA

I. A. Christensen; 1911; *Antwerp Eng. Co.*; 1,276 tons; 229-2X 35-5x14-8; 142 n.h.p.; triple-expansion engines. The Norwegian steamship *Modiva* struck a mine and sank in the North Sea on January 31st, 1917.

MODJOKERTO

Rotterdamsche Lloyd; 1922; *W. Gray & Co.*; 8,806 tons; 480-1x57-4x38-4; 1,835 n.h.p.; 15-5 knots; oilengines. The Dutch motorship *Modjokerto* was bound from Tjilatjap to Australia when she was intercepted by the Japanese heavy cruiser *Chikuma* and badly damaged by gunfire. The attack took place some 250 miles S.W. of Tjilatjap on March 1st, 1942. The steamship did not sink immediately, but was torpedoed later by the Japanese submarine /-55, going down with 42 of her crew.

MODUM

Finn Friis & C. O. Lund; 1892; Irvine & Co.; 2,937 tons; 314x40-6x20-9; 249 n.h.p.; triple-expansion engines. The Norwegian steamship *Modum* was sunk by a German submarine off Ushant on December 8th, 1916.

MOENA

Stoomv. Maats. Nederland; 1923; Sir J. Laing & Sons; 9,286 tons; 480-5x60-4x37-4; 1,053 n.h.p.; triple-expansion engines. The Dutch steamship *Moena* was torpedoed and sunk by a German submarine on August 24th, 1942, soon after leaving Trinidad for St. John, N.B., and the U.K.

MOERO

German Government; 1937; Flensburger Schiffsbau Ges.; 6,111 tons; 426-5x55-7x25; 972 n.h.p.; oilengines. The motor vessel *Moero* was formerly Belgian, seized by the Germans. She was bombed and sunk by Russian aircraft on September 22nd, 1944, at Riga.

MOGAMI

Japanese Navy, heavy cruiser; 1934; Kure Dockyard; 14,000 tons; 639-7x59-7x14-7; 90,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; eight 8 in. guns, eight 5 in.A.A., 6 m.g., 12 T.T., 4 aircraft.

The heavy cruiser *Mogami* was one of the ships engaged in the disastrous action in the Surigao Strait on the night of October 24th, 1944. The *Mogami* turned about to escape but sustained severe damage and was sighted at dawn on the 25th in a disabled condition in the Mindanao Sea. She was attacked and sunk by U.S. carrier-borne aircraft.

The full story of the Surigao Strait action is told under the battleship *Yamashiro*. The full story of the battle of Leyte Gulf, of which the above action formed part, is told under the battleship *Musashi*.

MOGAMIGAWA MARU

Toyo Kaiun K.K.; 1934; Mitsubishi Jukogyo K.K.; 7,497 tons; 436-3x58-5x32-8; 839 n.h.p.; oilengines. The aircraft transporter *Mogamigawa Maru* was torpedoed and sunk by the U.S. submarine *Pogy* on August 1st, 1943, N. of Dunkin Reef, Caroline Islands.

MOHAMED ALIEL-KEBIR

Pharaonic Mail Line; 1922; Scotfs S.B. & E. Co.; 7,527 tons; 422-8x56-2x30-4; 1,469 n.h.p.; turbine engines. The Egyptian steamship *Mohamed Ali El-Kebir*, on a voyage from Avonmouth to Gibraltar with troops and military stores, was torpedoed and sunk by a German submarine on August 7th, 1940, off the west coast of Ireland. Some 740 survivors were landed out of a total of 860 on board.

MOHAWK

United States Navy, revenue cutter; 1902; United States; 980 tons; 205x32x11; single screw; 2 guns. The United States revenue cutter *Mohawk* was lost by collision off New York on October 1st, 1917.

MOHAWK

Clyde S.S. Co. Inc.; 1908; W. Cramp & Sons S. & E.B. Co.; 4,623 tons; 367x48-3x20-4; 336 n.h.p.; triple-expansion engines. The American ship *Mohawk*, carrying passengers and general cargo from New York to Charleston, caught fire on January 2nd, 1925, and was beached at Delaware Breakwater.

MOHAWK

Agwilines Inc.; 1926; Newport News S.B. & D.D. Co.; 5,896 tons; 387-5x54-3x20; 4,200 i.h.p.; 15 knots; turbine engines. The liner *Mohawk* left New York on the afternoon of January 24th, 1935, in bitterly cold weather. She was commanded by Capt. Joseph E. Wood and carried 53 passengers, 110 crew and general cargo. At about 9.30 p.m. when four miles off Seagirt, New Jersey,

she collided with the Norwegian steamship *Talisman*, Capt. Wang. A hole was torn in the liner's side and it was at once apparent that she must sink. Great difficulty was experienced in getting out the boats as the boat davits were thick with ice.

Capt. Wood made an effort to beach his ship while she was still under steam but the engine room flooded and the attempt failed. Meanwhile the liner *Algonquin* of the same line and the *Limon* of the United Fruit Line had come on the scene. The former picked up four of the *Mohawk's* boats containing 97 persons and the latter picked up two others with very few survivors. The *Mohawk* developed a heavy list and sank in less than an hour. The number drowned was 45, of whom 15 were passengers.

MOHAWK

British Navy, destroyer; 1937; Thornycroft & Co.; 1,870 tons; 355-5x36-5x9; 44,000 s.h.p.; 36-5 knots; turbine engines; 3-dmm boilers; eight 4 - 7 in. guns, 7 smaller, 4 T. T. The destroyer *Mohawk*, Cdr. J. W. M. Eaton, was one of a half flotilla consisting of *Jervis*, leader, Capt. Mack, *Janus* and *Nubian*, cruising between Sicily and Tripoli on April 15th, 1941. The ships sighted an Italian convoy of five merchantmen escorted by three destroyers. In the ensuing action the whole of this force was sunk by the British with great loss of life to the Italians.

Mohawk was hit by a torpedo and sank later with the loss of two officers and 39 ratings killed and 23 ratings wounded.

See also Italian destroyer *Luca Tarigo*.

MOHEGAN

Atlantic Transport Co.; 1898; Earle's Co.; 6,889 tons; 482-4X 52-1x31-3; 894 n.h.p.; 13 knots; triple-expansion engines. The liner *Mohegan* left London for New York on October 13th, 1898, with 149 persons on board, of whom 53 were passengers. She was commanded by Capt. Griffiths, commodore of the line. On the afternoon of the 14th she was reported off Rame Head, and by 7 o'clock the same evening her lights were observed by watchers at Porthoustock, near Falmouth. She was steaming at between 12 and 13 knots and was well off her proper course. The only indication of her presence was her masthead and cabin lights and she was so close inshore as to make any warning unavailing. Shortly after being sighted she passed to shoreward of the Manacles Bell Buoy and struck on the Maen Voces Rock, in the Varsis Ledge.

The *Mohegan* struck the rocks head on and the impact was so violent that the electric lights failed immediately. The oil lamps were in the lamp locker in the fore part of the ship and it was impossible to reach them, consequently there was no light of any sort available. Rockets were sent up in response to which the Porthoustock lifeboat put out, followed later by those from Cadgwith, Falmouth and Polperro. Meanwhile the liner was rocking to and fro on the ledge, making the task of getting away her boats a most difficult one, despite which two cleared the side though only partly full.

In the black darkness of the winter's night without the guidance of lights from the stricken ship the lifeboats searched around in a vain endeavour to find the wreck. At last they came upon the drifting boats whose occupants told them that the *Mohegan* had foundered in 15 minutes.

The ship sank by the bow in 11 fathoms with a list to port, only her masts and funnel showing above water. Unfortunately the side canted to port held the rocket apparatus and many of the rockets plunged into the sea instead of soaring upwards. A number of people managed to climb the rigging, among them Quartermaster Juddery who swam to a lifeboat, obtained a line and swam back to the masts, thus enabling 16 people to be hauled through the sea to safety. On shore the rocket apparatus came into action but failed to reach the wreck which lay too far out.

The number drowned was 106, including Capt. Griffiths and all his officers.

MOHICAN

Clyde S.S. Co. Inc.; 1904; W. Cramp & Sons S. & E.B. Co.; 2,255 tons; 237-9x40'1x19-5; 97 n.h.p.; triple-expansion engines. The American ship *Mohican* caught fire on May 10th, 1925, on a voyage from Jacksonville to Miami and sank off Cape Canaveral.

MOIDART

J. Cor mack & Co.; 1878; *E. Withy & Co.*; 1,303 tons; 243-7 X 32x16-8; 156 n.h.p.; 8-5 knots; compound engines. The steamship *Moidart* was torpedoed and sunk by a German submarine seven miles S.E. of E. of Lyme Regis on June 9th, 1918. Eleven of the crew were lost and there were only five survivors.

MOJI MARU

Nippon Yusen K.K.; 3,831 tons. The steamship *Moji Mam* was sunk by U.S. carrier-based aircraft on June 12th, 1944, about 150 miles W. of the Ladrone Islands.

MOKO MARU

Dairen Risen K.K.; 1922; *Osaka Iron Works*; 7,144 tons; 415 x 55 - 5 x 34 • 6; 552 n.h.p.; triple-expansion engines. The *Moko Mam* was carrying ore from Dungun to Moji on October 15th, 1936, when she was reported to be in distress and leaking badly. She foundered off Piedra Point.

MOLDANGER

Westfal-Larsen & Co. A/S; 1933; *Nederlandsche Scheepsbouw Maats.*; 6,827 tons; 464-1x61-2x27-4; 1,842 n.h.p.; oil engines. The Norwegian motorship *Moldanger* was torpedoed and sunk by a German submarine on July 23rd, 1942, about 300 miles S.E. of Philadelphia. Fourteen of her crew were lost.

MOLDAVA

Mercantile S.S. Co.; 1890; *C. S. Swan & Hunter*; 2,292 tons; 280x 37-5x19-3; 219 n.h.p.; triple-expansion engines. The British cargo ship *Moldava* sank after striking an iceberg in approximately 47° N., 49° W., in August, 1896. She was on a voyage from Cardiff to Halifax, N.S., carrying a cargo of coal.

MOLDAVIA

Peninsular & Oriental Steam Navigation Co.; 1903; *J. Caird & Co.*; 9,500 tons; 520-6x58-3x24-8; 12,000 i.h.p.; 18-5 knots; triple-expansion engines.

The liner *Moldavia*, serving as an auxiliary cruiser, was carrying a number of U.S. soldiers when she was torpedoed by a German submarine on May 23rd, 1918, in the English Channel. She continued under her own steam for 15 minutes, but at the end of that time it was realised that she was gradually sinking. Troops and crew were safely transferred to the escorting destroyers, but 56 American soldiers who were on a lower deck lost their lives by reason of the explosion and the sudden inrush of water.

MOLESEY

Britain S.S. Co.; 1899; *Ropner & Son*; 3,809 tons; 347-8X 49-5x25-5; 340 n.h.p.; 9•5 knots; triple-expansion engines. The steamship *Molesey* left Manchester on November 24th, 1929, for Cardiff. She was under command of Capt. G E. Huntley and carried a crew of 33, in addition to whom were the wife of the first officer and another woman passenger. Shortly after leaving port the steamship ran into a 70 miles per hour gale which battered her severely and when off St. David's Head her propeller was broken and she became helpless. The only possible refuge was Jack's Sound, a very dangerous passage, in which the *Molesey* dropped anchor and burned flares and discharged rockets. Later she dragged both anchors and went ashore at Skomer Island, 20 miles from Milford Haven, on the night of the 25th.

The Angle motor lifeboat put out and cruised about all night but the seas prevented any attempt to approach the wreck. At about 8 o'clock on the morning of the 26th the lifeboat by very fine seamanship ran under the stern of the *Molesey* and took off all the survivors.

The number drowned was seven, including the wife of the first officer.

MOLIERE

Delmasfreres; 1882; *Palmers'Co.*; 1,545 tons; 265-2x35-5x 16-8; 180 n.h.p.; compound engines. The French steamship *Moltere* was torpedoed and sunk by a German submarine in the Bristol Channel on May 27th, 1918,

MOLINA

J. Ringens RederiAkties.; 1905; *Nylands Vcerksted*; 1,122 tons; 229 x 36 x 16-9; 109 n.h.p.; triple-expansion engines. The Norwegian steamship *Molina* was torpedoed and sunk by a German submarine in the English Channel on January 22nd, 1918.

MOLLY PITCHER

U.S. War Shipping Administration; 1943; *Bethlehem Fair field Shipyard*; 7,200 tons; 423-1x57-1x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Molly Pitcher* was torpedoed and sunk by a German submarine on March 17th, 1943, on a voyage from New York to Casablanca.

MOMBASSA

Maclay & McIntyre; 1899; *Russell & Co.*; 3,877 tons; 344-6X 49-9x17-9; 345 n.h.p.; triple-expansion engines. The British cargo ship *Mombassa* caught fire and sank 57 miles north of Madras on December 23rd, 1902. She was on a voyage from Calcutta to New York carrying a cargo which included jute.

MOMI

Japanese Navy, destroyer; 1922; *Japan*; 820 tons; 275 X 26-5x8-5; 21,500 s.h.p.; 31-5 knots; turbine engines; Kanpon boilers; three 4 - 7 in. guns, 2 m.g., 4 T.T.

The Japanese destroyer *Momi* was sunk by U.S. naval aircraft S.W. of Manila on January 5th, 1945. The vessel carried a complement of about 130.

MOMO

Japanese Navy, destroyer; 1916; *Sasebo*; 755 tons; 275 x 25x7-7; 16,000h.p.; 31-5 knots; turbine engines; Kanpon boilers; three 4 • 7 in. guns, 3 m.g., 6 T.T.

The destroyer *Momo* was torpedoed and sunk by the U.S. submarine *Hawkbill*, W. of Luzon, on December 15th, 1944. The vessel carried a complement of about 120.

MOMOGAWA MARU

Kawasaki Kisen K.K.; 3,829 tons. The steamship *Momogawa Mam* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

MOMOHA MARU

Tatsuuma Kisen K.K.; 1918; *Craig, Taylor & Co.*; 3,103 tons; 331 - 1x46-8x23-2; 359 n.h.p.; triple-expansion engines. The steamship *Momoha Maru* was torpedoed and sunk by the U.S. submarine *Trigger* on March 15th, 1943, W. of the Admiralty Islands.

MOMOYAMA MARU

Yamashita Kisen K.K.; 1918; *Workman, Clark & Co.*; 5,217 tons; 400-4x52-3x28-4; 518n.h.p.; triple-expansion engines. The steamship *Momoyama Maru* was bombed and sunk by U.S. land-based aircraft on March 13th, 1943, about 100 miles N. of Wewak, New Guinea.

MONAGHAN

United States Navy, destroyer; 1935; *Boston Navy Yard*; 1,395 tons; 341-2x34-2x8-9; 42,800s.h.p.; 36-5 knots; turbine engines; *Yarrow boilers*; four 5 in. guns, several smaller, 8 T. T. The destroyers *Monaghan*, *Hull* and *Spence* were returning from patrol with their fuel tanks almost empty when they were overwhelmed by a typhoon E. of Samar on December 17th, 1944. The *Monaghan*, after fighting the storm from dawn, foundered at about 12.30 p.m. with all but six of her complement of 162. The full story of the disaster is told under the destroyer *Hull*

MONARCH

C. J. Svendsen; 1878; *Wigham Richardson & Co.*; 1,318 tons; 250-8x33-2x18-5; 143n.h.p.; compound engines. The Norwegian steamship *Monarch* struck a mine and sank in the North Sea on May 23rd, 1917.

MONARCH OF THE SEAS

Sailing Ship. The emigrant ship *Monarch of the Seas* left Liverpool on March 19th, 1866, with 738 persons, passengers and crew, on board. On

MONARK

May 2nd a letter enclosed in a bottle was washed ashore. It stated that the vessel had been dismasted in a gale on April 3rd, and that those on board were short of provisions and were without fresh water. The letter was signed by William Johnstone, and the writing was identified later by Mrs. Johnstone as being that of her son. This was the last heard of the *Monarch of the Seas*.

MONARK

Rederi A/B Monark; 1938; AjB Lindholmens Varv; 1,786 tons; 296-1x43-2x16; 217n.h.p.; compound engines. The Swedish steamship *Monark* was seized by the Germans at Bergen during the invasion of Norway. She was torpedoed and sunk by a British submarine on May 3rd, 1940, about 25 miles from Stavanger with a German prize crew on board.

MONA'S QUEEN

Isle of Man Steam Packet Co.; 1934; Cammell Laird; 2,800 tons; 336x48x26; 21 knots; turbine engines. The *Mona's Queen*, Cdr. J. C. K. Dowding, struck a mine and sank on May 29th, 1940, when assisting in the evacuation of the British Army from the Dunkirk beaches. Twenty-six persons were killed.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

MONDOC

Pater son Steamships; 1928; Swan, Hunter & Wigham Richardson; 1,926 tons; 253x43-3x17-8; 92n.h.p.; triple-expansion engines.

The Canadian cargo ship *Mondoc* was lost off the E. coast of Trinidad on October 5th, 1941. It is probable that she struck Darien Rock. The ship was on a voyage from Demerara to St. Thomas carrying a cargo of bauxite.

MONESS

W. Maclean & Co.; 1889; J. Readhead & Sons; 2,294 tons; 290-5X39-1X20-2; 229n.h.p.; triple-expansion engines. The British cargo ship *Moness* was wrecked on Halten Island on February 13th, 1907, while on a voyage in ballast from Stavanger to Narvik.

MONGARA

British India Steam Navigation Co.; 1914; Swan Hunter & Wigham Richardson; 8,205 tons; 450-1 x 58 • 3 x 32 - 8; 894 n.h.p.; 14-5 knots; triple-expansion engines.

The liner *Mongara* was approaching Messina from Port Said on July 3rd, 1917, escorted by an Italian destroyer when she was torpedoed by a German submarine and sank in a few minutes. The attack took place about a mile from the breakwater and the destroyer had already entered the harbour ahead of her charge. An armed trawler bringing up the rear was not attacked.

MONGINEVRO

Navigazione AltaItalia; 1941; Italy; 5,324 tons; oilengines. The Italian motorship *Monginevro* was torpedoed and sunk by British aircraft on April 17th, 1943, ten miles from Zambretta Island.

MONGOLIA

Peninsular & Oriental Steam Navigation Co.; 1903; J. Caird & Co.; 9,505 tons; 520-9x58-3x24-8; 1,588n.h.p.; 18-5 knots; triple-expansion engines.

The P & O. liner *Mongolia*, with passengers and the mails for India, China and Australia, as well as a full general cargo for Australia, struck a mine on June 23rd, 1917, 50 miles S. by W. of Bombay, and sank. Three passengers, three engineer officers and 14 native crew and three Europeans were killed by the explosion.

The survivors were taken off without further loss, but it was not possible to get at the mails which went down with the vessel.

MONGOLIA

Rederi A/B Arild; 1909; W. Pickersgill & Sons; 2,124 tons; 286x43-3x18-7; 233 n.h.p.; triple-expansion engines. The Swedish steamship *Mongolia* struck a mine and sank on August 13th, 1940, in Kiel Bay.

MONGOLIAN

Indian & Peninsular Steam Navigation Co.; 1891; D. & W. Henderson & Co.; 4,892 tons; 400x45-2x23-3; 582n.h.p.; 12 knots; triple-expansion engines.

The steamship *Mongolian* was torpedoed and sunk by a German submarine five miles S.E. of Filey Brig, Yorkshire, on July 21st, 1918. Thirty-six persons were killed. The captain was among the survivors.

MONIQUE

Cie. Auxiliaire de Navigation; 1922; Chantiers & Ateliers de la Gironde; 7,011 tons; 425x56-7x33; 416 n.h.p.; triple-expansion engines.

The French tanker *Monique* was sunk by enemy action in early June, 1940, off the French coast on a voyage from Haifa to Havre. There were only four survivors.

MONIQUE SCHIAFFINO

Soc. Algerienne de Nav. pour VAfrique du Nord; 1929; Howaldts-werke A.G.; 3,236 tons; 330-6x48-1x23-7; 227 n.h.p.; triple-expansion engines.

The French steamship *Monique Schiaffino* was bombed and sunk by German aircraft on May 30th, 1940, at Dunkirk,

MONITOR

United States Navy, turret-ironclad; 1862; Continental Iron Works, New York; 987 tons; 173x41-5x11-5; 6 knots; double-trunk engines; box boilers; two 11 in. m.l.guns. The turret-ironclad *Monitor* of the United States Navy was probably the most important warship of the 19th century. For many years her designer

John Ericsson, of Swedish ancestry and living in the United States, had been experimenting with a type of warship designed to carry a revolving turret containing two heavy guns on a flat deck with a completely clear field of fire. In Britain at the same time Capt. Cowper Coles, R.N., was working on a similar principle, and later he designed the British turret-ironclad *Captain* (which see). Both designers lacked knowledge of how their creations would behave in rough weather at sea, and in the event both ships were lost.

The need for a vessel with qualities such as the *Monitor* was presumed to possess arose with the outbreak of the American Civil War. The Federal Government contracted with Ericsson for a turret-ironclad designed in accordance with his ideas. The vessel was built from keel to date of launch in 100 days. A month later she was commissioned, although not completed, and dockyard hands worked upon her until the very last moment.

This ironclad was the forerunner of all the gigantic battleships which figure in naval history from that time to the end of the Second World War. She demonstrated the tremendous advantage of the revolving armoured turret over every other form of gun mounting and changed, in one brief and indecisive action, the whole trend of naval design and tactics. She was hurriedly constructed at a time of great emergency, which probably accounted for the peculiarities of her design. Her hull was built on the barge principle, and was 122 ft. long by 34 ft. beam, on which was placed a flat upper hull 173 ft. long by 41 ft. 6 in. beam. Amidships of this upper hull was placed a turret 9 ft. high and 20 ft. in diameter, and 8 in. thick, the metal being bolted on in strips each 1 in. thick. It was cylindrical in shape and revolved by steam. There was a square armoured conning-tower right forward, sunk into the deck so that only 3 ft. 10 in. stood above deck level. It was very small, being only 3 ft. 6 in. long by 2 ft. 8 in. wide. There were two short funnels and two crows aft which, with boats and other gear, could be removed when the ship went into action. Her speed of six knots was very low, and her two 11 in. guns were muzzle-loading smooth bores.

On March 6th, 1862, the *Monitor*, under command of Capt. J. L. Worden, left New York in tow of the tug *Seth Low* and escorted by two gunboats. She carried a crew of 58. The day after she left port the famous engagement between the Confederate ironclad *Merrimac* (named *Virginia* by the South) and the Federal wooden ships *Cumberland* and *Congress* took place. Both wooden ships were battered to pieces by the ironclad. On the following day, Sunday, March 9th, the *Monitor* met the *Merrimac* and the historic naval duel took place. After much bombardment with low-power charges and iron shot, which did not penetrate the stout armour of the two antagonists, both the ships withdrew. The *Merrimac* did not

put to sea again and the Federals claimed the victory. The full story of the battles in Hampton Roads is told under the *Cumberland*.

After lying in the Roads for some two months the *Monitor* returned to Washington, D.C., for repairs, and was laid up for about six months. In November she proceeded to Norfolk Navy Yard, which she left on December 29th in tow of the paddle steamer *Rhode Island*. On the night of the 30th, when off Cape Hatteras in rough weather, she made signals of distress and the steamer went to her assistance. The *Monitor*, however, was sinking fast, and before all her crew could be taken off she foundered with the loss of 16 lives.

Thus ended the short career of the first of the turret-ironclads.

MONMOUTH

Mississippi River steamboat; 135 tons.

The Mississippi river steamboat *Monmouth* was hired by the United States Government to transport the tribes of Cree Indians across the Mississippi to a new settlement. She was too small for the job, and greatly overloaded. On October 30th, 1837, when proceeding up river in darkness and heavy rain she was sunk in a collision with the steamship *Warren*.

The collision occurred at a bend in the river, the *Warren* having another vessel in tow, and not being capable of rapid alteration of course. The *Monmouth*, which had 500 Indians on board, sank very quickly, with the loss of 235 persons. A large number of survivors floated ashore on a cabin which broke loose after the collision.

MONMOUTH

British Navy, armoured cruiser; 1901; London & Glasgow Shipbuilding Co.; 9,800 tons; 448x66x24-5; 22,000 Lh.p.; 23-9 knots; triple-expansion engines; Belleville boilers; fourteen 6 in. guns, eight 12 pdr., three 3 pdr., 2 T.T.

The armoured cruiser *Monmouth*, Capt. Brandt, a ship of about ten years' service was commissioned at the outbreak of the First World War and sent to the North American Station to strengthen the squadron under Rear-Admiral Sir Christopher Cradock. *Monmouth* arrived on August 22nd, 1914 and from that time was engaged as one of the ships sweeping down the coast of South America in search of the German light cruisers *Karlsruhe* and *Dresden*. Eventually, as part of a squadron consisting of the flagship *Good Hope* (which see), the light cruiser *Glasgow* and the auxiliary cruiser *Otranto*, *Monmouth* met the German East Asiatic Squadron under Admiral Graf von Spee off Coronel, Chile.

The two German armoured cruisers, *Scharnhorst* (flagship) and *Gneisenau*, were armed with eight 8-2 in. guns apiece and greatly outranged the British ships. Three light cruisers, the *Dresden*, *Leipzig* and *Nurnberg*, completed the German squadron, all the units of which were very speedy.

The rival forces made contact at about 6 p.m. on November 1st, and, after an hour's manoeuvring, the superior speed of the Germans placed them in a position to fire at the British ships on the horizon line, silhouetted against the setting sun. The first shot was fired at 7.04 p.m. and in a short time the two British armoured cruisers were on fire. At 7.53 p.m. the flagship *Good Hope* blew up and sank with the Admiral and all on board, leaving the fight to be maintained by *Monmouth*. The two light ships had been ordered to seek safety in flight, and *Glasgow* saw *Monmouth* for the last time at about 8.15 p.m. It was then dark and the big cruiser, with a heavy list, was steaming stern on to the seas, which were very rough. *Glasgow* signalled as she passed "The enemy is following us", but received no reply. She again signalled, telling her to shape a course to the N.W. clear of the enemy. She then made her best efforts to escape.

The darkness was now dispelled by the moon, and this enabled the German cruisers to establish the whereabouts of the British ship. At 9.25 p.m. those on board *Glasgow* counted 75 gun flashes, and then no more. *Monmouth*, with Capt. Brandt and all her company had foundered.

The official complement of *Monmouth* was 678.

A more detailed account of the battle will be found under *Good Hope*.

MONMOUTH COAST

Coast Lines; 1924; Ayrshire Dockyard Co.; 878 tons; 200-4X 30-6x13-2; 155 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Monmouth Coast*, Capt. A. Standen, was torpedoed

and sunk by a German submarine 80 miles from Sligo on April 24th, 1945. Fourteen men, including Capt. Standen and two gunners, were killed. One survivor was picked up.

MONOMOY

T. Hogan & Sons; 1892; Bartram, Haswell & Co.; 2,783 tons; 310x41 • 1 x 18-5; 275 n.h.p.; triple-expansion engines. The British cargo ship *Monomoy* was wrecked at Marwick Head, Orkneys, on January 6th, 1896. She was on a voyage from New York to Leith carrying a general cargo.

MONROSA

Navigazione Alia Italia Soc. Anon.; 1920; J. Coughlan & Sons; 6,703 tons; 428x54-3x27-3; 420 n.h.p.; triple-expansion engines.

The steamship *Monrosa* was torpedoed and sunk by a British submarine on October 25th, 1941, in the Aegean Sea.

MONROVIA

Elder, Dempster & Co.; 1890; Sir Raylton Dixon & Co.; 2,402 tons; 297-5x40-1x18-7; 221 n.h.p.; triple-expansion engines. The British cargo ship *Monrovia* was wrecked at Black Point, near Loango, on June 15th, 1914, while on a voyage from Liverpool to the west coast of Africa carrying a general cargo.

MONSALDALE

Lucas & Co.; 1905; Richardson, Duck & Co.; 2,805 tons; 331 x 47-5 x 20-1; 276 n.h.p.; triple-expansion engines. The British cargo ship *Monsaldale* sank after a collision eight miles east of Tuskar on May 12th, 1917, while carrying an ore cargo from Benisaf to Barrow.

MONSELET

Cie. Nantaise des Chargeurs de VOuest; 1929; R. Thompson & Sons; 3,372 tons; 340x47-5x21-9; 247 n.h.p.; triple-expansion engines.

The French steamship *Monselet* was sunk by British aircraft on September 20th, 1941, in the Gulf of Gabes, Tunisia.

MONSSEN

United States Navy, destroyer; 1940; Puget Sound Navy Yard; 1,630 tons; 348x35-3x10-2; 44,000s.h.p.; 36-5 knots; turbine engines; Express boilers; five 5 in. guns, 10 smaller; 10 T.T.

The destroyer *Monssen* of the United States Navy took part in the battle of Guadalcanal, fought off that island on the night of November 12th-13th, 1942. The Japanese were encountered in the Lengo Channel shortly before midnight and were engaged at close range. The *Monssen* survived the first phase of the action but sustained heavy damage by gunfire when making an attack upon the battleship *Hiei* on which she scored a hit. Later the *Monssen* was set on fire and foundered during the forenoon of the 13th.

The *Monssen* carried a complement of about 200, among whom there were a large proportion of casualties.

The full story of the battle is told under the U.S. cruiser *Atlanta* and the Japanese battleship *Kirishima*.

MONSTELLA

Navigazione Aha Italia; 1918; W. Doxford & Sons; 5,311 tons; 413-2x52-3x28-5; 369 n.h.p.; triple-expansion engines. The Italian steamship *Monstella* was torpedoed and sunk by a British submarine on August 30th, 1942, off Corfu Roads.

MONT BLANC

Compagnie Generale Transatlantique; 1899; Sir R. Dixon & Co.; 3,121 tons; 320x44-8x15-3; 247 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Mont Blanc*, Capt. Lamodec, was bound from New York to Halifax, Nova Scotia, with a cargo of some 5,000 tons of high explosive. On the morning of December 6th, 1917, she was passing through the narrows leading from the outer harbour of Halifax into Bedford Basin, in charge of a pilot, Mr. McKay. Proceeding on an opposite course was the Norwegian steamship *Imp*, 5,043 tons, both ships having plenty of room and the weather being clear.

MONT LOUIS

The *Mont Blanc* was steaming at half speed and sighted the *Imo* some two miles distant heading toward the north side of the bay. As the ships approached each other there was a good deal of confusion and the *Imo* reversed her engines. This might have avoided a collision had the ship not been in ballast, as it was she swung round to port with her bow pointing to the *Mont Blanc*. A collision was unavoidable and Capt. Lamodec manoeuvred the *Mont Blanc* so that she should be struck at a spot where there was less likelihood of exploding her dangerous cargo. This consisted of picric acid in the forward hold, which would not explode on impact, and T.N.T. in the next two holds, which in all probability would explode. The *Imo* struck the *Mont Blanc* in way of the forward hold and smashed 20 barrels of benzol loaded on the forward deck; these poured their contents below and ignited the picric acid. In a moment there was an outburst of flame which could not be extinguished. Much time was wasted in futile efforts to combat the fire and when this was at last given up as hopeless it was too late to flood the vessel and sink her. The crew took to the boats and rowed hard for the shore, the explosion coming just after they landed among the woods along the harbour, some 20 minutes after the collision.

No words can describe the frightful desolation wrought by the explosion of thousands of tons of high explosive. The *Imo*, which had made for the North, or Dartmouth, side of the harbour was blown bodily ashore. The *Mont Blanc* was reduced to a mass of wreckage, but it was the unfortunate city of Halifax which suffered the most damage.

The suburb of Richmond, which lay upon the side of a hill and in which nearly all the houses were of wood, was struck down as though by earthquake. Thousands of people were either buried or badly cut by flying splinters of glass; freight cars were blown through the air to a distance of two miles; ships in the harbour lost two thirds of their crews killed, and many persons were killed at some distance inland; schools collapsed and out of 500 children who were at school at the time, about 9.20 in the morning, less than ten survived. In the Dartmouth school 200 children were killed, and at the Protestant Orphans Home the matron and every child perished.

Official figures were published on the day following the disaster as follows: killed 1,500; injured 8,000; missing 2,000; dwellings destroyed 3,000; loss to property owners 30,000,000 dollars. This computation, though subject to modification as more accurate information came to hand, gives sufficient indication of the widespread ruin caused by the explosion.

MONT LOUIS

Hall Corporation of Canada; 1927; Smith's Dock Co.; 1,905 tons; 252'6x43'4x17-8; 81 n.h.p.; triple-expansion engines. The Canadian steamship *Mont Louis* was torpedoed and sunk by a German submarine on May 8th, 1942, on a voyage from Paramaribo to Trinidad. Thirteen of her crew of 21 were lost.

MONT ROSE

Soc. Generale de Transports Maritimes a Vapeur; 1902; Ch. & Atel.de Provence; 3,848 tons; 346-1 x44-6x27-8; 272 n.h.p.; triple-expansion engines. The French steamship *Mont Rose* left Oran on January 3rd, 1924, for Rouen and Dunkirk with a cargo of wheat. She was reported to be in the Atlantic on January 8th/9th but was not seen again.

MONT VISO

Soc. Generale de Transports Maritimes a Vapeur; 1912; Chantiers et Ateliers de St. Nazaire; 4,820 tons; 366-7x49-3x24; 295 n.h.p.; triple-expansion engines. The French steamship *Mont Viso* was torpedoed and sunk by a submarine in the Mediterranean on June 30th, 1917.

MONT VISO

Soc. Generale de Transports Maritimes a Vapeur; 1921; Sir R. Dixon & Co.; 4,531 tons; 369-6x53-3x26; 364 n.h.p.; triple-expansion engines. The French steamship *Mont Viso* was torpedoed and sunk on November 3rd, 1943, off Tenes, Algeria.

MONTAGUE

British Navy, 1st class battleship; 1901; Devonport Dockyard; 14,000 tons; 405x75-5x26-5; 18,285 i.h.p.; 18-8 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, twelve 6 in., twelve 12 pdr., six 3 pdr., 4 m.g., 4 T.T. The battleship *Montague* was proceeding to a fleet rendezvous during a dense fog in the Bristol Channel on the night of Wednesday, May 30th, 1906. Her commander, Capt. T. B. S. Adair, considered it of prime importance to arrive at his rendezvous at the appointed time, and although the fog was very thick he continued under way. At 2.10 a.m. the ship ran ashore on the Shutters, a ledge of rocks running out from Lundy Island, and despite long and costly efforts to refloat her, became a total wreck. There was no loss of life.

MONTAN

Ernst Komrowski; 1934; Fried. Krupp Germaniawerft; 1,275 tons; 231-4x36-2x13-9; 222 n.h.p.; oilengines. The German motorship *Montan* struck a mine and sank on July 26th, 1940, at Borkum.

MONTANA

Liverpool & Great Western Steam Nav. Co.; 1873; Palmers' Co.; 4,321 tons; 400-4x43-7x32-7; 900 n.h.p.; 14 knots; compound engines. The *Montana* was a sister ship to the *Dakota* (which see). She was wrecked on the coast of North Wales on March 14th, 1880, not far from Anglesey where the *Dakota* had been wrecked three years before. There was no loss of life.

MONTANA

Cie. Generale Transatlantique; 1903; Blohm & Voss; 5,351 tons; 410-8x50-9x28-5; 385 n.h.p.; triple-expansion engines. The French cargo ship *Montana* went ashore at Desirade near Pointe a Pitre on March 22nd, 1928, on a voyage from Antwerp to the West Indies.

MONTANA

U.S. Maritime Commission; 1934; Helsingors Jernskibs & Maskin; 1,549 tons; 290x39-7x15-3; 192 n.h.p.; compound engines & LP turbine. The Panamanian steamship *Montana* was torpedoed and sunk by a German submarine on September 11th, 1941, 400 miles N.E. of Cape Farewell on a voyage from Wilmington to Reykjavik with lumber. Eighteen of her crew of 26 were lost.

MONTANAN

American-Hawaiian S.S. Co.; 1913; Maryland Steel Co.; 6,659 tons; 407-7x53-7x36-1; 704 n.h.p.; quadruple-expansion engines. The American steamship *Montanan* was torpedoed and sunk by a German submarine in the Atlantic on August 15th, 1918.

MONTANAN

American-Hawaiian Steamship Co.; 1917; W. Cramp & Sons; 4,898 tons; 404-6x53-9x34-2; 2,500 i.h.p.; 11 knots; quadruple-expansion engines. The American liner *Montanan*, Capt. C. H. McGahan, was torpedoed and sunk by a German submarine about 250 miles N. of Mauritius on June 3rd, 1943. Five men, including Capt. McGahan, were killed and one wounded. The vessel was not in convoy.

MONTAUBAN

Cie. Delmas Freres & Vieljeux; 1920; Forth S.B. & E. Co.; 4,191 tons; 364-4x52-8x24-3; 347 n.h.p.; triple-expansion engines. The French steamship *Montauban* went ashore on January 9th, 1940, on Saltscar Rocks, Redcar. She broke up and was finally smashed in a gale. The *Montauban* was on a voyage from the Tyne to Marseilles with a cargo of coal.

MONTAUK

British & African S.N. Co.; 1894; W. Gray & Co.; 4,040 tons; 365 x 47x27-1; 404 n.h.p.; triple-expansion engines. The British cargo ship *Mont auk* was wrecked on Sherbro Reef on January 14th, 1911, while on a voyage from Cardiff to the west coast of Africa. She was carrying a cargo of coal and patent fuel.

MONTBRETIA

Norwegian Navy, corvette; 1941; Fleming & Ferguson; 1,925 tons; 193x32x16; 2,800b.h.p.; 17 knots; quadruple-expansion engines; 3 drum boilers; one 4 in.A.A. gun, several smaller. The corvette *Montbretia* was lent to the Norwegian navy by the British Admiralty and was manned by a Norwegian crew. In November, 1942, she was torpedoed and sunk in the North Atlantic by a German submarine. She carried a complement of about 100.

MONTECERVANTES

Hamburg-Sudamerikanische Dampfsch. Ges.; 1927; Blohm & Voss; 13,913tons; 500-6x65-8x37-9; 1,440n.h.p.; oilengines. The German motorship *Monte Cervantes* on a voyage from Buenos Aires to Ushuaia, Argentine, and then to Hamburg, struck an uncharted rock on January 23rd, 1930, near Les Eclaireurs lighthouse, Beagle Channel, Tierra del Fuego. She was carrying 1,517 passengers and 330 crew. The passengers and crew were taken off by a sister ship, but the captain remained on board and was drowned when, on the following day, the *Monte Cervantes* slipped off and sank. The ship was refloated in 1954 but sank in heavy seas while being towed to Buenos Aires.

MONTEGARGANO

Adriatica Soc. Anon, di Nav.; 1931; Cantieri Riuniti deW Adriatico; 1,976 tons; 267-3x40-2x22-6; 654 n.h.p.; oil engines. The Italian motorship *Monte Gargano* was torpedoed and sunk by British aircraft on August 22nd, 1940, in the Gulf of Bomba.

MONTEGORBEA

Naviera Aznar S.A.; 1923; Compania Euskalduna; 3,720 tons; 345-8x48-7x22-4; 489n.h.p.; oil engines. The Spanish motorship *Monte Gorbea* was torpedoed and sunk by a German submarine on September 19th, 1942, about 60 miles from Martinique on a voyage from Buenos Aires to Bilbao with grain. Three of the ship's four boats were wrecked by the explosion. The remaining boat with the captain, 23 crew and four passengers landed at Martinique, but 23 of the crew and an unspecified number of passengers were lost. The German Government afterwards paid compensation for the loss of the ship.

MONTEGRAPPA

Nav. Liber a Tries tina; 1920; Stabilimento Tecnico Triestino; 7,434 tons; 464 -2x57-4x22; 680 n.h.p.; triple-expansion engines. Carrying grain from Montreal to Venice, the Italian ship *Monte Grappa* encountered heavy weather, the cargo shifted, and she sank on November 14th, 1922.

MONTEGURUGU

Naviera Aznar S.A.; 1921; C. Hill & Sons; 3,554 tons; 325 x 48x25-2; 320n.h.p.; triple-expansion engines. Carrying coal from Newport to Genoa, the Spanish ship *Monte Gurugu* sank during a storm on November 13th, 1949, S. of Lundy Island. Twenty-five of the crew were rescued, but six were dead and six missing.

MONTEISABELA

Naviera Aznar S.A.; 1921; Ropner S.B.&Rpg. Co.; 3,615 tons; 340-2x48-7x22-4; 358 n.h.p.; triple-expansion engines. On a voyage from Las Palmas to Cuba, the Spanish ship *Monte Isabela* struck a reef and sank on September 20th, 1946, off Gando, near Las Palmas.

MONTEMONCAYO

Naviers Aznar S.A.; 1913; Compania Euskalduna; 4,291 tons; 365X50-2x25-2; 401 n.h.p.; triple-expansion engines. The Spanish steamship *Monte Moncayo* was torpedoed and sunk by a submarine on September 27th, 1940, 22 miles off Cape Carbonara, Sardinia.

MONTENEGRO

Naviera Aznar, S.A.; 1919; Harland & Wolff; 5,252 tons; 400-1x52-3x28-3; 517 n.h.p.; triple-expansion engines. The Spanish ship *Monte Negro* went ashore outside Takoradi breakwater on December 22nd, 1950, and was wrecked in heavy seas. She was carrying bauxite from Takoradi to Grangemouth.

MONTE NEVOSO

S.A. Cooperativa "Garibaldi"; 1920; Northumberland S.B. Co.; 5,843 tons; 399-9x52-9x32-8; 572 n.h.p.; triple-expansion engines.

The Italian ship *Monte Nevoso* went aground on October 14th, 1932, on Haisbro' Sand and broke in two. She was sailing from Rosario to Hull with a cargo of grain.

MONTEOLIVIA

Hamburg-Sudamerikanische Dampfsch. Ges.; 1925; Blohm & Voss; 13,750 tons; 500-6x65-8x37-9; 1,309 n.h.p.; oil engines. The German motorship *Monte Olivia* was bombed and sunk by British aircraft on April 4th, 1945, at Kiel.

MONTEPASUBIO

Armatori Riuniti Soc. di Nav.; 1920; Monmouth S.B. Co.; 6,568 tons; 412-4x55-8x34-5; 678 n.h.p.; turbine engines. The Italian ship *Monte Pasubio* on a voyage from Genoa to Bahia Blanca went ashore on April 1st, 1924, near Quequen.

MONTE SARMIENTO

Hamburg-Siidamerikanische Dampfsch. Ges.; 1924; Blohm & Voss; 13,625tons; 500-6x65-8x37-9; 1,300 n.h.p.; oilengines. The German motorship *Monte Sarmiento* was bombed and sunk by British aircraft on February 26th, 1942, at Kiel.

MONTEBELLO

Ellermarfs Wilson Line; 1911; Earle's Co.; 4,324 tons; 385x 50-5x27-2; 398 n.h.p.; 10 knots; triple-expansion engines. The steamship *Montebello* was torpedoed and sunk by a German submarine 320 miles W. i N. of Ushant on June 21st, 1918. The captain and 40 men were killed.

MONTELLO

Navigazione Alta Italia; 1927; Cantieri del Tirreno; 6,117 tons; 403 -5x54-5x33-6; 516 n.h.p.; triple-expansion engines. The steamship *Montello* was bombed and sunk by British aircraft on June 3rd, 1941, N.E. of Kerkenna Islands, Tunisia.

MONTEREY

Canadian Pacific Railway Co.; 1898; Palmers' Co.; 5,455 tons; 445 x 52 • 2 x 27 • 6; 661 n.h.p.; triple-expansion engines. The Canadian cargo ship *Monterey* was wrecked on July 15th, 1903, on Plata Point, St. Pierre, while on a voyage from Montreal to Bristol carrying a general cargo and cattle.

MONTEVIDEO

Uruguayan Government; 1920; Northumberland S.B. Co.; 5,785 tons; 413 -4x52-9x33; 572 n.h.p.; triple-expansion engines. The Uruguayan steamship *Montevideo* was torpedoed, shelled and sunk by a German submarine on March 8th, 1942, off the north west coast of Haiti on a voyage from Montevideo to New York. Eighteen of her crew of 50 were lost.

MONTEVIDEO MARU

Osaka Shosen K.K.; 1926; Mitsubishi Zosen Kaisha; 7,267 tons; 430x56x36; 1,164 n.h.p.; oilengines. The motor vessel *Montevideo Mam* was torpedoed and sunk by the U.S. submarine *Sturgeon* on July 1st, 1942, W. of Luzon Island.

MONTFORT

Canadian Pacific Railway Ocean Lines; 1899; Palmers^o Co.; 6,578 tons; 445x52-2x27-8; 731 n.h.p.; 14 knots; triple-expansion engines. The liner *Montfort* was torpedoed and sunk by a German submarine 170 miles W. by S. f S. of Bishop Rock, Stilly Isles, on October 1st, 1918. Five men were killed. The captain was among the survivors.

MONTGOMERY

United States Navy, minelayer; 1918; Newport News Shipbuilding Co.; 1,160 tons; 314x30-5x9-9; 27,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in., 80 mines. The minelayer *Montgomery* was formerly a destroyer of the 1918 flush deck type. On October 17th, 1944, when operating in the Ngulu Lagoon, South Pacific, she struck a mine and sank. The vessel carried a complement of 128.

MONTI

MONTI

Tirrenia Soc. Anon. di Nav.; 1942; Italy; 4,301 tons; oil engines. The Italian motorship *Monti* was bombed and sunk by British aircraft on March 22nd, 1943, about 17 miles from Bizerta.

MONPELIER

Elder, Dempster & Co.; 1897; A. McMillan & Son; 3,483 tons; 344x44-5x25-9; 358 n.h.p.; triple-expansion engines. The British cargo ship *Montpelier* was wrecked on Duck Island, Cape Ray, N.F.L., on May 4th, 1900, while on a voyage in ballast from Las Palmas to Montreal.

MONTREAL

Mississippi & Dominion S.S. Co.; 1879; C. Connell & Co.; 3,308 tons; 329-5x39-3x25-2; 375 n.h.p.; compound engines. The British cargo ship *Montreal* was wrecked at Belle Isle on August 4th, 1889, while on a voyage from Montreal to Liverpool carrying a general cargo.

MONTREAL

Cie. Generate Transatlantique; 1896; R. Napier & Sons; 3,342 tons; 345-7x44-1x24-6; 441 n.h.p.; triple-expansion engines. The French steamship *Montreal* was torpedoed and sunk by a German submarine in the Bay of Biscay on March 24th, 1917.

MONTREAL

Canadian Pacific Ocean Services; 1900; C. S. Swan & Hunter; 8,644 tons; 469-5x56-2x31-9; 702 n.h.p.; triple-expansion engines. The Canadian steamship *Montreal* sank after a collision off Morecambe Bay on January 29th, 1918, while on a voyage from Liverpool to St. John, N.B., carrying a general cargo.

MONTREAL

Canada S.S. Lines; 1904; Richelieu & Ontario Nav. Co.; 4,282 tons; 332-4x43-5x14-8; 680 n.h.p.; triple-expansion engines. The Canadian steamship *Montreal* was destroyed by fire near Sorel, P.Q., on November 19th, 1926, while on a voyage from Montreal to Quebec carrying a general cargo and cattle. The fire started in the hay carried for the cattle.

MONTREAL CITY

Bristol City Line of Steamships; 1920; North of Ireland S.B. Co.; 3,066 tons; 331-1x46-7x23-2; 378 n.h.p.; 10-5 knots; triple-expansion engines. The steamship *Montreal City*, Capt. E. R. W. Chanter, on a voyage from Bristol to New York, straggled from convoy on the night of December 21st, 1942, and was torpedoed and sunk by a German submarine. The weather was bad at the time and the boats could not be got away. Help from ships in company was not possible owing to the storm and the darkness, and also to the fact that there were several submarines in the area. The *Montreal City* sank during the night with all her crew, 40 officers and men.

MONTREAL MARU

Kawasaki Risen K.K.; 1922; *Kawasaki Dockyard Co.*; 6,577 tons; 405x53x37; 578 n.h.p.; triple-expansion engines. The steamship *Montreal Maru* was bombed and sunk by U.S. land-based aircraft on January 5th, 1943, S.W. of the Aleutian Islands.

MONTROLITE

Imperial Oil; 1926; F. Krupp Akt. Ges.; 11,309 tons; 510-9x68-2x37-9; 905 n.h.p.; 11 knots; oil engines. The tanker *Montrolite* was in convoy in the North Atlantic on February 4th, 1942, when she was torpedoed and sunk by a German submarine. Twenty-seven of her crew and one gunner were lost.

MONUMENTAL CITY

Peter Stroebed; 1852; Murray Hazelhurst, Baltimore; 1,000 tons; 475 n.h.p.; 11 knots; oscillating direct acting engines. The *Monumental City* was the first steamship to cross the Pacific from San Francisco to Sydney. She took over two months on the voyage, leaving on February 17th, 1853, and arriving on April 23rd. Her arrival was the occasion for great excitement in Australia where

much was hoped from her. The gold discoveries were attracting thousands of people from overseas, and as land travel in Australia was tedious and difficult any ship which could maintain speedy and comfortable coastal service was doubly welcome.

The *Monumental City* was placed in the Melbourne-Sydney trade under command of Capt. W. H. Adams who had brought her from San Francisco. After only a few weeks in her new service she left Melbourne under sail and as the captain and officers were new arrivals they were not well acquainted with the coast. The officer of the watch was warned by an Australian captain, travelling as a passenger that he was much too near the shore. No thanks was given for the advice, the Australian being told to mind his own business. This piece of foolishness brought about a terrible disaster within the next few hours.

At 3.45 on Sunday morning, May 15th, the vessel ran upon a small rocky island near Gabo, being still under sail. The captain ordered sail to be taken in and the foremast cut away, but in the confusion part of the mainmast was also carried away and later the ship broke in two. The boats were either capsized or smashed, one only being serviceable. Of the 86 persons on board 33 were drowned, including Mr. Peter Stroebed, the owner of the vessel.

MONVISO

Navigazione Alia Italia; 1941; Italy; 5,322 tons; oil engines. The Italian motorship *Monviso* was torpedoed and sunk by a British submarine on August 3rd, 1942, about eight miles from Sidi Sueicher.

MOOLTAN

Peninsular & Oriental Steam Navigation Co.; 1905; J. Caird & Co.; 9,123 tons; 520-4x58-3x24-7; 14,000 h.p.; 18-5 knots; quadruple-expansion engines. The liner *Mooltan* was passing through the Mediterranean on July 26th, 1917, escorted by two Japanese destroyers when she was torpedoed and sunk by a German submarine 53 miles N.N.W. from Cape Serrat. She was carrying 554 persons, passengers and crew, at the time of the attack but by her own efforts and those of her escorts managed to get all save two of her company away in safety before she sank.

MOON

Far Eastern & Panama Transp. Corp.; 1946; Aalborg Vcerft A/S; 2,830 tons; 359-5x51x —; compound engines. The Panamanian ship *Moon* on a voyage from Sandakan to Osaka, was in collision with the *Nisshun Maru* and sank on November 17th, 1960, N.E. of Shichi-to Island, Japan.

MOORDRECHT

N.V. Phs. Van Ommeren; 1930; Rotterdam Droogdok Maats.; 7,493 tons; 440-3x58-7x35; 652 n.h.p.; oil engines. The Dutch motorship *Moordrecht* was torpedoed and sunk by the German submarine *U-43* on June 20th, 1940, about 200 miles N.W. of Cape Finisterre on a voyage from Port Arthur to Corunna. There were only four survivors.

MOORGATE

Dowgate S.S. Co.; 1907; J. L. Thompson & Sons; 3,785 tons; 346x49-5x25-3; 350 n.h.p.; triple-expansion engines. The British cargo ship *Moorgate* was wrecked near Salinas, Brazil, on February 8th, 1910, while on a voyage from Barry to Manaus with a cargo which included rails.

MOORLANDS

Mitre Shipping Co.; 1910; W. Doxford & Sons; 3,602 tons; 356-5x50-2x21-7; 331 n.h.p.; 10 knots; triple-expansion engines. The steamship *Moorlands* was torpedoed and sunk by a German submarine three miles S.E. by E. of Whitby on June 24th, 1918. Ten men were killed. The captain was among the survivors.

MOORTOFT

T.H. Donking & Sons; 1927; Porsgrund Mek. Vcerks.; 875 tons; 202x32-1x12-1/2; 75 n.h.p.; triple-expansion engines. The British cargo ship *Moortoft* was lost without trace after sailing from Green December 3rd, 1939, on a voyage to Calais. She was carrying a crew of 13 and had a cargo of pitch.

MOPANG

U.S. Shipping Board; 1920; Submarine Boat Corp.; 5,253 tons; 324x46-2x25; turbine engines.
The American ship *Mopang* struck a mine and sank on June 30th, 1921, one mile north of Sesopolis, Gulf of Burghaz.

MORA

F. C. Strick & Co.; 1922; G. Seebeck Akt. Ges.; 5,067 tons; 370-3x51x27-1; 349 n.h.p.; triple-expansion engines. The British cargo ship *Mora* was wrecked near Cape St. Vincent on February 8th, 1924. She was on a voyage from Manchester, via Rotterdam, to Savona carrying a cargo of coal. The captain and 16 of the crew were lost; 18 were saved.

MORALEDA

Chilean State Railways; 1912; Trondheims Mek. Vcerks; 785 tons; 180x29-4x20-2; 121 n.h.p.; triple-expansion engines. The Chilean passenger ferry *Moraleda*, sailing between Puerto Montt and Punta Arenas, struck on Lynch Rock, Fairway Island, and sank on August 3rd, 1940. Eighty passengers and crew were drowned.

MORAR

Western Nav. Co.; 1924; Swan, Hunter & Wigham Richardson; 7,507 tons; 240x37-2x17-7; 168 n.h.p.; triple-expansion engines.
The British steamship *Morar*, on a voyage from London to Belfast with cement, struck a mine and sank on November 26th, 1943, off Harwich. Fourteen of her crew and three gunners were lost.

MORAVIAN

Allan Line S.S. Co.; 1864; R. Steele; 3,567 tons; 389-3x39-5x32-1; 500 h.p.; compound inverted engines. The British iron cargo ship *Moravian* was wrecked on December 30th, 1881, at Flat Island, N.S., while on a voyage from Portland, Me., to Liverpool.

MORDENWOOD

Constantine & Pickering S.S. Co.; 1910; Ropner & Sons; 3,125 tons; 331x47x23-3; 271 n.h.p.; 9-5 knots; triple-expansion engines.
The steamship *Mordenwood* was torpedoed and sunk by a German submarine 90 miles S.E. of Cape Matapan on May 19th, 1917. The captain and 20 men were killed.

MOREA

M. Querei; 1918; Chicago S.B. Co.; 1,968 tons; 261-3x43-5x18-3; 274 n.h.p.; triple-expansion engines.
The Italian steamship *Morea* was shelled and sunk by a British submarine on August 16th, 1940, about 50 miles from Durazzo.

MORENA

Canadian Lake & Ocean Navigation Co.; 1890; S. & H. Morion & Co.; 1,279 tons; 230x34-1x13; 99 r.h.p.; triple-expansion engines.
The Canadian cargo ship *Morena* was wrecked near Cape Ray, Nfld., on May 18th, 1907, while on a voyage from Middlesbrough to Toronto carrying a cargo of pig iron.

MORESBY

I. Dodd & Co.; 1882; Whitehaven Ship Bldg. Co.; 1,259 tons; 223-5x36-1x21-2.
The iron sailing ship *Moresby* was wrecked in Dungavan Bay, Waterford, on December 24th, 1895. The captain, his wife and son, and 14 of the crew were lost. Five were saved.

MORESBY

I. G. White & Co.; 1881; Sir R. Dixon & Co.; 1,763 tons; 260-8x34-6x24; 198 n.h.p.; 9 knots; compound engines. The steamship *Moresby* was torpedoed and sunk by a German submarine 120 miles N.W. of Alexandria on November 28th, 1916. Thirty-three men were killed. The captain was among the survivors.

MORILD I

Bjornstad & Co.; 1883; T. & W. Smith; 1,354 tons; 243-7x34-3x17-5; 168 n.h.p.; compound engines. The Norwegian steamship *Morild I* was sunk by a German submarine in the Bay of Biscay on March 29th, 1917.

MORMACKITE

Moore-McCormack Lines, Inc.; 1945; Moore D.D. Co.; 6,195 tons; 438-9x63-1x27-7; turbine engines. The American ship *Mormackite* was on a voyage from Rio Grande and Victoria to Baltimore and New York when the cargo of ore shifted during a storm and the vessel foundered on October 7th, 1954, about 140 miles E.S.E. of Cape Henry, Va. Out of a crew of 47 11 survivors were picked up, 11 bodies were found, and 25 were missing.

MORMACsul

U.S. Maritime Commission; 1920; Los Angeles S.B. & D.D. Co.; 5,481 tons; 410x54-4x27-8; 422 n.h.p.; triple-expansion engines.
The steamship *Mormacsul* was bombed and sunk by German aircraft on May 27th, 1942, off the North Cape on a voyage from Philadelphia to North Russia.

MORNA

Belfast & London Packet; 1845 (circa); 363 tons; 110 n.h.p.; 11 knots; compound engines.
The steamship *Morna* left Belfast at 1 a.m. on February 25th, 1855, carrying 93 persons, of whom 55 were army recruits with two artillerymen, four passengers and the remainder crew. She ran into thick weather when crossing the Irish Sea, with strong cross-currents. After passing the Calf of Man the *Morna* appears to have gone badly off her course and at seven in the evening struck on the North Bishop's Rock, off St. David's Head. The boats were got out very promptly and 72 persons came safely to shore, including the captain and the first officer.
The drowned numbered 21, all of whom were either recruits or seamen.

MORO

Pan Norse S.S. Co. S.A.; 1928; Taikoo D. & E. Co.; 549 tons; 190-6x29-2x—; triple-expansion engines. The Panamanian ship *Moro* was bombed by Indonesian Government aircraft and sunk on April 28th, 1958, in Donggala harbour. The master and 21 of the crew were safe, but eight were killed and two wounded.

MORRISON

United States Navy, destroyer; 1943; Seattle-Tacoma Shipbuilding Co.; 2,050 tons; 376-5x39-5x—; 60,000 s.h.p.; 36-5 knots; turbine engines; five 5 in. guns, four 40 mm. of four 20 mm., 10 T.T.
The destroyer *Morrison* was bombed and sunk by Japanese aircraft off Okinawa on May 4th, 1945. The vessel carried a complement of over 250.

MORRO CASTLE

Agwi S.S. Lines Inc.; 1930; Newport News S.B. & D.D. Co.; 11,520 tons; 508 X 70 • 9 X 39; turbo-electric engines. The American ship *Morro Castle*, Acting-Capt. W. F. Warms, caught fire on September 8th, 1934, six miles off Asbury Park, N.J. She was taken in tow but the line parted and she went ashore. The fire was extinguished on September 16th. The *Morro Castle* was being operated by the New York & Cuba Mail S.S. Co., a subsidiary of the Ward Line, and was on a passenger cruise from Havana to New York. As a result of the disaster the captain died of a heart attack and 133 lives were lost. Survivors numbered 422.

MORVEN

James Gardiner & Co.; 1879; E. Withy & Co.; 1,365 tons; 242'8x32'6x16'7; 130 h.p.; compound engines. The British cargo ship *Morven* was wrecked at St. Kitts on May, 2nd, 1890, while on a voyage from Sombrero to Stettin carrying a cargo of phosphates.

MORVIKEN

MORVIKEN

Wallem & Co. A/S; 1938; Oresundsvarvet A.B.; 5,008 tons; 438'4x57-4x22-5; 752 n.h.p.; oil engines. The Norwegian motorship *Morviken* was intercepted by the German raider *Pinguin* and sunk on August 27th, 1940, about 300 miles E. of Madagascar on a voyage from Table Bay to Calcutta. The crew of 35 were taken prisoner.

MOSCHA L. GOULANDRIS

Goulandris Bros.; 1918; Caledon S.B. & E. Co.; 5,199 tons; 400-1x52-2x28-5; 517 n.h.p.; triple-expansion engines. The Greek steamship *Moscha L. Goulandris* was bombed and sunk by German aircraft between April 18th and 23rd, 1941, near Chalkis, during the invasion of Greece.

MOSCOW

W. Thomson & Co.; 1881; J.Laing; 1,603 tons; 253-5x34x17; 150 h.p.; compound engines. The British cargo ship *Moscow* was wrecked near Jabea on January, 16th, 1890, while on a voyage in ballast from Savona to Carthage.

MOSELLE

Isaac Perrin; 183-; United States; 199 tons. The American river steamship *Moselle*, Capt. Perrin, left Cincinnati for Fulton, a few miles up the Ohio river, on April 25th, 1838. Here she was to take on more passengers and cargo before her run to St. Louis. At the time of departure from Cincinnati she carried 85 first class passengers, which was more than she could comfortably accommodate, and from 120 to 150 deck passengers. The crew numbered 30.

The steamship had a reputation for speed, and her captain was known to be desirous of making her the fastest boat on the river. Her progress was watched by a large number of people along the banks, and they were witnesses of her sudden destruction. When not very far from the city her boilers blew up, killing, as far as can be ascertained, 136 persons. Bodies were blown on to the roofs of houses, and a portion of one boiler of 48 square feet and weighing 336 pounds, was hurled a distance of 480 feet into the back shop of a tanyard.

MOSELLE

Royal Mail Steam Packet Co.; 1871; J. Elder & Co.; 3,280 tons; 358-2x41x33-6; 600 h.p.; compound engines. The British cargo ship *Moselle* was wrecked near Colon on October 29th, 1891, while on a voyage from Port Limon to Southampton carrying a general cargo.

MOSFRUIT

A/S Mosvold Shipping Co.; 1938; Eriksbergs Mek. Verkstad; 2,714 tons; 314-4x50-3x23-3; 608 n.h.p.; oil engines. The Norwegian motorship *Mosfruit* was torpedoed, shelled and sunk by a German submarine on June 29th, 1942, 800 miles W. of Inishtrahull on a voyage from St. John, N.B., to Liverpool.

MOSQUITO

British Navy, river gunboat; 1939; Yarrow & Co.; 585 tons; 197x33x5; 3,800 s.h.p.; 17 knots; turbine engines; two 4 in. guns, one 3 • 7 in. howitzer, 8 m.g. The river gunboat *Mosquito* with her sister ship *Locust* was sent to the Dunkirk beaches to assist in the evacuation of the British Army in May, 1940. On June 1st, she was bombed and sunk by German aircraft. Her official complement was 74, but it is not known what number of troops and crew she was carrying at the time of her loss. The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

MOSS BROW

Pyman Bros.; 1882; T. Turnbull & Son; 1,751 tons; 260x35 • 1x17-8; 184 n.h.p.; compound engines. The British cargo ship *Moss Brow* foundered near Kallbadan lightship, in the Gulf of Finland, on October 21st, 1896. She was on a voyage from the Tyne to Cronstadt carrying a cargo of coal. The captain and 14 of the crew were drowned.

MOSSAMEDES

Companhia Nacional de Navegacao; 1895; A. Stephen & Sons; 4,615 tons; 400x — X25-7; 2,200 i.h.p.; 11 knots; triple-expansion engines.

The liner *Mossamedes* left Cape Town for Lisbon on April 20th, 1923, with 237 passengers and crew. On the 24th wireless signals were sent out that the ship had run ashore on the coast of Angola. The liner *Port Victor* immediately altered course and made for the wreck. On arrival she found the *Mossamedes* lying high and dry on the shore, but no trace of passengers or crew. No lifeboats were visible and the *Port Victor* after searching for some time proceeded to Cape Town.

The boats of the wrecked liner, with the exception of one which capsized when launching, had decided to make for Porto Alexandre, the nearest place. For nearly a week they voyaged on the open sea, becoming separated and suffering much hardship. One boat containing 24 people was never heard of again. The others were picked up by the French gunboat *Cassiopee*, the Portuguese gunboat *Salvador Correia* and by fishing vessels from Porto Alexandre.

In all 31 persons were lost, seven by drowning when the ship's boat capsized and 24 in the lifeboat. Two hundred and six persons reached Porto Alexandre. Mr. Paulino, the first officer, exhibited great gallantry in repeatedly diving into the sea and rescuing people who had been flung out of the overturned lifeboat.

MOSSOUL

Messageries Maritimes; 1898; Barclay, Curle & Co.; 3,135 tons 345x42-2x23; 300 n.h.p.; triple-expansion engines. The French steamship *Mossoul* was torpedoed and sunk by a submarine in the Mediterranean on November 21st, 1917.

MOSTAGANEM

Cie. France-Navigation S.A.; 1921; T. van Duijvendijk; 1,942 tons; 265-2x42-3x18-6; 162 n.h.p.; triple-expansion engines. The French steamship *Mostaganem* was bombed by British aircraft, torpedoed and sunk on April 18th, 1943, N. of Marittimo.

MOTANO

Standard Oil Co. (New Jersey); 1890; Armstrong, Mitchell & Co.; 2,130 tons; 308-7x40-2x28-3; 225 n.h.p.; triple-expansion engines.

The American tanker *Motano* was torpedoed and sunk by a German submarine in the English Channel on July 31st, 1917.

MOTO

Pelton S.S. Co.; 1913; S. P. Austin & Son; 1,941 tons; 267x38x17-6; 221 n.h.p.; triple-expansion engines. The British cargo ship *Moto* sank after a collision in lat. 55° 22' N., long. 1° 29' W., on December 10th, 1918, while on a voyage from Methil to the Tyne.

MOTOMAR

Navemar, Soc. Anon, de Nav.; 1920; Limhamn Skeppsv. AID; 414 tons; 180'8x28-4x11-5; oil engines.

The Argentine motorship *Motomar* sank on May 2nd, 1959, 100 miles off the Gulf of San Matias. Three of her crew of 18 were picked up from a boat and a raft and four more reached land in a small boat some days later.

MOTRICINE

Cie. de Navegacion Mixte; 1913; Atelier & Chantiers de St. Nazaire; 4,047 tons; 348x47-2x25-8; 375 n.h.p.; oil engines. The French tanker *Motricine* was torpedoed and sunk by a German submarine off Ushant on May 17th, 1918.

MOUNT DELPHI

Mount Olympus Shipping Corp.; 1919; British American S.B. Co.; 2,042 tons; 261X43-4X —; triple-expansion engines. The Liberian ship *Mount Delphi* sprang a leak, struck a rock and sank on June 2nd, 1958, about 1 mile S. of Sail Rock off Mormugao.

MOUNT DIRFYS

Atlanticos S.S. Co.; 1918; W. Dobson & Co.; 5,242 tons; 400 • 1x52 • 3X28-4; 517 n.h.p.; triple-expansion engines. The Greek ship *Mount Dirfys* went ashore at Frying Pan Shoals on December 26th, 1936, and broke in two. She was carrying chrome ore from Lourenço Marques to Wilmington, N.C.

MOUNT HYMETTUS

I. A. Cosmetto & Kulukundis; 1921; Atelier & Chantiers de St. Nazaire; 5,820 tons; 425-8x57-4x29; 560n.h.p.; triple-expansion engines.

The Greek steamship *Mount Hymettus* was torpedoed and sunk by a German submarine on June 11th, 1940, about 200 miles N.W. of Oporto on a voyage from Bilbao to New York. There were 24 survivors.

MOUNT IDA

Atlanticos S.S. Co.; 1938; Wm. Hamilton & Co.; 4,202 tons; 380-5x56-2x23-5; 380 n.h.p.; triple-expansion engines. The Greek ship *Mount Ida*, on a voyage from Vancouver to Hull, went aground on October 9th, 1939, near Ower Bank, 32 miles E. of Cromer, and broke her back.

MOUNT KITHERON

Kulukundis Shipping Co.; 1912; J. Readhead & Sons; 3,876 tons; 367-3x53-9x22-8; 372 n.h.p.; triple-expansion engines. The Greek steamship *Mount Kitheron* was torpedoed and sunk by a German submarine on January 25th, 1942, two miles from St. John's, N.F.L. Twelve of her crew were killed.

MOUNT KYLLENE

Kulukundis Shipping Co. & others; 1919; W. Doxford & Sons; 5,313 tons; 412-6x55-5x26-4; 619n.h.p.; triple-expansion engines.

The Greek ship *Mount Kyllene* was on a voyage from Amsterdam to Panama City in ballast on April 9th, 1938, when she encountered heavy weather. There was an internal explosion and the ship broke in two. Both parts remained afloat with 17 men on the fore part and 14 aft. Four men were drowned when jumping for rescue boats, including the wireless operator, who at great risk, rigged a temporary aerial after the explosion. The disaster occurred in 43° 30' N., 28° W., and 11 days later the wreck was still afloat in 43° 9' N., 31° 22' W.

MOUNT LEBANON

John Bruce & Co.; 1881; A. Stephen & Sons; 2,420 tons; 319-5x38x24'6; 258 n.h.p.; compound engines. The British cargo ship *Mount Lebanon* foundered in August, 1908, 70 miles west of the Scilly Isles. She was carrying a coal and general cargo on a voyage from the Clyde to Alexandria.

MOUNT LYCABETTUS

Atlanticos S.S. Co.; 1917; Sir Raylton Dixon & Co.; 4,292 tons; 364-8x51-1x26-1; 468 n.h.p.; triple-expansion engines. The Greek ship *Mount Lycabettus* left Baltimore on March 11th, 1942, for Leixoes and was not seen again. It was assumed that she had been sunk by enemy action.

MOUNT MCKINLEY

Alaska S.S. Co. Inc.; 1918; W. Cramp & Sons S. & E.B. Co.; 4,861 tons; 360-2x51-6x22-8; 633 n.h.p.; quadruple-expansion engines.

The American ship *Mount McKinley* went ashore on March 11th, 1942, four miles N. of Scotch Cap lighthouse and broke up.

MOUNT MYCALE

Atlanticos S.S. Co. & Georgilis Bros.; 1907; Tyne Iron S.B. Co.; 3,556 tons; 348-5x50-1x23-1; 307n.h.p.; triple-expansion engines.

The Greek steamship *Mount Mycale* was torpedoed and sunk by a German submarine on January 22nd, 1943, about 200 miles N.E. of Cape Race on a voyage from St. John, N.B., to Loch Ewe. All on board were lost.

MOUNT MYRTO

I. A. Cosmetto & Kulukundis Shipping Co.; 1919; Canadian Vickers; 5,403 tons; 400-3x52-4x28; 397n.h.p.; triple-expansion engines.

The Greek steamship *Mount Myrto* was torpedoed, shelled and sunk by a German submarine on June 14th, 1940, on a voyage from Galveston to London.

MOUNT OLYMPUS

Atlanticos S.S. Co.; 1920; Harima Dockyard Co.; 6,692 tons; 425-2x54x35; 600 n.h.p.; triple-expansion engines. The Greek steamship *Mount Olympus* struck a mine, broke into three and sank on May 14th, 1942, off Port Said.

MOUNT PELION

E. G. Culucundis & S. C. Costomeni; 1917; Kawasaki Dkyd. Co.; 5,655 tons; 385-5x51-3x33-5; 440n.h.p.; triple-expansion engines.

The Greek steamship *Mount Pelion* was torpedoed and sunk by a German submarine on November 2nd, 1942, on a voyage from St. John, N.B., to Belfast Lough. Seven of her crew were killed.

MOUNT TAYGETUS

Rethymmis & Kulukundis (Hellas) S.A.; 1921; New York Harbor D.D. Corp.; 3,286 tons; 324 X 46 - 2 x 25; 380 n.h.p.; triple-expansion engines.

The Greek steamship *Mount Taygetus* was torpedoed and sunk by a German submarine on September 7th, 1942, on a voyage from Montreal to the U.K. Five of her crew were killed.

MOUNT PARK

J. & J. Denholm; 1897; R. Duncan & Co.; 1,149 tons; 225x34x15; 121 n.h.p.; triple-expansion engines.

The British cargo ship *Mountpark* sank after a collision with the British s.s. *Tremont* 27 miles W.N.W. of West Hinder lightship on February 16th, 1911. She was on a voyage from Cadiz to Great Yarmouth carrying a cargo of salt. Fourteen of the crew were drowned. On the next morning four men were found clinging to a capsized boat, but one of these died of exposure.

MOUNT PARK

I. & J. Denholm; 1912; Dunlop, Bremner & Co.; 1,376 tons; 250 x 37-2x16-4; 160 n.h.p.; triple-expansion engines. The British steamship *Mountpark* sank after a collision six miles north-west of Bull Point on August 21st, 1917, while employed as an Admiralty collier. She was on a voyage from Newport to Dover.

MOUNT PARK

Denholm Line Steamers; 1938; Chas. Connell & Co.; 4,648 tons; 407-4x54-7x24-5; 431 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Mountpark*, Capt. John Edwards, was bombed and sunk by a German aircraft off Northern Ireland on April 26th, 1941. Six men were killed and five wounded.

MOURNE

British Navy, frigate; 1943; A. & J. Inglis; 1,300 tons; 300 x 35 X-r-5,500 h.p.; 20 knots; turbine engines; three 3 in. guns, two 40 mm., four 20 mm.

The frigate *Mourne*, Lt. Cdr. R. S. Holland, R.D., R.N.R., took part in the landing of the British and American armies in France on "D" Day, June 6th, 1944. *Mourne* was torpedoed by a German submarine off the Lizard on the 15th, going down with the loss of eight officers, including Lt. Cdr. Holland, and 102 ratings.

MOUSQUET

French Navy, destroyer; 1903; France; 303 tons; — x — x10-6; 6,300 i.h.p.; 30-2 knots; triple-expansion engines; Normand boilers; one 9pdr., six 3pdr., 2 T.T.

The destroyer *Mousquet* was stationed at Penang for patrolling duties in the early months of the First World War. At about 5.30 on the morning of October 28th, 1914, the German raider *Emden* approached the harbour unchallenged and sank the Russian light cruiser *Jemtchug* (which see), and then prepared to capture shipping. At this juncture the *Mousquet* returned from patrol and at once attacked the raider with great gallantry. The fight did not last for more than seven minutes, by which time the destroyer was sunk.

The *Emden* stood by to pick up survivors from the *Mousquefs* complement of 62 and then steamed away. The plucky action of the Frenchman undoubtedly saved the shipping in the harbour and caused the raider to make a hurried departure. Of the 36 persons rescued by the *Emden*, three afterwards died.

MOUSSE LE MOYEC

MOUSSE LE MOYEC

Ministry of Shipping (Etablissement Marcesche & Co.); 1921; Construction Navales Lorient; 2,147 tons; 269 X 39 • 5 X 19 • 6; turbine engines.

The French cargo ship *Mousse le Moyec*, flying the British flag, was wrecked at Hartland Point on December 6th, 1940. She had sailed in ballast from Plymouth for the Bristol Channel.

MOWE

German Navy, torpedo boat; 1926; Wilhelmshaven Yard; 800 tons; 277-7x27-5x9 -2; 24,000 s.h.p.; 33 knots; turbine engines; Schulz-Thornycroft boilers; three 4-1 in. guns, two 1pdr., 6 T.T. The torpedo boat *Mowe* was bombed and sunk at the port of Le Havre in company with several other vessels of the same class on June 14th, 1944. The vessel's normal complement was 121. More details are given under the *Falke*.

MOYORI MARU

Nippon Yusen Kabushiki Kaisha; 1902; Craig, Taylor & Co.; 3,746 tons; 330-8x45-1x18; 306n.h.p.; triple-expansion engines.

The Japanese steamship *Moyori Mam* was shelled and sunk by a German submarine off the W. coast of Africa on October 20th, 1917.

MOZAFFARI

Bombay & Persia S.N. Co.; 1882; Schlesinger, Davis & Co.; 2,255 tons; 285x37-3x26*5; 288n.h.p.; compound engines. The British cargo ship *Mozaffari* was wrecked at the mouth of the harbour of Mozambique on January 19th, 1910. She was on a voyage to Bombay carrying a general cargo.

MOZART

Jenneson Taylor; 1882; North of England S.B. Co.; 2,398 tons; 285x37-6x28-2; 250 h.p.; compound engines. The British cargo ship *Mozart* was wrecked on Haisbro' Sands on May 16th, 1889, while on a voyage from Sunderland to Genoa. She was carrying a cargo of coal and coke.

MRAV

Brodarsko Ackionarsko Društvo "Oceania"; 1905; R. Stephen-son & Co.; 3,870 tons; 340-8x47-2x20; 316 n.h.p.; triple-expansion engines.

The Yugoslav ship *Mrav*, Capt. Anta Begovic, collided in a fog on April 29th, 1936, with the *Mari* five miles S.E. of Dungeness, and sank in 35 minutes.

MSTA

U.S.S.R.; 1921; Ardrossan D.D. & S.B. Co.; 1,984 tons; 271'7x41-6x19-4; 221n.h.p.; triple-expansion engines. The Soviet ship *Msta* was crushed in heavy ice and sank on February 6th, 1944, S. of Nagaevo in about 58° N., 151° E.

MUANSA

Deutsche Ost-Afrika Lime; 1911; Bremer Vulkan; 5,472 tons; 419'8x54-5x28-2; 387n.h.p.; quadruple-expansion engines. The German steamship *Muansa* was torpedoed and sunk by a British submarine on January 1st, 1943, off the north coast of Norway.

MUKO MARU

Taihei Kisen K.K.; 1937; Osaka Iron Works; 4,862 tons; 369-8x54-1x29-2; 378n.h.p.; triple-expansion engines. The steamship *Muko Maru* was torpedoed and sunk by the U.S. submarine *Thresher* on November 13th, 1943, about 200 miles N. of Truk Island.

MUNAKATA MARU

Showa Tanker K.K.; 10,045 tons. The tanker *Munakata Maru* was sunk by U.S. carrier-based aircraft on January 21st, 1945, off Keelung, Formosa.

MUNAKATA MARU No. 1

Idemitsu Kosan K.K.; 1957; Sasebo Sempaku Kogyo; 1,972 tons; 202x41-6x18-4; oilengines.

The Japanese tanker *Munakata Maru No. 1* was in collision with the Norwegian tanker *Tharald Brovig*, 21,634 tons, in dense fog at about 8 a.m. on November 18th, 1962. The collision took place in Kawasaki Port, Tokyo Bay, at a time when all the channels were crowded with shipping. The Japanese tanker, which carried a crew of 36, was struck at an angle of 45 degrees, and there was an immediate gush of oil from one of her tanks. About ten minutes later there was a loud explosion and the vessel became enveloped in flames. Two oil barges which were passing also caught fire, three of the men on board being killed.

The Norwegian tanker, which had just discharged her cargo of oil, was returning to the Persian Gulf. She was severely burned on one side, but none of the 47 people on board, including four women, was killed. Ten were slightly injured.

All the crew of the *Munakata Maru No. 1* were killed, making with those on the barges a total loss of 39 persons.

The fire on the *Munakata Maru No. 1* was extinguished, and the ship was later repaired and put back into service.

MUNCASTER CASTLE

Lancashire Shipping Co.; 1928; Cammett Laird & Co.; 5,853 tons; 428x56-1x28-9; 953 n.h.p.; 13-5 knots; oilengines. The motor vessel *Muncaster Castle*, Capt. H. W. Harper, O.B.E., serving as an auxiliary transport, was torpedoed and sunk by a German submarine on March 30th, 1942, some 400 miles S.W. of the coast of Liberia. Twenty-seven persons were killed. Capt. Harper was among the survivors. The *Muncaster Castle* was not in convoy.

MUNDRA

British India Steam Navigation Co.; 1920; Barclay Curie & Co.; 7,341 tons; 450-2x58-1x32-8; 832 n.h.p.; 13 knots; triple-expansion engines.

The steamship *Mundra* was off St. Lucia Bay, Natal, on July 6th, 1942, when she was intercepted by an enemy submarine which sank her by torpedo and gunfire. At the time of the attack the *Mundra* was carrying as passengers survivors from other ships. One officer and about 93 Indian ratings were lost.

MUNERIC

Bright Navigation Co.; 1919; Workman, Clark & Co.; 5,229 tons; 400-5x52-3x28-5; 517 n.h.p.; triple-expansion engines. The British steamship *Muneric*, on a voyage from Rio de Janeiro to Middlesbrough with iron ore, was torpedoed and sunk by a German submarine on September 10th, 1941, about 100 miles N.E. of Cape Farewell. All her crew of 56, five gunners and two stowaways were lost.

MUNGER T. BALL

Sabine Transportation Co.; 1920; Terry S.B. Corp.; 5,104 tons; 391-9x51-2x30; 562n.h.p.; triple-expansion engines. The American tanker *Munger T. Ball* was torpedoed and sunk by a German submarine on May 4th, 1942, N. of the Tortugas Islands on a voyage from Port Arthur to Norfolk with gasoline. Twenty-nine of her crew of 33 were lost.

MUNSTER

Coast Lines; 1938; Harland & Wolff; 4,305 tons; 353x50-2x14-6; 5,200b.h.p.; 18knots; oilengines. The motor vessel *Munster* left Belfast just before midnight on February 6th, 1,940, for Liverpool under Capt. J. W. Paisley with over 200 passengers. When approaching the Bar lightship off Liverpool she struck a mine and sank. There were no fatal casualties but one person was injured. The boats were picked up by a coasting vessel and the occupants landed at Liverpool.

MUNSTERLAND

Hamburg-Amerika Linie; 1922; Blohm & Voss; 6,408 tons; 449x58-3x26-9; 856n.h.p.; oil engines. The German motorship *Munster land* was shelled and sunk by British coastal batteries on January 20th, 1944, off Calais.

MURAKUMO

Japanese Navy, destroyer; 1927; Fujinagata; 1,700 tons; 371-5x33-7x9-9; 40,000 s.h.p.; 34 knots; turbine engines; Kampon boilers; six 5 in. guns, 4 A.A.m.g.; 9 T.T.

The destroyer *Murakumo* took part in the night action off Cape Esperance on October 11th-12th, 1942. There were two phases of this action, one before midnight on the 11th and the other on the following morning. The *Murakumo* survived the first phase but was bombed and sunk by U.S. naval aircraft when partly disabled off New Georgia on the morning of the 12th.

The full story of the action, which was known as the battle of Cape Esperance, is told under the U.S. destroyer *Duncan*.

MURASAME

Japanese Navy, destroyer; 1935; Fujinagata; 1,368 tons; 337-7x32-5x8-7; 37,000s.h.p.; 34 knots; turbine engines; Kampon boilers; five 5 in. guns, 2 m.g., T.T.

The destroyers *Minegumo* and *Murasame* formed part of a light force which attacked a squadron of U.S. cruisers and destroyers bombarding Vila and Munda in the Central Solomons on the night of March 5th, 1943. The fight was short and sharp and resulted in the two destroyers being sunk by the gunfire of the American squadron. The Japanese were compelled to break off the action. No American ship was lost.

The two Japanese destroyers carried complements of around 200 apiece.

MURIEL

Chas. Howard & Sons; 1880; R. Dixon & Co.; 1,384 tons; 240-5x33-3x17¹/₇; 120h.p.; compound engines. The British cargo ship *Muriel* was wrecked at Lobps Island on January 24th, 1893, while on a voyage from Valencia to Buenos Aires carrying a general cargo which included wine.

MURIEL

J. Coverdale & Son; 1889; W. Gray & Co.; 2,398 tons; 290-5x38-1x20-3; 210n.h.p.; triple-expansion engines. The British cargo ship *Muriel* was wrecked at San Martinko on August 19th, 1903, while carrying a cargo of coal on a voyage from Cardiff to Genoa.

MURISTAN

F. C. Strick & Co.; 1913; W. Gray & Co.; 2,886 tons; 320-3x46-7x21-1; 288n.h.p.; triple-expansion engines. The British cargo ship *Muristan* was wrecked one mile S. of Blyth on November 19th, 1916, while on a voyage from the Tyne to Rouen.

MURJEK

Rederi Aktieb. Lulea-Ofoten; 1913; J. L. Thompson & Sons; 4,146 tons; 351-7x50-9x25-9; 350n.h.p.; triple-expansion engines.

The Swedish steamship *Murjek* struck a mine and sank off the N. coast of Scotland on April 11th, 1916.

MURJEK

Trafik A/B Grangesberg-Oxelosund; 1925; A/B Gotaverken; 5,070 tons; 392-2x52-6x26-6; 489n.h.p.; oilengines. The Swedish motorship *Murjek* left Freetown about February 10th, 1941, for Gothenburg. It was assumed that she was sunk by enemy action as she was not heard of again.

MURO MARU

Osaka Shosen K.K.; 1926; Mitsubishi S.B. & Eng. Co.; 1,606 tons; 230x37x20; 386n.h.p.; oilengines. The motor vessel *Muro Maru* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

MURORAN MARU

Nippon Yusen K.K.; 1919; Mitsubishi Zosen Kaisha; 5,374 tons; 400x54-5x30; 495 n.h.p.; triple-expansion engines. The steamship *Muroran Maru* was bombed and sunk by U.S. land-based aircraft on December 30th, 1944, W. of Luzon Island.

MURORAN MARU No. 1

Kuribayashi Shosen K.K.; 1917; Aizawa Iwakichi; 1,225 tons; 218X32-2x19; 79n.h.p.; triple-expansion engines. The Japanese ship *Muroran Maru No. 1* was wrecked in a hurricane on March 11th, 1928, off Cape Inuboye with the loss of all on board.

MUROTO

Japanese Navy; 4,500 tons (approx.).

The Japanese steamship *Muroto* was torpedoed and sunk by the U.S. submarine *Sea Dog* on October 22nd, 1944, N. of the Ryukyu Islands.

MUROTO MARU

Tosa Shosen K.K.; 1922; Osaka Iron Works; 1,257 tons; 215 x 37x20; 146n.h.p.; triple-expansion engines. The passenger steamship *Muroto Maru* struck a mine and sank on October 7th, 1945, off Tarumizu Island in the Inland Sea. There were about 180 survivors of the hundreds of passengers on board.

MUSASHI

Japanese Navy, dreadnought battleship; 1940; Japan; 42,500 tons; 870x139x—; 160,000 s.h.p.; 30 knots; turbine engines; nine 16 in. guns, six 6-1 in., twelve 5 in.A.A., many smaller. The battleship *Musashi* was sunk in the action fought in the Sibuyan Sea on October 25th, 1944. This action, with two others extending over a period of four days, 23rd to 26th, was known as the battle of Leyte Gulf, a large area of water between the islands of Leyte and Samar in the Philippines. More than two years of hard fighting in Pacific waters had brought the American Navy once again to the coasts of the Philippines and in October, 1944, everything was ready for a landing. This landing took place on the morning of the 20th on the island of Leyte and constituted a supreme challenge to Japanese naval power in the Pacific.

In the early hours of October 23rd two Japanese heavy cruisers of 9,850 tons, ten 8 in. guns, the *Atago* and the *Maya*, were torpedoed in the Palawan Passage by the U.S. submarines *Dace* and *Darter*. These cruisers were units of a fleet the Americans designated the "Central Force". Its main units were as follows:—

Battleships			
<i>Musashi</i>	42,500 tons,	9-16 in.	guns
<i>Yamato</i>	42,500 "		
<i>Nagato</i>	32,720 "	8 "	"
<i>Haruna</i>	29,330 "	8-14 in.	"
<i>Kongo</i>	29,330 "	"	"
Cruisers			
<i>Chikuma</i>	14,000 tons,	8-8 in.	guns
<i>Suzuyu</i>	14,000 "		
<i>Atago</i>	9,850 "	10 "	"
<i>Chokai</i>	9,850 "	" "	"
<i>Maya</i>	9,850 "	" "	"
<i>Noshiro</i>	6,000 "	6-6.1 "	"
<i>Kiriu</i>	5,170 "	7-5.5 "	"

Two other Japanese fleets were converging on Leyte. Of these a much smaller one consisting of two battleships, one heavy cruiser and four destroyers, was steaming through the lower portion of the Sulu Sea toward the Surigao Strait. The ships in this fleet designated by the Americans the "Southern Force", were as follows:—

Battleships			
<i>Fuso</i>	29,330 tons,	12-14 in.	guns
<i>Yamashiro</i>	29,330 "	"	"
Cruiser			
<i>Mogami</i>	14,000 tons,	8-8 in.	guns

In addition to the above ships there was a small group of three cruisers and three destroyers which formed part of the "Southern Force", but did not take part in the night action of the 25th. Several of these vessels were bombed and sunk at a later stage of the battle.

The third fleet, was located on the 24th by carrier aircraft of the U.S. Third Fleet, about 200 miles off Cape Engano at the north-eastern tip of the island of Luzon. It was very powerful, though not superior to the Central Force, except in aircraft carriers, and

MUSASHI MARU

comprised the following large vessels:—

Battleships	
<i>he</i>	29,990 tons, 14 in. guns
<i>Hyunga</i>	29,990 „ „
	(fitted with flight decks)
Cruisers	Destroyers
<i>Tama</i>	5,100 tons
	One heavy cruiser
	Three light cruisers
Aircraft carriers	
<i>Zuikaku</i>	29,800 tons
<i>Zuiho</i>	12,000 „
<i>Chitose</i>	9,000 tons
<i>Choyoda</i>	9,000 „

The total number of ships of all kinds at the disposal of the American commander, Admiral Chester W. Nimitz, was 650. Of these many were landing craft and vessels of small fighting value. Among the heavier units were the following:—

Battleships	
<i>West Virginia</i>	33,590 tons, 8-16 in. guns
<i>Maryland</i>	33,590 „ „
<i>Tennessee</i>	35,190 „ 12-14 in. „
<i>California</i>	35,190 „ „
<i>Pennsylvania</i>	33,100 „ „
<i>Washington</i>	35,000 „ 9-16 in. „
<i>North Carolina</i>	35,000 „ „
<i>South Dakota</i>	35,000 „ „
<i>New York</i>	27,000 „ 10-14in. „
<i>Idaho</i>	33,400 „ 12 „ „
<i>Texas</i>	27,000 „ 10 „ „
<i>Arkansas</i>	26,100 „ 12-12in. „
<i>Nevada</i>	29,000 „ 10-14in. „
Aircraft carriers	
<i>Hornet</i>	27,000 tons
<i>Lexington</i>	27,000
<i>Wasp</i>	27,000
<i>Princeton</i>	11,000
<i>Gambler Bay</i>	6,730
<i>St. Lo</i>	6,730
<i>Suwanee</i>	12,000
<i>Santee</i>	12,000
<i>White Plains</i>	6,730
<i>Kitkum Bay</i>	6,730
Australian cruisers	
<i>Australia</i>	10,000 tons, 8-8 in. guns
<i>Shropshire</i>	10,000 „ „ „ „

Of the three actions, all proceeding simultaneously, that which concerned the "Central Force" will be dealt with first. The U.S. Third Fleet under the command of Admiral William F. Halsey took up a position which enabled it to cover the San Bernardino Strait, N. of Samar Island, and the Surigao Strait, S. of Leyte, the Americans lying to eastward in each case. Aircraft from Vice-Admiral Mitscher's squadron of large and fast aircraft carriers located the Central Force in the Sibuyan Sea and the Southern Force in the Sulu Sea early on October 24th. Attacks were made by carrier borne aircraft on the Central Force throughout the day and when the Japanese reached Mindoro Strait an intensive attack on the battleship *Musashi*, 42,500 tons, one of the two largest vessels in the Japanese navy, resulted in her blowing up after repeated hits by bombs and aerial torpedoes. This was followed by the destruction of the heavy cruiser *Chokai*, 9,850 tons, with aerial torpedoes. The destroyer *Wakaba*, 1,368 tons, was sunk by bombing.

Despite these losses and heavy damage to the battleship *Yamato*, sister ship to the *Musashi*, the Japanese held their course and ran through the San Bernardino Strait and thence southward along the east coast of Samar. At daybreak on the 25th the force was again sighted, this time by aircraft from a group of escort carriers commanded by Rear-Admiral C. A. F. Sprague. This group, comprising six carriers, three destroyers and four destroyer escorts, retired at high speed from the heavier Japanese fleet and a running fight took place. Two other groups of escort carriers in the vicinity, as well as aircraft from the Third Fleet carriers, joined in the battle

and after two-and-a-half hours of desperate fighting the Japanese turned about for the San Bernardino Strait. This action resulted in heavy losses on both sides, the Americans losing the escort carrier *Gambier Bay*, 6,730 tons, the destroyers *Johnston*, 2,050 tons, and *Hoel*, 2,100 tons, and the destroyer escort *Samuel B. Roberts*, 1,275 tons, all sunk by gunfire. The Japanese lost the heavy cruisers *Chikuma* and *Suzuya*, both 14,000 tons.

In addition to these losses the Americans lost the light aircraft carrier *Princeton*, 11,000 tons, sunk by Japanese shore-based planes and the escort carrier *St. Lo*, 6,730 tons, sunk by enemy dive bombers from Samar.

On the 26th, aircraft from the American carriers continued their attacks on the retreating Japanese, inflicting much damage and sinking a disabled destroyer, the *Hayashimo*.

Meanwhile another engagement on a smaller scale was taking place in the Surigao Strait. Part of the Japanese Southern Force, consisting of two battleships, one heavy cruiser and four destroyers, had entered the strait in the early hours of the 25th. The American defence measures had been left in the hands of Rear-Admiral J. B. Oldendorf, who disposed his torpedo boats and destroyers on either side of the strait and sealed it at the further end with his heavy units. The Japanese steaming in column through the darkness fell into his trap and were completely taken by surprise. The battleships *Yamashiro* and *Fuso*, both of 29,330 tons were sunk before they could make any effective reply. Three destroyers, the *Asagumo*, *Michishio* and *Yamagumo*, all of 1,500 tons, were also sunk by gunfire. The heavy cruiser *Mogami*, 14,000 tons, and one destroyer escaped, but the cruiser was sighted in a disabled condition on the following day and was sunk by bombs from aircraft of the U.S. Seventh Fleet carriers.

The American loss was trivial by comparison, the destroyer *Albert W. Grant* receiving severe damage by gunfire.

The third and last action of the series took place some time after the other two had begun. On the afternoon of the 24th aircraft sent out from Admiral Halsey's Third Fleet located the Northern Force about 200 miles off Cape Engafio, on the N.E. tip of Luzon Island steaming southward. During the night of the 24th the Americans effected a concentration of their large and fast aircraft carriers and before daybreak on the 25th commenced to bomb this fleet which consisted of two battleships, four aircraft carriers, five cruisers and six destroyers. Both Japanese battleships suffered considerable damage and all their aircraft carriers, the *Zuikaku*, 29,800 tons, *Zuiho*, 12,000 tons, *Chitose* and *Chiyoda*, both of 9,000 tons, were sunk as well as the light cruiser *Tama*, 5,100 tons, and one destroyer.

The magnitude of the Japanese defeat may be realised by the following summary of losses:—

three battleships; four aircraft carriers; six heavy cruisers; four light cruisers; nine destroyers.

The American losses were as follows:—

three aircraft carriers; three destroyers.

With regard to the aerial fighting, which constituted a most important part of the battle, the Japanese aircraft based on the Philippines failed to afford even moderate protection to their ships, and proved no match for the American carrier borne planes. The sum total of their losses in aircraft was 150 against 105 from all American carriers engaged in the action.

MUSASHI MARU

Nippon Yusen Kaisha; 1889; Lobnitz & Co.; 2,639 tons; 300'5x40-1x25-5; 290n.h.p.; triple-expansion engines. The Japanese mail steamship *Musashi Maru* was lost in the great gale which raged off the south coast of Japan on September 18th, 1890. Only one of her crew survived. The Turkish frigate *Ertogrul* -(which see) was lost in the same storm, together with many smaller vessels.

MUSKOGEE

C. D. Mallory & Co.; 1913; F. Schichau; 7,034 tons; 45 Ix 58x31-3; 344 n.h.p.; triple-expansion engines. The American ship *Muskogee* left Caripito on March 13th, 1942, for Halifax and was not seen again. She was believed to have been sunk by enemy action on March 16th or 17th in approximately 20°N., 60°W.

MUTLAH

Occidens Soc. Anon.; 1907; C. Connell & Co.; 3,641 tons; 349-8x44-1 x 19-5; 426 n.h.p.; triple-expansion engines. The Italian ship *Mutlah* left Cagliari on December 27th, 1923, and was reported to be in distress on December 29th. She was not seen again.

MUTSU

Japanese Navy, dreadnought battleship; 1921; Yokosuka; 32,720 tons; 700 x 95 x 30; 80,000 s.h.p.; 23 knots; turbine engines; Kanpon boilers; eight 16 in. guns, 20 5-5 in., eight Sin. A.A., 7m.g., 6 T.T., 3 aircraft.

The battleship *Mutsu* was destroyed by internal explosion on June 8th, 1943, while lying in Hiroshima Bay, in the Inland Sea. Her official complement was 1,332, but was probably less than this at the time of the disaster, the details of which were never permitted to become public.

MUTSUYO MARU

Toyo Risen K.K.; 2,726 tons,

The Japanese steamship *Mutsuyo Maru* was sunk by U.S. carrier-based aircraft on June 12th, 1944, off Tenian Island, Ladrone Islands.

MUZIO ATTENDOLO

Italian Navy, cruiser; 1934; Cant. Riuniti delV Adriatico; 6,941 tons; 587-7x54-5x14-7; 106,000 s.h.p.; 37 knots; turbine engines; 3-drum boilers; eight 6 in. guns, six 3-9 in., eight 37 mm., eight 13 mm.; 4 T.T.; 3 aircraft. On the night of December 4th, 1942, a force of U.S. bombers attacked Naples and caused great havoc among shipping. A battleship and two cruisers lying in the harbour were hit, and one of the latter, the *Muzio Attendolo*, afterwards capsized at her anchorage and became a total loss. It is not known what proportion of the vessel's complement was on board at the time, nor the number who became casualties.

MYLIE

Haichow S.S. Co.; 1919; Nicolas Tsu; 2,180 tons; 250-3 x 40-3x24; 162 n.h.p.; triple-expansion engines. The British cargo ship *My lie* foundered in the Yellow Sea during a typhoon on August 23rd, 1923, while on a voyage from Ching-wantao to Shanghai carrying a cargo of coal. All on board were lost.

MYOGI MARU

Nippon Yusen K.K.; 1939; Mitsubishi Jukogyo K.K.; 4,020 tons; 362-8x50x29; 600 n.h.p.; turbine engines. The steamship *Myogi Mam* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

MYOHO MARU

Toa Kaiun K.K.; 1939; Harima S.B. & Eng. Co.; 4,122 tons; 364 x 50 x 29; 600 n.h.p.; turbine engines. The steamship *Myoho Maru* was torpedoed and sunk by the U.S. submarine *Swordfish* on January 19th, 1943, off the east coast of Bougainville.

MYOKEN MARU

Toa Kaiun K.K.; 1938; Harima S.B. & Eng. Co.; 4,124 tons; 360x50x29; 600 n.h.p.; turbine engines. The steamship *Myoken Maru* was torpedoed and sunk by the U.S. submarine *Swordfish* on January 24th, 1942, in the Celebes.

MYOKO MARU

Toa Kaiun K.K.; 1939; Mitsubishi Jukogyo K.K.; 4,103 tons; 364x50x29; 600 n.h.p.; turbine engines. The steamship *Myoko Maru* was bombed and sunk by U.S. land-based aircraft on January 8th, 1943, off Buna, New Guinea.

MYOKO MARU

Hay a Shosen K.K.; 1937; Tama Zosensho; 5,087 tons; 422-4 x 58-1x27-2; 855 n.h.p.; oil engines. The motorship *Myoko Maru* was torpedoed and sunk by the U.S. submarine *Drum* on June 17th, 1943, N.E. of the Admiralty Islands.

MYOSEI MARU

Meiji Kaiun K.K.; 6,886 tons. The steamship *Myosei Maru* struck a mine and sank on June 1st, 1945, off Shimonoseki.

MYRDAL

Fearnley & Eger; 1890; Tyne Iron S.B. Co.; 2,631 tons; 300x 41x19-6; 257 n.h.p.; triple-expansion engines. The Norwegian steamship *Myrdal* was sunk by a German submarine in the Bay of Biscay on January 25th, 1917.

MYRMIDON

British Navy, destroyer; 1900; Palmers'Co.; 370 tons; 6,300 i.h.p.; 30 knots; turbine engines; one 12pdr. gun, five 6pdr; 2 T.T. The destroyer *Myrmidon* struck a mine and sank in the English Channel on March 26th, 1917. Her official complement was 60.

MYRTLE

British Navy, sloop; 1915; Lobnitz & Co.; 1,250 tons; 267-7x 33-5x11-7; 2,400 i.h.p.; 17 knots; triple-expansion engines; two 4 • 7 in. guns, two 3 pdr.

The sloop *Myrtle* was mined and sunk in the Gulf of Finland on July 16th, 1919, when in company with the sloop *Gentian* which also struck a mine and sank. The vessels were operating against the Russian Bolshevik forces at the time. Each had an official complement of 93.

MYRTLE BRANCH

Nautilus S.S. Co.; 1899; J. L. Thompson & Sons; 3,741 tons; 381 x 45 - 9 x 25 • 6; 336 n.h.p.; triple-expansion engines. The British ship *Myrtle Branch* was torpedoed and sunk by a German submarine on April 11th, 1918, nine miles N.E. by N. of Inishtrahull. The captain and 14 of the crew were killed.

MYRTLEDENE

Northumbrian Shipping Corp.; 1890; Palmers Co.; 2,571 tons; 312 -5x40-4x24-6; 253 n.h.p.; triple-expansion engines.* The British cargo ship *Myrtledene* was wrecked near Portland Bill on March 25th, 1912, while carrying an ore cargo from Sagunto to Rotterdam.

MYRTLEGROVE

Alexander & Mair; 1884; J. Readhead & Sons; 2,642 tons; 303 x 41 • 6 X19 • 1; 252 n.h.p.; triple-expansion engines. The British steamship *Myrtlegrove* was sunk in a collision ten miles S.W. by W. of the Needles on November 23rd, 1917.

N. C. MONBERG

N. C. MONBERG

Ministry of Shipping (Richley, Halvorsen & Sample); 1928; Burmeister & Wain; 2,301 tons; 275-8x41-3x19; 175 n.h.p.; triple-expansion engines.

The steamship *N. C. Monberg*, on a voyage from the Tyne to London with coal, was torpedoed and sunk by a German motor torpedo boat on December 15th, 1940. Eight of her crew and one gunner were lost.

N. HADZIKYRIAKOS

G. Hadzikiyakos; 1904; A. McMillan & Son; 3,533 tons; 335 x 49 • 7X24 • 2; 332 n.h.p.; triple-expansion engines. The Greek steamship *A.T. Hadzikiyakos* was torpedoed and sunk by a German submarine in the Atlantic on May 31st, 1917.

N. T. NIELSEN-ALONSO

Hvalfangerselsk. Polaris A/S; 1900; C. Cornell & Co.; 9,348 tons; 481-7x57-2x31-9; 690 n.h.p.; triple-expansion engines. The Norwegian whale oil refinery *N. T. Nielsen-Alonso* was torpedoed and sunk by a German submarine on February 22nd, 1943, on a voyage from Glasgow to New York.

N. VERBERCKMOES

Cie. des Bateaux a Vapeur du Nord; 1890; J. Readhead & Sons; 1,353 tons; 250 x 33x23-9; 189 n.h.p.; triple-expansion engines. The French steamship *N. Verberckmoes* was torpedoed and sunk by a German submarine in the Bristol Channel on August 14th, 1917.

N. W. BLETHEN

Dennis & Doane; 1874; Beaver River, N.S.; 1,092 tons. The sailing ship *N. W. Blethen*, Capt. J. F. Cox, left Baltimore for London on July 25th, 1876, with a cargo of com. She carried a crew of 18, in addition to whom were the captain's wife and two children. On the 31st, when six days out, the vessel ran into heavy weather. Her sails were blown away and she lay helpless to the seas. The captain was washed overboard just before she capsized.

The *N. W. Blethen* went down with the loss of 17 persons, including the captain's wife and children. The second mate, two seamen and the ship's boy drifted about on pieces of wreckage for 56 hours, when they were picked up by the barque *C. E. Jaynes*, Capt. Osborne, of New York.

NACHI

Japanese Navy, heavy cruiser; 1927; Kure; 10,000 tons; 640 X 62-5x16-5; 100,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; ten 8 in. guns, eight 4-7 in., eight 47 mm.A.A., 2 m.g., 8 T.T., 4 aircraft.

The heavy cruiser *Nachi* was torpedoed by aircraft of the U.S. Third Fleet on November 5th, 1944, while lying in Manila Bay, and sank shortly afterwards. Her normal complement was 692.

NACHISAN MARU

MitsuiBussan Kaisha; 1931; MitsuiBussan Kaisha; 4,433 tons; 339-5x49x30; 362 n.h.p.; oilengines.

The motorship *Nachisan (Natsan) Maru* was torpedoed and sunk by the U.S. submarine *Trigger* on November 13th, 1943, about 100 miles W. of Cheju Do Island, Korea.

NADEJDA

F. C. Svorono & E. Di Pollone; 1896; Tyne Iron S.B. Co.; 3,849 tons; 350 X 47 X 17-2; 357 n.h.p.; triple-expansion engines. The Russian steamship *Nadejda* was torpedoed and sunk by a German submarine in the Irish Channel on January 2nd, 1918.

NAECO

Pennsylvania Shipping Co.; 1918; Bethlehem Shipbuilding Corp.; 5,373 tons; 411-6x53-4x31-2; 2,600 i.h.p.; 9 knots; triple-expansion engines.

The American tanker *Naeco*, Capt. E. H. Engelbrecht, was torpedoed and sunk by a German submarine off Morehead City, North Carolina, on March 23rd, 1942. Twenty-four men, including Capt. Engelbrecht, were killed and three wounded. The vessel was not in convoy.

NAESBORG

Dampsk. Selsk. Neptun; 1907; Helsingors Jernsk. & Maskinbyggeri; 1,547 tons; 237-9x36-7x14-2; 148 n.h.p.; triple-expansion engines.

The Danish steamship *Ncesborg* was sunk by a German submarine in the English Channel on January 4th, 1917.

NAGANAMI

Japanese Navy, destroyer; 1942; Japan; 2,200 tons; 415 x 35 X—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm.A.A., 15 T.T.

The Japanese destroyer *Naganami* with others was escorting a convoy of four troopships bound for Leyte, Philippine Islands, on November 11th, 1944. When in Ormoc Bay the ships were attacked by aircraft from carriers of the U.S. Third Fleet, and four destroyers as well as the four transports were sent to the bottom.

The *Naganami* carried a complement of over 200.

For details of the action see the destroyer *Hamanami*.

NAGANOMARU

Nippon Yusen K.K.; 1917; Mitsubishi Dockyard & Engineering Works; 3,824 tons; 345x50x29; 342 n.h.p.; triple-expansion engines.

The steamship *Nagano Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

NAGARA

Japanese Navy, light cruiser; 1921; Sasebo; 5,170 tons; 535 x 46-8x15-9; 70,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in.A.A., 2 m.g., 8 T.T., 1 aircraft. The light cruiser *Nagara* was torpedoed and sunk by the U.S. submarine *Croaker W.* of Kyushu on August 7th, 1944. Her normal complement was 438.

NAGARAMARU

Nippon Yusen K.K.; 1934; Yokohama Dock Co.; 7,148 tons; 449-6x62-3x34-4; 1,851 n.h.p.; oilengines. The motorship *Nagara Maru* was sunk by U.S. land and carrier-based aircraft on November 14th, 1942, in the Solomon Islands.

NAGASAKIMARU

ToaKaiun K.K.; 1922; W. Denny & Bros.; 5,268 tons; 395 x 54-2x29; 1,852 n.h.p.; turbine engines.

The steamship *Nagasaki Maru* struck a mine and sank on May 13th, 1942, off Nagasaki. She was serving as a transport at the time.

NAGATAMARU

Japanese Government; 1936; Mitsubishi Jukogyo K.K.; 2,969 tons; 305-4x45-3x26-2; 214 n.h.p.; triple-expansion engines. The steamship *Nagata Maru* was taken over by the Japanese Navy for use as a gunboat. On April 22nd, 1944, she was attacked by U.S. land-based aircraft and sunk 60 miles E. of Cap St. Jacques, Indo-China.

NAGATOMARU

Nippon Yusen K.K.; 1918; Kawasaki Dockyard Co.; 5,901 tons; 385 x 51 x 36; 444 n.h.p.; triple-expansion engines. The steamship *Nagato Maru* was bombed and sunk by U.S. land-based aircraft on September 2nd, 1943, off the Schouten Islands, New Guinea.

NAGATSUKI

Japanese Navy, destroyer; 1926; Ishikawajima; 1,315 tons; 320x30x9-9; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T. The destroyer *Nagatsuki* was a unit of a squadron of cruisers and destroyers which met a similar force in a night action in the Kula Gulf, Solomon Islands, on July 6th, 1943. The fighting was very determined, the Americans losing the cruiser *Helena*, 10,000 tons, by torpedoes, and the Japanese losing the destroyers *Nagatsuki* and *Niizuki* by gunfire, as well as several ships damaged.

The full story of the action, which was known as the battle of Kula Gulf, is told under the U.S. cruiser *Helena*. For the second battle, also a night action fought a week later, see the Japanese cruiser *Jintsu*.

NAGISAN MARU

MitsuiBussan Kaisha; 1931; MitsuiBussan Kaisha; 4,391 tons; 361-5 x50 x29; 361 n.h.p.; oil engines.
On March 30th, 1944, the motorship *Nagisan Maru* was attacked by U.S. carrier-based aircraft and sunk off Babelthuap, Palau Islands.

NAGOYA MARU

NanyoKaiun K.K.; 1932; Mitsubishi Zosen Kaisha; 6,072 tons; 406-8x55-5x32-5; 691 n.h.p.; triple-expansion engines. The aircraft transporter *Nagoya Maru* was torpedoed and sunk by the U.S. submarine *Herring* on January 1st, 1944, 200 miles S. of Shizuoka, Japan.

NAGPORE

Peninsular & Oriental Steam Navigation Co.; 1920; Earle's Co.; 5,283 tons; 400-4x52-2x28-5; 3,000 i.h.p.; 11-5 knots; triple-expansion engines.
The cargo liner *Nagpore*, Capt. P. E. Tonkin, was torpedoed and sunk by a German submarine on October 28th, 1942, 200 miles N.W. of the Canary Islands, when homeward bound from Free-town in convoy. Capt. Tonkin and 18 men were killed.

NAIAD

British Navy, light cruiser; 1939; Hawthorn Leslie; 5^450 tons; 506x51x14; 62,000 s.h.p.; 33 knots; turbine engines; 3-drum boilers; ten 5-25 in. guns, 16 smaller; 6T.T., 1 aircraft. The cruiser *Naiad*, Capt. C. Grantham, D.S.O., flagship of Rear-Admiral P. Vian, commanding the 15th Cruiser Squadron, was torpedoed and sunk by a German submarine in the Eastern Mediterranean on March 11th, 1942. Two officers and 75 ratings were killed and 1 officer wounded.

NAILSEA COURT

Banham S.S. Co.; 1936; Bartram & Sons; 4,946 tons; 420-3x56x25^4; 255 n.h.p.; 11 knots; triple-expansion engines & L.P. turbine.
The steamship *Nailsea Court*, Capt. R. J. Lee, was torpedoed and sunk by a German submarine about 300 miles N.W. of Rockall on March 10th, 1943. Capt. Lee and 43 men were killed.

NAILSEA LASS

Nailsea S.S. Co.; 1917; J. Readhead & Sons; 4,289 tons; 370-3x50-4x25-8; 484 n.h.p.; triple-expansion engines. The British steamship *Nailsea Lass*, on a voyage from Calcutta to London, was torpedoed and sunk by a German submarine on February 24th, 1941, 60 miles W. of the Fastnet. Five of the crew died in the boats, the captain and first officer were taken aboard the submarine.

NAIRUNG

Asiatic S.N. Co.; 1942; Lithgows; 5,414 tons; 409-5x54x28-7; 524 n.h.p.; triple-expansion engines.
The British cargo ship *Nairung* left Durban on August 13th, 1944, on a voyage to Bombay, via Dar-es-Salaam. She was carrying government stores and a general cargo, and had a crew of 83 and eight gunners. She was torpedoed and sunk by the German submarine *U-862* off the coast of Madagascar with the loss of all hands.

NAJADE

S.Marcussen; 1888; J. C. Tecklenborg; 1,773 tons; 255-6 x39-4x23.
The Norwegian sailing ship *Najade* was sunk by a German submarine in the North Sea on March 21st, 1917.

NAKA

Japanese Navy, light cruiser; 1925; Yokohama Dock Co.; 5,195 tons; 535x46x15-9; 700,00s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in.A.A., 6 m.g., 8T.T., 1 aircraft.
The light cruiser *Naka* was engaged in the defence of the island of Truk in the Carolines Group when a U.S. force under Vice-Admiral R. A. Spruance delivered an attack on it in mid-February, 1944. The *Naka* was attacked on the 17th by aircraft from the U.S.

carriers *Bunker Hill* and *Cowpens* and sustained several hits from bombs and aerial torpedoes. She sank shortly afterwards.

The normal complement of the *Naka* was 450.
For further details see the light cruiser *Agano*.

NAKAGAWA MARU

ToyoKaiun K.K.; 6,886 tons.
The steamship *Nakagawa Maru*, serving as a transport, was bombed and sunk by U.S. land-based aircraft on May 6th, 1945, in the Korea Strait.

NAKO MARU

Nippon Yusen K.K.; 1934; Uruga Dock Co.; 7,145 tons; 449-7x62-3x34-4; 1,851 n.h.p.; oil engines. The motorship *Nako Maru* was sunk by U.S. land and carrier-based aircraft on November 14th, 1942, in the Solomon Islands.

NAM YONG

Heap Eng. Moh S.S. Co.; 1875; Sir Raylton Dixon & Co.; 1,512 tons; 255-5x32-2x23-9; 187 n.h.p.; triple-expansion engines.
The British cargo ship *Nam Yong* was wrecked off the Brenti Light, near Pulau Sambo, on February 12th, 1915. She was on a voyage from Singapore to Batavia carrying a general cargo.

NAM YONG

Heap Eng. Moh S.S. Co.; 1917; Gebroeder Jonker; 1,345 tons; 240X36-2X16-7; 127 n.h.p.; triple-expansion engines. The British steamship *Nam Yong*, on a voyage from Batavia to Fremantle, was torpedoed and sunk by a Japanese submarine on February 28th, 1942, about 800 miles S. of Tjilatjap, Java. The captain and four other survivors were taken prisoner.

NAMBA MARU

2,500 tons (approx.)
The steamship *Namba Maru* struck a mine and sank on September 1st, 1944, off Hangchow.

NAMCHOW

Chuah yu Pung; 1870; Wigham, Richardson & Co.; 1,712 tons; 268-5x36-3x23-8; ISO h.p.; compound engines. The Chinese steamship *Namchow* broke her propeller shaft and foundered off Cupchi Point, China, prior to January 11th, 1892. The steamship was crowded with passengers, and it was not possible to accommodate more than a small number in the boats. Four hundred and fourteen lives were lost, including all the Europeans in the crew.

NAMDO

Rederi A/B Rex; 1907; Ropner & Son; 2,860 tons; 317x46x20-9; 247 n.h.p.; triple-expansion engines. The Swedish steamship *Namdo* struck a mine and sank on August 12th, 1944, off the mouth of the River Elbe.

NAMINOUE MARU

Osaka Shosen K.K.; 1936; Mitsui Bussan Kaisha; 4,731 tons; 351-1x51-5x32; 750 n.h.p.; oil engines.
The motorship *Naminoue Maru* was taken over by the Japanese Navy for use as a transport. On October 7th, 1942, she was torpedoed and sunk by the U.S. submarine *Sculpin* off Rabaul.

NAMOA

Douglas S.S. Co.; 1872; Hall, Russell & Co.; 1,375 tons; 239x31-1x17-3; 154 n.h.p.; compound engines. The British steamship *Namoa* was wrecked near Brown Rocks, at the northern entrance to the Haitan Straits, China, on October 3rd, 1897. She was on a voyage from Amoy to Foochow carrying passengers and a general cargo.

NAMPO MARU

Awano Kuni Kyodo Risen K.K.; 1940; Tama S.B. Co.; 1,206 tons; 219-8x33-5x18-5; 150 n.h.p.; triple-expansion engines. The steamship *Nampo Mam* was taken over by the Japanese Navy for service as an auxiliary gunboat. On June 15th, 1942, she was torpedoed and sunk by the U.S. submarine *Seawolf* about 100 miles W. of Manila.

NAMPO MARU

NAMPO MARU

Iino Kaiun K.K.; 10,033 tons.

The tanker *Nampo Maru* was torpedoed and sunk by the U.S. submarine *Gray back* on February 24th, 1944, off the south east coast of Formosa.

NANA MARU

Osaka Shosen K.K.; 1940; *Harima S.B.&Eng. Co.*; 6,764 tons; 438-8x58-6x32-8; 982 n.h.p.; oil engines. The motorship *Nana Maru* was bombed and sunk by Dutch aircraft on January 24th, 1942, S. of Gorontalo, Celebes.

NANCY

Damps. Akt. Skagerak; 1888; *S. P. Austin & Son*; 1,311 tons; 232 x 35 -1 x 15; 147 n.h.p.; triple-expansion engines. The Danish steamship *Nancy* was torpedoed and sunk by a German submarine in the North Sea on April 9th, 1917.

NANCY MOLLER

MollerLine; 1907; *J. Priestman & Co.*; 3,916 tons; 343-5x49x24-3; 292 n.h.p.; triple-expansion engines. The British steamship *Nancy Moller*, on a voyage from Durban to Colombo, was torpedoed and sunk by a Japanese submarine on March 18th, 1944, about 250 miles S. of Ceylon. Thirty of her crew and two gunners were lost, one gunner being taken aboard the submarine.

NANEI MARU

Japanese Government; 1920; *American International S.B. Corp.*; 5,019 tons; 390x54-2x27-8; turbine engines. The tanker *Nanei Maru* was formerly the Philippine *Manatawny*, bombed and sunk by the Japanese at Manila on December 13th, 1941, and afterwards raised and repaired. She was torpedoed and sunk by the U.S. submarine *Jack* on February 19th, 1944, about 150 miles S.E. of the Paracel Islands, South China Sea.

NANIWA MARU

Tanaka Kozan Kabushiki Kaisha; 1876; *Cole Bros.*; 1,674 tons; 265 X 34x24-4; 142 n.h.p.; compound engines. On a voyage from Muroran to Kamaishi, the *Naniwa Maru* went aground and sank on July 8th, 1922, at Shikotsisaki, near Kamaishi.

NANIWA MARU

Taihei Risen K.K.; 1937; *Osaka Iron Works*; 4,858 tons; 369'8x54-1x29-2; 379 n.h.p.; triple-expansion engines. The steamship *Naniwa Maru* was torpedoed and sunk by the U.S. submarine *Gudgeon* on August 3rd, 1942, in the Caroline Islands.

NANKA MARU

Kotani Mokunosuke; 1906; *A. McMillan & Son*; 4,065 tons; 360-8x50x16-9; 314 n.h.p.; triple-expansion engines. The steamship *Nanka Maru* was torpedoed and sunk by the U.S. submarine *Hake* on February 1st, 1944, off Cape Gamtjake, Moluccas.

NANKAI MARU

Osaka Shosen K.K.; 1933; *Mitsubishi Zosen Kaisha*; 8,416 tons; 446-8x60-5x40-7; 1,678 n.h.p.; oilengines. The motor vessel *Nankai Maru* was torpedoed and sunk by the U.S. submarine *Sealion II* on September 12th, 1944, about 100 miles N.E. of the Paracel Islands, South China Sea.

NANKAIMARU

NankaiKisen K.K.; 1956; 494 tons; oilengines. The motor ferry *Nankai Maru* sank during a storm on January 26th, 1958, in Kii Strait between Shikoku Island and Wakayama. She was carrying 166 passengers and crew, and there were no survivors. She was refloated in the following March and went back into service as the *Naruto Maru*.

NANKAI MARU No. 1

Toyo Sangyo K.K.; 1938; *Ohara Zosen Tekkosho K.K.*; 1,163 tons; 216-5x34x18-5; 89 n.h.p.; triple-expansion engines. The steamship *Nankai Maru No. 1* was sunk by U.S. carrier-based aircraft on October 10th, 1944, off the Ryukyu Islands.

NANKAI MARU No. 2

Toyo Sangyo K.K.; 1940; *Osaka Zosensho*; 1,960 tons; 271-7x40x20-3; triple-expansion engines.

The steamship *Nankai Maru No. 2* was bombed and sunk by U.S. land-based aircraft on December 23rd, 1943, in the Marshall Islands.

NANKING MARU

Kita Nippon Kisen K.K.; 1914; *Osaka Iron Works*; 3,005 tons; 305-3x42-2x24-8; 288 n.h.p.; triple-expansion engines. The steamship *Nanking Maru* was torpedoed and sunk by the U.S. submarine *Spot* on March 17th, 1945, about 100 miles W. of Keelung, Formosa.

NANMAN MARU

Yamashita Kisen K.K.; 1921; *Kawasaki Dockyard Co.*; 6,550 tons; 405x53x37; 578 n.p.h.; triple-expansion engines. The steamship *Nanman Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on October 27th, 1943, midway between Guam and the Philippines.

NANN SMITH

E. B. Aaby; 1907; *Newport News S.B. & D.D. Co.*; 2,093 tons; 277x43x17-3; 171 n.h.p.; triple-expansion engines. The Norwegian steamship *Nann Smith* struck a mine and sank off Ushant on May 22nd, 1917.

NANNA

A. Schjelderup; 1900; *Trondhjems Mek. Vcerksted*; 1,125 tons; 231 -4x34-4x13-6; 106 n.h.p.; triple-expansion engines. The Norwegian steamship *Nanna* was torpedoed and sunk by a German submarine in the English Channel on October 4th, 1918.

NANNIN MARU

Japanese Government; 1923; *Taikoo Dockyard & Eng. Co.*; 2,486 tons; 295-8x44-2x19-6; 138 n.h.p.; triple-expansion engines.

The steamship *Nannin Maru* was formerly the British *Naming*, seized by the Japanese. She struck a mine and sank on July 16th, 1945, off Yawata, Japan.

NANREIMARU

Toa Kaiun K.K.; 1924; *Yokohama Dock Co.*; 2,407 tons; 274-5x41-5x22-8; 240 n.h.p.; triple-expansion engines. The steamship *Nanrei Maru*, serving as a transport, was torpedoed and sunk by the U.S. submarine *Angler* on October 14th, 1944, 45 miles S. of Mindoro Island.

NANSEI MARU

Japanese Government; 1922; *Hongkong & Whampoa Dock Co.*; 5,878 tons; 412x53-3x33; 517 n.h.p.; triple-expansion engines. The tanker *Nansei Maru* was formerly the British *Plelodon*, seized by the Japanese. She was torpedoed and sunk by the U.S. submarine *Ray* on August 18th, 1944, off the south-west coast of Palawan Island, Philippines.

NANSEI MARU

2,218 tons.
The steamship *Nansei Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Bataan, Philippines.

NANSHIN MARU

Japanese Government; 1930; *Kiousin S.B. & E. Works*; 1,422 tons; 218-8x33-5x10-5; 164 n.h.p.; oilengines. The motor vessel *Nanshin Maru* was formerly the Chinese *Yung An*, seized by the Japanese. She was torpedoed and sunk by the U.S. submarine *Bluefish* on June 16th, 1944, in the Straits of Macassar.

NANTAISE

F. Bouet; 1925; *Atel. & Ch. de la Loire*; 1,969 tons; 277x40-7x17-3; 205 n.h.p.; triple-expansion engines. Carrying coal from Rotterdam to Brest, the French ship *Nantaise* was wrecked on August 27th, 1925, on Pierres Vertes, near Ushant.

NANTAISE

Societe Navale Caennaise; 1920; *S. P. Austin & Son*; 1,798 tons; 260 x 37 - 5 x 17 - 5; 201 n.h.p.; triple-expansion engines. The French steamship *Nantaise*, flying the German flag, was torpedoed and sunk by a British submarine on August 7th, 1943, outside the Dardanelles.

NANTES

Cunard Steamship Co.; 1873; *Blackwood & Gordon*; 1,473 tons; 238'3x32-2x26-5; 160 h.p.; compound engines. The British steamship *Nantes* sank after a collision with the German sailing ship *Theodor Ruger* 40 miles E.S.E. of the Lizard on November 6th, 1888, while on a voyage from Liverpool to Havre carrying a coal and general cargo.

Three of the crew jumped aboard the sailing ship, two of these landed at Havre with 14 survivors of the sailing ship which sank soon after the collision.

Most of the boats of the *Nantes* were smashed by the collision, the remaining boat was smashed while being lowered.

The *Nantes* sank suddenly at 10 a.m. on the following day with the loss of all on board save one man, picked up some hours later clinging to floating wreckage.

NANYO MARU

Japanese Government; 1923; *Osaka Iron Works*; 3,610 tons; 344-6x44x30-3; 276 n.h.p.; triple-expansion engines. The steamship *Nanyo Maru* was torpedoed and sunk by the U.S. submarine *Pogy* on February 20th, 1944, about 100 miles E. of Formosa.

NANYOMARU

Okada Shosen K.K.; 2,218 tons. The steamship *Nanyo Maru* was sunk by U.S. carrier-based aircraft on October 10th, 1944, off the Ryukyu Islands.

NAPIERSTAR

Blue Star Line; 1927; *Lithgows*; 10,116 tons; 513-3x67-3x36-6; 1,582 n.h.p.; 15 knots; turbine engines. The steamship *Napier Star*, Capt. W. Walsh, was torpedoed and sunk by a German submarine about 500 miles S.S.W. of the Vestmann Islands on December 18th, 1940. Twelve passengers and 59 crew, including Capt. Walsh, were killed.

NAPLES MARU

Kokusai Kisen K.K.; 1919; *Kawasaki Dockyard Co.*; 5,824 tons; 385 X 51 X 36; 437 n.h.p.; triple-expansion engines. The steamship *Naples Maru* was bombed and sunk by U.S. land-based aircraft on November 20th, 1943, off New Ireland.

NAPOLI

Achille Lauro; 1940; 6,142 tons; oil engines. The Italian motorship *Napoli* was torpedoed and sunk by a British submarine on February 3rd, 1942, about three and a half miles from Mehedia, Tunisia.

NARANCO

Naviera Anjel Alvarez S.A.; 1920; *Astilleros de Gijon*; 984 tons; 212-8x30-3x —; triple-expansion engines. On a voyage from Aviles to Rotterdam the Spanish ship *Naranco* was in collision during a fog with the *Goldstone* on August 23rd, 1959, and sank six miles from Dungeness. Twenty survivors were picked up.

NARBROUGH

British Navy, destroyer; 1916; *J. Brown & Co.*; 1,010 tons; 271-5x26'7x10-2; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, 2 smaller, 4 T.T. The destroyers *Narbrough* and *Opal* were in company off Scapa Flow on January 12th, 1918, when both were wrecked in a violent gale and snowstorm. The vessels, which were sister ships, each carried an official complement of 80.

NARDANA

British India Steam Navigation Co.; 1919; *Barclay Curie & Co.*; 7,974 tons; 449-5x58-2x37-1; 1,356 n.h.p.; 14 knots; triple-expansion engines & L.P. turbines. The steamship *Nardana*, Capt. C. E. White, was in a convoy of 52

ships escorted by H.M. battleship *Malaya* and two destroyers. At 2.50 a.m. on March 8th, 1941, about 400 miles W. of Cape Blanco, Mauritania, she was torpedoed and sunk by a German submarine. Three officers and 16 Indian ratings were killed. Capt. White was among the survivors.

NARITAMARU

Naigai Kisen K.K.; 1,915 tons. The steamship *Narita Maru* was bombed and sunk by U.S. land-based aircraft on April 12th, 1944, near Hollandia, New Guinea.

NARKUNDA

Peninsular & Oriental Steam Navigation Co.; 1920; *Harland & Wolff*; 16,632 tons; 581-4x69-4x44-5; 15,300 i.h.p.; 17-5 knots; quadruple-expansion engines. The liner *Narkunda*, Capt. L. Parfitt, D.S.C., was serving as an auxiliary transport during the Allied landings in French North Africa in November, 1942. She disembarked her troops at Bougie and had turned about for home when, toward evening on the 14th, she was bombed and sunk some distance off Bougie. Thirty-one persons were killed. Capt. Parfitt was among the survivors.

NARONIC

White Star Line; 1892; *Harland & Wolff*; 6,594 tons; 470x 53-1x31-6; 3,700 i.h.p.; 12-5 knots; triple-expansion engines. The cargo liner *Naronic*, Capt. W. Roberts, left Liverpool for New York on February 11th, 1893. From that date nothing was heard of her until March 3rd when a bottle containing a message was picked up on the shore of Bay Ridge, an inlet of New York Bay.

This message was as follows:—

"NARONIC is sinking with all hands ..." L.

Winsel.

Another message, picked up on the beach at Ocean View, Virginia, read:—

"February 19th, 1893. The ship is fast sinking ... we can never live in the small boats ... one boat has already sunk. The ship struck an iceberg in blinding snow ... she has floated for two hours, it is now 3.20 in the morning and the deck is level with the sea".

This letter was alleged to have been written by John Olsen, a cattleman on board the *Naronic*.

Further evidence of the sinking was provided by the steamship *Covenry* which reported on reaching port that at dawn one morning she had passed one of the *Naronic's* boats floating keel upwards, and on the following afternoon had passed another attached to a sea anchor of oars and spars, but empty.

NARRAGANSETT

Anglo-American Oil Co.; 1903; *Scott's Shipbuilding & Engineering Co.*; 9,196 tons; 512x63-4x32-6; 790 n.h.p.; 12 knots; triple-expansion engines.

The tanker *Narragansett* was torpedoed and sunk by a German submarine off S.W. Ireland on March 16th, 1917. The captain and 45 men were killed.

NARRAGANSETT

British Mexican Petroleum Co.; 1936; *Fried. Krupp Akt. Ges.*; 10,389 tons; 490-4x69-9x36-9; 912 n.h.p.; 11 knots; oil engines.

The tanker *Narragansett*, on a voyage from Port Arthur to Halifax with clean oil, was torpedoed and sunk by a German submarine on March 25th, 1942, about 400 miles E. of Hampton Roads. All her crew of 43 and six gunners were lost.

NARUO MARU

Taiyo Kisen K.K.; 4,823 tons. The steamship *Naruo Maru* was torpedoed and sunk by the U.S. submarine *Barb* on November 12th, 1944, about 200 miles E. of Shanghai.

NARUTO

Japanese Navy; 6,500 tons. The tanker *Naruto* was sunk by U.S. carrier-based aircraft on January 24th, 1944, off Rabaul, New Guinea.

NARUTO MARU

NARUTO MARU

Nippon Yusen K.K.; 1934; *Yokohama Dock Co.*; 7,149 tons; 449-7x62-3x34-4; 1,851 n.h.p.; oil engines. The aircraft transporter *Naruto Mam* was torpedoed and sunk by the U.S. submarine *Whale* on August 8th, 1943, 100 miles S. of Iwojima Island.

NARUTO MARU

Osaka Syosen K.K.; 1900; *S. C. Farnham & Co.*; 1,288 tons; 238x30x12-8; 82 n.h.p.; triple-expansion engines. The Japanese steamship *Naruto Mam* sank during a storm at Osaka on September 18th, 1945.

NARVA

Scottish Navigation Co.; 1937; *Burnt Island S.B. Co.*; 1,575 tons; 265x40-5x16-3; 111 n.h.p.; triple-expansion engines. The British steamship *Narva*, on a voyage from Naples to Alexandria with military stores, was sunk by an explosion on January 15th, 1945, about 100 miles off the north-west coast of Libya. Sixteen of her crew of 27 were killed.

NARVA

Scottish Navigation Co.; 1943; *Nya A/B Gayle Varv & Verks.*; 2,044 tons; 266-5x41-1x18-7; compound engines. The British cargo ship *Narva* sank during heavy weather in lat. 57° 28' N, long. 3° E., on December 22nd, 1957. She was on a voyage from Hudiksvall to Aberdeen and Grangemouth carrying a cargo of wood pulp. Her crew of 28 were lost.

NARVIK

Trafik A/B Grangesberg-Oxelosund; 1914; *J. L. Thompson & Sons*; 4,251 tons; 385x53-7x23-6; 509 n.h.p.; triple-expansion engines. The Swedish steamship *Narvik* was bombed and sunk by British aircraft on April 29th, 1943, near the Frisian Islands.

NARVIK

German Government; 1941; *Holland*; 5,822 tons. The steamship *Narvik* was built to the order of Dutch owners as *Stad Leiden*, taken over by the Germans on completion and renamed *Narvik*. On June 17th, 1943, she struck a mine and sank in the North Sea.

NASCENT

Westoll; 1915; *J. Priestman & Co.*; 4,969 tons; 350x50-9x24-5; 325 n.h.p.; 9-5 knots; triple-expansion engines. The steamer *Nascent* was torpedoed and sunk by a German submarine 27 miles S. of the Bishop Rock, Stilly Isles, on August 25th, 1917. Six men were killed. The captain was among the survivors.

NASE MARU

Osaka Shosen K.K.; 1917; *Osaka Iron Works*; 1,218 tons; 220x33-6x18-5; 79 n.h.p.; triple-expansion engines. The steamship *Nase Mam* was torpedoed and sunk by the U.S. submarine *Tirante* on March 28th, 1945, off Kagoshima, Japan.

NASHI

Japanese Navy, destroyer; 1919; *Kawasaki Co.*; 770 tons; 275x26x8; 17,500 s.h.p.; 31-5 knots; turbine engines; Kanpon boilers; three 4-7 in. guns, 2 m.g., 4 T.T. The Japanese destroyer *Nashi* was sunk at Kure by aircraft of the U.S. Third Fleet on July 28th, 1945. The vessel carried a complement of about 120.

NASTURTIUM

British Navy, sloop; 1915; *A. Macmillan & Sons*; 1,250 tons; 267-7x33-5x11-7; 2,000 i.h.p.; 16-5 knots; triple-expansion engines; cylindrical boilers; two 4-7 in. guns. The sloop *Nasturtium*, Lt. Cdr. Robin W. Lloyd, was engaged in mine-sweeping duties in the Central Mediterranean when she struck a mine and sank on April 27th, 1916. Seven ratings were killed.

NASUSAN MARU

Mitsui Bussan Kaisha; 1931; *Mitsui Bussan Kaisha*; 4,399 tons; 361-5x50x29; 362 n.h.p.; oil engines. The motor vessel *Nasusan Maru* was torpedoed and sunk by the U.S. submarine *Tang* on June 24th, 1944, about 100 miles W. of Kagoshima, Japan.

NATAL

British Navy, armoured cruiser; 1907; *Vickers*; 13,500 tons; 480x73-5x27-5; 23,500 i.h.p.; 23-1 knots; triple-expansion engines; Yarrow boilers; six 9-2 in. guns, four 7-3 in., 24 3 pdr., 4 m.g., 3 T.T.

The armoured cruiser *Natal*, Capt. E. P. C. Back, was a unit of the 2nd Cruiser Squadron during the First World War. The ship had an official complement of 704 officers and men.

On December 30th, 1915, she was lying in Cromarty harbour when fire broke out on board. Within a short time the ship was torn asunder by the explosion of her after magazines and sank almost immediately. The loss of life was heavy, amounting to 25 officers, including Capt. Black, and 380 ratings.

NATAL

Lloyd Nacional; 1892; *J. Smit, Czn.*; 1,883 tons; 248x37-7x27-3; 198 n.h.p.; triple-expansion engines. The Brazilian ship *Natal* sprang a leak in the engine room and sank on February 27th, 1922, near Imbituba, while on a voyage from Fortaleza to Porto Alegre.

NATAL

Haniburg-Sudamerikanische D.G.; 1921; *Akt. Ges. Neptun*; 3,172 tons; 337-7x48-3x20-9; 247 n.h.p.; triple-expansion engines.

The German ship *Natal* was wrecked on January 7th, 1944, on the north Norwegian coast.

NATCHEZ

Inland Waterways Corp'n. (Federal Barge Co.); 1920; *Chas. Ward Engineering Co.*; 757 tons; 200x40x7-9; triple-expansion engines.

The American steamship *Natchez* was towing six barges carrying 60,000 barrels of oil in the Mississippi River on March 4th, 1948, when she struck Greenville bridge and capsized and sank. There were 11 survivors, but 17 men were missing.

NATHANIEL HAWTHORNE

United States Maritime Commission; 1942; *Oregon S.B. Corp.*; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Nathaniel Hawthorne* was torpedoed and sunk by a German submarine on November 7th, 1942, on a voyage from Trinidad to New York. The captain and 37 crew were killed.

NATORI

Japanese Navy, light cruiser; 1922; *Mitsubishi Dockyard*; 5,917 tons; 535x46-8x15-9; 70,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in. A.A., 2 m.g., 8 T.T.; 1 aircraft.

The light cruiser *Natori* was sunk by the U.S. submarine *Hardhead* to the eastward of Samar on August 18th, 1944. The normal complement of the *Natori* was 438.

NATSUGUMO

Japanese Navy, destroyer; 1937; *Sasebo*; 1,500 tons; 356x33-3x9; 39,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.

The destroyer *Natsugumo* was sunk by gunfire off Savo Island during the night action off Cape Esperance on October 11th, 1942.

The full story of the action, which was known as the battle of Cape Esperance, is told under the U.S. destroyer *Duncan*.

NATSUKAWA MARU

Kawasaki Risen K.K.; 4,500 tons. The steamship *Natsukawa Maru* was bombed and sunk by U.S. land-based aircraft on November 19th, 1944, off Labuan Island, North Borneo.

NATSUSHIO

Japanese Navy, destroyer; 1937; Fujinagata; 2,000 tons; 364x35x15; 45,000 s.h.p.; 36 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.

The destroyer *Natsushio* was engaged in the fighting which developed in the Macassar strait early in 1942 between the Japanese and a mixed force of British, American and Dutch ships. On February 8th, 1942, she was torpedoed and sunk off Macassar by the U.S. submarine *S-37*.

NAUSICAA

Compania Maritima Istmenia; 1922; N. of Ireland S.B. Co.; 5,005 tons; 388x52-7x29; 495 n.h.p.; triple-expansion engines.

During the Spanish Civil War, the Panamanian tanker *Nausicaa* was bombed by Insurgent aircraft on May 27th, 1938, and caught fire and sank. She was on a voyage from Las Piedras to Port de Bouc.

NAUTILUS

Netherlands Navy, minelayer; 1929; Rotterdam Dry Dock Co.; 800 tons; 191¹5x31x11-5; 1,350h.p.; 14 knots; two 3 in. guns, one 37 mm. two 40 mm.A.A.

The minelayer *Nautilus* was sunk in a collision in British waters on May 22nd, 1941. Her normal complement was 50.

NAUTILUS

Nereide Soc. Anon, di Nav.; 1921; Fried. Krupp A.G.; 2,070 tons; 287-3x40-5x23-5; 371 n.h.p.; oilengines. The Italian motor tanker *Nautilus* was torpedoed and sunk by a British submarine on October 13th, 1942, four miles from Cape Figari, Sardinia.

NAUTILUS

Arnold Thyseius; 1922; Chantiers Navals Franfais; 3,218 tons; 314-5x45-9x20; triple-expansion engines. The German steamship *Nautilus* was on a voyage from Swansea to Delfzijl with 4,000 tons of coal when she ran into heavy weather 15 miles N.W. of Texel lightship.

The weather was extremely bad, gusts of wind up to 112 miles per hour being reported from areas adjacent to her position. At 5.44 a.m. on December 16th, 1962, the *Nautilus* reported by wireless that she was sinking and that the crew were taking to the boats.

The German coastal vessel *Gretchen von Allworden* picked up one man—the sole survivor of her crew of 24. She also saw two men in a small boat, but before she could go to their assistance they disappeared.

NAVARIN

Russian Navy, 1st class battleship; 1895; Franco-Russian Works; 10,206 tons; 338 x 67x25; 9,144 i.h.p.; 15 - 9 knots; triple-expansion engines; four 12 in. guns, eight 6 in., two 2 • 5 in., eighteen 3pdr., 6 T.T.

The Russian battleship *Navarin* was a unit of the 2nd Division of the Baltic Fleet at the battle of Tsu-Shima, on May 27th, 1905. During the battle the *Navarin* seems to have been fairly fortunate compared with her consorts, and at nightfall she was heading for Vladivostok in company with the armoured cruiser *Admiral Nakimoff* and several other vessels. She was somewhere near the end of the line and at about 8 p.m. beat off an attack by Japanese torpedo craft. After a lapse of some hours she was again the object of attack, this time by a more powerful flotilla of destroyers under command of Cdr. Suzukin. She was hit by two torpedoes, but managed to continue on her course.

On the afternoon of the 28th, she was again hit by two torpedoes. She sank so rapidly that very few of her complement of 550 were saved.

The full story of the battle of Tsu-Shima is told under the *Kniaz Sivaroff*.

NAVARRA

Donald & Taylor; 1906; Tyne Iron S.B. Co.; 3,066 tons; 331x48x21-8; 286 n.h.p.; triple-expansion engines. The British cargo ship *Navarra* was wrecked on Old Providence Island reef on June 10th, 1907. She was carrying a cargo of timber on a voyage from Fernandina to Colon.

NAVARRA

Donald & Taylor; 1909; R. Stephenson & Co.; 4,387 tons; 355 - 5x50x27-6; 356 n.h.p.; triple-expansion engines. The British cargo ship *Navarra* was wrecked on Tusket Island, N.S., on December 30th, 1914, while on a voyage from St. John, N.B., to Havre carrying a cargo of hay and oats.

NAVARRA

Hijo de Ramon A. Ramos; 1908; R. Thompson & Sons; 1,693 tons; 250x35x16; 153 n.h.p.; triple-expansion engines. The Spanish steamship *Navarra* was torpedoed by an Insurgent submarine on February 8th, 1937, at Tarragona, during the Spanish Civil War. The ship ran ashore and was completely wrecked.

NAVARRA

Dampsk. Intsk. Garonne; 1921; Osbourne, Graham & Co.; 2,118 tons; 285 x 43 • 5 x 19 -1; 210 n.h.p.; triple-expansion engines.

The Norwegian steamship *Navarra* was torpedoed and sunk by a German submarine on April 6th, 1940, N.W. of Scotland. Twelve of her crew were killed.

NAVARRE

Leith, Hull & Hamburg Steam Packet Co.; 1866; Liverpool; 552 tons; 230-2x30-2x15 > 5; 120 h.p.; compound-inverted engines.

The steamship *Navarre*, on a voyage from Copenhagen to Leith, foundered in heavy weather on March 7th, 1883, some 200 miles off Spurn Head.

About 45 passengers and crew were lost, 16 were saved.

NAVASOTA

Royal Mail Lines; 1917; Swan, Hunter & Wigham Richardson; 8,795 tons; 430x61-3x35-9; 1,094 n.h.p.; quadruple-expansion engines.

The steamship *Navasota*, on a voyage from Liverpool to Buenos Aires, was torpedoed and sunk by a German submarine on December 5th, 1939, about 150 miles W. of the Bishop Rock. Thirty-seven of her crew were lost.

NAWORTH CASTLE

Angus Shipping Co.; 1878; J. L. Thompson & Sons; 1,713 tons; 260-5 X34x23-8; 170 n.h.p.; triple-expansion engines. The British cargo ship *Naworth Castle* sank after a collision with the Belgian steamship *Vaderland* off the South Goodwin Light on January 19th, 1907. She was on a voyage from the Tyne to Pozzuoli with general cargo.

NAZARIO SAURO

*Italian Navy, destroyer; 1926; Odero-Terni-Orlando; 1,058 tons; 295•7x30-5x10*5; 36,000 s.h.p.; 35 knots; turbine engines; Express boilers; four 4-7 in. guns, four 37 mm., two 13 mm., 4 T.T.*

The destroyer *Nazario Sauro* was a unit of the destroyer flotilla which Italy maintained at Massawa, Eritrea. On April 1st, 1941, the day the British army entered Asmara, capital of the colony, she was bombed and sunk. She carried a normal complement of 142, most of whom were saved.

For full details see under the destroyer *Leone*.

NEDJAN

Rederiaktieb.Ostkusten; 1893; Scott & Co.; 883 tons; 212-7x 31-2x14; triple-expansion engines.

The Swedish ship *Nedjan*, on a voyage from Norrsundet to Ipswich with timber, wirelessed for help on January 10th, 1954, reporting that her rudder was broken in a gale, and that she was being driven on to the rocks off Eggegrund.

A sea and air search revealed only floating wreckage and up-turned boats.

All her crew of 16 were lost.

NEEBING

United Towing & Salvage Co.; 1892; Craig S.B. Co.; 1,109 tons; 193x40-5x12-3; 77 r.h.p.; compound engines. The Canadian salvage vessel *Neebing* sank after an explosion in Nipigon Strait, about 60 miles N.E. of Port Arthur, Ont., on

NEERA

September 24th, 1937. She was towing a barge carrying gravel from Paradise Island to Red Rock.

NEERA

Moss S.S. Co.; 1868; *A. Leslie & Co.*; 2,167 tons; 330-4X34-5 X25; 300 h.p.; compound-inverted engines. The British cargo ship *Neera* was wrecked on Shab Mobyet Reef, in the Red Sea, on February 21st, 1884. She was carrying coal and a general cargo from Liverpool to Suakin.

NEFELI

Embricos Bros.; 1912; *W. Doxford & Sons*; 3,868 tons; 369-9x51x25-1; 328 n.h.p.; triple-expansion engines. The Greek steamship *Nefeli* was torpedoed and sunk by a submarine in the Mediterranean on November 3rd, 1917.

NEGRO

British Navy, destroyer; 1916; *Palmer & Co.*; 1,025 tons; 271-5x26-7x8-7; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, 2 smaller, 4 T.T. The destroyer *Negro* came into collision with the destroyer *Hoste*, 1,666 tons, during very bad weather in the North Sea on December 21st, 1916. The damage to both vessels was so extensive and the seas so heavy that both foundered. The official complement of *Negro* was 80.

NEIKAIMARU

Toa Kaiun K.K.; 2,827 tons. The steamship *Neikai Maru* was bombed and sunk by U.S. land-based aircraft on January 28th, 1944, 75 miles S. of Queen Charlotte Island, Bismarck Archipelago.

NEIRISHEVKET

Turkish Navy, line-of-battle ship; 90 guns. The line-of-battle ship *Neiri Shevket* was the flagship of the Grand Admiral of the Turkish fleet. At about 10 o'clock on the morning of October 23rd, 1850, the vessel, which was lying off the arsenal at Constantinople, blew up with terrible loss of life. In addition to Vice-Admiral Mahmoud Pasha and his officers and men there were a large number of workmen and visitors on board at the time. Of these 206 were saved, 43 being badly injured, while 16 officers and about 500 men were killed.

The cause of the disaster was negligence in transferring canisters of powder from the ship to the arsenal ashore.

NEKKA MARU

Osaka Shosen K.K.; 1935; *Mitsubishi Jukogyo K.K.*; 6,784 tons; 427x56-1x33-1; 1,225 n.h.p.; turbine engines. The steamship *Nekka Maru*, serving as a transport, was torpedoed and sunk by the U.S. submarine *Gudgeon* on November 23rd, 1943, off Nantien, China.

NELLIE

And. S. Aorberg; 1905; *Osbourne, Graham & Co.*; 1,239 tons; 235-5x33-8x15; 157 n.h.p.; triple-expansion engines. The Swedish ship *Nellie* foundered during heavy weather on August 19th, 1927, six miles S.E. of Kapelludden, Oland.

NELLIE

Oceanos Maritime S.S. Co.; 1913; *J. L. Thompson & Sons*; 4,826 tons; 388-7x54-1x26; 455 n.h.p.; triple-expansion engines.

The Greek steamship *Nellie* was torpedoed and sunk by a German submarine on October 13th, 1942, on a voyage from Three Rivers to the U.K. Twenty-seven crew and five gunners were killed.

NELLORE

Eastern & Australian S.S. Co.; 1913; *Caird & Co.*; 6,942 tons; 450 X 52 • 2 X 30 • 6; 710 n.h.p.; quadruple-expansion engines. The British steamship *Nellore*, on a voyage from Bombay to Sydney with passengers, was torpedoed, shelled and sunk by a Japanese submarine on June 29th, 1944, about 400 miles E. of the Chagos Archipelago. About 100 of her complement of 341 were lost.

NELSON

A. W. Pickard & Co.; 1898; *W. Doxford & Sons*; 1,842 tons; 280x39 X18-1; 175 n.h.p.; triple-expansion engines. The British cargo ship *Nelson* was wrecked on the Pierres Vertes, near Ushant, on March 10th, 1906. She was carrying a cargo of coal from Port Talbot to St. Nazaire.

NEMANJA

Jugoslavenska Lloyd a.d.; 1918; *Bar tram & Sons*; 5,226 tons; 400-3x52-3x28-5; 517 n.h.p.; triple-expansion engines. The Yugoslav steamship *Nemanja* was torpedoed and sunk by a German submarine on April 8th, 1942, on a voyage from Macoris to Halifax. The captain and 12 of the crew were killed.

NEMBO

Italian Navy, destroyer; 1903; *Pattison*; 330 tons; 6,000 i.h.p.; 30 knots; triple-expansion engines; five 6 pdr. guns, 4 T.T. The destroyer *Nembo* was escorting the transport *Bormida* to Valona, Albania, on October 16th, 1916, when the latter ship was attacked by the Austrian submarine *U-16*. One torpedo was fired at the transport, which carried nearly 3,000 troops, but the *Nembo* intercepted it and was badly damaged. She nevertheless endeavoured to ram the submarine but the latter submerged. The destroyer then dropped depth charges which forced the *U-16* to come to the surface in a sinking condition. Both vessels then sank together, the survivors comprising 11 of the crew of the submarine and a few of the 53 officers and men who formed the complement of the *Nembo*.

NEMBO

Italian Navy, destroyer; 1927; *Odero-Terni-Orlando*; 1,092 tons; 307-5x30-5x10-8; 40,000 s.h.p.; 36 knots; turbine engines; Express boilers; four 4-7 in. guns, four 37 mm., two 13 mm., 6 T.T.

The destroyer *Nembo* was attacked by British torpedo bombers at Tobruk on July 20th, 1940. She was hit and sunk by torpedo. The normal complement of the vessel was 142.

NEMEA

G. N. Stathatos; 1919; *C. Cornell & Co.*; 5,101 tons; 400 x 52-2x28-3; 517 n.h.p.; triple-expansion engines. The Greek steamship *Nemea* was torpedoed and sunk by a German submarine on January 15th, 1941, about 700 miles W. of the Fastnet on a voyage from Barry to Thessaloniki with coal. Seventeen of her crew were lost.

NEMESIS

Huddart, Parker & Co.; 1880; *T. Turnbull & Son*; 1,393 tons; 240-2x34x17-9; 151 n.h.p.; compound engines. The Australian steamship *Nemesis* left Newcastle, N.S.W., on July 8th, 1904, for Melbourne with coal. She was never seen again and was probably lost in a heavy gale on the 10th. She had 31 persons on board.

NENOHI

Japanese Navy, destroyer; 1932; *Uruga Dockyard*; 1,368 tons; 335-5x31-8x9-2; 37,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 8 T.T. The Japanese destroyer *Nenohi* was engaged in the operations around the Aleutian Islands following upon a Japanese landing early in June, 1942. She was torpedoed and sunk by the U.S. submarine *Triton* on July 4th, 1942 off Agattu.

The destroyer's normal complement was 180.

NEOSHO

United States Navy, tanker; 1939; *United States*; 8,000 tons; 553x75x29-9; 13,000 s.h.p.; 18 knots; turbine engines; four 5 in. guns; capacity 6,000,000 gallons. The U.S. tanker *Neosho*, escorted by the destroyer *Sims* (which see) was in the vicinity of the Louisiade Archipelago, Coral Sea, on May 7th, 1942, when she was attacked by Japanese carrier-borne aircraft. The ship was sunk, with little loss from her complement of about 70. For further details see the U.S. aircraft carrier *Lexington*.

NEPAUL

Peninsular & Oriental S.N.Co.; 1876; *A. Stephen & Sons*; 3,550 tons; 375-2x40-1x32-1; 600 h.p.; compound engines. The British cargo ship *Nepaul* was wrecked on Shagstone reef, off Plymouth, on December 11th, 1890. She was on a voyage from Calcutta to London carrying a general cargo.

NEPTUNA

Burns, Philp & Co.; 1924; *Fried. Krupp A.G.*; 5,952 tons; 393-1x51-9x25-3; 762 n.h.p.; oil engines. The motorship *Neptuna* was bombed and sunk by Japanese aircraft on February 18th, 1942, while in port at Darwin. The bombs detonated a consignment of depth charges in the holds and the ship was blown in two. The captain and 15 of the crew were killed.

NEPTUNE

J. & P. Hutchison; 1860; *J. R. Napier*; 437 tons; 182-6X 25-4x14-5; 67 h.p.

The Glasgow steamship *Neptune* was carrying a cargo of sugar and syrup from Stettin to Greenock when she was sunk in a collision with the Russian steamship *Archangel* off Oslo on October 19th, 1888.

All her crew were saved together with eight from the *Archangel* but the captain and 17 of the crew of the *Archangel* were lost.

NEPTUNE

Mexican Fruit Steamship Corp.; 1883; *Earless Co.*; 1,352 tons; 260x31-4x22-5; 325 n.h.p.; compound engines. The American ship *Neptune* stranded and sank on March 18th, 1921, on Palas Rock near Cardenas.

NEPTUNE

British Navy, cruiser; 1933; *Portsmouth Dockyard*; 7,175 tons; 554-5x55-2x16; 72,000 s.h.p.; 32-5 knots; turbine engines; 3-drum boilers; eight 6 in. guns, eight 4 in., 14 smaller, 8 T.T. The cruiser *Neptune*, Capt. Rory C. O'Connor, was off Tripoli in the early hours of December 19th, 1941, in company with the cruisers *Aurora*, 5,270 tons, Capt. W. G. Agnew, and *Penelope*, 5,270 tons, Capt. Angus Nicholl, with the destroyer *Kandahar*, 1,690 tons, Cdr. W. G. A. Robson, and some others. The *Neptune* was leading the cruisers when she ran into an enemy minefield, striking three mines in quick succession. The ships, which belonged to the famous Mediterranean Force K, were only 20 miles distant from Tripoli and it was impossible to remain in the area in daylight. Capt. Agnew, commanding the force, therefore withdrew in the *Aurora*, the *Penelope* following later. Cdr. Robson, commanding the destroyers, in the *Kandahar* (which see) penetrated the minefield with the intention of taking the *Neptune* in tow, but struck a mine on the way. The *Neptune* then fouled a fourth mine and sank. Of her complement 47 officers, including Capt. O'Connor, and 719 ratings, of whom 147 were New Zealanders, were killed. A number of survivors were picked up by the enemy and became prisoners of war.

NEPTUNIA

Italia Soc. Anon. di Nov.; 1932; *Cantieri Riuniti di WAdriatico*; 19,475 tons; 589-7x76-5x45-5; 4,280 n.h.p.; 19-5 knots; oil engines.

The Italian liner *Neptunia* was taken over for service as a transport early in 1941. She was torpedoed and sunk on September 18th, 1941, by the submarine *Upholder*, Lt. Cdr. M. D. Wanklyn, 58 miles from Tripoli, Libya, when transporting troops to North Africa. Her sister ship the *Oceania* was also torpedoed and sunk by the same submarine on the same day. Over 5,000 troops were drowned when the transports sank.

NEPTUNIAN

Swan, Hunter & Wigham Richardson (W. A. Souter & Co.); 1925; *Swan, Hunter & Wigham Richardson*; 5,155 tons; 400-3 x 55-3x27-1; 598 n.h.p.; oil engines.

The British motorship *Neptunian* left Santiago on July 30th, 1940, on a voyage to Liverpool. She called at Sydney, N.S., and sailed from there in convoy on August 25th. On the night of September 6th she disappeared from the convoy in lat. 58° 30' N., long 16° 10'

W., and no subsequent news of her was received. She was carrying a cargo of sugar and had a crew of 35 and one gunner.

NEREID

Kirby & Gillies; 1873; *W. Doxford & Co.*; 775 tons; 208-9X 29-2x17-2; 90 h.p.; compound engines. The British steamship *Nereid* was sunk in a collision with the sailing ship *Killochan* off Dungeness on February 3rd, 1889. Both ships sank. Six of the crew of the *Nereid* were drowned and 17 from the *Killochan*.

NEREUS

W. Wingardh; 1900; *Mackie & Thomson*; 1,233 tons; 228 -1X 34-5x14-4; 135 n.h.p.; triple-expansion engines. The Swedish steamship *Nereus* struck a mine and sank in the North Sea on December 25th, 1915.

NEREUS

Saguenay Terminals; 1913; *Newport News S.B. & D.D. Co.*; 10,647 tons; 502-2x62-3x36-9; 756 n.h.p.; triple-expansion engines.

The Canadian steamship *Nereus* was lost without trace after sailing from St. Thomas, Virgin Islands, on December 10th, 1941, on a voyage to Portland, Me. She was carrying a cargo of bauxite.

NERISSA

Bermuda & West Indies S.S. Co.; 1926; *W. Hamilton & Co.*; 5,583 tons; 349-5x54-3x30-4; 732 n.h.p.; triple-expansion engines.

The British steamship *Nerissa*, on a voyage from Halifax, N.S., to Liverpool with passengers and general cargo, was torpedoed and sunk by a German submarine at 10.30 p.m. on April 30th, 1941, about 200 miles W. of Inishtrahull. Eighty-three of her crew and 124 passengers were lost.

NERO

Ellermarfs Wilson Line; 1909; *Earle's Co.*; 1,257 tons; 250 X 35-2x15-7; 116 n.h.p.; triple-expansion engines.

The British cargo ship *Nero* was disabled in heavy weather on January 31st, 1920, and abandoned by the crew, the captain remaining on board. The ship was wrecked on the Pierris Noires, near Coquet. She was carrying general cargo from Swansea to Lisbon.

NERVA

Hilmar Reksten; 1924; *Barclay, Curie & Co.*; 1,564 tons; 250-6x39-8x 17-9; 160 n.h.p.; triple-expansion engines. The Norwegian ship *Nerva*, under German control, went ashore and sank on February 6th/7th, 1943, north of Rorvik, while on a voyage from Fineidet to Germany with iron ore.

NERVIER

Lloyd Royal Beige Soc. Anon.; 1909; *Short Bros.*; 1,759 tons; 281X41x18-1; 188 n.h.p.; triple-expansion engines. The Belgian steamship *Nervier* was lost in the North Sea on October 9th, 1917. She was probably sunk by a German submarine.

NESJAR

H. L. Meyer & L. Sandsdalen; 1916; *Laxevaags Maskin & Jernskibsbyggeri*; 1,609 tons; 246-1x37-9x16-2; 138 n.h.p.; triple-expansion engines.

The Norwegian steamship *Nesjar* was sunk by a German submarine in the Arctic on October 1st, 1916.

NESSMORE

Wm. Johnston & Co.; 1882; *Barrow S.B. Co.*; 3,377 tons; 340 x40-4x24-2; 340 n.h.p.; compound engines. The British cargo ship *Nessmore* was wrecked at the Island of Coll on November 21st, 1895. She was on a voyage from Montreal to Liverpool carrying a general cargo which included cattle.

NESSREE

Indian pilgrim ship; 1840 (circa); 500 tons. The sailing ship *Nessree* was a British owned vessel engaged in the India-Arabia trade. In April, 1853, she embarked some 400 Indian pilgrims returning from Arabia to Bombay. When almost at the

end of her voyage she ran into thick weather and heavy rain squalls. These lasted from the night of June 6th to the night of the 7th and were of such violence that the *Nessree's* rudder was unshipped and she became unmanageable. The ship was gradually driven inshore and the pilgrims gave way to panic and rushed the boats. These were swamped owing to overcrowding and 60 of the pilgrims were drowned. At about midnight on June 7th, the *Nessree* ran ashore near Hubshee Jungeera, 35 miles south of Bombay, her masts going by the board one by one and drowning some 100 persons who were clinging to them.

Out of approximately 450 persons who were on board only 94 survived the wreck.

NESSUS

British Navy, destroyer; 1915; Swan, Hunter & Wigham Richardson; 1,022 tons; 271 -5 x 26- 7 x 10 -2; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, 2 smaller, 4 T.T. The destroyer *Nessus* was patrolling in the North Sea in dense fog on September 8th, 1918, when she collided with the cruiser *Amphitrite*, 11,000 tons, acting as a minelayer. The *Nessus* sank. Her official complement was 80.

NESTOR

British Navy, destroyer; 1915; Swan, Hunter & Wigham Richardson; 1,025 tons; 275x26x8-7; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T. The destroyer *Nestor*, Cdr. the Hon. E. B. S. Bingham, was a unit of the 13th Flotilla at the battle of Jutland on May 31st, 1916. At 4.15 on the afternoon of the battle the flotilla attacked Admiral Hipper's battle cruisers, *Nestor* leading. She discharged two torpedoes at the flagship, the *Lutzow*, at a range of 5,000 yards but the German ships turned away. Cdr. Bingham followed and made a second attempt at 3,500 yards, his ship and *Nicator*, following in line, coming under heavy fire from the light cruiser *Regensburg* for most of the time. This attack also failed and in retiring *Nestor* was hit by the *Regensburg* and had two boilers put out of action, greatly reducing her speed.

The destroyer *Nomad* which had been immediately astern of *Nestor* in the first attack had also been hit in the boilers and put out of action and it was while both ships were close to each other that a German battle squadron, coming to the assistance of Admiral Hipper, brought them under fire. Both managed to discharge two torpedoes apiece, but without effect, before they were overwhelmed by the enemy salvos.

The loss of life on board *Nestor* was surprisingly small, amounting to two officers and four ratings killed out of a complement of 86. Five officers and 75 ratings were picked up by a German destroyer and became prisoners of war.

NESTOR

Australian Navy, destroyer; 1939; Fairfield Shipbuilding Co.; 1,690 tons; 348x35x9; 40,000 s.h.p.; 36 knots; turbine engines; 3-drum boilers; six 4-7in.guns,one 4in.A.A.,6smaller, 5 T.T.

The destroyer *Nestor*, Cdr. A. S. Rosenthal, R.A.N., D.S.O., formed part of a force under Rear-Admiral P. J. Vian escorting a convoy from Alexandria to Malta. The ships were sighted by enemy aircraft S.W. of Crete and a concerted attack by bombers, torpedo boats and submarines was made upon them. On June 15th, 1942, when the convoy had been forced to turn about for Alexandria, the *Nestor* was hit by bombs and badly damaged so that she had to be sunk by ships in company. Three of her crew were killed and one wounded, about 200 survivors being taken off.

For full story of the convoy see under the light cruiser *Hermione*.

NESTOR

Dampfs. Ges. Neptun; 1939; Bremer Vulkan; 2,446 tons; 333-4x47-8x14-4; 975 n.h.p.; oilengines. The German motorship *Nestor* struck a mine and sank on June 14th, 1943, off the River Gironde.

NESTORIAN

F. Leyland & Co.; 1911; Hawthorn, Leslie & Co.; 6,395 tons; 400-5x52-5x35; 510 n.h.p.; quadruple-expansion engines. The British cargo ship *Nestorian* was wrecked south of Cape Clear Island on January 2nd, 1917. She was on a voyage from Galveston to Liverpool carrying a general cargo.

NESTOS

N. G. Livanos; 1919; W. Pickersgill & Sons; 5,764 tons; 405x52-3x31-9; 546 n.h.p.; triple-expansion engines. The Greek ship *Nestos*, Capt. Pandelis Tsiropinos, went aground on April 2nd, 1941, on East Hoyle Bank, six miles S. of Bar lightship, and was wrecked.

NETLEY ABBEY

Pyman, Watson & Co.; 1878; W. Gray & Co.; 1,620 tons; 260x34-9x22-9; 191 n.h.p.; compound engines. The British cargo ship *Netley Abbey* sank after a collision with a British warship in dense fog about eight miles from the Shambles lightship on August 5th, 1899. She was on a voyage from Cardiff to Cronstadt carrying a cargo of coal.

NETTLESWORTH

R. Gordon & Co.; 1878; J. L. Thompson & Sons; 1,406 tons; 241 x34x18-1; 160 h.p.; compound engines. The British cargo ship *Nettlesworth* was wrecked near Ostergam Light on July 20th, 1888, while on a voyage from Cardiff to Cronstadt carrying a cargo of coal.

NETTLETON

W. A. Massey & Sons; 1891; Bar tram, Haswell & Co.; 2,413 tons; 290x39-1x21; 240 n.h.p.; triple-expansion engines. The British cargo ship *Nettleton* was wrecked six miles north of Bude on February 11th, 1916, while on a voyage from the Clyde to Barry Roads.

NETTUNO

Neptune S.N. Co.; 1882; Tyne Iron S.B. Co.; 1,895 tons; 275 x 37-5x20-3; 250 h.p.; compound-inverted engines. The British cargo ship *Nettuno* lost her rudder in a gale and foundered in lat. 51° N., long. 35° W., on January 18th, 1887, while on a voyage from Rotterdam to Baltimore carrying a general cargo.

NEUENFELS

Deutsche Dampfs. Ges. Hansa; 1925; Act. Ges. Weser; 8,096 tons; 469-9x60-5x32-5; 873 n.h.p.; oilengines. The German motorship *Neuenfels* was sunk by gunfire on April 9th, 1940, at Narvik, during the invasion of Norway.

NEUKUHREN

German Government; 1923; Chantiers & Ateliers de la Gironde; 4,518 tons; 362-9x49-2x24-4; triple-expansion engines. The steamship *Neukuhren* was formerly the Greek *Thermaikos*, seized by the Germans at Antwerp in May, 1940. She was bombed and sunk by British aircraft on April 24th, 1945, in the Kattegat.

NEUQUEN

Buenos Ayres Great Southern Railway Co.; 1913; Campbelltown Shipbuilding Co.; 3,583 tons; 348-2x49-9x23'6; 327n.h.p.; 11 knots; triple-expansion engines. The steamship *Neuquen* was torpedoed and sunk by a German submarine 20 miles N.W. by W. of the Skelligs, off Co. Kerry, on January 20th, 1917. The captain and 17 men were drowned.

NEVA

Convict ship; 1825 (circa); 837 tons. The convict ship *Neva*, Capt. J. H. Peck, left Cork for Sydney on January 8th, 1835. The vessel was carrying a company of 240 persons of whom 26 were crew, 150 were female convicts with 55 children and nine voluntary emigrants. As was the rule in all convict ships the unfortunate prisoners were locked in a space below decks. The voyage was uneventful until May 14th when at about 2 a.m. the watch on deck sighted breakers ahead. The vessel was then at the western end of Bass Strait, close to King's Island, the rocks of which could be dimly discerned.

Capt. Peck was on deck at the time but before any orders given by him could be executed the *Neva* struck with such force as to unship her rudder and render her unmanageable. Shortly afterwards she struck again, this time on the port bow, and swung broadside on to the reef. The prison doors below decks burst open and released a panic stricken crowd of female convicts who swarmed on deck. A boat had just been launched and in their terror they jumped into this until it capsized under the succession of falling

bodies. A second boat was launched and care was taken to prevent overcrowding, but in the darkness she capsized in the surf, all the occupants save the captain and mate being drowned. These two managed to swim to the ship which was rapidly breaking up.

The seas carried the wreck back into deep water, taking with it most of the terrified women, who were no longer capable of making any effort to save themselves. The *Neva* then foundered, leaving behind on the rocks 22 persons, of whom seven afterwards died from exposure. Capt. Peck was among the drowned.

The drift of the tide and floating wreckage brought these people ashore on King's Island, at a point about nine miles from the scene of the wreck. Here after a few days they were discovered by another party of shipwrecked persons, these being the survivors of the wreck of the *Tartar*, a ship owned by Mr. C. Friend of Hobart. The two parties joined forces and a month later, on June 15th, another of Friend's vessels calling at the island saw their distress signals and brought them safely to Tasmania.

Of the 240 persons on the *Neva* 15 were saved, seven died from exposure and 218 were drowned.

NEVA

A/B Transmarin; 1928; Helsingborgs Varfs A/B; 1,456 tons; 247-3X38-1x15-2; 145 n.h.p.; triple-expansion engines. The Swedish steamship *Neva* was torpedoed and sunk by a German submarine on January 22nd, 1943, about 500 miles W. of the Shetland Islands. Nineteen of her crew of 21 were lost.

NEVADA

States Steamship Co.; 1920; S. Western S.B. Co.; 5,645 tons; 410-5x54-3x27-2; 359 n.h.p.; triple-expansion engines. The American ship *Nevada* went ashore on September 29th, 1932, on the eastern point of Amatignak Island, Aleutians, and broke in three. Thirty-eight lives were lost.

The American liner *President Madison* came to the rescue but was unable to launch her boats because of the heavy seas. A seaman, however, saved three survivors by swimming with a line to the rocks to which they were clinging.

NEVADA

U.S. Army; 1915; Manitowoc S.B. & D.D. Co.; 1,685 tons; 221-2x42-2x24-7; 188 n.h.p.; triple-expansion engines. The U.S. Army merchant ship *Nevada* foundered on December 16th, 1943, in the North Atlantic during a violent storm.

NEVILLE

F. H. Green & Co.; 1914; Osbourne, Graham & Co.; 1,081 tons; 210X32x15-4; 142 n.h.p.; triple-expansion engines. The British cargo ship *Neville* sank after her cargo had shifted on April 1st, 1927. She was five miles S.S.E. of Runnelstone on a voyage from Barry to Rouen carrying a cargo of coal.

NEW ERA

American emigrant ship; 1854; Bath, Maine; 1,828 tons. The American sailing vessel *New Era* left Bremen in October, 1854, for New York with 410 persons, mostly German emigrants, under command of Capt. Henry. The ship had a normal passage for that time of the year until she arrived off the New Jersey coast. Here she encountered a violent gale and on November 11th was driven ashore near Long Branch, some 35 miles N. of New York. At daylight on the next day she was discovered by watchers on shore and an attempt at rescue was organised. A line was run from the shore to the ship by which 20 persons were safely landed. Unfortunately when the vessel struck some 200 of the emigrants who were between decks were drowned by the rushing water. After much courageous effort boats managed to take off a further 135 people from the wreck, making 155 survivors.

The number drowned was 255. Capt. Henry, his officers and crew, with the exception of one steward, were among those saved.

NEW GUINEA

Mcllwraith, McEacharn & Co.; 1884; W. Doxford & Sons; 2,674 tons; 300 x40-1x24-5; 274 n.h.p.; compound engines. The Australian cargo ship *New Guinea* was wrecked west of Green Cape Lighthouse, Disaster Bay, N.S.W., on February 13th, 1911. She was on a voyage from Melbourne to Sydney carrying a general cargo.

NEW JERSEY

Texas Company; 1921; Texas S.S. Co.; 6,414 tons; 416-8x56-1x32-7; 549 n.h.p.; triple-expansion engines.

The American tanker *New Jersey* was torpedoed and sunk by a German submarine on May 28th, 1942, on a voyage from Baltimore to Aruba.

NEW MATHILDE

Pang Kwok Sui; 1906; Howaldtswerke; 1,559 tons; 230-8x34-1x19-3; 97 n.h.p.; triple-expansion engines. The British steamship *New Mathilde* sank during heavy weather in lat. 21° 05' N., long. 110° 50' E., on October 21st, 1939. She had sailed from Fort Bayard and her cargo consisted of pigs, chicken and cattle.

NEW SEVILLA

Sevilla Whaling Co.; 1900; Harland & Wolff; 13,801 tons; 550-2x63-3x47-9; 641 n.h.p.; 11 knots; quadruple-expansion engines.

The whale oil refinery *New Sevilla*, Capt. O. Hansen, was torpedoed and sunk by a German submarine on September 20th, 1940, off Inishtrahull on a voyage from Liverpool to Aruba and South Georgia. Two men were killed.

NEW SWEDEN

Akt. Svenska Ostasiatiska Kompaniet; 1913; Earless Co.; 5,319 tons; 430-2x54-2x26-2; 534 n.h.p.; triple-expansion engines.

The Swedish steamship *New Sweden* was torpedoed and sunk by a submarine in the Mediterranean on May 20th, 1918.

NEW YORK

Ministry of War Transport (Coast Lines); 1924; Bethlehem Shipbuilding Corp.; 4,989 tons; 385-3x72-5x20-9; 11 knots; turbine engines.

The steamship *New York*, Capt. C. Mayers, was torpedoed and sunk by a German submarine on September 25th, 1942, in the North Atlantic in convoy. Capt. Mayers, 50 crew and nine gunners were lost.

NEW YORK MARU

Kokusai Risen K.K.; 1919; Kawasaki Risen K.K.; 5,864 tons; 385 x 57 X 36; 440 n.h.p.; triple-expansion engines. The *New York Maru* went ashore on November 6th, 1921, on Bombay Reef, Paracels Islands.

NEWARK CASTLE

Union-Castle Mail S.S. Co.; 1902; Barclay, Curie & Co.; 6,224 tons; 414-1x51-2x28; 650 n.h.p.; 12-5 knots; triple-expansion engines.

The liner *Newark Castle* left Durban for Delagoa Bay and Mauritius just before noon on March 12th, 1908. She had on board 115 persons, of whom 69 were crew and 46 passengers. Most of the latter were soldiers drafted to the Mauritius garrison.

Some six hours after leaving port the *Newark Castle* ran ashore four miles from the coast, in Richard's Bay near the Umhlatuzi River. The sea was calm and the passengers were sent off in the boats. The captain and some of the officers and crew remained on board and were eventually taken off by a Government tug.

It was the intention of the lifeboats to make for Durban but the weather changed and the sea became very rough. Rockets were sent up by the liner and the trawler *Elelyn*, of Durban, proceeded to the scene. Next morning she picked up the boats with the exception of one which had capsized in an attempt to reach shore. Three persons were drowned.

The *Newark Castle* drifted away and grounded again on a sandbank some seven miles distant, eventually becoming a total wreck.

NEWBRIDGE

R. Mackie & Co.; 1882; E. Withy & Co.; 1,698 tons; 257-4X34-6x19-4; 150 h.p.; compound engines.

The British cargo ship *Newbridge* was wrecked near Lemvig on November, 23rd, 1894, while on a voyage from Leith to Pillau carrying a cargo of coal.

NEWBURGH

NEWBURGH

R. Mackie & Co.; 1874; *M. Pearse & Co.*; 1,158 tons; 230 X 30 - 2 x 17; 110 h.p.; compound engines.

The British cargo ship *Newburgh* foundered about 100 miles east of the Isle of May on November 20th, 1888. She was carrying a cargo of coal from Grangemouth to Aarhus.

NEWBURY

Alexander Shipping Co.; 1927; *R. Duncan & Co.*; 5,102 tons; 404-9x53x27-5; 503n.h.p.; 11 knots; triple-expansion engines.

The steamship *Newbury*, Capt. T. Pryse, was torpedoed and sunk by a German submarine on September 15th, 1941, about 800 miles S.E. of Cape Farewell on a voyage from Cardiff to Buenos Aires with coal. All on board, 39 crew and six gunners, were lost.

NEWCASTLE CITY

Christopher Furness; 1882; *E. Withy & Co.*; 2,729 tons; 285-5x36x24; 220 h.p.; compound engines. The British cargo ship *Newcastle City* was wrecked off Nantucket Island on December 23rd, 1887, while on a voyage from Newcastle to New York carrying a general cargo.

NEWFOUNDLAND

Johns ton Warren Lines; 1925; *Vickers*; 6,791 tons; 406-1x55-4x31-8; 11047n.h.p.; quadruple-expansion engines. The steamship *Newfoundland*, in service as a hospital ship, was bombed and set on fire by German aircraft on September 13th, 1943, off the Salerno beaches during the Allied landings in Italy. After burning for two days she was sunk by gunfire. Four of her crew, five doctors, six nurses and six Army medical staff were killed. Fortunately only two patients were on board at the time.

NEWHOLM

Newcastle Steamship Co.; 1899; *C. S. Swan & Hunter*; 3,399 tons; 330-6x48x23-6; 293 n.h.p.; 10 knots; triple-expansion engines. The steamship *Newholm* was mined and sunk one mile S. of Start Point on September 8th, 1917. Twenty men were killed. The captain was among the survivors.

NEWNHAM

Temperley & Co.; 1880; *Palmers' Co.*; 1,962 tons; 285X 35-3x23-3; 240 h.p.; compound engines. The British cargo ship *Newnham* was wrecked near Nieuwe Diep on December 19th, 1889, while on a voyage from Savannah to Bremen carrying a cargo of cotton.

NEWSTEAD

Alban Steamship Co.; 1894; *Palmers' Co.*; 2,836 tons; 315x 43x20-2; 245 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Newstead* was torpedoed and sunk by a German submarine 150 miles W.N.W. of Fastnet on March 3rd, 1917. Fifteen men were killed. The captain was among the survivors.

NEWTON

Liverpool Brazil & River Plate S.N. Co.; 1864; *Caird & Co.*; 1,324 tons; 249-5x31-3x19-9; 90 h.p.; compound-inverted engines. The British cargo ship *Newton* was wrecked off Madeira on April 9th, 1881. She was on a voyage from Bahia to London carrying a cargo of coffee and sugar.

NEWTON

Hardy, Wilson & Co.; 1883; *C. S. Swan & Hunter*; 1,423 tons; 245-5x34-2x17-2; 123 h.p.; compound-inverted engines. The British cargo ship *Newton* was wrecked near Borwenstow on March 21st, 1886, while sailing in ballast from Bremen to Newport.

NEWTON ASH

C. Strubin & Co.; 1925; *W. Pickersgill & Sons*; 4,625 tons; 372-8x54-6x26-8; 346n.h.p.; triple-expansion engines. The British steamship *Newton Ash*, on a voyage from St. John, N.B., to Hull with grain, was torpedoed and sunk by a German submarine on February 8th, 1943, about 700 miles W. of Inishtra-hull. There were only four survivors of her crew of 38 and five gunners.

NEWTON BEECH

Tyneside Line; 1925; *W. Pickersgill & Sons*; 4,651 tons; 372-8x54-6x26-8; 346n.h.p.; triple-expansion engines. The British steamship *Newton Beech*, on a voyage from Table Bay to London with 7,080 tons of maize, was sunk by the German raider *Graf Spee* on October 8th, 1939, off the coast of Angola.

NEWTON PINE

Graig Shipping Co.; 1925; *Sir J. Priestman & Co.*; 4,212 tons; 365 x 51 • 5 x 25 • 1; 380n.h.p.; triple-expansion engines. The British steamship *Newton Pine* left Loch Ewe on October 3rd, 1942, for Halifax in convoy. She lost contact with the convoy on the 15th in a storm and was never seen again. It was thought that she was probably sunk by a submarine.

NEWTOWN

Harrison, Sons & Co.; 1915; *J. Crown & Sons*; 1,153 tons; 220x34-1X13-1; 183 n.h.p.; triple-expansion engines. The British cargo ship *Newtown* was wrecked on Baricane Rocks, North Devon, on January 7th, 1916. She was carrying a cargo of pitprops from Oporto to Newport.

NGAHERE

Mann, George & Co.; 1908; *A. Rodger & Co.*; 1,090 tons; 225X33-1x15-7; 165 n.h.p.; triple-expansion engines. The British cargo ship *Ngahere* was wrecked on Greymouth Bar, NZ, on May 12th, 1924. She was on a voyage from Greymouth to Miramar and Wellington carrying a cargo of coal and timber.

NIAGARA

Elder, Dempster & Co.; 1883; *M. Pearse & Co.*; 3,033 tons; 324-5x40x26-3; 315 n.h.p.; compound engines. The British cargo ship *Niagara* was wrecked on the Pipas Buceo rocks, near Montevideo, on July 19th, 1899, while on a voyage from Cardiff, via Boma, Congo, to Buenos Aires. She was carrying a cargo of coal and iron.

NIAGARA

J. & J. T. Matthews; 1875; *M. Simpson*; 468 tons; 171-6 X 26-2x12; ISO.h.p.; compound engines. The Canadian steamship *Niagara* was wrecked off Long Point, Lake Erie, on December 5th, 1899. All her crew of 16 were drowned.

NIAGARA

Canadian-Australian Line; 1913; *John Brown & Co.*; 13,415 tons; 524-7x66-3x34-5; 18 knots; triple-expansion engines & L.P. turbine.

The liner *Niagara*, Capt. W. Martin, left Auckland on June 18th, 1940, for Suva, Honolulu and Vancouver with 136 passengers and about 200 crew. She carried a valuable cargo consisting of £2,500,000 in gold, and half the New Zealand stock of small arms ammunition for trans-shipment to Britain. Early on the morning of the 19th the liner ran into a minefield laid in the Hauraki Gulf by a German raider a few days before. She struck a mine in way of No. 2 hold and began to settle by the head. Wireless calls for aid were sent out, in response to which the liner *Wanganella*, 9,576 tons, and the steamship *Kapiti*, 249 tons, took off all the passengers and crew. The *Niagara* sank in 73 fathoms.

Salvage operations were put in hand and by February, 1942, bullion to the value of £2,379,000 had been recovered, a notable achievement at such a depth.

Eleven years later, in June 1953, 24 gold ingots valued at £120,000 were recovered.

NICARAO

United Fruit S.S. Corp.; 1920; *Standard S.B. Corp.*; 1,445 tons; 234-3x34-1x20-3; 200n.h.p.; triple-expansion engines. The American steamship *Nicarao* was torpedoed and sunk by a German submarine on May 15th, 1942, off the Bahamas on a voyage from Kingston, Jamaica, to Jacksonville. Eight of her crew were lost.

NICHIAIMARU

Nissan Risen K.K.; 1919; *Asano S.B. Co.*; 5,439 tons; 400X 53-2x29-4; 513 n.h.p.; triple-expansion engines. The steamship *Nichiai (Nitiiai) Mam* was bombed and sunk by U.S. land-based aircraft on February 3rd, 1944, 30 miles S. of Queen Charlotte Island, Bismarck Archipelago.

NICHIAN MARU

Nissan Kisen K.K.; 1912; *W. Doxford & Sons*; 6,197 tons; 439-5x57x26-3; 340 n.h.p.; triple-expansion engines. The steamship *Nichian (Nitian) Maru* was torpedoed and sunk by the U.S. submarine *Spadefish* on September 8th, 1944, E. of Keelung, Formosa.

NICHIEI MARU

OkazakiHontenK.K.; 1938; *Naniwa Dockyard Co.*; 2,436 tons; 281-2x43x23; 210 n.h.p.; triple-expansion engines. The steamship *Nichiei (Nitiei) Maru* was sunk by U.S. carrier-based aircraft on September 12th, 1944, W. of Leyte Island, Philippines.

NICHIEI MARU

Nihon Yusen K.K.; 5,396 tons. The steamship *Nichiei Maru* was torpedoed and sunk by the U.S. submarine *Jack* on November 14th, 1944, about 50 miles S.W. of Cana, Indo-China.

NICHIEI MARU

Nitto Kogyo Kisen K.K.; 1938; *Kawasaki Dockyard Co.*; 10,020 tons; 503-3x65x37-1; 2,250 n.h.p.; oilengines. The tanker *Nichiei (Nitiei) Maru* was torpedoed and sunk by the U.S. submarine *Besugo* on January 6th, 1945, 60 miles N.E. of Kota Bharu, Malaya.

NICHIHO MARU

Nissan Kisen K.K.; 1912; *W. Doxford & Sons*; 6,363 tons; 439-7x56-8x28-9; 339 n.h.p.; triple-expansion engines. The steamship *Nichiho (Nitihd) Maru* was torpedoed and sunk by the U.S. submarine *Guardfish* on October 21st, 1942, in the East China Sea.

NICHH MARU

Nissan Kisen K.K.; 1939; *Osaka Iron Works*; 6,550 tons; 424-1x57-4x34-4; 517 n.h.p.; turbine engines. The steamship *Nichii (Nitii) Maru* was bombed and sunk by U.S. land-based aircraft on November 21st, 1943, off New Ireland.

NICHIMAN MARU

ToaKaiunK.K.; 1917; *Harada Shoko GoshiKaisha*; 1,922 tons; 250X37-7X20-5; 139 n.h.p.; triple-expansion engines. The steamship *Nichiman (Nitiman) Maru* was torpedoed and sunk by the U.S. submarine *Spadefish* on September 8th, 1944, E. of Keelung, Formosa.

NICHIMEI MARU

Nissan Kisen K.K.; 1912; *Armstrong, Whitworth & Co.*; 4,704 tons; 400x52-2x24-9; 339 n.h.p.; triple-expansion engines. The steamship *Nichimei (Nitimei) Maru* was bombed and sunk by U.S. land-based aircraft on January 15th, 1943, off the coast of Burma.

NICHINAN MARU

Nissan Kisen K.K.; 2,750 tons. The steamship *Nichinan Maru* was torpedoed and sunk by the U.S. submarine *Rasher* on March 27th, 1944, off the Kangean Islands.

NICHINAN MARU

Taiyo Kogyo K.K.; 1,945 tons. The steamship *Nichinan Maru* was torpedoed and sunk by a British submarine on November 19th, 1944, 25 miles N.E. of Bengkalis, Sumatra.

NICHINAN MARU No. 2

Iino Kaiun K.K.; 5,226 tons. The tanker *Nichinan Maru No. 2* was torpedoed and sunk by the U.S. submarine *Redfin* on November 8th, 1944, about 200 miles W.S.W. of Olongapo, Philippines.

NICHIRAN MARU

Nanjo Kaiun K.K.; 1938; *Mitsubishi Jukogyo K.K.*; 6,504 tons; 419-9x57-2x33-8; 750 n.h.p.; turbine engines. The steamship *Nichiran (Nitirari) Maru* was torpedoed and sunk by the U.S. submarine *Piranha* on July 12th, 1944, about 50 miles E. of San Vicente, Luzon Island, Philippines.

NICHIREI MARU

Nissan Kisen K.K.; 5,396 tons. The steamship *Nichirei Maru* was torpedoed and sunk by the U.S. submarine *Lapon* on March 9th, 1944, about 200 miles S.E. of Hongkong.

NICHIREN MARU

Murao Kisen Goshi Kaisha; 1892; *W. Gray & Co.*; 1,992 tons; 277 X 38x18- 7; 175 n.h.p.; triple-expansion engines. The steamship *Nichiren Maru* was wrecked on February 21st, 1922, on Hainan Head Bank.

NICHIREN MARU

Nissan Kisen K.K.; 1920; *Asano S.B. Co.*; 5,460 tons; 400x 53-2x29-4; 513 n.h.p.; triple-expansion engines. The steamship *Nichiren (Nitiren) Maru* was torpedoed and sunk by the U.S. submarine *Tautog* on March 16th, 1944, 50 miles south of Kushiro, Japan.

NICHIRIN MARU

Nissan Kisen K.K.; 5,162 tons. The tanker *Nichirin Maru* was torpedoed and sunk by the U.S. submarine *Jack* on February 19th, 1944, about 200 miles W. of Luzon Island, Philippines.

NICHIRIN MARU

Japanese Government; 1915; *C. Rennoldson & Co.*; 1,020 tons; 220x35-2x13; 165 n.h.p.; triple-expansion engines. The steamship *Nichirin Maru* was formerly the British *Mata Hari*, bombed and sunk by the Japanese in the Banka Strait on February 28th, 1942, afterwards raised and repaired. She was bombed and sunk by U.S. land-based aircraft on March 2nd, 1945, 230 miles N.W. of Naha, Okinawa Island.

NICHIRO MARU

Nissan Kisen K.K.; 1939; *Osaka Iron Works*; 6,534 tons; 424-1x57-4x34-4; 517n.h.p.; turbine engines. The steamship *Nichiro (Nitiro) Maru* was torpedoed and sunk by the U.S. submarine *Sargo* on February 17th, 1944, S.W. of Yap Island, Caroline Islands.

NICHIRYO MARU

Okazaki Honten K.K.; 1939; *Osaka Iron Works*; 2,721 tons; 305-1x45x24-9; 150 n.h.p.; triple-expansion engines. The steamship *Nichiryō (Nitiryō) Maru* was torpedoed and sunk by the U.S. submarine *Bonefish* on December 1st, 1943, in the Celebes Sea.

NICHIRYU MARU

Nissan Kisen K.K.; 1919; *Asano S.B. Co.*; 5,447 tons; 400x 53x29-4; 513 n.h.p.; triple-expansion engines. The steamship *Nichiryū (Nitiryū) Maru* was bombed and sunk by U.S. land-based aircraft on January 7th, 1943, off Arawe Harbour, New Britain.

NICHIU MARU

Nissan Kisen K.K.; 2,723 tons. The steamship *Nichiu Maru* was torpedoed and sunk by the U.S. submarine *Gato* on January 29th, 1943, off Bougainville.

NICHIWA MARU

Nissan Kisen K.K.; 4,955 tons. The steamship *Nichiwa Maru* was torpedoed and sunk by the U.S. submarine *Tunny* on May 17th, 1944, about 150 miles W. of Tenian Island, Ladrone Islands.

NICHIYO MARU

Nissan Kisen K.K.; 6,300 tons. The steamship *Nichiyō Maru* was bombed and sunk by U.S. land-based aircraft on December 7th, 1944, off the west coast of Leyte Island, Philippines.

NICHİYOKU MARU

Nissan Kisen K.K.; 1,945 tons. The tanker *Nichiyoku Maru* was torpedoed and sunk by the U.S. submarine *Becuna* on February 22nd, 1945, about 80 miles S.E. of Cana, Indo-China.

NICHIIYU MARU

NICHIIYU MARU

Nissan Risen K.K.; 1938; *Kawanami Kogyo K.K.*; 6,817 tons; 451-8x58-1x32-8; 420 n.h.p.; triple-expansion engines. The steamship *Nichiyu (Nitiyu) Mam* was torpedoed and sunk by the U.S. submarine *Halibut* on March 3rd, 1943, N. of the Caroline Islands.

NICHIIYU MARU No. 1

Nissan Risen K.K.; 6,873 tons. The steamship *Nichiyu Maru No. 1* struck a mine and sank on June 29th, 1945, off Shimonoseki.

NICHIIYU MARU No. 2

Nissan Kisen K.K.; 6,589 tons. The steamship *Nichiyu Maru No. 2* was sunk by U.S. carrier-based aircraft on January 21st, 1945, off Kaohsiung, Formosa.

NICHIZUI MARU

Nissan Kisen K.K.; 6,584 tons. The steamship *Nichizui Maru* was bombed and sunk by U.S. land-based aircraft on October 19th, 1944, 75 miles S. of Hongkong.

NICHOLAS

United States Navy, destroyer; 1919; *Bethlehem Shipbuilding Corp.*; 1,215 tons; 310x30-9x9-3; 27,500 s.h.p.; 35' knots; turbine engines; Yarrow boilers; four 4 in. guns, one 3 in. A.A. 12 T.T. The United States destroyer *Nicholas* was one of a flotilla of seven such vessels steaming through a dense fog at high speed near the island of Santa Barbara, off the coast of California, on September 8th, 1923. All the ships ran upon the rocks and became total wrecks, but most of the crews got away in safety. The full story of the disaster is told under the *Delphy*, leading ship of the flotilla.

NICOLAAS

W.H. Berghuys; 1903; *S. P. Austin & Son*; 1,101 tons; 222-2x33-3x14-3; 145 n.h.p.; triple-expansion engines. The Dutch steamship *Nicolaas*, bound from Gothenburg to Amsterdam, struck a mine near the Dogger Bank lightship on January 2nd, 1920. She sank with the loss of seven lives.

NICOLAOS

G. N. Pittas Bros. & Co.; 1882; *Hodgson & Soulsby*; 1,215 tons; 242x33-1x15-2; 146 n.h.p.; compound engines. The Greek steamship *Nicolaos* was sunk by a submarine in the Mediterranean on March 1st, 1917.

NICOLAOS

Moller & Co.; 1878; *Schlesinger, Davis & Co.*; 1,369 tons; 250-6x32-7x19; 149 n.h.p.; compound engines. The British cargo ship *Nicolaos* sank after a collision in 52° 14' N., 6° 02' W., on May 12th, 1917. She was carrying a cargo of coal from the Clyde to Rouen.

NICOLAOS PIANGOS

M. N. Piangos & Partners; 1912; *Northumberland S.B. Co.*; 4,499 tons; 385x52x27-1; 320 n.h.p.; triple-expansion engines. The Greek steamship *Nicolaos Piangos* was bombed by German aircraft and set on fire on November 1st, 1941. She drove ashore and broke in two off Harwich. Six of her crew were killed.

NICOLAOS ROUSSOS

I. Roussos Sons; 1890; *Richardson, Duck & Co.*; 2>421 tons; 307x41-1x20-7; 251 n.h.p.; triple-expansion engines. The Greek steamship *Nicolaos Roussos* was torpedoed and sunk by a submarine in the Mediterranean on October 4th, 1917.

NICOLAOU GEORGIOS

N. G. Nicolaou; 1930; *W. Gray & Co.*; 4,108 tons; 390-7x53-7x23-3; 502 n.h.p.; triple-expansion engines. The Greek steamship *Nicolaou Georgios*, loaded with munitions, was bombed and sunk by German aircraft on April 23rd, 1941, at Nauplia.

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NICOLAS ANGELOS

I. Angelos; 1912; *Greenock & Grangemouth Dockyard Co.*; 4,351 tons; 375-8x52-2x25-5; 320 n.h.p.; triple-expansion engines. The Greek steamship *Nicolas Angelos* was torpedoed and sunk by a German submarine on February 1st, 1941, on a voyage from Liverpool to New York. There were no survivors.

NICOLAS-NORBERT

Mory & Cie.; 1919; *N.V. Holland S.B. Co.*; 1,059 tons; 215x34-3x15-5; 83 n.h.p.; triple-expansion engines. The French ship *Nicolas-Norbert* was wrecked on January 7th, 1928, on Quenrocks, near Calais. She was carrying coal from Blyth to Boulogne.

NICOLAS PATERAS

C. N. & E. N. Pat eras; 1910; *Northumberland Shipbuilding Co.*; 4,362 tons; 365x51-4x25-9; 335 n.h.p.; triple-expansion engines. The Greek steamship *Nicolas Pateras* was torpedoed and sunk by a German submarine on June 24th, 1941, S. of Greenland, with the loss of all on board.

NICOLE SCHIAFFINO

Soc. Algerienne de Nav. pour VAfrique du Nord; 1920; *Palmers* Co.*; 4,974 tons; 386-4x52-5x25-8; 453 n.h.p.; triple-expansion engines. The French steamship *Nicole Schiaffino* was sunk by mine or torpedo on March 16th, 1942, near Tromso, Norway.

NICOYA

Elders & Fyffes; 1929; *A. Stephen & Sons*; 5,364 tons; 400-5 X 51-2x30-1; 447 n.h.p.; 13-5 knots; triple-expansion engines. The steamship *Nicoya*, Capt. E. H. Brice, was torpedoed and sunk by a German submarine in the Gulf of St. Lawrence on May 12th, 1942. Six persons were killed. Capt. Brice was among the survivors. On the same day another of the company's ships, the *Cristales*, was torpedoed off the coast of Newfoundland.

NIDARNES

Rederi A/S Nidaros; 1920; *Toledo S.B. Co.*; 2,647 tons; 251 x43*6x25-8; 315 n.h.p.; triple-expansion engines. The Norwegian steamship *Nidarnes* was torpedoed and sunk by a German submarine on June 3rd, 1942, on a voyage from New Orleans to Cristobal. Thirteen of her crew were killed.

NIDELVEN

Nordenfjeldske Dampskibsselskab; 1908; *Trondhjems Mek. Verksted*; 1,262 tons; 231-1x33-3x13-6; 132 n.h.p.; triple-expansion engines. The Norwegian steamship *Nidehen* struck a mine and sank in the North Sea on April 27th, 1917.

NIEDER SACHSEN

German Government; 1934; *Burmeister & Wain*; 1,794 tons; 284-5x41-5x15-4; 404 n.h.p.; oil engines. The motor vessel *Nieder Sachsen* was formerly the French *Guyane*, taken over by the Germans. On February 15th, 1944, she was torpedoed and sunk by an Allied submarine off Toulon.

NIELS R. FINSEN

A/S Dansk Norske D/S; 1904; *J. Smit, Czn.*; 1,850 tons; 275-5x41-1x17-8; 175 n.h.p.; triple-expansion engines. The Danish steamship *Niels R. Finsen*, under German control, was bombed and sunk by British aircraft on May 30th, 1942, W. of Borkum.

NIEMEN

Maurel Freres; 1909; *Ateliers & Chantiers de France*; 1,888 tons; 251-9x36-4x20-6; 204 n.h.p.; triple-expansion engines. The French steamship *Niemen* was torpedoed and sunk by a German submarine in the Bay of Biscay on September 17th, 1917. <

NIEMEN

Zegluga Polska Spolka Akcyjna; 1928; *Craig, Taylor & Co.*; 3,350 tons; 325 x 48x22-2; 293 n.h.p.; triple-expansion engines. The Polish ship *Niemen* was in collision with the *Lawhill* in the Skagerrak on October 1st, 1932, and sank within seven minutes.

NIEUW ZEELAND

Koninklijke Paketvaart Maats.; 1928; *Rotterdam Droogdok Maats.*; 11,069 tons; 540x62-5x33-4; turbine engines. The Dutch steamship *Nieuw Zeeland* was torpedoed and sunk by the German submarine *U-380* on November 11th, 1942, off the north coast of Africa. Fifteen of her crew were killed.

NIEUWLAND

Scheepvaart en Steenkolen Maats.; 1920; *J. Smit & Zoon*; 1,075 tons; 217x32-8x13-7; 175 n.h.p.; triple-expansion engines. The Dutch steamship *Nieuwland* was sunk by a German motor torpedo boat on September 4th, 1940, between Sunderland and London. Eight of her crew were killed.

NIGEL

G. Gibson & Co.; 1903; *Grangemouth & Greenock Dockyard*; 1,400 tons; 260-2x34-2x17-4; 277n.h.p.; 10 knots; triple-expansion engines. The steamship *Nigel* was mined and sunk off Boulogne on November 12th, 1915. Five men were killed. The captain was among the survivors.

NIGER

British Navy, torpedo gunboat; 1892; *Great Britain*; 810 tons; 230 x27x12-5; 3,500 i.h.p.; 19 knots; triple-expansion engines; *Reed boilers*; two 4-7 in. guns, four 3 pdr., 3 T.T. The torpedo gunboat *Niger*. Lt. Cdr. A. P. Moore, was torpedoed and sunk by a German submarine at about noon on November 11th, 1914, off Deal pier. No lives were lost, the ship's company being taken off by the *Deal* and *Kingsdown* lifeboats.

NIGER

British Navy, fleet minesweeper; 1936; *J. S. White & Co.*; 815 tons; 230x33-5x7-9; 2,000 i.h.p.; 17 knots; triple-expansion engines; 3-drum boilers; two 4 in.A.A. guns, 5 smaller. The fleet minesweeper *Niger* was mined and sunk off Iceland on July 6th, 1942. The vessel's normal complement was 80.

NIGERIAN

United Africa Co.; 1936; *Deutsche Schiffs-u. Maschinebau*; 5,423 tons; 417-5x57-7x23-6; 350 n.h.p.; 10 knots; triple-expansion engines & L.P. turbine. The steamship *Nigerian*, Capt. E. R. Owen, was 130 miles S.E. of Trinidad on December 8th, 1942, when she was torpedoed and sunk by a German submarine. Four of the crew and one passenger were killed.

NIGITSUMARU

Nippon Kaiun K.K.; 9,547 tons. The steamship *Nigitsu Maru*, serving as a transport, was torpedoed and sunk by the U.S. submarine *Hake* on January 12th, 1944, about 850 miles E. of Formosa.

NIITAKA MARU

Kita Nippon Risen K.K.; 1904; *Russell & Co.*; 2,478 tons; 294x40-3x17-6; 295 n.h.p.; triple-expansion engines. The steamship *Niitaka Maru* was torpedoed and sunk by the U.S. submarine *Plunger* on July 12th, 1943, W. of Iwanai, Japan.

NIITAKA MARU

Nissan Kisen K.K.; 3,244 tons. The steamship *Niitaka Maru* was sunk by U.S. carrier-based aircraft on October 12th, 1944, off Kaohsiung, Formosa.

NIIZUKI

Japanese Navy, destroyer; 1941; *Japan*; 2,500 tons; 435 X 38 X—; 34 knots; turbine engines; eight 5 in. guns, several smaller, 4 T.T. The destroyer *Niizuki* was sunk by gunfire in the early hours of July 6th, 1943, in the first battle of Kula Gulf.

The full story of the first battle of Kula Gulf is given under the U.S. cruiser *Helena*. The second battle of Kula Gulf, also a night action, was fought a week later, for which see the Japanese cruiser *Jintsu*.

NIKITASK.

Minos Compania Maritima; 1919; *Osbourne, Graham & Co.*; 2,178 tons; 290-3x40-5x—; triple-expansion engines. The Panamanian ship *Nikitas K.* sank during a gale off the Turkish Black Sea coast on November 29th, 1957. The captain and five of the crew were drowned.

NIKKA MARU

Shimaru Kaiun O.K.; 1918; *K.K. Yoshiura Zosensho*; 1,269 tons; 228x33x18-7; 88 n.h.p.; triple-expansion engines. The steamship *Nikka Maru*, on a voyage from Tokyo to Murooran, was wrecked in a gale on April 22nd, 1937, two miles N. of Choshi, Chiba Prefecture.

NIKKAIMARU

Nissan Kisen K.K.; 1938; *Uraga Dock Co.*; 2,562 tons; 297-9 x 45x23-8; 201 n.h.p.; compound engines & L.P. turbine. The steamship *Nikkai Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On November 26th, 1943, she was torpedoed and sunk by the U.S. submarine *Ray* 350 miles N. of the Admiralty Islands.

NIKKAIMARU

Nissan Kisen K.K.; 1944; *Hitachi Zosen*; 2J 13 tons; 328-7X 45-4 x —; oilengines. The motorship *Nikkai Maru* foundered during a typhoon on November 12th, 1959, about 250 miles S. of Okinawa.

NIKKAKU MARU

Nissan Kisen K.K.; 1,946 tons. The steamship *Nikkaku Maru* struck a mine and sank on January 23rd, 1945, off Belawan, Sumatra.

NIKKIEMARU

Nissan Kisen K.K.; 1920; *Ames S.B. & D.D. Co.*; 5,811 tons; 410-5x54-2x29-2; 369 n.h.p.; triple-expansion engines. The steamship *Nikkei Maru* was torpedoed and sunk by the U.S. submarine *Silver sides* on August 8th, 1942, S. of Susami, Japan.

NIKKIMARU

Nissan Kisen K.K.; 5,857 tons. The steamship *Nikki Maru* was torpedoed and sunk by the U.S. submarine *Balao* on February 23rd, 1944, N. of Schouten Island, Dutch New Guinea.

NIKKIN MARU

Nissan Kisen K.K.; 1919; *J.F. Duthie Co.*; 5,705 tons; 410-3X 54-2x27-7; 359 n.h.p.; triple-expansion engines. The steamship *Nikkin Maru* was torpedoed and sunk by the U.S. submarine *Tang* on June 30th, 1944, about 100 miles W. of Mokpo, Korea.

NIKKO MARU

Toa Kaiun K.K.; 1903; *Mitsubishi Dockyard & Engineering Works*; 5,949 tons; 428-1x48-8x26-7; 785 n.h.p.; triple-expansion engines. The steamship *Nikko Maru* was torpedoed and sunk by the U.S. submarine *Harder* on November 20th, 1943, about 200 miles N.E. of the Ladrone Islands.

NIKKO MARU

Okazaki Honten K.K.; 1919; *Sir Raylton Dixon & Co.*; 3,098 tons; 33 1x46-5x25-5; 412 n.h.p.; triple-expansion engines. The steamship *Nikko Maru* struck a mine and sank on July 1st, 1944, off the east coast of North Borneo.

NIKKO MARU

Toa Kaiun K.K.; 1903; *Mitsubishi Dockyard & Engineering Works*; 5,057 tons; 428-1x48-8x26-7; 785n.h.p.; triple-expansion engines. The steamship *Nikko Maru*, serving as a transport, was torpedoed

NIKKYU MARU

and sunk by the U.S. submarine *Tirante* on April 9th, 1945, in the Yellow Sea.

NIKKYUMARU

Nissan Kisen K.K.; 6,529 tons.
The steamship *Nikkymaru* was torpedoed and sunk by the U.S. submarine *Jack* on July 4th, 1943, S. of Shizuoka, Japan.

NIKOKLIS

N. G. Moraitis; 1921; *N.V. Burgerhouts M. & F.*; 3,576 tons; 360-2x50•3x21•8; 345 n.h.p.; triple-expansion engines. The Greek steamship *Nikoklis* was torpedoed and sunk by a German submarine on July 14th, 1941, off the Azores. Seventeen of her crew of 28 were killed. The survivors were eventually picked up at Cape Juby, Morocco, 20 days later.

NIKOLAOS STATHATOS

G.N. Stathatos; 1882; *W. Denny & Bros.*; 3,801 tons; 322-6x42-1x25-1; 309 n.h.p.; compound engines. The Greek ship *Nikolaos Stathatos* was lost on about December 13th, 1920, when approximately 40 miles from Cape Ortegal. She was carrying coal from Barry to Genoa.

NIKOLAUS

German Government; 1922; *J.L. Thompson & Sons*; 6,397 tons; 411-8x55x33-6; 402 n.h.p.; triple-expansion engines. The steamship *Nikolaus* was formerly the Greek *Nicolaon Ourania*, bombed at Suda Bay in April, 1941 during the invasion of Greece, and repaired by the Germans.

On September 21st, 1943, she was torpedoed and sunk by a Polish submarine outside Rastia.

NIKOLINA MATKOVIC

E. Matkovic; 1918; *Long Beach S.B. Co.*; 3,672 tons; 340-5 x 48x24-7; 488 n.h.p.; oil engines.
The Yugoslav motorship *Nikolina Matkovic* was torpedoed and sunk by a German submarine on October 13th, 1942, on a voyage from New York to Liverpool. Fourteen of her crew were killed.

NILE

British & Irish Steamship Co.; 1849; *Greenock*; 700 tons; 200 n.h.p.; 10 knots; compound engines.
The steamship *Nile*, Captain Moppett, left Liverpool for Penzance and London on the evening of November 28th, 1854, with five passengers together with 25 crew. On the night of the 30th, in heavy seas and thick weather, she ran on to a group of rocks known as the "Stones", stretching out from Godrevy Island, near St. Ives and sank in deep water.
The vessel was lost with all her passengers and crew.

NILE

Peninsular & Oriental S.N. Co.; 1906; *Caird & Co.*; 6,702 tons; 449-8x52-2x30-6; 707 n.h.p.; quadruple-expansion engines. The British cargo ship *Nile* was wrecked off Awashima Island on January 11th, 1915, while on a voyage from London, via Moji, to Kobe. She was carrying a cargo of pig iron, sulphate of ammonia and cotton.

NILS GORTON

Rederi-AB Gylfe; 1921; *Howaldtswerke*; 1,809 tons; 260-9 X 40-9x17-5; 149 n.h.p.; triple-expansion engines. The Swedish steamship *Nils Gorton* was torpedoed and sunk by a German submarine on August 13th, 1940, on a voyage from St. John's, N.F.L., to Ridham Dock.

NIMBA

U.S. Maritime Commission; 1900; *Osbourne, Graham & Co.*; 1,854 tons; 281-2x40-5x18-1; 192 n.h.p.; triple-expansion engines.
The Panamanian steamship *Nimba* was torpedoed and sunk by a German submarine on September 13th, 1942, between Paramaribo and Trinidad. The captain, 17 crew and seven passengers were lost.

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NIMBIN

North Coast Steam Nav. Co.; 1927; *Burmeister & Wain*; 1,052 tons; 215x35-1x11-9; 235 n.h.p.; oil engines. The Australian motorship *Nimbin* struck a mine and sank on December 5th, 1940, off Sydney, N.S.W. The captain and six of the crew were killed.

NIMROD

Cork Steamship Co.; 1843; *Vernon & Co.*; 583 tons; 177x 25 X16; 300 n.h.p.; 10 knots; side lever engines. The paddle steamer *Nimrod*, Capt. Lyell, left Liverpool for Cork on February 25th, 1860, with 45 persons all told. Her engines broke down in the Irish Sea on the 27th and she was in a bad way when the steamship *City of Paris*, bound for Waterford, arrived and offered assistance. There was a certain amount of bargaining between the two captains as to the cost of towing the ship to Milford, and eventually the captain of the *City of Paris* offered to bring the *Nimrod* to port and leave the question of costs to be decided between the respective owners. This offer was declined. The *City of Paris* resumed her voyage and the *Nimrod* continued under sail. Later the *Nimrod*'s plight became so bad that she drove on to the rocks off St. David's Head and became a total wreck. Observers on the cliffs watched the ship gradually driven to her doom without being able to afford assistance. All 45 persons on board were drowned.

NINA

Soc. Anon. Ilva; 1919; *Poison Iron Works Co.*; 2,212 tons; 259-8x43-8x21-6; 175 n.h.p.; triple-expansion engines. The Italian steamship *Nina* was torpedoed and sunk by a British submarine on February 10th, 1944, outside Genoa.

NINA

E. Mortensen; 1917; *N.V. Boele's Scheepsbouw & Maschinenfabriek*; 1,488 tons; 240-2x36-2x16-8; 138 n.h.p.; triple-expansion engines.
The Norwegian steamship *Nina*, under German control, struck a mine and sank on October 27th, 1944, at Schulz's Grund, in the Kattegat.

NINA BIANCHI

Raffaele Bianchi; 1918; *Poison Iron Works Co.*; 2,180 tons; 261-1x43-6x20-7; 175 n.h.p.; triple-expansion engines. The Italian ship *Nina Bianchi* was sunk in a collision with the steamship *Veloce* on October 10th, 1940, off San Cataldo di Lecce.

NINA BORTHEN

H. Borthen & Co. A/S; 1930; *Armstrong Whitworth & Co.*; 6,123 tons; 396-2x55-1x32-3; 582 n.h.p.; oil engines. The Norwegian motorship *Nina Borthen* left Milford Haven on September 30th, 1940, for Table Bay and was not seen again. She was thought to have been sunk by a German submarine on about October 6th, midway between Inishtrahull and Cape Farewell.

NINETTO G.

G. Gavarone; 1913; *Cantiere Navale Triestino*; 5,335 tons; 400-1x52-1x28-8; 499 n.h.p.; triple-expansion engines. The Italian steamship *Ninotto G.* was torpedoed and sunk by a British submarine on April 5th, 1942, S. of the Strait of Messina.

NINUCCIA

G. Gavarone; 1910; *Richardson, Duck & Co.*; 4,583 tons; 395-4x50-1x24-4; 310 n.h.p.; triple-expansion engines. The Italian steamship *Ninuccia* was torpedoed, shelled and sunk by a British submarine on January 28th, 1942, off Cape Planka, S. of Sibenik.

NIobe

British Navy, sloop; *Great Britain*; 1,083 tons; 187x36x9-2; 300 n.h.p.; 12 knots; steam engines; one 7 in. gun, three 40pdrs. While serving on the North American Station, under Cdr. David Boyle, the sloop *Niobe* was wrecked off Miquelon Island, near Newfoundland, on May 21st, 1874. The number lost is not known.

NIOBE

Societe Navale Caennaise; 1905; Sunderland S.B. Co.; 1,319 tons; 240x34x15-7; 156n.h.p.; triple-expansion engines. The French steamship *Niobe* was torpedoed and sunk by a German submarine in the Bay of Biscay on February 16th, 1917.

NIOBE

German Navy, training ship; 1913; Frederikshaven; 650 tons; 151-2x30x15-9; 240 n.h.p.; 8 knots; auxiliary motor. The German training ship *Niobe* was originally a Norwegian vessel which had been adjudged a prize during the First World War. She was barque rigged and fitted with an auxiliary motor.

On July 25th, 1932, the *Niobe* left Kiel for a training cruise in the Baltic under Captain-Lieutenant Ruhfass, having on board 109 persons, of whom about 80 were naval cadets. Shortly after leaving port, and when close to the Fehmarn Island lightship the barque was capsized by a sudden squall and sank in four minutes.

The *Niobe* went down with 69 officers, seamen and cadets. Captain-Lieutenant Ruhfass, who was on deck at the time, was among the survivors.

Boats from the lightship and the steamship *Therese Russ*, which was nearby, picked up 40 of the ship's company.

Salvage operations were commenced without loss of time and the ship was raised on August 19th, when it was found that all her masts had gone by the board. The bodies of 34 of her people were found below deck.

The disaster is comparable with that which befell the British training frigate *Eurydice* (which see) off the Isle of Wight on March 24th, 1878.

NIOBE

Societe Navale Caennaise; 1920; Blyth S.B. & D.D. Co.; 1,684 tons; 260-3x37-3x16-4; 244 n.h.p.; triple-expansion engines.

The French steamship *Niobe* struck a mine and sank on June 11th, 1940, outside Havre.

NIOBE

German Navy, anti-aircraft cruiser; 1900; Rotterdam Dockyard; 3,512 tons; 311-7x48-3x17-7; 10,000h.p.; 15 knots; Yarrow boilers; 8 heavy A.A. guns, 2 T.T.

The old Dutch cruiser *Gelderland* was captured by the Germans when they invaded Holland in 1940. They reconstructed the ship which they renamed the *Niobe*, as an anti-aircraft cruiser. On July 16th, 1944, she was in the Baltic in the Finnish Leads when the Russian Air Force made a strong attack upon the shipping there. Altogether 130 bombers, torpedo bombers and fighters took part in the operation. The anti-aircraft cruiser was unable to repel the repeated attacks made upon her by the Russian aircraft and she was finally blown up and sunk.

NIPPO MARU

Okazaki Honten K.K.; 1936; Kawasaki Dockyard Co.; 3,755 tons; 353-6x50x27-9; 500 n.h.p.; turbine engines.

The steamship *Nippo Mam* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

NIPPO MARU

Japanese Government; 1938; Eriksbergs Mek. Verkstad; 6,079 tons; 461-8x62-2x27-2; 1,282 n.h.p.; oilengines. The motor vessel *Nippo Maru* was formerly the Swedish *Ningho*, seized by the Japanese at Hongkong in December, 1941. She was torpedoed and sunk by the U.S. submarine *Flasher* on June 29th, 1944, N.E. of Zingga Island, Indonesia.

NIPPO MARU

Nissan Risen K.K.; 1,942 tons.

The steamship *Nippo Maru* was torpedoed and sunk by the U.S. submarine *Skate* on July 16th, 1944, about 200 miles W. of the Kurile Islands.

NIPPO MARU

Tino Kaiun K.K.; 10,528 tons.

The tanker *Nippo Maru* was torpedoed and sunk by the U.S. submarine *Bergall* on October 27th, 1944, about 50 miles N.W. of Kudat, North Borneo.

NIPPON MARU

Yamashita Kisen K.K.; 1936; Kawasaki Dockyard Co.; 9,975 tons; 499-1x64-9x37-1; 2,115 n.h.p.; oilengines.

The tanker *Nippon Maru* was torpedoed and sunk by the U.S. submarine *Scamp* on January 14th, 1944, about 250 miles S.W. of the Caroline Islands.

NIPPONKAI MARU

Shimatani Kisen K.K.; 1932; Mitsui Bussan Kaisha; 2,681 tons; 299-2x43x22-7; 268 n.h.p.; oilengines.

The motor vessel *Nipponkai (Nihonkai) Maru* was taken over by the Japanese Navy for use as a motor torpedo boat tender. On June 17th, 1944, she was torpedoed and sunk by the U.S. submarine *Flounder* east of Mindanao Island, Philippines.

NIPSIC

United States Navy, wooden steam frigate; barque rigged; 1878; Washington Navy Yard; 1,375 tons; 183-9x36x14-2; 839 i.h.p.; 10-7 knots; compound engines; four 9 in. guns, one 60 pdr. (all m.l.r.), 2 smaller; 1 m.g.

The *Nipsic* was one of a squadron of three ships under command of Rear-Admiral Kimberley, U.S.N., lying in the harbour of Apia, Samoa, on the night of the hurricane of March 15th-16th, 1889.

At the height of the storm the *Nipsic* was run on to the beach by her captain, Cdr. D. W. Mullen, in order to save her from being flung on the reef at the upper end of the harbour. In getting out the ship's boats one capsized and seven men were lost. The action of the captain undoubtedly saved both ship and the remainder of the crew, for the *Nipsic* was subsequently towed off and repaired.

The full story of the hurricane is told under the name of the U.S. flagship *Trenton*.

NIREFS

Hellenic Co. of Marine Enterprises; 1915; Craig, Taylor & Co.; 4,080 tons; 383 X52-7X22-9; 368 n.h.p.; triple-expansion engines.

The Greek steamship *Nirefs* struck a mine and sank off Ushant on June 14th, 1917.

NIRITOS

G. C. Dracoulis; 1906; Short Bros; 3,756 tons; 350-4X50-1x23-1; 319 n.h.p.; triple-expansion engines.

The Greek steamship *Niritos* was sunk by a submarine in the Mediterranean on April 12th, 1917.

NIRITOS

G. C. Dracoulis; 1907; W. Gray & Co.; 3,854 tons; 345X50-IX 25; 316 n.h.p.; triple-expansion engines.

The Greek steamship *Niritos* was torpedoed and sunk by a German submarine on October 18th, 1940, W. of Ireland. There were 14 survivors.

NIRPURA

British India Steam Navigation Co.; 1921; W. Gray & Co.; 5,961 tons; 450x56x27; 656n.h.p.; 12 knots; triple-expansion engines.

The steamship *Nirpura* with 737 horses, mules and donkeys on board was steaming in convoy from Durban on March 3rd, 1943, when she was torpedoed by a submarine off East London. The attack took place during darkness but the vessel did not sink until daybreak, when she broke in two. Two officers, six Indian ratings, of whom three belonged to another vessel, and about 30 South African Army mule tenders were lost.

NISHI MARU

Japanese Government; 1921; Scott's S.B. & E. Co.; 2,655 tons; 310-3x44-2x20-9; turbine engines.

The steamship *Nishi Maru* was formerly the British *Kalgan*, seized by the Japanese at Bangkok in December, 1941. She was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

NISHIYAMA MARU

Itaya Shosen K.K.; 1921; Matsuo Iron Works & Dockyard; 3,016 tons; 311x44-2x27; 261 n.h.p.; triple-expansion engines.

The steamship *Nishiyama Maru* was torpedoed and sunk by the U.S. submarine *Swordfish* on August 22nd, 1943, 450 miles N.W. of Schouten Island, Dutch New Guinea.

NISSAN MARU

Nissan Risen K.K.; 1938; *Osaka Iron Works*; 6,537 tons; 424-1x57-4x34-4; 500 n.h.p.; turbine engines. The steamship *Nissan Maru* was bombed and sunk by U.S. land-based aircraft on June 18th, 1942, S.W. of Adak Island, Aleutian Islands.

NISSAN MARU No. 1

Nissan Risen K.K.; 6,889 tons. The steamship *Nissan Maru No. 1* struck a mine and sank on May 26th, 1945, off Shimonoseki.

NISSEIMARU

Japanese Government; 1889; *Sunderland S.B. Co.*; 1,468 tons; 243-2X34-1X18•1; 138 n.h.p.; triple-expansion engines. The steamship *Nissei Maru* was formerly the Chinese *Lee Cheng*, seized by the Japanese. She was torpedoed and sunk by the U.S. submarine *Thresher* on September 25th, 1944, about 150 miles W. of Inchon, Korea.

NISSHIN MARU

Otsubo Tomijiro; 1878; *Foochow French Arsenal*; 1,128 tons; 216-5 x29-1x17; 161 n.h.p.; compound engines. The *Nisshin Maru* founded on February 9th, 1920, off Taipeh, on a voyage from Yaeyama to Keelung with passengers.

All the passengers were saved but about half the crew were drowned.

NISSHIN MARU

Hayashikane Shoten K.K.; 1936; *Kawasaki Dockyard Co.*; 16,801 tons; 537x74 X48-8; 1561 n.h.p.; oil engines. The tanker *Nisshin (Nissin) Maru* was torpedoed and sunk by the U.S. submarine *Greville* on May 6th, 1944, 60 miles north of Senaja, North Borneo.

NISSHIN MARU

Okazaki Honten K.K.; 1916; *Harima S.B. Co.*; 1,179 tons; 223X33X17-9; 88 n.h.p.; triple-expansion engines. The steamship *Nisshin (Nissin) Maru* was torpedoed and sunk by the U.S. submarine *Sea Devil* on April 2nd, 1945, about 120 miles S.W. of Mokpo, Korea.

NISSHIN MARU No. 2

Taiyo Hogeï K.K.; 1937; *Kawasaki Dockyard Co.*; 17,579 tons; 537x74x48-8; 1,561 n.h.p.; oil engines. The tanker *Nisshin (Nissin) Maru No. 2* sank on April 17th, 1943, off Formosa. The cause of her sinking is not known.

NISSHO MARU

Minami Kusutaro; 1896; *Wood, Skinner & Co.*; 1,412 tons; 243-3x36x18; 139 n.h.p.; triple-expansion engines. The *Nissho Mam* was carrying salt from Dairen to Kobe when she was wrecked at Pinnacle Island, Korea, on June 20th, 1925.

NISSHO MARU

Showa Tanker K.K.; 1938; *Mitsubishi Jukogyo K.K.*; 10,526 tons; 528-8x65-6x39-4; 2,250 n.h.p.; oil engines. The tanker *Nissho (Nissyô) Maru* was torpedoed and sunk by the U.S. submarine *Hoe* on February 25th, 1944, about 250 miles E. of Luzon Island, Philippines.

NISSHO MARU

Manshu Kaiun K.K.; 1,276 tons. The steamship *Nissho Maru* struck a mine and sank on June 18th, 1945, off Wakamatsu.

NISSHO MARU

Japanese Government; 1904; *Swan, Hunter & Wigham Richardson*; 2,284 tons; 290'4x42-1x15-4; 226 n.h.p.; triple-expansion. The steamship *Nissho Maru* was formerly the British *Yat Shing*, seized by the Japanese at Hongkong in December, 1941. She struck a mine and sank on July 17th, 1945, off Yawata, Japan.

NISSHO MARU No. 1

Marusho Kaiun K.K.; 1937; *Ohara Dockyard Co.*; 1,362 tons; 225-6x35x20-5; 106 n.h.p.; triple-expansion engines. The steamship *Nissho (Nissyô) Maru No. 1* struck a mine and sank on May 12th, 1945, off Karatsu, Japan.

NISSHO MARU No. 2

Marusho Kaiun K.K.; 1,386 tons. The steamship *Nissho Maru No. 2* was taken over by the Japanese Navy for use as an auxiliary gunboat. She was torpedoed and sunk by the U.S. submarine *Trepang* on March 3rd, 1945, 75 miles S. of Yokosuka.

NISSHO MARU No. 8

Marusho Kaiun K.K.; 1916; *Harima S.B. Co.*; 1,174 tons; 223 x33x 18; 88 n.h.p.; triple-expansion engines. The steamship *Nissho (Nissyô) Maru No. 8* struck a mine and sank on June 14th, 1945, off Inchon, Korea.

NISSHO MARU No. 16

Marusho Kaiun K.K.; 1939; *Ohara Zosen Tekkosho*; 1,174 tons; 216-5x33-8x18-2; triple-expansion engines. The steamship *Nissho (Nissyô) Maru No. 16* was taken over by the Japanese Navy for use as a submarine chaser. On February 1st, 1945, she struck a mine and sank off the south-west coast of Korea.

NISSHU MARU

Nissan Kisen K.K.; 1917; *Union Iron Works Co.*; 7,785 tons; 410-9x56-2x38-4; 600 n.h.p.; triple-expansion engines. The steamship *Nisshu (Nissyû) Maru* was torpedoed and sunk by the U.S. submarine *Cobia* on July 18th, 1944, N.W. of the Bonin Islands.

NISSHUN MARU

Nissan Kisen K.K.; 6,380 tons. The steamship *Nisshun Maru* was torpedoed and sunk by the U.S. submarine *Drum* on April 18th, 1943, about 400 miles N.E. of New Ireland.

NITA

A.Lauro; 1913; *Bonn&Mees*; 6,813 tons; 446x54-2x26-4; 470 n.h.p.; triple-expansion engines. The Italian steamship *Nita* was torpedoed and sunk by British aircraft on August 7th, 1942, about 20 miles S.W. of Lampedusa.

NITCHO MARU

Nissan Kisen K.K.; 1,940 tons. The steamship *Nitcho Mîru* was sunk by U.S. carrier-based aircraft on June 12th, 1944, about 200 miles W. of the Ladrone Islands.

NITEDAL

T. Sagen; 1903; *Laxevaags Maskin & Jernskibs.*; 1,974 tons; 268-2x38-8x17-3; 149 n.h.p.; triple-expansion engines. The Norwegian steamship *Nitedal* was torpedoed and sunk by a German submarine in the North Sea on October 20th, 1917.

NITH

Steel, Young & Co.; 1874; *R. Irvine & Co.*; 1,156 tons; 230X 30-9x17-2; 110 h.p.; compound-inverted engines. The British cargo ship *Nith* sank after a collision at Lisbon on April 7th, 1884, while on a voyage from Braila to Lisbon carrying a cargo of maize.

NITHSDALE

R. Mackill & Co.; 1900; *Tyne Iron S.B. Co.*; 3,478 tons; 335 X 48 X 24 • 7; 350 n.h.p.; triple-expansion engines. The British cargo ship *Nithsdale* was wrecked 15 miles from Kurrachee on July 9th, 1907, while on a voyage from Bunbury to Kurrachee carrying a cargo of railway sleepers.

NITSA

Kassos Steam Nav. Co.; 1915; *Irvine's S.B. & D.D. Co.*; 4,972 tons; 385 X 52x27-1; 320 n.h.p.; triple-expansion engines. The Greek steamship *Nitsa* was torpedoed and sunk by a German submarine on December 2nd, 1943, on a voyage from Calcutta to Aden. Eleven of her crew were killed.

NITTAI MARU

Nissan Kisen K.K.; 1921; *W. Doxford & Sons*; 6,484 tons; 420x54x34-3; 577 n.h.p.; triple-expansion engines. The steamship *Nittai Maru* was torpedoed and sunk by the U.S. submarine *Rasher* on March 3rd, 1944, about 100 miles N. of Menado, Celebes.

NITTATSU MARU

Nissan Kisen K.K.; 2,859 tons. The steamship *Nittatsu Maru* was torpedoed and sunk by the U.S. submarine *Bang* on April 30th, 1944, about 100 miles N.W. of Luzon Island, Philippines.

NITTETSU MARU

Nissan Kisen K.K.; 5,993 tons. The steamship *Nittetsu Maru* was torpedoed and sunk by the U.S. submarine *Dale* on October 14th, 1944, 45 miles W. of Pappar, North Borneo.

NITTO MARU

Toa Kaiun K.K.; 1920; *Fujinagata S.B. Co.*; 2,186 tons; 272 X 40 X 24 • 1; 226 n.h.p.; triple-expansion engines. The steamship *Nitto Maru* was torpedoed and sunk by the U.S. submarine *Seahorse* on July 3rd, 1944, about 250 miles E. of Hainan Island.

NITTOKU MARU

Akai Shoten K.K.; 1905; *Armstrong Whitworth & Co.*; 3,591 tons; 350 X 52 x 23-4; 337 n.h.p.; triple-expansion engines. The steamship *Nittoku Maru* was torpedoed and sunk by the U.S. submarine *Snook* on February 14th, 1944, off Nagasaki.

NITTSU MARU

Okazaki Honten K.K.; 1917; *Ishikawajima S.B. & E. Co.*; 2,183 tons; 268x40-7x23-5; 169 n.h.p.; triple-expansion engines. The steamship *Nittsu (Nittu) Maru* was torpedoed and sunk by the U.S. submarine *Wahoo* on March 21st, 1943, off the west coast of Korea.

NIVERNAIS

Soc. Gen. de Transports Maritimes a Vapeur; 1882; *J. Elder & Co.*; 2,555 tons; 325-5x37-1x25-5; 277 n.h.p.; compound engines. The French steamship *Nivernais* was torpedoed and sunk by a submarine in the Mediterranean on June 10th, 1918.

NIVOSE

French Navy; 1931; *Deutsche Werft*; 9,131 tons; 466-8x 61-8x36'5; 256 n.h.p., compound engines. The tanker *Nivose*, on a voyage from Hampton Roads to North Africa with 11,000 tons of fuel oil, was bombed by German aircraft, and blew up and sank on November 11th, 1943, off the coast of Algeria.

NIYO MARU

Japanese Government; 1921; *New Engineering & S.B. Works*; 1,350 tons; 243 x 37 x 15; 138 n.h.p.; triple-expansion engines. The steamship *Niyo Maru* was formerly the Norwegian *Hafthor*, captured by the Japanese in December, 1941. She was sunk by British aircraft on September 12th, 1942, off Burma.

NIYO MARU

Asano Bussan K.K.; 10,022 tons. The tanker *Niyo Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Corregidor.

NOBORIKAWA MARU

Hokkaido Tanko Kisen K.K.; 1922; *Uruga Dock Co.*; 2,182 tons; 268x40-7x23-6; triple-expansion engines. The steamship *Noborikawa Maru* was torpedoed and sunk by the U.S. submarine *Trigger* on June 1st, 1943, off Tateyama, Japan.

NOJIMA

Japanese Navy; 4,500 tons (approx.). The steamship *Nojima* was bombed and sunk by U.S. and Austro-

lian land-based aircraft on March 3rd, 1943, in the Straits of Macassar.

NOJIMA MARU

Nippon Yusen K.K.; 1935; *Mitsubishi Jukogyo Kaisha*; 7,189 tons; 449-6x62-3x34-4; 1,851 n.h.p.; oil engines. The motorship *Nojima (Nozima) Maru* was bombed and sunk by U.S. land-based aircraft on September 28th, 1942, off the Aleutian Islands.

NOKAZE

Japanese Navy, destroyer; 1921; *Maizuru*; 1,215 tons, 336-5x29-2x9-5; 38,500 s.h.p.; 34 knots; turbine engines; Kampon boilers; four 4-7 in. guns, 2 A.A. m.g., 6 T.T. The destroyer *Nokaze* was torpedoed and sunk off Cape Varella, Indo-China, by the U.S. submarine *Pargo* on February 20th, 1945. The destroyer's normal complement was 148.

NOMAD

British Navy, destroyer; 1916; *A. Stephen & Sons*; 1,025 tons; 271x26x8-7; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T. The destroyer *Nomad*, Lt.Cdr. P. Whitfield, was a unit of the 13th Flotilla at the battle of Jutland on May 31st, 1916. At 4.15 on the afternoon of the battle the flotilla made a determined attack on Admiral Hipper's battle cruisers, *Nomad* being the second in the line. She was hit in the boilers and disabled before she came within torpedo range. About 30 minutes later the battleships of the German High Seas Fleet steaming to the assistance of Admiral Hipper came upon *Nomad* and her sister ship, *Nestor*, lying athwart their course. Despite the avalanche of fire that fell upon them both destroyers discharged their torpedoes in a gallant, but futile, gesture of defiance. The survivors from both craft then took to the boats, being picked up later by a German destroyer.

Considering the heavy fire to which they had been subjected the casualties among *Nomad's* complement of 80 were miraculously light, amounting to one officer and seven ratings killed. Four officers and 68 ratings became prisoners of war.

NOMINOE

Soc. Anon. des Chargeurs de VQuest; 1913; *W. Gray & Co.*; 3,155 tons; 320'3x46-5x21-1; 288 n.h.p.; triple-expansion engines. The French steamship *Nominoe* was torpedoed and sunk by a German submarine while lying at anchor off Lowestoft on March 19th, 1916.

NONNI

Russian Volunteer Fleet Association; 1909; *Rickmers Akt. Ges.*; 4,105 tons; 366x9-47-7x27-3; 261 n.h.p.; triple-expansion engines. The Russian steamship *Nonni* was torpedoed and sunk by a German submarine in the English Channel on December 8th, 1917.

NOR

Akties. Rodseth & Co.; 1901; *Laxevaags Maskin & Jernskibs*; 1,418 tons; 245'1x36-2x16-8; 132 n.h.p.; triple-expansion engines. The Norwegian steamship *Nor* was torpedoed and sunk by a German submarine in the Irish Channel on December 14th, 1917.

NORA

M. G. Martinson; 1902; *Hasseldalens Jernskibs.*; 1,186 tons; 231-4x34x13-7; 97 n.h.p.; triple-expansion engines. The Estonian steamship *Nora* was torpedoed and sunk by a German submarine on October 13th, 1940, about 200 miles W. of the Hebrides on a voyage from Pughwash to Belfast.

NORA SALIARI

K. Ch. Saliaris & A. Negropontes; 1902; *R. Stephenson & Co.*; 3,869 tons; 340 X 47 • 1 x 20; 314 n.h.p.; triple-expansion engines. The Greek ship *Nora Saliari* foundered on May 19th, 1924, off Cape Carbon, near Bougie. She was carrying ore.

NORAH MOLLER

Moller Line; 1915; Harland & Wolff; 4,434 tons; 365-2 x 50-1x26-5; 567-n.h.p.; oilengines.

The British motorship *Norah Moller*, on a voyage from Singapore to Calcutta, was bombed and set on fire by Japanese aircraft on the night of February 2nd, 1942. The fire could not be controlled and the ship was abandoned the next morning off West Nangka Point, Banka Strait. Seventeen of her crew were killed.

NORANMORE

Belgian Maritime Trading Co.; 1898; W. Doxford & Sons; 5,640 tons; 420 x50-2x—; 413 n.h.p.; triple-expansion engines.

The Belgian steamship *Noranmore*, on a voyage from Batoum to Bombay with case oil, capsized during a heavy gale on August 25th, 1901, off Athina, Black Sea.

The sole survivor of her crew of 40 was picked up from a waterlogged boat four days later.

The *Noranmore* floated upside down for 12 days before sinking.

NORBITON

Commercial S.S. Co.; 1873; Wither, Alexander & Co.; 1,037 tons; 225-4x29-9x16-8; HOH.p.; compound engines. The British cargo ship *Norbiton* sank after a collision with the Greek steamship *Andrea Vagliano* about 20 miles south of Start Point on August 13th, 1887, while on a voyage from Cardiff to Rouen carrying a cargo of coal. Eleven of her crew were saved.

NORD

Anglo-Saxon Petroleum Co.; 1900; Grangemouth & Greenock Dkyd. Co.; 1,892 tons; 269-4x42-2x17-5; 204 n.h.p.; triple-expansion engines.

The British steamship *Nord* foundered on November 7th, 1915, off Cape Pillar, Tasman Island, while on a voyage from Melbourne to Hobart.

NORD

Wallem & Co.; 1904; Sunderland S.B. Co.; 3,193 tons; 314X 46-5x20-6; 262 n.h.p.; triple-expansion engines. The Panamanian steamship *Nord* was torpedoed and sunk by a Japanese submarine on January 21st, 1942, in Preparis North Channel on a voyage from Calcutta to Rangoon with coal. A few survivors were reported to have landed in Burma.

NORDANLAND

Axel Brostrom & Son; 1946; Eriksbergs Mek. Verkstad; 4,147 tons; 408-1x57-8x20-8; 1,107n.h.p.; oilengines. The Swedish motorship *Nordanland* was at Genoa on February 19th, 1955, when she smashed against the quay, sprang leaks and became partially submerged. She was carrying calcium carbide. Two days later the cargo exploded and the resulting fire burned until March 5th. A further explosion on March 11th wrecked the ship completely.

NORDEFLENGE

Constants (South Wales); 1942; W. Gray & Co.; 2,873 tons; 315-4x46-5x23; 269 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Nordeflinge*, Capt. G. G. Maunder, was bombed and sunk by German aircraft on the night of May 30th, 1944, about 40 miles N.E. of Algiers. Twelve men were killed. Capt. Maunder was among the survivors.

NORDENHAM

Midgard Deutsche Seeverkehrs; 1914; J. C. Tecklenborg A.G.; 4,592 tons; 386-7x49-1x30; 400 n.h.p.; triple-expansion engines.

The German steamship *Nordenham* was torpedoed and sunk by a Russian submarine on December 9th, 1944, near Windau.

NORDEFAHRT

Norddeutsche Kohlen-u. Cokeswerke; 1910; Wood, Skinner & Co.; 2,543 tons; 304-4x42-2x18-7; 254 n.h.p.; triple-expansion engines.

The German steamship *Nordfahrt* struck a mine and sank on February 10th, 1945, in Kiel Bay

NORDFJELD

Gorrissen & Co.; 1900; C. S. Swan & Hunter; 3,631 tons; 348x45-3x17-8; 308 n.h.p.; triple-expansion engines. The Norwegian ship *Nordfjeld* was wrecked on November 22nd, 1922, in Flowers Cove, Newfoundland, while on a voyage from Sunderland to Gaspe, carrying coal.

NORDHAV

BechsRederiAkties.; 1893; Russell & Co.; 2,846 tons; 280-2 X 44-8x22-9.

The Norwegian sailing ship *Nordhav* was sunk by a German submarine in the Western Atlantic on August 17th, 1918.

NORDHAVET

P. Brown, Jr. & Co.; 1930; Burmeister & Wain; 4,671 tons; 385-6x54-9x24-8; 541 n.h.p.; oil engines. The Danish motorship *Nordhavet* struck a submerged object and sank on September 24th, 1945, when about 14 miles S. of Cape St. Mary. She was carrying grain from Montreal to Antwerp.

NORDIA

Red. A/B Hogands; 1921; N.V. Scheepswerf Juliana; 1,316 tons; 236-3x36-4x 16; 127 n.h.p.; triple-expansion engines. The Swedish ship *Nordia* was on a voyage from Hull to Gothenburg when she was involved in a collision and sank off the Norwegian coast on February 26th, 1940.

NORDKYN

Alb. Harloff; 1895; Ropner & Son; 3,244 tons; 325x43x18; 272 n.h.p.; triple-expansion engines.

The Norwegian steamship *Nordkyn* was torpedoed and sunk by a German submarine in the Atlantic on March 12th, 1918.

NORDPOL

H. C. Gorrissen; 1903; Constructora Naval Espanola; 2,055 tons; 281-4x40x19-1; 184 n.h.p.; triple-expansion engines. The Norwegian steamship *Nordpol* was torpedoed and sunk by a submarine in the Mediterranean on December 25th, 1917.

NORDSTRAND

The Shipping Controller (W. A. Massey & Sons); 1891; Richardson, Duck & Co.; 1,939 tons; 269-9x36-6x16-5; 176 n.h.p.; triple-expansion engines.

The British cargo ship *Nordstrand* was wrecked three-quarters of a mile north-east of Whitby Piers on March 18th, 1918. She was on a voyage from the Tyne to Rouen carrying a cargo of coal.

NORDVANGEN

Gorrissen & Co.; 1929; International S.B. & E. Co.; 2,400 tons; 291 • 2x45-7x18-5; 215 n.h.p.; compound engines. The Norwegian ship *Nordvangen* was carrying bauxite from Paramaribo, which she left on February 18th, 1942, to Trinidad and New Orleans, but she was not seen again. A lifeboat was washed ashore.

NORVDARD

German Government; 1925; Kockums Mek. Verkstad; 4,111 tons; 377-6x54x22-9; 439 n.h.p.; oilengines. The motorship *Nordvard* was formerly Norwegian, captured by a German raider in the Indian Ocean on September 15th, 1940, and taken to Bordeaux. On December 29th, 1944, she was bombed by British aircraft at Moss, Norway, and blew up and sank with the loss of 116 lives.

NORFOLK

*Federal Steam Navigation Co.; 1918; Bremer-Vulkan; 10,948 tons; 520*7x64-2x38-1; 1,270 n.h.p.; 14 knots; triple-expansion engines & L.P. turbines.*

The liner *Norfolk*, Capt. F. Lougheed, was torpedoed and sunk by a German submarine on June 18th, 1941, approximately 150 miles N.N.W. of Malin Head on a voyage from Newport to New York and New Zealand. One man was killed.

NORFOLK

Canada Steamship Lines; 1923; Swan, Hunter & Wigham Richardson; 1,901 tons; 252x42-5x18; 111 n.h.p.; triple-expansion engines.

The Canadian steamship *Norfolk*, on a voyage from Paramaribo Trinidad, was torpedoed and sunk by a German submarine on September 18th, 1942, off the coast of British Guiana. Six of her crew of 20 were lost.

NORFOLK COAST

Coast Lines; 1910; W. Harkess & Son; 782 tons; 195x30x11'6; 128 n.h.p.; 9 knots; triple-expansion engines. The steamship Norfolk Coast was torpedoed and sunk by a German submarine 23 miles S.E. of Flamborough Head on June 18th, 1918. Eight men were killed. The captain was among the survivors.

NORFOLK COAST

Coast Lines; 1937; Ardrossan Dockyard; 646 tons; 200-6X33-lx11-1; 224 n.h.p.; 11-5 knots; oil engines. The motor vessel Norfolk Coast, Capt. T. Humphreys, was torpedoed and sunk by a German submarine off the South Bishops, Stilly Isles, on February 28th, 1945. Seven persons were killed and six wounded; one of these died soon after being landed. Capt. Humphreys was among the survivors.

NORFOLK MARU

*Kawasaki Kisen K.K.; 1921; Kawasaki Dockyard Co.; 6,576 tons; 405x53x37; 578 n.h.p.; triple-expansion engines. The steamship Norfolk Maru was torpedoed and sunk by the U.S. submarine *Haddo* on August 21st, 1944, about 50 miles W. of Mindoro Island, Philippines.*

NORGE

Det Forenede D/S; 1881; A. Stephen & Sons; 3,318 tons; 337-6x40-8x22-7; 346 n.h.p.; 11-5 knots; compound engines.

The Danish steamship *Norge*, left Copenhagen on June 22nd, 1904, for New York with 700 emigrants and a crew of about 80. She ran on to the rocks at Rockall at 7.45 a.m. on June 28th. The engines were reversed and the ship came off the rocks but was badly holed and sank very quickly. Only 129 persons were saved; 27 were picked up by the trawler *Silvia*, 32 by the steamship *Cervona* and the captain's boat, with 70 people, was picked up later by the steamship *Energie*.

NORGE

Norwegian Navy, coast defence ship; 1900; Armstrong & Co.; 4,166 tons; 301-2x50-6x17-7; 4,500 i.h.p.; 16-5 knots; triple-expansion engines; Yarrow boilers; two 8-2 in. guns, six 5-9 in., eight 3 in., two 3 pdr.

On April 9th, 1940, the two Norwegian coast defence ships *Norge* and *Eidsvold* (which see) were lying at Narvik awaiting a German attack. It had been reported that a large enemy force of destroyers was proceeding up the coast with the intention of landing at the port, though the exact strength of this force, which turned out to be 11 destroyers, each carrying 300 soldiers, and several merchantmen, was not known. Neither of the Norwegian ships had its full complement of 270 on board as the suddenness of the German move had caught the Norwegian authorities unawares. The *Norge*, commanded by Capt. Askim, carried 199 all told. At 4.30 a.m., in thick weather, she weighed anchor and took up a position with her guns commanding the entrance to the port, the *Eidsvold* meanwhile was outside the harbour. Not long after this two German destroyers appeared out of the mist but did not answer to the Norwegian challenge, though a shot was fired across their bows. They disappeared without firing in reply, while at the same moment two other destroyers appeared close to the *Eidsvold*, to which ship they sent an officer to demand her surrender. This demand was promptly rejected and the ship was torpedoed, having signalled the German officer the refusal by firing a Very-light. The torpedo struck the *Eidsvold* in her forward magazine and she blew up and sank with 185 out of her crew of 193.

At 4.45 a.m. the *Norge* saw two German destroyers approaching out of the mist and opened fire with both 8-2 in. and 5-9 in. guns. The weather was in favour of the Germans, though visibility had

improved and they discharged six torpedoes, the last two striking the *Norge* amidships. She sank in a few minutes taking with her 110 officers and men, there being 89 survivors including Capt. Askim.

This disastrous action had cost the Norwegians the two largest and most powerful ships of their small navy, with a total loss of 295 officers and men killed. So dense were the mists and snow squalls that at no time was visibility greater than 900 yards. Five of the enemy destroyers were of 1,811 tons, and six were of 1,625 tons, all carrying the same armament of five 5 in. guns and eight torpedo tubes. These ships were the largest and newest of their type in the German Navy. They were destroyed by the British within the next five days, the story of their defeat being told under the *Hardy*, a flotilla leader lost in the first of the two battles of Narvik.

NORGE

A. Zanchi; 1907; Workman, Clark & Co.; 6,511 tons; 460-4x55-3x30-4; 650 n.h.p.; triple-expansion engines. The Italian steamship Norge was torpedoed and sunk by British aircraft on December 21st, 1940, E. of the Kerkenna Islands, Tunisia.

NORHAM

Thompson Steam Shipping Co.; 1896; C. S. Swan & Hunter; 1,791 tons; 280x38x19-1; 203 n.h.p.; triple-expansion engines. The British cargo ship Norham was wrecked on Longsand, near Harwich, on January 9th, 1904. She was on a voyage from Bilbao to Middlesbrough carrying an ore cargo.

NORHAUG

M. H. Kongshavn; 1899; Framnes Mek. Vcerksted; 1,245 tons; 240-8x35-3x14-8; 111 n.h.p.; triple-expansion engines. The Norwegian steamship Norhaug was torpedoed and sunk by a German submarine off Ushant on May 26th, 1917.

NORHAUK

Norwegian Government; 1919; G. M. Standifer Construction Corp.; 6,086 tons; 401-4x53-2x31-9; 553 n.h.p.; triple-expansion engines. The Norwegian steamship Norhauk struck a mine and sank on December 21st, 1943, in the Straits of Dover. Eleven of her crew were killed.

NORLAND

*Norwegian Government; 1941; Blythswood S.B. Co.; 8,134 tons; 463-2x61-2x33; 490 n.h.p.; oil engines. The Norwegian tanker Norland was torpedoed and sunk by a German submarine on May 20th, 1942, on a voyage from the Clyde to Corpus Christi. Fourteen of her crew were picked up by the Dutch motorship *Polyphemus*, which was herself sunk six days later.*

NORLANDIA

Merchants & Miners Transportation Co.; 1919; Manitowoc S.B. Co.; 2,689 tons; 253-4x43-8x26-2; 206 n.h.p.; triple-expansion engines. The American steamship Norlandia was torpedoed and sunk by a German submarine on July 4th, 1942, between San Juan, Puerto Rico, and Nuevitas. Nine of the crew were killed.

NORLANTIC

Norlasco S.S. Corp.; 1920; Detroit S.B. Co.; 2,606 tons; 251 x43-6x26-1; 226 n.h.p.; triple-expansion engines. The American steamship Norlantic was torpedoed, shelled and sunk by a German submarine on May 12th, 1942, N. of Guirra on a voyage from Pensacola to Puerto la Cruz. Ten of her crew were lost.

NORLA VORE

North Atlantic & Gulf S.S. Co.; 1919; Globes S.B. Co.; 2,713 tons; 253-4x43-8x26-9; 266 n.h.p.; triple-expansion engines. The American ship Norlavore left Baltimore on February 22nd, 1942, for Puerto la Cruz but was not seen again. It was assumed that she had been torpedoed by a German submarine, probably on the 26th, about 300 miles E. of Wilmington, North Carolina.

NORLINA

NORLINA

*Garland S.S. Corp.; 1909; W. Gray & Co.; 4,523 tons; 385x51*1x26-4; 391 n.h.p.; triple-expansion engines.*
The American ship *Nor Una* was wrecked on August 4th, 1926, at Horseshoe Point, 45 miles N. of San Francisco.

NORLINDO

Merchants & Miners Transportation Co.; 1920; Globe S.B. Co.; 2,686 tons; 255-4x43-8x26-9; 194n.h.p.; triple-expansion engines.
The American steamship *Norlindo* was torpedoed and sunk by a German submarine on May 4th, 1942, on a voyage from Mobile to Havana. Five of the crew were killed.

NORMA

Rederiaktieb. Kdrnan; 1885; J. Readhead & Co.; 1,443 tons; 256-4x36-1x15-8; 160 n.h.p.; compound engines. The Swedish steamship *Norma* was torpedoed and sunk by a German submarine in the English Channel on March 26th, 1917.

NORMAN

Northern Fishing Co. (Hull); 1943; Cook, Welton & Gemmell; 629 tons; 178-5x30x15-2; triple-expansion engines. The British trawler *Norman* was wrecked during fog off Cape Farewell, Greenland, on October 4th, 1952. She had sailed from Hull for the Greenland fishing grounds. Her crew of 20 scrambled on to a reef but fog and heavy seas prevented any attempt to rescue them until early on the following morning, by which time only one man was left alive.

NORMAN MONARCH

Monarch S.S. Co.; 1937; Caledon S.B. Co.; 47 18 tons; 432-6x 56-7x23-8; 292 n.h.p.; triple-expansion engines. The British steamship *Norman Monarch*, on a voyage from Halifax to Barry with wheat, was torpedoed and sunk by a German submarine on May 20th, 1941, about 200 miles S.S.E. of Cape Farewell. All her crew of 40 and eight gunners were taken off by the *Harpagiis*, in the same convoy, but 26 of these were drowned when the *Harpagus* was sunk later in the day.

NORMAN PRINCE

Prince Line; 1940; Smith's Dock Co.; 1,913 tons; 304x44-2 X 16-5; 2,270i.h.p.; 13 knots; triple-expansion engines. The steamship *Norman Prince*, Captain W. R. Harries, was torpedoed and sunk by a German submarine on May 28th, 1942, 80 miles W. of St. Lucia, Windward Islands. Captain Harries and 16 men were killed and two wounded.

NORMAN QUEEN

British Channel Islands Shipping Co.; 1938; Burntisland S.B. Co.; 957 tons; 197-2x32-3x13-1; 129 n.h.p.; triple-expansion engines. The steamship *Norman Queen* was torpedoed and sunk by a German motor torpedo boat on March 8th, 1941, off Cromer on a voyage from London to Boston, Lines. The captain was taken out of the water by the Germans but the remaining 12 of the crew and two gunners were drowned.

NORMANDIE

Compagnie Generale Transatlantique; 1935; Chantier et Ateliers de Saint Nazaire (Penhoet); 83,423 tons; 981-4 X117-9 x57-6; 28-5 knots; turbo-electric engines.
Until the advent of the *Queen Elizabeth* the *Normandie* was the largest ship in the world. On her maiden voyage she gained the Blue Riband of the Atlantic from the Italian liner *Rex*, but lost it in 1936 to the *Queen Mary*. She regained it in 1937 and held the record for both east and west crossings until August, 1939, when they again passed to the *Queen Mary*.

At the outbreak of war in 1939, the *Normandie* was laid up at the Hudson River Pier, New York, and in December, 1941, she was requisitioned by the U.S. Navy and renamed *Lafayette*.

In February, 1942, the flame from a workman's acetylene torch set fire to woodwork on the promenade deck. There was a high wind and the flames spread quickly. Damage was extensive and the vessel rolled over on her side in 50 feet of water. She was refloated and placed on an even keel in 1943, but she was never repaired and was finally broken up after the war.

NORMANDJET

The Shipping Controller (Lambert Bros.); 1902; Hellerup's Skibsveerft & Maskin; 1,843 tons; 265-7x37^2x16-1; 132 n.h.p.; triple-expansion engines.
The British ship *Normandjet* was torpedoed and sunk by a German submarine 34 miles S.W. by W. from the Calf of Man on April 21st, 1918. The captain and 18 of the crew were killed.

NORMANDY

London & South Western Railway Co.; 1863; J. Ash & Co.; 550 tons; 210x24x14; 225 n.h.p.; 15-5 knots; compound engines. The paddle steamship *Normandy*, Capt. C. B. Harvey, left Southampton for Jersey on March 18th, 1870, with 65 persons on board. Off the Isle of Wight, in dense fog, she collided with the steamship *Mary*, of Grimsby. The *Normandy* was cut down to the water's edge, the bow of the *Mary* striking her amidships. Two boats were launched and got away safely, the *Normandy* remaining afloat for about 30 minutes.

The crew of the *Normandy* behaved with great gallantry, and a memorial to their self sacrifice now faces the entrance to the harbour of St. Helier. The loss of life amounted to 34 persons, of whom 17 were passengers and 17 crew, including Capt. Harvey, the first officer and the chief engineer. The 31 survivors were picked up by the *Mary*, which was badly damaged but managed to reach port.

NORMANDY

*Joseph Constant; 1910; Earle's Co.; 1,714 tons; 250*4x42-5x17-8; 144 n.h.p.; triple-expansion engines.*
The British cargo ship *Normandy* struck a rock and sank near Great Island, N.F.L., on May 7th, 1910. She was on a voyage from the Tees to Toronto carrying a cargo of pig iron.

NORMANDY

London & South Western Railway Co.; 1910; Earle's Co.; 618 tons; 192X29-2x14-1; 82r.h.p.; 9 knots; triple-expansion engines.
The steamship *Normandy* was torpedoed and sunk by a German submarine eight miles E. by N. of Cape La Hague on January 25th, 1918. Fourteen men were killed. The captain was among the survivors.

NORMANDY COAST

Coast Lines; 1916; Sir Raylton Dixon & Co.; 1,428 tons; 260 X 38 x 15; 162 n.h.p.; 9 knots; triple-expansion engines.
The steamship *Normandy Coast*, Capt. F. Mara, was torpedoed and sunk by a German submarine off Anglesey on January 11th, 1945. Nineteen persons were killed and eight wounded. Capt. Mara was among the survivors.

NORMANNIA

P. Brown, Jr., & Co.; 1897; Howaldtswerke; 2,598 tons; 312-2X 45x20-5; 204 n.h.p.; triple-expansion engines. The Danish ship *Normannia* foundered on January 17th, 1924, 28 miles E. of Frying Pan Shoals lightship.

NORMANTON

William Milburn & Co.; 1882; Campbell, Mackintosh & Bowstead; 2,367 tons; 291-2x37^3x27-4; 300h.p.; compound inverted engines.
The British cargo ship *Normanton* was wrecked off Oosima, Japan, on October 24th, 1886, while on a voyage from Yokohama to Hiogo. She was carrying a general cargo which included tea.

NORNA

Rederi A/B Esperia; 1914; Akers Mek. Verksted; 1,022 tons; 221-5x34'9x14-8; 116 n.h.p.; triple-expansion engines. The Swedish ship *Norna*, with a crew of 18, left Gibraltar on February 7th, 1940, for Stockholm, but was not seen again.

NORNE

H. Kihlme; 1930; Eriksbergs Mek. Værks.; 3,971 tons; 350-7X 50-8x25-6; 355n.h.p.; oilengines.
The Norwegian motorship *Norne* was torpedoed and sunk by a German submarine on August 30th, 1940, E. of Stronsay. Seventeen of her crew were lost.

NORONIC

Canada S.S. Lines; 1913; Western D.D. & S.B. Co.; 6,905 tons; 362 x 52 x 24-8; triple-expansion engines.

The Canadian steamship *Noronic* was lying in Toronto harbour when fire broke out at 2.40 a.m. on September 17th, 1949. The ship was extensively damaged and sank on the following day. Of the 690 crew and passengers on board at the time of the fire, 136 lost their lives.

NORRVIK

Norrkøping Rederiaktieb.; 1881; W. Gray & Co.; 1,633 tons; 257-6 x 35-8 x 17-9; 170 n.h.p.; compound engines. The Swedish steamship *Norrvik* struck a mine and sank in the North Sea on December 2nd, 1915.

NORSA

Herskind & Woods; 1889; W. Gray & Co.; 2,085 tons; 275-1 x 37-3 x 19; 180 h.p.; triple-expansion engines. The British cargo ship *Norsa* was wrecked near Galle on January 17th, 1890. She was on a voyage from Middlesbrough to Madras carrying a cargo which included railway materials.

NORSE KING

Odd Godager; 1920; J. F. Duthie & Co.; 5,701; 410-4 x 54-2 x 27-7; 359 n.h.p.; triple-expansion engines. The Norwegian steamship *Norse King* was torpedoed and sunk by a German submarine on December 28th, 1942, on a voyage from Swansea to Boston. Thirty-eight lives were lost.

NORTH BRITAIN

North Shipping Co.; 1940; J. Readhead & Sons; 4,635 tons; 405-6 x 53-6 x 24-4; 406 n.h.p.; triple-expansion engines. The British steamship *North Britain* was torpedoed and sunk by a German submarine on May 5th, 1943, about 300 miles S. of Cape Farewell on a voyage from Glasgow to Halifax. Twenty-eight of her crew and six gunners were lost.

NORTH BRITON

Gibbs & Lee; 1892; Richardson, Duck & Co.; 2,157 tons; 282 x 37-5 x 17-3; 201 n.h.p.; triple-expansion engines. The British cargo ship *North Briton* foundered off Ushant on March 5th, 1912, while on a voyage from Sunderland to Sulina carrying a cargo of coal. The only survivor reported was picked up by the British steamship *Canada*.

NORTH CAMBRIA

Hugh Roberts & Son; 1907; Furness, Withy & Co.; 3,577 tons; 348-5 x 49-7 x 23-1; 312 n.h.p.; triple-expansion engines. The British cargo ship *North Cambria* sank after a collision in lat. 48°57'N., long. 6°47'W., on August 1st, 1918. She was on a voyage from New York to La Pallice carrying a cargo of railway material.

NORTH GWALIA

Munro Shipping Co.; 1888; J. Readhead & Co.; 2,233 tons; 290 x 39 x 18-8; 223 n.h.p.; triple-expansion engines. The British cargo ship *North Gwalia* sank after a collision with the Norwegian steamship *Mauranger* off Yarmouth on April 25th, 1909. She was on a voyage from Sunderland to St. Nazaire carrying a cargo of coal.

NORTH SEA

John P. Bruce; 1881; A. Stephen & Sons; 1,076 tons; 230 x 30-9 x 15-9; 137 n.h.p.; compound engines. The British cargo ship *North Sea* was wrecked on the Island of Stroma, Pentland Firth, on May 8th, 1896, while on a voyage from the Clyde to Copenhagen carrying a cargo of coal.

NORTH STAR

British Navy, destroyer; Palmer & Co.; 1,042 tons; 276-5 x 26-7 x 10-2; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T. The destroyer *North Star*, Lt. Cdr. K. C. Helyar, was a unit of the force under Vice-Admiral Sir Roger Keyes charged with the task of blockading the German submarine harbour at Zeebrugge. The

expedition concentrated in the Straits of Dover on the night of April 23rd, 1918, *North Star* and *Phoebe* being assigned the duty of patrolling off Zeebrugge mole in readiness to beat off any attack by enemy destroyers. At one o'clock on the morning of the 24th, just prior to the withdrawal of the British forces after sinking the block-ships, *North Star* made a torpedo attack on some enemy ships lying alongside the mole. This brought her within range of the German shore batteries which opened a hot and accurate fire. She became unmanageable and sank very quickly, *Phoebe* running alongside and taking off the majority of her crew of 80 officers and ratings.

The full story of the block-ships at Zeebrugge is told under *Vindictive*.

NORTH VOYAGEUR

Cia. de Nav. Mundial S.A.; 1909; A.G. Neptun; 1,014 tons; 214-6 x 32-1 x 13-7; triple-expansion engines. The Honduran ship *North Voyager* ran into heavy weather soon after leaving Halifax, N.S., for St. John's, N.F., with coal.

The ship sprang a leak in the engine room and took a heavy list. On the morning of October 22nd, 1950, the pumps became clogged with ash and the crew abandoned ship.

Eight survivors on a raft were picked up the next day by a Coastguard cutter.

NORTH WALES

North Wales Shipping Co.; 1909; J.L. Thompson & Sons; 4,072 tons; 351-7 x 51 x 25-7; 350 n.h.p.; 10 knots; triple-expansion engines.

The steamship *North Wales* with a crew of 30 left Hull on October 20th, 1916, for Canada in ballast, and was last reported in the neighbourhood of the Scilly Isles.

She was presumed to have been sunk by a German submarine.

NORTH WIND

Buckeye S.S. Co.; 1888; Globe Iron Works Co.; 2,476 tons; 299-5 x 40-8 x 21-6; 241 n.h.p.; triple-expansion engines. The American ship *North Wind* struck a reef and sank on July 1st, 1926, on Robinson Shoal, Georgina Bay.

NORTHAMPTON

United States Navy, heavy cruiser; 1929; Bethlehem Steel Co., Quincy; 9,050 tons; 600-2 x 66 x 23; 107,000 s.h.p.; 32-7 knots; turbine engines; White-Forster boilers; nine 8 in. guns, eight 5 in., two 3 pdr., 8 m.g.

The battle in which the U.S. heavy cruiser *Northampton* was lost was a sequel to the battle of Guadalcanal (see under *Atlanta*). The losses sustained by the Americans in this action, although they repulsed the Japanese, made it imperative for them to strengthen their cruiser arm in case the enemy made a second attempt to reinforce his troops on the island. They therefore formed a squadron of heavy cruisers under Rear Admiral C. H. Wright comprising the following ships: *Minneapolis*, *New Orleans*, *Northampton* and *Pensacola*, all over 9,000 tons with nine to ten guns of 8 in. calibre. Another cruiser, *Honolulu*, 10,000 tons, fifteen 6 in. guns, with four destroyers was attached to the force.

At the end of November the American naval authorities had reason to suppose that the Japanese contemplated landing troops and supplies on Guadalcanal within a few days. Admiral Wright was therefore ordered to Savo Sound where he was joined by two more destroyers making his squadron 11 ships in all. Late on the night of November 30th, 1942, when crossing the sound he ran into a squadron of seven Japanese ships. Visibility was not good and it was difficult to distinguish the enemy formation or the class of ship composing it. The American destroyers commenced the action with a torpedo attack the results of which remained in doubt. The *Minneapolis* and *New Orleans* then got the range of the Japanese destroyer *Takanami* and blew her up, but shortly afterwards every one of the American cruisers, except the *Honolulu*, was torpedoed. The Japanese force then retired having failed to land its reinforcements.

The only American vessel with vital damage was the *Northampton*, which sank during the night after her crew had been taken off. The other cruisers managed to reach harbour and were repaired.

The action was known as the battle of Tassafaronga. It marked the last attempt of the Japanese to pass reinforcements to Guadalcanal.

NORTHERN PRINCE

Prince Line; 1929; Lithgows; 10,917 tons; 496-2x64-9x 25-9; 10,000 b.h.p.; 16-5knots; oilengines. The liner *Northern Prince*, Capt. H. M. Butlin, was steaming in convoy through the Antikithera Channel, Greece, on April 3rd, 1941, when she was bombed and sunk by German aircraft. No lives were lost.

NORTHERN STAR

Nichol & Matthews; 1875; J. Yeo, Prince Edward Island; 338 tons; 120x27-7x14-9.
The wooden barque *Northern Star*, Capt. J. McKenzie, left Hokianga, New Zealand, on February 20th, 1893, for Wellington with a cargo of timber. She had a crew of eight.

A series of violent gales occurred between the time of her sailing and the 15th March when she was found floating bottom upwards at South Head near Kaipara. It was conjectured that at sometime during this stormy period she had been badly battered and had capsized.

NORTHERN SWORD

Sword Line Inc.; 1918; Bethlehem S.B. Corp.; 2,648 tons; 299-6x45x22-6; 220 n.h.p.; triple-expansion engines. The American ship *Northern Sword* was in collision with the *Fisher Ames* on February 8th, 1943, and sank about 50 miles N. of Cristobal.

NORTHFIELD

H.Keep; 1901; TyneIron Shipbuilding Co.; 2,099 tons; 288-5 x 43x18-9; 210 n.h.p.; 9 knots; triple-expansion engines. The steamship *Northfield* was torpedoed and sunk by a German submarine 25 miles S.W. of Lundy Island on March 3rd, 1918. The captain and 14 men were killed.

NORTHFLEET

JohnPatton & Co.; 1853; Pitcher & Co.; 951 tons; 180x32-3X 20-9.
The sailing ship *Northfleet*, Capt. Knowles, was lying at anchor off Dungeness on the night of January 22nd, 1873. There were 379 persons on board, most of whom were railway workmen who were to construct the Tasmanian railway. The cargo was chiefly railway iron, and the ship's destination was Tasmania. Her lights were burning brightly and the weather was clear.

At about 10.30p.m. the Spanish steamship *Murillo*, 300 tons, Capt. Berrute, collided at speed with the anchored ship, the passengers of which were asleep below. The *Northfleet* was struck amidships and cut down to the waterline; the *Murillo*, without waiting to ascertain the extent of the damage, made off in the darkness. There was considerable panic and Capt. Knowles fought, revolver in hand to hold back the crowd and save the women and children. Meanwhile the tug *City of London*, the lugger *Mary*, the *Princess* and a pilot cutter took off a number of people. There were many ships in the vicinity, but with the exception of the vessels mentioned they rendered no aid. The clipper *Corona* was lying at anchor 300 yards away but was not aware of the tragedy as the only man on watch-keeping duty was asleep.

Two other circumstances delayed prompt rescue, the first being that Capt. Knowles did not realise the seriousness of his ship's condition and therefore did not send up signals of distress until 15 minutes after the collision. The second was that the signal gun could not be fired owing to the touch hole being blocked.

Of those on board 320 were drowned, including the captain. The *Murillo* was arrested off Dover on September 22nd, eight months after the disaster. A Court of Admiralty condemned her to be sold and severely censured the officers.

In recognition of the courage and self-sacrifice of Capt. Knowles, his widow was awarded a Civil List pension.

NORTHMOOR

Moor Line; 1928; W.Doxford&Sons; 4,392 tons; 375x52-6x 25 • 7; 417 n.h.p.; oil engines.
The British motorship *Northmoor*, on a voyage from Lourenço Marques to Buenos Aires with coal, was torpedoed and sunk by a German submarine on May 17th, 1943, about 200 miles S.E. of Durban. Eleven of her crew and one gunner were lost.

NORTHWESTERN

U.S. Navy; 1890; Delaware River Co.; 3,094 tons; 336-2x 43-2x22; 339n.h.p.; triple-expansion engines. The steamship *Northwestern* was used as a hostel for men working on a new naval base at Dutch Harbour, Aleutian Islands. She was destroyed by Japanese aircraft on June 4th, 1942.

NORTIND

Norwegian Government; 1941; Harland & Wolff; 8,221 tons; 465-6 x 59 -5 x 33 • 8; 502 n.h.p.; oil engines. The motorship *Nortind* was torpedoed and sunk by a German submarine on January 26th, 1943, on a voyage from New York to Stanlow. Forty-one crew and two passengers were lost.

NORTON

Viking Corporation; 1940; Fredrikstad Mek. Verksted; 3,663 tons; 365 -2x57 -3x20 2; 353 n.h.p.; compound engines. The Panamanian steamship *Norton* was torpedoed and sunk by a German submarine on March 20th, 1943, on a voyage from Table Bay to Bahia. Nine of the crew were killed.

NORVAL

Hunter & Hendry; 1873; Watson & Co.; 1,427 tons; 243x 38-5x22-7.
The iron clipper ship *Norval*, Capt. G. Halliday, left Hull for San Francisco on October 28th, 1881. She carried a cargo of 1,865 tons of coal, and her crew numbered 29 all told. On February 28th, 1882, when nearing San Francisco, smoke began to appear from the fore hatch. Despite all efforts by the crew the fire gained a hold on the ship, and by March 4th she was in flames from end to end.

The crew took to the boats, and the first officer's boat containing eight men drifted away and was never seen again. Capt. Halliday with two boats reached Honolulu on the 26th after being three weeks adrift.

NORVANA

North Atlantic & Gulf S.S. Co.; 1920; Saginaw S.B. Co.; 2,677 tons; 253-4x43-8x26-2; 226n.h.p.; triple-expansion engines. The American ship *Norvana* left Nuevitas on January 14th, 1942, for Philadelphia and is believed to have been torpedoed, probably on the 21st.

NORVIK

Tanker Corporation; 1938; Deutsche Werft A.G.; 10,034 tons; 489-4x65-7x36-2; 1,163 n.h.p.; oilengines. The Panamanian tanker *Norvik* was torpedoed, shelled and sunk by a German submarine on January 9th, 1943, about 500 miles W. of Tenerife on a voyage from Trinidad to Gibraltar with 13,000 tons of fuel oil. Two of the crew were killed.

NORVIKEN

Wallem & Co. A/S; 1925; W. Hamilton & Co.; 2,924 tons; 295x45-7x26; 244 n.h.p.; triple-expansion engines. The Norwegian steamship *Norviken* was bombed by Japanese aircraft and set on fire on April 9th, 1942, off Ceylon. She broke in two and sank.

NORWALK

Eastern S.S. Lines Inc.; 1920; Pusey & Jones Co.; 2,157 tons; 250-8x42-6x25-6; 188 n.h.p.; triple-expansion engines. On January 10th, 1943, the American ship *Norwalk* collided with the *Nidareid* about 50 miles N. of Sagua la Grande and sank in over 100 fathoms.

NORWAY

FredOlsen&Co.; 1910; Nylands Vcerksted; 1,447tons; 231-9 x 35-7x22-9; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Norway* was sunk by a German submarine in the North Sea on May 26th, 1917.

NORWAYMARU

Kawasaki Kisen K.K.; 1920; Kawasaki Dockyard Co.; 5,832 tons; 385x51x36; 440 n.h.p.; triple-expansion engines. The steamship *Norway Mam* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Corregidor.

NORWEGIAN

F. Leyland & Co.; 1913; *Caledon S.B. & E. Co.*; 6,327 tons; 400-6x52-4x35; 508n.h.p.; 11-5 knots; quadruple-expansion engines.

The steamship *Norwegian* was torpedoed and sunk by a German submarine four miles S.W. of Seven Heads, Co. Cork, on March 13th, 1917. Five persons were killed. The captain was among the survivors.

NORWICH CITY

Reardon Smith Line; 1911; *W. Gray & Co.*; 5,587 tons; 397X 53-5x23; 2,500i.h.p.; 10 knots; triple-expansion engines. The steamship *Norwich City*, Capt. Hamer, went ashore on Gardner Island, Phoenix Islands, in heavy weather on the night of November 30th, 1929. She subsequently caught fire and was burnt out.

Eleven men were killed when the ship first struck, the remaining 24 scrambled on to the reef.

Rescue ships sent food and water to these men by rocket line but could not take them off because of surf conditions.

Eventually, on December 4th, the survivors were taken off by native boatmen in surf boats.

NOSHIRO

Japanese Navy, light cruiser; 1941; *Japan*; 6,000 tons; 550X—X—; 34 knots; turbine engines; six 6 • 1 in. guns, many 47 mm. The light cruiser *Noshiro* was a unit of the Japanese Central Force at the battle of Leyte Gulf, October 23rd-26th, 1944, and took part in the action in the Sibuyan Sea and San Bernardino Strait. She was bombed and sunk by carrier-borne aircraft on October 26th, N.W. of Panay.

For full story of the battle of Leyte Gulf see the battleship *Musashi*.

NOSHIRO MARU

Kawasaki Risen K.K.; 1919; *Dominion S.B. Co.*; 2,333 tons; 251-1x43-6x21-5; 328n.h.p.; triple-expansion engines. The steamship *Noshiro Mam* was torpedoed and sunk by the U.S. submarine *Guavina* on April 26th, 1944, about 100 miles N.W. of the Benin Islands.

NOSHIRO MARU

Nippon Yusen K.K.; 1934; *Mitsubishi Jukogyo Kaisha*; 7,189 tons; 449-2x62-3x34-4; 1,851 n.h.p.; oil engines. The motorship *Noshiro (Nosiro) Mam* was taken over by the Japanese Navy for use as an auxiliary cruiser. On September 21st, 1944, she was sunk by U.S. carrier-based aircraft off Corregidor.

NOSIRO MARU

Nippon Yusen K.K.; 1934; *Mitsubishi Jukogyo*; 7,189 tons; 449-6x62-3x33-4; 6,700 b.h.p.; 18 knots; oil engines. The motorship *Nosiro Mam* was taken over by the Japanese Admiralty during the Second World War for service as an auxiliary cruiser. On September 21st, 1944, when off the small island of Catanduanes, E. of the Philippines, she was bombed and sunk by U.S. carrier-borne aircraft.

NOTO

Italian Government; 1938; *International S.B. & E. Co.*; 3,168 tons; 324-8x45-6x26-5; 1,170 n.h.p.; oil engines. The motorship *Noto* was formerly the French *Djebel Nadpr*, seized by the Italians. She was bombed and sunk by British aircraft on January 30th, 1943, at Bizerta.

NOTO MARU

Nippon Yusen K.K.; 1934; *Mitsubishi Jukogyo Kaisha*; 7,191 tons; 449-6x62-3x34-4; 1,851 n.h.p.; oil engines. The motor vessel *Noto Mam* was bombed and sunk by U.S. land-based aircraft on November 2nd, 1944, off the south coast of Leyte Island, Philippines.

NOTOU

Societe Le Nickel; 1930; *W. Gray & Co.*; 2,488 tons; 305-4x44x20-6; 275n.h.p.; triple-expansion engines. The French steamship *Notou* was intercepted and sunk by a German auxiliary cruiser on August 16th, 1940, S. of Noumea on a voyage from Newcastle, N.S.W., to Noumea.

NOTTINGHAM

British Navy, light cruiser; 1913; *Pembroke Dockyard*; 5,400 tons; 450x49¹x—; 12,000 i.h.p.; 24-75 knots; turbine engines; *Yarrow boilers*; nine 6 in. guns, four 3 pdr., 2 T. T.

Nottingham was a unit of the 2nd light cruiser squadron of the Grand Fleet in 1916. On August 19th she was one of a light cruiser screen guarding the southern flank of the fleet, which had put to sea on hearing the news that Admiral Scheer was in the North Sea. The early morning was very hazy and at 5.30 *Dublin* sighted what she took to be a small fishing boat. In reality this was the submarine *U-52*, which 30 minutes later sent two torpedoes into *Nottingham*, flooding her boiler fires and extinguishing her electric light.

The ship managed to keep afloat while *Dublin* did her best to keep the submarine down, but 25 minutes later a third torpedo hit the cruiser on the port side and all hope of saving her was abandoned. Capt. C. B. Miller ordered the crew to take to the boats and at 7.10am *Nottingham* sank.

Thirty-eight men were killed.

NOTTINGHAM

Federal Steam Navigation Co.; 1941; *A. Stephen & Sons*; 8,532 tons; 457-5x60-3x35-6; 1,294n.h.p.; 15 knots; oil engines. The motorship *Nottingham*, Capt. F. C. Pretty, was on her maiden voyage from Glasgow to New York when she was torpedoed and sunk by a German submarine in the North Atlantic on November 7th, 1941. All her crew of 56 and six gunners were lost.

NOTUNG

Ernst Sohn; 1882; *A. Dixon & Co.*; 1,133 tons; 248-2X 34-8x13-3; 112n.h.p.; compound engines. The Finnish steamship *Notung* was bombed and sunk by Russian aircraft on January 24th, 1940, between Abo and the Aaland Islands.

NOVIEMBRE

S.Innerarity; 1895; *Tyne Iron S.B. Co.*; 3,500 tons; 345x44x 18-3; 287n.h.p.; triple-expansion engines. The Spanish steamship *Noviembre* was torpedoed and sunk by a German submarine in the Bay of Biscay on December 13th, 1917.

NOVIK

Russian Navy, 3rd class cruiser; 1901; *Schichau Works*; 3,080 tons; 347-7x41-5x16; 17,000i.h.p.; 25 knots; triple-expansion engines; six 4-7in. guns, one 2% in., six 3pdr., 4 m.g., 5 T.T. At the outbreak of the Russo-Japanese War the light cruiser *Novik* was serving with the Russian Pacific Squadron at Port Arthur. The arrival of the Japanese Army on heights overlooking the harbour forced the Russians to attempt a sortie with the object of breaking through the Japanese fleet and reaching Vladivostok.

They sailed out of the harbour on August 10th, 1904, the composition of the fleet being as follows:—

Battleships	Tons	Armament
<i>Tsarvitch</i> (flagship)	12,900	4-12 in 12-6 in.
<i>Retvizan</i>	12,902	4-12 in 12-6 in.
<i>Pobeda</i>	12,692	4-10 in. 11-6 in.
<i>Peresvet</i>	12,674	4-10 in. 11-6 in.
<i>Sevastopol</i>	11,842	4-12 in. 12-6 in.
<i>Poltava</i>	10,960	4-12 in. 12-6 in.
Cruisers	Tons	Armament
<i>Askold</i> (flagship)	5,905	12-6 in.
<i>Pallada</i>	6,823	8-6 in.
<i>Diana</i>	6,657	8-6 in.
<i>Novik</i>	3,080	6-4-7 in.

The *Novik* was leading a flotilla of eight destroyers, and the fleet was followed by the hospital ship *Mongolia*.

NOVILLO

The Japanese fleet, under Admiral Togo, comprised the following heavy units:—

<i>Battleships</i>	<i>Tons</i>	<i>Armament</i>
<i>Mikasa</i> (flagship)	15,140	4-12 in. 14-6 in.
<i>Asahi</i>	15,200	4-12 in. 14-6 in.
<i>Fuji</i>	12,450	4-12 in. 10-6 in.
<i>Shikishima</i>	14,850	4-12 in. 14-6 in.
<i>Chin-yen</i>	7,220	4-12 in. 4-6 in.
<i>Cruisers</i>	<i>Tons</i>	<i>Armament</i>
<i>Kasuga</i>	7,628	1-10 in. 2-8 in. 14-6 in.
<i>Misshin</i>	7,628	4-8 in. 14-6 in.
<i>Yakumo</i>	9,646	4-8 in. 12-6 in.
<i>Asama</i>	9,700	4-8 in. 14-6 in.

In addition there were nine protected cruisers, 17 destroyers and 29 torpedo boats.

The two fleets met on the afternoon of August 10th, and after the Russian flagship *Tsarvitch* had been badly damaged the other battleships, protected by mist and their own smoke, returned to Port Arthur where they were eventually destroyed by the Japanese.

The *Tsarvitch* and three destroyers made for the German port of Kiao-chao, where they were interned until the end of the war. The cruiser *Askoldand* one destroyer reached Shanghai, where they also were interned, while the cruiser *Diana* met with the same fate at Saigon.

The *Novik* called at Kiao-chao where she stayed only ten hours to refuel. On August 20th she was lying in Korsakovsh Bay when she was sighted by the Japanese cruiser *Tsushima*. Both ships were severely damaged in the fighting which followed and withdrew to effect repairs during the night, but when the *Tsushima* was joined by the cruiser *Chitose* the Russian captain decided to scuttle his ship and put the crew ashore.

The total Russian losses in the battle of the Yellow Sea were eight officers and 72 men killed, 38 officers and 375 men wounded, and 83 officers and 2,156 men interned or captured.

NOVILLO

A/S Valberg; 1895; *Hawthorn, Leslie & Co.*; 2,336 tons; 312'6x40x21-9; 276n.h.p.; triple-expansion engines. The Danish steamship *Novillo* was torpedoed and sunk by a German submarine in the North Sea on October 22nd, 1917.

NOWAKE

Japanese Navy, destroyer; 1940; *Maizuru*; 2,000 tons; 364 x 35x11; 45,000 s.h.p.; 36 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 r.n.g., 8 T.T.

The destroyer *Nowake* was sunk on October 26th, 1944, during the battle of Leyte Gulf. She carried a complement of over 200.

For full story of the battle of Leyte Gulf see the battleship *Musashi*.

NOZAKI

Japanese Navy; 1,135 tons.

The steamship *Nozaki* was torpedoed and sunk by the U.S. submarine *Dace* on December 28th, 1944, 50 miles N.E. of Nhatrang, Indo-China.

NUBIA

Leith, Hull & Hamburg Steam Packet Co.; 1895; *Ramage & Ferguson*; 1,173 tons; 244-1x33-1x 14-9; 205n.h.p.; triple-expansion engines.

The British cargo ship *Nubia* sank after a collision off Great Yarmouth on January 23rd, 1915, while on a voyage from the Tyne to Cherbourg carrying a cargo of coal.

NUBIA

Peninsular & Oriental S.N. Co.; 1895; *Caird & Co.*; 5,913 tons; 430x49-3x29-9; 662 n.h.p.; triple-expansion engines. The British cargo ship *Nubia* was wrecked 1 mile N. of Colombo on June 20th, 1915, while on a voyage from Bombay to Shanghai carrying a general cargo.

NUBIAN

Union S.S. Co.; 1876; *C. Mitchell & Co.*; 3,085 tons; 359x38-6x27*2; 385h.p.; triple-expansion engines. The British cargo ship *Nubian* sank after striking rocks in the Tagus river on December 21st, 1892. She was on a voyage from Southampton to Table Bay carrying a general cargo.

NUEVA MONTANA

Soc. Anon. Nueva Montana; 1891; *J. L. Thompson & Sons*; 2,039 tons; 275x38x17'-7; 181 n.h.p.; triple-expansion engines. The Spanish steamship *Nueva Montana* was sunk by a German submarine off Ushant on January 28th, 1917.

NUMAKAZE

Japanese Navy, destroyer; 1922; *Maizuru*; 1,215 tons; 336-5x29-3x9-5; 38,500s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T.

The destroyer *Numakaze* was torpedoed and sunk in the East China Sea by the U.S. submarine *Grayback* on December 19th, 1943. The destroyer's normal complement was 148.

NUMBDIA

Anchor Line (Henderson Bros.); 1901; *D. & W. Henderson & Co.*; 6,399 tons; 450-8x55-2x30-1; 417n.h.p.; triple-expansion engines.

The British steamship *Numidia* was wrecked on July 26th, 1901, on the Brothers in the Red Sea. She was on a voyage from the Clyde to Calcutta.

NUMIDIA

D. Tripicovich; 1913; *Cantiere San Rocco*; 5,339 tons; 404-5x52-7x26-9; 415n.h.p.; triple-expansion engines. The Italian steamship *Numidia* was torpedoed and sunk by a British submarine on August 18th, 1944, off Parenzo.

NUNIMA

Trechmann Bros.; 1903; *W. Gray & Co.*; 2,938 tons; 325x47x22-4; 287n.h.p.; triple-expansion engines. The British cargo ship *Nunima* sank after a collision 4 miles off Folkestone on January 4th, 1918. She was on a voyage from Bilbao to Middlesbrough carrying a cargo of iron ore.

NUORO

Italian Government; 1920; *W. Gray & Co.*; 3,075 tons; 310x46-5x23-7; 414 n.h.p.; triple-expansion engines. The steamship *Nuoro* was formerly the French *St. Ambroise*, seized by the Italians. On March 31st, 1943, she was torpedoed and sunk by British aircraft off Cap Bon.

NUPHAR

Joseph Robinson & Sons; 1881; *Tyne Iron S.S. Co.*; 1,963 tons; 287x37x21-9; 180 h.p.; compound engines. The British cargo ship *Nuphar* was wrecked at New Jersey on September 23rd, 1882. She was carrying a cargo of pig iron from the Tyne to Philadelphia.

NURIAHAN

Asiatic S.N. Co.; 1884; *Harland & Wolff*; 2,967 tons; 350-5x40-3x25-2; 350h.p.; compound engines.

The British steamship *Nurjahan* was wrecked on November 21st, 1890, near Cape Comorin while on a voyage from Bombay to Calcutta, carrying a general cargo.

NURMAHAL

Asiatic S.N. Co.; 1923; *C. Cornell & Co.*; 5,419 tons; 405-2x52-9x29; 475 n.h.p.; triple-expansion engines. The British cargo ship *Nurmahal* sailed from Safaga Island, Red Sea, on August 29th, 1942, on a voyage in ballast to Charleston and New York. She called at Table Bay and left there on October 15th, but was not heard of again. It was presumed that she had been torpedoed 200 miles N.E. of Barbados on November 11th.

NURNBERG

German Navy, light cruiser; 1906; Kiel; 3,450 tons; 360 X 44-5 x 17-5; 13,200 i.h.p.; 23-5 knots; triple-expansion engines; Schulz-Thornycroft boilers; ten 4-1 in. guns, eight 5 pdr., 4 m.g., 2 T.T.

The *Nurnberg* was at the outbreak of the First World War a unit of the German East Asiatic Squadron under Admiral Graf von Spee. She participated in the action off Coronel on November 1st, 1914, and later took part in the battle of the Falkland Islands, when the entire East Asiatic Squadron was destroyed, with the exception of the light cruiser *Dresden*. An account of the battle of Coronel will be found under *Good Hope*, the flagship of Rear-Admiral Sir C. Cradock, and a more detailed account of the battle of the Falkland Islands may be seen under *Scharnhorst*, the flagship of Admiral von Spee.

On the morning of December 7th, 1914, the *Nurnberg* in company with the armoured cruiser *Gneisenau* (which see) was detached to ascertain the strength of the British forces at the Falkland Islands. If possible a landing was to be made and the governor of the islands taken prisoner. This scheme was frustrated by the arrival of Vice-Admiral Sir Doveton Sturdee a few hours before with two battle cruisers and three armoured cruisers.

Immediately these big ships were sighted the Germans made off to rejoin their main squadron, hotly pursued by the British. At 12.47 p.m. the battle cruiser *Inflexible* fired the first shot, and at 1.15 von Spee signalled "Light cruisers scatter. Use every effort to get away". By this time the *Nurnberg* had become the target of the battle cruisers and in response to the signal she hauled out of the line and proceeded independently, followed by the *Leipzig*. The ships in chase were *Cornwall*, *Kent* and *Glasgow*. At 4 o'clock the *Nurnberg* parted from her consort and was followed by *Kent*. The pace was very hot, both ships working up to 25 knots, though *Kent* had never done better than 23 and the *Nurnberg* was only designed for 23-5.

At 5 o'clock with both ships steaming a course S.E. and the range barely 12,000 yards the *Nurnberg* opened fire, the salvos from her after 4 • 1 in. guns passing over *Kent*. The British ship replied but her 6 in. guns, though heavier, were out-ranged by the German. There was a slight drizzle and visibility was decreasing, making it highly probable that the *Nurnberg* would escape when, at 5.35 p.m., two of her boilers burst and her speed fell off by about a quarter.

The fight continued with *Kent* gaining and gradually pounding her adversary to pieces. The *Nurnberg* was a mass of flames, most of her guns were out of action, but she still kept her flag flying and 20 minutes after her guns had ceased to fire she rolled over and sank. As she lay for a few moments a party of German sailors could be seen in the rays of *Kent's* searchlight waving their battle ensign in a last defiance.

Only seven survivors were picked up out of a complement of 295.

Kent lost one killed and nine wounded. She sustained 37 hits and had her wireless destroyed so that she was unable to report her victory to Admiral Sturdee until she arrived back at Port Stanley, Falkland Islands.

NYANZA

Maclay & MacIntyre; 1897; A. Stephen & Sons; 4,053 tons; 370 x 48 x 24-7; 351 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Nyanza* was torpedoed and sunk by a German submarine 14 miles T.E. by E. of the Maidens, off Co. Antrim, on September 29th, 1918. The captain and 12 men were killed.

NYDAL

Frimann & Pedersen; 1916; Frederikstads Mek. Værksted; 1,809 tons; 265 x 42 x 20; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Nydal* was sunk by a German submarine in the Bay of Biscay on May 6th, 1917.

NYHAUG

A/S Atlas; 1925; A/S Nakskov Skibsværft; 4,044 tons; 350-7 x 51-5 x 24-7; 354 n.h.p.; oil engines.

The Norwegian motorship *Nyhaug* was bombed and sunk by German aircraft on April 27th, 1940, near Aalesund, during the invasion of Norway.

NYHOLT

*D/S A/S Idaho; 1931; Odense Staatskibsværft; 8,087 tons; 460*7 x 60-3 x 34*4; 622 n.h.p.; oil engines.* The Norwegian motorship *Nyholt* was torpedoed and sunk by a German submarine on January 17th, 1942, 200 miles S.E. of Cape Race, on a voyage from Reykjavik to New York. Eighteen of her crew, two passengers and one gunner were lost.

NYLAND

V. Torkildsen; 1915; Nylands Værksted; 1,824 tons; 265 x 42-2 x 18-8; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Nyland* was sunk by a German submarine in the Bay of Biscay on February 23rd, 1917.

NYLAND

Angf. A/S Tirfing; 1909; W. Doxford & Sons; 3,378 tons; 326-9 x 48-6 x 21-7; 382 n.h.p.; triple-expansion engines. The Swedish steamship *Nyland* was torpedoed and sunk by a German submarine on September 28th, 1939, 45 miles S.W. of Stavanger.

NYLAND

*Vilhelm Torkildsen; 1940; Nylands Værksted; 1,374 tons; 250*9 x 41-3 x 14-8; 54 n.h.p.; compound engines & L.P. turbine.* The Norwegian steamship *Nyland*, on a voyage from the Tyne to Mackenzie, was last sighted on the evening of December 5th, 1940, by the Norwegian steamship *Marga*, off Skerryvore. She was reported to have been wrecked on West Rock, Iona, the following day but nothing more was heard of the ship or her crew until a piece of wreckage bearing her name was found two weeks later.

NYMPHCEA

Joseph Robinson & Sons; 1871; Iliff; 1,138 tons; 230-6 x 30-1 x 18; 98 h.p.; compound inverted engines. The British cargo ship *Nymphcea* was wrecked on Sunk Sand on January 5th, 1881, while on a voyage from the Tyne to Piraeus carrying a cargo of coal.

NYMPHAEA

Joseph Robinson & Sons; 1882; Tyne Iron S.B. Co.; 1,969 tons; 286-9 x 37 x 21-8; 187 n.h.p.; compound engines. The British cargo ship *Nymphaea* was wrecked one and a half miles S. of Whinnyfold, Aberdeenshire, on July 14th, 1914. She was on a voyage in ballast from the Tyne to Cienfuegos.

NYSTRAND

J. N. Abrahamsen & Chr. Sommerfelt; 1905; Trondhjems Mek. Værksted; 1,397 tons; 220-9 x 34-2 x 15-2; 116 n.h.p.; triple-expansion engines. The Norwegian steamship *Nystrand* was sunk by a German submarine in the North Sea on December 19th, 1916.

O. A. BRODIN

O. A. BRODIN

E. Brodin, 1915; *Sorlandets Skibsbyggeri*; 1,798 tons; 265 X 42x20; 150 n.h.p.; triple-expansion engines. The Swedish steamship *O. A. Brodin* was sunk by a German submarine off Ushant on January 22nd, 1917.

O. A. BRODIN

Rederi-A/B. Kare; 1920; *E. Brodins Varfs.*; 2,119 tons; 266-lx 42-8 x 18-4; 176n.h.p.; compound engines. The Swedish steamship *O. A. Brodin* was torpedoed and sunk by a German submarine on July 17th, 1940, on a voyage from St. John's, N.F.L., to Rldham Dock.

O. A. KNUDSEN

K. Knutsen; 1907; *Craig, Taylor & Co.*; 3,587 tons; 342xSix 22-5; 307n.h.p.; triple-expansion engines. The Norwegian ship *O. A. Knudsen* was wrecked on June 30th, 1923, at Gull Island, St. Mary's Bay, while on a voyage from Sydney, C.B., to Wabana.

O. A. KNUDSEN

Skibs-A/S Marie Bakke; 1938; *Deutsche Werft A.G.*; 11,007 tons; 508-1x69-2x36-5; 1,360n.h.p.; oilengines. The Norwegian tanker *O. A. Knudsen* was torpedoed, shelled and sunk by a German submarine on March 5th, 1942, off the Bahamas on a voyage from Port Arthur to Halifax and the U.K. with motor spirit. Only two lives were lost.

OAHU

United States Navy, gunboat; 1927; *Kiangnan Dock Co., Shanghai*; 450 tons; 191x28x6-6; 2,250 h.p.; 15 knots; triple-expansion engines; Thornycroft boilers; two 3 in. A. A. guns, 10 m.g.

The gunboat *Oahu* was sunk by gunfire of Japanese warships off Corregidor on May 4th, 1942. The vessel was one of the few ships of the U.S. Navy left in the Philippines after the Japanese invasion, and carried a complement of about 70.

OAKBANK

Bank Line; 1926; *Harland & Wolff*; 5,154 tons; 420-3x53-9x 26-5; 717n.h.p.; 11 knots; oilengines.

The motor vessel *Oakbank* was some 200 miles N.N.E. of Fortaleza, northern Brazil, at 10.50 on the morning of December 27th, 1942, when she was torpedoed and sunk by a German submarine. The vessel carried a crew of 63 of whom 28 were killed. The captain and one apprentice were taken on board the submarine as prisoners.

OAKBURN

Burn Line; 1904; *Russell & Co.*; 3,766 tons; 359-6x49-1x17-6; 369 n.h.p.; triple-expansion engines.

The British cargo ship *Oakburn* was wrecked on Duikar Point, near Cape Town, on May 21st, 1906, while on a voyage from New York to Sydney, N.S.W., carrying a general cargo.

OAKCREST

Crest Shipping Co.; 1929; *R. Duncan & Co.*; 5,407 tons; 403x52-4x27-5; 512 n.h.p.; triple-expansion engines. The British steamship *Oakcrest*, on a voyage from Liverpool to New York, was torpedoed and sunk by a German submarine on November 22nd, 1940, about 250 miles S.W. of the Fastnet. Thirty-five lives were lost.

OAKDENE

J.T. Lunn & Co.; 1884; *Short Bros.*; 1,594 tons; 240x38-lx 18-2; 140 h.p.; compound engines.

The British cargo ship *Oakdene* was wrecked at Assateague, Va., on March 3rd, 1895, while on a voyage from Hamburg to Baltimore carrying a cargo of salt and cement.

OAKFELD

Burrell & Son; 1883; *Oswald, Mordaunt & Co.*; 1,748 tons; 259-5⁵x36x18; 176n.h.p.; compound engines. The British cargo ship *Oakfield* was wrecked at St. Michael's on January 22nd, 1897, while on a voyage from Demerara to London carrying a cargo of sugar and rum.

OAKLAND

North Coast S.N. Co.; 1890; *Murray Bros.*; 398 tons; 154x24x 10-5; 70 r.h.p.; triple-expansion engines.

The Australian coasting steamship *Oakland* & s wrecked on Cabbage Tree Island, off Port Stephens, N.S.W., in a heavy S.W. gale on May 26th, 1903. Eleven of those on board were drowned. A boat with a number of exhausted survivors was picked up on the following day by the steamship *Bellinger*.

OAKLANDS

Hardy, Wilson & Co.; 1880; *W. Gray & Co.*; 1,114 tons; 228x30x16-8; 99 h.p.; compound inverted engines. The British cargo ship *Oaklands* sank after a collision with a German warship off Koppergrund, Kattegat, on September 10th, 1885, while on a voyage from Blyth to Stockholm carrying a cargo of coal. All on board were lost.

OAKMAR

Calmar S.S. Corp.; 1920; *Mitsui Bussan Kaisha*; 5,766 tons; 385 X 51 x 33*7; 554 n.h.p.; triple-expansion engines. The American steamship *Oakmar* was torpedoed and sunk by a German submarine on March 20th, 1942, about 300 miles E. of Wilmington, N.C., on a voyage from Calcutta to Boston. Six of her crew were lost.

OAKMOOR

Walter Runciman & Co.; 1909; *J. Blumer & Co.*; 2,838 tons; 315-5 x 46-5 x 21-3; 257n.h.p.; triple-expansion engines. The British cargo ship *Oakmoor* was wrecked on Cabezos Shoals, near Gibraltar, on November 26th, 1910. She was on a voyage from Taganrog to Liverpool carrying a cargo of wheat.

OASIS

Compagnie de Nav. Mixte; 1938; *Fredrikstad Mek. Verksted*; 7,327 tons; 250 x 42 x 13-6; 82 n.h.p.; compound engines. The French steamship *Oasis* was shelled and sunk by a British submarine on February 26th, 1943, about 30 miles S. of Capo Mele, with the loss of five lives.

OAXACA

Compania Mexicana de Nav.; 1921; *Akt. Ges. Vulkan*; 4,351 tons; 388-4x51x26; 1,068 n.h.p.; turbine engines. The Mexican steamship *Oaxaca* was torpedoed and sunk by a German submarine on July 26th, 1942, off Corpus Christi on a voyage from New Orleans to Tampico. Six of her crew were lost.

OB

U.S.S.R.; 1917; *Werf Gusto*; 2,198 tons; 267x42-3x18-2; 169 n.h.p.; triple-expansion engines.

The Russian steamship *Ob*, on a voyage from Vladivostok to Petropavlovsk with a crew of 40 and 60 passengers, was torpedoed and sunk by a submarine, said not to be Japanese, on July 5th, 1944-, about 150 miles E. of Sakhalin Island. There were only 21 survivors.

OBELL

Isaac Ochberg; 1888; *J. Laing*; 1,797 tons; 260x36-6x16-1; 209 n.h.p.; triple-expansion engines.

The British cargo ship *Obeli* was wrecked south of the Bashee River on December 28th, 1916. She was on a voyage from Madagascar, via Port Natal, to Table Bay and London and was carrying a cargo of graphite, beans and raffia.

OBERNAI

W.N. Macdonald; 1920; *Davie S.B. & Repairing Co.*; 1,100 tons; 195x40-6x15-2; 24 r.h.p.; compound engines. The Canadian cargo ship *Obernaï* foundered 80 miles N.E. of Scatterie Island on March 8th, 1924, while on a voyage from Louisburg, N.S., to Port aux Basques, N.F.L., carrying a cargo of coal.

OBERON

Finska Angf.-A/B; 1925; *Ateliers & Chantiers de St. Nazaire*; 3,008 tons; 291x44-1x21-4; 655n.h.p.; triple-expansion engines. The Finnish steamship *Oberon* left HangS on December 17th, 1930,

for Hull with a crew of 60 and 21 passengers. At 9.35 p.m. on the 19th, in dense fog, she collided with the Finnish steamship *Arctums* seven miles S. of LsesS Trindel lightship and sank in five minutes. Forty survivors, clinging to buoys and wreckage, were picked up by boats from the *Arctums*.

OBERON

Koninklijke Nederlandsche Stoomboot Maats.; 1911; Clyde S.B. & E. Co.; 1,996 tons; 295-3x43-2x17; 217n.h.p.; triple-expansion engines.

The Dutch steamship *Oberon* was torpedoed and sunk by the German submarine *U-123* on June 27th, 1941, on a voyage from Duala to Hull. Six of the crew were lost.

OBERRENDER

United States Navy .destroyer; 1944; United States; 1,200 tons; 306x36-9x—; 6,000s.h.p.; 21 knots; turbine engines; three 3 in. guns, two 40 mm.A.A., four 20 mm.A.A., 3 T.T. The destroyer *Oberrender* was bombed and sunk by Japanese aircraft off Okinawa, on May 9th, 1945. The vessel carried a complement of 220.

OBJ

Th. Thoresen Jr., A/S; 1917; Fredrikstads Mek. Verksted; 1,828; 265x42-1x17-9; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Obj* was sunk by a German submarine in the Arctic on or about November 5th, 1917.

OBORO

Japanese Navy, destroyer; 1930; Sasebo; 1,700 tons; 371-5 x 55-7x9-5; 40,000s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A.m.g., 9 T.T.

The destroyer *Oboro* was bombed and sunk by U.S. Army aircraft off the Aleutian Islands on October 16th, 1942.

The destroyer's normal complement was 197.

O'BRIEN

United States Navy, destroyer; 1939; Boston Navy Yard; 1,570 tons; 341x35x11; 44,000 s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, 8 T.T.

The destroyer *O'Brien* was employed in the task of maintaining the supply lines for the American Army operating on Guadalcanal. On September 15th, 1942, she was hit by a torpedo and badly damaged, sinking sometime later in the area S. of the Solomon Islands.

OBSERVER

CharenteS.S.Co.; 1928; C. Cornell & Co.; 5,881 tons; 420 X 54-5x30-4; 524 n.h.p.; 13 knots; turbine engines. The steamship *Observer*, Capt. J. Davidson, was torpedoed and sunk by a German submarine about 350 miles off Cape San Roque, Northern Brazil, on December 16th, 1942. The vessel carried a crew of 81, of whom 66, including Capt. Davidson, were killed.

OCCANA

N. V. Petroleum Maats. La Corona; 1938; N. V. Wilton Eyoenoord; 6,256tons; 428-1x54-6x30-9; 377n.h.p.; oilengines. The Dutch tanker *Ocana* was torpedoed by the German submarine *U-552* on March 25th, 1942, on a voyage from Curasao to Halifax with 8,500 tons of clean oil.

The tanker remained afloat and was sunk by the Canadian warship *Burlington* on April 15th, Forty-seven of her crew of 50 and two of her seven gunners were lost.

OCEAN

British Navy, 1st class battleship; 1900; Devonport Dockyard; 12,950 tons; 418x74x26-5; 13,500i.h.p.; 18-5 knots; triple-expansion engines; Belleville boilers; four 12 in. guns; twelve 6 in., ten 12pdr., six 3pdr., 2 m.g., 4 T.T.

The battleship *Ocean* was a unit of the Allied Fleet engaged in the bombardment of the Dardanelles forts in the First World War. On March 18th, 1915, at about 3 p.m. the battleship *Irresistible* ran on a mine and took a heavy list. It was believed at the time that she could be saved and the destroyer *Wear*, and later *Ocean*, came alongside to give assistance. *Wear* took off most of the battleship's crew, while *Ocean* passed a wire hawser and prepared to tow *Irresistible* out of range of the forts. The intensity of the enemy's fire soon convinced

the captains of both ships that the attempt, at least in daylight, was attended by too great a risk. The volunteers of *Irresistible* were therefore taken off and the ship allowed to drift till nightfall.

The *Ocean* had not steamed more than a mile from her stricken consort when she in turn struck a mine, which exploded on her starboard side, flooding her bunkers and jamming her helm. She was also hit by a heavy shell which flooded her steering engine room. The destroyers *Chelmer*, *Colne* and *Jed* were called alongside and Capt. Hayes-Sadler and his entire company were safely transferred.

Both battleships sank during the night.

OCEAN COURAGE

Ministry of War Transport (Hain Steamship Co.); 1942; Todd-Bath Iron S.B. Corp.; 7,173 tons; 425-1x57x34-8; 505 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Ocean Courage*, Capt. T. H. Kemp, was about 400 miles W. of Bathurst, West Africa, on January 15th, 1943, when she was torpedoed and sunk by a German submarine. Capt. Kemp and 51 men were killed.

OCEAN CRUSADER

Ministry of War Transport (Dodd, Thomson & Co.); 1942; Todd-Bath Iron S.B. Corp.; 7,178 tons; 425-1x57x34-8; 505n.h.p.; 11 knots; triple-expansion engines.

The British cargo ship *Ocean Crusader* left Portland, Me., on November 13th, 1942, on a voyage to Avonmouth. She called at New York and sailed from there in convoy on November 19th, carrying a general cargo. During heavy weather on November 25th, she straggled from the convoy in lat. 50° N., long. 47° W., and the following day sent out a submarine distress signal giving her position as lat. 50° 30'N., 45° 30'W. No subsequent information was received.

OCEAN HOME

Emigrant ship, Brunswick, Maine; 1840 (circa); 646 tons. The American sailing vessel *Ocean Home* left Rotterdam for New York on September 1st, 1856, with 105 persons on board and general cargo. She was under command of Capt. A. H. Merryman, and most of her 88 passengers were German emigrants. At 2 o'clock on the morning of Friday, September 5th, in sight of the Lizard Light, the ship collided with the American vessel *Cherubim*, 1,850 tons. Capt. Smith, New York for London. Within 20 minutes the *Ocean Home* had foundered with 77 of her people. The second officer, two seamen and a passenger escaped in the longboat immediately after the collision and 22 persons were taken off by the *Cherubim*.

At the time of the disaster the emigrants were asleep below and had little opportunity of saving themselves. The captain had a very narrow escape as he was carried down by the ship, but managed to swim to the surface, where he clung to floating wreckage until he was picked up by a boat from the *Cherubim* some four hours later.

OCEAN HONOUR

Ministry of War Transport (Chellew Navigation Co.); 1942; Todd-Bath Iron S.B. Corp.; 425-1x57x34-8; 505n.h.p.; 11 knots; triple-expansion engines.

The steamship *Ocean Honour*, Capt. P. Bond, was torpedoed and sunk by an enemy submarine near Cape Guardafui, at the entrance to the Gulf of Aden, on September 16th, 1942. Fifteen of the crew and five gunners were lost. Capt. Bond was among the survivors.

OCEAN LIBERTY

A/SSjofart; 1943; New England S.B. Corp.; 7,176 tons; 422-Sx 57x34-8; 339 n.h.p.; triple-expansion engines. The Norwegian ship *Ocean Liberty* was at Brest on July 28th, 1947, when she caught fire, exploded and sank. She was carrying 3,309 tons of nitrate of ammonia and some general cargo from Baltimore to Antwerp.

OCEAN MONARCH

American emigrant ship; E. Train & Co.; 1843; D. McKay; 1,301 tons; 178-6x40x26-9.

The American sailing vessel *Ocean Monarch* left Liverpool for the United States on the morning of August 24th, 1848, with 396 persons, of whom 32 were first and second class cabin passengers, 322 were emigrants and 42 crew. Just after noon of the same day a steward reported to Capt. Murdock that he had discovered a

OCEAN PRINCE

passenger lighting a fire in one of the ventilators in the after part of the ship. The captain at once sent an officer and a seaman to put out the fire and to bring back the delinquent, but by that time the ship was burning. She was put before the wind to lessen the draught, but had to be brought to again, and the flames, fanned by the wind, soon gained the mastery.

The *Ocean Monarch's* position was six miles off Great Orme's Head, North Wales, and as the fire was gaining rapidly the anchors were dropped to keep her stationary. Many of the unfortunate emigrants took refuge in the bows and in the rigging of the foremast, until both foremast and jib-boom snapped and the whole mass of people was flung into the sea.

At the time of the disaster the Brazilian frigate *Alfonso* was running her steam trials under command of Capt. Joaquim Lisboa. The *Alfonso* at once lowered her boats and went to the rescue of the emigrant ship. At the same time the yacht *Queen of the Ocean* and the American packet *New World* also came to the rescue. Between them these ships managed to save 218 persons, including those saved in the ship's boats, Capt. Murdock being among the survivors.

The loss of life amounted to 178, either from drowning or fire. The ship sank at her anchors at 1.30 p.m.

OCEAN PRINCE

Prince Line; 1907; Swan, Hunter & Wigham Richardson; 5,101 tons; 401x50-2x29-6; 464n.h.p.; triple-expansion engines.

The British cargo ship *Ocean Prince* was wrecked at La Hague on December 16th, 1916, while on a voyage from Halifax, N.S. to Europe carrying a cargo of grain.

OCEAN TRANSPORT

Houlder Bros. & Co.; 1913; Irvine's S.B. Co.; 4,643 tons; 385 x 52 x 27; 320 n.h.p.; triple-expansion engines. The British cargo ship *Ocean Transport* lost her propeller and was driven ashore and wrecked at Ocean Island on January 30th, 1928.

OCEAN VANGUARD

Ministry of War Transport (W. H. Seager & Co.); 1941; Todd-California S.B. Corp.; 7,174 tons; 425-1x57x34-8; 505 n.h.p.; triple-expansion engines.

The British steamship *Ocean Vanguard*, on a voyage from Suez to New York, was torpedoed and sunk by a German submarine on September 13th, 1942, about 70 miles E. of Trinidad. Ten of her crew and one gunner were lost.

OCEAN VENTURE

Ministry of War Transport (Larrinaga Steamship Co.); 1941; Todd-California S.B. Corp.; 7,174 tons; 425-1x57x34-8; 505 n.h.p.; 10 knots; triple-expansion engines. The steamship *Ocean Venture*, Capt. Reginald S. Craston, was torpedoed and sunk by a German submarine on February 8th, 1942, off the coast of Virginia. Thirty-one men were lost. Capt. Craston, who was among the survivors, commanded the *Ena De Larrinaga* when she was torpedoed in April, 1941. The *Ocean Venture* was not in convoy.

OCEAN VENUS

Ministry of War Transport (J. Morrison & Son); 1942; Todd-California S.B. Corp.; 7,174 tons; 425-1x57x34-8; 505 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Ocean Venus*, Capt. Parkes, was torpedoed and sunk by a German submarine on May 3rd, 1942, off St. Augustine, Florida. Five men were killed. Capt. Parkes was among the survivors.

OCEAN VOYAGER

Ministry of War Transport (H. Hogarth & Sons); 1942; Todd-California S.B. Corp.; 7,174 tons; 425-1x57x34-8; 505 n.h.p.; triple-expansion engines.

The British steamship *Ocean Voyager*, at Tripoli with a cargo of aviation spirit and munitions, was bombed by German aircraft on March 19th, 1943. The ship caught fire and blew up. The captain and five others were killed.

OCEANA

Peninsular & Oriental Steam Navigation Co.; 1888; Harland & Wolff; 6,610 tons; 468-4x52x26-9; 7,000 i.h.p.; 16 knots; triple-expansion engines.

The liner *Oceana* left Tilbury for Bombay on March 15th, 1912, carrying a general cargo, with 40 passengers and a crew of 210 under command of Capt. T. H. Hyde, R.N.R. At about 4 a.m. the next morning when off Beachy Head in charge of a pilot the ship collided with the German four masted barque *Pisagua*, 2,850 tons, from Mexillones for Hamburg with nitrate. The sailing ship's bows tore a hole 45 feet in length along the *Oceana's* side extending to below the water line. Orders were at once given to close water tight doors and to swing out the boats. There was a certain amount of confusion and one boat was lowered without orders while the vessel was under way. As a result the boat capsized, drowning seven passengers and two of the crew.

Fortunately the weather was clear and the sea calm and after one other boat had been lowered without accident, to pick up survivors from the first, the London, Brighton & South Coast Railway steamship *Sussex*, 1,117 tons, came to the rescue.

This vessel took off all the passengers and crew with the exception of a few officers and men who stood by the ship. The Newhaven tug *Alert* then took the *Oceana* in tow for Dover, the Eastbourne lifeboat and the steamship *Queensgarth* standing by. For some hours the liner remained afloat, but her list growing more pronounced it was decided to abandon her. The cables were cut and she foundered some few miles S. of Eastbourne.

The *Oceana* was carrying £747,110 in gold and silver destined for Port Said and Bombay. As she lay with her masts above water in an almost upright position it was not difficult for divers to reach her and within ten days the Liverpool Salvage Association had begun to recover a quantity of the treasure. Within a short time nearly all of it was brought to the surface.

The German barque *Pisagua* sustained much damage to her bows and also lost her foretopmast.

OCEANIA

L. Pittaluga; 1902; J. L. Thompson & Sons; 4,217 tons; 368 x 49-5x19; 453 n.h.p.; triple-expansion engines. The Italian steamship *Oceania* was torpedoed and sunk by a submarine in the Mediterranean on February 14th, 1917.

OCEANIA

Italia Soc. Anon. di Nav.; 1933; Cantieri Riuniti dell'Adriatico; 19,507 tons; 589-7x76-7x45-5; 4,888 n.h.p.; 19 knots; oil engines.

The Italian liner *Oceania* was taken over for service as a transport early in 1941. She was torpedoed and sunk on September 18th, 1941, by the submarine *Upholder*, Lt.Cdr. M. D. Wanklyn, 58 miles from Tripoli, Libya, when transporting troops to North Africa. Her sister ship the *Neptunia* was also torpedoed and sunk on the same day by the same submarine. Over 5,000 troops were drowned when the transports sank.

OCEANIC

Oceanic Steamship Nav. Co.; 1899; Harland & Wolff; 17,274 tons; 685-7x68-3x44-5; 27,000 i.h.p.; 20-72 knots; triple-expansion engines.

The liner *Oceanic* was taken over by the British Admiralty for service as an auxiliary cruiser early in the First World War. The ship had not been commissioned many weeks when, on September 8th, 1914, she ran on the rocks of Foula Island in the Shetlands in a dense fog. The trawler *Glenogil* sighted the *Oceanic* on the rocks and came to her assistance, taking off the crew of 400 officers and ratings.

OCEANO

Andrew Weir & Co.; 1900; Russell & Co.; 4,657 tons; 369-7x52x27-2; 403 n.h.p.; triple-expansion engines. The British cargo ship *Oceano* was wrecked off Kandafuri Island on July 19th, 1917, while on a voyage from Port Said to Calcutta carrying a cargo of salt.

OCEOLA

A. Ramage & Co.; 1870; *J. Reid & Co.*; 898 tons; 204-2X 34-2x20-6.

The British barque *Oceola* was engaged in the Montreal—Liverpool trade, in which she had a very short career. In October 1871, when off Bardsey Island, North Wales, and 16 days out from Quebec, she was run down by the barque *Marmion* and sank in five minutes. Five of her crew were drowned.

OCKENFELS

Deutsche Dampfs. Ges. Hansa; 1921; *J. C. Tecklenborg A.G.*; 7,574 tons; 468-5x58-5x32-4; 666n.h.p.; triple-expansion engines.

The German steamship *Ockenfels* struck a mine and sank on February 19th, 1943, off Borkum.

OCKLINGE

Constants (South Wales); 1923; *Chantiers & Ateliers de St. Nazaire*; 2,343 tons; 271x42x19-4; 148n.h.p.; triple-expansion engines.

The British cargo ship *Ocklinge* was wrecked on the Manacles Rocks, Cornwall, on March 4th, 1932. She was on a voyage from Bilbao, via Falmouth, to Port Talbot carrying a cargo of iron ore.

OCTAVIAN

ALS Rederiet Julian (Hilmar Reksten); 1938; *Nylands Verksted*; 1,345 tons; 250'9x41-3x14-8; 396 n.h.p.; compound engines. The Norwegian ship *Octavian* left Galveston on January 9th, 1942, for St. John, N.B., but was not seen again. A German broadcast on July 12th claimed that she had been sunk by a submarine.

OCTO

B. Stolt-Nielsen; 1910; *Short Bros.*; 1,620 tons; 259x37-9x 18-1; 162 n.h.p.; triple-expansion engines. The Norwegian steamship *Octo* struck a mine and sank in the the Mediterranean on June 13th, 1918.

ODATSUKIMARU

Kaiyo Risen K.K.; 1,988 tons. The steamship *Odatsuki Mam* was torpedoed and sunk by the U.S. submarine *Tinosa* on February 15th, 1944, off Siargao, Philippines.

ODEN

B. Carlstrom; 1895; *W. Gray & Co.*; 1,278 tons; 232-1x34-6x16-3; 127 n.h.p.; triple-expansion engines. The Swedish ship *Oden* was on a voyage from Danzig to Norrkoping with a cargo of coal when she was wrecked on January 17th, 1927, outside Norrkoping.

ODENSHOLM

A/B Svenska Amerika-Mexiko Linien; 1927; *Eriksbergs Mek. Verkstad*; 2,856 tons; 334x46-9x20-2; 355 n.h.p.; oilengines. The Swedish motorship *Odenholm* was on a voyage from Gothenburg to Baltimore with wood pulp on September 6th, 1932, when she went ashore at Burnt Head, 15 miles N.E. of Cape Race.

ODIEL

Scott Brothers; 1880; *Palmer's Co.*; 1,328 tons; 241X33-2x 16-5; 120h.p.; compound engines. The British cargo ship *Odiel* was wrecked near Cabo de Gata, Spain, on July 19th, 1887. She was on a voyage from Newcastle to Savona carrying a cargo of coal.

ODIN

Schjelderup & Schjott; 1898; *Bergens Mek. Verksted*; 1,045 tons; 225-2x32-2x13-3; 97n.h.p.; triple-expansion engines. The Norwegian steamship *Odin* was torpedoed and sunk by a German submarine off Ushant on February 2nd, 1917.

ODIN

Seereederei A. G. Frigga; 1929; *Nordseewerke*; 5,806 tons; 432-5x59x23; 252 n.h.p.; compound engines. The German steamship *Odin* was sunk by an underwater explosion on May 9th, 1944, in Narvik Harbour.

ODYSSEUS

G. C. Dracoulis; 1922; *Campbeltown S.B. Co.*; 3,527 tons; 348-5x50x23-6; 328 n.h.p.; 10 knots; triple-expansion engines.

The Greek steamship *Odysseus*, Capt. Maroulis, left Novorossisk for Antwerp on January 8th, 1927, with a cargo of grain. She put in at Malta and left again on January 16th, from which date little was ever heard of her. Early in February enquiries were sent out from England to which the Danish steamship *Erik Boye* replied that she had been in wireless communication with her. A similar statement, afterwards modified, was by the Italian steamship *Charitas*. It appears that the wireless message from England had been misunderstood by these vessels and in the case of the *Charitas* she denied having contacted the *Odysseus*. A few days later a lifeboat and a quantity of ship's gear belonging to the Greek steamship was washed up along the Algerian coast not far from Philippeville, from which it was deduced that she must have foundered.

OEI MARU

Nittoh Kisen K.K.; 2,858 tons. The steamship *Oei Maru* struck a mine and sank on February 6th, 1945, at the southern end of the Singapore Strait.

OGADEN

Messina & Co.; 1905; *C. Cornell & Co.*; 4,553 tons; 391-4x49-7x26-6; 423 n.h.p.; triple-expansion engines. The Italian steamship *Ogaden* was torpedoed and sunk by a British submarine on August 12th, 1942, nine miles from Ras el Tin.

OGASHIMA MARU

Nakagawa Risen K.K.; 1936; *Mitsubishi Jukogyo K.K.*; 1,424 tons; 241-6x37x19-7; 183 n.h.p.; oilengines. The motor vessel *Ogashima (Ogasimd) Maru* was sunk by U.S. carrier based aircraft on January 24th, 1944, off Kwajalein, Marshall Islands.

OGONO

Compania Naviera Bidassoa; 1894; *Furness, Withy & Co.*; 2,416 tons; 290x40-5x18-8; 775 i.h.p.; 8-5 knots; triple-expansion engines. The Spanish steamship *Ogono* was on a voyage from Castro Urdiales to Middlesbrough with a cargo of iron ore. At 3.55 a.m. on August 18th, 1929, when near the Dowsing Light off the Humber she collided with the tug *King's Cross* and sank in six minutes. Fifteen of her crew were drowned, including the captain, first officer and chief engineer.

The *King's Cross* was badly damaged but managed to reach Grimsby with ten survivors from the

OGONIZ

Intercoastal Packing Co.; 1919; *American International S.B. Co.*; 5,057 tons; 390x54-2x27-6; 600 n.h.p.; turbine engines. The American steamship *Ogoniz* was torpedoed and sunk by a German submarine on May 19th, 1942, in the Gulf of Mexico. Nineteen of her crew were killed.

OGURA MARU No. 1

Ogura Sekiyu K.K.; 1929; *Mitsubishi Zosen Kaisha*; 7,270 tons; 430x57x34-5; 82 n.h.p.; oilengines. The tanker *Ogura Maru No. 1* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off the west coast of Luzon Island, Philippines.

OGURA MARU No. 2

Ogura Sekiyu K.K.; 1930; *Mitsubishi Zosen Kaisha*; 7,311 tons; 430X57X34-5; 582n.h.p.; oil engines. The tanker *Ogura Maru No. 2* was torpedoed and sunk by the U.S. submarine *Redfish* on September 16th, 1944, about 100 miles S. of Formosa.

OGURA MARU No. 3

Ogura Sekiyu K.K.; 1916; *Barclay, Curie & Co.*; 7,350 tons; 450-6x58-2x32-7; 830n.h.p.; triple-expansion engines. The tanker *Ogura Maru No. 3* was torpedoed and sunk by the U.S. submarine *Cod* on February 23rd, 1944, about 100 miles N. of Morotai Island, the Moluccas.

OGURASAN MARU

Mitsui Sempaku; 5,069 tons.
The tanker *Ogurasan Mam* was torpedoed and sunk by the U.S. submarine *Bowfin* on November 26th, 1943, off the east coast of Indo-China.

OHAU

Union Steamship Co. of New Zealand; 1884; *W. Denny & Bros.*; 740 tons; 200 X 32 • 2 X 15 -4; 92 h.p.; 9 knots; compound engines. The steamship *Ohau*, Capt. R. Brewer, left Greymouth, New Zealand, on Friday, May 12th, 1899, with a cargo of 800 tons of coal and 13,000 feet of timber, bound for Dunedin. She carried a crew of 22.

The weather worsened considerably as the ship proceeded, until the 14th when a full gale was blowing. The *Ohau* was sighted on the 13th off Brothers Island by the s.s. *Rosamund*, and later she was in full view of the lighthouse-keeper at Cape Campbell until 5.20 p.m. This was the last that was seen of her.

Owing to the violence of the gale a number of ships in its vicinity arrived at their destinations several days overdue. There was therefore, no anxiety for the *Ohm's* safety for some little while, but after a week with no news it was feared that she was lost. The s.s. *Brunner* was sent out to make a search but returned without having found a trace of the missing steamship. On the 28th news came of lifebuoys and other wreckage washed ashore between Castlepoint and Cape Turnagain.

OHI

Japanese Navy, light cruiser; 1920; *Kawasaki Dockyard*; 5,100 tons; 535x46-8x15-8; 70,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in., 2 m.g.; 8 T.T., 80 mines, 1 aircraft.

The light cruiser *Ohi* was torpedoed and sunk in the South China Sea by the U.S. submarine *Flasher* on July 19th, 1944. The cruiser's normal complement was 439.

OHIO

W.F. Mitchell; 1880; *A. McMillan & Son*; 3,967 tons; 360 x 43-1x24-8; 265 n.h.p.; quadruple-expansion engines. The British cargo ship *Ohio* was wrecked at Ping Yang Inlet, Korea, on October 22nd, 1904. She was on a voyage from Muroto to Chinnampo carrying a cargo of railway sleepers.

OHIO

Soc. Anon, des Chantiers & Ateliers de St. Nazaire; 1914; *Chantiers de Normandie*; 8,719 tons; 445x61-2x27-5; 542 n.h.p.; triple-expansion engines.

The French steamship *Ohio* was torpedoed and sunk by a German submarine off the W. coast of Ireland on March 7th, 1917.

OHIO MARU

Hakuyo Risen K.K.; 1920; *Kawasaki Dockyard Co.*; 5,872 tons; 385x51x36; 437 n.h.p.; triple-expansion engines. The steamship *Ohio Mam* was sunk by the U.S. submarine *Tautog* on August 6th, 1942, in the South China Sea.

OHIOAN

American-Hawaiian Steamship Co.; 1920; *G. M. Standifer Construction Corp.*; 5,075 tons; 401-4x53'2x31-9; 2,800 i.h.p.; 10-75 knots; triple-expansion engines. The American steamship *Ohioan*, Capt. F. H. Roberts, was torpedoed and sunk by a German submarine about 300 miles E. of the Bahamas on May 8th, 1942. Fifteen men were killed and four wounded. Capt. Roberts was among the survivors. The vessel was not in convoy.

OIGAWA MARU

Toyo Kaiun K.K.; 6,493 tons.
The steamship *Oigawa Maru* was sunk by bombs from Allied land-based aircraft and gunfire from U.S. warships on March 3rd, 1943, in the Straits of Macassar.

OILFIELD

Field Tank S.S. Co.; 1938; *Odense Staalskibsverft*; 8,516 tons; 475-9x61-8x33-8; 653 n.h.p.; 11 knots; oil engines. The motor tanker *Oilfield*, Capt. Anderson, was torpedoed and

sunk by a German submarine approximately 350 miles N.N.W. of the Hebrides on April 28th, 1941. Capt. Anderson and 46 men were killed.

OILPIONEER

British Oil Shipping Co.; 1928; *Swan, Hunter & Wigham Richardson*; 5,666 tons; 410 x 53 • 5 x 31; 676 n.h.p.; oil engines. The British tanker *Oilpioneer* was sunk by gunfire and a torpedo from German warships on June 8th, 1940, near Narvik, during the operations following the invasion of Norway. The captain and 19 of her crew were killed.

OITA MARU

Osaka Shosen K.K.; 1907; *Osaka Iron Works*; 711 tons; 186 • 8 x 26 - 3 X 18 • 1; 67 n.h.p.; triple-expansion engines. The Japanese cargo steamship *Oita Maru* was torpedoed and sunk by the U.S. submarine *Tang* on the night of October 11th, 1944. The attack took place off the northern extremity of Formosa.

OITE

Japanese Navy, destroyer; 1924; *Uraga*; 1,270 tons; 320 x 30x9*6; 55,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T. The destroyer *Oite* was one of the vessels lost in the defence of the naval base of Truk in the Carolines Group. She was sunk by U.S. carrier-borne aircraft on February 17th, 1944. Her normal complement was 148.

For further details see the light cruiser *Agano*.

OKARA

British India Steam Navigation Co.; 1895; *W. Denny & Bros.*; 5,291 tons; 410x50-6x24-7; 10 knots; triple-expansion engines.

The British India cargo steamship *Okara*, Capt. Smith, was bound for Rangoon with a cargo of coal when she was overwhelmed in a cyclone which swept the Bay of Bengal on May 6th, 1923. The ship sent out an S.O.S. message from lat. 19° N., long. 91° E., which was picked up by the liner *Angora*, Capt. Diamond, and the steamship *Takada*, Capt. Rowe. Both vessels altered course and steered for the disabled steamship, but failed to reach her in time. The last message received by the *Angora* asked for the distance separating the two ships; a reply was sent that the liner was nine miles away. After a brief flicker of S.O.S. calls there was no further signal and Capt. Diamond realised that the *Okara* had foundered.

The *Okara* carried a crew of 11 Europeans and 70 Indians, all were drowned.

OKEMENT

Westoll & Co.; 1915; *W. Pickersgill & Sons*; 4,349 tons; 365x51x25*9; 376 n.h.p.; 10 knots; triple-expansion engines. The steamship *Okement* was torpedoed and sunk by a German submarine 140 miles S.E. by S. of Malta on February 17th, 1917. The captain and ten men were killed.

OKHLA

British India Steam Navigation Co.; 1895; *W. Denny & Bros.*; 5,288 tons; 410 x 50 - 7 X 21; 354 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Okhla* struck a mine 30 miles W. of Bombay on July 29th, 1917, and sank with the loss of nine persons, including the captain. She was one of the many ships which fell victim to the mines sown by the German commerce-destroyer *Wolf*.

OKIGAWA MARU

Kawasaki Risen K.K.; 10,043 tons.
The tanker *Okigawa Maru* was sunk by U.S. carrier-based aircraft on September 24th, 1944, about 150 miles S.W. of Bataan, Philippines.

OKIKAZE

Japanese Navy, destroyer; 1919; *Maizuru*; 1,215 tons; 336-5X 29-3x9-6; 38,500 s.h.p.; 34 knots; turbine engines; four 4-7 in. guns, 2 A.A.m.g., 6 T.T.

The destroyer *Okikaze* was torpedoed and sunk off Honshu on January 10th, 1943, by the U.S. submarine *Trigger*. The destroyer's normal complement was 148.

OKINAMI

Japanese Navy, destroyer; 1942; Japan; 2,200 tons; 415 X 35 X—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm. A.A., 15 T.T.

The destroyer *Okinami* was bombed and sunk in Manila Bay, Philippine Islands, by aircraft from fast carriers of the U.S. Third Fleet on November 13th, 1944.

The *Okinami* carried a complement of over 200. For further details see the destroyer *Akebono*.

OKINAWA MARU

*Konan Risen K.K.; 1896; Lobnitz & Co.; 2,254 tons; 296 -5 x 40x13-5; 313 n.h.p.; triple-expansion engines. The steamship *Okinawa Mam* was torpedoed and sunk by the U.S. submarine *Silver sides* on May 10th, 1944, N. of the Caroline Islands.*

OKINOSHIMA

Japanese Navy, minelayer; 1935; Harima; 4,400 tons; 386-5 X 51-2x16-5; 9,000 s.h.p.; 20 knots; turbine engines; Kanpon boilers; four 5-5 in. guns, 4 m.g.

The minelayer *Okinoshima* was torpedoed and sunk in St. Georges Channel, Bismarck Archipelago, by the U.S. submarine *S-42* on May 11th, 1942. The vessel carried a complement of about 300.

OKINOYAMA MARU No. 5

Okinoyama Tanko K.K.; 1932; Osaka Iron Works; 1,543 tons; 251x39x19; 190 n.h.p.; oil engines.

The motorship *Okinoyama Maru No. 5* was sunk by U.S. carrier-based aircraft on March 25th, 1945, about 40 miles S.W. of Okinawa Island.

OKITSU MARU

*Japanese Government; 1939; Harima S.B. & Eng. Co.; 6,666 tons; 437-2x58-5x32-8; turbine engines. The steamship *Okitsu (Okiti)* Maru was taken over by the Japanese Navy and converted into an auxiliary seaplane tender. On January 26th, 1944, she was torpedoed and sunk by U.S. submarine *Skipjack* about 100 miles N.E. of Truk, Caroline Islands.*

OKLAHOMA

Gulf Refining Co.; 1908; New York S.B. Co.; 5,853 tons; 419x55-2x28-8; 424 n.h.p.; 11-5 knots; triple-expansion engines.

The tanker *Oklahoma*, in ballast, ran into heavy weather about 50 miles off Atlantic City on January 4th, 1914, and broke in two forward of the engine room. The after part turned turtle and sank with the greater part of the crew. Two boats stowed forward were thrown into the sea as there was no other means of launching them. The first boat capsized and out of 11 occupants five were drowned but the remainder succeeded in righting her. This boat was picked up later by the steamship *Gregory*, Capt. W. Aspinall, and five of the six men were found to be alive, though greatly exhausted. The second boat containing three dead bodies was picked up by the U.S. revenue cutter *Seneca* several days later.

The forepart of the *Oklahoma* was sighted by the Spanish steamship *Manuel Calvo*, which wirelessed the news to New York. At the time it was too rough for boats to attempt a rescue, but eventually eight men, mostly officers, were taken off the tanker's bridge by the Hamburg-Amerika liner *Bavaria*.

The crew of the tanker numbered 38, of whom 25 lost their lives.

OKLAHOMA

*United States Navy, dreadnought battleship; 1914; New York Shipbuilding Co.; 29,000 tons; 583x107-9x32-5; 25,000 i.h.p.; 20-5 knots; triple-expansion engines; Bureau-Express boilers; ten 14 in. guns, twenty 5 in., four 3 pdr., 8 m.g. The battleship *Oklahoma* was struck by an aerial torpedo during the Japanese air attack on Pearl Harbour on December 7th, 1941. She capsized in shallow water and was raised in 1943, when her condition was found to be beyond repair and she was broken up in the following year.*

The full story of the attack on Pearl Harbour is told under the battleship *Arizona*.

OKLAHOMA

*The Texas Co.; 1940; Sun S.B. & D.D. Co.; 9,298 tons; 488'8x68-3x36-2; 1,718 n.h.p.; turbine engines. The American tanker *Oklahoma* was torpedoed and sunk by a German submarine on March 28th, 1945, on a voyage from Aruba to Dakar. The survivors numbered ten crew and 12 gunners.*

OKLAHOMA

*Rederi A/B Transatlantic; 1949; A/JB Gotaverken; 5,914 tons; 456-7x59-1x22-2; 2,120 n.h.p.; oil engines. The Swedish motorship *Oklahoma* broke in two and sank during a storm on December 26th, 1953, about 400 miles E. of Newfoundland.*

OKUNI MARU

*Naigai Kisen K.K.; 5,633 tons. The steamship *Okuni Maru* was torpedoed and sunk by the U.S. submarine *Barb* on August 31st, 1944, about 100 miles S. of Formosa.*

OKUYOMARU

*Toyo Kisen K.K.; 1938; Mitsubishi Jukogyo K.K.; 2,904 tons; 305-4x42-7x26-2; 202 n.h.p.; triple-expansion engines. The steamship *Okuyo Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. She was torpedoed and sunk by the U.S. submarine *Ray* on January 1st, 1944, off the south west coast of Ceram.*

OLANCHO

Empresa Hondurena de Vapores; 1921; Newburgh Shipyard; 2,494 tons; 301-3x42-3x22-6; 492 n.h.p.; triple-expansion engines.

The Honduran steamship *Olancho* was torpedoed and sunk by a German submarine on March 10th, 1943, between Tela and Tampa.

OLANDA

Stoomv. Maats. Nederlandsche Lloyd; 1899; W. Gray & Co.; 2,138 tons; 290x42-2x19-3; 217 n.h.p.; triple-expansion engines.

The Dutch steamship *Olanda* struck a mine and sank in the North Sea on April 18th, 1915.

OLBIA

*Tirrenia Soc. Anon. di Nav.; 1929; Soc. Anon. Ansaldo; 3,514 tons; 324x43-8x21-4; 1,167 n.h.p.; oil engines. The Italian motorship *Olbia* was torpedoed and sunk by a British submarine on June 20th, 1943, 20 miles S. of Cape Spartivento, Italy.*

OLDENBURG

Oldenburg Portugiesische Dampfs. Rhederei; 1936; Deutsche Werft A.G.; 2,312 tons; 287-9x45-8x18-1; 304 n.h.p.; compound engines & L.P. turbine.

The German steamship *Oldenburg* was torpedoed and sunk by a British submarine on April 15th, 1940, in the Kattegat.

OLDENBURG

*Midgard Deutsche Seeverkehrs A.G.; 1914; J. C. Tecklenborg A.G.; 4,595 tons; 386-7x49-2x30; 400 n.h.p.; triple-expansion engines. The German steamship *Oldenburg* was bombed and sunk by British aircraft on April 7th, 1945, in the Sognefjord, Norway.*

OLE BULL

*H. Westfal Larsen; 1901; Wood, Skinner & Co.; 1,835 tons; 270x38-5x17-7; 149 n.h.p.; triple-expansion engines. The Norwegian steamship *Ole Bull* struck a mine and sank in the North Sea on January 11th, 1917.*

OLEANDER

*British Admiralty; 1922; Pembroke Dockyard; 7,048 tons; 430x57x26-3; 5,250 i.h.p.; 11 knots; triple-expansion engines. The British naval tanker *Oleander* was badly damaged on May 26th, 1940, during the Norwegian campaign. She was run ashore in Harstad Bay, Norway, in the hope of saving her, but on June 8th she sank.*

OLGA

OLGA

German Navy, corvette; 1880; Germany; 2,169 tons; 226-3 x 42-6 x 18-3; 2,397 i.h.p.; 14 knots; compound engines; eight 5-9 in. guns, two 4 in., 4 m.g.

The corvette *Olga*, Capt. von Ehrhardt, was the senior ship of a small squadron lying in the harbour of Apia, Samoa, in March, 1889. On Friday, March 15th, she was driven ashore and wrecked during a hurricane. Fortunately none of her crew was lost.

The full story of the hurricane is told under the U.S. flagship *Trenton*.

OLGA

Soc. Franfaise d'Armement, Em. Frisch & Cie.; 1910; R. Duncan & Co.; 2,964 tons; 310x46x20-5; 265 n.h.p.; triple-expansion engines.

The French steamship *Olga* was sunk by a submarine in the Mediterranean on June 18th, 1916.

OLGA E. EMBIRICOU

C. E. Embiricos; 1922; J. Readhead & Sons; 4,677 tons; 400-3 x 52'1 x 25-9; 455 n.h.p.; triple-expansion engines. The Greek steamship *Olga E. Embiricou* was torpedoed and sunk by a submarine on January 29th, 1944, in the Gulf of Aden. The captain, 17 of the crew and two gunners were killed.

OLIMPIA

A. Lauro; 1920; Rickmers A.G.; 6,040 tons; 435x55-6x29-2; 580 n.h.p.; triple-expansion engines.

The Italian steamship *Olimpia* was shelled and sunk by British warships on October 14th, 1943, off Cattaro.

OLINDA

Hamburg Sudamerikanische Dampfs. Ges.; 1927; Howaldts-werke; 4,576 tons; 349-5 x 50-3 x 29; 247 n.h.p.; compound engines.

The German steamship *Olinda* was shelled and sunk by a British cruiser on September 3rd, 1939, off Rio Grande, Brazil.

OLIVA

Argo Reederei Richard Adler & Co.; 1922; Niiscke & Co.; 1,308 tons; 242-1 x 37 x 14; 108 n.h.p.; triple-expansion engines.

The German ship *Oliva* was reported to have struck a rock on December 28th, 1942, off Uto and sunk, on a voyage from Germany to Finland.

OLIVE BRANCH

Nautilus S.S. Co.; 1881; W. Doxford & Sons; 1,728 tons; 260 x 36 x 18-5; 160 h.p.; compound inverted engines.

The British cargo ship *Olive Branch* sank after a collision with the British steamship *Tudor*, 20 miles S. of St. Catherine's Point on June 5th, 1885. She was on a voyage from Sunderland to Palermo carrying a cargo of coal and gas fittings.

OLIVIA

N. V. Curafaosche Scheepv. Maats.; 1939; *Cantieri Riuniti delVA Adriatico*; 6,307 tons; 428-1 x 54-5 x 30-9; 377 n.h.p.; oil engines.

The Dutch tanker *Olivia* left Abadan on May 27th, 1942, with 9,000 tons of benzine and kerosene for Fremantle. On June 14th, she was intercepted by five Japanese warships about 1,000 miles E.S.E. of Mauritius and sunk by gunfire. Nothing was heard of her crew of 47 until a boat with four survivors reached Madagas car on July 13th, eight men having died during the voyage. The survivors reported that the Japanese machine-gunned the boats and only one boat escaped.

OLIVINE

Wm. Robertson; 1926; J. Lewis & Sons; 929 tons; 199-8 x 30-9 x 12-7; 140 n.h.p.; triple-expansion engines.

The British cargo ship *Olivine* was lost without trace after sailing from Glasgow on March 27th, 1941, for Sharpness. She had a crew of 12 and two gunners and was carrying a cargo of wheat.

OLOPANA

Matson Navigation Co.; 1920; G. M. Standifer Construction Corp.; 6,069 tons; 401-4 x 53-2 x 31-9; 2,800 i.h.p.; 9-5 knots; triple-expansion engines.

The American steamship *Olopana*, Capt. M. C. Stone, was one of a convoy of 35 ships bound to Murmansk on July 5th, 1942, when an attack was made by the German battleship *Tirpitz* and the heavy cruiser *Hipper* with a number of submarines and aircraft. The convoy was compelled to disperse and at about 11 o'clock on the night of the 6th the *Olopana* was struck in the engine room by a torpedo from a submarine. Six men were killed by the explosion and most of the boats and rafts were destroyed. The survivors put off in the three remaining rafts and after 72 hours adrift landed on Novaya Zemlya. Here they were spotted by a Russian plane which directed the British steamship *Empire Tide* to the spot and they were taken off.

OLSA

German Government; 1908; J.L. Thompson & Sons; 3,699 tons; 346-5 x 50-8 x 22-9; 329 n.h.p.; triple-expansion engines. The steamship *Olsa* was formerly the Greek *Omonia*, seized by the Germans. She was bombed and sunk by Russian aircraft on October 11th, 1944, off North Norway.

OLTENIA II

Ministry of War Transport (British Tanker Co.); 1928; *Armstrong, Whitworth & Co.*; 6,394 tons; 423-7 x 55-3 x 32-4; 533 n.h.p.; 10 knots; quadruple-expansion engines. The tanker *Oltenia II*, Capt. A. Laddie, was torpedoed and sunk by a German submarine on January 8th, 1943, some hundreds of miles W. of the Canary Islands, in convoy. Six Europeans, including Capt. Laddie, and 11 Indians were killed.

OLUF MCERSK

D/Saft 912A/S; 1916; A. Vuijk & Zonen; 1,950 tons; 281-3 x 40-2 x 18-9; 208 n.h.p.; triple-expansion engines. The Danish steamship *Oluf Mcersk*, under German control, was bombed and sunk by British aircraft on November 30th, 1941, west of Bokum.

OLYMPIA MARU

Mitsubishi Shoji Kaisha; 1927; *Mitsubishi Zosen Kaisha*; 5,617 tons; 405 x 55 x 32; 582 n.h.p.; oil engines. The motor vessel *Olympia Maru* was sunk by U.S. carrier-based aircraft on September 24th, 1944, off the north-west coast of Negros Island, Philippines.

OLYMPIC

S. Niarchos; 1907; J. Readhead & Sons; 5,335 tons; 370 X 50-1 x 32-1; 374 n.h.p.; triple-expansion engines. The Panamanian ship *Olympic* left Curasao on January 13th, 1942, for Baltimore, but was not seen again. She was thought to have been sunk by a submarine on the 22nd, off Hampton Roads.

OLYMPBER

Cie. Maritime Beige (Lloyd Royal); 1920; *Lloyd Royal Beige (Gt. Britain)*; 5,266 tons; 400-5 x 52*2 x 28-7; 574 n.h.p.; triple-expansion engines.

The Belgian steamship *Olympier* was bombed and sunk by German aircraft on January 30th, 1941, 25 miles S.W. of Ireland, with the loss of eight lives.

OLYMPUS

American sailing ship; 1850; *Kennebunk, U.S.A.*; 744 tons. The sailing ship *Olympus*, Capt. Wallace, left Liverpool on May 24th, 1854, for Boston with 40 passengers and 18 crew, with a general cargo. On the night of June 20th, in squally weather, she collided with the American sailing ship *Trade Wind*, 2,018 tons, in lat 41° 50' N., long 57° 20' W. Capt. Wallace and a number of passengers and crew jumped on to the *Trade Wind* and were carried by her some five miles beyond the *Olympus* which, fortunately, did not sink immediately. At daybreak Capt. Wallace in the *Trade Wind's* gig, manned by some of his own crew, managed to board the *Olympus* and get away her boats with most of those on board. The ship foundered at 6 a.m.

The number drowned was six, of whom three were passengers. See also *Trade Wind*.

OMBRINA

Polena, Soc. Anon.; 1943; Italy; 6,200 tons; oilengines. The Italian motorship Ombrina was bombed and sunk by British aircraft on March 24th, 1943, at Bizerta.

OMEGA

Emigrant ship; 1840 (circa); 1,277 tons. The sailing vessel Omega left Liverpool for New York on January 16th, 1848, with 315 emigrants and 30 crew under Capt. Carrick. For the first fortnight the voyage was favoured by fair weather but after that time there was a succession of gales which dismasted the Omega and left her at the mercy of the seas. On February 17th she sighted the barque Aurora, bound from Wales to St. John, New Brunswick, in ballast, and signalled to her to take off as many of the emigrants as possible. The Aurora complied with this request and 130 persons were transferred to her, but one boat containing the second officer and four seamen capsized and its occupants were drowned. The Aurora then made sail for Halifax, Nova Scotia, which she reached on February 29th, by which time 70 of the survivors had died on the voyage through exposure and overcrowding.

Meanwhile the Omega with what was left of her company continued to beat about the seas until she was sighted by the brig Barbara, from New York to Cork with a cargo of Indian corn. The brig stood by and took on board 150 people, part of her cargo being thrown overboard in order to make sufficient room. She then left the Omega, which still had on board Capt. Carrick, the first officer, eight seamen and 25 emigrants. This party was rescued two days later by the barque Highland Mary and was brought safely to land.

Those on the Barbara were in a most unfavourable position, however, for the ship was already short of water and only two casks could be obtained from the Omega. The passengers suffered greatly from thirst and the ship also encountered heavy weather, which made matters worse. The captain made a mistake in his course and the ship was driven ashore by strong currents close to Heart's Point, a small promontory on the Canadian coast, where she struck on a ledge which stove in her bottom. Twenty persons saved themselves by crawling along the yards to the cliffs and 30 others managed to clamber on to the rocks before the ship sank.

The number drowned was 115, including some of the crew of the Barbara. In all these disasters nearly 250 persons lost their lives. Later the hull of the Omega was discovered, quite undamaged, and had the unfortunate people remained on board her it is probable that not a single life would have been lost.

OMIMARU

Nippon Yusen K.K.; 1912; Napier & Miller; 3,393 tons; 345 -5 x 46 • 3 X 25 • 5; 456 n.h.p.; triple-expansion engines. The steamship Omi Maru was torpedoed and sunk by the U.S. submarine Triton on December 28th, 1942, south of Kusaie Island, Caroline Islands.

OMINESAN MARU

Mitsui Sempaku; 10,536 tons. The tanker Ominesan Maru was torpedoed and sunk by the U.S. submarine Blue fish on March 4th, 1944, about 100 miles W. of Penang.

OMMANEY BAY

United States Navy, air craft carrier; 1943; U.S.A.; 6,730 tons; 498-8x80x19-9; 11,200 i.h.p.; 18 knots; triple-expansion engines; one 5 in. gun, twenty-four 20mm.A.A., 30 aircraft. The United States escort aircraft carrier Ommaney Bay. Capt. Young, was one of a large force of ships proceeding to the Lingayen Gulf, Luzon, Philippine Islands, prior to the landing of the U.S. Army on January 9th, 1945. About 240 Japanese aircraft from various airfields on the island of Luzon attacked the ships with extreme violence. On the 4th, when the American force was entering the Sulu Sea, the Ommaney Bay came under concentrated bombing, being hit on the flight deck, the hanger deck and the forward engine room. Fires broke out in several places, and could not be brought under control as pressure for the hoses had failed.

The first bomb exploded at 5.12 p.m. and three hours later the carrier sank with the loss of 93 killed and 65 wounded. Seven survivors who were picked up by ships in company were killed when

the rescuing ships were bombed. Capt. Young was among the survivors. The Ommaney Bay's normal complement was 800.

OMNIUM

1915; Chantiers de Normandie ; 8,719 tons; 447-8x61-2x27-8; triple-expansion engines. The French steamship Omnium was sunk by a German submarine in the Bay of Biscay on January 2nd, 1917.

OMRAH

Orient Steam Navigation Co.; 1899; Fairfield Co.; 8,130 tons; 490-7x56-7x26; 9,000i.h.p.; 17 knots; triple-expansion engines. The liner Omrah was taken over by the Admiralty for service in the First World War. On May 1st, 1918, she left Alexandria for Marseilles in company with six other transports carrying units of the 52nd and 74th Divisions.

The Omrah was torpedoed and sunk on May 12th, 40 miles S.W. [S. of Cape Spartiyento, on her return voyage from Marseilles, with small loss of life.

OMUROSAN MARU

Mitsui Bussan Kaisha; 1937 Mitsui Bussan Kaisha; 9,204 tons; 491-4x65x 36; 1,231 n.h.p.; oil engines. The tanker Omurosos Maru was torpedoed and sunk by the U.S. submarine Flasher on December 22nd, 1944, 25 miles east of Quang Ngai, Indo-China.

ON SANG

Indo-China S.N. Co.; 1895; Sir Raylton Dixon & Co.; 2,802 tons; 310X40-6X17-6; 244n.h.p.; triple-expansion engines. The British cargo ship On Sang foundered off Point St. John's on July 3rd, 1917. She had sailed from Port Natal carrying a cargo of sugar.

ON WO

Indo-China S.N. Co.; 1870; W. Denny & Bros; 1,354 tons; 224 -7x32^5x20-5; 180 n.h.p.; compound engines. The British steamship On Wo, Capt. Stessar, sank after a collision with the steamship Newchwang near Woosung on April 30th, 1896, on a voyage from Shanghai to Hangkow carrying passengers and a general cargo. The captain, first mate, pilot, two engineers and 250 Chinese were drowned.

ONAMI

Japanese Navy, destroyer; 1941; Japan; 2,200 tons; 415x35x —; 34 knots; turbine engines; six 5 in. guns, eight 25 mm.A.A., 15 T.T. The destroyers Makinami and Onami, both of 2,200 tons, and the Yugiri of 1,700 tons, with several others were patrolling the waters S. of New Ireland on the night of November 25th, 1943, when they ran into four U.S. destroyers engaged upon the same duty. The three above mentioned Japanese destroyers were sunk and the remainder retired from the action. The locality in which the fight took place was between Buka and Cape St. George.

The Makinami and Onami carried complements of over 200 and the normal complement of the Yugiri was 197.

ONCLE JOSEPH

Valery Freres; 1870(circa); St.Nazaire; 823 tons; 210x — x—; 9 • 5 knots; compound engines. The French steamship Oncle Joseph plying between Marseilles, Genoa, Leghorn and Civitavecchia was homeward bound under Capt. Lacombe with 305 persons on board, of whom 272 were passengers, and 800 tons of general cargo. At 3 a.m. on November 24th, 1880, off Spezia, she collided with the Italian steamship Ortigia, 1,853 tons. She was struck heavily amidships at full speed and was cut down to the water's edge, remaining afloat only eight minutes after the collision.

The loss of life amounted to 215 passengers, Capt. Lacombe, the first mate and seven seamen.

The Ortigia was only able to lower one small boat, the greater number of the saved being those who jumped on to her decks from the sinking ship at the moment of impact. She suffered severe damage to her bows, but managed to make Leghorn in safety.

ONDINA

ONDINA

N.V. Petroleum Maats. La Corona; 1939; Nederlandsche Dok Maats; 6,341 tons; 428' 1x54-5x30-9; 377 n.h.p.; oil engines. The Dutch tanker *ONDINA* sailed from Fremantle on November 5th, 1942, bound for Diego Garcia and Abadan, with part cargo of wheat, escorted by the newly-built minesweeper *Bengal*, 733 tons, of the Indian Navy.

On November 11th, in lat. 19°45'S., long. 92° 40'E., the ships were intercepted by the Japanese auxiliary cruiser *Hokoku Maru* in company with the seaplane tender *Kunikawa Mam*.

In the ensuing action the *ONDINA* was severely damaged by gunfire and holed below the waterline by two torpedoes but remained afloat. Her captain, chief engineer and three of the crew were killed.

In the meantime the escorting minesweeper sank the *Hokoku Maru*, whereupon the other Japanese ship broke off the action to rescue survivors. The crew of the *ONDINA* managed to get their ship back to Fremantle, arriving there on November 18th.

For the full account of this action see *Hokoku Maru*.

ONDO

Japanese Navy; 6,500 tons. The tanker *Ondo* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

ONEGA

Barber & Co.; 1880 tons; Harland & Wolff; 3,636 tons; 401 x 39-6x21-3; 391 n.h.p.; triple expansion engines. The American steamship *Onega* was torpedoed and sunk by a German submarine in the Bristol Channel on August 30th, 1918.

ONEGA

U.S.S.R.; 1924; Bergens Mek. Verksted; 1,603 tons; 244-4X 37-7x15-7; 138 n.h.p.; triple-expansion engines. The Russian steamship *Onega* was torpedoed and sunk by a German submarine on April 22nd, 1945, in the Barents Sea.

ONEGA

Flakkes A/S; 1921; Schiffswerfte & Maschinenfabrik A.G.; 1,121 tons; 254-6x32x —; oil engines. The Norwegian motorship *Onega* left Gefle on February 3rd, 1960, for Rotterdam, and is believed to have been sunk between Huvudskar and Gotska Sandon, outside Stockholm. Wreckage was afterwards found which suggested that there had been an explosion. All her crew of 16 were lost.

ONEIDA

United States Navy, wooden steam corvette; 1861; New York Navy Yard; 1,032 tons; 201-5x33-9x16; 12knots; horizontal back-acton engines; three 30pdr. Parrotguns, two 9 in. Dahlgren, fourteen 32 pdr., one 12 pdr.

The corvette *Oneida* was leaving Yokohama Harbour for Hong Kong on the evening of January 24th, 1870, when she collided with the P. and O. liner *Bombay*, 1,186 tons, Capt. Eyre. The *Oneida*, under sail and steam, crossed the bows of the liner and was struck forward of her starboard mizzen-rigging. The whole of her starboard quarter, wheel and steering gear were carried away and she began to sink. At the time of the collision, between 6.15 and 6.30 p.m., the ships were off Saratoga Spit, about five miles from shore. The *Oneida* foundered in ten minutes taking with her 115 officers and men out of a complement of 176. Only one of her boats was lowered, all the others having been smashed in the collision. This boat, containing Dr. Stoddart, the boatswain and 15 men, reached shore in safety.

Meanwhile the *Bombay* had proceeded on her course, believing that she had inflicted little damage on the other ship, and attending to her own injuries. The *Oneida* fired five of her guns, which happened to be ready loaded, but this brought no response from the *Bombay*. Both crews in their evidence stated that they heard no sounds from each other, and the passengers on board the *Bombay* experienced only a very slight shock. On arriving at Yokohama, however, the *Bombay* was made aware of the state of affairs and returned to the wreck, where she picked up a number of men.

From survivors' stories it was established that the *Oneida's* officers were at dinner at the time of the collision. Cdr. Williams immediately hurried on deck and found his ship already sinking,

and is stated to have said that he would not attempt to save his life but would go down with her. The ship sank in 14 fathoms.

The total number of survivors from the *Oneida* was 61, of whom four were officers.

ONEIDA

Ford Motor Co., 1920; Detroit S.B. Co.; 2,309 tons; 25 lx 43-6x22-2; 265 n.h.p.; triple-expansion engines. The American steamship *Oneida* was torpedoed and sunk by a German submarine on July 13th, 1942, near Cape Maysi, Cuba. Six of her crew were killed.

ONEIDA

Agwilines, Inc.; 1919; Detroit S.B. Co.; 2,664 tons; 25lx 43-6x26-1; 352n.h.p.; triple-expansion engines. The American ship *Oneida* was taken over by the U.S. Navy for use as a transport. On May 3rd, 1943, on a voyage from New York to Sydney, N.S.W., she ran into heavy weather some 300 miles E. of Hampton Roads and sprang a leak. Before long she was taking water beyond the capacity of her pumps and was abandoned in a sinking condition the following day. Thirty-one of her complement of 62 were lost.

ONESTA

FratelliBeraldo; 1896; Russel&Co.; 2,674 tons; 309x42-6x16-1; 232 n.h.p.; triple-expansion engines. The Italian steamship *Onestd* was torpedoed and sunk by a German submarine in the North Sea on August 7th, 1917.

ONOE MARU

Nippon YusenK.K.; 1939; Harima S.B. &Eng. Co.; 6,667 tons; 437-2x58-5x32-8; turbine engines. The steamship *Onoe Maru* was torpedoed and sunk by the U.S. submarine *Raton* on November 26th, 1943, 150 miles N.E. of the Admiralty Islands.

ONONDAGA

Ford Motor Co.; 1920; Detroit S.B. Co.; 2,310 tons; 251 X 43-6x22-2; 265n.h.p.; triple-expansion engines. The American steamship *Onondaga* was torpedoed and sunk by a German submarine on July 23rd, 1942, between Nuevitas and Havana. Eighteen of her crew were lost.

ONORIA

D. D. Castro & A. Aboaf; 1890; W. Gray & Co.; 2,580 tons; 300-6x41-6x21-2; 240 n.h.p.; triple-expansion engines. The Italian ship *Onoria* caught fire and sank on July 8th, 1921, off Cape Matapan. She was carrying liquid fuel and a general cargo to Smyrna and Galatz.

ONSLow

Scaramanga Bros.; 1899; Barclay, Curie & Co.; 2,722 tons; 312X45-9X20-5; 268 n.h.p.; triple-expansion engines. The British cargo ship *Onslow* was wrecked at Kettleness Point, near Whitby, on August 12th, 1911. She was on a voyage from Sunderland to Piraeus carrying a cargo of coal.

OOMA

W. Crosby & Co.; 1905; Craig, Taylor & Co.; 3,991 tons; 358x49-3x18-2; 391 n.h.p.; triple-expansion engines. The British steamship *Ooma* was wrecked at Sydney Point, Ocean Island, on February 8th, 1926. She was on a voyage from Sydney, N.S.W., to Ocean Island and Nauru Island carrying coal and a general cargo.

OOTMARSUM

Vinke&Co.; 1920; A. Vuijk & Zonen; 3,628 tons; 360-lx 48-2x22-8; 426 n.h.p.; triple-expansion engines. The Dutch ship *Ootmarsum* left Sydney, N.S., for Newport on November 9th, 1940, but is believed to have been lost by enemy action. Three other ships in the same convoy were torpedoed and sunk on the 23rd, 300-400 miles W. of Inishtrahull.

OPAL

W. Robertson; 1894; Scott & Sons; 599 tons; 180x29-1x10-6; 99 r.h.p.; triple-expansion engines.

On December 18th, 1916, the British steamship *Opal* struck a mine and sank off the Isle of Man. The captain and 11 of the crew were killed.

OPAL

British Navy, destroyer; 1915; W. Doxford & Co.; 1,000 tons; 271-5x26'7x10-2; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, 2 smaller, 4 T.T. The destroyers *Narbrough* and *Opal* were in company off Scapa Flow on January 12th, 1918, when both were wrecked in a violent gale and snowstorm. The vessels, which were sister ships, each had an official complement of 80.

OPAWA

New Zealand Shipping Co.; 1931; A. Stephen & Sons; 10,354 tons; 471x67-3x36-8; 9,000 b.h.p.; 16 knots; oil engines. The cargo liner *Opawa*, Capt. W. G. Evans, was shelled and torpedoed by a German submarine in the North Atlantic on February 6th, 1942. Fifty-three men were killed. Capt. Evans was among the 15 survivors.

OPHELIE

Compagnie Auxiliaire de Nav.; 1922; Chantiers & Ateliers de St. Nazaire; 6,477 tons; 421-6x57-5x29; 398 n.h.p.; triple-expansion engines

The French tanker *Ophelie* was bombed and sunk by German aircraft on May 20th, 1940, in Boulogne Roads.

OPOBO

British & African S.N. Co.; 1884; Barclay, Curie & Co.; 2,078 tons; 320x36-1x21-3; 225 h.p.; compound engines. The British cargo ship *Opobo* was wrecked near Grand Bassam on September 12th, 1890. She was carrying a cargo which included palm oil from the west coast of Africa to Liverpool.

OPTIMA

Argo Reederei A.G.; 1925; Flender A.G.; 1,249 tons; 238-6x37-7x14-7; 116 n.h.p.; triple-expansion engines.

The German steamship *Optima* was shelled and sunk by British warships on March 14th, 1943, at Floro, Norway.

ORAGE

French Navy, destroyer; 1924; Chantiers Navals, Blainville; 1,458 tons; 347x33x13-7; 33,000 i.h.p.; 33 knots; turbine engines; four 5-1 in. guns, two 37 mm., 6 T.T. The destroyer *Orage*, Capt. Viennot de Vaublanc, was engaged in the evacuation of the French and British armies from Dunkirk when she was bombed and sunk by German aircraft on May 23rd, 1940.

The *Orage* carried a complement of 159, of whom two officers and 26 ratings were lost.

ORAMA

Orient Steam Navigation Co.; 1911; J. Brown & Co.; 12,927 tons; 551x64-2x39; 13,000 i.h.p.; 18 knots; triple-expansion engines & L.P. turbine; four 4 • 7 in. guns.

The liner *Orama* was taken over by the British Admiralty on the outbreak of the First World War. On October 19th, 1917, in company with eight United States destroyers, she was escorting a convoy of 17 vessels, when at 5.50 in the afternoon she was torpedoed on the port side by the German submarine *U-62*, Cdr. Ernst Hashagen. The ship began to sink, but very slowly, while the U.S. destroyer *Conyngham* tried to ram the submarine, but without success. About four hours later the *Orama* sank.

ORAMA

Orient Steam Navigation Co.; 1924; Vickers; 19,840 tons; 632x75-2x32-9; 3,900 n.h.p.; 18 knots; turbine engines. The liner *Orama*, Capt. F. G. Sherburne, was serving as an auxiliary transport for the British Expeditionary Force to Norway in the spring of 1940. On June 8th the aircraft carrier *Glorious*, the destroyers *Acasta* and *Ardent*, the tanker *Oil Pioneer* and the *Orama* were in an area some 300 miles W. of Narvik, though the merchant

ships were not near the naval vessels. The German battleships *Scharnhorst* and *Gneisenau* and the heavy cruiser *Admiral Hipper*, escorted by lighter craft, were sweeping this area and completely overwhelmed the British, sinking all five ships.

The *Orama* was sunk by gunfire from the *Admiral Hipper* and was also torpedoed. Nineteen men were killed and 280, including Capt. Sherburne, became prisoners. The *Orama* was not carrying troops at the time.

The full story of the action is told under the aircraft carrier *Glorious*.

ORANAISE

Scot to, Ambrosino, Pugliese Fils & Co.; 1915; Ramage & Ferguson; 1,806 tons; 260x36-1x22-3; 246 n.h.p.; triple-expansion engines.

The French ship *Oranaise* capsized at 4 a.m. on August 13th, 1936, and sank about 40 miles off Mostaganem. She was carrying 15 passengers, barrels of wine and 1,700 tons of cereals in bulk. Thirty-six jives were lost, two of the crew were picked up 30 hours later, clinging to floating wreckage.

ORANGEMOOR

Moor Line; 1923; Northumberland S.B. Co.; 5,775 tons; 399-6x53x32-8; 503 n.h.p.; triple-expansion engines. The British steamship *Orangemoor* was torpedoed and sunk by a German submarine on May 31st, 1940, off Cape St. Vincent on a voyage from Bona to the Tyne. Eighteen of her crew were lost.

ORANIA

Rederi-AjB Fredrika; 1919; Lindholmens Varv; 1,854 tons; 262x42-7x18-1; 216 n.h.p.; triple-expansion engines. The Swedish steamship *Orania* was torpedoed and sunk by a German submarine on February 11th, 1940, about 60 miles N.E. of the Shetland Islands. Fourteen of her crew were lost.

ORANJESTAD

Lago Shipping Co.; 1927; Harland & Wolff; 2,396 tons; 305-7x50-2x14-3; 196 n.h.p.; triple-expansion engines. The British tanker *Oranjestad* was torpedoed and sunk by a German submarine on February 16th, 1942, while at anchor outside Aruba. Fifteen of her crew were killed.

ORATOR

H. E. Moss & Co.; 1877; C. Mitchell & Co.; 1,342 tons; 250 X32x20-1; 170 h.p.; compound engines. The British cargo ship *Orator* was wrecked at Groomsport, Co. Down, on December 21st, 1890, while on a voyage from the Clyde to Licata carrying a cargo of coal.

ORATOR

Charente S.S. Co.; 1905; Workman Clark & Co.; 3,563 tons; 350-3x46-1x18; 305 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Orator* was torpedoed and sunk by a German submarine 84 miles W.N.W. of Fastnet on June 8th, 1917. Five men were killed. The captain was among the survivors.

ORAVIA

Pacific Steam Navigation Co.; 1897; Harland & Wolff; 5,374 tons; 421 x48-8x33; 568 n.h.p.; triple-expansion engines. The British cargo ship *Oravia* was wrecked on Billy Rock, at the entrance to Port Stanley, Falkland Islands, on November 12th, 1912. She was on a voyage from Liverpool to Callao carrying a general cargo.

ORAZIO

Italia Soc. Anon. di Nav.; 1927; Cantieri ed Officini Meridionali; 11,669 tons; 506-1x61-8x40-6; 6,600 b.h.p.; 15 knots; oil engines.

The liner *Orazio*, Capt. Schiano, left Genoa on January 20th, 1940, for South America. The vessel, which carried 645 persons, passengers and crew, was due to call at Barcelona before crossing the Atlantic. On the evening of the 21st, the naval authorities at Toulon received a message asking for help, as the liner was on fire. French destroyers were at once despatched to the scene, arriving to find the *Orazio* a mass of flames. The destroyers took off 48 survivors

ORCADES

between them, while the liners, *Conte Biancamano*, 23,255 tons, and *Colombo*, 11,760 tons, took off 318 and 173 respectively. Capt. Schiano was the last man to leave the liner which by that time was red hot, making the work of rescue extremely difficult. A gale was raging throughout the night and this slowed down the rescue ships, though the *Conte Biancamano*, a 16 knot vessel, managed to cover 180 miles in 12 hours; an excellent performance considering the weather. The wireless cabin of the liner caught fire soon after the outbreak and no further S.O.S. messages could be sent out. The number of persons who lost their lives was 106.

ORCADES

Orient Steam Navigation Co.; 1937; *Vickers Armstrongs*; 23,456 tons; 639-3x82-2x33-6; 24,000 i.h.p.; 21 knots; turbine engines.

The liner *Orcades*, Capt. Charles Fox, was acting as an auxiliary transport and on October 10th, 1942, was approximately 300 miles W.S.W. of the Cape of Good Hope with over 1,000 passengers and troops on board. The weather was rough and during the morning the liner was hit by a torpedo from a German submarine, followed after a short interval by another. Capt. Fox ordered out the boats, the launching of which was attended with some difficulty and one failed to clear the side and capsized, drowning many people. The vessel settled down by the head but could still maintain a speed of five knots. She soon became unmanageable, however, as her steering gear was damaged and eventually was abandoned by her volunteer crew of 55 men and foundered soon afterwards.

Over 1,000 survivors were picked up by the Polish steamship *Narwik*, 7,031 tons. Of those on board the *Orcades* 48 persons were killed and three injured. Capt. Fox was later awarded the C.B.E. and the Lloyd's war medal for bravery at sea.

The *Orcades* was the newest and largest of the company's fleet.

ORCHIS

British Navy, corvette; 1940; *Harland & Wolff, Belfast*; 925 tons; 205x33x14-5; 2,800 i.h.p.; 16 knots; triple-expansion engines; 3-drum boilers; one 4 in.A.A. gun, one pom-pom, two 20 mm.

The corvette *Orchis* was mined and badly damaged during the Normandy landings in June, 1944. The vessel had to be beached and on August 21st, 1944, it was decided to abandon her as being beyond repair.

ORDOVICIAN

O. & W. Williams & Co.; 1900; *W. Harkess & Son*; 1,112 tons; 225-4X34-1X14-3; 131 n.h.p.; triple-expansion engines. The British cargo ship *Ordovician* was wrecked near Torres Vedras, Portugal, on January 8th, 1906. She was on a voyage from Swansea to Genoa carrying a general cargo and patent fuel.

ORDU

Hasan Riza Temelli; 1880; *T. Royden & Sons*; 1,518 tons; 259-5x33-9x17-9; 163 n.h.p.; compound engines. The Turkish ship *Ordu* was in collision with the warship *Hamidiye* on October 22nd, 1937, and sank at Beshik Tash.

OREGON

Cunard Steamship Co.; 1883; *J. Elder & Co.*; 7,375 tons; 501-5x54-2x38; 13,575 i.h.p.; 18 knots; compound engines. The liner *Oregon* left Liverpool for New York in March, 1886, with 641 passengers, 255 crew and a general cargo including 600 bags of mail. On March 14th, she was rammed by an unknown American schooner 26 miles S.E. of Fire Island, New York Bay. The watertight doors were blocked with coal dust and would not close and the vessel soon flooded and sank. The North German Lloyd liner *Fulda* arrived in time to save all on board, and also a proportion of the mail.

The schooner, reported to be the *Charles Morse* which vanished about that time, is believed to have sunk with all hands.

OREGON

Pacific-Atlantic S.S. Co.; 1941; *Seattle Tacoma S.B. Corp.*; 6,544 tons; 397-4x60-1x23-8; 973 n.h.p.; oil engines. The American motorship *Oregon* collided with an American Government ship on December 10th, 1941, and sank 15 miles off Nantucket.

OREGON

The Texas Co.; 1920; *Moore S.B. Co.*; 7,017 tons; 425-8X57x31-2; 579 n.h.p.; triple-expansion engines. The American tanker *Oregon* was torpedoed, shelled and sunk by a German submarine on March 1st, 1942, off Cape Engano on a voyage from Aruba to New York with fuel oil. There were 26 survivors.

OREGON

Oregon S.S. Co.; 1920; *Virginia S.B. Corp.*; 6,008 tons; 402-8x53-3x31-7; 359 n.h.p.; triple-expansion engines. The British steamship *Oregon* was torpedoed and sunk by a German submarine on August 10th, 1942, about 600 miles W. of the Fastnet on a voyage from Baltimore to Liverpool. Nine of her crew were lost.

OREGON I

Ministry of War Transport (Stephens, Suttori); 1916; *Akt. Burmeister & Wain*; 4,774 tons; 407-8x54-2x33-4; 622 n.h.p.; oil engines.

The British motorship *Oregon I* was wrecked at Wilson's Point, Bangor, Co. Down, on January 4th, 1945. She was on a voyage in ballast from Newport to Halifax, N.S.

OREGON EXPRESS

Skibs-A/S Ekspress; 1933; *O dense Staalskibsværft*; 3,442 tons; 338-4x47-2x27-1; 724 n.h.p.; oil engines. The Norwegian motorship *Oregon Express* was torpedoed and sunk by a German submarine on September 23rd, 1943, on a voyage from Manchester to Halifax. Seven of her crew and one passenger were killed.

OREGON MARU

Kawasaki Risen K.K.; 1920; *Kawasaki Dockyard Co.*; 5,873 tons; 385x51x36; 440 n.h.p.; triple-expansion engines. The steamship *Oregon Maru* was taken over by the Japanese Navy for service as a salvage and repair vessel. On November 17th, 1942, she was torpedoed and sunk by the U.S. submarine *Salmon* off Olongapo, Philippines.

OREGONIAN

American-Hawaiian Steamship Co.; 1917; *W. Cramp & Sons*; 4,862 tons; 404-6x53-9x34-2; 631 n.h.p.; 11 knots; quadruple expansion engines.

The steamship *Oregonian*, Capt. H. W. Dowling, was in convoy about 400 miles N.W. of North Cape on September 13th, 1942, when she was attacked by German torpedo-bombers. She was hit by an aerial torpedo and sank with the loss of 21 men, including Capt. Dowling.

ORESTE

M. Scuderi; 1896; *Ropner & Son*; 2,679 tons; 313-6x43x16-4; 230 n.h.p.; triple-expansion engines.

The Italian steamship *Oreste* struck a mine and sank on March 27th, 1942, off Cattaro.

ORFOR

H. M. Thomson; 1921; *W. Doxford & Sons*; 6,578 tons; 420x54x34-3; 577 n.h.p.; triple-expansion engines. The British steamship *Orfor* was torpedoed and sunk by a German submarine on December 14th, 1942, about 500 miles E. of St. Lucia on a voyage from Table Bay to Ciudad Trujillo. Nineteen of her crew and three gunners were lost.

ORFORD

Orient Steam Navigation Co.; 1928; *Vickers*; 20,043 tons; 632-2x75-4x33-1; 3,825 n.h.p.; 18 knots; turbine engines. The liner *Orford*, Capt. Norman Savage, serving as an auxiliary transport, was lying in Marseilles harbour on June 1st, 1940. The evacuation of the British army from France was in full swing and German aircraft were bombing every port from which transports were sailing to England. The *Orford* was bombed and set on fire, eventually becoming a total wreck.

Fourteen persons were killed and 25 wounded. Capt. Savage was among the survivors.

ORIA

Fearnley & Eger; 1913; Sorlandets Skibsbyggeri; 1,845 tons; 279x42-4x18-7; 175 n.h.p.; triple-expansion engines. The Norwegian steamship *Oria* struck a mine and sank in the Bay of Biscay on March 29th, 1917.

ORIANDA

E. Morgan & Co.; 1879; R. & J. Evans & Co.; 1,501 tons; 256 x 32 • 3 x 22 - 3; 114 n.h.p.; compound engines. The British cargo ship *Orianda* sank after a collision with the Swedish steamship *Heliopolis* in the Bristol Channel at 1 a.m. on February 17th, 1907, while on a voyage from Penarth to Spezia carrying a cargo of coal. Fourteen of her crew were drowned, three survivors were picked up by a Barry pilot cutter.

ORIDONO MARU

Tatsuma Risen K.K.; 1917; Mitsubishi Zosen Kaisha; 5,278 tons; 400 x 54 - 5 x 30; 510 n.h.p.; triple-expansion engines. The steamship *Oridono Maru* struck a mine and sank on May 10th, 1942, off Semarang, Java.

ORIENT

Thr. Kramer; 1914; Northumberland S.B. Co.; 4,160 tons; 373'4x51-3x28-1; 326 n.h.p.; triple-expansion engines. The Finnish steamship *Orient* was bombed and sunk by British aircraft on July 21st, 1944, S. of Heligoland.

ORINOCO

Pickford & Black; 1880; W. Gray & Co.; 1,864 tons; 270-4X 34-6x17-5; 259 n.h.p.; compound engines. The Canadian cargo ship *Orinoco* was wrecked at Sagesse Point, Grenada, on November 2nd, 1900, while on a voyage from Demerara to Halifax, N.S., carrying a general cargo.

ORINOCO

Pickford & Black; 1888; Kon. Maats. de Schelde; 2,486 tons; 319-9x36-7x23-2; 257n.h.p.; quadruple-expansion engines. The Canadian cargo ship *Orinoco* was wrecked near Seal Island, N.S., on July 26th, 1907, while on a voyage from Demerara to Halifax, N.S., carrying a cargo which included sugar.

ORINON

Cia. de Nav. Olazarri; 1895; Ropner & Son; 2,571 tons; 300 X 43x16-4; 224 n.h.p.; triple-expansion engines. The Spanish steamship *Orinon* was torpedoed and sunk by a German submarine in the Bay of Biscay on June 25th, 1917.

ORIOLE

*General Steam Navigation Co.; 1914; Ailsa Shipbuilding Co.; 1,489 tons; 260x38-2x14*9; 359n.h.p.; 12-5 knots; triple-expansion engines.* The steamship *Oriole* left London for Havre on January 29th, 1915, with a crew of 21 and general cargo. The next day the *Oriole* was torpedoed by the German submarine *U-20*, Lt.-Cdr. Droscher, E. of Dover Straits. The vessel sank with all hands, two of her lifebuoys being washed ashore near Rye.

ORION

G. & J. Burns & Co.; 1850; British Isles; 899 tons; 1,120i.h.p.; 12 knots; compound engines. The *Orion* left Liverpool for Glasgow on June 18th, 1850, with a crew of 40 and about 170 passengers. The weather was fine and clear and the sea smooth. At about 1.15 a.m. on the 19th, she struck on the rocks off the lighthouse at the entrance to Portpatrick Harbour. There was a certain amount of panic and the first boat away was so crowded with people that she capsized and everyone in her was drowned. The second boat fared better, as by that time some sort of order had been established, and several men who were among the first occupants got out and gave up their places to women and children.

At the time that the ship struck she was running at full speed and the force of the impact tore her bottom out, so that she did not remain afloat for many minutes. Only the two boats above mentioned were got away before she went down.

The steamship *Fenella* of the Ardrossan & Fleetwood service, stood by and lowered boats, and longshoremen from Portpatrick

also came to the rescue. In all about 150 persons were saved and some 60 were drowned.

ORION

Koninklijke Nederlandsche Stoomb. Maats.; 1914; A. Vuijk & Zonen; 1,722 tons; 296-9x43-2x16^1; 196 n.h.p.; triple-expansion engines.

The Dutch steamship *Orion* flying the German flag was bombed and sunk by Russian aircraft on March 18th, 1945, in the Eastern Baltic.

ORION

Hamburg-Amerika Linie; 1930; Blohm & Voss; 7,021 tons; 463-5x61-1x27; turbine engines.

The German steamship *Orion* was bombed and sunk by Russian aircraft on May 4th, 1945, at Swinemunde.

ORISKANY

Ministry of War Transport (Lambert Bros.); 1924; Swan, Hunter & Wigham Richardson; 1,644 tons; 254-9x35-6x21-5; 305 n.h.p.; triple-expansion engines.

The British steamship *Oriskany* was torpedoed and sunk by a German submarine on February 24th, 1945, four miles off the Longships on a voyage from Newport to London. All her crew of 22 and four gunners were lost.

ORISSA

Pacific Steam Navigation Co.; 1895; Harland & Wolff; 5,358 tons; 421X48-8X33; 568n.h.p.; 14 knots; triple-expansion engines.

The liner *Orissa* was torpedoed and sunk by a German submarine 21 miles S.W. by iW. of Skerryvore on June 25th, 1918. Six persons were killed. The captain was among the survivors.

ORIZABA

Pacific Steam Navigation Co.; 1886; Barrow S.B. Co.; 6,300 tons; 460x49-3x19-4; 849n.h.p.; triple-expansion engines. The British cargo ship *Orizaba* was wrecked off Garden Island, W.A. on February 16th, 1905, while on a voyage from London to Sydney, N.S.W., carrying a general cargo.

ORKAN

German Government; 1894; Hall, Russell & Co.; 1,364 tons; 240X34-2x14-6; 159 n.h.p.; triple-expansion engines. The steamship *Orkan* was formerly the Estonian *Baltonia*, seized by the Germans. She struck a mine and sank on June 1st, 1942, off Swinemunde.

ORKAN

Polish Navy, destroyer; 1940; British Isles; 1920 tons; 354x 37x10; 48,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; six 4-7 in. guns, one 3 in. AA., 4 T.T.

The destroyer *Orkan* was engaged on convoying duties in the North Atlantic on October 8th, 1943, when she was torpedoed and sunk by a German submarine. The vessel carried a complement of over 200.

ORKANGER

Westfal-Larsen & Co.; 1928; Ateliers & Chantiers de la Seine Maritime; 8,030 tons; 458x59-8x34-8; 652n.h.p.; oil engines. The Norwegian motorship *Orkanger* was torpedoed and sunk by a German submarine on June 12th, 1940, off Alexandria. Five of her crew were killed.

ORKEDAL

T. Sagen; 1906; A. McMillan & Son; 4,351 tons; 360-3x50x 16-9; 373n.h.p.; triple-expansion engines.

The Norwegian steamship *Orkedal* was torpedoed and sunk by a German submarine in the North Sea on June 9th, 1916.

ORLEANS

Oriental Navigation Corp.; 1905; A. McMillan & Son; 2,853 tons; 315-9x44-7x14'5; 326n.h.p.; triple-expansion engines.

The American steamship *Orleans* was torpedoed and sunk by a German submarine off Ushant on July 3rd, 1917.

ORLOCK HEAD

ORLOCK HEAD

Ulster S.S. Co.; 1921; Dublin Dockyard Co.; 1,563 tons; 240 x 36 - 3 x 19 - 3; 900 i.h.p.; 10 knots; triple-expansion engines. The steamship *Orlock Head*, Capt. P. C. Kerr, was bombed and sunk by German aircraft on July 28th, 1940, about seven miles off Strathie Point, Sutherlandshire. Six men were killed. Capt. Kerr was among the survivors.

ORMINSTER

Minster S.S. Co.; 1914; Bartram & Sons; 5,712 tons; 385 x 52 x 25-1; 401 n.h.p.; triple-expansion engines. The British steamship *Orminster*, returning from the Normandy beaches to the Isle of Wight, straggled from convoy and was torpedoed and sunk on August 25th, 1944, about 35 miles N.W. of Cap d'Antifer. Six lives were lost.

ORONOKO

W. Stewart; 183-; A. Applegate; 367 tons; 173x26x9. The American river steamship *Oronoko*, Capt. J. Crawford, was off Princeton, on the Mississippi, on April 21st, 1838. The steamship had sent a yawl to pick up passengers from shore, and she was lying with engines stopped when her boilers exploded. She was crowded with people, though the exact number is not known. Most of them were steerage passengers, and were sleeping on mattresses on the lower deck, about the engine room, as it was early morning.

This portion of the ship caught the full blast of the explosion, and the unfortunate people were either hurled overboard and drowned or else scalded to death by the steam. The cabin passengers, who were in another part of the ship, escaped, for the most part, without injury.

The exact number killed is not known, but was computed at slightly over 100.

ORONSA

Pacific Steam Navigation Co.; 1906; Harland & Wolff; 8,075 tons; 465-3x56-3x35'9; 1,125 n.h.p.; 14 knots; quadruple-expansion engines.

The liner *Oronsa* was torpedoed by a German submarine in the early hours of April 28th, 1918. She was one of a large inward bound convoy steaming at ten knots in bright moonlight off Bardsey Island, and was carrying 110 passengers, of whom 57 were Americans on their way to France. The torpedo exploded aft, immediately under the state rooms, injuring several passengers and causing the boilers to blow up three minutes later. One of the engineers was killed by the explosion and three members of the crew were either killed or drowned.

The *Oronsa* sank in ten minutes, but Capt. F. Holt Hobson, in command, was able to get his boats away without further loss and about 30 minutes later these were picked up by a destroyer.

ORONSAY

Orient Steam Navigation Co.; 1925; John Brown & Co.; 20,043 tons; 633-6x75-2x33; 3,811 n.h.p.; 18 knots; turbine engines.

The liner *Oronsay*, Capt. Norman Savage, was torpedoed by an enemy submarine when serving as an auxiliary transport on October 9th, 1942. The attack took place approximately 800 miles W.S.W. of Monrovia, Liberia, before daylight in drizzling rain, the explosion wrecking the engine and boiler rooms and bringing the vessel to a standstill. A second torpedo, fired in broad daylight as the boats were being lowered, destroyed one boat, but the other boats got away in safety. The main party of 266 persons was picked up by a British warship soon afterwards and a smaller party was rescued after five days by the French sloop *Dumont d'Urville* and a French merchantman, and taken to Dakar where they were interned.

The loss of life was fortunately very small, only five persons being drowned.

Capt. Savage was later made a Commander of the Order of the British Empire in recognition of his courage and seamanship. He had previously been in command of the *Orford*, a sister-ship, when she was bombed at Marseilles in June, 1940.

OROPESA

Pacific Steam Navigation Co.; 1920; Cammell Laird & Co.; 14,118 tons; 530x66-3x41-2; 1,647 n.h.p.; 15 knots; turbine engines. The liner *Oropesa*, Capt. H. E. H. Croft, serving as an auxiliary

transport, was torpedoed and sunk by a German submarine approximately 100 miles N.W. of Bloody Foreland, Northern Ireland on January 16th, 1941. Capt. Croft and 112 men were killed.

The company's earlier *Oropesa* was sunk in the First World War under the name *Champagne* (which see).

OROPOS

M. A. Embiricos; 1913; Rickmers Akt. Ges.; 4,474 tons; 362-4x50-1x21-5; 379 n.h.p.; triple-expansion engines. The Greek ship *Oropos* left Loch Ewe on December 9th, 1942, for Halifax. She straggled from convoy during the night of the 18th and was probably sunk in about 58° N. 34° W. by one of several German submarines known to be in the vicinity.

OROWAITI

Union S.S. Co. of New Zealand; 1921; Greenock Dockyard Co.; 6,684 tons; 408-6x53-7x27-9; 590 n.h.p.; triple-expansion engines.

The British tanker *Orowaiti* was wrecked at Point Buchon, south of Port San Luis, on August 12th, 1924. She was on a voyage in ballast from Wellington to Port San Luis.

ORPHEUS

British Navy, steam corvette; 1860; Chatham Dockyard; 1,9706 tons; 225x40-7x24-1; 400 n.h.p.; 12 knots; compound engines; 21 guns.

The corvette *Orpheus* was commissioned in October, 1861, as flagship of the Commodore of the Australian Station. She was at Spithead awaiting orders to sail when the news of the stopping of the steamship *Trent* by a U.S. man-of-war and the removal of two Confederate commissioners to Europe caused tension between Britain and America. The ship's destination was changed and she was sent to the North American Station for a time, proceeding to Australia about nine months later.

The *Orpheus* left Sydney on January 31st, 1863, for New Zealand, with a complement of 260 officers and men under command of Cdre. Burnett, C.B. On February 7th the ship was approaching the harbour of Manukau on the west coast of New Zealand, under sail, with steam raised for half speed, steering the course laid down by the Admiralty sailing directions. At about 1.30 p.m., when two miles from the Heads, she struck on the bar, at a point where it had extended itself unknown to the local pilots. The engines were put into reverse but failed to move her. The guns were thrown overboard and every effort made to lighten the ship, which was being pounded by the breakers. Two boats were lowered with the ship's papers with a request for help from shore. The local lifeboats were, however, unserviceable, and a small steamship, the *Wonga-Wonga*, towed the warship's boats back to the wreck. They lay off till morning and rescued a number of the crew, but during the night the masts went by the board and at daybreak there was little of the *Orpheus* remaining.

In all 24 officers and 166 ratings lost their lives, including Cdre. Burnett.

ORPINGTON

Gordon Steam Shipping Co.; 1882; J. L. Thompson & Sons; 2,221 tons; 265x38-8x19-1; 217 n.h.p.; triple-expansion engines.

The British cargo ship *Orpington* foundered in the Bay of Biscay on May 14th, 1898, while on a voyage from Vama to Antwerp carrying a cargo of wheat.

ORSA

Clydesdale Shipowners Co.; 1925; New Waterway S.B. Co.; 1,478 tons; 250x37-1x16-3; 144 n.h.p.; triple-expansion engines.

The British steamship *Orsa* struck a mine and sank on October 21st, 1939, 27 miles S. of Flamboro' Head on a voyage from the Tyne to Bordeaux with coal. Sixteen of her crew were lost.

ORSINO

Hugh Roberts & Son; 1880; R. Thompson, Jun.; 2,048 tons; 284x35x24-2; 199 n.h.p.; compound engines. The British cargo ship *Orsino* was wrecked at Giampileri, Sicily, on March 7th, 1898. She was on a voyage from Stratonì to Philadelphia carrying a cargo of manganese ore.

ORTERIC

Bank Line; 1919; W. Doxford & Sons; 6,696 tons; 412-5x55-5x34-4; 619 n.h.p.; triple-expansion engines. The British steamship *Orteric* was wrecked on Sail Rock, near Point Arena, on December 11th, 1922. She was on a voyage in ballast from San Francisco to Eureka.

ORUNGAL

Australasian United S.N. Co.; 1923; A. Stephen & Sons; 5,826 tons; 390-6x55-2x28-1; 694 n.h.p.; turbine engines. The Australian steamship *Orungal* was wrecked at Barevon Head, Victoria, on November 21st, 1940, while on a voyage from Sydney, N.S.W. to Melbourne carrying a general cargo.

ORWELL

British Navy, destroyer; 1901; Lairds; 380 tons; max. draught lift; 6,300 i.h.p.; 30 knots; triple-expansion engines; one 12 pdr. gun, five 6 pdr., 2 T. T.
On the night of January 30th, 1903, when light forces of the Mediterranean Fleet were engaged in night operations off the coast of Greece, the destroyer *Orwell* was run down by the light cruiser *Pioneer*, 2,200 tons, her fore part being completely carried away. The after portion sank in shallow water, but 15 ratings out of her complement of 60 were drowned. Later *Orwell* was raised and a new forepart was fitted to her hull.

ORYOKUMARU

Osaka Shosen K.K.; 1937; Mitsubishi Jukogyo K.K.; 7,365 tons; 425-8x57-1x33-3; 1,083 n.h.p.; turbine engines. The steamship *Oryoku Maru*, in service as a transport, was bombed and sunk by U.S. carrier-based aircraft on December 15th, 1944, off the Bataan Peninsula, Philippines.

ORZARROSA

Soc. Anon. Ondoibili; 1920; Soc. Espanola de Const. Metalicas; 7,377 tons; 218x33x20-4; 75 n.h.p.; triple-expansion engines. The Spanish ship *Orzarrosa* was carrying ore from Bilbao to Newport and foundered in the Bay of Biscay on December 30th, 1922.

OSAKA MARU

Kobe Sanbashi K.K.; 1936; Kasado Dock Co.; 1,472 tons; 250 x 38 X18 - 8; 441 n.h.p.; oil engines.
The Japanese motorship *Osaka Maru* was carrying ore from Korea to Yokohama and foundered on October 26th, 1936, off Shiomisaki.

OSAKA MARU

Nippon Yusen K.K.; 1922; Yokohama Dock Co.; 3,740 tons; 345 X 50 X 29; 275 n.h.p.; triple-expansion engines. The steamship *Osaka Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on May 25th, 1944, about 100 miles N. of the Caroline Islands.

OSCAR MIDLING

A/B.R. Nordstrom & Co.; 1889; J. Readhead & Sons; 2,183 tons; 290-5x39X18-9; 234 n.h.p.; triple-expansion engines. The Finnish steamship *Oscar Midling* was torpedoed and sunk by a British submarine on December 5th, 1940, S. of Aalesund, Norway.

OSCILLA

N.V. Petroleum Maats. La Corona; 1939; C. van der Giessen & Zonen; 6,341 tons; 428-1x54-5x30-9; 377 n.h.p.; oil engines.
The Dutch tanker *Oscilla* was torpedoed and sunk by a German submarine on March 16th, 1942, 100 miles N.E. of the Windward Islands on a voyage from Ardrossan to Curacao.

OSE

Japanese Government; 1935; Deutsche Werft; 7,987 tons; 463x59-3x33-9; 502 n.h.p.; oil engines.
The tanker *Ose* was formerly the Dutch *Genota*, captured by the Japanese in February, 1942. She was sunk by U.S. carrier-based aircraft on March 30th, 1944, off Babelthuap, Palau Islands.

OSHIKAYAMA MARU

Mitsui Sempaku; 6,892 tons.
The steamship *Oshikayama Maru* was torpedoed and sunk by the U.S. submarine *Bonefish* on June 13th, 1945, off Inchon, Korea.

OSHIMA

Japanese Navy, gunboat; 1891; Onohama; 630 tons; 164 x 27-9x—; 1,200 i.h.p.; 13 knots; triple-expansion engines; one 4-7 in. gun, five 12pdr., two 3pdr., three 2-5 pdr.
The gunboat *Oshima* was a unit of a squadron under Rear-Admiral Togo, the younger, during the Russo-Japanese War. On the night of May 16th-17th, 1904, the ships were proceeding through a dense fog between Kai-ping and Chin-chou. At about 1 a.m. on the 17th the gunboat *Akagi* collided with the *Oshima*, damaging her so severely that she sank within 90 minutes. Her complement of 130 officers and men were taken off without loss before she foundered.

OSHIO

Japanese Navy, destroyer; 1937; Maizuru; 1,500 tons; 356 x 33-3x9; 39,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.
The destroyer *Oshio* was torpedoed and sunk N. of the Admiralty Islands by the U.S. submarine *Albacore* on February 20th, 1943. The destroyer's normal complement was 190.

OSLEBSHAUSEN

Fried. Krupp A.G.; 1923; G. Seebeck A.G.; 4,989 tons; 370-6x51x27-3; 426n.h.p.; triple-expansion engines. The German steamship *Oslebshausen* was torpedoed and sunk by British aircraft on September 2nd, 1941, off Stavanger.

OSLO

D/S Pacific A/S; 1920; Kalundborg Skibsvterft; 1,412 tons; 233-3x37-1X16-6; 134n.h.p.; triple-expansion engines. The Danish steamship *Oslo* struck a mine and sank on September 28th, 1944, outside Swinemunde.

OSLOFJORD

Norske Amerikalinje A/S; 1938; A.G. Weser; 18,673 tons; 563-5x73-4x34-1; 4,270n.h.p.; oil engines. The Norwegian liner *Oslofjord* struck a mine, broke in two and sank on December 1st, 1940, off the Tyne.

OSMAN

Red. A/B Wanadis; 1913; Kockums M.V. Aktieb.; 1,314 tons; 237X37-7X16-3; 153n.h.p.; triple-expansion engines. On a voyage from Gothenburg to the United Kingdom, the Swedish ship *Osman* went ashore and sank on March 15th, 1940, outside Risør. Ten of the crew were lost.

OSMANIEH

Khedivial Mail S.S. & Graving Dock Co.; 1906; Swan, Hunter & Wigham Richardson; 4,041 tons; 360-2x45-2x24-3; 650n.h.p.; 17 knots; quadruple-expansion engines.
The liner *Osmanieh*, Lt. Cdr. D. R. Mason, was taken over for service as a fleet auxiliary during the First World War. On December 31st, 1917, she was carrying troops and medical staff to Alexandria when she struck a mine at the entrance to the harbour. She sank very quickly taking with her Lt. Cdr. Mason, two other officers, 21 crew, one military officer, 166 other ranks and eight nurses.

OSMED

Rederi A/B Nordkap; 1903; Sir R. Dixon & Co.; 1,545 tons; 243-6x36-9x17-3; 132 n.h.p.; triple-expansion engines. The Swedish steamship *Osmed* was torpedoed and sunk by a German submarine on February 16th, 1940, 24 miles from Kinnaird Head on a voyage from Blyth to Halmstad with coal. Thirteen of her crew were lost.

OSPREY

British Navy, brig; 1844; Portsmouth Dockyard; 425 tons; 101-5x31-9x13-9; 12 guns.
The brig *Osprey*, Capt. Patten, left Whangaroa, New Zealand, for Hokianga on Monday, March 9th, 1846, calling at Maunganui, which she left the same day.
On the evening of the 10th in thick weather she was off Hokianga harbour and fired two signal guns to announce her arrival, but in view of the hazy conditions obtaining stood out to sea for the night.
The following afternoon at about three she ran ashore at False Hokianga, so called from its resemblance to Hokianga proper, 18 miles N. of what should have been her true position. Her captain

OSPREY

had been misled by the similarity of the headland, and by a flagstaff flying a red flag which he took to be a pilotage signal.

The brig struck bottom three or four times; each time with increasing violence*. Attempts to lighten her by throwing over the guns and cutting away the masts were unsuccessful. The water was extremely shallow for some miles seaward and there was no hope of saving the vessel, but most of her stores were salvaged by the crew, assisted by friendly natives.

OSPREY

Cork Steam Navigation Co.; 1855; Eben Pike & Co.; 426 tons; 214x20x16; 250n.h.p.; 10 knots; compound engines. The steamship *Osprey* was on a voyage from Liverpool to Antwerp with seven passengers and the wife, son and two daughters of Capt. Burtridge, the commander, and 21 crew, making 32 all told. Early on the morning of Tuesday, July 10th, 1866, when under command of the first mate, she was run down and sunk by the British naval sloop *Amazon*, Cdr. J. E. Hunter. The collision took place in the Channel, off Portland, the night being clear and calm. The *Osprey*, which was steaming at 8.5 knots, was cut in two and foundered within a few minutes, most of her crew and passengers being rescued by the boats of the *Amazon*, which were lowered with great promptitude. A total of ten persons, including four lady passengers and the captain's three children, were drowned.

For further details, see *Amazon*.

OSPREY

General Steam Navigation Co.; 1877; M. Pearse & Co.; 1,140 tons; 240-2x31-1x17; 226n.h.p.; triple-expansion engines. The British cargo ship *Osprey* sank after a collision with the British steamship *St. Dunstan* off Winterton on June 5th, 1904, while carrying a general cargo from Granton to London.

OSPREY

United States Navy, minesweeper; 1938; Norfolk Navy Yard; 890 tons; 221-5x32x10-5; 2,976b.h.p.; 18knots; oilengines; one 3 in. gun, four 40 mm.A.A. The United States minesweeper *Osprey* was a unit of a flotilla engaged in sweeping a channel for the invasion force which was to make a landing on the Normandy beaches on T) Day, June 6th, 1944. Rough seas had caused many of the mines to break loose and on the evening of the 5th the *Osprey* hit one of these. The explosion blew a large hole in her forward engine room and she sank very quickly. Six men were killed.

OSSAG

Tankdampferges. Ossag m.b.H.; 1922; Deutsche Werft A.G.; 2,793 tons; 309-7x45-5x22-5; 359 n.h.p.; oil engines. The German tanker *Ossag* was bombed and sunk by Russian aircraft on April 22nd, 1944, off the Crimea.

OSSEO

B.H.M/Corkell; 1889; C.J.Bigger; 1,463tons; 245-3x36-9x 21-7. The barque *Osseo* was wrecked off Holyhead on December 30th, 1894. All her crew of 26 were drowned.

OSSIAN

Rederi-A/B Alfa; 1892; Osbourne, Graham & Co.; 1,564 tons; 260x37x16-5; 174n.h.p.; triple-expansion engines. The Swedish steamship *Ossian* was torpedoed and sunk by British aircraft on May 15th, 1941, off the west coast of Germany.

OSSLIABYA

Russian Navy, 1st class battleship; 1901; New Dockyard, Leningrad; 12,674 ton; 401-2x71-5x26; 15,053 i.h.p.; 18-3 knots; triple-expansion engines; four 10 in. guns, eleven 6 in., two 2-5 in., twenty 12pdr., twenty 3pdr., 5 T.T. The battleship *Ossliabya* was the flagship of Rear-Admiral Folker-sham, commanding the 2nd Division of the Baltic Fleet (Second Pacific Squadron), who died two days before the battle of Tsushima, which took place on May 27th, 1905. The Rear-Admiral died from a paralytic stroke, his coffin being placed on his quarterdeck and his flag kept flying. His death was so close a secret that

Rear-Admiral Nebogatoff, who should have succeeded him in the position of second-in-command, was not informed of it, and the latter officer went through the action without being aware of the responsibilities which had devolved upon him.

On the day of the battle the *Ossliabya* was the leading ship of the 2nd Division and when Admiral Rojdestvensky, commanding the Baltic Fleet, decided to bring the 1st and 2nd Divisions into one line the evolution mis-carried. As a result the *Ossliabya* was left isolated and sustained the brunt of the Japanese fire.

She received three hits in succession by shells of large calibre. The first, from a 12 in. gun, penetrated her armour forward and flooded her two bow compartments. A second hit got home on her port side amidships and flooded her bunkers, causing a heavy list. The third hit came quickly after, smashing her fore turret, killing the crews and putting both guns out of action. An attempt to trim the vessel by opening the valves on the starboard side met with no success, and she heeled over and went down, the time being approximately 2.25 p.m., the first firing having commenced at about 2 p.m.

Of the *Ossliabya's* complement of 732, only 14 officers and 371 men were picked up by the destroyers *Buini*, *Buistri* and *Bravi*.

The full story of the battle of Tsu-Shima is told under the *Kniaz Suvaroff*, flagship of Admiral Rojdestvensky.

OSTHAV

Skibs A/S Osthav; 1931; Deutsche Werft A.G. Betrieb Finkenwerder; 8,525 tons; 465-2x59-7x35-4; oil engines. The Norwegian tanker *Osthav* broke in two during a storm on December 29th, 1951, in 43° 55' N., 4° 28' W. Both parts drifted ashore.

OSTMARK

Deutsche Luffhansa A.G.; 1936; Howaldtswerke A.G.; 1,280 tons; 242-8x37x15-5; 488 n.h.p.; oilengines. The German motorship *Ostmark* was torpedoed and sunk by the British submarine *Tuna* on September 24th, 1940, off the River Gironde.

OSTMARK

German Navy; 1932; Forges et Chantiers de la Mediterranee; 3,047 tons; 325-8x45x26; turbine engines. The steamship *Ostmark* was formerly the French *Cote d'Argent*, taken over by the Germans for use as a minelayer. On April 20th, 1945, she was bombed and sunk by British aircraft 15 miles E. of Anholt, Jutland.

OSTPREUSSEN

Kohlenimport und Poseidon A.G.; 1920; N.V. Boeles Scheepv. & Maschinfabrik; 3,030 tons; 324-8x47-3x21-9; 267 n.h.p.; triple-expansion engines. The German steamship *Ostpreussen* was torpedoed and sunk by a British submarine on August 22nd, 1941, N. of Tromsø.

OSTRO

*Italian Navy, destroyer; 1928; Ansaldo; 1,073 tons; 307-5x30-5x10*8; 40,000 s.h.p.; 36 knots; turbine engines; Express boilers; four 4.7 in. guns, four 37 mm., two 13 mm., 6 T.T.* The destroyer *Ostro* was attacked by torpedo bombers of the British air force when lying off Tobruk on July 20th, 1940. The *Ostro* was struck by an aerial torpedo and caught fire, sinking later. Her normal complement was 142.

OSWALD

Thomas Turnbull & Son; 1890; Thomas Turnbull & Son; 1,835 tons; 258-5x37-2x18-1; 170 h.p.; triple-expansion engines. The British cargo ship *Oswald* was wrecked near Port Logan, Wigtownshire, on December 22nd, 1894, while on a voyage in ballast from Londonderry to Cardiff. All on board were drowned.

OSWALDO ARANHA

Cia. Commercio e Nav.; 1912; Mackie & Thomson; 1,951 tons; 276-7x45-2x15-4; 208n.h.p.; triple-expansion engines. The Brazilian ship *Oswaldo Aranha*, Capt. Luiz Sutter, left Imbituba on April 1st, 1949, for Rio de Janeiro with a cargo of coal, but was not seen again.

OSWESTRY

Sivewright, Bacon & Co.; 1888; *E. Withy & Co.*; 2,419 tons; 299'8x38-5x20-6; 232 n.h.p.; triple-expansion engines. The British cargo ship *Oswestry* was wrecked at Mizen Head, Co. Cork on March 12th, 1899. She was on a voyage from Norfolk, Va., to Manchester carrying a general cargo.

OSWESTRY GRANGE

Houlder Line; 1935; *Blythwood Shipbuilding Co.*; 4,684 tons; 406-8x55-2x24-2; 362 n.h.p.; 11 knots; triple-expansion engines.

The *Oswestry Grange*, Capt. Edgar Stone, was steaming in convoy from Rosario to Liverpool when she was intercepted by the German heavy cruiser *Admiral Hipper* on February 12th, 1941, about 200 miles E. of the Azores. The enemy opened fire at 6.50 a.m. hitting the *Oswestry Grange* in the engine room on the port side and damaging the bridge and shelter deck. The boats were got away, but the captain's boat containing 24 persons had been damaged by shellfire and capsized and sank. Capt. Stone, the fourth engineer and three seamen were drowned, the others being rescued by another boat. This boat was picked up five hours later by a British ship which landed the survivors at Funchal, Madeira, on the 14th.

Other ships of the convoy sunk by the raider in attacks which lasted over February 11th-12th were the *Iceland*, 1,236 tons, *Warlabay*, 4,876 tons, *Westbury*, 4,712 tons, *Shrewsbury*, 4,542 tons and *Derrybane*, 4,896 tons. This was the *Admiral Hipper's* most successful attack during her whole career at sea as a commerce raider.

OTAGO

J. Ingmannson; 1882; *Richardson, Duck & Co.*; 1,410 tons; 241-2x33-7x16-4; 145 n.h.p.; compound engines. The Swedish steamship *Otago* was torpedoed and sunk by a German submarine in the North Sea on June 11th, 1915.

OTAIO

New Zealand Shipping Co.; 1931; *Vickers Armstrongs*; 10,298 tons; 472x67-2x35-7; 9,000 b.h.p.; 16 knots; oil engines. The cargo liner *Otaio*, Capt. G. Kinnell, was torpedoed and sunk by a German submarine on August 28th, 1941, 400 miles W. of the Fastnet on a voyage from Liverpool to Sydney, N.S.W. Thirteen persons were killed. Capt. Kinnell was among the survivors. The vessel was not in convoy.

OTAKA

Japanese Navy, escort carrier; 1940; *Japan*; 16,500 tons; 590x73x28-5; 21,000 i.h.p.; 22 knots; turbine engines; twelve 5 in. A.A. guns, many 47 mm., 30 aircraft. The *Otake* was completing as the Nippon Yusen liner *Kasuga Maru* when Japan entered the Second World War on December 7th, 1941. She was taken over by the Japanese Admiralty and converted to an escort carrier, her name being changed to *Otake*. She was torpedoed and sunk N.W. of Luzon by the U.S. submarine *Rasher* on August 18th, 1944.

See also the escort carrier *Chuyo*.

OTAKI

New Zealand Shipping Co.; 1908; *W. Denny & Bros.*; 9,575 tons; 465-4x60-3x31-3; 471 n.h.p.; 15 knots; triple-expansion engines & L.P. turbine; one 4-7 in. gun. The liner *Otake*, Lt. A. B. Smith, R.N.R., left London for New Zealand early in March, 1917. She carried no passengers or cargo and was armed with one 4-7 in. gun manned by two naval gunners and members of the crew. When 420 miles W. of Lisbon on March 10th, she was chased by a German raider which proved to be the famous *Mowe*. An action ensued lasting for about 20 minutes, until finally the *Otake* was sunk, but not before she had killed five of the enemy and wounded ten, and caused the *Mowe* to take on a heavy list.

The *Otake's* loss in action was four killed and nine wounded, in addition to whom Lt. Smith and the chief steward were drowned when the vessel sank.

The *Mowe* carried two 7-5 in. guns, two 6 in., six 3 in. and four torpedo tubes, which was the armament of a light cruiser, and had a speed of 22 knots against the 15 of the *Otake*. Despite this overwhelming superiority the German was so badly knocked about that

she caught fire, and it was not until three days later that it was finally extinguished.

In recognition of his gallant fight a posthumous award of the Victoria Cross was made to Lt. Smith.

OTARU MARU

Kinkai Yusen K.K.; 1905; *Fevigs Jernskibsbyg.*; 1,464 tons; 235x35-2x14-6; 175 n.h.p.; triple-expansion engines. The *Otaru Maru*, Capt. Yoshimatsu Kitakata, left Yokohama on February 10th, 1937, for Hakodate.

On the 13th she was overtaken by a severe blizzard and, at 11.40 p.m., wirelessly that she was disabled, taking water and in need of assistance, 40 miles S. of Yatsunobe, Awomori Prefecture.

Nothing more was heard of the ship and her crew of 36, but wreckage was washed ashore some days later.

OTHALIA

A. Th. Jonasson; 1880; *Palmers Co.*; 1,205 tons; 238-2x33-2x14-3; 120 n.h.p.; compound engines. The Swedish steamship *Othalia* was torpedoed and sunk by a German submarine in the North Sea on August 7th, 1917.

OTHMARSCHEN

German Government; 1920; *North of Ireland S.B. Co.*; 7,007 tons; 411x53-8x35-6; 710 n.h.p.; triple-expansion engines. The steamship *Othmarschen* was formerly the French *Ville de Metz*, seized by the Germans. She was torpedoed and sunk by a British submarine on February 1st, 1943, near the North Cape.

OTHO

American West African Line; 1920; *Todd D.D. & Construction Corp.*; 4,839 tons; 380-5x53-1x27; 359 n.h.p.; triple-expansion engines.

The American steamship *Otho* was torpedoed and sunk by a German submarine on April 3rd, 1942, 300 miles E. of Wilmington, N.C., on a voyage from Pointe Noire to New York. Twenty-five of her crew, nine gunners and three passengers were lost.

OTIC

Rederi A/B Nordic (F. H. Andersson); 1901; *Mackie & Thomson*; 1,258 tons; 227-9x34-5x14-4; triple-expansion engines. The Swedish ship *Otic* was carrying iron ore from Gefle to Szczecin when she struck a wreck and sank on October 15th, 1948, at Oder Bank, seven miles off shore, N.N.E. of Swinoujcie.

OTINA

Anglo-Saxon Petroleum Co.; 1938; *Odense Staalskibsværft*; 6,217 tons; 431-5x54-6x30-8; 377 n.h.p.; 11-5 knots; oil engines.

The motor tanker *Otina*, Capt. R. Ranson, was in convoy in the North Atlantic on December 20th, 1942, when she was torpedoed and sunk by a German submarine. All her crew of 60 were lost.

OTORIMARU

Japanese Government; 2,105 tons. The steamship *Otori Maru* was torpedoed and sunk by the U.S. submarine *Angler* on May 20th, 1944, about 150 miles E. of Tringano, Malaya.

OTORIYAMA MARU

Mitsui Sempaku; 5,280 tons. The tanker *Otoriyama Maru* was torpedoed and sunk by the U.S. submarine *Flasher* on July 26th, 1944, about 175 miles E. of Laoag, Philippines.

OTOWA

Japanese Navy, light cruiser; 1903; *Yokosuka*; 3,050 tons; 351x41x16-5; 10,000 h.p.; 21 knots; triple-expansion engines; Miyabara boilers; two 6 in. guns, six 4-7 in., four 12 pdr., two 1 pdr., 2 T.T.

The Japanese light cruiser *Otowa* was wrecked near Damio Point, Shima Prefecture, on August 1st, 1917. The normal complement of the ship was 312.

OTOWASAN MARU

MitsuiBussan Kaisha; 1936; *MitsuiBussan Kaisha*; 9,204 tons; 491-1x65x35-8; 1,231n.h.p.; oilengines. The tanker *Otowan Maru* was torpedoed and sunk by the U.S. submarine *Flasher* on December 22nd, 1944, 25 miles east of Quang Ngai, Indo-China.

OTRANTO

Orient Steam Navigation Co.; 1909; *Workman Clark & Co.*; 12,124 tons; 535-3x64x38-6; 12,000 i.h.p.; 18 knots; quadruple-expansion engines; four 4-7 in. guns. The liner *Otranto* was taken over on the outbreak of the First World War for service as an auxiliary cruiser.

On October 16th, 1918, while carrying troops from America, she collided with the P. & O. liner *Kashmir*, 8,841 tons, off the north coast of Islay, drifted ashore and became a total wreck.

The loss of life was heavy; 431 persons were drowned, including 351 U.S. soldiers. There were 367 survivors.

OISUYAMA MARU

Mitsui Sempaku; 6,857 tons. The steamship *Otsuyama Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles N.E. of Binh Dinh, Indo-China.

OTTARJARL

Nordenfjeldske D/S; 1913; *Fredrikstad Mek. Verks*; 1,900 tons; 265x42-1x17-9; 188n.h.p.; triple-expansion engines. The Norwegian ship *Ottar Jarl* was involved in a collision and sank on March 22nd, 1924, in 53° IT N., 1° 18' E., while carrying coal and general cargo from the Tyne to Antwerp and Barcelona.

OTTARJARL

Nordenfjeldske D/S; 1921; *Schiff-u. Dockbau Flender A.G.*; 1,459 tons; 228-2x34-5x20; 99n.h.p.; triple-expansion engines. The Norwegian steamship *Ottar Jarl*, under German control, was bombed by British aircraft and sunk by gunfire from warships on September 12th, 1941, off North Norway.

OTTAWA

Mississippi & Dominion S.S. Co.; 1880; *C. Cornell & Co.*; 3,712 tons; 359-5x40-4x24-9; 500h.p.; compound inverted engines. The British cargo ship *Ottawa* was wrecked at Cape La Roche on November 22nd, 1880, while on a voyage from Montreal to Liverpool carrying a general cargo.

OTTAWA

Christopher Furness; 1891; *A. Stephen & Sons*; 1,719 tons; 275-5x35-1x13; 225h.p.; triple-expansion engines. The British cargo ship *Ottawa* was wrecked on Blond Rock, near Seal Island, Bay of Fundy, on November 1st, 1891. She was on a voyage from London, via Halifax, N.S., to St. John, N.B., carrying a general cargo.

OTTAWA

Canadian Navy, destroyer; 1931; *Portsmouth Dockyard*; 1,375 tons; 326x33x8-5; 36,000 s.h.p.; 35-5 knots; turbine engines; 3-chimney boilers; four 4-7 in. guns, 7 smaller. The Canadian destroyer *Ottawa*, Lt. Cdr. C. A. Rutherford, R.C.N., was originally the British *Crusader*. The vessel was torpedoed and sunk by a German submarine in the Gulf of St. Lawrence on September 14th, 1942. Four officers, including Lt. Cdr. Rutherford, and 108 ratings were killed. The survivors numbered 76, of whom five were officers.

OTTERCAPS

Lambton Collieries; 1878; *R. Thompson, jun.*; 900 tons; 216x32-1x16-3; 99 r.h.p.; compound engines. The collier *Otter caps* was lost in a gale off Feunteenet, Bay of Audierne, France, on February 26th, 1903, while carrying an ore cargo from Bilbao to Middlesbrough. The bodies of ten of her crew were washed ashore.

OTTERPOOL

Pool Shipping Co.; 1926; *W. Gray & Co.*; 4,876 tons; 390x55x26-5; 439 n.h.p.; 11 knots; triple-expansion engines. The steamship *Otterpool*, Capt. T. Prince, with a cargo of ore was 80 miles S. of the Scilly Isles on June 20th, 1940, when she was torpedoed and sunk by a German submarine. Twenty-two of her crew and one gunner were lost.

OTTO

T. Wilson, Sons & Co.; 1867; *C. & W. Earle*; 1,023 tons; 244-6x29-9x15-5; 98 h.p.; compound engines. The British cargo ship *Otto* sank after a collision near Lappegrund Sound on August 7th, 1892, while on a voyage from Danzig to Grimsby carrying a general cargo.

OTTO FISCHER

Schroder, Holken & Fischer; 1897; *C. S. Swan & Hunter*; 4,606 tons; 390x47-3x30; 311 n.h.p.; triple-expansion engines. The German ship *Otto Fischer* lost her rudder during heavy weather and foundered on February 20th, 1923, 90 miles N. of Cape Villano.

OTWAY

Orient Steam Navigation Co.; 1909; *Fairfield Shipbuilding Co.*; 12,077 tons; 535-9x63-2x34-2; 12,000i.h.p.; 18 knots; quadruple-expansion engines; four 4-7 in. guns. The liner *Otway*, serving as a unit of the Northern Patrol, was torpedoed and sunk by a German submarine on July 22nd, 1917. The ship was commanded by Capt. Philip H. Colomb. Ten ratings were killed by the explosion.

OUED GROU

Ministry of War Transport (Elder Dempster Lines); 1921; *D. W. Kremer Sohn*; 792 tons; 195-5x30-8x12-4; 10 knots; triple-expansion engines. The steamship *Oued Grou*, Capt. Dodgshon, was torpedoed and sunk by a German submarine in the Bight of Benin, West Africa, on November 4th, 1942. Five men were killed. Capt. Dodgshon was among the survivors.

OUEDMELLAH

Cie. de Navigation Paquet; 1918; *Jas. T. Eltringham & Co.*; 2,413 tons; 290x43-9x21-8; 232 n.h.p.; triple-expansion engines. The French ship *Oued Mellah* was carrying grain from Casablanca to Port Vendres when she was bombed and sunk by an unknown aircraft on October 24th, 1937, 50 miles E. of Barcelona, during the Spanish Civil War.

OUED SEBOU

Cie. de Navigation Paquet; 1897; *R. Napier & Sons*; 1,540 tons; 255x36x20-1; 162n.h.p.; triple-expansion engines. The French steamship *Oued Sebou* was shelled and sunk by a German submarine off the W. coast of Africa on January 7th, 1918.

OUED TIFLET

Cie. de Navigation Paquet; 1914; *Nuscke Co.*; 1,194 tons; 234-1x35-4x14; 99n.h.p.; triple-expansion engines. The French steamship *Oued Tiflet* was torpedoed and sunk by a British submarine on January 14th, 1943, in the Gulf of Genoa.

OUED YQUEM

Cie. de Navigation Paquet; 1920; *A. van Duivendijk*; 1,369 tons; 238'8x36-7x15-8; 127n.h.p.; triple-expansion engines. The French steamship *Oued Yquem* was torpedoed and sunk by a Dutch submarine on October 3rd, 1941, off Sardinia.

OUSEL

Cork S.S. Co.; 1901; *Wigham Richardson & Co.*; 1,284 tons; 255x33-8x18-6; 195n.h.p.; triple-expansion engines. The Irish cargo ship *Ousel* sank after a collision in the Downs on September 14th, 1917, while on a voyage from Rotterdam to Liverpool carrying a general cargo.

OUSHLA

Mitchell Com & Co.; 1891; *J. Blumer & Co.*; 2,514 tons; 290'1x39-1x19-5; 224n.h.p.; triple-expansion engines. The British cargo ship *Oushla* was wrecked at Birling Gap on November 6th, 1916, while on a voyage from London to Liverpool.

OUTREAU

Soc. des Acieries de Paris et d'Outreau; 1881; *J. Laing*; 1,874 tons; 261x35x27-1; 201 n.h.p.; compound engines. The French ship *Outreau* left the Tyne on November 24th, 1922, with a cargo of coal for Boulogne, and was not seen again.

OVAR

Portuguese Government; 1903; *Schiffsw. v. Henry Koch*; 1,650 tons; 261x38 - 7 X17 • 4; 151 n.h.p.; triple-expansion engines. The German steamship *Casablanca* was requisitioned by the Portuguese Government and renamed *Ovar*. Subsequently she was torpedoed and sunk by a German submarine in the Atlantic on August 25th, 1917.

OVE TOFT

D/SJutlandiaA/S; 1921; *Dundee S.B. Co.*; 2,135 tons; 286x43•5 X18•7; 202 n.h.p.; triple-expansion engines. The Danish steamship *Ove Toft* was torpedoed and sunk by a German submarine on December 3rd, 1939, about 100 miles E. of the Tyne on a voyage from Immingham to Gothenburg with coal. Six of her crew were lost.

OVINGTON

HineBros.; 1873; *Osbourne, Graham & Co.*; 697 tons; 187x28-3x14-4; 75 h.p.; compound engines. The British steamship *Ovington* was sunk in a collision with the *Queen Victoria* on December 29th, 1889, near Greenock while on a voyage from Glasgow to Hamburg carrying a cargo of coal. She sank with the loss of six of her crew.

OWASCO

1893; *Harland & Wolff*; 4,630 tons; 397-6x47-6x27-4; 483 n.h.p.; triple-expansion engines. The German steamship *Allemania* was requisitioned by the American Government and renamed *Owasco*. Subsequently she was torpedoed and sunk by a submarine in the Mediterranean on December 10th, 1917.

OXON

Henry Samman; 1883; *J. Blumer & Co.*; 1,432 tons; 240x33x16-9; 180 h.p.; compound engines. The British cargo ship *Oxon* was wrecked near Storgrund on

September 16th, 1889, while on a voyage from Djupvik to Hull carrying a cargo of wood.

OYAMAMARU

BabaShojiK.K.; 3,809 tons. The steamship *Oyama Maru* was torpedoed and sunk by the U.S. submarine *Drum* on April 9th, 1943, north of Mussan Island, Admiralty Islands.

OYASHIO

Japanese Navy, destroyer; 1938; *Maizuru*; 2,000 tons; 364 x 35x11; 45,500s.h.p.; 36 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T. The destroyers *Kagero*, *Kuroshio* and *Oyashio*, all of 2,000 tons, were steaming through the Blakett Strait, New Georgia, on May 8th, 1943, when they ran into a minefield. All three vessels struck mines, the *Kuroshio* being sunk and the other two disabled. A squadron of U.S. naval dive-bombers then came on the scene and completed the destruction of the two disabled destroyers. The vessels carried complements of over 200.

OYO MARU

Toyo Risen K.K.; 1921; *Asano S.B. Co.*; 5,458 tons; 400x53-2x29-4; 513 n.h.p.; triple-expansion engines. The steamship *Oyo Maru* was torpedoed and sunk by the U.S. submarine *Hammerhead* on October 20th, 1944, about 100 miles W. of Brunei, North Borneo.

OYODO

Japanese Navy, light cruiser; 1943; *Japan*; 6,000 tons; 550 x — x—; 34 knots; turbine engines; six 6-1 in. guns, many 47 mm., 2 aircraft. The Japanese light cruiser *Oyodo* was one of a group comprising three battleships, two heavy cruisers and one light cruiser, lying in Kure harbour on July 28th, 1945, when a concentrated attack was made by British and American naval aircraft. Every ship was sent to the bottom, the *Oyodo* catching fire and capsizing. This was the last large scale air attack prior to the cessation of hostilities between Japan and the Allies on August 15th, 1945.

The full story of the attack is told under the battleship *Haruna*.

OZORIO

Lloyd Brasileiro; 1919; *Great Lakes Engineering Works*; 2,730 tons; 253•4x43-6x26; 225n.h.p.; triple-expansion engines. The Brazilian steamship *Ozorio* was torpedoed and sunk by a German submarine on September 27th, 1942, 65 miles N. of Salinas Point, Brazil. The captain and four others were killed.

P. L. M. 4

P. L. M. 4

Soc. Nationale d'Affretements; 1916; Great Lakes Eng. Works; 2,640 tons; 253 x 43-5x25-6; 284 n.h.p.; triple-expansion engines.
The French steamship *P. L. M. 4* was torpedoed and sunk by a German submarine in the English Channel on December 27th, 1917.

P. L. M. 8

Soc. Nationale d'Affretements; 1915; New York S.B. Co.; 3,296 tons; 318 x 5x49-5x24-2; 318 n.h.p.; triple-expansion engines.
The French ship *P. L. M. 8* was on a voyage from Phillippeville to Rotterdam when she was wrecked on September 26th, 1922, at Cape Razo.

P. L. M. 15

Soc. Nationale d'Affretements; 1921; Smith's Dock Co.; 3,754 tons; 345x49-5x25; 430 n.h.p.; triple-expansion engines.
The French steamship *P. L. M. 15* was torpedoed and sunk by a German submarine on February 18th, 1940, N.W. of Corsica, with the loss of all on board.

P. L. M. 20

Soc. Nationale d'Affretements; 1920; Sir R. Dixon & Co.; 5,417 tons; 400x56x28-4; 529 n.h.p.; quadruple-expansion engines.
The French steamship *P. L. M. 20* was torpedoed and sunk by a British submarine on March 1st, 1942, off the coast of Tunisia.

P. L. M. 22

Ministry of War Transport (E. R. Management Co); 1921; Sir R. Dixon & Co.; 5,646 tons; 400x56x28-4; 529 n.h.p.; quadruple-expansion engines.
The British steamship *P. L. M. 22* was torpedoed and sunk by a German submarine on June 27th, 1941, about 300 miles S.W. of Teneriffe on a voyage from Pepel to the Tees. Thirty-two of her crew were lost.

P. L. M. 23

German Government; 1921; Sir R. Dixon & Co.; 5,417 tons; 400 x 56x28-4; 529 n.h.p.; quadruple-expansion engines.
The French ship *P. L. M. 23* was under the control of Unterweser Reederei A.G. on behalf of the German Government when she was wrecked on the Scharhorn during bad weather on December 29th, 1940.

P. L. M. 25

Soc. Nationale d'Affretements; 1922; Sir R. Dixon & Co.; 5,391 tons; 400x56x28-4; 532 n.h.p.; quadruple-expansion engines.
The French steamship *P. L. M. 25* struck a mine and sank on February 27th, 1940, about five miles from the Cromer Knoll lightship.

P. L. M. 27

Ministry of War Transport (Gibbs & Co.); 1922; Sir R. Dixon & Co.; 5,633 tons; 400x56x28-4; 552 n.h.p.; quadruple-expansion engines.
The British steamship *P. L. M. 27* was torpedoed and sunk by a German submarine at 3.30 a.m. on November 2nd, 1942, while lying off Bell Island, N.F.L., with iron ore for Sydney, N.S. Twelve of her crew of 50 were lost.

P. MARGARONIS

D. P. Margaronis; 1913; Russell & Co.; 4,979 tons; 405-3x 52-2x27-4; 339 n.h.p.; triple-expansion engines.
The Greek ship *P. Margaronis*, Capt. George Chandris, sailed from the Downs on March 7th/8th, 1940, for the United States. She signalled the Greek steamship *Okeania* on the following day, reporting the presence of mines, but was not seen again.

P. N. DAMM

Svendens & Christensen; 1924; Kjobenhavns Flydedok & Skibsv; 2,281 tons; 305-6x45-4x18-6; 205 n.h.p.; triple-expansion engines.
The Danish ship *P. N. Damm* was involved in a collision and sank on March 28th, 1929, in the Bay of Biscay.

PACIFIC

Collins Line; 1849; William Brown, New York; 2,860 tons; 282x45x31-5; 800 n.h.p.; 13 knots; side lever engines.
The *Pacific* was one of the four famous wooden paddle steamers, the *Atlantic, Arctic, Baltic and Pacific*, with which Mr. E. K. Collins of New York commenced the Collins Line, American rival to the Cunard, in 1850.

The *Pacific* created a name for herself in May 1851, when she crossed from New York to Liverpool in nine days 20 hours ten minutes. During 1852 the Collins Line put up an average of 11 days 22 hours on the westbound passage for all four ships, an achievement which won it much patronage.

The *Pacific* left Liverpool on January 23rd, 1856, with 186 persons on board, of whom 45 were passengers and 141 crew. She was never heard of again, nor was any wreckage, message or other token of her washed up in the ensuing years.

This was the second of the four ships to be lost, the *Arctic* (which see) having been lost in a collision two years previously.

PACIFIC

Swift & Perry, New Bedford, U.S.A.; 350 tons.
The barque *Pacific*, Capt. J. W. Sherman, left New Bedford, U.S.A., for New Zealand toward the end of 1856. The vessel was badly found and in a leaky condition, and was forced to put in to Bunberry, New Holland, to be overhauled and caulked. She left again in January, 1857, and reached the coast of New Zealand early in February.

Her voyage was attended by persistently bad weather, which caused her to spring a leak for the second time, and made her progress extremely slow. The pumps, however, continued to keep her afloat until the night of May 21 st, when she had to be abandoned.

The boats were got out but a succession of heavy seas swept over her, making the operation very hazardous. Only one boat containing eight men seems to have reached shore in safety, the others having been smashed or capsized. The *Pacific* carried a crew of 32 of whom the eight men were the only survivors.

PACIFIC

Goodall, Nelson, Perkins & Co.; 1854; Millwall; 875 tons; 223 x 31x 17; 450 n.h.p.; 16 knots; side lever engines.
The paddle steamer *Pacific* left Victoria, B.C., for San Francisco at 9.15 on the morning of November 4th, 1875, with 238 persons on board, under command of Capt. Howell. At about 8 p.m., the night being clear and not dark, she collided with the sailing ship *Orpheus*, Capt. Sawyer, about 40 miles S. of Cape Flattery.

The *Orpheus* drifted away and all hands turned to repairs to their own ship, leaving those on the *Pacific* to fend for themselves. According to the *Pacific's* only survivor, a quartermaster named Neal O'Haly, there was panic on board the passenger vessel, the crew, who were inexperienced, being unable to launch the boats in a proper manner. The ship had developed a heavy list to port, which made matters worse. Of the five boats, those abaft the paddle-boxes were without oars, but at last one, containing 15 women and six men, was cut loose from the davits and set afloat. Unfortunately it was struck by the falling funnel and capsized, drowning all its occupants. The sea began to rise and the *Pacific* sank within an hour of the collision. Early on the morning of Monday the 8th the U.S. revenue steamship *Oliver Wolcott*, cruising in the Fuca Straits, sighted the wreckage and picked up O'Haly. The remainder of the crew and all the passengers had either been washed away or had died from exposure.

The *Orpheus* made for Vancouver Island after the collision, but Capt. Sawyer lost his bearings and mistook the light on Cape Beale for that on Cape Flattery. As a consequence his ship ran ashore in Barclay Sound and became a total wreck.

PACIFIC

Pacific Shipping Ltd.; 1895; J.L. Thompson & Sons; 2,919 tons, 312x41x20-6; 247 n.h.p.; triple-expansion engines.
The British cargo ship *Pacific* capsized and sank on the Outer Dowsing on September 9th, 1908, while on a voyage from Sunderland to Buenos Aires carrying a cargo of coal. Five of her crew were lost.

PACIFIC

Ministry of War Transport (John L Jacobs & Co.); 1915; Union Iron Works Co.; 6,034 tons; 400x56-2x29-4; 498n.h.p.; 10-5 knots; turbine engines.

The steamship *Pacific*, Capt. A. F. King, was torpedoed and sunk by a German submarine on March 1st, 1941, 180 miles W.S.W. of Sydero Islands, Faroes. Only one man survived of her crew of 35.

PACIFIC

Williamstown Shipping Co.; 1923; Murdoch & Murray; 2,816 tons; 324 x 44 • 2 x 23 • 1; 265 n.h.p.; triple-expansion engines. The British cargo ship *Pacific* left Sunderland on February 7th, 1943, in convoy for London carrying a cargo of coal. The convoy became scattered in bad weather during the night of the 8th, and at daybreak on the 9th, the *Pacific* and two other ships had disappeared. She carried a crew of 38.

PACIFIC COAST

Coast Lines; 1935; Ardrossan Dockyard Co.; 1,210 tons; 251-7x38 > 1x13'1; 312 n.h.p.; 10-5 knots; oilengines. The motor vessel *Pacific Coast*, Capt. H. E. Williams, was destroyed by an internal explosion on November 9th, 1939, while lying in Brest harbour. Capt. Williams and five men were killed and three wounded.

PACIFIC GROVE

Furness, Withy & Co.; 1928; Deutsche Werke Kiel A.G.; 7,117 tons; 450-4x60-8x29^7; 1,014n.h.p.; oilengines. The British motorship *Pacific Grove* was torpedoed and sunk by a German submarine on April 12th, 1943, about 1,000 miles W. of Ireland on a voyage from New York to Glasgow. Ten of her crew and one gunner were lost.

PACIFIC MARU

Tamai Shosen K.K.; 1920; Kawasaki Dockyard Co.; 5,872 tons; 385 x 51 x 36; 440n.h.p.; triple-expansion engines. The steamship *Pacific Maru* was torpedoed and sunk by the U.S. submarine *Guitarro* on October 31st, 1944, off Olongapo, Philippine Islands.

PACIFIC PRESIDENT

Furness, Withy & Co.; 1928; Deutsche Werke Kiel A.G.; 7,113 tons; 450-4x60-8x29-7; 1,014n.h.p.; oilengines. The British motorship *Pacific President* was torpedoed and sunk by a German submarine on December 2nd, 1940, about 550 miles W. of Inishtrahull on a voyage from Leith to New York. All her crew of 52 were lost.

PACIFIQUE

A. D. Bordes & Fils; 1867; Barclay, Curie & Co.; 1,526 tons; 237-2x37-4x23.

The French barque *Pacifique*, on a voyage from the Tyne to Valparaiso with coal, was sunk by collision with the German steamship *Enma* on October 14th, 1895. The captain, pilot and ten of the crew were drowned.

PADDINGTON

Paddington Steamship Co.; 1906; Richardson, Duck & Co.; 5,084 tons; 378-5x52-1x27-9; 419 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Paddington* was torpedoed and sunk by a German submarine 250 miles W. of Fastnet on July 21st, 1917. Twenty-nine men, including the captain, were killed. One survivor was taken prisoner by the submarine.

PADDINGTON

H. Harrison (Shipping); 1,924; Craig, Taylor & Co.; 5,545 tons; 244 x 36-8 x 15-8; 163 n.h.p.; triple-expansion engines. The British steamship *Paddington* sank after a collision off Flam-borough Head on February 2nd, 1929, while on a voyage from Blyth to London carrying a cargo of coal.

PADENNA

Marittima Ravennate Soc. Anon.; 1904; H. Koch A.G.; 1,589 tons; 282x36-7x16-2; 163n.h.p.; triple-expansion engines. The Italian steamship *Padenna* was torpedoed and sunk by the British submarine *Thrasher* on September 3rd, 1942, near Tobruk.

PAGANINI

"Tirrenia" Soc. Anon. di Nav.; 1928; Cant. Nav. Triestino; 2,427 tons; 294x40-1x21-1; 357n.h.p.; oilengines. The Italian troopship *Paganini* caught fire and sank on June 28th, 1940, about 12 miles off Durazzo. She was carrying 920 troops at the time and 220 were lost.

PAKENHAM

British Navy, destroyer; 1942; Hawthorn, Leslie; 1,540 tons; 345x35x9; 40,000s.h.p.; 34 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, one 3 in.A.A., two 20 mm.A.A.; 4 T.T. The destroyer *Pakenham*, Cdr. Basil Jones, D.S.C., was hit and badly damaged when engaged against Italian destroyers on the west coast of Sicily. It proved impossible to take her in tow and she was sunk by ships in company. Ten ratings were killed.

PAKHOI

John Samuel Swire; 1880; Scott & Co.; 1,408 tons; 249x31-3x23-1; 160 h.p.; compound inverted engines. The British cargo ship *Pakhoi* was wrecked at Amoy on November 5th, 1881, while on a voyage from Shanghai to Amoy carrying a general cargo.

PALALA

Bullard, King & Co.; 1885; J. Laing; 1,760 tons; 260-7x36-3x16; 200 h.p.; compound engines. The British cargo ship *Palala* was wrecked on Kimmeridge Ledge, Dorset, on May 15th, 1886, while on a voyage from London to Natal carrying a general cargo.

PALAO MARU

Nippon Yusen K.K.; 1934; Mitsubishi Jukogyo Kaisha; 4,495 tons; 362-4x50-8x27-9; 340 n.h.p.; triple-expansion engines & L.P. turbine.

The steamship *Palao Maru* was torpedoed and sunk by the U.S. submarine *Greenling* on August 6th, 1942, off the Caroline Islands.

PALATIA

Hamburg-Amerika Linie; 1928; H. Koch A.G.; 3,979 tons; 374x53-7x22-6; 1,170n.h.p.; oilengines. The German motorship *Palatia* was bombed and sunk by British aircraft on October 21st, 1942, off Lindesnaes, Norway.

PALATINIA

Sivewright, Bacon & Co.; 1899; Furness, Withy & Co.; 3,620 tons; 361-5x49x24-9; 292n.h.p.; triple-expansion engines. The British cargo ship *Palatinia* was wrecked at East London on March 7th, 1911, while on a voyage from Tampa to Kobe carrying a cargo of phosphate.

PALEMBANG

Rotterdamse Lloyd; 1911; Bonn & Mees; 6,674 tons; 432 x 54-3x34; 472n.h.p.; triple-expansion engines. The Dutch steamship *Palembang* was torpedoed and sunk by a German submarine in the North Sea on March 18th, 1916.

PALEMBANG MARU

Japanese Government; 1918; J. Brown & Co.; 5,236 tons; 400'7x52-3x28-5; 489n.h.p.; triple-expansion engines. The tanker *Palembang Maru* was formerly the *Philippine Mindanao*, captured by the Japanese in February, 1942. She was torpedoed and sunk by the U.S. submarine *Bay a* on March 4th, 1945, 25 miles S.E. of Tuyhoa, Indo-China.

PALENA

Cia. Sud-Americana de Vapores; 1896; J. Reid & Co.; 2,640 tons; 350x42-1x19-5; 500n.h.p.; triple-expansion engines. The Chilean ship *Palena* was lying at anchor at Valparaiso when, on May 22nd, 1940, a heavy gale sprang up. Several ships in the harbour were torn from their moorings, among them the Chilean warship *Almirante Latorre*. This ship was driven close to the *Palena* and cut her anchor cables, whereupon the *Palena* was driven ashore and broke up very quickly.

PALERMO

PALERMO

Navigazione Generale Italiana; 1899; *Palmer's Co.*; 9,203 tons; 470x56-8x32-1; 800 n.h.p.; triple-expansion engines. The Italian steamship *Palermo* was torpedoed and sunk by a submarine in the Mediterranean on December 2nd, 1916.

PALERMO

Italian Government; 1910; *Short Bros.*; 2,897 tons; 340-6x46-4x21-5; 389 n.h.p.; triple-expansion engines. The steamship *Palermo* was formerly the Greek *Aihinal*, seized by the Italians. She struck a mine and sank towards the end of May, 1944, off Tagliamento.

PALESTRINA

Jenneson Taylor & Co.; 1894; *Bartram, Haswell & Co.*; 3,469 tons; 350x45x16-3; 280 n.h.p.; triple-expansion engines. The British cargo ship *Palestrina* was wrecked near the Bay of Bulls, NFL, on October 15th, 1896. She was on a voyage in ballast from Rotterdam to Baltimore.

PALESTRO

Italian Navy, ironclad frigate; 186-; *Italy*; 2,000 tons; 200 x 42x15; 300 n.h.p.; 10 knots; compound engines; two S.O.p.d.r. guns, m.l.r., several smaller. The *Palestro* was one of the smaller units of the Italian ironclad squadron under Admiral Count Persano which suffered defeat at the hands of Admiral Tegethoff, commanding the Austrian squadron off the island of Lissa on July 20th, 1866. In the action the *Palestro* was rammed by the Austrian flagship, the *Ferdinand Max*, but without vital damage. Subsequently the ship was set on fire by shells and in this condition she hauled out of the line. Her crew made desperate efforts to beat out the flames and they were under the impression that her magazines were flooded and the danger past when she blew up. The loss of life amounted to about 200 officers and men.

A more detailed account of the battle of Lissa will be found under the *Re d'Italia*.

PALESTRO

John Glynn & Son; 1889; *R. Thompson & Sons*; 2,354 tons; 294x39x19-3; 308 n.h.p.; triple-expansion engines. The British cargo ship *Palestro* was wrecked on the Diamond Shoals, Cape Hatteras, on August 9th, 1900. She was carrying a cargo of timber from Pensacola to Liverpool.

PALESTRO

Italian Navy, destroyer; 1919; *Odero-Terni-Orlando*; 862 tons; 256-5x24-5x8-5; 22,000 s.h.p.; 32 knots; turbine engines; Thornycroft boilers; four 4 in. guns, two 3 in., 4 m.g., 4 T.T., 10 mines. The destroyer *Palestro* was cruising in the Adriatic on September 22nd, 1940, when she was torpedoed and sunk by the British submarine *Osiris*, Lt. Cdr. J. R. G. Harvey. The normal complement of the *Palestro* was 105.

PALIMA

Koninklijke Paketvaart Maats.; . 1922; *Haarlemsche Scheepsbouw Maats.*; 1,179 tons; 231-3x38-2x14-5; 106 n.h.p.; triple-expansion engines. The Dutch steamship *Palima* was torpedoed and sunk by the German submarine C/-97 on June 12th, 1943, ten miles off Saida, Lebanon. The captain and 23 crew were killed.

PALIME

Afrikanische Frucht-Compagnie; 1937; *Deutsche Werft*; 2,863 tons; 360 '4x47-1x16-5; 972 n.h.p.; oil engines. The German motorship *Palime* was torpedoed and sunk by a British submarine on June 5th, 1940, near Feinstein, Norway.

PALINURUS

Embleton & Co.; 1833; *Whitby*; 300 tons. The barque *Palinurus*, on a voyage from Demerara to London with rum and sugar, was wrecked in a gale on December 27th, 1849, on the Lion Rock, Scilly Isles. There were no survivors.

PALLADA

Russian Navy, protected cruiser; 1899; *Gallernii Yard*; 6,823 tons; 413-2x55-7x21; 13,108 i.h.p.; 19-3 knots; triple-expansion engines; eight 6 in. guns, two 2-5 in., twenty-four 12 pdr., 8 m.g., 3 T.T.

The Russian cruiser *Pallada* was the searchlight duty ship, sweeping the approaches to the fortress of Port Arthur on the night of February 8th, 1904, when the Japanese destroyer flotillas made a surprise attack upon the battleships and cruisers of the Pacific Squadron lying in the outer anchorage.

The *Pallada*, whose lights afforded a ready guide to the Japanese attackers, was hit on the port side by a torpedo and a large hole was made amidships, abreast of a coal bunker. The stricken ship made for the harbour, going aground close to the lighthouse on the west side of the entrance.

The cruiser was floated next day and docked about a fortnight later. By June 23rd, when there was a sortie by the Russian fleet, she was once more in fighting trim, and beat off a number of Japanese torpedo attacks on that day and during the succeeding days. She also took part in the battle of the Yellow Sea, a full account of which will be found under the *Novik*, receiving little damage. After this battle the remnants of the Pacific Squadron that returned to Port Arthur lay at anchor, replying as best they could to the fire of the besiegers, which increased in volume every week.

The *Pallada* was badly battered during these months, as she was constantly under fire from the heavy 11 in. howitzers mounted on the heights. On December 7th, 1904, all hope of keeping the ship afloat was abandoned, and she was sunk by the concentrated fire of the investing batteries. For full story of the Pacific Squadron at Port Arthur see *Peresvyet*.

PALLADA

Russian Navy, armoured cruiser; 1906; *Galemi Yard*; 7,775 tons; 450x57x21-2; 16,500 i.h.p.; 21 knots; triple-expansion engines; Belleville boilers; two 8 in. guns, eight 6 in., twenty-two 12 pdr., four 3 pdr., 2 T.T.

On October 11th, 1914, the Russian armoured cruiser *Pallada* was on patrol duty in the Baltic, with the cruisers *Admiral Makharoff* and *Bayan*. At about 2 p.m. she was torpedoed by a German submarine. The torpedo caused a heavy internal explosion and the cruiser sank with the loss of most of her complement of 568.

PALLADE

Italian Navy, torpedo boat; 1937; *Napoletani*; 679 tons; 267x 26x7-7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm. A.A., two 13 mm. A.A., 4 T.T.

The torpedo boat *Pallade* was lying off Naples on August 5th, 1943, when she was attacked by British bombers. The vessel, which carried a complement of about 100, was hit and sunk.

PALLAS

Clifton & Co.; 1826; *New Brunswick*; 316 tons. The barque *Pallas* with 136 emigrants besides crew, left Cork for Quebec on April 28th, 1856. The ship had a very good passage as far as the mouth of the St. Lawrence when she ran into dense fog. At about ten o'clock on the night of May 30th, when sailing at four and a half knots, she struck on the rocks on the southern side of St. Pauls Island. The emigrants were asleep below and rushed on deck in such a state of panic that the ship's officers found it impossible to control them. They overcrowded the few available boats and refused to leave them when ordered, as a result of which the boats buckled under the weight and most of those in them were drowned.

The captain prevailed on the crew and the rest of the emigrants to remain on the ship until daybreak when all the survivors were taken off in safety by boats from the island. The loss of life amounted to 82, of whom 79 were passengers.

The captain hired the schooner *Nazare*, and took the survivors to Grosse He, from whence the regular steamship took them on to Quebec.

PALLAS

German Navy; 1925; *Ateliers & Chantiers Maritimes du Sud-Ouest*; 5,260 tons; 389-9x53x27-9; 518 n.h.p.; triple-expansion engines. The tanker *Pallas* was a French vessel taken over by the German

Navy. On June 27th, 1944, she was torpedoed and sunk by an Allied submarine off Nice.

PALLION

Peter Rowe & Sons; 1879; W. Gray & Co.; 1,641 tons; 256-6x34-8x29-5; 187 n.h.p.; triple-expansion engines. The British cargo ship *Pallion* was wrecked between Bageceneaud and Les Evains, Bay of Biscay, on December 27th, 1897. She was on a voyage from Cardiff to St. Nazaire carrying a cargo of coal.

PALMA

Peninsulare Italiana Soc. di Cabotaggio; 1919; American S.B. Co.; 2,775 tons; 250-3x43-6x26-2; 184 n.h.p.; triple-expansion engines.

The Italian steamship *Palma* was torpedoed and sunk by a British submarine on January 9th, 1941, off Sardinia.

PALMA

Royal Mail Lines; 1941; Harland & Wolff; 5,419 tons; 433 -3 x 61-3x22-7; 1,236 n.h.p.; oil engines.

The British motorship *Palma* was torpedoed and sunk by a Japanese submarine on February 29th, 1944, nearly 400 miles S. of Ceylon on a voyage from Liverpool to Calcutta. Four of her crew and three gunners were lost.

PALMAIOLA

Soc. Anon. Ilva; 1918; Collingwood S.B. Co.; 1,880 tons; 256-9x43-7x18-2; 150 n.h.p.; triple-expansion engines. The Italian steamship *Palmaiola* was torpedoed and sunk by British aircraft on December 3rd, 1942, S.E. of the Kerkenna Islands.

PALMELLA

Ellerman Line; 1913; Ramage & Ferguson; 1,352 tons; 232-8x37-1x16-6; 192 n.h.p.; 8-5 knots; triple-expansion engines. The steamship *Palmella* was torpedoed and sunk by a German submarine 25 miles N.W. \ W. of South Stack, Anglesey, on August 22nd, 1918. The captain and 27 men were killed.

PALMER

United States Navy, minesweeper; 1918; Bethlehem S.B. Corp.; 1,060 tons; 314-5x30-5x8-5; 25,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in. A.A., 12 T.T. The United States minesweeper *Palmer* was one of 16 destroyers relegated to minesweeping duties by the American navy during the Second World War. Prior to the landing of American troops at Lingayen in January, 1944, the minesweeper was one of a flotilla engaged in clearing the Lingayen Gulf of Japanese mines. At about 6.35 p.m. on the 7th she was subjected to heavy bombing, being hit on the port side amidships on the waterline. Her forward engine room was flooded and there was other heavy damage, causing her to sink very quickly.

Of her complement of 151 there were 28 killed and 38 wounded, the survivors being picked up by the minesweepers *Breeze* and *Hopkins*.

PALMYRA

Bock, Godeffroy & Co.; 1944; Deutsche Werft A.G.; 1,759 tons; 302-3x44-3x —; compound engines.

On a voyage from Hamburg to Istanbul the German ship *Palmyra* was involved in a collision with the *British Mariner* on March 27th, 1962, and sank about 20 miles off Ushant.

PAMIR

Stiftung Pamir und Passat; 1905; Blohm & Voss; 3,103 tons; 377-3x46x —; 4-masted steel barque; auxiliary oil engines. The four-masted steel barque *Pamir* was among the last of that great fleet of sailing ships which flourished at the beginning of the present century. She had a long and eventful career, escaping all the perils of war and of the elements for more than fifty years of voyaging.

She had been built for service in the Chilean nitrate trade and made many voyages around Cape Horn. Later she passed to the Australian grain trade and sailed in the last of those famous races from the Antipodes to Europe, together with the *Passat*, a ship of similar design. Finally both ships were condemned to the ship-breaker's yard, not because they were unseaworthy but because

no one could be found to run them. At the last moment they were rescued by a group of West German shipowners who formed the Pamir-Passat Foundation, an organization created to train officers for the German mercantile marine, and were reconditioned and fitted with auxiliary oil engines.

In September, 1957, the *Pamir* left Buenos Aires for Hamburg with a cargo of barley. She carried a crew of 35 and 51 cadets. On the 21st when about 600 miles W. of the Azores she ran into a hurricane which blew away her canvas so that she no longer possessed sufficient sail to keep head-on to the sea. Messages calling for immediate assistance were sent, in response to which a number of ships in the area went to her aid. Time, however, was short, and sometime during the night the *Pamir* was forced over on to her side and was submerged by the violence of the hurricane.

Of those on board only six survived, of whom five were picked up from a waterlogged lifeboat by the U.S. steamship *Saxon*, 7,251 tons, and transferred later to the U.S. transport *Geiger*, 17,600 tons, which landed them at Casablanca. The other survivor was rescued by the U.S. coastguard cutter *Absecon*, 1,766 tons, and transferred to the French liner *Antiles*, 19,828 tons, which landed him at Puerto Rico.

PAMPA

Soc. General de Transports Maritimes a Vapeur; 1906; London & Glasgow Co.; 4,471 tons; 408x47-4x29-5; 531 n.h.p.; triple-expansion engines.

The French steamship *Pampa* was torpedoed and sunk by a submarine in the Mediterranean on August 27th, 1918.

PANATLANTIC

Pan-Atlantic Steamship Corp.; 1919; Long Beach Shipbuilding Co.; 5,411 tons; 410-5x54-3x27-2; 2,800 Lh.p.; 10-5 knots; triple-expansion engines.

The American steamship *Pan Atlantic*, Capt. J. O. Sieber, was in convoy about 250 miles N.W. of Narvik on July 6th, 1942, when she was bombed and sunk by German aircraft. Eighteen men were killed and three wounded. Capt. Sieber was among the survivors.

PAN-MASSACHUSETTS

National Bulk Carriers; 1919; Bethlehem S.B. Corp.; 8,202 tons; 456-1x56x35-4; 833 n.h.p.; turbine engines. The American tanker *Pan-Massachusetts* was torpedoed and sunk by a German submarine on February 19th, 1942, 50 miles S.E. of Cape Canaveral with the loss of 22 lives.

PAN-NEW YORK

Pan American Petroleum & Transport Co.; 1938; Federal S.B. & D.D. Co.; 7,701 tons; 440x66-5x34-3; 3,300 s.h.p.; 12-5 knots; turbine engines.

The American tanker *Pan-New York*, Capt. H. V. Thompson, was torpedoed and sunk by a German submarine while in convoy in the North Atlantic on October 29th, 1942. Capt. Thompson and 42 men were killed and one wounded.

PAN-PENNSYLVANIA

National Bulk Carriers; 1943; Welding Shipyards; 11,017 tons; 501-2x70x38-5; turbine engines.

The American tanker *Pan-Pennsylvania* was torpedoed and sunk by a German submarine on April 16th, 1944, on a voyage from New York to Barry with 140,000 barrels of high octane fuel. Twenty-five of the crew were killed.

PAN ROYAL

Pan-Atlantic Steamship Corp.; 1918; Southwestern Shipbuilding Co.; 5,627 tons; 410-5x54-3x27-2; 2,800 Lh.p.; 10-5 knots; triple-expansion engines.

The American steamship *Pan Royal*, Capt. W. B. Johnson, was in convoy in the North Atlantic on February 9th, 1943, when she collided with the motor vessel *Evita*, 6,346 tons, and the steamship *George Davis*, 7,177 tons. She sank with the loss of eight men. Capt. Johnson was among the survivors.

PANACHRANDOS

B. & J. Koutsoukos; 1915; Bar tram & Sons; 4,661 tons; 400 x 52-1x25-7; 461 n.h.p.; triple-expansion engines. The Greek ship *Panachrandos*, Capt. B. Kaisikis, sailed from the

PANAGHI LYKIARDOPULO

Downs on January 14th, 1940, with a crew of 31, for the Gulf of Mexico. She radioed Land's End on the following day at 10.2 a.m. but was not seen again.

PANAGHI LYKIARDOPULO

N. D. Lykiardopulo; 1900; *Bar tram & Sons*; 3,193 tons; 350x45x16-4; 297 n.h.p.; triple-expansion engines. The Greek steamship *Panaghi Lykiardopulo* was sunk by a German submarine in the English Channel on May 15th, 1917.

PANAGIOTIS

D. Lemos; 1900; *C. S. Swan & Hunter*; 3,717 tons; 348x45-3 x 17-8; 310 n.h.p.; triple-expansion engines. The Greek ship *Panagiotis* was carrying a cargo of manganese ore from Secondee to Boulogne and Dunkirk. On November 30th, 1929, she was wrecked on Hoevens Rock, Axim Bay.

PANAMA

Thos. Appleby & Co.; 1881; *W. Gray & Co.*; 1,706 tons; 256-2X 34-6x19-6; 150 h.p.; compound engines. The British steamship *Panama* was wrecked on October 13th, 1891, at Astra, Finngrundet, while on a voyage from Umea to Bordeaux with a cargo of wood.

PANAMA

Ministry of War Transport (United Baltic Corp.); 1915; *Burmeister & Wain*; 6,650 tons; 410x55-2x27-4; 2,400 b.h.p.; 12 knots; oil engines. The motorship *Panama*, Capt. C. V. Frederiksen, was on a voyage from Cardiff to Philadelphia when, at 1.15 a.m. on April 11th, 1945, in heavy weather in mid-Atlantic, her engines broke down. Her sand ballast shifted and she capsized and sank at 3.55 a.m. Capt. Frederiksen and 44 men were lost. Five survivors were picked up on April 29th.

PANAMAMARU

Kuribayashi Shosen K.K.; 1910; *Mitsubishi Dockyard & Engineering Works*; 5,287 tons; 400X51x32-4; 536 n.h.p.; triple-expansion engines. The steamship *Panama Maru* was bombed and sunk by Chinese aircraft on January 23rd, 1944, off Santuao, China.

PANAY

United States Navy; 1936; *U.S.A.*; 450 tons; 191x28x6-5; 2,250 h.p.; 15 knots; triple-expansion engines; two 3 in. A.A. guns, 10 m.g. The U.S. river gunboat *Panay*, Lt. Cdr. J. J. Hughes, U.S.N., was serving with the American Far Eastern Fleet in November 1937, during hostilities between China and Japan. On the 22nd it became necessary to evacuate the U.S. Embassy from Nanking. This was done without hurry and on December 11th the *Panay* embarked the last of the staff and a number of civilians. Three Standard Oil barges, two British gunboats and a few British merchantmen formed part of the flotilla. The American vessels had their flags hoisted as well as painted on their decks and sides. Despite this the flotilla was fired on persistently by a Japanese battery during its passage down the Yangtze. The shooting was wild, however, and there were no hits.

On the 12th, when at anchor, the *Panay* and the oil barges were attacked about 3.30 in the afternoon by three Japanese navy bombers, which dropped 18 bombs. The *Panay's* forward gun was wrecked and many of her crew wounded. This attack was followed by another from 12 dive bombers and nine fighters which sank the gunboat and two of the barges.

Two seamen and one civilian were killed, and 11 officers and men wounded, including Lt. Cdr. Hughes. The survivors managed to reach shore, where they were kindly treated by the Chinese.

The Japanese Government made full apology and offered reparation.

PANCHITO

Petrinovic & Co.; 1910; *New York S.B. Co.*; 4,015 tons; 359 x 49-2x25-9; triple-expansion engines. The Panamanian ship *Panchito* was carrying ore from Huelva to Antwerp. When she was off the He de Sein, near Brest, on January 29th, 1948, she broke in two and sank during a storm. There were 12 survivors but 19 of the crew were lost.

PANCRATION

D. N. Koufos & F. J. Sotiriades; 1920; *Government Yard, Brest*; 2,171 tons; 266-7x39-4x23; 149 n.h.p.; triple-expansion engines. The Greek steamship *Pancration* was torpedoed and sunk by German aircraft on April 22nd, 1941, at Milos, during the invasion of Greece.

PANDIAS

Oceanos Maritime S.S. Co.; 1912; *D. & W. Render son & Co.*; 4,981 tons; 403-5x52-2x27-3; 435 n.h.p.; triple-expansion engines. The Greek steamship *Pandias* was torpedoed and sunk by a German submarine on June 13th, 1941, W. of Freetown, with the loss of 11 lives.

PANDION

Cork S.S. Co.; 1904; *Swan, Hunter & Wigham Richardson*; 1,279 tons; 255'4x33-7x18-6; 195 n.h.p.; triple-expansion engines. The Irish cargo ship *Pandion* sank after a collision 11 miles west of the Owers Light on March 15th, 1917. She was on a voyage from Rotterdam to Manchester carrying a general cargo.

PANDION

British & Continental S.S. Co.; 1926; *Burntisland S.B. Co.*; 1,944 tons; 291-2 x 43 • 2 x 19-1; 211 n.h.p.; triple-expansion engines. The British steamship *Pandion* was attacked by a German aircraft off the N. coast of Ireland on January 28th, 1941, and her captain was killed and the chief officer seriously injured. The ship anchored in Lough Swilly on January 30th, but was making water and had to be run aground. She later broke in two and sank. She was on a voyage from the Tyne, via Oban, to Leixoes.

PANEVEZYS

Akc. B.-ve Lietuvds Baltijos Lloydas; 1924; *Akers Mek. Vcersted*; 1,607 tons; 256-9x40x17-3; 168 n.h.p.; triple-expansion engines. The Lithuanian ship *Panevezys* struck a rock and sank on November 13th, 1939, two miles S. of Revelstein reef. She was on a voyage from Leningrad to Memel with a cargo of salt.

PANGANI

F. Laeisz & Co.; 1903; *J. C. Tecklenborg A.G.*; 3,054 tons; 322-2x46-2x26-3. On the night of January 27th, 1913, on a voyage from Hamburg to Valparaiso, the German four-masted barque *Pangani* collided with the French steamship *Phryne*, 2,817 tons, off Cap La Hague. She sank very rapidly, taking with her 30 of the crew, only four men being rescued by the *Phryne*.

PANTELIS

C. P. Laimos & J. C. Ponticos; 1911; *Irvine S.B. & D.D. Co.*; 3,845 tons; 350x51-1x23-9; 340 n.h.p.; triple-expansion engines. The Greek steamship *Pantelis* was torpedoed and sunk by a German submarine on October 8th, 1942, off Capetown on a voyage from Beirut to Buenos Aires in ballast. Twenty-nine of her crew of 38 were lost.

PANTERA

Italian Navy, destroyer; 1923; *Ansaldo*; 1,526 tons; 372x34x 11-5; 40,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; eight 4-7 in. guns, two 40 mm., 4m.g., 4 T.T., 100 mines. The Italian destroyer *Pantera* was one of a flotilla of destroyers lying in and about Massawa, port of the Italian colony of Eritrea, when that colony was occupied by the British Army. On April 4th, 1941, the destroyer was scuttled off the coast of Saudi Arabia. For full details see under the destroyer *Leone*.

PANTHER

British Navy, destroyer; 1941; *Vickers Armstrongs*; 1,540 tons; 345x35x9; 40,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, one 3 in. A.A., two 20 mm. A.A., 4 T.T. The destroyer *Panther*, Lt. Cdr. Viscount Jocelyn, was bombed and sunk by German aircraft in the Scarpanto Strait on October 9th, 1943. Three officers and 33 ratings were killed. Lt. Cdr. Jocelyn was among the survivors.

PAOLINA

The Whitney & Sodden Co.; 1900; F. Ponziolo; 1,337 tons; 206-2x38-9x22-5.

The American sailing ship *Paolina* was sunk by a German submarine off Ushant on September 26th, 1917.

PAOLINA

Imprese Navigazione Commerciale Soc. Anon.; 1911; Blohm & Voss; 4,894 tons; 422-4x55-2x25-3; 619n.h.p.; triple-expansion engines.

The Italian steamship *Paolina* struck a mine and sank on August 27th, 1942, about six miles off Cap Bon.

PARA

Steel, Young & Co.; 1875; Withy; 1,103 tons; 225-7x30-3x17; 100 h.p.; compound inverted engines.

The British cargo ship *Para* struck a rock and foundered off Cape Sable on February 26th, 1880, while on a voyage from Boston to Hartlepool carrying a general cargo.

PARA

Steel, Young & Co.; 1884; E. Withy & Co.; 1,717 tons; 258-6x34-8x19-5; 161 n.h.p.; triple-expansion engines.

The British cargo ship *Para* sank after striking an iceberg near Tilt Cove, N.F.L., on June 8th, 1898. She was on a voyage in ballast from Swansea to Tilt Cove.

PARA

O. Banck; 1882; Short Bros.; 1,834 tons; 269-6x37-1x20-5; 208 n.h.p.; compound engines.

The Swedish steamship *Para* struck a mine and sank in the Baltic on June 10th, 1916.

PARACIERS

Soc. Anon. des Acieries de Paris & d'Outreau; 1894; Soc. Anon. John Cockerill; 2,542 tons; 321x40-2x23-7; 315 n.h.p.; triple-expansion engines.

The French steamship *Paraciers* was torpedoed and sunk by a German submarine in the North Sea on September 17th, 1917.

PARAGON

British Navy, destroyer; 1913; Thornycroft & Co.; 917 tons; 265-2x26-5x10-2; 22,500 i.h.p.; 31 knots; turbine engines; Yarrow boilers; three 4 in. guns, 2 T. T.

The destroyer *Paragon*, Lt. Bowyer, was patrolling the submarine barrage in the Straits of Dover on the night of March 17th, 1917, in company with the *Laertes*, *Laforey* and *Llewellyn*. At about 10.50 p.m. a German destroyer force led by Cdr. Tillessen steamed into the Straits with the object of breaking the barrage. The first ship to encounter them was the *Paragon*, which was torpedoed and overwhelmed with gunfire when in the act of flashing her challenge. She blew up and sank immediately, only ten of her complement of 77 being picked up.

The *Llewellyn*, which came on the scene in time to rescue the few survivors, was also torpedoed but, fortunately, did not sink.

PARAHYBA

A. Lanfranco; 1889; W. Doxford & Sons; 2,537 tons; 310x38-5x18-1; 226 n.h.p.; quadruple-expansion engines.

The Spanish steamship *Parahyba* was sunk by a German submarine off Ushant on January 19th, 1917.

PARALOS

C. A. Petroutsis; 1906; J. Priestman & Co.; 3,435 tons; 332x49'5x23-6; 316n.h.p.; triple-expansion engines. The Greek steamship *Paralos* struck a mine and sank on December 6th, 1939, seven miles off the North Foreland on a voyage from Antwerp to Piraeus with coal.

PARANA

Cia. Commercio e Navegafao; 1893; W. B. Thompson & Co.; 4,461 tons; 381-8x46-7x27-5; 395n.h.p.; triple-expansion engines.

The Brazilian steamship *Parana* was torpedoed and sunk by a German submarine in the English Channel on April 4th, 1917.

PARANA

Soc. Gⁿ. de Transports Maritimes a Vapeur; 1908; Forges & Chantiers de la Mediterranee; 6,248 tons; 420-6x50-3x31-6; 556 n.h.p.; triple-expansion engines.

The French steamship *Parana* was torpedoed and sunk by a submarine in the Mediterranean on August 23rd, 1917.

PARANAGUA

Hamburg-Amerika Linie; 1939; Howaldtswerke A.G.; 6,062 tons; 446-5x61-3x23-8; 910n.h.p.; oilengines.

The German motorship *Paranagua* struck a mine and sank on December 5th, 1940, off Texel.

PARIGI

Koninklijke Paketvaart Maats; 1922; N.V. Werf Conrad; 1,172 tons; 230x38-2x14-5; 108 n.h.p.; triple-expansion engines.

The Dutch steamship *Parigi* left Tjilatjap on February 28th, 1942, for Bunbury, W.A. On the following day she was intercepted by a Japanese cruiser and sunk by gunfire, with the loss of all on board.

PARINGA

Fan Kon Sang; 1908; Scott of Kinghorn; 1,359 tons; 230-2x36-1x13-9; 195 n.h.p.; triple-expansion engines. The Chinese ship *Paringa*, Capt. A. Macinnes, was towing the *Vincas* from Melbourne to Hong Kong for breaking up, but during a storm off Lakes Entrance, Gippsland, on December 24th, 1935, she cast off the tow and disappeared. On the 26th the *Paringa* was in communication with the motorship *Hauraki* but there was no further news of her. The *Vincas*, with four men on board, drifted inshore and anchored safely off the coast of Victoria. I

PARIS

A/S Ganger Rolf; 1910; Akers Mek. Verksted; 1,634 tons; 241-5x37-2x20-5; 169 n.h.p.; triple-expansion engines.

The Norwegian steamship *Paris* was sunk by a German submarine in the North Sea on April 17th, 1917.

PARIS

Cie. Generate Transatlantique; 1921; Ch. & Atel. de St. Nazaire; 34,569 tons; 735-4x85-3x59-1; turbine engines.

While the French passenger liner *Paris* was in port at Havre on April 18th, 1939, a fire broke out simultaneously in the bakery and on "A" deck. She capsized alongside the quay on the following morning and lay on her side. Art treasures intended for the New York World Fair were saved. The wreck was heavily damaged by air attacks in June, 1944, and after the war she was broken up.

PARIS

Southern Railway Co.; 1913; W. Denny & Bros; 1,790 tons; 293-5x35-6x15-2; 14,000 i.h.p.; 22 knots; turbine engines.

The steamship *Paris* was on her way to Dunkirk to embark wounded when, on June 2nd, 1940, she was bombed by German aircraft and disabled. Tugs were sent to her assistance but she sank shortly after midnight off W. Buoy, ten miles from the French coast. Two men were killed.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

PARIS

A/S Ganger Rolf; 1922; Akers Mek. Verksted; 1,753 tons; 255-7x39-7x16-9; 169 n.h.p.; triple-expansion engines.

The Norwegian steamship *Paris*, under German control, was torpedoed and sunk by a British motor torpedo boat on the night of March 12th, 1944, near Utsire, Norway.

PARISMINA

United Fruit S.S. Corp.; 1908; Workman, Clark & Co.; 4,732 tons; 378-8x49-8x29-6; 169n.h.p.; triple-expansion engines.

The American steamship *Parismina* was torpedoed and sunk by a German submarine on November 17th, 1942, on a voyage from Reykjavik to Boston. Eight of her crew were killed.

PARK VICTORY

PARK VICTORY

U.S. Maritime Commission; 1945; Permanente Metals Corp. (Shipyards No. 2); 7,607 tons; 439-1x61-1x34-5; turbine engines.

The American ship *Park Victory* went ashore and sank at Uto, near Abo, in a storm on December 24th, 1947. Eight of the crew were lost. The ship was carrying coal from Hampton Roads to Finland.

PARKFIELD

Joseph Brown & Son; 1890; J.L. Thompson & Sons; 2,607 tons; 316x40-6x20'8; 266n.h.p.; triple-expansion engines. The British cargo ship *Parkfield* was wrecked on September 7th, 1895, at Isleta, Grand Canary. She was on a voyage from Buenos Aires to Liverpool carrying a cargo including grain, hides and cattle.

PARKGATE

Parkgate Steamship Co.; 1906; R. Craggs & Sons; 3,232 tons; 330-1x47x22-2; 280n.h.p.; 9 knots; triple-expansion engines.

The steamship *Parkgate* was sunk by a German submarine 80 miles N.E. of Cap de Per on April 4th, 1917. Sixteen men were killed. The captain was taken prisoner.

PARKHAVEN

Gebr. van Uden; 1908; Palmers' Co.; 2,655 tons; 312 x 46x20-6; 237 n.h.p.; triple-expansion engines. The Dutch steamship *Parkhaven* was sunk by a German submarine in the North Sea on October 19th, 1917.

PARKHILL

M. Taylor; 1915; Ardrossan D.D. & S.B. Co.; 500 tons; 162-8x25-6x9-8; 72r.h.p.; compound engines. The British cargo ship *Parkhill* was lost without trace after sailing from Blyth on November 17th, 1939, for Kirkwall. She had a crew of nine and was carrying a cargo of coal.

PARKWOOD

Constantine & Pickering S.S. Co.; 1906; Sir Raylton Dixon & Co.; 1,179 tons; 272-5x40-2x 18-1; 195n.h.p.; triple-expansion engines.

The British cargo ship *Parkwood* was wrecked in Mezen Bay on July 14th, 1915, while on a voyage from Blyth to Archangel carrying a cargo of coal.

PARMA

Italian Government; 1923; Schiffswerfte & Maschinenfabrik; 2,548 tons; 329-1 x 45 - 5 x 18-1; 317 n.h.p.; triple-expansion engines.

The steamship *Parma* was formerly the French *Villiers*, taken over by the Italians. On January 30th, 1943, she struck a mine and sank off La Goulette.

PARNAHYBA

LloydBrasileiro; 1913; Flensburger Schiffsbau Ges.; 6,692 tons; 460-5x59-1x28-8; 670n.h.p.; quadruple-expansion engines. The Brazilian steamship *Parnahyba* was torpedoed and sunk by a German submarine on May 1st, 1942, on a voyage from Rio de Janeiro to New York, with the loss of four lives.

PARRACOMBE

Stanhope Steamship Co.; 1928; W. Gray & Co.; 4,702 tons; 406-5x54-2x25-1; 476n.h.p.; 10-5 knots; triple-expansion engines.

The British steamship *Parracombe*, on a voyage from Leith to the Eastern Mediterranean, struck a mine and sank on May 2nd, 1941, off Cap Bon. There were 25 survivors, 18 of whom were interned at Bizerta.

PARRAMATTA

Australian Navy, sloop; 1939; Cockatoo Dock Co., Sydney; 1,060 tons; 266x36x7-5; 2,000s.h.p.; 16-5 knots; turbine engines; 3-drum boilers; two 4 in. guns, 1 A.A.m.g. The sloop *Parramatta*, Lt. Cdr. J. H. Walker, D.S.C., M.V.O., R.A.N., was engaged in escort duties in the Mediterranean when she was torpedoed and sunk by a German submarine on November 28th,

1941, off the Lybian port of Bardia. She sank very rapidly taking with her 140 officers and ratings out of a complement of 164. Lt. Cdr. Walker was among those killed.

PARROTT

United States Navy, destroyer; 1919; W. Cramp & Sons; 1,190 tons; 314x30x10; 26,000s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in., 12 T.T.

The destroyer *Parrott* was sunk in a collision off Norfolk, Virginia, on May 2nd, 1944. The vessel carried a complement of 122.

PARTENOPE

Italian Navy, minelaying gunboat; 1889; Italy; 900 tons; 245 x 27 x 12; 4,000 h.p.; 19 knots; four 14pdr. guns, 60 mines. The Italian minelaying gunboat *Partenope* was torpedoed and sunk by a submarine off Bizerta on March 24th, 1918. The gunboat's normal complement was 115.

PARTENOPE

Salvatore Bertorello; 1866; Forges & Ch. de la Mediterranee; 1,026 tons; 250-5x29-3x18-3; 152 n.h.p.; triple-expansion engines.

The Italian ship *Partenope* was wrecked on January 10th, 1920, on the eastern side of Cap Bon. She was carrying phosphates from Sfax to Genoa.

PARTHENIA

Donaldson Line; 1917; Russell & Co.; 4,872 tons; 399-7x 51-9x26-9; 488 n.h.p.; triple-expansion engines. The British steamship *Parthenia* sank after a collision with the *Robert F. Hand* about seven miles S.W. of Sanda Light, Firth of Clyde, on November 29th, 1940. She was on a voyage from Montreal to Glasgow carrying a general cargo.

PARTHENON

D. Diamantidis; 1877; Bar tram, Haswell & Co.; 1,308 tons; 239-5x32-3x22-4; compound engines.

The Greek steamship *Parthenon* left Novorossiisk on December 8th, 1902, for Cephalonia with a crew of 28 and a cargo of wheat. She was sighted off the Black Sea coast of Turkey on the 18th, but nothing more was heard of her until wreckage was washed ashore a few days later.

PARTHENON

D. A. Stathatos; 1904; R. Craggs & Sons; 2,934 tons; 330 x 47x20-4; 299 n.h.p.; triple-expansion engines. The Greek steamship *Parthenon* was torpedoed and sunk by a German submarine off the S.W. coast of Ireland on April 30th, 1917.

PARTHENON

Pithis Bros. & Co. and G. Coraikis; 1908; W. Gray & Co.; 3,189 tons; 331x47-7x22-5; 277n.h.p.; triple-expansion engines.

The Greek steamship *Parthenon* was torpedoed and sunk by a German submarine on November 3rd, 1942, on a voyage from St. John's, N.F.L., to Liverpool. Six of her crew were killed.

PARTICIPATION

Ernest De Matteis; 1890; Bar tram, Haswell & Co.; 2,438 tons; 300x39-1x19; 243 n.h.p.; triple-expansion engines. The Italian steamship *Participation* was torpedoed and sunk by a submarine in the Mediterranean on February 4th, 1918.

PARTRIDGE

British Navy, destroyer; 1916; Swan, Hunter & Wigham Richardson; 1,016 tons; 271x26x8-7; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T. The destroyer *Partridge* was a unit of the force based on Lerwick, Shetland Islands, for the purpose of escorting convoys to and from Scandinavia. On December 11th, 1917, the destroyer left the port in company with the destroyer *Pellew* and the armed trawlers *Livingstone*, *Commander Fuller ton*, *Lord Alverstone* and *Tokio* escorting a convoy of six ships.

At 11.45 a.m. on the 12th the convoy was S.W. of Bjorne Fjord when enemy ships were sighted to northward. After signalling the

merchant ships to scatter, ipt. Cdr. J. R. C. Cavendish of *Pellew*, commanding the convoy, went into action followed by *Partridge* and a wireless signal was sent to the commander-in-chief.

The enemy raiders, consisting of four destroyers commanded by Capt. Hans Kolbe formed in one line of three ships with a fourth detached for the purpose of sinking the merchantmen. In a very few minutes *Partridge* was hit by a shell which severed her main steam-pipe and left her helpless. Her after gun was knocked out and she was struck forward by a torpedo. Under these conditions her captain, Lt. Cdr. R. H. Ransome, gave orders to abandon ship. She was hit by two more torpedoes and sank.

The *Pellew* with only one torpedo tube working, and with her engine room badly damaged managed to keep off the enemy and to "avoid further action in a thick rain squall. She was the sole survivor of the convoy and reached Selbjorn Fjord in a very battered condition.

The losses were heavy, *Partridge* going down with five officers and 92 ratings, while three officers and 21 ratings became prisoners. *Pellew* lost three killed and several wounded. British destroyers rescued ten British and 88 Scandinavian seamen. The crew of the trawler *Lord Alverstone* (12 in all) managed to escape in one boat. The Germans claimed a total of 50 prisoners including those from *Partridge*.

PARTRIDGE

British Navy, destroyer; 1942; Fairfield Shipbuilding Co.; 1,540 tons; 345x35x9; 40,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, one 3 in.A.A., two 20mm.A.A., 4 T.T.

The destroyer *Partridge*, Lt. Cdr. W. A. F. Hawkins, D.S.O., O.B.E., was torpedoed and sunk by a submarine in the Western Mediterranean on December 18th, 1942. Three officers and 35 ratings were killed and two officers wounded.

PARTRIDGE

United States Navy, minesweeper; 1919; Philadelphia Navy Yard; 840 tons; 187-5x35-5x8-5; 1,400 i.h.p.; 14 knots; triple-expansion engines; two 3 in.A.A. guns.

The United States minesweeper *Partridge* was engaged in towing pontoon runways to Omaha Beach during the Normandy landings in June, 1944. German motor torpedo boats were very active in hindering this work and on the night of the 11th the *Partridge*, which was towing a large portion of the pontoon at the time, was torpedoed by a motor torpedo boat and sank in less than a minute. Thirty-two officers and men were drowned.

PASHA

Peninsular & Oriental Steam Navigation Co.; 1842; British Isles; 592 tons; 210n.h.p.; 11 knots; direct acting engines. The paddle steamer *Pasha* left Singapore at 1 p.m. on July 21st, 1851, under command of Capt. Miller bound for Penang and Calcutta. In the Straits of Malacca, about 50 miles out from Singapore, the vessel collided with the *Erin* of the same company, commanded by Capt. Trpnsom. So violent was the collision that the *Pasha* sank in seven minutes, just after midnight. Sixteen persons were drowned.

PASS OF BALMAHA

Bulk Oil S.S. Co.; 1933; Blythswood S.B. Co.; 758 tons; 192-2x30-4x13-9; 139 n.h.p.; triple-expansion engines.

The British tanker *Pass of Balmaha*, on a voyage from Alexandria to Tobruk with petrol, was torpedoed by a submarine on October 17th, 1941. The ship blew up and sank with the loss of all on board.

PASS OF MELFORT

*Gibson & Clark; 1891; Fairfield S.B. Co.; 2,346 tons; 298 -8 x 44*24-5.*

The steel four-masted barque *Pass of Melfort*, on a voyage from Panama to Puget Sound, was wrecked in heavy weather on December 28th, 1905, at Amphitrite Point, Barclay Sound, Vancouver Island. All on board were lost.

PASUBIO

E. Milano & Co.; 1903; Akt. Ges. Neptun; 2,216 tons; 313-8 x 43-2x18-9; 180 n.h.p.; triple-expansion engines. The Italian steamship *Pasubio* was torpedoed and sunk by a British submarine on February 16th, 1943, nine miles from Punta Stilo.

PATAGONIA

Pacific Steam Navigation Co.; 1869; J. Elder & Co.; 2,878 tons; 347 x 41 x 26; 500 h.p.; triple-expansion engines. The British cargo ship *Patagonia* was wrecked near Tome, Chile, on October 2nd, 1894. She was on a voyage from Liverpool to Valparaiso carrying a general cargo.

PATELLA

Anglo-Saxon Petroleum Co.; 1909; Swan, Hunter & Wigham Richardson; 5,617 tons; 406-3x51-3x29-5; 448 n.h.p.; triple-expansion engines.

The British tanker *Patella* was wrecked one mile N. of Cape Razo, near Octavos, Portugal, on August 17th, 1921. She was on a voyage from Port Arthur to Lisbon carrying kerosene.

PATELLA

Anglo-Saxon Petroleum Co.; 1927; Palmers' Co.; 7,468 tons; 440-4x59-3x32-7; 1,200 n.h.p.; 11-5 knots; oilengines. The motor tanker *Patella*, Capt. R. M. Barber, was intercepted and sunk by a German raider on April 19th, 1942, approximately 1,200 miles E. of Rio de Janeiro. Five men were killed. Capt. Barber was taken prisoner and died in captivity.

PATHAN

Indian Navy, corvette; 1918; Workman Clark & Co.; 661 tons; 247-5x26-2x9; 3,500s.h.p.; 20 knots; turbine engines; one 4 in. gun, two 3 in.

The corvette *Pathan*, Lt. Cdr. Karl Durston, was torpedoed and sunk in the Indian Ocean by an Italian submarine on June 23rd, 1940. The vessel carried a complement of about 80, of whom Lt. Cdr. Durston and one other officer and three Indian ratings were killed, and one officer and seven Indian ratings wounded.

PATHFINDER

British Navy, light cruiser; 1904; Cammell Laird & Co.; 2,940 tons; 370x38-7x14; 17,176i.h.p.; 25-3knots; triple-expansion engines; Normand-Laird boilers; nine 4 in. guns, 2 T.T. The *Pathfinder* was one of the early 'scout' class, used in the First World War as flotilla leaders, and known by that name for the first time. The ship had a complement of 268 officers and men, under Capt. Martin Leake, commanding the 4th Destroyer Patrol. On September 5th, 1914, the ship was off St. Abb's Head when she was torpedoed by the German submarine *U-21*. She sank in four minutes with nearly all hands, Capt. Leake, who was wounded, being among the saved.

PATIA

Elders & Fyffes; 1913; Workman Clark & Co.; 6,103 tons; 417-2x53-3x30-1; 594n.h.p.; 15 knots; triple-expansion engines.

The steamship *Patia* was taken over for service as an auxiliary cruiser during the First World War. On June 13th, 1918, she was torpedoed by a German submarine in the Bristol Channel. She sank with the loss of one officer and 15 men, including eight of her mercantile crew.

The *Patia* was commanded by Capt. W. G. Howard.

PATIA

Elders & Fyffes; 1922; Cammell Laird; 5,355 tons; 400x51x30, 3,750 i.h.p.; 13-5 knots; triple-expansion engines. The steamship *Patia*, Cdr. D. M. B. Baker, R.D., serving as a fighter aircraft catapult ship, was bombed and sunk by German aircraft off Northumberland on April 27th, 1941. The vessel put up a strenuous fight and managed to bring down the bomber just before she sank. Cdr. Baker, seven officers and 31 ratings were killed.

PATRIA

Fornjade Angf.-AjB Gotha; 1915; Goteborgs Nya Varv A/B.; 1,185 tons; 213x34-2x13-1; 123n.h.p.; triple-expansion engines.

The Swedish steamship *Patria* struck a mine and sank on January 20th, 1940, off Flamborough Head, with the loss of 19 lives.

PATRIA

Cie. Generate de Nav> d Vapeur Cyp. Fabre; 1914; Forges & Chantiers de la Mediterranee; 11,885 tons; 487-2x59^2x40-1; 900n.h.p.; triple-expansion engines.

The French liner *Patria*, under British control, Capt. F. C. Halliday, was at Haifa with 1,905 illegal immigrants into Palestine awaiting transportation to a British colony and 116 Palestine Police. On November 25th, 1940, the ship was sunk by an internal explosion. Twenty-five persons are known to have been drowned and 254 others were missing.

PATRIA

KBehnke; 1901; W. Gray & Co.; 3,845 tons; 338-6x49-5x25-6; 297n.h.p.; triple-expansion engines.

The German steamship *Patria* was bombed and sunk by British aircraft on April 4th, 1943, between Stavanger and Tromsø.

PATRIA

German Government; 1939; Christiansands Mek. Verksted; 1,341 tons; 250-7x42-1x14; 122n.h.p.; triple-expansion engines.

The steamship *Patria* was a Norwegian ship, seized by the French and renamed *Ste. Christine* and later taken over by the Germans. On July 13th, 1943, she was bombed by Allied aircraft while lying in Messina harbour with a cargo of explosives. The ship blew up and the explosion caused considerable damage in the harbour.

PATRICIAN

Ellerman Line; 1947; J. L. Thompson & Sons; 3,604 tons; 373 x51x22-8; 12-5 knots; turbine engines. The steamship *Patrician*, Capt. H. Riley, collided with the American steamship *Santa Emilia*, 7,251 tons, on July 9th, 1963. The collision took place in thick fog in the Straits of Gibraltar. Thirty-four survivors were picked up by the American ship. Capt. Riley was among the drowned.

PATRICK J. HURLEY

Sinclair Refining Co.; 1941; Federal S.B. & D.D. Co.; 10,865 tons; 508-2x72-1x38; 1,178 n.h.p.; 14-2 knots; turbine engines.

The American tanker *Patrick J. Hurley*, Capt. Carl Stromgren, was shelled and sunk by a German submarine on September 12th, 1942, in lat. 22° 59'N., long. 46° 15' W., on a voyage from Aruba to Avonmouth with high octane and diesel fuel. Forty of her complement of 62 were killed.

PATRIS

Handris S.S. Co.; 1911; Swan, Hunter & Wigham Richardson; 1,706 tons; 280x37x23-6; 362 n.h.p.; triple-expansion engines.

The Maltese steamship *Patris* was bombed and sunk by German aircraft on April 6th, 1941, at Piræus, during the invasion of Greece.

PATROCLUS

Alfred Holt & Co.; 1924; Scott's Shipbuilding Co.; 11,314 tons; 499 x 62x35; 15 knots; turbine engines.

The Holt liner *Patroclus*, Capt. G. C. Wynter, was taken over by the Admiralty early in the Second World War for service as an auxiliary cruiser. On November 3rd, 1940, she was in company with the auxiliary cruiser *Laurentic* (which see) about 150 miles W. of Ireland, when the latter vessel was torpedoed by a German submarine. The *Patroclus* stood by to pick up survivors and so became a target for another attack by the submarine. She was torpedoed and sunk later in the day with the loss of 76 lives. The commander of the enemy submarine was Lt. Com. Kretschmer.

PAUL HAMILTON

U.S. War Shipping Administration; 1942; North Carolina S.B. Co.; 7,177 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines.

The American steamship *Paul Hamilton* was torpedoed and sunk by German aircraft on April 20th, 1944, off Cape Bengut, Algeria. The ship, which was loaded with munitions for North Africa, blew up with the loss of all on board, 580 including 498 U.S. Army personnel.

PAULA

German Government; 1920; Smith's Dock Co.; 3,754 tons; 345 x 49-5 x 25; 430 n.h.p.; triple-expansion engines. The steamship *Paula* was formerly the French *P.L.M. 12*, seized by the Germans. On September 18th, 1943, she was shelled and sunk by British warships N. of Stampalia, Italy.

PAULA FAULBAUMS

German Government; 1908; Osbourne, Graham & Co.; 1855 tons; 279x40-1x18-2; 175 n.h.p.; triple-expansion engines. The Latvian ship *Paula Faulbaums* was taken over by the Germans. She went ashore and sank on October 19th, 1941, off Landsort near Stockholm.

PAVLIN VINOGRADOV

U.S.S.R.; 1929; N.V. Mch. & Scheepswrf. van P. Smit, Jr.; 2,864 tons; 310-6x45-9x22-6; 335 n.h.p.; triple-expansion engines.

The Russian ship *Pavlin Vinogradov* was on a voyage from Portland, Or. to Akutan on April 23rd, 1944, when there was an explosion and she sank in 53° 12' N., 160° 22' W. Twenty-nine of her crew of 42 got away from the ship but only nine of these were reported to have reached land.

PAVON

Compagnie de Nav. d'Orbigny; 1930; Napier & Miller; 4,128 tons; 394-5x53x22-7; 501 n.h.p.; triple-expansion engines. The French steamship *Pavon* was bombed by German aircraft, set on fire and wrecked on May 20th, 1940, near Calais.

PEACE

Clapham S.S. Co.; 1889; Blyth S.B. Co.; 1,696 tons; 258-3x36x16-9; 169 n.h.p.; triple-expansion engines. The British cargo ship *Peace* sank after a collision with the Dutch steamship *Sillak*, 2,604 tons, off the coast of Portugal on December 29th, 1895. She was on a voyage from Galatz to Liverpool carrying a cargo of wheat and maize.

PEARLMOOR

Walter Runciman & Co.; 1897; W. Doxford & Sons; 3,480 tons; 340'2x45-5x24-6; 300 n.h.p.; triple-expansion engines. The British cargo ship *Pearlmoor* struck a rock and foundered off Kuria Maria Island, in the Arabian Gulf, on November 17th, 1904. She was on a voyage from Karachi to the United Kingdom carrying a cargo of wheat.

PEARLMOOR

Moor Line; 1923; J. Readhead & Sons; 4,581 tons; 400-3x52-1x25-8; 513 n.h.p.; triple-expansion engines. The British steamship *Pearlmoor*, on a voyage from Peper to Immingham, was torpedoed and sunk by a German submarine on July 19th, 1940, about 80 miles W. of Donegal Bay, Ireland. Thirteen of her crew were lost.

PEARY

United States Navy, destroyer; 1920; W. Cramp & Sons; 314-3x30-7x13-5; 26,000s.h.p.; 35 knots; turbine engines; four 4 in. guns, 12 T.T.

The destroyer *Peary* had taken part in much of the fighting against the Japanese in the East Indies and the Philippines, sustaining some damage by bombing at the latter place. On February 19th, 1942, she was lying in Darwin harbour, North Australia, when she was bombed and sunk by Japanese dive bombers. Sixty-nine of her crew of 122 were lost.

PECOS

U.S. Navy; 1921; 7,383 tons. The naval tanker *Pecos* was bombed and sunk by Japanese aircraft on March 1st, 1942, at Tjilatjap. She had on board some 300 survivors from the U.S. seaplane tender *Langley*, sunk on February 27th. About two thirds of her total complement were lost.

PECTAN

Shell Transport & Trading Co.; 1895; W. Gray & Co.; 4,778 tons; 375-5x48x29-8; 398 n.h.p.; triple-expansion engines. The British cargo ship *Pectan* sank after a collision with the French

steamship *Druentia*, 1,233 tons, off the coast of Algeria between Cape Tenez and Cape Cherchel on August 20th, 1898. She was on a voyage from Calcutta to Hamburg with general cargo.

PECTEN

Anglo-Saxon Petroleum Co.; 1927; *Palmer's* Co.*; 7,468 tons; 440-4x59-3x32-7; 1,200 n.h.p.; 11-5 knots; oil engines. The motor tanker *Pecten*, Capt. H. E. Dale, was torpedoed and sunk by a German submarine on August 25th, 1940, about 15 miles W. of Skerryvore on the west coast of Scotland. Capt. Dale, and 48 of the crew of 57 were lost.

PEER GYNT

H. Gran Kahrs; 1915; *Laxevaags Maskin & Jernskibs.*; 1,144 tons; 228-8x35-2x15-9; 106 n.h.p.; triple-expansion engines. The Norwegian steamship *Peer Gynt* was torpedoed and sunk by a German submarine in the Bristol Channel on August 23rd, 1917.

PEGASUS

British Navy, protected cruiser; 1897; *Palmer & Co.*; 2 J 35 tons; 300x36-5x17; 7,000 i.h.p.; 21-2 knots; triple-expansion engines; Reed boilers; eight 4 in. guns, eight 3 pdr., 2 T.T. The British protected cruiser *Pegasus*, under command of Cdr. J. A. Inglis was on the Cape Station at the outbreak of the First World War. On September 20th, 1914, *Pegasus* was lying at Zanzibar undergoing repairs to her machinery. The armed tug *Helmut* was placed on guard, and on board *Pegasus* the men slept at their guns. Steam could be raised at two hours notice. At 5.25 on this morning the *Helmut* sighted the German light cruiser *Konigsberg* approaching, but was not able to warn *Pegasus*.

The *Konigsberg* opened fire at 9,000 yards, at which range the guns of the British cruiser were impotent. *Pegasus* was put out of action in eight minutes, and sank some time later. Her losses were two officers and 29 men killed and 55 wounded.

PEGASUS

G.N.Louloudis; 1920; *Furness S.B. Co.*; 5,762 tons; 391-7X 52-3x24; 569 n.h.p.; triple-expansion engines. The Greek steamship *Pegasus* was torpedoed and sunk by a German submarine on September 16th, 1941, on a voyage from Leith to Trinidad. Her crew of 29 got away in two boats but one of these capsized and 16 men were drowned.

PEGASUS

Rederi A/B Transoil; 1930; *W. Daxford & Sons*; 9,583 tons; 492-3x65x36-6; 687 n.h.p.; oil engines.

The Swedish tanker *Pegasus*, carrying 12,800 tons of motor spirit, was torpedoed by a German submarine, and caught fire and sank on July 23rd, 1943, 600 miles from Durban inward bound from Abadan.

PEGLI

I. Messina & C.; 1910; *R. Thompson & Sons*; 1,593 tons; 275-6x38x15-6; 246 n.h.p.; triple-expansion engines. The Italian steamship *Pegli* was torpedoed and sunk by a British submarine on March 14th, 1943, six miles from Cape Gallo, Sicily.

PEI HUA

Japanese Government; 1905; *Wood, Skinner & Co.*; 1,380 tons; 260X38x15-3; 156 n.h.p.; triple-expansion engines. The former Chinese steamship *Pel Hua* was bombed and sunk by U.S. land-based aircraft on March 23rd, 1945 off Nantien, China.

PEIK

H. & J. N. Jacobsen; 1896; *Nylands Vvrkstet*; 1,168 tons; 221'1x33-7x12-3; 106 n.h.p.; triple-expansion engines. The Norwegian steamship *Peik* was torpedoed and sunk by a German submarine in the North Sea on July 5th, 1915.

PEIPING

A/B Svenska Ostasiatiska Kompagni; 1931; *Gotaverken A/B*; 6,390 tons; 437-1x57x28-5; 700 n.h.p.; oil engines. The Swedish motorship *Peiping* was torpedoed and sunk by a German submarine on September 9th, 1942, on a voyage from Buenos Aires to New York.

PEKING MARU

Dairen Risen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 2,288 tons; 265-1x42x21; 206 n.h.p.; compound engines. The steamship *Peking Mam*, in service as a transport, was torpedoed and sunk by the U.S. submarine *Aspro* on July 28th, 1944, off Vigan, Philippines.

PEKING MARU

Osaka Shosen K.K.; 1914; *Osaka Iron Works*; 3,011 tons; 305-3x42-4x24-8; 288 n.h.p.; triple-expansion engines. The steamship *Peking Maru* struck a mine and sank on May 31st, 1945, off Karatsu, Japan.

PELAGIA

Eastern Seaways Corpn.; 1943; *Bethlehem Fair field Shipyard*; 7,238 tons; 422-8x57x34-8; triple-expansion engines. The American steamship *Pelagia* was swamped by heavy seas and sank on September 15th, 1956 in approximately 67° 15' N., 11° 35' E. She was carrying iron ore from Narvik to Baltimore. There were only five survivors out of a crew of 38.

PELAYO

MacAndrews & Co.; 1927; *Harland & Wolff*; 1,346 tons; 270-1x39-1x15-6; 355 n.h.p.; 12 knots; oil engines. The motor vessel *Pelayo*, Capt. R. H. Williams, was in a homeward bound convoy from Gibraltar, when on June 14th, 1942, she was torpedoed and sunk by a German submarine approximately 400 miles W.N.W. of Corunna. Sixteen men were killed and two wounded. Capt. Williams was among the survivors.

PELEUS

Nereus Steam Nav. Co.; 1928; *W. Gray & Co.*; 4,695 tons; 400-2x54-2x25-1; 476 n.h.p.; triple-expansion engines. The Greek steamship *Peleus* was torpedoed and sunk by the German submarine *U-852* on March 13th, 1944, three days out from Freetown, on a voyage from Algiers to Buenos Aires. The submarine surfaced and rammed and machine-gunned the ship's boats. One boat with three survivors and two bodies was picked up by the Portuguese motorship *Alexandre Silva* on April 20th.

PELINAION

G. K. Ktistakis; 1907; *Russell & Co.*; 4,291 tons; 385X 49-9x18-4; 384 n.h.p.; triple-expansion engines. The Greek ship *Pelinaion* went ashore on January 16th, 1940, near St. David's Head, Bermuda, and broke in two. She was carrying iron ore from Takoradi to Baltimore.

PELOTASLOIDE

Lloyd Brasileiro; 1918; *Cantieri Officine Savoia*; 5,228 tons; 395-8x51-7x27-8; 305 n.h.p.; triple-expansion engines. The Brazilian steamship *Pelotasloide* was torpedoed and sunk by a German submarine on July 4th, 1943, five miles N. of Salinas Point on a voyage from Trinidad to Pernambuco. Five of her crew were lost.

PEMEX A.

American Marine Corp.; 1943; *Barnes-Duluth S.B. Co.*; 3,401 tons; 365-9x60x —; triple-expansion engines. The Mexican tanker *Pemex A.*, on a voyage from Campeche to Coatzacoalcos, in ballast, ran aground in bad weather on January 21st, 1960, in 18° 14' N., 94° 13' W., and broke in two.

PENA CASTILLO

Cia. Santanderina de Nav.; 1899; *A. fyfc Millan & Son*; 1,718 tons; 260x37x18-2; 160 n.h.p.; triple-expansion engines. The Spanish steamship *Pena Castillo* was torpedoed and sunk by a German submarine in the Bristol Channel on August 19th, 1915.

PENANG MARU

Nippon Yusen K.K.; 1913; *Russell & Co.*; 5,214 tons; 405x 52-2x27-4; 488 n.h.p.; triple-expansion engines. The steamship *Penang Maru* was torpedoed and sunk by the U.S. submarine *Tautog* on April 9th, 1943, about 100 miles S.W. of Mindanao Island, Philippines.

PENARTH

PENARTH

Morel; 1893; *W. Gray & Co.*; 3,109 tons; 325-5x42-6x21-8; 300 h.p.; triple-expansion engines.

The British cargo ship *Penarth* was wrecked in the Black Sea, nine miles west of the Bosphorus, on February 20th, 1894. She was on a voyage from Odessa to Copenhagen carrying a cargo of rye and barley.

PENARTH

Labarroutre S.S. Co.; 1896; *W. Gray & Co.*; 3,035 tons; 325x47x23-6; 266 n.h.p.; 10 knots; triple-expansion engines. The steamship *Penarth*, Capt. Wyves, left San Nicholas, River Plate, for Hull on December 6th, 1914. She carried a crew of 27 and was loaded with maize. The voyage was normal until the steamship reached the North Sea when she encountered a violent gale with snow squalls and heavy rain. At 3.30 p.m. on Sunday, January 17th, 1915, the ship was struck by a huge wave and disabled. Two of her three boats were smashed and later she ran on the Sheringham Shoal, seven miles from shore. The crew of 27 tried to crowd in to the one remaining boat, but this capsized, drowning most of its occupants. Seven men managed to cling to the keel and were sighted by the minesweeper *Glenprosen*, Capt. S. Nicoll, at about 5 p.m. One man attempted to swim to the minesweeper but was drowned and the chief engineer died from exposure shortly after being picked up.

PENARTH

British Navy, minesweeper; 1918; *Lobnitz & Co.*; 800 tons; 231 x 28-5 x 7-5; 2,200 i.h.p.; 16 knots; triple-expansion engines; *Yarrow* boilers. The paddle minesweeper *Penarth* survived the First World War but was mined and sunk off the Yorkshire coast in the course of her duties on February 4th, 1919. Her official complement was 72.

PENDLETON

National Bulk Carriers (D. K. Ludwig); 1944; *Kaiser Co.*; 10,448 tons; 504x68-2x39-2; turbine engines. The American tanker *Pendleton* broke in two during a gale on February 18th, 1952, S. of Cape Cod. Thirty-two men were taken off the stern section just before it was driven ashore, but eight men on the bow section were lost.

PENDRECHT

Phs. Van Ommeren; 1939; *N.V. Rotterdam Droogdok Maats.*; 10,746 tons; 494-8x73-2x35-6; 633 n.h.p.; oilengines. The Dutch motorship *Pendrecht* was torpedoed and sunk by a German submarine on June 8th, 1941, about 400 miles N.W. of the Azores on a voyage from Swansea to New York. There was no loss of life.

PENELOPE

S. Paramythiotti; 1898; *W. Doxford & Sons*; 3,387 tons; 335 x 46 - 1X 24 - 1; 282 n.h.p.; triple-expansion engines. The Greek ship *Penelope* collided with the British steamship *Heathside* in dense fog and sank on January 23rd, 1929, in 39° 13' N., 9° 39' W., on a voyage from Huelva to Bordeaux.

PENELOPE

A.Lauro; 1907; *Blyth S.B. Co.*; 1,160 tons; 240-8x36x17-1; 156 n.h.p.; triple-expansion engines. The Italian steamship *Penelope* was torpedoed and sunk by a British submarine on May 19th, 1942, about three miles N.W. of Monopoli.

PENELOPE

British Navy, cruiser; 1935; *Harland & Wolff*; 5,270 tons; 500 X51X13-9; 64,000 s.h.p.; 32-25 knots; turbine engines; 3-drum boilers; six 6 in. guns, eight 4 in., two 3 pdr., 14 smaller, 6 T.T., 1 aircraft. The cruiser *Penelope*, Capt. G. D. Belben, D.S.C., A.M., was engaged in the operations off Anzio, Italy, from January 18th, 1944, to the date of her loss. The actual landing of the Fifth American Army under General Mark Clark took place at 2 a.m. on January 22nd after the naval forces had subjected the coast near Anzio to four days heavy bombardment. The supporting force, consisting of British, American, French, Dutch and Greek warships was under

command of Rear-Admiral Lowry, U.S.N., with Rear-Admiral Troubridge, R.N., in command of the British squadron. Despite the heavy shelling by the ships the German high command was uncertain about the landing and events proved that the enemy was taken by surprise, as the troops met with no serious opposition until two hours afterwards.

The *Penelope* was torpedoed and sunk by a submarine on February 18th, 1944. Twenty-four officers, including Capt. Belben, and 391 ratings out of a total complement of about 500 were killed when she foundered. The ship was famous as a unit of Force K, commanded by Capt. W. G. Agnew, and based on Malta during a period of intensive bombing. So many times was *Penelope* hit by bomb splinters and shells that she earned the nickname of H.M.S. *Pepperpot* from the holes and tears in her superstructure.

The naval losses in the Anzio landing fell on the British alone, and comprised the light cruisers *Spartan*, 5,450 tons, January 29th, 1944; *Penelope*, 5,270 tons, February 18th; destroyers *Janus*, 1,690 tons, February 19th; *Inglefield*, 1,530 tons, March 6th; *Laforey*, 1,935 tons, April 15th, and the hospital ship *St. David*, 2,702 tons, January 24th.

The loss of life was heavy, no fewer than 853 officers and men going down with the warships, and 57 with the hospital ship.

PENELOPE BARKER

U.S. War Shipping Administration; 1942; *North Carolina S.B. Co.*; 7,177 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Penelope Barker* was torpedoed and sunk by a German submarine on January 25th, 1944, off the North Cape. Ten of her crew and a British Naval Reserve surgeon were killed.

PENERF

Compagnie Generale Transatlantique; 1930; *Napier & Miller*; 2,151 tons; 278-6x42-6x20-7; 241 n.h.p.; triple-expansion engines.

The French steamship *Penerf* was torpedoed and sunk by an Allied submarine on April 14th, 1943, five miles E. of Antibes, with the loss of 20 lives.

PENGUIN

Union S.S. Co. of New Zealand; 1864; *Tod & McGregor*; 824 tons; 220-5x28-5x14-4; 151 n.h.p.; 10 knots; compound engines.

On the night of February 12th, 1909, the *Penguin* was in Cook Strait on a voyage from Picton to Wellington, N.Z. The weather was thick and there was a high sea running, but the waters were well known to the officers and there was no apprehension of danger until the ship suddenly struck on Tom's Rock, near Cape Terawhiti, about 15 miles from Wellington. The seas made the launching of the boats difficult and one, filled with women and children, capsized and drowned all its occupants. Many of the passengers and crew took to hastily constructed rafts, but these proved no safer than the boats.

Only 26 of the 100 persons on board were saved. The captain, who was the last to leave the ship, managed to swim to an upturned boat and to come ashore in safety.

PENHIR

Cie. Nantaise de Nav. a Vapeur; 1930; *G. Brown & Co.*; 1,147 tons; 223-1x35-1x14-2; 152 n.h.p.; triple-expansion engines. The French ship *Penhir* struck a submerged object, sprang a leak and sank on November 3rd, 1935, near Brest.

PENINSULA

H.Scholefield & Son; 1879; *J. L. Thompson & Sons*; 1,611 tons; 266-1x35-1x19-7; 160 h.p.; compound engines. The British cargo ship *Peninsula* sank after a collision near Gothland on April 25th, 1894, while on a voyage in ballast from Swine-munde to Oxelosund.

PENMARCH

Cie. Nantaise de Nav. a Vapeur; 1921; *De Haan & Oerlemans*; 987 tons; 216-4x34-6x13-3; 90 n.h.p.; triple-expansion engines. The French ship *Penmarch* was involved in a collision on July 21st, 1929, and sank 20 miles S.S.E. of St. Catherine's Point. She was on a voyage from Nantes to London.

PENNINGTON COURT

Court Line; 1924; *Richardson Duck & Co.*; 6,098 tons; 400 x 53x32-7; 425 n.h.p.; 12 knots; triple-expansion engines. The steamship *Pennington Court*, Capt. Home, was torpedoed and sunk by a German submarine in convoy in the North Atlantic on October 9th, 1942. There were no survivors. Capt. Horne was in command of the *living ton Court* when she was torpedoed in 1940.

PENNLAND

Nederlandsch-Amerikaansche Stoomv. Maats.; 1922; *Harland & Wolff*; 16,381 tons; 574-4x67-8x40-9; triple-expansion engines & turbine.

The Dutch steamship *Penmland* was bombed and sunk by German aircraft on April 25th, 1941, off Suda Bay, Crete. Four of the crew were killed but there were no casualties among the troops on board.

PENNMAR

Calmar S.S. Corp.; 1920; *Kawasaki Dkyd. Co.*; 5,868 tons; 385 - 3 X 51 • 2 X 36; 440 n.h.p.; triple-expansion engines. The American steamship *Pennmar* was torpedoed and sunk by a German submarine on September 23rd, 1942, on a voyage from Halifax to Liverpool.

PENNSYLVANIA

States S.S. Co.; 1944; *Oregon S.B. Corp.*; 7,608 tons; 439-1x 62-1x34•5; turbine engines.

The American ship *Pennsylvania*, Capt. George P. Plover, left Seattle on January 5th, 1952, for Yokohama. On January 9th, the hull cracked in heavy seas 600 miles N.W. of Cape Flattery. The crew of 45 abandoned the ship when she began to leak, but no trace of them was found by ships and aircraft which searched the area.

PENOLVER

Chellex Navigation Co.; 1912; *W. Gray & Co.*; 3,721 tons; 350x50x23-6; 336 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Penolver*, Capt. G. H. Naish, was mined and sunk in the neighbourhood of Harbour Grace, Newfoundland, on October 19th, 1943. Twenty-four of the crew and three gunners were lost. Capt. Naish was among the survivors.

PENSILVA

Chellex Navigation Co.; 1929; *Burntisland S.B. Co.*; 4,258 tons; 370-9x51-4x25-1; 331 n.h.p.; triple-expansion engines. The British steamship *Pensilva*, on a voyage from Durban to Dunkirk with 6,985 tons of maize, was torpedoed and sunk by a German submarine on November 19th, 1939, off the Bay of Biscay.

PENSILVANIA

L. Pittaluga Vapori; 1903; *D. J. Dunlop & Co.*; 6,861 tons; 437-1x53-2x30-7; 597n.h.p.; triple-expansion engines. The Italian steamship *Pensilvania* was destroyed by naval gunfire on about March 7th, 1941, during the bombardment of Mogadiscio harbour.

PENTHAMES

African & Continental S.S. Co.; 1913; *Irvine's S.B. & D.D. Co.*; 3,995 tons; 381x51-2x24-4; 375n.h.p.; triple-expansion engines.

The British steamship *Penthames* was bombed and sunk by Insurgent aircraft on May 31st, 1938, at Valencia, during the Spanish Civil War. The ship had been damaged in a previous raid on the 22nd.

PENTHIEVRE

Compagnie Generale Transatlantique; 1922; *Anciens Chantiers Dubigeon*; 2,382 tons; 288-1x42-6x20-2; 148n.h.p.; triple-expansion engines.

The French steamship *Penthievre* was shelled and sunk by British coastal batteries on March 2nd, 1943, between Cap Gris Nez and Calais.

PENLAND RANGE

Furness, Withy & Co.; 1901; *C. Cornell & Co.*; 3,707 tons; 353-8x45x25-8; 353n.h.p.; triple-expansion engines. The British cargo ship *Pent land Range*, on a voyage from Rosario to Liverpool with maize and general cargo, ran into heavy weather soon after leaving the River Plate. On September 3rd, 1918, the grain cargo shifted, causing the ship to take a list which increased until she capsized and sank.

PENVEARN

R. B. Chellex & Co.; 1906; *W. Doxford & Sons*; 3,710 tons; 342-1x46-6x24-7; 300n.h.p.; 10 knots; triple-expansion engines.

The steamship *Penvearn* was torpedoed and sunk by a German submarine 15 miles N.W. of South Stack, Holyhead, on March 1st, 1918. Twenty-one men were killed. The captain was among the survivors.

PENYLAND

British Navy, destroyer; 1941; *Vickers Armstrongs*; 904 tons; 272-5x28-2x7-7; 19,000s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in. A.A. guns, 8 smaller. The destroyer *Penyland*, Lt. Cdr. J. H. Wallace, D.S.C., was torpedoed and sunk by a German motor torpedo boat in the English Channel on December 3rd, 1942. Two officers and 34 ratings were killed.

PENZANCE

W. J. Tillett & Co.; 1878; *Schlesinger, Davis & Co.*; 1,392 tons; 262x33•2x21•1; 179n.h.p.; compound engines. The British cargo ship *Penzance* sank after a collision off Barry Island on October 26th, 1902, while on a voyage from Barry to Brest carrying a cargo of coal.

PENZANCE

British Navy, sloop; 1930; *Devonport Dockyard*; 1,025 tons; 266x34x8; 2,000s.h.p.; 16 knots; turbine engines; 3-drum boilers; two 4 in. guns, 10 smaller.

The sloop *Penzance*, Cdr. A. J. Wavish, was torpedoed by a German submarine about 700 miles off Ireland on August 24th, 1940. The steamship *Blairmore*, 4,141 tons, stopped and picked up eight men, all of whom were injured, and was herself torpedoed immediately afterwards. She managed to launch her boats and to save the eight naval men and 29 of her own crew. The survivors in two boats were adrift for 17 hours, when they were picked up by the Swedish steamship *Eknaren* which landed them at Baltimore on September 5th.

Of *Penzance's* complement Cdr. Wavish, five officers and 84 ratings were lost.

PEONY

W. Deacon; 1852; *Sunderland*; 386 tons; 116-7x26-1x16-9. The Australian barque *Peony* sprang a leak in March, 1877, and foundered near the Richmond River, N.S.W. Five of her crew often were drowned.

PEPPINO PALOMBA

G. Palomba fu M.; 1897; *R. Craggs & Sons*; 2,034 tons; 280-3X40-5X17-6'; 176n.h.p.; triple-expansion engines. The Italian steamship *Peppino Palomba* was torpedoed and sunk by a British submarine on May 8th, 1943, near Santa Maura Island, Greece.

PERA

W. Ross; 1855; *C. J. Mare & Co.*; 2,119 tons; 303-5x42-1x 27-1; 450 h.p.; compound engines.

The steamship *Pera* struck an iceberg and foundered 32 miles S.W. of Cape Race on June 10th, 1882.

PERCY BIRDSALL

P. Scheurman; 1890; *Jackson, Sharp & Co.*; 1,128 tons; 191 x 39x17-6.

The American sailing ship *Percy Birdsall* was sunk by a German submarine in the Bay of Biscay on April 22nd, 1917.

PERE MARQUETTE 5

PERE MARQUETTE 5

Anzac S.S. Co.; 1890; F. W. Wheeler & Co.; 1,825 tons; 226x38x24-2; 158 n.h.p.; triple-expansion engines. The Canadian ship *Pere Marquette 5* foundered on March 10th, 1917, off Cape Cod. She was on a voyage from St. John's, N.F.L., to New York with wood pulp and cured fish.

PEREGRINE

General Steam Navigation Co.; 1892; W. B. Thompson & Co.; 1,681 tons; 280x37-7x16-2; 455n.h.p.; triple-expansion engines.

The British steamship *Peregrine* was wrecked on Longsand on December 29th, 1917, while on a voyage from Rotterdam to London. She was carrying passengers and a general cargo.

PEREKOP

U.S.S.R.; 1922; Forth S.B. & E. Co.; 2,493 tons; 295-7X 43-6x20-6; 182n.h.p.; triple-expansion engines. The Russian steamship *Perekop* was bombed and sunk by Japanese aircraft on December 18th, 1941, E. of Natunas Island, Malay Archipelago, with the loss of eight lives.

PERESVYET

Russian Navy, 1st class battleship; 1898; Baltic Works; 12,674 tons; 401-2x71-7x26; 13,775 i.h.p.; 18-6 knots; triple-expansion engines; four 10 in. guns, eleven 6 in., two 2-5 in., twenty 12pdr., twenty 3 pdr., 8 m.g., 6 T.T.

The battleship *Peresvyet* was the flagship of Rear-Admiral Prince Ukhtomsky, second in command of the Pacific Squadron based on Port Arthur. In February, 1904, the diplomatic relations of Russia and Japan were almost at breaking point. War had for long been regarded as inevitable by both countries, and the Russians had gradually built up a formidable fleet in the Far East, the greater part of which lay at Port Arthur. Seven battleships, seven cruisers, 25 destroyers and 16 gunboats and auxiliary vessels, all of the most modern construction and many fresh from dockyard hands, composed the Pacific Squadron. At Vladivostok were three large armoured cruisers and one light cruiser, together with 17 torpedo boats.

On the night of February 8th, 1904, Vice-Admiral Stark, Commander-in-Chief of the Pacific Squadron, had stationed the cruiser *Pallada* at the entrance to Port Arthur to sweep the channels with her searchlights. He also detailed two destroyers to patrol off shore. During the night a sudden attack by Japanese torpedo craft cost him the battleships *Retvizan* and *Tsarvitch* and the cruiser *Pallada*. A full account of this action will be found under the *Retvizan*.

On August 10th, it was decided to move the squadron to Vladivostok. The Japanese investing army was making the anchorage extremely dangerous for ships, and the need for a safer harbour was imperative. Again the unlucky Pacific Squadron was at a disadvantage as some of the ships had been damaged by Japanese gunfire, and one 12 in. and ten 6 in. guns were disabled. The battleship *Retvizan* in particular had been struck seven times and had a large hole beneath the waterline.

In the engagement that ensued the battleship *Tsarvitch*, flagship of Rear-Admiral Vitgeft, Commander-in-Chief, was struck twice in quick succession by 12 in. shells, which exploded on her bridge. Admiral Vitgeft and many senior officers were killed and others wounded. The flagship was temporarily out of control owing to all those on the bridge becoming casualties, and there was great confusion throughout the fleet. Eventually order was restored, but the squadron turned about and made for Port Arthur, with the exception of the *Tsarvitch*, the cruisers *Askold* and *Diana* and four destroyers. These ships did not remain at large for long and were soon interned at Shanghai, Kiao-chao and Saigon. The story of the battle of the Yellow Sea, as this engagement was called, is told under the *Novik*.

In this battle the *Peresvyet* sustained 39 hits and severe damage to her hull. Her central engine room was struck and the engine put out of action for half an hour, but as she possessed three separate engines, each driving its own propeller, this did not compel the ship to stop.

On the death of Admiral Vitgeft those on board the *Tsarvitch* made the signal to the *Peresvyet*, "Admiral transfers command", whereupon Rear-Admiral Prince Ukhtomsky took over the fleet.

He was severely handicapped by the fact that the *Peresvyet* had both her topmasts shot away and all signals had to be flown from her bridge rails, where they were frequently obscured by smoke.

The casualties on board the ship were the highest in the squadron, she having one officer and 12 men killed, and nine officers and 68 men wounded.

With the failure of the dash for Vladivostok the Russian naval command resigned all initiative to the Japanese. During the next five months the fleet was gradually battered to pieces at its anchorage. In December five of the six battleships remaining, one large cruiser and many smaller ships were totally destroyed. All these vessels, save the *Peresvyet*, were sunk by Japanese gunfire. On December 7th it was decided that the latter possessed no further fighting value and she was scuttled in shallow water by her crew, being submerged to her upper deck.

Some idea of the magnitude of the disaster which had overtaken the Russian Pacific Squadron may be gathered from the following table of losses.

BATTLESHIPS	
<i>Petropavlovsk</i> (flagship)	Mined and sunk. Admiral Makharoff lost
<i>Tsarvitch</i>	Interned, Kiao-chao, Admiral Vitgeft killed
<i>Poltava</i> ...	Blown-up by gunfire
<i>Retvizan</i>	Sunk by gunfire
<i>Pobieda</i> ...	" " " "
<i>Peresvyet</i>	Scuttled after severe damage
<i>Sevastopol</i>	" " " "
CRUISERS	
<i>Varyag</i> ...	Sunk by gunfire, Chemulpo
<i>Pallada</i> ...	" " " "
<i>Bayan</i> ...	" " " "
<i>Boyarin</i> ...	Mined and wrecked
<i>Askold</i> ...	Interned at Shanghai
<i>Diana</i>	" " Saigon
<i>Novik</i> ...	Scuttled by her crew after action.
MINELAYERS	
<i>Yenisei</i> ...	Blown up by own mines.
<i>Amur</i> ...	Sunk by gunfire

In addition to the above there were ten gunboats, 25 destroyers and four torpedo boats sunk, mined or interned.

PERFECT

Skibs-A/S Rauer; 1877; Russell & Co.; 1,088 tons; 211-3x 34x21-1.

The Norwegian sailing ship *Perfect* was shelled and sunk by a German submarine in the North Sea on June 14th, 1917.

PERGAMON

1943; 2,998 tons.

The German ship *Pergamon* was bombed and sunk by British aircraft on January 25th, 1945, off Christiansund.

PERICLES

G. Thompson & Co.; 1908; Harland & Wolff; 10,925 tons; 500-6x62-3x31-1; 1,075 n.h.p.; 15 knots; quadruple-expansion engines. The liner *Pericles*, Capt. A. Simpson, was on a voyage from Brisbane to London when, on March 31st, 1910, she struck on a reef off Cape Leeuwin, West Australia. The sea was calm and the sky clear when she stranded, there being very little shock. Her bottom was badly injured from bow to midships and she soon began to settle, an attempt to beach her failing through the flooding of the engine room. The passengers and crew were landed in the vicinity of the lighthouse at Cape Leeuwin with no loss of life.

PERICLES

D/S A/S Eikland; 1936; Gdtaverken A/B; 8,324 tons; 463-7X 59-2x35-9; 653 n.h.p.; oilengines.

The Norwegian tanker *Pericles* was torpedoed by a German submarine, and broke in two and sank on March 26th, 1941, near Crete.

PERIM

Ellerman Lines; 1877; *London & Glasgow Co.*; 1,348 tons; 241'3x32-6x22-7; 118 n.h.p.; *compound engines*. The British cargo ship *Perim* sank after a collision off Tarragona on October 20th, 1917. She was on a voyage from Manchester to Marseilles carrying a general cargo which included oilcake,

PERITIA

J.Jost; 1908; *Eiderwerft*; 2,117 tons; 274-8x40-6x15-9; 139 n.h.p.; *triple-expansion engines*. The German ship *Peritia* left Riga on September 5th, 1924, for Dordrecht with a cargo of timber but was not heard of after she had been in wireless communication on September 6th.

PERKINS

United States Navy, destroyer; 1935; *Puget Sound Navy Yard*; 1,456 tons; 341-3x34*7x9-7; 42,000 s.h.p.; 36-5 knots; *turbine engines*; *Express boilers*; five 5 in. guns, 5 m.g., 12 T.T. The United States destroyer *Perkins* was sunk in a collision off the north coast of New Guinea on November 29th, 1943. The destroyer carried a complement of about 200.

PERLA

Lloyd Triestino; 1926; *Clyde S.B. & E. Co.*; 5,741 tons; 400-6x54x28-7; 468 n.h.p.; *triple-expansion engines*. The Italian steamship *Per la* was torpedoed and sunk by British aircraft on January 7th, 1942, about 20 miles S. of Pantellaria.

PERM

Det Forenede Dampskibs Selskab; 1883; *Burmeister & Wain*; 1,112 tons; 236-4x30-1x14-9; 217 n.h.p.; *compound engines*. The Danish steamship *Perm* was torpedoed and sunk by a German submarine in the English Channel on November 28th, 1917.

PERONNE

Cie. Fran false de Marine et de Commerce; 1882; *Sunderland S.B. Co.*; 3,342 tons; 320 x42-4x28; 316 n.h.p.; *compound engines*. The French steamship *Peronne* was torpedoed and sunk by a German submarine in the English Channel on September 1st, 1917.

PERSEO

Societa Italiana di Servizi Marittimi; 1883; *R. Napier & Sons*; 3,935 tons; 380-6x42x24-9; 750 n.h.p.; *triple-expansion engines*. The Italian steamship *Perseo* was torpedoed and sunk by a submarine in the Mediterranean on May 4th, 1917.

PERSEO

Societa Ligure di Armamento; 1921; *Cantieri Navali Riuniti*; 4,857 tons; 394-2x52x27-6; 339 n.h.p.; *triple-expansion engines*. The Italian steamship *Perseo* was torpedoed and sunk by a British submarine on August 18th, 1942, off Cape Carbonara.

PERSEO

Italian Navy, torpedo boat; 1935; *Quarnaro*; 642 tons; 269 x 27x7; 19,000 s.h.p.; 34 knots; *turbine engines*; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A. two 13 mm.A.A., 4 T.T. The torpedo boat *Perseo* was brought to action by the British destroyer *Nubian* off Kelibia, Cape Bon, on May 4th, 1943, and was sunk by gunfire and torpedo. She carried a complement of about 100.

PERSEPHONE

Panama Transport Co.; 1925; *Fried. Krupp A.G.*; 8,426 tons; 468-7x63-2x35-2; 905 n.h.p.; *oilengines*. The Panamanian motorship *Persephone* was torpedoed and sunk by a German submarine on May 25th, 1942, on a voyage from Aruba to New York. Nine of her crew were killed.

PERSEUS

A.Andreatos; 1918; *Harland & Wolff*; 5,172 tons; 400-4 x 52-3x28-4; 518 n.h.p.; *triple-expansion engines*. The Greek steamship *Perseus* was shelled and sunk by a German cruiser on February 12th, 1941, E. of the Azores. The captain and 13 of her crew were killed.

PERSEUS

China Mutual S.N. Co.; 1923; *Caledon Shipbuilding & Engineering Co.*; 10,286 tons; 490-5x62-3x39-6; 14 knots; *turbine engines*. The liner *Perseus*, Capt. G. G. Rundle, was torpedoed and sunk by a submarine on January 16th, 1944, in the neighbourhood of Pondicherry in the Bay of Bengal. There were no casualties among passengers and crew.

PERSEVERANCE

British Navy, troopship; 1,967 tons; 360 n.h.p.; *steam engines*; 2 guns. The troopship *Perseverance*, Cdr. C. R. Power, was wrecked off Mayo, Cape Verde Islands, on October 21st, 1860. There was no loss of life.

PERSIA

Peninsular & Oriental Steam Navigation Co.; 1900; *J. Caird & Co.*; 7,974 tons; 499-8x54-3x24-5; 1,355 n.h.p.; 18 knots; *triple-expansion engines*.

The liner *Persia*, Cdr. W. H. S. Hall, R.N.R., which left London on December 18th, 1915, and Marseilles on the 26th, was 71 miles S.E. by S. of Cape Martello, Crete, on the 30th, when she was torpedoed without warning by the *U-38*, Lt. Cdr. Max Valentiner*. The attack occurred at 1.10 p.m. the vessel being struck on the port bow, and five minutes later the port boiler blew up. She sank in a very short time and 334 of the 501 persons on board were drowned, including Cdr. Hall. Two of her boats were drawn down when she foundered taking all their occupants with them, but four got away in safety. One hundred and sixty seven survivors were picked up, most of them by a trawler 30 hours later, and were landed at Alexandria.

PERSIAN

Ellerman Lines; 1892; *Sir Raylton Dixon & Co.*; 2,734 tons; 309-5x40-5x17-5; 283 n.h.p.; *triple-expansion engines*. The British cargo ship *Persian* sank after a collision in 36° 03' N., 20° 36' E., on July 4th, 1916, while on a voyage from Calcutta to the Clyde, via London, carrying a general cargo.

PERSIANO

G. M. Barbagelata; 1889; *Armstrong, Mitchell & Co.*; 2,474 tons; 304-9x37-8x20-2; 234 n.h.p.; *triple-expansion engines*. The Italian steamship *Persiano* was torpedoed and sunk by a British submarine on April 12th, 1941, 30 miles N.W. of Tripoli,

PERSIER

Compagnie Maritime Beige (Lloyd Royal); 1918; *Northumber* land S.B. Co.*; 5,382 tons; 400-2x52-3x28-5; 517 n.h.p.; *triple-expansion engines*.

The Belgian steamship *Persier* was torpedoed and sunk by a German submarine on February 1st, 1945, four miles from the Eddystone Light on a voyage from Cardiff to Antwerp. Twenty of her crew were lost.

PERTH

Ince Bank Shipping Co.; 1882; *Murdoch & Murray*; 653 tons; 184-1x27x14-1; 80 r.h.p.; *compound engines*. The British ship *Perth* was torpedoed and sunk by a German submarine one mile S.E. by E. of the Cross Sand Lightship on April 1st, 1916. Six of the crew were killed.

PERTH

Australian Navy, cruiser; 1934; *Portsmouth Dockyard*; 6>9SQ tons; 555x56-7x15-7; 72,000s.h.p.; 32-5 knots; *turbine engines*; 3-drum boilers; eight 6 in. guns, eight 4 in., four 3 pdr., 10 smaller, 8 T.T., 1 aircraft.

On February 27th, 1942, the Australian cruiser *Perth*, which was under command of Capt. H. M. L. Waller, D.S.O.* R.A.N., formed part of a force under Rear-Admiral K. Doorman of the Royal Netherlands Navy engaged in resisting a Japanese landing in Java. The squadron consisted of the two Dutch cruisers *De Ruyter* (flagship) and *Java*, of 6,450 and 6,670 tons respectively and armed with 5-9 in. guns; the U.S. cruiser *Houston*, 9,050 tons, nine 8 in. guns; the British cruiser *Exeter*, 8,390 tons, six 8 in. guns, and *Perth*, as well as the Dutch destroyer *Kortenaer*, 1,310 tons, and the British

PERUVIAN

destroyers *Electra* and *Encounter*, both of 1,375 tons, and *Jupiter*, 1,690 tons.

The action commenced at 4 o'clock in the afternoon, the Japanese force consisting of two 10,000-ton 8 in. gun cruisers of the *Nai* class, several light cruisers and about a dozen destroyers. *Perth* survived the first phase of the action in which the two Dutch cruisers and one Dutch and two British destroyers were sunk and *Exeter* badly damaged.

On the 28th *Perth* reached Tandjong Priok where she met the *Houston* which had also escaped. Both ships refuelled and left again in the evening accompanied by the Dutch destroyer *Evertsen*, 1,310 tons, but fell in with a strong Japanese force in bright moonlight in the Sunda Strait. A message received by a shore station at 11.30 p.m. on the 28th saying that battle was about to be joined was the last heard of the ships. Every Allied unit taking part in the action, afterwards known as the battle of the Java Sea, was sunk, the loss of life being exceedingly heavy.

The *Perth* carried a complement of 676 of whom 359 were killed, including Capt. Waller, and 317 became prisoners of war. Of the latter 215 were repatriated and 102 died in captivity.

For the full story of the battle see *De Ruyter*, flagship of Rear-Admiral Doorman.

PERUVIAN

Pitkethly & Co.; 1841; *Arbroath*; 304 tons; 140 (approx.)x —x—. The barque *Peruvian* left Sydney, N.S.W., for China on February 24th, 1846. She carried a crew of 21, and a short time after leaving port was wrecked on the Bellona Reefs, Coral Sea. Seven men managed to reach land on a raft after being 42 days adrift. They found themselves on a lonely part of the coast of Queensland, but managed to get into touch with the natives who treated them with great kindness.

During the next few years six of them died, but a young seaman, James Murrells, lived with the natives for 17 years. Eventually he fell in with some Australian settlers near Port Denison. These men brought him to Brisbane.

PESHAWUR

Peninsular & Oriental Steam Navigation Co.; 1905; *Barclay, Curie & Co.*; 7,634 tons; 479-5x57-3x32-7'; 500 n.h.p.; 14 knots; triple-expansion engines.

The P. & O. liner *Peshawur* was bound from Sydney, N.S., to Britain and had dispersed with the rest of her convoy off Tor Head, Ireland, at 4 a.m. on October 9th, 1917. In company with three other vessels the ship was hugging the Irish coast on Admiralty instructions when she was torpedoed seven miles S.E. of Ballyquintin Point, Co. Down. The torpedo struck on the port side, blowing away one lifeboat and flooding the engine room. Boats were swung out and lowered and all hands stood by as it might be possible to save the ship. After some time the captain decided to get the boats away for fear of a second torpedo from the submarine. This was done in the nick of time, another torpedo striking the ship on the starboard side forward of the bridge.

The *Peshawur* carried a crew of 125, of whom 11 lost their lives. The survivors were picked up by the patrol yacht *Albion HI* and taken to Belfast.

PESHTWA

Asiatic S.N. Co.; 1880; *Harland & Wolff*; 2,159 tons; 336x34-7x23-6; 188 h.p.; compound engines.

The British steamship *Peshwa* was wrecked on June 26th, 1890, north of False Point while on a voyage from Rangoon to Calcutta.

PESTEL

U.S.S.R.; 1890; *Hawthorn, Leslie & Co.*; 1,850 tons; 298-2x37x25; 457 n.h.p.; triple expansion engines. The Russian steamship *Pestel* was torpedoed by a German submarine and bombed and sunk by aircraft on June 19th, 1944, soon after leaving Trabzon for Batum. A few survivors were picked up by a Russian warship.

PETAR

Parobrodarsko drustvo Marovic s.o.j.; 1910; *Schpw. v. Jan Smit, Cz.*; 1,808 tons; 256-5x39x18-7; 183n.h.p.; triple-expansion engines. The Yugoslav ship *Petar*, outward bound from Demerara with

bauxite, was in collision on March 8th, 1942, with a U.S. navy tanker and sank in 10° 34'N., 59° 10'W. Eighteen of her crew were lost and seven saved.

PETAR ZORANIC

Yugoslav Government; 1960; *Brodogradiliste HI Maj*; 17,830 tons; 631 -1x82'3x32'4; turbine engines. The tanker *Petar Zoranic*, on a voyage from Tuapse to Hamburg with benzine and petrol, collided with the Greek tanker *World Harmony* on December 14th, 1960, in the Bosphorus. Both ships caught fire and drifted on to the Turkish steamship *Tarsus*, anchored near Istinye. All three ships were destroyed, the *Petar Zoranic* breaking in two after several internal explosions. Altogether 52 lives were lost among the three ships, and many persons badly burned.

PETER

German Government; 1921; *Smith's Dock Co.*; 3,754 tons; 345x49-5x25; 430 n.h.p.; triple-expansion engines. The steamship *Peter* was formerly the French *P.L.M. 16*, seized by the Germans and renamed *Elbe*, later changed to *Peter*. On February 19th, 1944, she was torpedoed by a British submarine 20 miles N.N.W. of Skiathos Island, Greece, but was able to make the port of Volo. After repairs she sailed from Volo on September 22nd. Soon after leaving port she was again torpedoed, five miles N. of Skiathos Island, and sank.

PETER BORNHOFEN

R. Bornhofen; 1919; *Van der Giessen & Zonen*; 1,349 tons; 239-1x36x16-5; 127n.h.p.; triple-expansion engines. The German steamship *Peter Bornhofen* was bombed and sunk by British aircraft on August 17th, 1944, at Kirkenes, Norway.

PETERHAMRE

S. Tonnesen; 1899; *Laxevaags Maskin & Jernskibbyggeri*; 1,080 tons; 234-3x32-2x13-6; 97n.h.p.; triple-expansion engines.

The Norwegian steamship *Peter Hamre* was torpedoed and sunk by a German submarine in the North Sea on April 1st, 1916.

PETER MCERSK

Ministry of War Transport (Moss Hutchison Line); 1932; *O dense Staalskibsvaerft*; 5,476 tons; 441-4x57x25-8; 983 n.h.p.; oil engines.

The former Danish motorship *Peter Mcersk*, on a voyage from Liverpool to Alexandria via the Cape, was torpedoed and sunk by a German submarine on December 7th, 1942, about 600 miles E. by N. of the Azores. All on board were lost, 48 crew, eight gunners and 11 passengers.

PETERMELNIKOFF

M.A. Mejakoff; 1875; *R. Thompson, jun.*; 1,265 tons; 223-4 X 30-1x17; 115 n.h.p.; compound engines.

The Russian steamship *Peter Melnikoff* was sunk by a submarine in the Black Sea on August 1st, 1915.

PETERSILVESTER

U.S. War Shipping Administration; 1942; *California S.B. Corp.*; 7,176 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines.

The steamship *Peter Silvester* was torpedoed by a Japanese submarine and broke in two and sank on February 6th, 1945, about 700 miles W. of Fremantle. Fifty lives were lost of her complement of 175, which included 107 soldiers.

PETERSTUART

T. Stephens & Sons; 1868; *A. McMiHan & Son*; 1,490 tons; 234x38-9x23.

The iron sailing ship *Peter Stuart*, Capt. H. Hughes, was wrecked near Yarmouth, Nova Scotia, on July 3rd, 1892. Thirteen persons were drowned, including the captain's wife and child.

PETERSHAM

Watts, Watts & Co.; 1899; *Richardson, Duck & Co.*; 3,381 tons; 339x46-1x24-7; 299n.h.p.; triple-expansion engines. The British cargo ship *Petersham* sank after a collision ten miles off Trevose Head on May 5th, 1918. She was on a voyage from Bilbao to the Clyde carrying a cargo of iron ore.

PETERTON

R. Chapman & Son; 1919; Richardson, Duck & Co.; 5,221 tons; 400-1X 52 - 4 x 28 - 4; 397 n.h.p.; triple-expansion engines. The British steamship *Peterton*, on a voyage from London to Buenos Aires, was torpedoed and sunk by a German submarine on September 17th, 1942, about 300 miles N.W. of St. Vincent, C.V. Eight of her crew were killed on board and one died in hospital. The captain was taken prisoner.

PETRARCA

Tirrenia Soc. Anon, di Nav.; 1910; Clyde S.B. & E. Co.; 3,329 tons; 356-4x43-6x22-8; 372n.h.p.; triple-expansion engines. The Italian steamship *Petrarca* was torpedoed and sunk by a British submarine on February 15th, 1943, off Punta Vergadoro.

PETREL

General Steam Navigation Co.; 1920; Ailsa Shipbuilding Co.; 1,354 tons; 250x37-2x14; 258n.h.p.; 12 knots; triple-expansion engines.

The steamship *Petrel*, Capt. Klemp, was in convoy in the North Atlantic when she was torpedoed and sunk by a German submarine on September 26th, 1941. Twenty-two persons were killed. Capt. Klemp was among the survivors. The *Lapwing* of the G.S.N. company was also sunk by submarine attack on the same occasion.

PEIRITZIS

E. Peiritzis fils; 1905; J. L. Thompson & Sons; 3,692 tons; 346-6x50-8x23; 321 n.h.p.; triple-expansion engines. The Greek steamship *Peiritzis* was torpedoed and sunk by a German submarine in the Bay of Biscay on June 25th, 1917.

PETROLEA

Petroleum Shipping Co.; 1890; Craig, Taylor & Co.; 2,331 tons; 292-5x37-1x18-5; 250 h.p.; triple-expansion engines. The steamship *Petrolea*, with a cargo of petroleum, was struck by lightning and blew up in Blaye harbour, near Bordeaux, on June 14th, 1892, with the loss of 11 lives.

PETROLITE

Standard Oil Co. (New Jersey); 1894; Akt. Gesellschaft "Vulcan" 3,710 tons; 339-2x43-7x29-5; 287 n.h.p.; triple-expansion engines.

The American tanker *Petrolite* was torpedoed and sunk by a German submarine W. of Gibraltar on June 10th, 1917.

PETRONELLA

Nederlandsch Indische Tankstoomb. Maats.; 1927; Harland & Wolff; 2,770 tons; 305-3x50-2x15-1; 452 n.h.p.; oilengines.

The Dutch tanker *Petronella* struck a mine and sank on October 15th, 1944, on a voyage from Alexandria to Piraeus. Eighteen of her crew and five passengers were killed.

PETROPAVLOVSK

Russian Navy, 1st class battleship; 1894; Gelernii Island; 11,354 tons; 367-5x69x26; 11,213 i.h.p.; 16-9 knots; triple-expansion engines; four 12 in. guns, twelve 5-9 in., two 2-5 in., ten 3pdr., 28 m.g., 6 T.T.

At the outbreak of the Russo-Japanese War, in February 1904, the Russian battleship *Petropavlovsk* was flagship of the Pacific Squadron, based on Port Arthur. The torpedo attacks with which the Japanese initiated their offensive shook the morale of the Russian sailors and, in an attempt to restore confidence, Vice-Admiral S. O. Makharoff took over the command of the fleet.

This officer was one of the foremost naval leaders of the day. He had served in the Russo-Turkish War and had rendered distinguished service, particularly in leading a night attack upon the harbour of Batoum, where he torpedoed several Turkish ships. He was an inventor, a noted hydrographer, a torpedo expert, and a born leader and organiser.

Two days after assuming command Admiral Makharoff in the light cruiser *Novik*, accompanied by the light cruiser *Askold*, and a destroyer flotilla, engaged enemy light forces, retiring only when Admiral Togo, the Japanese commander-in-chief, ordered up a division of heavy ships.

The Japanese laid mines across the entrance to the harbour and on April 13th a decoy flotilla of destroyers was sent close inshore. A Russian squadron, led by Admiral Makharoff in the battleship *Petropavlovsk*, came out to drive them off, and later Japanese heavy units appeared.

After an engagement lasting for about an hour, Admiral Makharoff drew off his ships, but at 10.32 a.m., when almost in harbour, the *Petropavlovsk* struck a mine and blew up and sank. Admiral Makharoff and more than 600 officers and men were lost. Seven officers and 73 men were rescued by the ships of the squadron.

PETSAMO

SuomenKalastusOly; 1907; W. Beardmore & Co.; 4,596 tons; 406-7x50x25-7; 463 n.h.p.; triple-expansion engines. The Finnish steamship *Petsamo* was torpedoed and sunk by a German submarine on July 10th, 1940, about 22 miles off the Fastnet Light.

PETSHENGA

1,647 tons. The Russian steamship *Petshenga* struck a mine and sank in the North Sea on February 27th, 1916.

PEUCETA

A.Lauro; 1902; Craig, Taylor & Co.; 1,926 tons; 291-9x39-3x12-8; 265 n.h.p.; triple-expansion engines. The Italian steamship *Peuceta* was torpedoed and sunk by British aircraft on December 21st, 1940, E. of the Kerkenna Islands, Tunisia.

PHARE

Gas Light & Coke Co.; 1906; Blyth Shipbuilding Co.; 1,282 tons; 234-6x34-5x15-1; 166 n.h.p.; 8-5 knots; triple-expansion engines. The steamship *Phare* was torpedoed and sunk by a German submarine two and a half miles N. % E. of Scarborough on October 31st, 1917. Fourteen men were killed. The captain was among the survivors.

PHEASANT

British Navy, destroyer; 1916; Fairfield Co.; 1,025 tons; 276x26-7x8-7; 25,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; three 4 in. guns, one 2pdr., 1 m.g., 4 T.T. The destroyer *Pheasant* struck a mine and sank off the Orkney Islands on March 1st, 1917. At the time of her loss she was carrying a complement of about 100.

PHEMIUS

Ocean S.S. Co.; 1921; Scotts S.B. & E. Co.; 7,406 tons; 459-1x56-2x32-5; 6,000 s.h.p.; 14-5 knots; turbine engines. The liner *Phemius*, Capt. J. L. W. Johnston, was torpedoed and sunk by a German submarine on December 19th, 1943, about 100 miles S. of Accra, on the Gold Coast. Five of the crew and 18 passengers were killed. Capt. Johnston was among the survivors.

PHIDIAS

Lampart & Holt; 1913; A. McMillan & Son; 5,623 tons; 415-5x56x28-1; 480 n.h.p.; 11 knots; triple-expansion engines. The cargo liner *Phidias*, Capt. E. Parks, was in the North Atlantic on June 8th, 1941, when she was intercepted by a German submarine. The enemy commenced firing from the surface and later discharged a torpedo which sank the vessel. Eight of her complement of 51 were lost.

PHILADELPHIA

Joh. Wallenstein; 1892; J. C. Tecklenborg; 1,805 tons; 255 X 38-9x23.

The German steel full-rigged ship *Philadelphia*, Capt. J. Wachter, left Newcastle, N.S.W., for Callao on August 27th, 1898, with a cargo of 2,700 tons of coal. This was the last that was heard of her until October 5th, when spars and wreckage were washed ashore at Orepuki, Foveaux Strait. Some of this wreckage bore the ship's name, and later more was found at Stewart Island.

It was assumed that the loss of the *Philadelphia* was due to stress of weather.

PHILIPP M.

PHILIPP M.

Hudson Steamship Co.; 1942; *Burntisland S.B. Co.*; 2,085 tons; 264-5x39-9x23-3; 220 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Philipp M.*, Capt. M. Hunter, was torpedoed and sunk by a German motor torpedo boat near Hearty Knoll Buoy, off Great Yarmouth, on February 24th, 1944. Capt. Hunter and six of the crew were killed.

PHOEBE

Cie. Francaise des Chemins de Per de Paris-Orleans; 1912; *Ateliers & Chantiers de France*; 3,956 tons; 350x48-9x22-5; 332 n.h.p.; triple-expansion engines.

The French steamship *Phoebe* was sunk by a German submarine off Ushant on August 15th, 1917.

The ship had previously been sunk after striking a mine on January 20th, 1917, near Brest, raised and repaired.

PHOEBUS

Soc. Anon. Ilva; 1894; *Hawthorn, Leslie & Co.*; 3,133 tons; 324-5x42-1x19-6; 271 n.h.p.; triple-expansion engines. The Italian steamship *Phoebus* was torpedoed and sunk by a German submarine in the Atlantic on July 1st, 1917.

PHOENIX

British Navy, sloop; 187-; *Great Britain*; 1,130 tons; 170 x 36x14-5; 1,130 i.h.p.; 12 knots; compound engines; two 7 in. m.l.r. guns, four 64 pdrs.

The sloop *Phoenix*, Cdr. H. H. Grenfell, was serving on the North American Station in 1882. On September 12th she was wrecked on Prince Edward Island, Canada. There was no loss of life.

PHOENIX

British Navy, destroyer; 1911; *Vickers*; 765 tons; 246x25x9; 16,000 i.h.p.; 28 knots; turbine engines; Yarrow boilers; two 4 in. guns, two 12 pdr., 2 T.T.

In May, 1918, the German submarines in the Mediterranean were very active, as it was imperative to intercept the flow of Allied reinforcements from Alexandria to France, the German offensive being then in full flood. The destroyer *Phoenix* was employed in carrying on the fight against the submarines and it was whilst engaged in this duty that she was torpedoed and sunk on May 14th, 1918.

The *Phoenix* carried a complement of 72.

PHOSPHOR

J. M. Lennard & Sons; 1889; *Armstrong, Mitchell & Co.*; 2,071 tons; 270x37-7x25-9; 181 n.h.p.; triple-expansion engines.

The British tanker *Phosphor* sank after a collision in 49° N., 5° W., on July 13th, 1904, while on a voyage in ballast from Middlesbrough to Ibrail.

PHRYNE

Societe Navale Caennaise; 1938; *Chantiers & Ateliers de St. Nazaire*; 2,660 tons; 306x43-5x21-2; 225 n.h.p.; triple-expansion engines.

The French steamship *Phryne* struck a mine and sank on September 24th, 1939, off Aldeburgh, Suffolk, on a voyage from Immingham to Bayonne with coal. Two empty ship's boats were later recovered.

PHYLLIS

The Shipping Controller (E. A. Casper, Edgar & Co.); 1876; *W. Gray & Co.*; 1,455 tons; 259-1x33x19-2; 132 n.h.p.; compound engines.

The British cargo ship *Phyllis* was wrecked at Hartland Quay on May 17th, 1918, while on a voyage in ballast from Fecamp to Barry.

PIAKO

New Zealand Shipping Co.; 1920; *A. Stephen & Son*; 8,286 tons; 450x58-2x37-2; 14 knots; turbine engines. The steamship *Piako*, Capt. B. Evans, was torpedoed and sunk by a German submarine 120 miles off Freetown on May 18th, 1941. Ten of her crew were killed.

PIAVE

Lloyd Nacional S.A.; 1912; *Western D.D. & S.B. Co.*; 2,347 tons; 257x42-5x23-4; 146 n.h.p.; triple-expansion engines. The Brazilian tanker *Piave* was torpedoed, shelled and sunk by a German submarine on July 28th, 1943, on a voyage from Para to Trinidad.

PICARDIE

French Government (Soc. Francaise de Transports Petroliers); 1936; *Eriksbergs Mek. Verkstad*; 8,263 tons; 469*2x61-1x34-5; oilengines.

The French motor tanker *Picardie* struck an obstruction on February 1st, 1940, and broke in two. Twelve of the crew were lost, but 28 were saved from the afterpart 450 miles N.W. of the Azores. The afterpart was subsequently taken in tow and in 1949 with a new fore end she was renamed *Sireffell* under Norwegian ownership.

PICOTEE

British Navy, corvette; 1940; *H. Robb*; 92 5 tons; 193x32x16; 2,750 i.h.p.; 17 knots; quadruple-expansion engines; one 4 in. A.A. gun, several smaller.

The corvette *Picotee*, Lt. R. A. Harrison, R.N.R., was torpedoed and sunk by a German submarine off Iceland on August 12th, 1941. Five officers, including Lt. Harrison, and 59 ratings were killed.

PIEMONTE

Lloyd Triestino; 1918; *Barclay, Curie & Co.*; 15,209 tons; 546-1x67-2x41-8; triple-expansion engines & L.P. turbine. The

Italian liner *Piemonte* was torpedoed by a British submarine on November 17th, 1942, and towed into port. She was bombed and destroyed by British aircraft on August 15th, 1943, while lying at Messina awaiting repairs.

PIER LUIGI

A. Lauro; 1895; *Lobnitz & Co.*; 2,571 tons; 306-2x40-1x19-7; 162 n.h.p.; triple-expansion engines.

The Italian steamship *Pier Luigi*, flying the German flag, was bombed by British aircraft on November 13th, 1944, in Suda Bay, Crete, and set on fire. The ship was shelled and sunk by the Germans to prevent the fire detonating her cargo of munitions.

PIERO FOSCARI

Adriatica Soc. Anon. di Nav.; 1928; *Stabilimento Tecnico*; 3,423 tons; 329-3x44-5x20-9; 438 n.h.p.; oilengines. The Italian motorship *Piero Foscari* was shelled and sunk by German light surface craft on September 9th, 1943, near Castig-ionicello.

PIEROMARONCELLI

1896; *Flensburger Schiffsbau-Gesellschaft*; 5,143 tons; 404-6x 50-4x21 *2; 426 n.h.p.; triple-expansion engines. The German steamship *Ambria* was requisitioned by the Italian Government and renamed *Piero Maroncelli*. Subsequently she was torpedoed and sunk by a submarine in the Mediterranean on May 30th, 1918.

PIERRE LE GRAND

Caillol & St. Pierre; 1882; *La Seym*; 3,610 tons; 379-6x 40x22-2; 288 n.h.p.; compound engines.

The French steamship *Pierre le Grand* left Odessa on December 13th, 1899, for Marseilles with some 45 persons on board, passengers and crew, 5,000 sheep and part cargo of grain. Nothing was heard of the ship after she passed Pera on the 17th, until sheep carcasses and other wreckage identified with the ship were seen in the Adriatic on the 28th.

PIET HEIN

Netherlands Navy, destroyer; 1927; *Burgerhout*; 1,310 tons; 323x31-2x10'5; 31,000 s.h.p.; 36 knots; turbine engines;

Yarrow boilers; four 4 - 7 in. guns, 6 smaller, 6 T.T., 24 mines. On February 20th, 1942, an Allied striking force formed into two groups left the harbours of Tjilatjap and Surabaya for the purpose of intercepting a Japanese invasion fleet descending upon the island of Bali in the Dutch East Indies. The Tjilatjap force comprised the Dutch cruisers *De Ruyter*, flagship of Rear-Admiral K.

Doorman, and *Java* and the destroyer *Piet Hein*, with two old U.S. destroyers, the *Ford* and the *Pope*. Action was joined with the Japanese in Bandoeng Strait. The night was extremely dark and Admiral Doorman's ships caught the enemy unawares at anchor under shelter of Bali. The two cruisers opened fire at close range, sinking an unspecified number of ships as they passed up the anchorage at high speed. The surprise was so complete that the Dutch cruisers escaped before the full weight of the Japanese guns could be brought to bear.

The *Piet Hein*, being the third in the line, was not so fortunate, the Japanese having just sufficient time to bring her under a concentrated fire. She was hit by twelve 8 in. shells and her after magazine set alight and she drifted out of the line and sank, a few of her complement escaped on rafts, but 64 officers and men were drowned.

The American destroyers, profiting by the enemy's attention to the *Piet Hein*, ran in among the transports and discharged their torpedoes with great effect. By fast and rapid manoeuvring they managed to avoid serious damage and to follow the cruisers into quiet waters.

The full story of the fighting in the Dutch East Indies is told under the *De Ruyter*.

PIETER FLORISZ

Netherlands Navy, minesweeper; 1937; Smit; 525 tons; 183x25-5x7; 1,600 i.h.p.; 15 knots; one 3 in. gun, four 12-7 mm., 1 m.g.
The Dutch minesweepers *Abraham van der Hulst* and *Pieter Florisz* were lost in action when resisting the German invasion of Holland, May 10th-14th, 1940. Both ships were of the same tonnage and dimensions.

PIETRO BARBARO

Societa Fiumana di Nav.; 1940; Italy; 6,330 tons; oil engines.
The Italian motorship *Pietro Barbara* was torpedoed and sunk by British aircraft on September 3rd, 1941, 23 miles E. of Cape Spartivento.

PIETRO ORSEOLO

Soc. Italiana di Arm. Sidarma; 1939; Cantieri Riuniti deW Adriatico; 6,344 tons; 470-7x60-6x23-6; 1,328 n.h.p.; oil engines.
The Italian motorship *Pietro Orseolo*, flying the German flag, was torpedoed and sunk by British aircraft on December 18th, 1943, in Corubion Bay.

PIETRO QUERIM

Salvagno Anon, di Navigazione; 1906; Stavanger Stoberi & Dok; 1,004 tons; 242x33-1x15-3; 127n.h.p.; triple-expansion engines.
The Italian steamship *Pietro Querini* was torpedoed and sunk by a British submarine on June 22nd, 1941, near Pantellaria.

PIJNACKER HORDIJK

Koninklijke Paketvaart Maats.; 1914; Maats. Fyenoord; 2,982 tons; 325-5x40-8x22-7; 233 n.h.p.; triple-expansion engines.
The Dutch steamship *Pijnacker Hordijk* was torpedoed and sunk by a Japanese submarine on February 22nd, 1942, S. of the Sunda Strait on a voyage from Tjilatjap to Australia.

PIKEPOOL

Sir R. Ropner & Co.; 1909; Ropner & Sons; 3,683 tons; 346-5 x 51x23-3; 301 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Pikepool*, Capt J. B. Atkinson, struck a mine and sank 23 miles E.S.E. of the Smalls Light on November 22nd, 1940. Six officers and 11 men were killed. Capt. Atkinson and the survivors were picked up after being adrift for 48 hours on waterlogged rafts. The *Pikepool* was in ballast at the time of the attack.

PILAR DE LARRINAGA

Larrinaga & Co.; 1902; Russell & Co.; 4,136 tons; 369-9x 50-1x25-3; 431 n.h.p.; 10-5 knots; triple-expansion engines.
The steamship *Filar de Larrinaga* was torpedoed and sunk by a German submarine two miles S.E. by S. of the Tuskar lightship on May 4th, 1917. Twenty men, including the captain were killed.

PILLORY

U.S. War Shipping Administration; 1933; Naskov Skibsvcerft-Ajs; 1,515 tons; 271-8x39-7x15-7; 192 n.h.p.; compound engines.
The Panamanian steamship *Pillory* was torpedoed and sunk by a German submarine on June 5th, 1944, soon after leaving San Juan, Puerto Rico, for Guayanilla. Twenty-one crew and four gunners were lost.

PILLSBURY

United States Navy, destroyer; 1920; W. Cramp & Sons; 1,190 tons; 314 x 30x10; 26,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in.A.A., 12 T.T.
The United States destroyers *Edsall* and *Pillsbury* were ordered to leave Japanese waters and make for Australia at the close of the disastrous battle of the Java Sea, February 27th-March 1st, 1942. The vessels, which were sister ships of the old flush-decked type, were intercepted by a superior Japanese force which sank them both. The destroyers each had an official complement of 122.

PILSUDSKI

Gdynia-America Shipping Lines; 1935; Cantieri Riuniti dell' Adriatico; 14,294 tons; 498-8x70-8x32-4; 2,516n.h.p.; oil engines.
The Polish liner *Pilsudski* struck a mine and sank on November 26th, 1939, off the Norfolk coast on a voyage from the Tyne to Australia. Ten of her crew were lost.

PINAR DEL RIO

American & Cuban S.S. Line; 1895; J. Readhead & Sons; 2,504 tons; 306-2x41-1 x 14-9; 262n.h.p.; triple-expansion engines.
The American steamship *Pinar del Rio* was sunk by a German submarine in the Western Atlantic on June 10th, 1918.

PINCHER

British Navy, destroyer; 1910; W. Denny & Bros.; 975 tons; 274-5x28x10; 12,500i.h.p.; 27 knots; turbine engines; Yarrow boilers; one 4 in. gun, three 12pdr., one 3pdr.A.A., 1 m.g., 2 T.T.
The destroyer *Pincher* was wrecked on the Seven Stones on July 24th, 1918*. At the time of her loss she was carrying a complement of about 100.

PINDOS

Pindos S.S. Co.; 1908; Hawthorn, Leslie & Co.; 4,360 tons; 380-4x52x33-2; 492 n.h.p.; triple-expansion engines.
The Greek steamship *Pindos* was torpedoed and sunk by a German submarine on August 4th, 1940, off Tory Island, Ireland.

PINEWOOD

W. France > Fenwick & Co.; 1930; Hawthorn, Leslie & Co.; 2,466 tons; 285-8x42-4x19-5; 204 n.h.p.; 10 knots; triple-expansion engines.
The collier *Pinewood*, Capt. H. H. Henson, struck a mine and sank one and a half miles S. of Southend Pier on January 3rd, 1941. Six of her crew were killed. Capt. Henson was among the survivors.

PINGUIN

German Navy; 1936; A. G. Weser; 7,766 tons; 485-6x61-3x 31-7; 1,830n.h.p.; 17 knots; oil engines; six 5-9 in. guns, 3 smaller, four 20 mm.A.A., 4 T.T., 300 mines, 2 aircraft.
The commerce raider *Pinguin* was formerly the *Kandelfels* of the Hansa Line. She sailed from Bremen on June 22nd, 1940, under command of Capt* F. Krüger, with a crew of 420, on a cruise that lasted nearly 11 months and extended from the Atlantic to the Indian Ocean and the Antarctic. During this time the raider sank or captured 17 merchant ships and 11 whale catchers. In addition three ships were sunk by mines laid off the Australian coast by the *Pinguin* and one of her prizes. On May 7th, 1941, the *Pinguin* intercepted and sank the British tanker *British Emperor* about 350 miles S. of Socotra Island but not before the tanker had sent out a "raider" warning. This was picked up by the British cruiser *Cornwall*, 10,000 tons, Capt. P. G. W. Manwaring, some 500 miles to southward, which made for the position given and sent out her two reconnaissance aircraft.

PINK STAR

At 7 a.m. on the 8th the aircraft reported a ship claiming to be the Norwegian motorship *Tamerlane* but, on approaching more closely, *Cornwall* was able to identify her as the *Pinguin*. The raider was first to open fire, at 5 • 15 p.m., scoring hits which damaged the cruiser's steering gear but *Cornwall* soon began to register with her 8 in. guns and eventually the *Pinguin* blew up and sank. Capt. Krüger, 340 of his crew and a large number of prisoners were killed, 60 of the crew and 27 prisoners were picked up by *Cornwall*.

The following ships were sunk or captured by the *Pinguin*:—
Domingo de

<i>Larrinaga</i>	5,358 tons	British	July 31st, 1940
<i>Filefielt</i>	7,616 ..	Norwegian	Aug. 26th, 1940
<i>British</i>			
<i>Commander</i>	6,901	British	Aug. 27th, 1940
<i>Morviken</i>	5,008	Norwegian	Aug. 27th, 1940
<i>Benavon</i>	5,872	British	Sept. 12th, 1940
<i>Nordvard</i>	4,111	Norwegian	Sept. 16th, 1940
<i>Storstad</i>	8,998	Norwegian	Oct. 7th, 1940
<i>Nowshera</i>	7,920	British	Nov. 17th, 1940
<i>Naimoa</i>	10,123	British	Nov. 20th, 1940
<i>Port Brisbane</i>	8,739	British	Nov. 21st, 1940
<i>Port Wellington</i>	8,301	British	Nov. 30th, 1940
<i>Ole Wegger</i>	12,201	Norwegian	Jan. 13th, 1941
<i>Solelimi</i>	12,246	Norwegian	Jan. 14th, 1941
<i>Pelaeos</i>	12,083	Norwegian	Jan. 15th, 1941
<i>Empire Light</i>	6,828	British	April 25th, 1941
<i>Clan Buchanan</i>	7,266	British	April 28th, 1941
<i>British Emperor</i>	3,663	British	May 7th, 1941

PINK STAR

U.S. Maritime Commission; 1926; A/B Oresundsvarvet; 4,150 tons; 357x51-3x25-4; 391 n.h.p.; oilengines. The Panamanian motorship *Pink Star* was torpedoed and sunk by a German submarine on September 19th, 1941, on a voyage from New York to Liverpool. Eleven of her crew were killed.

PINNA

Anglo-Saxon Petroleum Co.; 1910; J. C. Tecklenborg A.G.; 6,121 tons; 421x55-1x28-7; 517n.h.p.; 10 knots; quadruple-expansion engines.

The tanker *Pinna*, Capt. W. P. Thomas, was bombed by Japanese aircraft on February 3rd, 1942, when in convoy off the island of Lingga, Sumatra. The vessel did not sink, but was bombed and set on fire on the following day and ran aground in a minefield. Twenty men were killed. Capt. Thomas was among the survivors.

PINTAIL

British Navy, corvette; 1939; W. Denny & Bros.; 580 tons; 240x26x6; 3,600s.h.p.; 20 knots; turbine engines; 3-drum boilers; one 4 in.A.A. gun, 8 smaller.

The corvette *Pintail*, Lt. J. L. E. McClintoch, struck a mine and sank off the Humber on June 10th, 1941. Six officers, including Lt. McClintoch, and 48 ratings were killed.

PINTHIS

Lake Tankers Corporation; 1919; Tank S.B. Corp.; 1,111 tons; 206-8x35-6x16-8; 159 n.h.p.; 9 knots; oil engines.

The American tanker *Pinthis* left Fall River for Boston on June 10th, 1930, with 12,000 barrels of petrol. She carried a crew of 20. On the same evening in dense fog she collided with the American steamship *Fairfax*, 5,649 tons, Capt. A. Brooks. The impact was so violent that the petrol on board the tanker blew up and she sank immediately, not one of her crew being seen or heard by those on board the *Fairfax*. The *Fairfax* sustained heavy damage to her bows above the waterline and was set on fire, in addition to which the blazing petrol spread over the surface of the water until the ship was floating in a sea of flame. A certain number of passengers and crew gave way to panic and seven passengers, of whom four were women and one a child, and 16 negro members of the crew, jumped overboard and were drowned. Fortunately the *Fairfax* was carrying a number of seamen and marines of the U.S. Navy returning to their commands. These men set about fighting the fire and finally extinguished it.

The total loss of life was 43, of whom 20 were the crew of the *Pinthis*.

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PINTO

MacAndrews & Co.; 1928; Harland & Wolff; 1,346 tons; 270-1x39-1x15-6; 355n.h.p.; 12 knots; oilengines. The motor vessel *Pinto*, Capt. Boggs, was acting as convoy escort when she was torpedoed and sunk by a German submarine off Tory Island on September 8th, 1944. Capt. Boggs, 11 of the crew, eight gunners and a naval signalman were lost.

PIONIER

Afrikanische Frucht-Cie.A.G.; 1933; Bremer Vulkan; 3,285 tons; 352-8x44-8x24; 975n.h.p.; oilengines. The German motorship *Pionier* struck a mine and sank on April 10th, 1940, in the Kattegat. Most of the 1,000 troops on board were drowned.

PIRIAPOLIS

Compagnie Maritime Beige (Lloyd Royal); 1938; Soc. Anon. JohnCpckerill; 7,340 tons; 435-9x61-5x26-8; 1,028 n.h.p.; oil engines.

The Belgian motorship *Piriapolis* was bombed and sunk by German aircraft on June 11th, 1940, off Havre, during the evacuation of British Forces from France.

PISTOIA

Italian Government; 1925; Forges et Chantiers de la Mediteranee; 2,448 tons; 279-2x42-1x21-5; 188 n.h.p.; triple-expansion engines.

The steamship *Pistoia* was formerly the French *Oued Sebon II*, taken over by the Italians. On the night of January 23rd, 1943, she was torpedoed and sunk by British aircraft N.N.W. of Ustica.

PIZZARO

MacAndrews & Co.; 1923; W. Beardmore & Co.; 1,367 tons; 241-1x38-2x15-7; 347 n.h.p.; 12 knots; oilengines. The motorship *Pizzaro*, Capt. J. Gillanders, was bound to Gibraltar with an outward bound convoy on January 31st, 1941, when she was torpedoed and sunk by a German submarine about 700 miles W. of the Bishop Rock. Twenty-three men were killed. Capt. Gillanders was among the six survivors.

PLANET

Reederei F. Laeisz G.m.b.H.; 1922; J. C. Tecklenborg A.G.; 5,821 tons; 450 - 8 X 57 • 2 X 27; 762 n.h.p.; turbine engines. The German steamship *Planet* struck a mine and sank on February 2nd, 1945, near Swmemunde.

PLANTER

Charente S.S. Co.; 1927; C. Connell & Co.; 5,887 tons; 420X 54-5x30-4; 524 n.h.p.; 13 knots; triple-expansion engines. The steamship *Planter*, Capt. D. H. Bryant, was torpedoed and sunk by a German submarine off Tory Island on November 16th, 1940. Thirteen of her crew were killed and one wounded. Capt. Bryant was among the survivors.

PLATA

Societa Marittima Italiana; 1878; Barrow S.B. Co.; 1,861 tons; 300 X34x 24; 270 n.h.p.; triple-expansion engines. The Italian steamship *Plata* was torpedoed and sunk by a submarine in the Mediterranean on December 3rd, 1916.

PLATURIA

Standard Oil Co. (New Jersey); 1892; Armstrong, Mitchell & Co. 3,445 tons; 328-2x43-3x29-8; 284 n.h.p.; triple-expansion engines.

The American tanker *Platuria* was torpedoed and sunk by a German submarine W. of Gibraltar on September 15th, 1917.

PLAUDIT

U.S. Maritime Commission; 1913; Wm. Doxford & Sons; 4,988 tons; 434-2x54-1x26-3; 577 n.h.p.; triple-expansion engines.

The Panamanian steamship *Plaudit* was torpedoed, shelled and sunk by a German submarine on November 8th, 1942, off Port Elizabeth, South Africa.

PLEIADI

Italian Navy, torpedo boat; 1937; Napoletani; 679 tons; 267x26x7-7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., three 13 mm.A.A., 4 T.T.
The Italian torpedo boat *Pleiadi* was lying off Tripoli on October 14th, 1941, when she was attacked by British bombers. The vessel which carried a complement of about 100, was hit and sunk.

PLESSEY

A. Tate & Co.; 1881; Hodgson & Soulsby; 1,649 tons; 256x36-1x23-1; 170 n.h.p.; compound engines.
The British cargo ship *Plessey* sprang a leak and foundered at Wapou, Ivory Coast, on June 24th, 1901. She was carrying a general cargo from Antwerp to Boma.

PLINY

Liverpool, Brazil & River Plate S.N. Co.; 1878; Barrow S.B. Co.; 1,671 tons; 288-4x33-3x24; 150 h.p.; compound inverted engines.
The British cargo ship *Pliny* was wrecked at New Jersey on May 13th, 1882. She was carrying a cargo of coffee, hides and wool from Rio de Janeiro to New York.

PLOVER

British Navy, gunboat; 235 tons; 60 n.h.p.; steam engines; one 68 pdr. gun, one 32 pdr., 2 howitzers.
The gunboat *Plover*, Lt. W. H. Rason, was acting as flagship of Rear-Admiral James Hope, C.B., in command of a flotilla of gunboats bombarding the Pei-ho forts during the China War of 1856-59. The channel of the Pei-ho River was blocked by three booms, with Chinese batteries on either side. These batteries mounted 68 guns in all, being large pieces of 32 pds. and upwards. Against these the flotilla of 11 small vessels could only oppose 28 guns and a number of howitzers.

The gunboats forced the booms and on the morning of June 25th, 1859, commenced the bombardment. They came under heavy fire from both the forts and sustained serious damage and many casualties. Lt. Rason was killed and Admiral Hope wounded. The *Plover* and *Lee* were wrecked on the first day of the action, which lasted until the 28th, when *Cormorant* was sunk.

During the fighting Flag Officer Josiah Tatnall, commanding the U.S. Chinese Squadron, visited the wounded Admiral Hope with an offer to assist in the evacuation of the wounded. While he was below with the British Admiral his boat's crew boarded the shattered *Plover*, whose gun crews were killed or wounded, and manned the guns again. This ceased when Tatnall came on deck, and the U.S. seamen withdrew. Later the Americans sent a steamship to tow away boat loads of wounded. Tatnall's famous phrase, "I guess blood's thicker'n water", was uttered on this occasion.

In all, the flotilla lost 25 officers and men killed and 93 wounded.

PLUMPTON

British Navy, minesweeper; 1916; A. McMillan & Co.; 810 tons; 245-7x29x6-7; 1,400 i.h.p.; 15 knots; diagonal compound engines; one 3 in. gun, one 6pdr., two 2pdr. The minesweeper *Plumpton* was one of a flotilla of 32 such vessels laid down by the Admiralty in 1915. They were all paddle steamers of shallow draught. On October 19th, 1918, *Plumpton* struck a mine and sank off Ostend. Her official complement was 72.

PLUTO

Rederi A/B Pluto; 1907; Richardson, Duck & Co.; 3,496 tons; 362-9x47-9x22-5; 330 n.h.p.; triple-expansion engines. The Finnish steamship *Pluto* was torpedoed and sunk by a German submarine on June 28th, 1941, 100 miles N.N.W. of the Butt of Lewis, on a voyage from New York to Kirkwall. Eighteen lives were lost.

PLUTO

German Government; 1905; Maats. Fyenoord; 1,156 tons; 229-7x32x15-8; 121 n.h.p.; triple-expansion engines. The steamship *Pluto*, was formerly Dutch, taken over by the Germans. She was sunk by British light naval forces on September 18th, 1943, N. of Stampalia, Aegean Sea.

PLUTO GO

Japanese Government; 1914; Reiherstieg Schiffswerft; 3,833 tons 361-2x50-3x23-6; 333 n.h.p.; quadruple-expansion engines. The steamship *Pluto Go* was formerly the Italian *Pluto*, taken over by the Japanese. She was bombed and sunk by U.S. land-based aircraft on June 24th, 1945, off Mokpo, Korea.

PLUTON

Spanish Navy, destroyer; 1897; John Brown & Co.; 400 tons; 225 X 25 x 5 - 5; 7,500 i.h.p.; 30 knots; triple-expansion engines; two 14pdr., two 6pdr., two 1 pdr., 2 T.T.
The Spanish destroyer *Pluton*, Lt. Vasquez, was one of a small flotilla of three which accompanied Admiral Cervera's squadron of armoured cruisers to Cuba, during the American-Spanish War of 1898. The other two were the *Furor* and the *Terror*, both of 370 tons and recently constructed on the Clyde. At the battle of Santiago de Cuba, for which see the flagship *Infanta Maria Teresa*, the *Pluton* and the *Furor* came out at the tail of the cruiser line.

The *Pluton* was engaged by the U.S. armed yacht *Gloucester*, Lt. Cdr. Wainwright, and although she possessed 14 pdr. guns against the yacht's 6 pdrs. she failed to score a hit. In a very short time she was disabled and ran for Punta Cabrera, where she struck the rocks and sank.

About 40 of her complement of 80 were killed.

PLUTON

Chr. Hannevig; 1901; Wood, Skinner & Co.; 1,507 tons; 250 x 37 • 2 X16 • 2; 180 n.h.p.; triple-expansion engines. The Norwegian steamship *Pluton* struck a mine and sank in the North Sea on November 9th, 1914.

PLUTON

A/S Sorlandske Lloyd; 1889; J. Blumer & Co.; 1,449 tons; 250 x 35 • 1 x 16 - 6; 133 n.h.p.; triple-expansion engines. The Norwegian steamship *Pluton* was torpedoed and sunk by a German submarine in the English Channel on September 9th, 1917.

PLYMOUTH

U.S. Navy; 1931; F. Krupp; 2,265 tons; 249-3x46-2x25; 863 n.h.p.; oilengines; several light guns.
Mr. W. K. Vanderbilt's yacht *Alva* was taken over by the U.S. Navy when America entered the Second World War in December, 1941. She was renamed *Plymouth* and commissioned as a gunboat, with a complement of 183 officers and men under Lt. O. M. Mitchell. She formed one of the large submarine patrols extending from Florida to Canada.

In July, 1943, a flotilla of nine German minelaying submarines left France for the eastern coast of the United States. Six of these were destroyed at various times when crossing the Atlantic, but three reached their appointed station in the area of Cape Henry, Virginia. On August 5th the *Plymouth* made contact with the U-566, Lt. Cdr. H. Hprnkhol, and prepared to attack with depth charges. The submarine, however, discharged a torpedo which struck the gunboat abaft the bridge and caused vital damage.

The *Plymouth* sank very rapidly with the loss of nearly half her complement. Lt. Mitchell was badly wounded but survived. The attack took place some distance from the coast of North Carolina.

PLYMPTON

Lambert Bros.; 1893; Furness, Withy & Co.; 2,869 tons; 314x40-5x21-3; 256n.h.p.; triple-expansion engines. The British cargo ship *Plympton* was wrecked on St. Agnes Island, Scilly, on August 14th, 1909, while on a voyage from Rosario, via Falmouth, to Dublin carrying a cargo of maize.

PO

Lloyd Triestino; 1911; Lloyd Austriaco; 7,289 tons; 454 x 55-3x28-5; 1,580n.h.p.; quadruple-expansion engines. The Italian steamship *Po* was torpedoed and sunk by British aircraft on March 14th, 1941, in Valona Roads.

POBIEDA

Russian Navy, 1st class battleship; 1900; Baltic Works; 12,692 tons; 401-2x71-5x26; 15,492 i.h.p.; 18-5 knots; triple-expansion engines; four 10 in. guns, eleven 6 in., two 2% in., twenty 12 pdr., twenty-one 3 pdr., 9 m.g., 5 T.T. The Russian battleship *Pobieda* was one of the Pacific Squadron

based on Port Arthur at the outbreak of the Russo-Japanese War in February, 1904. The vessel had a complement of 778 officers and men

On April 13th, when Admiral Makharoff in the *Petrovsk* (which see) was blown up by a floating mine, the *Pobieda* was ordered to drive off the Japanese and to rescue survivors. After patrolling off shore for some hours the ship returned to harbour with the other battleships, but was mined and damaged when not far from port. Fortunately the force of the explosion was broken by a large coal bunker and the ship did not sink. She was quickly repaired and took part in the sortie of June 23rd, and in the battle of the Yellow Sea on August 10th.

The battle of the Yellow Sea was the last occasion that the Russian fleet came out from Port Arthur in full strength. From that time the ships were occupied in replying to the Japanese batteries on the heights, or in supplying guns to strengthen the shore defences. The *Pobieda* was one of the last warships to be destroyed. She had been much knocked about by an 11 in. howitzer battery and sank on December 7th, 1904.

The full story of the Pacific Squadron at Port Arthur is told under the *Peresvyet*, flagship of the Rear-Admiral, which was among those lost.

POCHARD

Cork S.S. Co.; 1883; *D. J. Dunlop & Co.*; 1,135 tons; 260-2x 33-1x15-4; 250 h.p.; compound inverted engines. The Irish cargo ship *Pochard* foundered off Holyhead on December 7th, 1884. There were no survivors. She was on a voyage from Liverpool to Rotterdam carrying a general cargo.

PODEROSA

Russell, Miller & Huskie; 1875; *Cole Bros.*; 1,183 tons; 249-8 x 32-9x19-9; 228 n.h.p.; triple-expansion engines. The British cargo ship *Poderosa* was wrecked on Scoughal Rocks, N.W. of Dunbar, on November 28th, 1896. She was on a voyage in ballast from Grimsby to Grangemouth*

POELAU BRAS

Sioomv. Maats. Nederland; 1929; *Koninklijke Maats. De Schelde*; 9,278 tons; 495-3x61-3x33; 1,450n.h.p.; oilengines. The liner *Poelau Bras* left Tjilatjap on February 27th, 1942, calling at Wijnkoop Bay, Java, to pick up passengers. She sailed from the latter place on March 6th and on the following day was bombed and sunk by Japanese aircraft. Thirty-three of her complement of 151 were killed and the remainder taken prisoner.

POETA AROLAS

Compania Trasmediterranea; 1920; *Compania Euskalduna*; 3,252 tons; 316 x 44 -1 x 26 • 7; 310 n.h.p.; triple-expansion engines. The Spanish steamship *Poeta Arolas* was bombed and sunk by Insurgent aircraft in early May, 1938, at Carthage, during the Spanish Civil War.

POINT JUDITH

Theseus S.S. Co.; 1919; *Todd Dry Dock & Construction Corp.*; 4,810 tons; 379-1x53-1x27; 339n.h.p.; triple-expansion engines. The Greek steamship *Point Judith* was bombed and sunk by German aircraft on April 26th, 1941, at Kythnos, during the invasion of Greece.

POINT PLEASANT PARK

Canadian Government; 1943; *Davis S.B. & R. Co.*; 7,136 tons; 424-6x57-2x34-9; 505 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Point Pleasant Park*, Capt. O. Owens, was intercepted by an enemy submarine on February 23rd, 1945, about 300 miles W. of the mouth of the Orange River, South Africa. The submarine opened fire from the surface and then discharged a torpedo, sinking the vessel with the loss of nine men, Capt. Owens was among the survivors.

POITIERS

Cie. Franfaise des Chemins de Per de Paris-Orleans; 1917; *Superior S.B. Co.*; 2,045 tons; 251x43-8x18-2; 274n.h.p.; triple-expansion engines.

The French steamship *Poitiers* was torpedoed and sunk by a German submarine in the Bristol Channel on April 28th, 1918.

POLA

English and American Shipping Co.; 1898; *J. Readhead & Sons*; 3,061 tons; 323x47x22-7; 288 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Pola* was torpedoed and sunk by a German submarine 280 miles W.N.W. of Ushant on March 18th, 1917. Five men were killed. The captain was among the survivors.

POLA

Italian Navy, heavy cruiser; 1931; *Odero Terni Orlando*; 10,000 tons; 599-5x67-7x19-5; 95,000s.h.p.; 32 knots; turbine engines; 3-drum boilers; eight Sin. guns, twelve 3-9 in., eight 37 mm., eight 13 mm., 2 aircraft.

The heavy cruiser *Pola* of the Italian navy was bombed and disabled by aircraft from the British aircraft-carrier *Formidable* during the battle of Cape Matapan on March 28th, 1941. In the early hours of the 29th the ship was discovered lying helpless some three miles from the British battle squadron under Vice-Admiral Sir Andrew Cunningham. This force was in the act of turning about to attack the *Pola* when it ran into a line of Italian cruisers and destroyers, most of which were sunk at short range. Meanwhile the *Pola* had been sunk by torpedoes, a large proportion of her crew getting away before she foundered. For full details of the battle see *Fiume*.

POLARIA

Houlder, Middleton & Co.; 1893; *Workman, Clark & Co.*; 3,546 tons; 361x44-4x26-2; 328 n.h.p.; triple-expansion engines.

The British cargo ship *Polaria* was wrecked near Alexandria on January 5th, 1918. She was on a voyage from Cardiff to Alexandria carrying a cargo of coal and wagons.

POLARLAND

Dampsk.-A/S Vestland; 1923; *Laxevaags Maskin & Jernskibs.*; 1,591 tons; 246x37-9x15-7; 139 n.h.p.; triple-expansion engines.

The Norwegian steamship *Polarland* was torpedoed and sunk by a German submarine on January 4th, 1945, near Halifax, with the loss of 18 lives.

POLCEVERA

Sicilia Societa di Navigazione; 1882; *Blackwood & Gordon*; 2,207 tons; 299-2x37-2x23-6; 248 n.h.p.; triple-expansion engines.

The Italian steamship *Polcevera* was torpedoed and sunk by a submarine in the Mediterranean on October 26th, 1916.

POLCEVERA

M.Giusti & C.; 1920; *Toledo, O., S.B. Co.*; 2,609 tons; 251 X 43-6x25-8; 315 n.h.p.; triple-expansion engines. The Italian steamship *Polcevera* was torpedoed and sunk by a British submarine on November 20th, 1943, off Carlovassi.

POLDOWN

The Shipping Controller (L. Lougher & Co.); 1904; *Fevigs Jernskibsbyg*; 1,370 tons; 229-7x35x21-8; 142 n.h.p.; 8•5 knots; triple-expansion engines.

The steamship *Poldown* struck a mine and sank on October 9th, 1917, two miles W.S.W. of Trevoze Head. The captain and 17 of the crew were killed.

POLESLEY

Farrar, Groves & Co.; 1905; *Chas. Cornell & Co.*; 4,221 tons; 380x47-5x19-1; 412 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Polesley* was torpedoed and sunk by a German submarine one mile N. of Pendeen Lighthouse, Cornwall, on September 21st, 1918. Forty-three men, including the captain, were killed.

POLINARUS

The wooden sailing ship *Polinarus*, bound from Demerara to London, was wrecked on the Lion Rock, Scilly Isles, on December 27th, 1848. The ship ran ashore so close to the fields that cattle were frightened by the flapping and tearing of the sails. The animals

ran wild and so gave the first alarm to the inhabitants. It was, however, too late to save the crew. The total number lost is not known, but 17 bodies from the wreck were buried at St. Mary's.

POLINIA

A. Lauro; 1911; *R. Thompson & Sons*; 1,592 tons; 271-6 x 38x15-8; 246 n.h.p.; triple-expansion engines. The Italian steamship *Polinnia* was torpedoed, shelled and sunk by a British submarine on June 26th, 1941, S.W. of Ischia.

POLISH PRINCE

James Knott, Sons & Co.; 1894; *Sir Raylton Dixon & Co.*; 2,884 tons; 327x41-7x26; 273 n.h.p.; triple-expansion engines. The British cargo ship *Polish Prince* sank after a collision in lat. 50° 29' N., long. 12° 20' W., on July 17th, 1915. She was on a voyage from Matanzas to Queenstown carrying a cargo of sugar.

POLJAMES

The Shipping Controller (City of Cork Steam Packet Co.); 1872 *Earle's Co.*; 856 tons; 196-3x28x 15; 63 r.h.p.; 8 knots; compound engines.

The steamship *Poljames* was torpedoed and sunk by a German submarine six miles S. of the Lizard on October 2nd, 1918. Thirteen men were killed. The captain was among the survivors.

POLLENSA

The Shipping Controller (John Cory & Sons); 1890; *W. Gray & Co.*; 2,276 tons; 290x38x20-1; 204 n.h.p.; triple-expansion engines.

The British steamship *Pollensa* was wrecked two miles W. of Nash Point, Bristol Channel, on November 22nd, 1919. She was on a voyage in ballast from Ardrossan to Barry.

POLLENTIA

Cunard Steamship Co.; 1893; *Blohm & Voss*; 2,229 tons; 290-7x38-1x23-7; 157 n.h.p.; triple-expansion engines. The British steamship *Pollentia* sprang a leak in heavy weather and foundered 700 miles east of Cape Race on January 23rd, 1916.

POLLOKSHIELDS

Tyzack & Branfoot; 1890; *Reiherstieg Schiffswerft & Masch.*; 2,744 tons; 322-8x40-3x23-5; 281 n.h.p.; triple-expansion engines.

The British cargo ship *Pollokshields* was wrecked on Elba Beach, Bermuda, on September 7th, 1915, while on a voyage from Cardiff to Bermuda carrying a general cargo.

POLLUCE

Italian Navy, torpedo boat; 1937; *Napoletani*; 679 tons; 267x 26x7-7; 19,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, four 37 mm.A.A., two 13 mm.A.A.; 4 T.T.

The Italian torpedo boat *Polluce* was off Tobruk on September 4th, 1942, when she was attacked by British bombers. The vessel, which carried a complement of about 100, was hit and sunk.

POLLUCE

Soc. Anon Ilva; 1917; *N. Odera & Co.*; 1,049 tons; 204-7x 32-2x16-8; 79 n.h.p.; triple-expansion engines. The Italian steamship *Polluce* was bombed and sunk by British aircraft on May 25th, 1943, at La Maddalena, Sardinia.

POLLUX

Det Bergenske D/S; 1907; *Fevigs Jernskibsbyggeri*; 1,196 tons; 225x32x13-7; 140 n.h.p.; triple-expansion engines. The Norwegian steamship *Pollux* was torpedoed and sunk by a German submarine in the North Sea on March 19th, 1917.

POLPERRO

Polpen Shipping Co.; 1937; *N. V. Scheepswerf Foxhol*; 403 tons; 145-6x26x9; 76 n.h.p.; oil engines.

The British motorship *Polperro* was sunk by a German motor torpedo boat on January 6th, 1944, six miles off the Longships on a voyage from Manchester to Penryn. All her crew of eight and three gunners were lost.

POLROSA

Royal Mail Steam Packet Co.; 1912; *Bremer Vulkan*; 3,824 tons; 355-9x49-7x23-7; 302 n.h.p.; quadruple-expansion engines.

The British ship *Polrosa* was wrecked at Barbuda on August 12th, 1915, while on a voyage in ballast from Liverpool to St. Kitts.

POLSTJERNAN

C. G. Wickberg; 1881; *W. Gray & Co.*; 1,656 tons; 256-Sx 34-6x19-4; 170 n.h.p.; compound engines.

The Swedish steamship *Polstjerna* was wrecked during a storm on December 24th, 1901, off Korso, S. of Gronskar. All 22 persons on board were lost.

POLTAVA

Russian Navy, 1st class battleship; 1894; *New Dockyard, Leningrad*; 10,960 tons; 367-5x68x26; 11,255 i.h.p.; 17 knots; triple-expansion engines; four 12 in. guns, twelve 6 in., two 2 in., twelve 3pdr., 28 m.g., 6 T.T.

The Russian battleship *Poltava* was one of the Pacific Squadron based on Port Arthur, at the beginning of the Russo-Japanese War in February, 1904. The ship had an official complement of 651 officers and men. She took part in the battle of the Yellow Sea (August 10th, 1904) in which she was heavily damaged. Her losses in personnel amounted to one officer and 11 men killed, and three officers and 40 men wounded.

The failure of most of the Russian Fleet to break through to Vladivostok compelled a return to Port Arthur, where the ships reverted to their former inactivity, being shelled by the Japanese investing army. On December 5th, the *Poltava*, was struck by an 11 in. howitzer shell in one of her magazines, and blew up.

The story of the Pacific Squadron at Port Arthur is told under the *Peresvyet*.

POLYANA

Red. A/S Hank; 1919; *The Collingwood S.B. Co.*; 2,267 tons; 251-2x43-6x23-6; 150 n.h.p.; triple-expansion engines. The Norwegian ship *Polyana*, carrying coal, left Sunderland on March 22nd, 1941, for Freetown. She sailed from Oban on April 7th, and reported on April 14th, but was not heard of again. She is thought to have been sunk by enemy action.

POLYANTHUS

British Navy, corvette; 1940; *H. Robb & Co.*; 925 tons; 193x 32x16; 17 knots; quadruple-expansion engines; one 4 in.A.A. gun, several smaller.

The corvette *Polyanthus*, Lt. J. G. Aitken, R.N.R., was escorting a westbound convoy in company with the frigate *Itchen* (which see), the Canadian destroyer *St. Croix* (which see) and the corvette *Morden*. On September 19th, 1943, when S. of Iceland a pack of submarines, estimated at 15, began an attack on the convoy over a period of four and a half days. On the 20th *Polyanthus* was torpedoed and sunk with the loss of seven officers, including Lt. Aitken, and 77 ratings.

The full story of the action is told under the *St. Croix*.

POLYBIUS

U.S. Maritime Commission; 1919; *United States*; 6,864 tons; 409-5x30-5x —; 2,500s.h.p.; 11 knots; turbine engines. The American cargo-liner *Polybius*, Capt. O. P. Stender, was sailing in a convoy from Cape Town to New York. On June 27th, 1942, she was torpedoed and sunk by a German submarine in the Atlantic. Four men were killed. Capt. Stender was among the survivors.

POLYKTOR

G. C. Dracoulis; 1914; *W. Picker sgill & Sons*; 4,077 tons; 380x52-4x30-1; turbine engines.

The Greek steamship *Polyktor* straggled from convoy because of engine trouble and was torpedoed and sunk by a German submarine on February 6th, 1943, about 1,000 miles W. of the Fastnet

POLYMNIA

on a voyage from St. John, N.B., to Belfast Lough. Nothing was heard of the crew until the captain and chief engineer were reported to be prisoners of war.

POLYMNIA

Kaye, Son & Co.; 1903; *Blohm & Voss*; 2,426 tons; 300-8x 40-7x23-4; 157 n.h.p.; 9 knots; triple-expansion engines. The cargo-liner *Polymnia* was torpedoed and sunk by a German submarine 15 miles W. of the Lizard on May 15th, 1917. Eight men were killed. The captain was among the survivors.

POLYNESIA

O.R. Cichero; 1881; *C. Mitchell & Co.*; 2,145 tons; 306-1 x 36-1x23-3; 258 n.h.p.; compound engines. The Italian ship *Polynesia* was reported to have been sunk by a mine on August 28th, 1921, three miles off Melito di Porto Salvo.

POLYNESIAN

Messageries Maritimes; 1890; *Messageries Maritimes*; 6,373 tons; 482-3x49-2x34-1; 818 n.h.p.; triple-expansion engines. The French steamship *Polynesian* was torpedoed and sunk by a submarine in the Mediterranean on August 10th, 1918.

POLYPHEMUS

British Navy, sloop; 1840; *Chatham Dockyard*; 801 tons; 164 x 32-7x 18-6; 200 i.h.p.; 10 knots; diagonal compound engines; 5 guns.

The paddle sloop *Polyphemus*, Cdr. Warren, had recently returned from the Baltic during the Crimean War. She left Hull on Sunday, January 27th, 1856, with a complement of 12 officers and 105 ratings. Between ten and 11 on the morning of the 29th, when the men were exercising at the guns, the ship ran into a thick fog and drove ashore seven miles S.W. of Hanstholm Light, on the coast of Jutland. Three boats were launched, the first two pulling out to sea as they could not pass the breakers; the men in them were never seen again. The third boat capsized and the master and ten men were drowned. The masts were cut away, but too late to save the ship. After some hours those remaining on board were taken off by Danish coastguards.

The survivors, including Cdr. Warren, numbered 90.

POLYPHEMUS

Nederlandsche Stoomv. Maats. Oceaan; 1930; *Scott's S.B. & E. Co.*; 6,270 tons; 430-5x56-3x26-3; 687 n.h.p.; oil engines. The Dutch motorship *Polyphemus* was torpedoed and sunk by the German submarine (7-575) on May 26th, 1942, off Bermuda on a voyage from Sydney, N.S.W., to Halifax and the U.K. Thirty survivors were landed. In addition to her crew of 61 the *Polyphemus* had on board 14 survivors from the Norwegian motorship *Norland*.

POLYXENA

Ocean Steamship Co.; 1896; *J.L. Thompson & Sons*; 5,737 tons; 409x50-5x27-1; 402 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Polyxena* was torpedoed and sunk by a German submarine 57 miles W. of the Fastnet on June 11th, 1917. Seven men were killed. The captain was among the survivors.

POLZELLA

Eclipse Shipping & Trading Co.; 1915; *W. Doxford & Sons*; 4,556 tons; 390x52-1x25; 429 n.h.p.; triple-expansion engines. The British steamship *Polzella* sank after a collision off Spurn Head on April 12th, 1928, while on a voyage from the Tyne to Algiers carrying a cargo of coal.

POLZELLA

Eclipse Shipping & Trading Co.; 1929; *W. Gray & Co.*; 4,751 tons; 400-1x54-2x25-1; 440 n.h.p.; triple-expansion engines. The British cargo ship *Polzella* left Narvik on January 13th, 1940, for Middlesbrough carrying a cargo of iron ore, but was subsequently lost without trace. She carried a crew of 37.

POMELLA

Anglo-Saxon Petroleum Co.; 1937; *Cammell, Laird & Co.*; 6,766 tons; 456-9x57-5x31-9; 502 n.h.p.; 11-5 knots; oil engines.

The tanker *Pomella*, Capt. J. B. Hodge, was torpedoed and sunk by a German motor torpedo boat off Tor Bay on July 9th, 1942. Six men were killed. Capt. Hodge was among the survivors.

POMERANIA

Hamburg-Amerika Linie; 1873; *J. Caird & Co.*; 3,382 tons; 360-2x40x26; 600 n.h.p.; 14 knots; compound engines. The liner *Pomerania*, Capt. Schwensen, left New York on November 14th, 1878, for Hamburg with a large number of passengers and the U.S. mails. Early on the morning of Monday, the 25th, she called at Plymouth and landed passengers and mails for England, together with some 7,500 dollars in specie, leaving for Cherbourg with 109 passengers and 111 crew. At about midnight when off Dover, and proceeding at a speed of 14 knots, she was struck on the starboard side, nearly amidships, by the iron barque, *Moel Eilian*, 1,100 tons, Capt. Pritchard. Of the nine boats carried on the liner four were smashed in the collision. The remaining five were got away, but one was overcrowded and capsized, drowning many of its occupants.

Distress signals were sent up and in response the s.s. *Glengarry*, Capt. Hogg, came to the rescue and picked up a number of survivors. The *Pomerania* remained afloat for some 20 minutes after the collision and during that time many passengers went below with the object of securing their valuables, and lost their lives when the vessel suddenly sank. The number drowned was 48. Capt. Schwensen was carried down with the ship, but coming to the surface was later picked up by the *City of Amsterdam* and taken to Maasluis.

The *Moel Eilian* was in such a state as to prevent her from rendering aid, and much damaged she reached Dover.

The German government was prompt to recognise the aid of the *Glengarry*, and £150 was sent to the Board of Trade representative at Leith to be awarded to the crew as soon as the vessel reached that port. Capt. Hogg was presented with £100, and £50 was distributed among the crew.

POMERANIAN

Allan Line; 1882; *Earle's Co.*; 4,241 tons; 381x43-8x33-1; 316 n.h.p.; 9 knots; triple-expansion engines. The liner *Pomeranian* was torpedoed and sunk by a German submarine nine miles N.W. by W.i.W. of Portland Bill on April 15th, 1918. Fifty-five persons, including the captain were killed.

POMMERN

German Navy, 1st class battleship; 1905; *Vulkan Co.*; 12,997 tons; 410 X 72x25; 16,000 i.h.p.; 19-2 knots; triple-expansion engines; Thornycroft boilers; four 11 in. guns, fourteen 6-7 in., twenty 24 pdr., four 1 pdr., 4 m.g., 6 T.T.

The German battleship *Pommern*, Capt. Bolken, was one of the 2nd Battle Squadron of the High Seas Fleet at the Battle of Jutland. This squadron was composed of six pre-dreadnought battleships of identical design. The ships did not play an important part in the battle by reason of their moderate speed and weak armament. On the morning of June 1st, 1916, at about 1.45 a.m., H.M.S. *Faulknor*, Capt. A. J. B. Stirling, leading the 12th Destroyer Flotilla, sighted a line of German battleships steering S.E. The ships were a mixed formation, with 'Kaiser class' dreadnoughts leading and 'Pommern class' ships following. The enemy at once turned away six points and were lost to view for about ten minutes, but re-appeared on the port bow of the British line, which consisted of *Faulknor*, *Obedient*, *Marvel* and *Onslaught*, which attacked with torpedoes, eight being discharged.

There was a loud explosion and one battleship disappeared. The ship afterwards proved to be the *Pommern*, which sank with all her complement of 71 officers and 769 men. She was the only battleship on either side sunk at Jutland.

POMMERN

German Navy; 1939; *Framnces Mek. Verksted*; 2,956 tons; 321'6x46'2x26-1; 680 n.h.p.; oil engines. The motorship *Pommern* was formerly the French *Belain d'Esnam-buc*, taken over by the Germans for use as a minelayer. On October

5th, 1944, she struck a mine off Toulon. The explosion detonated her own mines and she blew up with the loss of almost her entire complement.

POMO

Italian Government; 1906; Framnces Mek. Verksted; 1,425 tons; 234-2x33-6x20; 132 n.h.p.; triple-expansion engines. The steamship *Porno* was formerly the Yugoslav *Niko Matkovic*, seized by the Italians. On June 23rd, 1943, she was torpedoed and sunk by a British submarine off Syracuse.

POMONA

Howland & Frothingham, New York; 1856; Boston; 1,181 tons; 20 ft. draught.

The American emigrant ship *Pomona*, Capt. C. Merrihew, sailed from Liverpool for New York on Wednesday, April 27th, 1859, with a crew of 39 and 372 emigrants. The wind, which was fresh at the outset, increased to gale force as the ship proceeded down the Irish Channel. The captain did not exercise sufficient care in navigation and by nightfall was well off his course. At 4 o'clock on the morning of the 28th, the emigrants being asleep below deck, the *Pomona* went aground on a sandbank some seven miles off Ballyconigar, on the Irish coast. Throughout the night, which was very dark, the gale increased in violence, making it impossible to launch the boats. At daybreak an attempt was made but the boats were stove in and their occupants drowned. The masts were cut away and the pumps manned, the captain showing great presence of mind, though several of the crew behaved badly.

The vessel remained firmly fixed on the sandbank during the day, the seas constantly breaking over her. No help came from the shore, and no further attempts were made to launch the boats. Just before dark the ship suddenly slipped off the sandbank and began to fill. The captain let go his bower anchor and kept 40 men at the pumps in the hope that the ship would again be driven on the sandbank.

The crew now began to abandon the ship, a number of them rushing the whaler and, with a few passengers, reaching shore. The *Pomona* sank shortly afterwards, with the loss of 388 persons, including Capt. Merrihew.

POMONA

A. Lauro; 1921; G. & A. Fratelli Migliardi; 2,198 tons; 290 x 41 • 4 X19 • 1; 490 n.h.p.; oil engines.

The Italian motorship *Pomona* was bombed and sunk by British aircraft on February 12th, 1944, off Pola.

POMONE

Cie. des Vapeurs Francais; 1896; W. Gray & Co.; 2,594 tons; 314x44-1x20-7; 244 n.h.p.; triple-expansion engines. The French steamship *Pomone* was torpedoed and sunk by a German submarine off the north coast of Spain on November 24th, 1917.

POMPOON

U.S. Maritime Commission; 1901; Soderhamns Verkstad A/B; 1,082 tons; 238'1x34-6x14-3; 118 n.h.p.; triple-expansion engines.

The Panamanian steamship *Pompoon* was torpedoed and sunk by a German submarine at midnight on November 12th, 1943, on a voyage from Cristobal to Barranquilla. There were only four survivors of her crew of 23 and four armed guards.

PONTA DELGADA

Portuguese Government; 1891; Caird & Co.; 3,381 tons; 349-3x42x26-3; 398 n.h.p.; triple-expansion engines. The German steamship *Schwarzburg* was requisitioned by the Portuguese Government and renamed *Ponta Delgada*. Subsequently she was torpedoed and sunk by a submarine in the Mediterranean on July 13th, 1918.

PONTA VERDE

Lloyd Brasileiro; 1918; Bethlehem S.B. Corp.; 7,070 tons; 435 X 56x32; 672 n.h.p.; turbine engines.

The Brazilian ship *Ponta Verde* went ashore on April 23rd, 1941, in Smyth Channel on Straggler Island, at the entrance to Santiago, Chile, and broke into three.

PONTET-CANET

Worms & Co.; 1905; Nylands Vaerksted; 1,183 tons; 225X 33-7x12-7; 109 n.h.p.; triple-expansion engines. The French steamship *Pontet-Canet* was torpedoed and sunk by a German submarine in the English Channel on August 25th, 1918.

PONTIDA

Italian Government; 1906; W. Doxford & Sons; 6,018 tons; 399X56-6X26-9; 424 n.h.p.; triple-expansion engines. The German steamship *Kattenturm* was requisitioned by the Italian Government and renamed *Pontida*. Subsequently she struck a mine and sank in the Mediterranean on November 26th, 1917.

PONTOPOROS

National Steam Navigation Co. of Greece; 1913; W. Doxford & Sons; 4,049 tons; 385-8x52-1x22-3; 329 n.h.p.; triple-expansion engines.

The Greek steamship *Pontoporos* was torpedoed and sunk by a German submarine in the Bay of Biscay on August 17th, 1917.

POPE

United States Navy, destroyer; 1920; Cramp & Sons, Philadelphia; 1,193 tons; 314x30-7x13-5; 26,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, 12 T.T.

The U.S. destroyer *Pope* was in Far Eastern waters in December, 1941, when Japan attacked the Americans at Pearl Harbour. She did not participate in the first phase of the battle of the Java Sea, on February 27th, 1942. The second phase in which all the remaining Allied ships were sunk, took place on the night of the 28th, when the Japanese, aided by bright moonlight, concentrated powerful forces on two small groups of ships endeavouring to leave Javan waters under cover of night.

The *Pope* joined forces in Sourabaya harbour with the British cruiser *Exeter*, damaged in the action, and H.M. destroyer *Encounter*. The three vessels left on the night of the 28th with the intention of steaming to Australia, *Exeter* not being able to proceed at more than half speed owing to an 8 in. shell having exploded in her boiler room. Next day a message was received from the cruiser stating that three Japanese cruisers were approaching. In the ensuing engagement all three Allied ships were sunk. The *Pope* carried an official complement of 122. The full story of the battle of the Java Sea is told under the Dutch cruiser *De Ruyter*, flagship of Admiral Doorman.

POPI S.

K.G. Sigalas; 1904; Sir R. Dixon & Co.; 2,083 tons; 290-8x 40-7x18-7; 138 n.h.p.; triple-expansion engines. The Greek steamship *Popi S.* was bombed and sunk by German aircraft on April 24th, 1941, off Milos Island, during the invasion of Greece.

PORCUPINE

U.S. Navy; 1943; North Carolina S.B. Co.; 7,218 tons; 422-Sx 57x34-8; 339 n.h.p.; triple-expansion engines. The naval auxiliary *Porcupine* was sunk by Japanese naval action in the Pacific on January 10th, 1945.

PORT ANTONIO

A/S Gulftrade; 1913; Sorlandets Skibsbyggeri; 1,266 tons; 235 X 33 - 7 X 20; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Port Antonio* was torpedoed and sunk by a German submarine on July 19th, 1943, between Puerto Barrios and Tampa, with the loss of 13 lives.

PORT AUCKLAND

PortLine; 1922; Workman Clark & Co.; 8,789 tons; 480-8X 62-4x32-9; 1,070 n.h.p.; 14 knots; triple-expansion engines & L.P. turbine.

The steamship *Port Auckland*, Capt. A. E. Fishwick, was in convoy in the North Atlantic on March 17th, 1943, when she was torpedoed and sunk by a German submarine. Eight persons were killed.

PORT COLBORNE

Forwarders Ltd.; 1909; Swan, Hunter & Wigham Richardson; 1,729 tons; 250x42-5x17-8; 97n.h.p.; triple-expansion engines. The Canadian cargo ship *Port Colborne* was wrecked near Land's

PORT DALHOUSIE

End on October 16th, 1917, while on a voyage in ballast from Rouen to Barry Roads.

PORT DALHOUSIE

R. A. McLelland & Co.; 1913; Swan, Hunter & Wigham Richardson; 1,744 tons; 250x42-5x17-1; SOr.h.p.; 9 knots; triple-expansion engines.

The steamship *Port Dalhousie* was torpedoed and sunk by a German submarine two miles S. \ W. of the Kentish Knock lightship on March 19th, 1916. The captain and 11 of the crew were killed.

PORT DARWIN

*E. Morgan & Co.; 1884; A. Leslie & Co.; 2,425 tons; 300*1 X 37-4x27-1; 274 n.h.p.; compound engines.*

The British cargo ship *Port Darwin* was wrecked off La Guardia, near Vigo, on November 15th, 1905. She was on a voyage from Honaine to Rotterdam carrying a mineral cargo.

PORT DE BREST

Cie. Franfaise d'Armement et d'Importation de Nitrate de Soude; 1906; Russell & Co.; 4,463 tons; 369-7x49-8x19-1; 410 n.h.p. triple-expansion engines.

The French ship *Port de Brest* left Bordeaux on February 8th, 1924, for Dakar. She reported off Finistere on February 12th, but was not seen again.

PORT DENISON

Port Line; 1918; Workman Clark & Co.; 8,043 tons; 480-4x 60-3x32-3; 984 n.h.p.; 13-5 knots; triple-expansion engines & L.P. turbines.

The steamship *Port Denison*, Capt. J. B. Bradley, was in convoy in the North Sea on September 26th, 1940, when she was bombed and sunk by German aircraft. Sixteen persons were killed. Capt. Bradley was among the survivors.

PORT DOUGLAS

William Milburn & Co.; 1891; J. Laing; 4,285 tons; 371-5X 46-1x26-3; 600 h.p.; triple-expansion engines. The British cargo ship *Port Douglas* was wrecked on a reef off Cape Verde on May 24th, 1892. She was on a voyage from London, via the Cape of Good Hope, to Sydney, N.S.W., carrying a general cargo.

PORTELLIOT

Commonwealth & Dominion Line; 1910; Swan, Hunter & Wigham Richardson; 7,395 tons; 471x58-4x31-6; 755 n.h.p.; triple-expansion engines.

The British steamship *Port Elliot* was wrecked at Horwera Point, East Cape, N.Z., on January 12th, 1924. She was carrying a general cargo from New York, via Auckland, to Wellington.

PORT GISBORNE

Port Line; 1927; Swan, Hunter & Wigham Richardson; 10,144 tons; 477-2x63-3x31; 1,281 n.h.p.; 14-5 knots; oil engines. The motorship *Port Gisborne*, Capt. T. Kippins, O.B.E., D.S.C., was in convoy in the North Atlantic on October 11th, 1940, when she was torpedoed and sunk by a German submarine W. of Rockall. Twenty-six persons were killed. Capt. Kipping was among the survivors.

PORT HARDY

Commonwealth & Dominion Line; 1907; Workman, Clark & Co.; 6,533 tons; 450-3x55-3x30-4; 650 n.h.p.; triple-expansion engines.

The British ship *Port Hardy* was torpedoed and sunk by a German submarine 78 miles W. by N. of Cape Spartel on July 6th, 1918. Seven lives were lost.

PORT HUNTER

Port Line; 1922; Hawthorn Leslie & Co.; 8,826 tons; 481 -2 X 62-3x33; 967 n.h.p.; 14 knots; turbine engines.

The steamship *Port Hunter*, Capt. J. B. Bradley, was approximately 500 miles N.W. of the Canary Islands on July 11th, 1942, when she was torpedoed and sunk by an enemy submarine. The captain, 69

of the crew, 14 gunners and five passengers were lost. Capt. Bradley was in command of the *Port Denison* when she was bombed and sunk in September, 1940.

PORT JACKSON

Swift S.S. Co.; 1882; A. Hall & Co.; 2,309 tons; 286-2x 41-1x25-2.

The four masted barque *Port Jackson* was well known for many years as a training ship for cadets of the mercantile marine. During the First World War she reverted to cargo carrying and on April 28th, 1917, was 180 miles W. by N. of Fastnet when she was torpedoed and sunk by a German submarine. The captain and 13 of the crew were killed.

PORT KEMBLA

Commonwealth & Dominion Line; 1920; Hawthorn, Leslie & Co.; 8,435 tons; 481-2x62-3x33; 967 n.h.p.; turbine engines. The British steamship *Port Kemplab* was wrecked at San Salvador, Watling Island, on July 8th, 1926. She was on a voyage from London, via Norfolk, Va., to Lyttleton.

PORT VICTOR

Port Line; 1942; Swan, Hunter & Wigham Richardson; 12,411 tons; 503-5x68-2x38-3; 2,152 n.h.p.; 16 knots; oil engines. The motorship *Port Victor*, Capt. W. G. Higgs, O.B.E., was torpedoed and sunk by a German submarine in the North Atlantic on April 30th, 1943. Ten of her crew, two gunners and five passengers were lost. Capt. Higgs was among the survivors. The *Port Victor* was not in convoy at the time.

PORT YARROCK

Crawford & Rowat; 1886; Russell & Co.; 1,379 tons; 230-8X 36-2x21-7.

The barque *Port Yarrock*, Capt. T. Forbes, put into Brandon Bay, Tralee, on January 20th, 1894, to shelter in very heavy weather, having lost most of her sails. The weather worsened and a tug was sent out to stand by the ship but was not able to approach her. Eventually, on the 28th, the *Port Yarrock* was torn from her moorings and driven ashore, with the loss of all 25 of her crew.

PORTIER

United States Navy, destroyer; 1935; New York Shipbuilding Corp.; 1,850 tons; 381x36-2x10-2; 50,000 s.h.p.; 37 knots; turbine engines; Babcock & Wilcox boilers; eight 5 in. guns, eight 1 pdr., 2 m.g., 8 T.T.

The United States destroyer *Portier* was engaged in the operations around the Solomon Islands, taking part in the sea-air action known as the battle of Santa Cruz Island, the full story of which is told under the aircraft carrier *Hornet*. In the action, which took place on October 26th, 1942, she was torpedoed and sunk by a Japanese submarine while rescuing the crew of an American plane.

The *Portier* carried a complement of about 200.

PORTGWARRA

W. E. Hinde & Co.; 1914; J. Priestman & Co.; 2,222 tons; 290 -5x40-8x17-9; 222 n.h.p.; triple-expansion engines. The British steamship *Portgwarra* ran aground and foundered 11 miles W.S.W. of the Maas lightship on December 31st, 1921, while on a voyage from Blyth to Rotterdam carrying a cargo of coal.

PORTHKERRY

Porthcawl Steamship Co.; 1911; J. Crown & Sons; 1,920 tons; 280X40-2X18-3; 220 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Porthkerry* was torpedoed and sunk by a German submarine 16 miles W. by S. of Beachy Head on May 20th, 1917. The captain and six of the crew were killed.

PORTIA

C. T. Bowring & Co.; 1884; Wigham Richardson & Co.; 1,156 tons; 220-5x31-2x16; 156 n.h.p.; compound engines. The British cargo ship *Portia* was wrecked on Flint Island, ten miles from Halifax, N.S., on July 10th, 1899, in dense fog. She was on a voyage from New York, via Halifax, to St. John's, N.F.L., carrying a general cargo.

PORTIA

J. Lund & Co.; 1914; Trondhjems Mek. Verksted; 1,127 tons; 226'3x36-5x15-7; 116 n.h.p.; triple-expansion engines. The Norwegian steamship *Portia* struck a mine and sank in the North Sea on February 1st, 1917.

PORTLAND

Portland Steam Packet Co.; 1890; Pattee & Co.; 2,284 tons; 291x42x11; 14 knots.

The passenger steamship *Portland*, Capt. H. H. Blanchard, left Boston for Portland, Maine, on the evening of November 26th, 1898, with 65 passengers and 49 crew, besides a large general cargo. The weather was threatening and Capt. Blanchard was known to have discussed the advisability of sailing with Capt. Dennison of the *Bay State* of the same line. He was confident of making the trip without mishap, however, and at 7 p.m., the advertised time of sailing, he left the India Wharf and proceeded to sea.

From that time until the following morning the *Portland* was reported by various ships and shore stations, some of the later reports stating that the steamship was rolling heavily and that her superstructure appeared to have suffered damage from the seas. The night of the 26th of November was long remembered in that part of New England, as a gale of exceptional violence swept the coast, and there is no reason to doubt the accuracy of the reports relating to the condition of the *Portland*. The most authoritative of these came from Capt. S. O. Fisher, of the Life Saving Station at Cape Cod, who stated that he saw a large paddle steamship answering to the *Portland's* description between breaks in the weather between 9 and 10 a.m. on the 27th. He also heard four sharp blasts from the siren but visibility decreased and he did not see the vessel again.

It is assumed that the *Portland* foundered with all on board round about 9 o'clock on the same evening. By midnight quantities of wreckage, including cabin furniture, and many bodies had been washed ashore around Cape Cod and these evidences of disaster were so widespread as to leave no doubt as to the total loss of the vessel.

PORTLAND

Cia. Columbus de Vapores; 1919; Albina Eng. & Machine Works; 2,648 tons; 289x44-1x19-2; 313n.h.p.; triple-expansion engines.

The Panamanian ship *Portland* went aground and sank on February 11th, 1943, off Cape Lookout. She was on a voyage from Philadelphia to Havana.

PORTLAND

Hamburg-Amerika Linie; 1928; Bremer Vulkan; 7,132 tons; 462-3x61-2x26-5; 920 n.h.p.; oil engines. The German motorship *Portland* was shelled and sunk by the French warship *Georges Leygues* on April 13th, 1943, about 600 miles W. of Monrovia.

PORTLOE

Portloe Steamship Co.; 1912; J. Blumer & Co.; 3,187 tons; 331x47-7x22-5; 306n.h.p.; 10 knots; triple-expansion engines.

The steamship *Portloe* was torpedoed and sunk by a German submarine 160 miles W.N.W. of the Fastnet on April 20th, 1917. The captain and 23 of the crew were killed.

PORTMAR

U.S. War Shipping Administration; 1919; Northwest Steel Co.; 5,551 tons; 409-8x54-2x27-7; 582 n.h.p.; triple-expansion engines.

The American steamship *Portmar* was bombed by Japanese aircraft on February 19th, 1942, at Port Darwin, and beached to prevent her sinking. She was later refloated and towed in for repairs. After repairs she sailed from Sydney, N.S.W., for Port Moresby on June 15th, 1943, and on the following day was torpedoed and sunk by a Japanese submarine.

PORTMARNOCK

John Weatherill & Sons; 1895; W. Gray & Co.; 3,080 tons; 325x47-1x22-4; 281 n.h.p.; triple-expansion engines. The British cargo ship *Portmarnock* was wrecked near Cape Frio

on October 14th, 1910, while on a voyage from San Lorenzo to Leith carrying a cargo of maize. Twelve of her crew of 23 were lost.

PORTO DI ADALIA

Soc. Marittima Italiana; 1899; Ateliers & Chantiers de la Loire; 4,073 tons; 376-6x46-8x26-1; 443n.h.p.; triple-expansion engines.

The Italian steamship *Porto di Adalia* was torpedoed and sunk by a submarine in the Mediterranean on July 16th, 1917.

PORTO DI RODI

Soc. Marittima Italiana; 1897; W. Dobson & Co.; 2,480 tons; 320-6x39-2x25-4; 390 n.h.p.; triple-expansion engines. The Italian steamship *Porto di Rodi* was torpedoed and sunk by a submarine in the Mediterranean on April 10th, 1917.

PORTO DI SMIRNE

Soc. Marittima Italiana; 1895; R. Napier & Sons; 2,576 tons; 320-5x38-2x23-1; 306n.h.p.; triple-expansion engines. The Italian steamship *Porto di Smirne* was torpedoed and sunk by a submarine in the Mediterranean on March 6th, 1917.

PORTO SAID

Soc. Marittima Italiana; 1884; W. Denny & Bros.; 5,301 tons; 439-6x46-3x28-9; 1,005 n.h.p.; triple-expansion engines. The Italian steamship *Porto Said* was torpedoed and sunk by a submarine in the Mediterranean on December 10th, 1915.

PORTOFINO

Italian Government; 1912; Akt. Ges. Neptun; 1,754 tons; 287-1x41-1x16-9; 188 n.h.p.; triple-expansion engines. The German steamship *Portofino* was requisitioned by the Italian Government. Subsequently she was torpedoed and sunk by a German submarine in the Bristol Channel on June 3rd, 1917.

PORTOFINO

La Riviera Soc. Anon. diNav.; 1916; Sir R. Dixon & Co.; 6,424 tons; 415-5x54-1x32-4; 495n.h.p.; triple-expansion engines. The Italian steamship *Portofino* was bombed and sunk by British aircraft on November 6th, 1942, at Benghazi.

PORTRIEUX

Societe Maritime Nationale; 1918; Harland & Wolff; 2,257 tons; 285 x42x19; 411 n.h.p.; triple-expansion engines. The French steamship *Portrieux* was bombed and sunk by German aircraft on May 22nd, 1940, near Gravelines. Ten survivors were picked up.

PORTSDOWN

Southern Railway; 1928; Caledon S.B. & E. Co.; 342 tons; 190x25-1x8-7; 193r.h.p.; 13-5 knots; compound diagonal engines.

The paddle steamship *Portstown*, Capt. Chandler, was off the Isle of Wight on September 20th, 1941, when she struck a mine and sank. Capt. Chandler, seven of the crew and 15 passengers were lost.

PORTSEA

SeaS.S.Co.; 1938; BurntislandS.B. Co.; 1,583 tons; 267x40-2x16-2; 167n.h.p.; triple-expansion engines. The British steamship *Portsea* struck a mine and sank on July 24th, 1944, in the Adriatic. Twenty-five of her crew were lost.

PORTUENSE

R. Singlehurst & Co.; 1875; Aitken & Mansel; 1,470 tons; 276-9x30-1x21; 140 h.p.; compound engines. The steamship *Portuense* was caught in a cyclone some 250 miles from Barbados. She was overwhelmed and sunk on, or about, August 28th, 1890. The captain and nine of the crew of 28 were lost.

PORTUGAL

Messageries Maritimes; 1886; Messageries Maritimes; 5,358 tons; 442-9x45-9x36-1; 630n.h.p.; 12 knots; triple-expansion engines. The liner *Portugal* was chartered by the Russians (or acquired by purchase) for service as a hospital ship in the Black Sea. On March 17th, 1916, the vessel was towing a line of boats used for bringing

PORTUGAL

the wounded from the shore to the ship when she was attacked by the German submarine *U-33*, Lt. Cdr. Gansser, which fired two torpedoes. The vessel was lying stopped at the time as she had just previously experienced some difficulty with her tow. In this position she was an easy target, nevertheless the first torpedo missed but the second exploded full amidships and broke her in two.

There were no wounded on board the *Portugal* but 90 persons, of whom 45 were medical staff, lost their lives. The ship was clearly marked as a hospital ship.

PORTUGAL

Armement Adolf Deppe; 1909; Chantiers Navals Anversois; 1,463 tons; 235-5x36x19-5; 150n.h.p.; triple-expansion engines. The Belgian steamship *Portugal* was torpedoed and sunk by a German submarine in the English Channel on August 2nd, 1918.

PORTUGAL

Cie. Nat. Beige de Transp. Maritimes; 1906; Akt. Ges. Neptun; 1,509 tons; 256-7x37-5x16; 132 n.h.p.; triple-expansion engines.

The Belgian ship *Portugal* left Lisbon on January 2nd, 1941, for Methil and Goole, calling at Gibraltar. She left Gibraltar on January 8th and a report was received from her on January 11th, but she was not seen again. She was considered to have been probably sunk by a submarine on January 20th, some 500 miles W. of the Bishop Rock.

PORTUGALETE

Morel, Ltd.; 1882; Palmers' Co.; 1,510 tons; 250-5x35-2x16-9; 99 r.h.p.; compound engines.

The British cargo ship *Portugalete* was wrecked near the entrance to Santander on May 14th, 1901, while on a voyage in ballast from St. Nazaire to Santander.

POSANG

Indo-China S.N. Co.; 1882; London & Glasgow Co.; 1,531 tons; 250'2x35-3x22; 200 h.p.; compound-inverted engines. The British cargo ship *Posang* was wrecked off Steep Island, China, on May 27th, 1884, while on a voyage from Swatow to Shanghai carrying a general cargo.

POSEIDON

United States Shipping Board; 1914; Dunlop, Bremer & Co.; 1,909 tons; 295-8x43-2x17-2; 217n.h.p.; triple-expansion engines.

The American steamship *Poseidon* was sunk in a collision with the British steamship *Somerset*, 9,773 tons, with the loss of six of her crew. The collision occurred off Cape Delaware, U.S., five miles N.N.E. of Five Fathom Bank lightship on July 31st, 1918.

POSEIDON

Koninklijke Nederlandsche Stoomb. Maats.; 1921; Dunlop, Bremner & Co.; 1,928 tons; 295-8x43-2x17-2; 217n.h.p.; triple-expansion engines.

The Dutch tanker *Poseidon* was bound from Demerara to New York when she was torpedoed and sunk by the German submarine *U-653*, some 400 miles N.W. of Bermuda on June 5th, 1942. All the crew of 31 were lost.

POSSIDON

G. N. Pittas Bros. & Co.; 1909; W. Gray & Co.; 3,840 tons; 346-3x50-8x23-1; 274 n.h.p.; triple-expansion engines. The Greek steamship *Possidon* was torpedoed and sunk by a German submarine on September 8th, 1940, on a voyage from Sydney, N.S., to Glasgow. Seventeen of her crew were killed.

POTESTAS

Soc. Anon. Industria Armamento; 1919; Ansaldo San Giorgio; 5,237 tons; 392-8x51-5x27-6; 862 n.h.p.; oilengines. The Italian motorship *Potestas* was sunk by gunfire from German coastal batteries at Kotor on September 20th, 1943.

POTHO

Pathos Shipping Co. (N. J. Nomikos); 1916; A. Vuijk & Zonen; 1,999 tons; 292-7x40-2x—; triple-expansion engines. The Lebanese ship *Potho* went aground, broke into three and sank

on March 15th, 1962, off Sirolo, about seven miles S. of Ancona. Ten of the crew were drowned and 11 saved.

POTLATCH

Weyerhaeuser S.S. Co.; 1920; Moore S.B. Co.; 6,065 tons; 402-6x53x32-2; turbine engines. The American steamship *Potlatch* was torpedoed and sunk by a German submarine on June 27th, 1942, on a voyage from New York to Trinidad. Eight of her crew were killed.

POTOMAC

Mercantile S.S. Co.; 1872; London & Glasgow Co.; 1,832 tons; 262-8x33-1x24-6; 150 h.p.; compound engines. The British cargo ship *Potomac* was wrecked in Bridlington Bay on November 21st, 1893, while carrying a cargo of wheat from Odessa to Aberdeen.

POTOMAC

Anglo-American Oil Co.; 1893; A. & J. Inglis; 3,858 tons; 345-2x44-2x23; 426 n.h.p.; triple-expansion engines. The British tanker *Potomac* was wrecked off Mastic Point, Andros Island, Bahamas, during a hurricane on September 26th, 1929, while on a voyage from Baytown to London and Hull.

POTRERO DEL LLANO

Petroleos Mexicanos S.A.; 1912; Palmers Co.; 4,000 tons; 364X47-5X26-6; 346 n.h.p.; triple-expansion engines.* The Mexican tanker *Potrero del Llano* was torpedoed and sunk by a German submarine on May 12th, 1942, off Miami, on a voyage from Tampico to New York. Thirteen of her crew of 35 were lost.

POWHATAN

Tank Storage & Carriage Co.; 1898; Sir J. Laing & Sons; 6,117 tons; 420-4x53-2x29-1; 567n.h.p.; 11 knots; triple-expansion engines.

The tanker *Powhatan* was torpedoed and sunk by a German submarine 25 miles N. by W. of North Rona, Isle of Bute, on April 6th, 1917. Thirty-six men were killed. The captain was taken prisoner by the submarine.

POWHATTAN

American emigrant ship; 1839; United States; 900 tons. The American emigrant ship *Powhatan*, Capt. Meyers, was on a voyage from Havre to New York. She carried 250 persons, most of whom were of the emigrant class. The ship encountered stormy weather when crossing the Atlantic and approached the American coast in a disabled condition. On April 15th, 1854, she was in the vicinity of Barnegat, New Jersey, when she became entangled in the shoals some 12 miles off the shore. On the afternoon of the next day, Sunday 16th, she struck and became firmly wedged on the Bar about 100 yards from shore.

Capt. Jennings of the local coastguard sent a party of men to bring the rocket apparatus, but they had six miles to go and before their return the ship had begun to break up. The first tragedy was the bursting of her bulwarks and the washing overboard of about 50 persons. Some two hours after this, at about 7 p.m., her masts went by the board and she broke up very rapidly. There were no boats available along the shore and although Capt. Jennings and some of his men waded out for a distance of 75 yards they were unable to rescue a single person from the wreck.

POWIS

Jenkins Bros.; 1889; Palmers' Co.; 2,111 tons; 275-2x37-9x19; 205 n.h.p.; triple-expansion engines.

The British cargo ship *Powis* foundered about 25 miles off Seriphos on June 20th, 1907, while on a voyage from Seriphos to Middlesbrough carrying a cargo of iron ore.

POYANG

Hong Kong, Canton & Macao Steamboat Co.; 1861; Roosevelt & Joyce; 828 tons; 233x31x11-8; vertical beam engines. The wood paddle steamer *Poyang* was lost in a typhoon on May 31st, 1875, while on a voyage from Hong Kong to Macao. About 100 lives were lost in this disaster.

POZZUOLI

A. Lauro; 1915; *Cantiere Navale Triestino*; 5,345 tons; 402-9 x 54-2x28-9; 465 n.h.p.; triple-expansion engines. The Italian steamship *Pozzuoli* was torpedoed and sunk by a British submarine on February 1st, 1943, seven miles from Capo S. Vito, Sicily.

PRESIDENT CHRISTIE

Nordenfjeldske Dampskibs.; 1873; *Bergens Mek. Vcerks.*; 612 tons; 166-6x24-8x20-3; 83 n.h.p.; compound engines. The Norwegian ship *President Christie* was carrying passengers and general cargo from Kirkenes to Oslo. At 2 a.m. on January 31st, 1936, she went aground in a fog at Triesteingrund and sank.

PRAVIA

F. Gonzalez-Fierro; 1883; *Richardson, Duck & Co.*; 1,814 tons; 260x36x20; 187 n.h.p.; compound engines. The Spanish ship *Pravia* was on her way to Bilbao with a cargo of coal on May 14th, 1931, when she was wrecked at San Esteban de Pravia.

PREDSEDMK KOPAJTIC

Jadranska Plovidba D.D.; 1928; *Clyde S.B. & E. Co.*; 1,798 tons; 260-4x40-2x18-2; 188 n.h.p.; triple-expansion engines. The Yugoslav steamship *Predsednik Kopajtic* was torpedoed and sunk by a German submarine on September 21st, 1942, between Trinidad and Demerara.

PREMUDA

Corrado Soc. Anon. di Nav.; 1907; *W. Hamilton & Co.*; 4,427 tons; 376-2x52-3x17-4; 366n.h.p.; triple-expansion engines. The Italian steamship *Premuda* was shelled and sunk by British warships on November 12th, 1940, 12 miles from Saseno.

PRESCOTT

S. J. Ditchfield; 1873; *Richardson, Duck & Co.*; 1,941 tons; 280X35-1x26-1; 160 h.p.; compound engines. The steamship *Prescott*, Capt. Hind, left Sunderland on December 29th, 1894, for Marseilles, and was never seen again. On January 3rd, one of her boats, waterlogged and with oars in the rowlocks, was seen six miles N. of Spurn Head. Other wreckage was found later and it was considered probable that the ship had been sunk in heavy weather while running to the Humber for shelter. She carried a crew of 22.

PRESIDENT

British & American Steam Navigation Co.; 1840; *Curling & Young*; 1,863 tons; 275x37-5x27; 700 i.h.p.; 8-5 knots; side-lever engines.

The paddle steamship *President* was a sister ship to the *British Queen*, both owned by the British & American Steam Navigation Co., which was sponsored by the famous firm of Laird, Birkenhead and Junius Smith, an American lawyer. The ship ran three transatlantic trips, but failed to impart much confidence in her seaworthiness. Her captain was Richard Roberts, an ex-naval lieutenant who had achieved a certain amount of distinction as a resolute commander by forcing the crew of the paddle steamship *Sirius* to continue their voyage across the Atlantic at the muzzle of his revolver. This incident occurred in April, 1838, and when the new ship, the *President*, was completed the company appointed Roberts to be her captain, a position he did not enjoy, for he frankly described her as a 'coffin-ship'.

On March 11th, 1841, the vessel left New York for Liverpool. She carried 136 persons, crew and passengers, among the latter being Tyrone Power, the comedian. Many weeks afterwards a message from him, contained in a bottle thrown overboard, was washed ashore. The message said '*President* sinking fast'; that was all that was ever known of the ill-fated vessel.

The *President* was the first passenger steamship to founder on the transatlantic run.

Her loss brought the British & American Steam Navigation Company to a speedy liquidation.

PRESIDENT COOLIDGE

American President Line; 1931; *Newport News S.S. & D.D.*; 21,936 tons; 615-6x81-3x28-2; 26,500i.h.p.; 21 knots; turbo-electric engines.

The liner *President Coolidge*, acting as an auxiliary transport, was commanded by Capt. Henry Nelson and had on board some 4,000 troops besides crew. On October 26th, 1942, when off Espiritu Santo she struck a mine and sank. Discipline was good and the men took to the boats in excellent order. Of those on board only four soldiers and one seaman lost their lives.

PRESIDENT DOUMER

Ministry of War Transport (Bibby Bros.); 1933; *Societe Provenfale de Construction Navale*; 11,898 tons; 468-5x63-9x 37-8; 1,307n.h.p.; 17knots; oilengines.

The French liner *President Doumer* was taken over by the Ministry of War Transport after the capitulation of France in 1940. On October 30th, 1942, the vessel was some distance N. by E. of Madeira when she was torpedoed and sunk by a German submarine, with the loss of 260 lives.

PRESIDENT FRANCOUI

Purfina-Armement Soc. Anon.; 1928; *New Waterway S.B. Co.*; 4,919 tons; 401X 53x27-8; 489 n.h.p.; oil engines. The Belgium motorship *President Francqui* was torpedoed and sunk by a German submarine on December 29th, 1942, on a voyage from Swansea to New York. Five lives were lost of her complement of 49.

PRESIDENT GRANT

American President Line; 1921; *New York S.B. Corp.*; 10,544 tons; 502-1x62-2x28*3; triple-expansion engines. The American liner *President Grant*, Capt. J. D. Ryan, was wrecked off Ulma Island on February 26th, 1944, whilst serving as a transport. There was no loss of life.

PRESIDENT LEROY LALLIER

Cie. des Bateaux a Vapeur du Nord; 1881; *J. Readhead & Co.*; 1,320 tons; 250'9x33-1x15-1; 186 n.h.p.; compound engines. The French steamship *President LeRoy Lallier* was torpedoed and sunk by a German submarine in the English Channel on April 9th, 1918.

PRESIDENT LINCOLN

United States Government; 1907; *Harland & Wolff*; 18,168 tons; 598-8x68-2x48-3; 827n.h.p.; 14-5 knots; quadruple-expansion engines. The German liner *President Lincoln* became a prize of war of the United States when that country entered the First World War in April, 1917. The ship was used as a transport and helped to bring the American Army to Europe. At 10.40 on the morning of Friday, May 31st, 1918, when returning to America after having brought a contingent of troops to Europe the *President Lincoln* was torpedoed and sunk by a German submarine.

PRESIDENT SERGENT

Ministry of War Transport (Anglo-Saxon Petroleum Co.); 1923; *A tellers & Chantiers de France*; 5,344 tons; 352-9x52-6x31-7; 445 n.h.p.; 10-5 knots; triple-expansion engines. The tanker *President Sergeant*, Capt. P. G. G. Dove, was in the North Atlantic in convoy when she was torpedoed and sunk by a German submarine on November 18th, 1942. Twenty-one men were killed. Capt. Dove was among the survivors.

PRESIDENT TAYLOR

American President Line; 1921; *New York Shipping Co.*; 10,508 tons; 502-1x62-2x28-3; 781 n.h.p.; 13-5 knots; triple-expansion engines.

The liner *President Taylor*, Capt. A. W. Aitten, was wrecked on Canton Island on February 14th, 1942, while serving as a transport. There was no loss of life.

PRESIDENTE TRUJILLO

Compania Naviera Dominicana; 1900; *Howaldtswerke*; 1,668 tons; 240'-4x36x20-9; 204n.h.p.; triple-expansion engines. The Dominican steamship *Presidente Trujillo* was torpedoed and

PRESTO

sunk by a German submarine on May 12th, 1942, soon after leaving Fort de France for San Juan, Puerto Rico. Twenty-four of her crew of 39 were lost.

PRESTO

Pelton Steamship Co.; 1905; J. Crown & Sons; 1,143 tons; 228-4x32-2x14-2; 135n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Presto* was mined and sunk four miles E. of Roker Point, Sunderland, on April 6th, 1917. Six men were killed. The captain was among the survivors.

PRESTON

General Steam Navigation Co.; 1885; M. Pearse & Co.; 2,099 tons; 275'4x37-2x19-9; 201 n.h.p.; triple-expansion engines.

The British cargo ship *Preston* was wrecked near Camarinas on May 2nd, 1906, while on a voyage from London to Genoa carrying a general cargo.

PRESTON

United States Navy, destroyer; 1936; Mare Island Navy Yard; 1,480 tons; 341-2x34x8-9; 42,800s.h.p.; 36-5 knots; turbine engines; Yarrow boilers; five 5 in. guns, 4 m.g., 8 T.T. The destroyer *Preston* was one of a division of four destroyers comprising, beside herself, the *Benham*, *Gwin* and *Walke*, which was escorting the battleships *Washington* and *South Dakota* and the aircraft carrier *Enterprise*, under command of Rear Admiral W. A. Lee. The object of this squadron was to cut off and, if possible, destroy a Japanese convoy of troops and supplies, covered by a strong naval force, which was proceeding to Guadalcanal in November, 1942.

On the night of the 14th, after the enemy transports had been located by U.S. planes during daylight, Admiral Lee's force made contact with the covering warships and a brisk action ensued in which the Japanese lost the battleship *Kirishima*, 29,330 tons, the heavy cruiser *Kinugasa*, 7,100 tons, and the destroyer *Ayanami*, 1,700 tons, in addition to those sunk on the preceding days.

The American destroyer division made an attack on a mixed group of enemy cruisers and destroyers, but was repelled with the loss of three out of its four units. The *Preston* was hit and sunk by gunfire; the *Benham* was torpedoed and sunk later, and the *Walke* was hit by torpedoes and shells and had to be abandoned, the *Gwin* was damaged and forced to withdraw.

The full story of the battle of Guadalcanal is told under the U.S. cruiser *Atlanta* and the Japanese battleship *Kirishima*.

PRESTONIAN

Becker & Co.; 1901; Ailsa S.B. Co.; 1,152 tons; 223-7x33-2x14-4; 126 n.h.p.; triple-expansion engines.

The British cargo ship *Prestonian* was wrecked in Aberdour Bay on May 25th, 1915. She was carrying a cargo of flax and timber on a voyage from Archangel to Dundee.

PREUSSEN

Laeisz & Co.; 1902; J. C. Tecklenborg A.G.; 5,081 tons; 407-8x53-6x27-1.

The German five-masted schooner *Preussen*, Capt. Nissen, was built of steel and was, at the time of her loss, the largest sailing ship in the world. During the eight years that she was afloat she made several voyages to Japan and was a very successful vessel. She had a cargo carrying capacity of 8,000 tons. On November 4th-5th, 1910, the *Preussen* encountered a heavy gale in the English Channel, and on Sunday morning, the 6th, collided with the Channel steamship *Brighton*, between Newhaven and Dieppe. She was damaged by the impact, losing her jib-boom and springing a leak forward. The Channel steamship lost her mainmast, forward funnel and port boats, the damage being so severe that she put back to Newhaven.

On Sunday evening the *Preussen* anchored off Dungeness but her cables parted and she was driven out to sea. She was picked up by tugs and taken in tow for Dover, but the violence of the seas snapped the tow-ropes when off St. Margaret's Bay, and she ran heavily ashore at the foot of the cliffs, her foremast going by the board. Coastguards and lifeboats were quickly on the scene, but the crew declined at first to abandon their ship as they still had hopes of saving her.

For some weeks the vessel remained hard and fast on the rocks

and it was hoped that she could be salvaged, but during the week January 4th-11th there was a violent gale. The constant pounding of the seas caused the *Preussen* to break in two and all possibility of getting her off vanished. There was no loss of life.

PREUSSEN

German Government; 1926; Stetfner Oderwerke; 2,529 tons; 296-8x38-3x19; 814 n.h.p.; oilengines.

The German motorship *Preussen* struck a mine and sank on July 9th, 1941, off Oland Island, Sweden.

PRIAM

Ocean S.S. Co.; 1870; Scott & Co.; 2,165 tons; 313-2x34x28-2; 220 h.p.; simple engines.

The British steamship *Priam* was wrecked near Corunna on January 12th, 1889, while on a voyage from Liverpool to Shanghai carrying a general cargo. Five of her crew were drowned.

PRIARUGGIA

Messina & C.; 1925; N. Odera fu A. & Co.; 1,196 tons; 209'3x33-9x19-5; 79 n.h.p.; triple-expansion engines. The Italian steamship *Priaruggia* was bombed and sunk by British aircraft on November 28th, 1941, at Benghazi.

PRIMAUGUET

French Navy, cruiser; 1924; Brest Dockyard; 7,249 tons; 594-7x57-5x20-7; 102,000 s.h.p.; 33 knots; turbine engines; Guyot boilers; eight 6-1 in. guns, four 3 in., 7 smaller 12 T.T. On

November 8th, 1942, an American force comprising the new battleship *Massachusetts*, 35,000 tons, nine 16 in. guns, flagship of Rear-Admiral R. C. Giffen commanding the Covering Group, the heavy cruisers *Tuscaloosa* and *Wichita*, 9,975 and 9,324 tons respectively, armed with nine 8 in. guns apiece, and the destroyers *Jenkins*, 2,050 tons, *Wainwright*, 1,570 tons, *Mayrant* and *Rhind*, both of 1,500 tons, escorting a large convoy of transports appeared off Casablanca. The landing was to synchronise with similar operations at Oran and Algiers on the Mediterranean coast of Africa and was to begin at 1 a.m. The French were completely surprised at all points, nevertheless they put up a stout resistance—though of short duration.

The naval and coastal defences of Casablanca were under command of Vice-Admiral F. C. Michelier and the small squadron of warships was commanded by Rear-Admiral Gervais de Lafond. This squadron comprised the new battleship *Jean Bart*, still uncompleted and lying alongside the mole with one turret containing four 15 in. guns trained seawards; the cruiser *Primauguet*, and seven destroyers. The surprise was so complete that the commanders of the French ships were entirely ignorant of the nationality of the enemy they were called upon to face. Fighting commenced at 8.28 a.m. when French destroyers shelled the landing craft W. of Cape Fedhala. At 10 a.m. the *Primauguet*, Capt. Mercier, led a sortie of six destroyers in an attempt to make a torpedo attack on the Covering Group. This failed and the *Primauguet* was hit repeatedly by the heavy cruisers *Augusta* and *Brooklyn*. She steamed back to harbour in a sinking condition and was again hit by bombs from aircraft of the U.S. carrier *Ranger*, which wrecked her bridge, killing Capt. Mercier, and wounding Admiral Lafond. Eventually the cruiser caught fire and was run ashore and burned out. Ten officers and 35 ratings were killed and a much larger number wounded.

The *Jean Bart* was hit by three heavy bombs and put out of action but was subsequently handed over to the French and repaired. All the destroyers except *Valcyon* were sunk.

Fighting ceased at 10 a.m. on November 11th by mutual agreement between the French and Americans, the French retaining such ships as remained to them.

PRIMOS

DeAnduza; 1869; Oswald & Co.; 448 tons; 155-6x27-2x16. The Spanish barque *Primos*, with a cargo of sugar from Havana, left Falmouth on June 22nd, 1871, bound to Greenock. At 4 a.m. on the 24th, in hazy weather, she ran on to the Seven Stones, Scilly Isles, and sank in 12 minutes. A boat was launched but drifted away, the captain and four men got into the captain's gig but this capsized when the barque sank. Only one man was picked up by the islanders after several hours in the water.

PRIMROSE HILL

Sailing Ship Primrose Hill Co.; 1886; T. Royden & Sons; 2,520 tons; 301 • 6x42 • 1x24-7;

The four-masted barque *Primrose Hill*, Capt. J. Wilson, was wrecked near the South Stack, Holyhead, on December 28th, 1900, with the loss of 33 lives.

PRIMULA

British Navy sloop; 1915; *Swan, Hunter*; 1,250 tons; 267x33-5x11 • 7; 2,000 i.h.p.; 16-5 knots; triple-expansion engines; cylindrical boilers; two 4-7 in. guns.

The sloop *Primula* engaged on patrol duties in the Eastern Mediterranean was torpedoed and sunk by a German submarine on March 1st, 1916. Her attacker was the famous *U-35* under command of Cdr. Lothar von Arnauld de la Periere, a German of French descent. The first torpedo struck *Primula* in the bows bringing down her foremast across the deck. Despite these injuries the little ship at once went full speed astern manoeuvring so as to ram the submarine, which narrowly escaped destruction. Von Arnauld fired a second torpedo and then a third, both of which missed. The *Primula*, still going astern, made another attempt to ram but she was hit by a fourth torpedo and sank.

Of the sloop's complement of 110 all were saved with the exception of three ratings. The survivors were landed at Port Said.

PRIMULA

Skibs-AjS Bess; 1918; *De Haan & Oerlemans*; 1,024 tons; 216-5x34-5x13-5; 148 n.h.p.; triple-expansion engines. The Norwegian steamship *Primula* was sunk by mine or torpedo on December 4th, 1939, about 120 miles E. of Stonehaven on a voyage from Oslo to England. Eight of her crew were killed.

PRINCE

General Screw Shipping Co.; 1854; *Blackball*; ^2,710 tons; 300 n.h.p.; 8 knots; compound engines.

The steamship *Prince*, Capt. Goodall, was a new and valuable vessel intended for the Australian trade, but chartered by the Government as a transport. In November 1854 she arrived in the Black Sea with the 46th Regiment for service in the Crimea and a cargo valued at £500,000. The soldiers were landed safely, but the cargo still remained on board. Leaving the harbour of Balaclava the ship dropped anchor outside in 30 fathoms, but the cable had not been properly stopped and ran out and was lost. A second anchor was dropped with the same unfortunate result. The ship then got ready two smaller anchors to which she rode until the gale of November 14th. These, her last cables, parted in the storm, and she was hurled onto the rocks and pounded to pieces.

An endeavour to steam ahead was frustrated by the falling of the masts, which had been cut away, and the cordage of which became entangled with the screw. The vessel broke in two shortly after striking and went to pieces very rapidly.

Only a midshipman and six seamen survived of the *Prince's* crew of 150 officers and men. Capt. Goodall, and Capt. Baynton, R.N., Transport Agent, went down with the ship.

The cargo lost comprised the whole of the winter clothing for the army—40,000 uniforms, with under garments, socks and gloves; a huge consignment of shot and shell and all the medical stores—the latter having been loaded with the usual negligence of the time beneath the ammunition, so that it was impossible to reach it when the ship called at Scutari on her voyage out.

The great gale in Balaclava Bay accounted for much damage to shipping, and had the Admiralty agents been more careful in their dispositions a large part of this might have been averted. On the morning of November 14th there were over 30 ships lying in this unsafe anchorage with the knowledge that a storm was approaching. A protest made to the principal agent by Capt. Lewis of the *Resolute*, which had a valuable Government cargo on board, was unheeded, and the captain was censured for making it.

The British ships *Resolute*, *Kenilworth*, *Rip van Winkle*, *Panola*, *Wild Wave* and the American ships *Progress* and *Wanderer* foundered with great loss of life. Apart from those drowned in the *Prince* a further 340 perished when the above ships were wrecked. Capt. Lewis of the *Resolute* was among the drowned.

PRINCE ALBERT

Ocean Soc. Anon Beige d'Armement & de Navigation; 1904; *Tyne Iron S.B. Co.*; 1,820 tons; 280 X42x18-2; 263 n.h.p.; triple-expansion engines.

The Belgian steamship *Prince Albert* struck a mine and sank in the North Sea on July 30th, 1915.

PRINCE ARTHUR

J. Andersen; 1869; *G. R. Glover & Co.*; 1,666 tons; 247'x40-1x23-7.

The Norwegian barque *Prince Arthur*, on a voyage from Valparaiso to Puget Sound, in ballast, was wrecked in a gale on January 2nd, 1903, near the Ozette River, Cape Flattery, with the loss of 18 lives.

PRINCE PHILIPPE

Belgian Government; 1940; *Soc. Anon. John Cockerill*; 2,938 tons; 357 x49-1x21-4; 2,189 n.h.p.; oil engines. The Belgian motorship *Prince Philippe* was involved in a collision with another ship on July 15th, 1941, in 55° 5' N., 5° 24' W. Only one boat with 29 survivors was picked up.

PRINCE OF WALES

British Navy, dreadnought battleship; 1939; *Cammell Laird & Co.*; 35,000 tons; 739-7x103x27-7; 152,000 s.h.p.; 32 knots; turbine engines; 3-drum boilers; ten 14 in. guns, sixteen 5-25 in., 4pom-poms, 4 aircraft.

The battleship *Prince of Wales* was completed during the Second World War and was commissioned in April, 1941, in time to take some part in the action with the *Bismarck*. In August she was selected to carry Mr. Winston Churchill to his meeting with President Roosevelt in the Western Atlantic. At the conclusion of this meeting at which the Atlantic Charter was formulated *Prince of Wales* returned to fighting service and in November, when relations between the Japanese and the United States were becoming strained, she was sent to Singapore in company with the battle cruiser *Repulse* (which see) 32,000 tons, Capt. W. G. Tennant. The ship was wearing the flag of Admiral Sir Tom Phillips, K.C.B., and was commanded by Capt. John C. Leach, M.V.O., D.S.O. She arrived at Singapore on December 1st, and on the 7th Japan made her surprise attack on the American fleet at Pearl Harbour and Britain immediately became involved in war with that country. The next day a Japanese invasion force commenced to disembark in Malaya.

In view of the urgency of the matter Admiral Phillips decided to take *Prince of Wales* and *Repulse*, together with a flotilla of destroyers, to attack the Japanese and if possible destroy their transports and frustrate their landing. The squadron sailed from Singapore on December 9th and steered for the north-west coast of Malaya, the Admiral hoping to avoid Japanese air observation and make his attack on the following morning. The strongest unit opposed to him was believed to be the battleship *Kongo*, a rather elderly dreadnought built in 1912. One disturbing feature of the expedition was the absence of air protection. There was no aircraft carrier available for the squadron and the Admiral did not request the protection of land-based aircraft until too late to be of service. The ships proceeded to the coast in very cloudy weather, which was unusual at that time of the year, and was most advantageous to aircraft. The *Repulse* signalled the flagship that she was being shadowed by an enemy plane but the Admiral took no action and the squadron continued on its way. After a time the knowledge that the Japanese air reconnaissance would have warned the transports and warships concerned in the landing decided the Admiral to return to his base, and the British ships turned about. At just before noon on the next day, the 10th, an attack by 60 bombers from a height of 15,000 feet was made and the *Repulse* received a bomb in the engine room, *Prince of Wales* escaping with only superficial damage. This raid was followed by a more formidable one made by 27 torpedo carrying aircraft attacking in waves of nine. On this occasion *Repulse* was again hit several times and sank, and *Prince of Wales* had her rudder and propellers damaged to such an extent that she was practically helpless. The vessel was an easy target for the Japanese and was repeatedly hit, sinking about half an hour after her propellers were struck.

The casualties were very high, for *Prince of Wales* carried a complement of 1,625 and *Repulse* a complement of 1,467. Of this number 762 were lost, including Admiral Phillips and Capt. Leach.

PRINCESS

PRINCESS

W. S. Bailey; 1869; Humphrey & Pear son; 1,212 tons; 248x32-5x17-3; 120 h.p.; compound engines.

The British cargo ship *Princess* was wrecked near Ostergarth Light, Gothland, on July 23rd, 1888, while on a voyage from St. Petersburg to London carrying a cargo of oats.

PRINCESS

Taylor & Sander son; 1883; Short Bros.; 2,094 tons; 286 x 38-6x20-6; 180 h.p.; compound engines.

The British cargo ship *Princess* was wrecked during a storm off Flamborough Head on November 19th, 1893, while on a voyage from Bilbao to Sunderland carrying an ore cargo. All on board were lost.

PRINCESS ALICE

London Steamboat Co.; 1865; J. Caird & Co.; 251 tons; 219-2X 20-1x8-4; 140i.h.p.; 12 knots; oscillating engines. The *Princess Alice*, Capt. W. Grinstead was, for her time, a large and commodious river steamship. On the day on which the disaster occurred the weather was fine and warm, attracting many excursionists, and the vessel left London at about 10 a.m. on September 3rd, 1878, with a full load, bound for Gravesend and Sheerness. At about 6 p.m. she left Gravesend on the return trip, being crowded almost to capacity, the number of passengers and crew being estimated at nearly 900. The evening was fine and clear.

At 7.40 p.m., while in Gallion's Reach, about one mile below Woolwich, the *Princess Alice* met the collier *Bywell Castle*, 1,376 tons, Capt. T. Harrison, proceeding upon an opposite course, being at the time in charge of a Thames pilot. The collier was high out of the water, having discharged her coal and returning in ballast. This circumstance made her deck almost inaccessible to the drowning passengers after the collision.

As the two vessels approached each other there were a few moments of fatal indecision on the part of Capt. Grinstead. There were warning shouts from both ships and then the pleasure steamship ran athwart the bows of the collier; being struck on the starboard sponson aft of the paddle-box.

The collier's bow drove into the other's engine room, almost cutting her in two. The bow portion of the *Princess Alice* sank immediately, taking with it all those passengers sitting there. The tide was at two hours ebb, and the *Bywell Castle* under the force of this, and the way from her engines, was swept some distance down before she could stop and drop anchor.

For a few minutes there were scenes of indescribable horror and utmost confusion. According to a statement by Capt. Harrison three boats were got out by the *Bywell Castle*, one of these being a large ship's lifeboat which took some time to lower, and this delay coupled with the distance which the ship had drifted from the wreck, greatly retarded the work of rescue. The pleasure steamship *Duke of Teck*, belonging to the same company as the *Princess Alice*, arrived about ten minutes after the disaster and took on board some survivors. From the moment of the collision to when the vessel foundered was only a brief four to five minutes, allowing scant time for ships in the vicinity to send aid.

The number lost is generally assumed to be 640 persons, including Capt. Grinstead. Those saved numbered a little over 200.

PRINCESS DAGMAR

M. Langlands & Sons; 1907; Napier & Miller; 913 tons; 236-3x34-2x16; 116n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Princess Dagmar* was torpedoed and sunk by a German submarine on, or about May 7th, 1918, in the Bristol Channel. The captain and 23 crew were killed.

PRINCESS IRENE

Canadian Pacific Railway Co.; 1914; W. Denny & Bros.; 5,934 tons; 395x54x17; 15,000 s.h.p.; 22-5 knots; turbine engines; two 4 in. guns, two 3 in., 400 mines. The liner *Princess Irene*, Capt. M. H. Cobbe, and her sister ship the *Princess Margaret*, were two new vessels completed in 1914 and taken over by the Admiralty for service as minelayers. On May 27th, 1915, the *Princess Irene* was lying in Sheerness Harbour undergoing repairs. In addition to her crew she had 78 dockyard workmen on board when, at about 11.15 a.m. she blew up. Two

columns of flame, estimated to have reached a height of 300 feet, shot up from the ship in quick succession, followed by a tremendous explosion.

At the time of the disaster there were 30 officers and 23 ratings on board in addition to the dockyard workmen. Only one workman and a few seamen escaped.

PRINCESS KATHLEEN

Canadian Pacific Railway Co.; 1925; J. Brown & Co.; 5,908 tons; 350-1X 60-1 x 25-8; steam turbine engines.

The Canadian steamship *Princess Kathleen* was wrecked at Lena Point, Favorite Channel, about 31 miles N. of Juneau, Alaska, during a gale on September 7th, 1952. She was carrying 300 passengers and a general cargo from Vancouver to Skagway.

PRINCESS MARGUERITE

Canadian Pacific Railway Co.; 1925; John Brown & Co.; 5,875 tons; 350-1x60'1x25'8; 2,462 n.h.p.; 21 knots; turbine engines. The liner *Princess Marguerite*, carrying about 1,000 troops from Port Said to Famagusta, was torpedoed and sunk by a submarine on August 17th, 1942, N. of Port Said. Forty-nine lives were lost.

PRINCESS MARY

Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co.; 1911; Day, Summers & Co.; 326 tons; 195-2x 24-1x8-1; 137 n.h.p.; 16 knots; diagonal compound engines. The paddle steamship *Princess Mary* was taken over by the Admiralty early in the First World War for service as a minesweeper. She survived the war but on August 2nd, 1919, when in the Dardanelles, ran into the wreck of the battleship *Majestic* and tore her bottom out, sinking in a very short time. She carried a complement of about 60.

PRINCESS ROYAL

M. Langlands & Sons; 1912; Caledon S.B. & E. Co.; 1,986 tons; 291-4x38-2x14-1; 217n.h.p.; 9 knots; triple-expansion engines.

The steamship *Princess Royal* was torpedoed and sunk by a German submarine three miles W.N.W. of St. Agnes Head, Cornwall, on May 26th, 1918. Nineteen men were killed. The captain was among the survivors.

PRINCESS SOPHIA

Canadian Pacific Railway Co.; 1912; Bow, McLachlan & Co.; 2,320 tons; 245-2x44-1x24; 366n.h.p.; 14-5 knots; triple-expansion engines.

The Canadian steamship *Princess Sophia* left Skagway for Vancouver on October 25th, 1918, with 346 persons, most of the passengers coming from Dawson City or from Alaska. When four hours out the liner ran into a thick snowstorm and during the time that this persisted got considerably off her course, and on the 26th struck on the Vanderbilt Reef, Lynn Canal. Here she remained firmly wedged for 40 hours, the snowstorm giving place to a violent gale. The ship's anchors being unable to hold on the rocky bed she was swept off the reef and foundered with all on board. Next morning nothing of her was visible except a portion of the foremast.

PRINCESS VICTORIA

London, Midland & Scottish Railway Co.; 1939; W. Denny & Bros.; 2,197 tons; 309-8x48-1x13; 875 n.h.p.; 21 knots; oil engines.

The passenger motorship *Princess Victoria* was taken over by the Admiralty early in the Second World War for service as an auxiliary minelayer. She was commanded by Capt. J. B. E. Hall and carried a complement of some 120. On Sunday, May 19th, 1940, when off the entrance to the Humber, she struck a mine and sank very rapidly. Of those on board Capt. Hall, three officers and 32 ratings, of whom seven were employees of the L.M.S. company, were killed. Eighty-five survivors were landed at an east coast port on the same day.

PRINCESS VICTORIA

British Transport Commission; 1947; W. Denny & Bros.; 2,694 tons; 309-8x48-1x13; 19 knots; oil engines. The motorship *Princess Victoria*, employed on ferry service

between Stranraer and Larne, left Stranraer at 7.45 a.m. on January 31st, 1953, with 127 passengers and 49 crew, in bad weather. The weather worsened and a strong northerly gale developed.

At 9.46 a.m. the ship wirelessed that she was hove-to off the mouth of Loch Ryan, not under command and needed assistance.

The destroyer *Contest* put out from Greenock and was expected to reach the ship's position by 1 p.m.; the salvage tug *Salveda* also went to help together with other ships in the vicinity.

At 10.32 a.m. the doors at the after end of the car deck were stove in by heavy seas and the accumulation of water in the car deck caused the ship to list to starboard. By noon the list had increased to 35 degrees.

The last message, at 1.58 p.m., said that the ship was on her beam ends with engine room flooded and was being abandoned. She sank soon afterwards.

Meanwhile *Contest*, already delayed by the gale, was hampered in her search because the ship's reported position was at variance with the bearing taken by Portpatrick W.T. Station on her signals. Furthermore the yawing of the destroyer at high speed in heavy seas prevented the use of her radar direction finder. Rockets were fired by the *Princess Victoria* but owing to her list, did not reach sufficient height to be observed.

Consequently no help arrived until after the ship had sunk but *Contest* and other ships picked up 42 persons, mostly from rafts. The search for other possible survivors by naval craft and lifeboats was maintained during the remaining hours of daylight and resumed at first light on the following day, but without success.

PRINCESSE MARIE JOSE

Ocean Soc. Anon. Beige d'Armement & de Navigation; 1909; Soc. Anon. John Cockerill; 1,954 tons; 299-3x41-9x18-4; 278 n.h.p.; triple-expansion engines.

The Belgian steamship *Princesse Marie Jos* was torpedoed and sunk by a German submarine in the North Sea on July 29th, 1915.

PRINCETON

United States Navy, light aircraft carrier; 1942; New York Shipbuilding Corp.; 11,000 tons; 618x71-5x20; 100,000 s.h.p.; 33 knots; turbine engines; four 5 in. guns, many smaller, 45 aircraft.

The U.S. light aircraft carrier *Princeton* was a unit of the Third U.S. Fleet, commanded by Admiral W. F. Halsey. She was bombed and sunk by Japanese land-based aircraft on the second day of the battle of Leyte Gulf, October 24th, 1944. Her magazines were hit by a salvo of bombs which penetrated her upper decks, but although the havoc was very great she did not sink immediately. Ships in company which went to her assistance were damaged by the explosions which rent her hull. Fortunately the casualties were not heavy and her captain, 133 officers and 1,227 ratings were taken off, after which she was sunk. The air fighting was of the most bitter character and 150 Japanese aircraft were shot down.

The full story of the battle of Leyte Gulf is told under the battleship *Musashi*.

PRINCIPE DE ASTURIAS

Pinillos, Izquierdo & Co.; 1914; Russell & Co.; 8,371 tons; 460x58-2x29-3; 1,134 n.h.p.; 17 knots; quadruple-expansion engines.

The liner *Principe de Asturias* was one of the finest and most modern in the Spanish mercantile marine. On February 24th, 1916, she left Las Palmas, on a voyage from Barcelona to Buenos Aires, having on board 588 persons, of whom 395 were passengers. Her trip across the Atlantic was without incident until, on Sunday, March 5th, she ran into thick fog in the neighbourhood of Ponta Boi, Sao Sebastiao, on the coast of Brazil. At 4.15 a.m. she struck the rocks three miles E. of Ponta Boi with such violence that several of her boilers exploded causing her to capsize and then break in two. There was very little time to save life and within a few minutes the *Principe de Asturias* had foundered in 22 fathoms.

Eighty-six of the crew and 57 passengers were picked up by the French steamship *Vega*, but 107 crew and 338 passengers were drowned.

PRINCIPE UMBERTO

Navigazione Generale Italiana; 1907; Cantieri Navale Riuniti; 7,929 tons; 476-1x53-5x18-9; 760 n.h.p.; 16-5 knots; quadruple-expansion engines.

The liner *Principe Umberto* with two other transports and a destroyer escort was crossing the Lower Adriatic on June 9th, 1916, when an attack was made on the convoy by two Austrian submarines. The only ship to be hit was the *Principe Umberto*, which was badly damaged and sank in a few minutes, taking with her about half the large number of troops on board.

PRINCIPESSA LAETITIA

Navigazione Alia It alia; 1903; Cant. Nav. di Muggiano; 4,011 tons; 336 X48x 24; 356 n.h.p.; triple-expansion engines. The Italian steamship *Principessa Laetitia* was torpedoed and sunk by a submarine in the Mediterranean on March 14th, 1918.

PRINCIPESSA MAFALDA

Navigazione Generale Italiana; 1908; Societa Esercizio Bacini; 9,210 tons; 485-2x55-6x32-6; 917n.h.p.; 18-5 knots; quadruple-expansion engines.

The Italian liner *Principessa Mafalda*, Capt. S. Guli, left the Cape Verde Islands for Rio de Janeiro on October 8th, 1927, with 971 passengers and a crew of 288. At 5.10 on the afternoon of the 25th, when nearing Abrolhos Island, off Brazil, the ship passed close to the Blue Star steamship *Empire Star*, 7,199 tons, Capt. C. R. Cooper. Ten minutes later an S.O.S. from the liner stating 'Danger to engines', was received by the *Empire Star*, which at once turned back to find the Italian liner lying-to with her boats hoisted out. Hundreds of passengers were crowding the upper decks evincing the greatest excitement, some even jumping into the sea, while the boats were lowered with every sign of panic, and were so overcrowded that two of them capsized immediately they reached the water. The *Empire Star* sent her boats to pick up as many as they could of the struggling people, being joined as time went on by the French ships *Formose*, 9,975 tons, and *Mosella*, 10,123 tons; the German ship *Alhena*, 4,930 tons, and the British ships *Avelona*, 1,300 tons, *King Frederick*, 5,106 tons, and *Rossetti*, 6,540 tons.

It appears that when about 90 miles from Abrolhos Island the port propeller shaft broke, water entered the boiler room and the boilers burst. The passengers were alarmed at first, but Capt. Guli's explanation that the engines had broken down sufficed to reassure them. Later, when it was noticed that the ship was settling down in the water with a slight list to port, a panic swept over the unfortunate people, transforming what was previously a mere mishap into a tragedy. The crew, instead of being allowed to carry on with the task of saving the vessel, were compelled to divert their energies to controlling the passengers which, as events proved, was beyond their powers.

The ship remained afloat for four hours and 20 minutes, and at 9.40 she capsized and sank. The drowned numbered 314, including the captain and eight officers.

PRINCIPIA

Arrow Shipping Co.; 1881; Palmer's Co.; 2,749 tons; 316-7X 39-2x26-7; 269 n.h.p.; compound engines.

The British cargo ship *Principia*, Capt. Stannard, caught fire and sank when she subsequently struck a rock off the Faroe Islands on November 21st, 1895. She was on a voyage from the Tyne, via Dundee, to New York carrying a general cargo which included coal and jute. The captain and 27 others were drowned and only one man was saved.

PRINDOC

Paterson Steamships; 1901; West Bay City S.B. Co.; 3,813 tons; 364-8x50-2x23-8; 218 n.h.p.; triple-expansion engines. The Canadian steamship *Prindoc* sank after a collision with the *Battle ford* near Passage Island, Lake Superior, on June 1st, 1943. She was trading in the Great Lakes and was bound for Goderich, Ont., carrying a cargo of wheat.

PRINGLE

United States Navy, destroyer; 1942; Charleston Navy Yard; 2,050 tons; 376-5x40-5x12-5; 60,000 s.h.p.; 36 knots; turbine engines; six 5 in. guns, twelve 40 mm.AA., eleven 20 mm.AA., 4 d.c.t., 10 T.T. The United States destroyer *Pringle*, Lt. Cdr. J. L. Kelley, was on

PRINS ALEXANDER

radar picket station off Okinawa Island, in April 1945. On the 16th she was subjected to an attack by three Japanese bombers, one of which crashed abaft the base of her forward funnel. The explosion which followed was of great violence, buckling the destroyer's keel and causing her to break in two.

The *Pringle* sank very rapidly with the loss of 65 officers and men killed and 110 wounded.

PRINS ALEXANDER

Lim Tjip Hiang; 1872; *Blackwood & Gordon*; 1,009 tons; 246x30x17; 146 n.h.p.; compound engines. The Dutch steamship *Prins Alexander* was sunk in a collision with the steamship *Ban Hin Guan*, 449 tons, off Malacca, on July 30th, 1902. Of those on board 40 were drowned.

PRINS FREDERIK

Stoomv. Maats. Nederland; 1882; *J. Elder & Co.*; 2,997 tons; 350 x 39 - 4 x 21 - 2; 500 n.h.p.; compound engines. The Dutch steamship *Prins Frederik* was bound from Holland to Java. She carried 170 persons, a number of whom were troops, and a general cargo, part of which was specie. On June 25th, 1890, when at the western end of the Channel in fog she was sunk in a collision with the British steamship *Marpessa*. The discipline on board was good, and all save seven soldiers got away in safety. The *Marpessa* was badly damaged but managed to reach Falmouth on the 27th.

PRINS FREDERIK HENDRIK

Maats. Zeetransport N.V.; 1936; *Fredrikstad Mek. Verksted*; 1,288 tons; 250-4x42-2x14; 96 n.h.p.; compound engines. The Dutch steamship *Prins Frederik Hendrik* was bombed and sunk by German aircraft on March 8th, 1941, on a voyage from Cardiff to Bathurst. Eight of her crew were killed.

PRINS HARALD

Norwegian Government; 1942; *Wm. Doxford & Sons*; 7,244 tons; 428-8x56-5x35-5; 516 n.h.p.; oilengines. The Norwegian motorship *Prins Harold* was torpedoed and sunk by a German submarine on November 20th, 1942, on a voyage from the Clyde to North Africa.

PRINS MAURITS

Koninklijke West Indische Mailldienst; 1900; *Blohm & Voss*; 2,21 tons; 284x38x19-8; 266 n.h.p.; triple-expansion engines. The Dutch steamship *Prins Maurits* was bound from New York to the West Indies when she was overwhelmed by a hurricane. She sank on April 3rd, 1915, about 90 miles N.E. of Cape Hatteras. Forty-nine of those on board were drowned.

PRINS OLAV

Det Nordenfjeldske D/S; 1907; *A. & J. Inglis*; 2,147 tons; 275-3x40-1x21-2; 187 n.h.p.; compound engines. The Norwegian steamship *Prins Olav* was bombed and sunk by German aircraft on June 9th, 1940, 70-80 miles E. of Rost Island, North Norway.

PRINS VAN ORANJE

Netherlands Navy, minelayer; 1931; *N. V. Scheepsbouw Maats. de Maas*; 1,291 tons; 216x36x11; 1,750i.h.p.; 15 knots; triple-expansion engines; two 3 in. guns, 6 smaller. On January 10th, 1942, the Japanese landed an invasion force on the island of Tarakan in the Dutch East Indies. The Dutch possessed a small but efficient fleet in those waters but it was not sufficient to protect the many important ports and bases in any strength. The minelayer *Prins van Oranje*, of 1,291 tons and very lightly armed, was the only vessel available at Tarakan. She acknowledged and presumably carried out the orders of the Netherlands Naval Command but nothing more was heard of her, and she was believed to have been sunk by a greatly superior Japanese force on January 12th.

The *Prins van Oranje* carried a complement of 121.

PRINS WILLEM H

Koninklijke West Indische Mailldienst; 1890; *Koninklijke Fabrik van Stoom en Andre Werk*; 1,621 tons; 264 x 36x20-7; 250 n.h.p. triple-expansion engines. The Dutch steamship *Prins Willem II*, Capt. van Slooten, left

Amsterdam for Paramaribo on January 21st, 1910. She carried a crew of 39 and 14 passengers, as well as a general cargo. She passed Ushant on the 23rd, after which she was never heard of again.

On March 16th and subsequently, a case of varnish, lifebuoys and oars, all from the *Prins Willem II*, were washed ashore at Belle Isle on the west coast of France, and at St. Nazaire. This was sufficient proof that the ship had foundered in European waters and the Dutch West Indies Line announced that the vessel was probably lost off the coast of France between January 23rd and 29th, 1910, with all on board.

PRINS WILLEM H

Maats. Zeetransport N.V.; 1938; *Fredrikstad Mek. Verksted*; 1,304 tons; 250-4x42-2x14; 82 n.h.p.; compound engines. The Dutch steamship *Prins Willem II* was torpedoed and sunk by a German submarine on April 8th, 1941, on a voyage from Halifax to London. Ten of her crew were killed.

PRINS WILLEM HI

Maats. Zeetransport N. V.; 1939; *N. V. Scheepswerf De Merwede*; 1,524 tons; 250-3x42x17-7; oilengines. The Dutch motorship *Prins Willem III* was torpedoed by German aircraft on March 26th, 1943, N. of Cherchell, Algeria. The ship was taken in tow by the British tug *Hengist* but capsized and sank at 2.40 a.m. the next day. Ten of her crew and one gunner were lost.

PRINSES ASTRID

Belgian State Railways; 1931; *Soc. Anon. John Cockerill*; 2,950 tons; 347x46-2x22-8; 2,779 n.h.p.; 23 knots; turbine engines.

The steamship *Prinses Astrid* left Ostend for Dover on June 21st, 1949, with 218 passengers and 65 crew. When some three miles off Dunkirk, proceeding through a shallow channel leading to that port, she struck a mine.

The explosion killed five members of the crew and injured five passengers, and the ship began to sink. The captain managed to run her on to a sandbank, where she remained long enough for the passengers and crew to be taken off by the French steamship *Cap Hadid* which landed them at Dunkirk without further loss of life.

On the following day the British Admiralty issued a statement on behalf of the International Mine Clearance Board stating that the channel had been declared safe in 1946. It was thought that the mine had been buried in the sand and had been recently washed free by the seas.

PRINSES IRENE

J. Burning; 1939; *Bodewes Scheepswerven*; 400 tons; 143-8x26-1x9-2; oil engines.

The Dutch motorship *Prinses Irene* was sunk in a collision with the American steamship *Leonidas Polk*, 7,191, ten miles W. of the Mull of Galloway on December 3rd, 1943, the *Prinses Irene* going down with ten of her crew.

PRINSES JULIANA

Stoomvaart Maats. Zeeland; 1909; *Fair field Co.*; 2,885 tons; 349-dx42-7x16-4; 1130 n.h.p.; triple-expansion engines. The Dutch steamship *Prinses Juliana* struck a mine and sank in the North Sea on February 1st, 1916.

PRINSES JULIANA

Stoomvaart Maats. Nederland; 1920; *Koninklijke Maats. De Schelde*; 2,908 tons; 350-4x42-7x23-9; 1,180 n.h.p.; triple-expansion engines.

The Dutch steamship *Prinses Juliana* was bombed and sunk by German aircraft on May 12th, 1940, off the Hook of Holland.

PRINSESSE RAGNHILD

Det Nordenfjeldske D/S; 1931; *Fredrikstad Mek. Verksted*; 1,590 tons; 236-1x37-6x21; 139 n.h.p.; compound engines. The Norwegian steamship *Prinsesse Ragnhild* struck a mine and sank on October 23rd, 1940, in the Landegode Fjord, Norway. Twenty-four crew and 54 passengers were lost.

PRINZ ADALBERT

German Navy, armoured cruiser; 1901; Kiel Dockyard; 9,050 tons; 394x65x25-7; 18,500 i.h.p.; 21 knots; triple-expansion engines; Durr boilers; four 8-2 in. guns, ten 6 in., ten 15 pdr., 4 m.g., 4 T.T.

The German armoured cruiser *Prinz Adalbert*, Capt. W. Bunne-
mann, was a victim of one of the British submarines sent to the Baltic in 1915—the *E-8*. This submarine, under command of Lt. Cdr. F. H. H. Goodhart, was despatched to Reval in August 1915, and had a most exciting trip through the Kattegat, being continuously chased and harried by enemy light craft from August 19th to the 22nd, at which date she made contact with *E-9*, Cdr. Max Horton, and later anchored in Reval Harbour. On October 23rd, 1915, the Germans sent out from Libau a small force consisting of the *Prinz Adalbert* and two destroyers. The ships were steaming west at about 15 knots on a zig-zag course. At 9.28 a.m. the *Prinz Adalbert* was hit by a torpedo fired at 3,000 yards by *E-8*, which exploded her fore magazine and caused her to blow up immediately. The *Prinz Adalbert* carried a complement of 557, nearly all of whom were drowned.

PRIVET

Newry & Kilkeel S.S. Co.; 1936; Scott & Sons; 360 tons; 142-2x23-6x10-5; 62 n.h.p.; triple-expansion engines. The British cargo ship *Privet*, Capt. Parry, was lost without trace on a voyage from Liverpool to Belfast. She sailed from Liverpool on December 5th, 1940, with a cargo of coal and carried a crew of nine.

PRO PATRIA

Netherlands Navy, minelayer; 1922; Sourabaya Dockyard; 537 tons; 154x28-2x—; 650 n.h.p.; 10 knots; one 3 in.A.A., 2m.g.
The minelayer *Pro Patria* was one of the units of the ill-fated Allied East Indies Squadron nearly all of which were lost in February or the early days of March, 1942. On February 16th, the vessel was attacked by a superior Japanese force at Palembang and sunk in action. Her normal complement was 61.

PROBITAS

Soc. Anon. Industria e Armamento; 1919; Ansaldo San Giorgio; 5,084 tons; 392-9x51-7x27-6; 862n.h.p.; oilengines. The Italian motorship *Probitas* was bombed and sunk by German aircraft on September 25th, 1943, on a voyage from Santi Quaranta to Brindisi.

PROCIDA

R.M.Sloman Jr.; 1927; A. G. Neptun; 1,842 tons; 287-9 x 41-1x16-9; 192n.h.p.; triple-expansion engines.
The German steamship *Procida* was sunk by British light naval forces on November 24th, 1941, off Crete.

PRODANO

W.&T. W.Pinkney; 1890; Blyth S.B. Co.; 2,476 tons; 314-5X 40x17-9; 239 n.h.p.; triple-expansion engines. The British cargo ship *Prodano* was wrecked at St. Mary's Bay, N.F.L., on October 2nd, 1899, while on a voyage from Baltimore to Leith carrying a general cargo.

PRODROMOS

Cia. Nav. Prodromos S.A.; 1943; Permanente (Shipyard No. 2); 7,194 tons; 422-8x57x—; triple-expansion engines. The Greek ship *Prodromos* was involved in a collision with the *King Minos* on December 3rd, 1958, during a fog, about two and a half miles S. of Rye harbour. The forepart was taken in tow, but no trace was found of the afterpart which was cut off from No. 5 hatch.

PRODUCE

J.Odland; 1905; Nylands Varksted; 1,171 tons; 225x33-7x 19; 109 n.h.p.; triple-expansion engines.
The Norwegian ship *Produce* went ashore on April 3rd, 1940, on North Reef, Paracel Island. She broke up rapidly as she was in a very exposed position.

PROFESSOR GRUVEL

A/S Congo (S. L. Christensen); 1882; C. Mitchell & Co.; 3,310 tons; 336-8x41-4x26-5; 270 n.h.p.; triple-expansion engines.
The Norwegian whale oil refinery *Professor Gruvel* was sunk by ice on October 12th, 1927, about 600 miles S. of the Falkland Islands.

PROFIT

D/S A/S Produce; 1918; Laxevargs Maskin & Jernskibs.; 1,608 246-2x37-9x15-6; 138 n.h.p.; triple-expansion engines. The Norwegian steamship *Profit* struck a mine and sank on April 17th, 1941, on a voyage from London to Hull. Twelve of her crew were killed.

PROGRESO

B. Samuelson & Co.; 1904; Fevigs Jernskibsbyggeri; 1,620 tons; 258x36-9x13-9; 205n.h.p.; triple-expansion engines. The Norwegian steamship *Progreso* was sunk by a German submarine in the Bay of Biscay on February 14th, 1917.

PROMINENT

D/S A/S Produce; 1918; Hong Kong & Whampoa Dock Co.; 1,377 tons; 270-6x40-1x19-4; 215n.h.p.; triple-expansion engines.
The Norwegian steamship *Prominent* was shelled and sunk by Japanese warships on March 2nd, 1942, 230 miles S. of Tjilatjap. Nine of her crew and five passengers were killed.

PROFITIOUS

Taylor and Sander son; 1880; ShortBros.; 1,781 tons; 278x37x 18-5; 187 n.h.p.; compound engines.
The British cargo ship *Profitious* was wrecked on Bilbao breakwater on April 26th, 1901. She was carrying an ore cargo from Bilbao to Middlesbrough.

PROSERPINA

Soc. Co-operativa di Nav. Garibaldi; 1926; A. Duncan & Co.; 4,870 tons; 375-1x51-7x29; 470 n.h.p.; triple-expansion engines.
The tanker *Proserpina* was formerly the French *Beauce*, taken over by the Italians. On October 26th, 1942, she was torpedoed and sunk by British aircraft 30 miles off Tobruk.

PROSPER IH

H. Westfal Larsen; 1912; Sunder land S.B. Co.; 4,297 tons; 364 x 50 - 7 x 26 • 1; 310 n.h.p.; triple-expansion engines. The Norwegian steamship *Prosper III* struck a mine and sank in the Bay of Biscay on June 4th, 1916.

PROSPER SCHIAFFINO

Societe de Nav. Algerienne pour VAFrique du Nord; 1901; Bergens Mek. Verksted; 1,699 tons; 256-8x39-2x18-2; 225 n.h.p.; triple-expansion engines.
The French steamship *Prosper Schiaffino* struck a mine and sank on November 10th, 1945, off Porquerolles on a voyage from Oran to Nice. Five lives were lost.

PROTECTOR

The Tyne Pilotage Commissioners; 1907; J. P. Rennoldson & Sons; 200 tons; 110x22-1x10-7; SOr.h.p.; triple-expansion engines.
The pilot cutter *Protector* struck a mine off the entrance to the River Tyne on December 31st, 1916. The captain and 18 crew were lost.

PROTEUS

SaguenaY Terminals; 1913; Newport News S.B. & D.D. Co.; 10,653 tons; 502-1x62-3x37; 756n.h.p.; triple-expansion engines.
The Canadian steamship *Proteus* sailed from St. Thomas on November 23rd, 1941, on a voyage to Portland, Me., carrying a cargo of bauxite. She was lost without trace and from subsequent German reports it is probable that she was sunk by war causes on November 25th.

PROVVIDENZA

PROVVIDENZA

Fratelli Rizzuto; 1913; W. Dpxford & Sons; 8,459 tons; 485-1x58x28-5; 723 n.h.p.; triple-expansion engines. The Italian steamship *Provvidenza* was torpedoed and sunk by a British submarine on September 22nd, 1940, three and a half miles from Punta Imperatore, Ischia.

PRUDENTIA

J.M.Lennard&Sons; 1889; Palmers'Co.; 2,781 tons; 312X 40-2x19-8; 269 n.h.p.; triple-expansion engines. The British tanker *Prudentia* sank after a collision off Lpnghope on January 12th, 1916, while employed as an Admiralty oiler.

PRUDENZA

Soc. Anon. di Navigazione Adriatica; 1893; Short Bros.; 3,307 tons; 351-7x45-1x16-2; 291 n.h.p.; triple-expansion engines. The Italian steamship *Prudenza* was sunk by a submarine in the Mediterranean on February 18th, 1917.

PRUNELLA

British Navy; 1930; D.Rowan&Co.; 4443tons;375x53x25-6; triple-expansion engines. The s.s. *Cape Howe*, owned by the Lyle Shipping Co., was taken over by the British Navy in 1939, converted into an anti-submarine 'Q' ship, and renamed *Prunella*. She was torpedoed and sunk south of Iceland on June 21st, 1940.

PRUNELLE

The Shipping Controller (H. W. & C. M. Ezard); 1874; Malmo; 579 tons; 155-9x26-7x12-9; 65r.h.p.; 8 knots; compound engines. The steamship *Prunelle* was torpedoed and sunk by a German submarine two miles S.E. of Blyth on August 22nd, 1918. The captain and 11 crew were killed.

PRUSA

Tampa Inter ocean S.S. Co.; 1919; American International S.B. Corp.; 5,113 tons; 390x54-2x27-6; turbine engines. The American steamship *Prusa* was torpedoed and sunk by a Japanese submarine on December 18th, 1941, about 100 miles S. of Hawaii on a voyage from the Philippines to Baltimore. Eight of her crew were lost.

PRUTH

Hain S.S. Co.; 1916; J. L. Thompson & Sons; 4,698 tons; 400x53x26; 421 n.h.p.; triple-expansion engines. The British steamship *Pruth* was wrecked at the entrance to Port Moresby on December 30th, 1923. She was on a voyage from New York, via Samarai and Port Moresby, to Cairns, Queensland, carrying a general cargo.

PSARA

Greek Navy, destroyer; 1932; Odero, Genoa; 1,389 tons; 303 X 32x12-6; 40,000 s.h.p.; 39-5 knots; turbine engines; Express boilers; four 4-7 in. guns, three 40 mm., 6 T.T. 40 mines. The Greek destroyer *Psara* was lying off Megara on April 20th, 1941, when she was attacked by a squadron of German Stuka bombers. The ship's ability to defend herself was greatly limited by the fact that she was at anchor when the enemy arrived, nevertheless she put up a strong defence but a hit by a heavy bomb shattered her from bow to bridge. Of her complement of 156 about 40 officers and ratings were killed by this one bomb, after which the *Psara* slowly sank. Her gunners continued to fire until the water rose to the breeches of the guns.

Capt. Mezeviris, commanding the Greek flotilla, was among the survivors.

The Greek warships which joined the Allied navies were the old armoured cruiser *Averof*, 9,450 tons, four 9-2 in. guns, the destroyers *Spetsai* and *Coundouriotis* of 1,389 tons each, the *Vasilissa Olga*, 1,350 tons, the *Aetos*, *Ierax* and *Panther* of 1,050 tons each, two torpedo boats and six submarines. Most of these ships united at Alexandria.

PSYCHE

British Navy, despatch vessel; 835 tons; 250 n.h.p.; steam engines; 2 guns. The paddle steamer *Psyche*, Lt. J. Fellowes, was wrecked on Point Mechini, Sicily, on December 15th, 1870. The number lost is not known.

PTARMIGAN

General Steam Navigation Co.; 1891; Gourlay Bros.; 784 tons; 220 X 30 - 6 x 13; 121 n.h.p.; 10 knots; triple-expansion engines. The British steamship *Ptarmigan* was on a voyage from London to Rotterdam when she was torpedoed by a German submarine six miles W. by N. of the North Hinder lightship at 6.30 a.m. on April 15th, 1915. The ship which carried a general cargo and had a crew of 17, was hit on the port side aft and sank in a very few minutes. From survivors' statements it was learned that the periscope of the submarine was sighted about two minutes before the torpedoing took place. The speed at which both vessels were going brought them to within 50 yards of each other, at which range the torpedo was discharged. Of the *Ptarmigan's* crew eight were killed, the survivors, including the captain, being picked up by the Dutch steamship *Veghtstroom*, which brought them to Gravesend.

PUCCINI

Tirrenia Soc. Anon. di Nav.; 1928; Cantiere Navale Triestino; 2,422 tons; 294x40-2x21^A; 391 n.h.p.; oilengines. The Italian motorship *Puccini* was shelled and sunk by British warships on December 2nd, 1942, in the Sicilian Narrows.

PUCKERIDGE

British Navy, destroyer; 1941; J. S. White & Co.; 904 tons; 272-5x28-2x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in.A.A. guns, 8 smaller. The destroyer *Puckeridge*, Lt. J. C. Cartwright, D.S.C., was torpedoed and sunk by a German submarine in the Western Mediterranean on September 6th, 1943. Sixty-one ratings were killed.

PUDETO

Cia. Sud-Americana de Vapores; 1930; W. Hamilton & Co.; 4,316 tons; 352-4x51x21-5; 515 n.h.p.; quadruple-expansion engines. The Chilean ship *Pudeto* was on a voyage from Guayaquil to Valparaiso with a cargo of nitrate, cattle and lumber, as well as mail and passengers. Off Atico on September 24th, 1937, there was an explosion and the ship caught fire. She was towed to Atico but continued to burn until October 9th when she sank.

PUERTORICAN

American-Hawaiian Steamship Co.; 1919; G. M. Standifer Construction Corp.; 6,076 tons; 402-5x53x34-5; 359 n.h.p.; 9 knots; triple-expansion engines. The American liner *Puerto Rican*, Capt. R. A. Oliver, was in convoy 287 miles N.E. of Iceland on March 9th, 1943, when she was torpedoed and sunk by a German submarine. Capt. Oliver and 38 of the crew were killed and one wounded.

PUGLIOLA

G.B.Bibolini; 1917; Detroit S.B. Co.; 2,074 tons; 251-4X 43-6x18; 274 n.h.p.; triple-expansion engines. The Italian steamship *Pugliola* struck a mine and sank on September 12th, 1943, near Gallipoli, Italy.

PUGNALE

Italian Navy, torpedo boat; 1943; Italy; 706 tons; 265-7X 27-2x9; 22,000 s.h.p.; 31-5 knots; turbine engines; 3-drum boilers; two 3-9 in. guns, six 20 mm.A.A., 6 T.T. The Italian torpedo boat *Pugnale* fell into the hands of the Germans at the capitulation of Italy on September 8th, 1943. She was repaired and recommissioned as the *TA-40* and on February 17th, 1945, when off Trieste was bombed and sunk by Allied aircraft.

PUKKASTAN

Hindustan S.S. Co.; 1929; Short Bros.; 5,809 tons; 440-5X 57-5x27-4; 472 n.h.p.; triple-expansion engines. The British steamship *Pukkastan*, on a voyage from Table Bay to

Rotterdam with maize, was torpedoed and sunk by a German submarine on September 7th, 1939, off the Bishop Rock.

PULASKI

Baltimore-Charleston Steamboat; 1837; Baltimore; 687 tons; steam engines.

The steamboat *Pulaski* was a new vessel employed on the eastern coast of the United States between Baltimore and Charleston. On, or about June 18th, 1838, she was on her usual trip when she blew up with a heavy loss of life. She was carrying a large number of passengers at the time and it is estimated that over 100 were killed. This was the third disaster caused by explosion of the boilers on American steamboats in less than three months, the other two being the *Moselle* and the *Oronoko* (which see).

PUNDIT

Asiatic Steam Navigation Co.; 1902; Chas. Connell & Co.; 5,917 tons; 438x51-3x27-7; 497n.h.p.; 11 knots; triple-expansion engines.

The steamship *Pundit* was torpedoed and sunk by a German submarine 85 miles W.N.W. of Alexandria on June 9th, 1918. The captain and five of the crew were killed.

PUNJABI

British Navy, destroyer; 1937; Scotts; 1,870 tons; 355 -5 x 36-5x9; 44,000 s.h.p.; 36-5 knots; turbine engines; eight 4 • 7 in. guns, 8 smaller, 4 T. T.

The destroyer *Punjabi* was escorting a Russian bound convoy, PQ. 15, on May 1st, 1942, E. of Iceland. The convoy, which consisted of 25 merchantmen, was subjected to fierce attacks from German torpedo-bombers, and from submarines. Thick weather brought an added, and serious, complication, and *Punjabi* had the misfortune to cross the bows of the battleship *King George V*. She was rammed so badly that she sank later.

PUNTA GORDA

Lago Shipping Co.; 1928; Borland & Wolff; 2,395 tons; 305-7X50-2x14-3; 196 n.h.p.; triple-expansion engines. On a voyage from Lake Maracaibo to Aruba the British tanker *Punta Gorda* was in collision with the *Ampetco* off Cape San Roman on September 18th, 1944. She caught fire and broke in two before sinking.

PUNTA TEND

Cia. Anon. Nav. de Tenerife; 1883; S. & H. Morton & Co.; 1,042 tons; 211 x28-6x13-9; 96 n.h.p.; compound engines. The Spanish steamship *Punta Teno* was sunk by a German submarine off the N.W. coast of Spain on January 29th, 1917.

PYLADES

British Navy, fleet minesweeper; 1942; United States; 890 tons; 220-5x32x—; 2,400 b.h.p.; 18 knots; diesel engines; two 3 in. guns, several smaller.

The fleet minesweeper *Pylades*, Lt. M. Harris, was sunk by a human torpedo off the coast of Normandy on July 8th, 1944. Of those on board one officer and ten ratings were killed. Lt. Harris was among the survivors.

See also *Cato*.

PYRRHA

James Westoll; 1869; T.R. Oswald; 1,064 tons; 234-6x31-2x17-6; 110 h.p.; compound engines.

The British cargo ship *Pyrrha* was wrecked on Maplin Sand on December 17th, 1890, while carrying a cargo of coal from the Tyne to London.

PYRRHUS

Ocean S.S. Co.; 1914; Workman Clark & Co.; 7,418 tons; 455-5x56-5x32-5; 572 n.h.p.; 13-5 knots; triple-expansion engines.

The liner *Pyrrhus*, Capt. W. T. Spencer, on a voyage from the Clyde to Manila, was torpedoed and sunk by a German submarine on February 17th, 1940, about 100 miles N.W. of Corunna. The ship broke in two, the after part sank but the fore part floated for two days. Eight of her crew of 85 were lost.

PYTHEAS

O.A.T. Skjelbred; 1895; Richardson, Duck & Co.; 2,690 tons; 315x42-8x17-8; 246 n.h.p.; triple-expansion engines.

The Norwegian steamship *Pytheas* was torpedoed and sunk by a submarine in the Mediterranean on February 26th, 1918.

PYTHON

Afrikanische Frucht Compagnie; 1935; Deutsche Werft A.G.; 3,664 tons; 362 - 6 x 47 -1 x 24 • 9; 975 n.h.p.; oil engines. The German motorship *Python*, which had been converted into an auxiliary cruiser for commerce raiding, was sunk by the British cruiser *Dorsetshire* on December 2nd, 1941, about 1,000 miles W. of Luderitz Bay.

QUAIL

QUAIL

British Navy, destroyer; 1942; British Isles; 1,705 tons; 358-7X 35-7x9-5; 40,000s.h.p.; 34 knots; turbine engines; 3-drum boilers; four 4 - 7 in. guns, eight 2pdr. pom-poms, 8 T.T. The destroyer *Quail* was mined and badly damaged in the Adriatic on November 15th, 1943. She was taken to Bari and some months later was taken in tow for Taranto and sank on the voyage on June 18th, 1944.

QUAKER CITY

U.S. Maritime Commission; 1920; American International S.B. Corp.; 4,961 tons; 390x54-2x27-8; turbine engines. The American steamship *Quaker City* was torpedoed and sunk by a German submarine on May 18th, 1942, 320 miles E.N.E. of Barbados on a voyage from Table Bay to Norfolk, Virginia, with manganese ore. Ten of her crew of 40 were lost.

QUARNERO

Italian Government; 1899; Russell & Co.; 3,237 tons; 330-4 X 48x15-9; 291 n.h.p.; triple-expansion engines. The Austrian steamship *Quarnero* which had been requisitioned by the Italian Government was subsequently torpedoed and sunk by a German submarine in the Bristol Channel on March 4th, 1918.

QUARRY KNOWE

British Navy, auxiliary drifter; British Isles; 98 tons; steam engines; 1 small gun.

In May, 1917, a net barrage between Cape Santa Maria di Leuca and Fano Island, across the Strait of Otranto was being maintained by flotillas of British drifters against Austrian and German submarines. The barrage constituted a great hindrance to submarines endeavouring to pass to and from the Adriatic into the Mediterranean. The Austrian Admiralty decided to destroy it, and on May 15th the light cruisers *Novara*, flagship of Capt. Horthy, in command, *Saida* and *Helgoland*, all of 3,500 tons, nine 4-1 in. guns, swept down on the drifter line. This line consisted of 47 small craft dispersed in seven groups. Fourteen were sunk by gunfire from the Austrian cruisers and others were badly damaged. The nets were destroyed.

The drifter *Gowan Lea*, Skipper Joseph Watt, steered for the enemy, firing her 2-5 in. gun. The little ship was hit and the gun disabled. At a later date Skipper Watt was awarded the Victoria Cross.

The drifters lost were the :-

<i>Admirable</i>	90 tons	<i>Helenora</i>	88 tons
<i>Avondale</i>	80	<i>Quarry Knowe</i>	98
<i>Coral Haven...</i>	82	<i>Selby ...</i>	75
<i>Craignoon</i>	77	<i>Serene ...</i>	86
<i>Felicitas</i>	67	<i>Tails ...</i>	93
<i>Girl Grade ...</i>	95	<i>Transit ...</i>	83
<i>Girl Rose</i>	86	<i>Young Linnett</i>	93

QUEBEC

Cie. Generate Transatlantique; 1896; R. Napier & Sons; 3,346 tons; 345'7x44-1x24-6; 441 n.h.p.; triple-expansion engines. The French steamship *Quebec* struck a mine and sank in the Bay of Biscay on January 24th, 1917.

QUEBRA

Mercantile S.S. Co.; 1912; W. Gray & Co.; 4,538 tons; 377-5x53-5x25-4; 394 n.h.p.; triple-expansion engines. The British cargo ship *Quebra* was wrecked off the Blaskets on August 23rd, 1916, while on a voyage from New York to Liverpool carrying a general cargo.

QUEEN

State S.S. Co.; 1906; Russell & Co.; 4,146 tons; 385 x 50x16-5; 456 n.h.p.; triple-expansion engines. The British cargo ship *Queen* was wrecked on Boavista Island, Cape Verde, on June 12th, 1910, while on a voyage from Buenos Aires to Lisbon carrying a cargo of grain.

QUEEN

Rome Steamship Co.; 1907; Russell & Co.; 4,956 tons; 400X 52x19-3; 471 n.h.p.; 12 knots; triple-expansion engines. The steamship *Queen* was torpedoed and sunk by a German submarine N.i.W. of Cape Villano on June 28th, 1918. The captain and 19 of the crew were killed.

QUEEN ANNE

Cadogan S.S. Co.; 1937; Barclay, Curie & Co.; 4,937 tons; 418-2x55-2x25-5; 387n.h.p.; 11 knots; oilengines. The motorship *Queen Anne*, Capt. C. H. Radford, was in convoy on February 10th, 1943, when she was torpedoed and sunk by a German submarine. The attack took place W. of Cape Agulhas on the first day out from Cape Town. Capt. Radford and four of the crew were killed.

QUEEN CRISTINA

T. Dunlop & Sons; 1896; Bar tram & Sons; 3,596 tons; 344 X 45x18-2; 328 n.h.p.; triple-expansion engines. The British cargo ship *Queen Cristina* was wrecked on Lihou Reef, off the coast of Queensland, in a hurricane on December 23rd, 1899. She was on a voyage in ballast from Shanghai to Newcastle, NSW.

QUEEN CRISTINA

T. Dunlop & Sons; 1901; Northumberland S.B. Co.; 4,268 tons; 360 X 48x20-2; 341 n.h.p.; triple-expansion engines. The British cargo ship *Queen Cristina* was wrecked on North Seal Rocks, California, on October 21st, 1907, in fog, while on a voyage in ballast from San Francisco to Portland, Or.

QUEEN ELIZABETH

Queen Steamship Co.; 1872; Aitken; 2,630 tons; 371-4X 36-2x25-9; 350h.p.; 12 knots; compound engines. The steamship *Queen Elizabeth*, Capt. Wallace, left Calcutta on February 14th, 1874, for England via Suez and the Mediterranean. The ship carried 69 persons all told, of whom 56 were crew, and her cargo consisted of about 3,000 tons of East Indian produce. On the night of March 12th, at about 8-45, she ran on a ridge of shingle in Gibraltar Bay, the lookout having mistaken the shore lights. The vessel's broadside was exposed to a heavy, rolling sea which swamped the boiler fires and prevented the use of all the boats save one, a lifeboat. This made three trips to the shore in safety but on the fourth occasion, being overloaded, sank with 23 persons. Of this number three were Spanish sailors who had come from shore to give assistance.

Col. Gordon, C.B., British Consul at Algeciras, rendered great help and organised parties of rescuers, but the rocket apparatus, carried on the backs of mules over rocky and difficult country did not arrive for two days. The number of persons still on board the ship was 25 and these were brought off in safety by the rocket line rigged by men of the Royal Artillery.

QUEEN ELIZABETH

T. Dunlop & Sons; 1888; A. Stephen & Sons; 2,507 tons; 300 x.40 • 1 x 23 -1; 250 h.p.; triple-expansion engines. The British cargo ship *Queen Elizabeth* was wrecked at Ikisimu on March 22nd, 1891, while on a voyage from Japan to Manila carrying a cargo of coal.

QUEEN EUGENIE

Dunlop Steamship Co.; 1909; Northumberland Shipbuilding Co.; 4,358 tons; 385x49-7x26-4; 378n.h.p.; 10-5 knots; triple-expansion engines. The steamship *Queen Eugenie* was torpedoed and sunk by a German submarine 23 miles N.N.E. of Cani Rocks on March 25th, 1917. The captain and 34 of the crew were killed. An apprentice and the ship's gunner were taken prisoner by the submarine.

QUEEN MARY

British Navy, battle cruiser; 1913; Palmer & Co.; 28,000 tons; 725x87x30; 75,000 i.h.p.; 28 knots; turbine engines; Yarrow boilers; eight 13-5 in. guns, sixteen 4 in., 3 T.T. The battle cruiser *Queen Mary*, Capt. C. J. Prowse, was one of the newest ships to take part in the battle of Jutland. She was a unit of the 1st Battle Cruiser Squadron, comprising *Princess Royal*,

flagship of Rear-Admiral O. de B. Brock, *Tiger* and *Queen Mary*. Her complement was 60 officers and 1,215 men. In addition to the above there was the battle cruiser *Lion*, flagship of Vice-Admiral Beatty.

At noon on May 31st, 1916, the 1st Battle Cruiser Squadron, led by *Lion*, and zig-zagging at 19 knots, was at 56° 46'N., 3° 36'E. The 2nd Battle Cruiser Squadron (two ships only) was three miles on the port bow, and the 5th Battle Squadron of *Queen Elizabeth* battleships, was five miles astern. The battle of Jutland, involving many hundreds of ships, and spread over a vast area of the North Sea has necessarily to be taken in phases as it developed, and it was in the first of these phases that *Queen Mary* met with disaster.

At the same time that Admiral Beatty was steaming to his assigned position, Admiral Hipper, commanding the German Scouting Force of five battle cruisers and numerous light craft, was about 50 miles to the eastward. Both admirals were unaware of each other's approach and it was only by chance that the light cruiser *Galatea* and the German light cruiser *Elbing* sighted each other when overhauling a merchantman from opposite directions. At 2 • 20 *Galatea* made the signal, 'Enemy in sight; two cruisers, probably hostile, bearing E.S.E., course unknown'.

On receipt of this message Admiral Beatty called the 2nd Battle cruiser Squadron, *New Zealand* and *Indefatigable*, into line astern, opening fire on the enemy at 3 -45 p.m. at a range of about 16,000 yards. Unfortunately there was some confusion in the British fire orders, a signal by flags from *Lion* not being seen by *Queen Mary* and *Tiger* owing to the smoke. As a consequence there was an unequal distribution of fire, the German battle cruiser *Derfflinger* remaining immune from salvos for ten minutes. The five German battle cruisers were the *Lutzow* (flagship), *Derfflinger*, *Seydlitz*, *Moltke* and *Von der Tann*.

After ten minutes *Queen Mary* perceived that the *Derfflinger* was not a target and at once commenced to fire at her. A similar mistake had arisen in the German line, the *Derfflinger* firing at *Queen Mary*, which was already the target of the *Seydlitz*. At 14,500 yards she was struck by a plunging salvo on the forward deck. The explosion was followed by a heavier and deeper one from within the ship and she blew up, sending a column of smoke 600 feet high into the air. Only three officers and six men were saved, of whom one officer and one man were picked up by the Germans. The total loss of life was 57 officers and 1,209 ratings.

QUEENMARY

Dunlop Steamship Co.; 1912; R. Duncan & Co.; 5,658 tons; 405X53x27-2; 436 n.h.p.; 10 knots; triple-expansion engines. The steamship *Queen Mary* was torpedoed and sunk by a German submarine 180 miles N.W. by W. of the Fastnet on April 16th, 1917. Nine men were killed. The captain was among the survivors.

QUEEN VICTORIA

City of Dublin Steam Packet Co.; 1837; Liverpool; 248 tons; 250 n.h.p.; 11 knots; diagonal compound engines. The paddle steamer *Queen Victoria*, Capt. Church left Liverpool for Dublin on February 14th, 1853. She had on board a total of 120 persons.

At about 1.30 the next morning the ship ran into a heavy snow-storm, and half an hour later picked up the Kish Light, Dublin Bay, and then the Bailey Light, but the latter was immediately obscured by the snow. In these circumstances prudence should have directed that the ship keep well off shore, but instead the opposite course was followed and the shore was hugged. The first officer was on the lookout on the starboard bow when suddenly the cliffs of Howth, north of the Bailey Light, came into sight at a distance of not more than 20 yards. An order to stop the engines was all that could be done before the *Queen Victoria* crashed onto the rocks.

The captain was not on deck at the time and on his arrival he gave orders to reverse the engines, a fatal mistake, as the vessel slipped back into deep water.

The passengers were below either in the steerage or asleep in their cabins and a frightful panic ensued. The captain and officers exhibited commendable coolness, but they were unable to stay a frantic rush for the boats, of which the first was overloaded and swamped, all its occupants being drowned. When last seen Capt. Church and his officers were endeavouring to direct the terrified people to take proper measures of safety, but the ship sank with

her masts above water. These formed a refuge for the survivors, who were rescued by the boats of the *Roscommon*, Capt. Brown, a steamship bound from Dublin to Holyhead. The number lost was 67, including the captain and officers.

QUEEN VICTORIA

T. Dunlop & Sons; 1887; A. Stephen & Sons; 2,312 tons; 290x39x22-5; 182 n.h.p.; triple-expansion engines. The British cargo ship *Queen Victoria* was wrecked at Algoa Bay on April 22nd, 1896, while carrying a general cargo from the Clyde to Delagoa Bay.

QUEEN VICTORIA

T. Dunlop & Sons; 1936; Barclay Curie & Co.; 4,937 tons; 418-2x55-2x25-5; 387 n.h.p.; 11 knots; oil engines. The motorship *Queen Victoria*, Capt. R. MacLeod, left Table Bay on June 21st, 1942, for Aden. Nothing more was heard of the ship and she was presumed to have been sunk by enemy action S. of Mozambique on about June 28th. Some time later a relative of one of the crew received a message saying that he was safe and well as a prisoner of war.

QUEEN OF THE CHANNEL

General Steam Navigation Co.; 1935; W. Denny & Bros.; 1,162 tons; 250-8x34-1x9-2; 560 r.h.p.; 21-5 knots; oil engines.

The passenger ship *Queen of the Channel*, Capt. O'Dell, was taken over by the Admiralty during the Second World War for service as an auxiliary transport. It was whilst acting in this capacity at the time of the evacuation of the British Army from the Dunkirk beaches that the *Queen of the Channel* was lost. On May 28th, 1940, she had stopped off Dunkirk waiting for a suitable moment to approach the harbour when she was hit by bombs. The damage proved too extensive to admit of her being taken in tow and she eventually sank. There was no loss of life, but one man was wounded.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

QUEEN OF THE THAMES

Devitt & Moore; 1870; R. Napier & Sons; 2,617 tons; 336x41x31; 400 n.h.p.; 14 knots; compound engines. The *Queen of the Thames* was intended by her owners, Devitt & Moore, to inaugurate a new steamship service from England to Australia, via the Cape. Leaving England in November 1870 she made a record voyage to Australia. In February 1871 she left Melbourne on her return trip, having on board Mr. Moore, one of the partners of the firm, and also 200 other passengers. Twenty-four days out she found that her coal was running low, and that it would be necessary to coal at Cape Town instead of St. Helena.

Her run to South Africa was as good as her outward voyage had been and on March 17th, 1871, the African coast was sighted. At 10 o'clock the same evening a light was seen on the shore and thought to be the lighthouse at Cape Agulhas. It was, however, the flare of a bush fire. Course was altered and the ship proceeded for another three hours and then ran on the Klipstrand Reef, east of Struys Point.

The weather was fine and the sea calm, which considerably assisted the work of launching the boats. The wreck was unfortunately accompanied by loss of life, for four persons, the purser, two stewards and a seaman were drowned when one of the boats capsized.

QUEEN OF THE WEST

Canadian; 1849; T. Oliver; 1,060 tons; 158x31x24. The Canadian ship *Queen of the West* was lost at sea in 1850. She was a new vessel fresh from the builder's yard, and precise details of her loss never came to hand. Of those on board 32 persons were drowned.

QUEENS COUNTY

Lorenz W. Hansens Red. A/S; 1920; J. Priestman & Co.; 4,248 tons; 365 x 51 - 5 x 25 • 1; 330 n.h.p.; triple-expansion engines.

The Norwegian ship *Queens County* was carrying grain from Montreal to Hamburg. On August 18th, 1928, she was wrecked on Grange Rock, S. of St. Mary's Island in the Gulf of St. Lawrence.

QUEENWORTH

QUEENWORTH

Watergate S.S. Co.; 1925; S. P. Austin & Son; 2,047 tons; 275x39-9x18-1; 222n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Queenworth*, Lt. Cdr. R. W. Wainwright, was taken over by the Admiralty early in the Second World War for service as a mine-destroyer vessel. On May 9th, 1941, she was bombed and sunk by German aircraft off the Outer Dowsing light buoy. The *Queenworth* carried a complement of about 150.

QUEENSBURY

Capper, Alexander & Co.; 1931; Burntisland Shipbuilding Co.; 3,911 tons; 372-6x52-3x24-4; 381 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Queensbury*, Capt. A. F. Cleary, was bombed and sunk by German aircraft off Montrose, Scotland, on June 6th, 1941. Capt. Cleary, nine of the crew and one gunner were lost.

QUEENSDYKE

Ross, Allan & Johnston; 1883; Short Bros.; 1,723 tons; 283 x 37-3x20-2; 196 n.h.p.; compound engines. The British cargo ship *Queensdyke* sank after a collision with the steamship *King*, 4,144 tons off the Longships on May 7th, 1911, while on a voyage from the Clyde to Bordeaux carrying a cargo of coal.

QUEENSMORE

Wm. Johnston & Co.; 1889; Harland & Wolff; 4,195 tons; 400-7x46-2x29-5; 500 h.p.; triple-expansion engines. The British cargo ship *Queensmore* was destroyed by fire in Dunmanus Bay on November 8th, 1889. She was on a voyage from Baltimore to Liverpool carrying a cargo which included cattle and cotton.

QUENAST

Armement L Hermans, S.A.; 1903; Bow, McLachlan & Co.; 509 tons; 165-5x28-2x12; 78 r.h.p.; compound engines. The Belgian ship *Quenast* carrying a cargo of salt from the Tees to Antwerp sank on November 26th, 1939, three miles N. of Noord Hinder lightship. Only two of the crew were saved.

QUENTIN

British Navy, destroyer; 1942; British Isles; 1,705 tons; 358-7x35-7x9-5; 40£00 s.h.p.; 34 knots; turbine engines; 3-drum boilers; four 4 • 7 in. guns, several smaller, 8 T. T. The destroyers *Quentin*, Lt. Cdr. A. H. Noble, D.S.C., and *Quiberon*, in company with the cruisers *Aurora*, *Argonaut* and *Syrius*, under command of Rear-Admiral C. H. J. Harcourt, engaged an enemy convoy bound for Tunisia shortly before midnight on December 1st, 1942. The convoy, which had been sighted by British aircraft during the afternoon, threw out a smoke screen on the approach of Admiral Harcourt's force and endeavoured to disperse. Before this operation could be completed, however, the British were within range and four ships were sunk and three destroyers of the escort set on fire and left in a sinking condition.

Admiral Harcourt's force suffered neither damage nor casualties, but at daybreak on the 2nd when the ships were returning to base the enemy pressed home an attack with torpedo-carrying aircraft hitting and disabling *Quentin*. The destroyer did not sink immediately but had to be abandoned later. Twelve ratings were killed.

QUETTA

British India Steam Navigation Co.; 1881; W. Denny & Bros.; 3,484 tons; 380x40-3x29; 500h.p.; 14-5 knots; compound engines.

The steamship *Quetta* left Brisbane on Friday, February 18th, 1890, bound for London with 282 persons on board, a large number of whom were passengers. She called at Cooktown and from there steered for the Torres Straits. At about 9 o'clock on the evening of February 28th, being then in the charge of a Torres Straits pilot, the ship struck on an uncharted rock off Mount Adolphus Island. So great was the impact that the *Quetta* had her port side torn away from the bow to the engine room.

The inrush of water was so overwhelming that the vessel sank in three minutes. Some of the Lascar members of the crew gave way to panic and rushed one or two of the boats, but others were launched

as quickly as possible and in them the survivors got safely to shore at Somerset, a small settlement near Cape York. Of those on board 133 passengers and crew were drowned.

QUIBERON

Union Industrielle et Maritime; 1922; Deutsche Werft A.G.; 1,296 tons; 242-3x36x14-3; 83n.h.p.; triple-expansion engines.

The French motorship *Quiberon* was on a voyage from Rouen, which she left on January 16th, 1940, for Boston, Lines. She sailed from the Downs on January 19th, but was not seen again.

QUICKSTEP

Hill S.S. Co.; 1928; Smith's Dock Co.; 2,722 tons; 305x45-5 x 21-3; 266 n.h.p.; 10 knots; triple-expansion engines. The steamship *Quickstep*, Capt. W. Sparke, sailing in a convoy from London to the Tyne struck a mine and sank on January 12th, 1942. Capt. Sparke and 12 men were killed and two wounded.

QUINAULT VICTORY

U.S. War Shipping Administration; 1944; Oregon S.B. Corp.; 7,608 tons; 439-1x62-1x34-5; turbine engines. The American ship *Quinault Victory* was loading munitions at Port Chicago on July 17th, 1944, when there was an explosion and the ship was destroyed. About 270 persons were killed as a result of this disaster.

QUINCY

United States Navy, heavy cruiser; 1935; Bethlehem Steel Co., Quincy; 9,375 tons; 588x61-9x 18-7; 107,000s.h.p.; 32 knots; turbine engines; Babcock & Wilcox boilers; nine 8 in. guns, eight 5 in., two 3 pdr., 10 smaller, 4 aircraft.

The U.S. heavy cruiser *Quincy* took part in the operations leading up to the landing of American troops on the island of Guadalcanal, in the Solomons Group. Little serious opposition was encountered on the first two days but at 1 -45 on the morning of the 9th August, 1942, a force of Japanese cruisers and destroyers made a dash from Savo Island to destroy the American transports. The attack surprised the Allied warships, the first group of which lost the Australian heavy cruiser *Canberra*. The attack was repelled however and the Japanese turned away, making for a passage N.E. of Savo. Here they were intercepted by an American force consisting of the three heavy cruisers *Astoria*, *Quincy* and *Vincennes*, with lighter cruisers and destroyers. There was an exchange of salvos at little more than torpedo range and the *Quincy* sustained several hits and sank during the night.

The *Quincy* carried a complement of about 700, most of whom were saved. The transports suffered no damage or casualties.

The full story of the action, which was known as the battle of Savo Island, is told under the U.S. heavy cruiser *Astoria*.

QUINTAY

Cia de Muelles de la Poblacion Vergara; 1904; Detroit S.B. Co.; 3,533; 325x44-2x20-9; Quadruple-expansion engines. The Chilean ship *Quintay* went ashore on Penguin Island at the entrance to the Messier Channel on April 28th, 1949. She was on a voyage from Callao to Punta Arenas.

QUINTERO

Alfredo Anate; 1859; A. Mitchell & Co.; 921 tons; 210-3X 30-7x18-9; 132n.h.p.; triple-expansion engines. The Chilean ship *Quintero* was involved in a collision with the Chilean steamer *America* and sank on December 6th, 1928, off Punta Patache. She was on a voyage from Iquique to Caldera. Seventeen lives were lost.

QUINTINO SELLA

Italian Navy, destroyer; 1925; Pattison; 935 tons; 275x27x 9-7; 36,000s.h.p.; 35 knots; turbine engines; Thornycroft boilers; four 4 - 7 in. guns, two 40 mm., 2 m.g., 4 T.T. The Italian destroyer *Quinto Sella* was torpedoed off Venice by a German motor torpedo boat on September 9th, 1943. The vessel was on her way to surrender to the Allies as Italy had ceased hostilities on the previous day. Her normal complement was 120.

QUINTO

Soc. Anon. Ilva; 1888; *J. Readhead & Co.*; 1,796 tons; 280-5X 36-9x17-6; 205n.h.p.; triple-expansion engines. The Italian steamship *Quinto* was torpedoed and sunk by a submarine in the Mediterranean on February 10th, 1917.

QUITO

T. Wilson, Sons & Co.; 1870; *C. & W. Earle*; 1,489 tons; 253-4x34-8x17-5; 154h.p.; compound engines. The British cargo ship *Quito* was wrecked at Nidingen on January 14th, 1891, while on a voyage from Riga to Hull carrying a general cargo.

QUITO

E. I. Harris & Co.; 1900; *W. Hamilton & Co.*; 3,256 tons; 330'7x45-7x16-2; 300 n.h.p.; triple-expansion engines. The British cargo ship *Quito* sank after striking wreckage 150 miles E. of Cullercoats on August 7th, 1922. She was carrying a cargo of iron ore from Lulea to the Tees.

QUORN

British Navy, destroyer; 1940; *J. S. White & Co.*; 1,000 tons; 272-5x28-2x7-7; 19,000s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in. guns, 8 smaller. The destroyer *Quorn*, Lt. J. Hall, was sunk by a human torpedo off the coast of Normandy on August 3rd, 1944. Four officers and 126 ratings were killed. Lt. Hall was among the survivors.

R. J. CULLEN

Atlantic Transportation Co.; 1919; Osaka Iron Works; 6,993 tons; 415-1x55-7x32; 553 n.h.p.; triple-expansion engines.

The Canadian steamship *R. J. Cullen* was wrecked two miles N.E. of Castlebay, Outer Hebrides, on January 15th, 1942. She was on a voyage in ballast from Liverpool to Sydney, N.S.

R. P. RESOR

Standard Oil Co. of California; 1936; Federal S.B. & D.D. Co.; 7,451 tons; 435x66-8x34-2; 593 n.h.p.; 12-7 knots; turbine engines.

The American tanker *R. P. Resor*, Capt. Fred Marcus, left Houston, Texas, for Fall River, Massachusetts, on February 19th, 1942, with a cargo of 78,729 barrels of fuel oil. She carried a crew of 41, with an officer and eight U.S. naval ratings as gunners. On the night of the 26th at about 11.30 the vessel was torpedoed on the port side near the bridge and caught fire. Boats and rafts were destroyed by the explosion and a quantity of blazing oil covered the surface of the sea. Only two men survived, being picked up by a U.S. Coastguard patrol.

The *R. P. Resor* continued to drift in flames for two days and capsized and sank on the 28th off Barnegat Light.

R. W. BOYD

Franz Rahitkens & Co.; 1880; J. Readhead & Co.; 1,225 tons; 250 x 32-6x17-2; 134 n.h.p.; compound engines. The British cargo ship *R. W. Boyd* sank after a collision in Yarmouth Roads on February 5th, 1896, while on a voyage from the Tyne to Bilbao carrying a cargo of coal.

R. W. GALLAGHER

Standard Oil Co. of New Jersey; 1938; Bethlehem Shipbuilding Corp.; 7,989 tons; 445-4x64-2x35-2; 985 n.h.p.; 13 knots; turbine engines.

The American tanker *R. W. Gallagher*, Capt. Aage Petersen, left Bolivar Roads, Galveston Bay, under orders from the U.S. Navy on July 12th, 1942. At 1.40 a.m. on the 13th the vessel was struck on the starboard side by a torpedo from a submarine, followed at a very short interval by another. Fire burst out amidships and quantities of blazing oil poured out from the vessel and spread over the sea. After burning fiercely for nearly an hour the *R. W. Gallagher* turned over to starboard and capsized. Of her crew of 40 officers and men and 12 naval gunners, eight men were killed. The tanker was not in convoy at the time of the sinking.

RABAT

Oldenburg-Portuguesische Dampfs. Rhed.; 1929; Deutsche WerftAG.; 2,719 tons; 283-3x46x23; 194 n.h.p.; compound engines.

The German steamship *Rabat* was bombed and sunk by carrier-based aircraft on October 4th, 1943, during a naval raid on Bodo, Norway.

RABAU

W. R. Carpenter Overseas Shipping; 1916; Burmeister & Wain; 6,809 tons; 425-5x55-3x27-8; 717 n.h.p.; oilengines. The Australian motorship *Rabaul*, on a voyage from Newport to Table Bay and Alexandria, was sunk by a German raider on May 14th, 1941, about 450 miles S.W. of Mossamedes. Nine of her crew were killed.

RACEHORSE

British Navy, gunboat; 1860; Wigram & Co.; 695 tons; 185-9 x 28-3x14; 200 n.h.p.; 925 knots; compound engines; 4 guns. The gunboat *Racehorse*, Cdr. C. R. F. Boxer, left Portsmouth on August 10th, 1862, for the China Station with a complement of 108 officers and men. The ship was sent from China to Japan in February 1863, and from that time was principally employed in carrying the mails between Japan and Shanghai.

At 8.30 on the evening of November 4th, 1864, when off Chefoo Cape, at the southern entrance to the Gulf of Pechelli, the ship struck on the rocks not far from shore in comparatively smooth water. The weather was extremely thick at the time and those on board must have mistaken Lung-mun Bay, ill which the ship was

wrecked, for the entrance to Chefoo harbour. Every effort was made to get *Racehorse* off and during the night her masts were cut away, but a gale came on with great violence so that by morning it was impossible to launch the boats. The vessel was swept by enormous seas and 99 of the crew were drowned.

Cdr. Boxer and eight men were rescued two days later by a Chinese junk which found them adrift in a small boat.

RACELAND

U.S. Maritime Commission; 1910; W. Hamilton & Co.; 4,815 tons; 413-1x51-5x27; 507 n.h.p.; triple-expansion engines. The Panamanian steamship *Raceland* was bombed and sunk by German aircraft on March 28th, 1942, S. of Bear Island, with the loss of 33 lives.

RACoon

British Navy, destroyer; 1910; Cammell Laird; 920 tons; 266x28x8-5; 12,500 i.h.p.; 27knots; turbine engines; Yarrow boilers; one 4 in. gun, three 12pr., 2 T.T.

The destroyer *Racoon*, Lt. George L. M. Napier, was wrecked in a snowstorm off the north coast of Ireland on January 9th, 1918. As near as can be established the destroyer struck at 2 a.m. There were no survivors.

The complement of *Racoon* was 100, but of this number nine ratings had been left behind at the last port of call.

RADAAS

Damps. Selsk. Primula; 1890; J. Readhead & Sons; 2,524 tons; 290-4x40x19-9; 234 n.h.p.; triple-expansion engines. The Danish steamship *Radaas* was torpedoed and sunk by a German submarine in the English Channel on September 21st, 1917.

RADBOD

Ender Dampfercompagnie A.G.; 1910; Northumberland S.B. Co.; 4,354 tons; 378x49-1x26-5; 367n.h.p.; triple-expansion engines.

The German steamship *Radbod* was bombed and sunk by British aircraft on December 6th, 1944, at Aalesund, Norway.

RADBURY

Ministry of War Transport (Hadley Shipping Co.); 1910; W. Doxford & Sons; 3,614 tons; 360-2x50-3x21-5; 346 n.h.p.; triple-expansion engines.

The British steamship *Radbury* was torpedoed and sunk by a German submarine on August 13th, 1944, on a voyage from Lourenço Marques to Mombasa. The captain, 18 of the crew and one gunner were lost.

RADETZKY

Austrian Navy, wooden steam frigate; 186-; Austria; 1,826 tons; 226-5x36-1x16-7; 300 i.h.p.; 12 knots; compound engines; 30 guns.

The Austrian steam frigate *Radetzky*, Capt. Danfalik, carried a complement of 368 officers and men. In 1864 she had taken part in the war against the Danes and was in the action off Heligoland. On February 20th, 1869, the vessel was cruising between the islands of Lissa and Lesina in the Adriatic, most of her crew being recruits who were undergoing a course of training. Suddenly there was a loud explosion, so complete in its effect that very few of the ship's company survived to give an account of what happened. In a few minutes the vessel had gone to the bottom.

Capt. Danfalik and 344 of the crew were either killed or drowned.

RADHURST

Ministry of War Transport (J. & C. Harrison); 1910; Cantieri Navale Triestino; 3,454 tons; 331-4x46-3x20-9; 282 n.h.p.; triple-expansion engines.

The British cargo ship *Radhurst* sailed in ballast from the Tyne on January 13th, 1943, for the Clyde. She left there for New York on February 2nd but was subsequently lost without trace with her crew of 38 and four gunners. It is probable that she was sunk by a German submarine in lat. 49° 40' N., long. 41° 50' W. about midnight on February 19th.

RADIUM

Soc. Anon di Armamento Oceania; 1906; Irvine's S.B. & D.D. Co.; 3,254 tons; 324-6x47x13-7; 301 n.h.p.; triple-expansion engines.

The Italian ship *Radium* was wrecked on February 17th, 1923, at Bempton, Yorks., on a voyage from the Tyne to Venice with coal.

RADYR

Rupert Phillips Steamship Co.; 1918; Harland & Wolff; 2,357 tons; 285x42x19; 411 n.h.p.; 11-5 knots; triple-expansion engines. The steamship *Radyr*, Capt. S. Griffiths, left Cardiff for Bordeaux at 7.30 a.m. on December 6th, 1929, with a cargo of 2,799 tons of coal. She carried a crew of 21. Shortly after leaving port the vessel ran into a fierce W.N.W. gale and for most of the day—from 10.30 a.m. to 9 p.m.—she was in view of the s.s. *Heathcliffe*, but this steamship found the seas too much for her and next day put about with engine trouble. At 7.48 a.m. on the 7th the Fishguard Wireless Station received an S.O.S. from the *Radyr* as follows, "Off Hartland Point—require immediate assistance—hatches stove-in." A reply was at once sent asking "Do you want lifeboat or boat stand by." The *Radyr* answered at 7.50 a.m. "Require anything—near sinking—trying launch lifeboat." This was the last message received, the ship was last seen in Bideford Bay at 1.20 p.m. bodies and wreckage were subsequently washed ashore.

RAGLAN

British Navy, monitor; 1915: Great Britain; 6J50 tons; 336 x 88x10; 2,500 i.h.p.; 8 knots; triple-expansion engines; two 14 in. guns, one 6 in.

The monitor *Raglan*, Cdr. Viscount Broome, was sunk in a naval engagement with the German light cruiser *Breslau*. On the morning of January 20th, 1918, *Raglan*, in company with a smaller monitor, *M28*, Lt. Cdr. D. P. Macgregor, was lying in Kusu Bay in the island of Imbros. At about 7 a.m. in misty weather the *Breslau* was sighted by the destroyer *Lizard* steaming in a northerly direction to S.E. of Cape Kephala, followed at a distance of about a mile by the battle cruiser *Goeben*. These two ships were sighted by the monitors soon afterwards and action was joined at 7-40 a.m., the *Breslau* firing on *Raglan* and smashing her range-finding gear and damaging her engine room so that the electric circuits were put out of action. The fight was very brief and *Raglan* sank without having got the enemy's range. The *M28* was next attacked, by which time the *Goeben* had come up, so that the small British ship was overwhelmed by the enemy shells. She caught fire amidships and blew up shortly afterwards. The enemy ships then retired.

The British loss amounted to three officers and 119 ratings on *Raglan*, and three officers and eight ratings on *M28*, beside wounded.

RAGNA

Anders Isachsen; 1892; Wood, Skinner & Co.; 1,747 tons; 260 x36-6x17; 158 n.h.p.; triple-expansion engines. The Norwegian steamship *Ragna* was torpedoed and sunk by a German submarine in the English Channel on December 23rd, 1917.

RAGNAROK

Schjelderup & Schjoit; 1905; Laxevaags Mas kin & Jernskibsbyggeri; 1,107 tons; 228-5x36-2x15-8; 106n.h.p.; triple-expansion engines.

The Norwegian steamship *Ragnarok* struck a mine and sank in the North Sea on August 7th, 1916.

RAGNHILD

H. N. Hartmark & Co.; 1909; Bergens Mek. Vcerksted; 1,117 tons; 229 x35-2 X15-9; 106 n.h.p.; Triple-expansion engines

The Norwegian steamship *Ragnhild* struck a mine and sank in the North Sea on April 27th, 1917.

RAGNHILD

PeltonS.S.Co.; 1895; Flensburger Schiffsbau Ges.; 1,495 tons; 239-8x34-3x20-9; 106n.h.p.; 9 knots; triple-expansion engines.

The British Steamship *Ragnhild* was torpedoed and sunk by a German submarine 14 miles S. by E.J.E. of Flamborough Head on September 3rd, 1917. The captain and 14 of the crew were killed.

RAGNI

D/S A/S Alf Lindos Rederi; 1919; Campbeltown S.B. Co.; 1,264 tons; 229-4x35-8x15-5; 142n.h.p.; triple-expansion engines.

The Norwegian steamship *Ragni* struck a mine and sank on December 15th, 1939, off the River Tyne, with the loss of six lives.

RAHMANI

Framjee, Sons & Co.; 1882; Napier, Shanks & Sell; 2,961 tons; 330-5x40-2x26-3; 364n.h.p.; triple-expansion engines. The Indian cargo ship *Rahmani* sank after a collision in 35° 02'N., 19° 07'B., on July 20th, 1917, while on a voyage from Bombay to Syracuse carrying a general cargo.

RAHMANI

Mogul Line; 1928; Lithgows; 5,436 tons; 410x54x26-7; 541 n.h.p.; triple-expansion engines.

The Indian steamship *Rahmani*, on a voyage from Bombay to Jeddah with a crew of 109, six gunners and 191 passengers, was torpedoed and sunk by a submarine on July 12th, 1943, at the entrance to the Gulf of Aden. Nineteen lives were lost.

RAIFUKUMARU

Kokusai Kisen Kabushiki Kaisha; 1918; Kawasaki Dockyard; 5,867 tons; 385X — X—; 9-5 knots; triple-expansion engines. The Japanese steamship *Raifuku Mam* left Boston on April 18th, 1925, for Hamburg with a cargo of wheat. Shortly after leaving port the steamship encountered very heavy weather and by the morning of the 19th was in distress. An S.O.S. call was sent out which was picked up by the White Star liner *Homeric*, 34,356 tons, Capt. Roberts, 70 miles distant. Shortly afterwards another message was received stating that all lifeboats had been smashed. A last message in broken English 'Now very danger. Come quick', came just before the *Homeric* sighted the derelict. The liner drove through the mountainous seas at a speed of 20 knots to the spot indicated, lat. 41° 43'N., long. 61° 39'W., to find the *Raifuku Mam* with a list of 30 degrees and quite unmanageable. Approaching as near as she dared the liner stood by in the hope of picking up survivors, but none could survive in such a sea, and all 48 of the crew were drowned.

RAIMORAGNAR

A/B R. Nordstrom & Co. O/Y; 1914; Fredrikstad Mek. Vark-sted; 1,972 tons; 276-4x42-1x17-7; 188 n.h.p.; triple-expansion engines.

The Finnish ship *Raimo Ragnar* struck a submerged rock and sank on December 23rd, 1943, three-quarters of a mile W. of Nygrundet.

RAISBY

R. Ropner & Co.; 1889 tons; Ropner & Son; 2,205 tons; 272-3x38-9x18-6; 201 n.h.p.; triple-expansion engines. The British cargo ship *Raisby* was wrecked at San Nicolas Island, Cape Verde at 11 p.m. on June 21st, 1901. She was on a voyage from Villa Constiitucion to Las Palmas carrying a cargo of maize.

RAIZAN MARU

*Tsumaru Kisen K.K.; 2,813 tons** On March 30th, 1944, the *Raizan Maru* was sunk by U.S. carrier-based aircraft off Babelthuap, Palau Islands.

RAJAH

D. Schilling; 1864; Hart & Sinnott; 1,256 tons; 216-8x34-5x22.

The German sailing ship *Rajah* capsized and sank in heavy weather off Lundy Island on December 8th, 1896. Four of the crew managed to get away in the only undamaged boat, without oars, just before the ship sank. Two men were washed out of the boat on the following day and on the 10th it was sighted by the steamship *Springwell* which rescued the two survivors by lifeboat in a gale.

RAJPUTANA

Peninsular & Oriental Steam Navigation Co.; 1926; Harland & Wolff; 16,644tons; 547-7x71 -3x43-4; 2,478n.h.p.; 17knots; quadruple-expansion engines.

The liner *Rajputana*, Capt. F. H. Taylor, D.S.C., was taken over by the Admiralty at the beginning of the Second World War for service as an auxiliary cruiser. The *Rajputana* was engaged in convoy duties

RAKUTO MARU

in the North Atlantic when she was torpedoed by a German submarine on April 22nd, 1941. Six officers and 35 ratings were killed or drowned. Two attacks were made upon the vessel and she was hit twice within two hours, but remained afloat long enough to enable the bulk of the crew to be taken off. Twelve officers and 22 ratings were cast adrift, however, and these were picked up later and landed in Canada.

RAKUTO MARU

Toa Kaiun K.K.; 1935; *Uraga Dock Co.*; 2,962 tons; 297-9x45x23-8; 109 n.h.p.; compound engines.

The steamship *Rakuto Mam* was sunk by U.S. carrier-based aircraft on September 12th, 1944, W. of Leyte Island, Philippines.

RAKUYO MARU

Nippon Yusen K.K.; 1921; *Mitsubishi Zosen Kaisha*; 9,419 tons; 460x60x40-5; 1,153 n.h.p.; turbine engines. The steamship *Rakuyo Maru* was torpedoed and sunk by the U.S. submarine *Sealion* //on September 12th, 1944, about 100 miles N.E. of the Paracel Islands, South China Sea.

RAKUZAN MARU

Japanese Government; 1914; *Taikoo Dockyard & Eng. Co.*; 2,104 tons; 280x40-1x17-8; 196n.h.p.; triple-expansion engines.

The steamship *Rakuzan Maru* was formerly the British *Hsin Peking*, captured by the Japanese in December, 1941. She was sunk by U.S. carrier-based aircraft on August 9th, 1945, off Rashin, Manchuria.

RALEIGH

British Navy, 4th rate ship; 1845; *Chatham Dockyard*; 1,939 tons; 180x50-1x16-7; 50 guns.

The British 4th rate man-of-war *Raleigh*, 50 guns, Cdre. the Hon. Henry Keppel, C.B., was ordered to reinforce the squadron operating in the Canton River during the China War of 1856-59. On April 14th, 1857, when on her way from Hong Kong the vessel struck on an uncharted pinnacle of rock off the S.E. coast of Macao. She was so badly holed that she had to be beached between the Koko and Typa Islands, where she became a total wreck.

Cdre. Keppel exhibited great resource in getting away his ship's company without the loss of a single man, and later in removing all the guns and the ship's stores.

RALEIGH

British Navy, cruiser; 1919; *W. Beardmore & Co.*; 9,750 tons; 605x65x20-5; 65,000 s.h.p.; 30 knots; turbine engines; *Yarrow boilers*; seven 7-5 in. guns, four 3 in., 12 smaller, 10 m.g., 6 T.T.

The cruiser *Raleigh*, flagship of Admiral Sir William Pakenham on the North American Station, was cruising along the Labrador side of the Straits of Belle Isle on August 8th, 1922, when she ran aground off Point Armour and became a total wreck. There was a dense fog at the time and the vessel ran onto the rocks for a considerable portion of her length, precluding all possibility of her being towed off. The coast where she struck was uninhabited and after some days her crew, who had been put ashore, were taken on board the Canadian Pacific liner *Montrose* and conveyed to Liverpool.

The *Raleigh* carried a complement of 730, of whom ten ratings were drowned when the lower part of the vessel flooded after the impact.

RAMAPO

U.S. Maritime Commission; 1924; *Dunlop, Bremner & Co.*; 2,968 tons; 344x48-1x21-9; 225 n.h.p.; triple-expansion engines.

The Panamanian steamship *Ramapo* was torpedoed and sunk by a German submarine on February 16th, 1942, N.W. of the Bermudas on a voyage from London to New York. All her crew were lost.

RAMAZAN

Liverpool Shipping Co.; 1905; *R. Craggs & Sons*; 3,477 tons; 352-5x47x15-7; 334 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Ramazan*, in service as a transport, was carrying a

contingent of 380 Indian troops when she was shelled and sunk by a German submarine 55 miles S.W. of Cerigotto Island in the J3gean Sea, on September 19th, 1915. Of the Indian troops, 305 were drowned, as well as one member of the crew.

The survivors numbered 103.

The great loss of life was in part attributable to the smashing of the troopship's boats by the submarine's shells.

RAMB I

Italian Government; 1937; *Ansaldo*; 3,667 tons; 383-2x49-7x24-8; 1,525 n.h.p.; 18-5 knots; oil engines; four 4-7 in. guns. The Italian commerce raider *Ramb* /had been built for the banana trade upon a design which admitted of her and her three sister ships acting as auxiliary cruisers in time of war. On February 27th, 1941, the *Ramb* /was intercepted in the Indian Ocean by the New Zealand cruiser *Leander*, 7,270 tons, eight 6 in. guns, Capt. R. H. Sevan. The Italian ship was flying the Red Ensign at the time, but hauled it down and hoisted Italian colours when challenged by the New Zealand cruiser. The fight which ensued was very brief, five salvos from the *Leander* sufficing to sink the enemy whose 4-7 in. guns were no match for those of her opponent.

Before sinking the *Ramb I* hauled down her flag, thus preventing a further loss of life. Her exact complement was not known—probably between 200 and 250, of whom 11 officers and 89 ratings were picked up by the *Leander*. Five of the survivors were wounded.

RAMB II

Italian Government; 1937; *Cantieri Riuniti DeW Adriatico*;

3,685 tons; 383-2x49-9x24-8; 1,193 n.h.p.; oil engines. The Italian motorship *Ramb II* was chartered by the Japanese in the Second World War. She was sunk by war causes on January 12th, 1945.

RAMB IV

Ministry of War Transport (English Coaling Co.); 1937; *Cantieri Riuniti DeW Adriatico*; 3,676 tons; 383-2x49-9x24-8; 1,193 n.h.p.; oil engines.

The motorship *Ramb IV* was formerly Italian, captured by the British and converted for use as a hospital ship. On May 10th, 1942, she was bombed by German aircraft and set on fire in the Alexandria Channel. The ship was fully loaded with wounded from Tobruk. The fire could not be controlled and the ship had to be sunk by gunfire. Some 150 patients on board could not be taken off and were lost with the ship.

RAMILLES

British S.S. Co.; 1927; *W. Gray & Co.*; 4,553 tons; 398-8x53x24-7; 424 n.h.p.; triple-expansion engines. The British steamship *Ramilles*, on a voyage from the Tyne to Baltimore with coke, was torpedoed and sunk by a German submarine on May 8th, 1941, about 1,100 miles E. of Cape Race. Twenty-six of her crew and three gunners were lost.

RAMO

D/SA/SRamo; 1921; *Eltringhams*; 2,334 tons; 290-4x44x20-8; 203 n.h.p.; triple-expansion engines.

The Norwegian steamship *Ramo* was blown up by a mine while lying alongside the quay at Hehningsvaer, Lofoten Islands, on April 21st, 1946. Fourteen of her crew were killed and 15 injured.

RAMON DE LARRINAGA

Hijos de Jose Tava S. en C.; 1889; *C. Connell & Co.*; 3,058 tons; 350 x 40x25-4; 314 n.h.p.; triple-expansion engines. The Spanish steamship *Ramon de Larrinaga* was sunk by a German submarine in the Atlantic on July 13th, 1918.

RAMSAY

Bolton S.S. Co.; 1930; *R. Duncan & Co.*; 4,855 tons; 400x 53-4x25-7; 538 n.h.p.; triple-expansion engines. The British steamship *Ramsay*, on a voyage from the Tyne to New York in ballast, was torpedoed and sunk by a German submarine on June 9th, 1942, about 1,100 miles W. of the Fastnet. Thirty-five of her crew and five gunners were lost.

RAMSES

Hamburg-Amerika Linie; 1926; Flensburger Schiffsbau Ges.; 7,983 tons; 481-5x26-7x27; 1,587 n.h.p.; oilengines. The German motorship *Ramses* left Kobe early in November, 1942, in an endeavour to reach a German controlled port. On the 28th she was intercepted by a force of British and Dutch cruisers and sunk by gunfire, about 700 miles S. of Cocos Island.

RAMSEY

The Admiralty; 1895; Naval Constr. & Armaments Co.; 1,443 tons; 310x37-1x16-4; 348n.h.p.; 18 knots; triple-expansion engines. The steamship *Ramsey* was formerly *The Ramsey*, owned by the Isle of Man Steam Packet Co., Ltd., taken over by the Admiralty for use as an armed boarding ship. She was commanded by Lt. H. Raby, R.N.R., and carried a complement of 98.

At about midnight on August 7th, 1915, Lt. Raby received a message ordering him to keep a vigilant look-out to the westward. His ship was then in the Moray Firth and in accordance with his instructions he cruised about off the Firth and at dawn was some 70 miles E.N.E. of Kinnaird Head. At about 6 a.m., or a little before, he sighted a small steamship flying Russian colours and approached to within 80 yards of her and lowered a boat whereupon the stranger opened fire from 4 in. guns and machine-guns and also discharged a torpedo. Lt. Raby was killed instantly as well as several officers and ratings on the bridge with him. The after part of the ship was blown away by the torpedo and she began to sink, affording little time to launch the boats, though two got away in the brief five minutes that the *Ramsey* remained afloat.

The loss on board the *Ramsey* amounted to five officers and 50 ratings.

The enemy ship was later identified as the German auxiliary minelayer *Meteor*.

RAMSHOLM

Capel & Co.; 1889; W. Doxford & Sons; 2,172 tons; 280x38-2x18-3; 197 n.h.p.; triple-expansion engines. The British cargo ship *Ramsholm* sank after a collision four miles north of Dieppe on March 7th, 1918 while on a voyage in ballast from Rouen to the Tyne.

RAMSHOLM

Johan Henriksson; 1909; Short Bros.; 1,438 tons; 249-9x37-5x17-2; 156 n.h.p.; triple-expansion engines. The Norwegian ship *Ramsholm*, Capt. L. Hviding, was involved in a collision with the *Stancor* at 7 a.m., on February 17th, 1934 and sank about ten miles S.E. of Owers lightship.

RANALD

T. P. Purdie; 1878; A. McMillan & Son; 2,008 tons; 305 x 34-8x24-4; 247 n.h.p.; triple-expansion engines. The British cargo ship *Ranald* foundered off Atlantic City on June 4th, 1901, while on a voyage from Trinidad to New York. She was carrying a cargo which included asphalt and sugar.

RANDOLPH

East India trader; 1840 (circa); 500 tons (approx). The sailing vessel *Randolph* left Port Louis, Mauritius, in July 1851 for Calcutta. The ship carried as steerage passengers 250 Indian natives returning from a term of labour in the island, she also had a few other passengers of whom two were army officers, Lt. Holland and Ensign Scott of the 48th Foot. On the night of the 25th, when off the N.E. end of the island the *Randolph* approached too close to the shore and the lookout raised a cry of "breakers ahead". This proved to be a reef which ran out for some two miles and in the darkness the ship went heavily aground and became a total wreck. The masts were cut away but this did not prevent the ship from falling over onto her beam ends.

At daylight it was discovered that all the boats were serviceable and in these the survivors made for the shore.

The number lost included Ensign Scott, two members of the crew and from 20 to 30 Indians. All of these people were washed overboard during the night.

The first officer was despatched to Port Louis with the news of the wreck and the governor at once sent a steamship to bring the shipwrecked people back to the town.

RANSEFJORD

A/Sden Norske Amerikalinje; 1937; Eriksbergs Mek. Verksted; 3,999 tons; 407-1x55-3x22-6; 945 n.h.p.; oil engines. The Norwegian motorship *Randsfjord* was torpedoed and sunk by an Italian submarine on June 22nd, 1940, about 70 miles S. of the Fastnet on a voyage from New York to Liverpool.

RANEE

Asiatic Steam Nav. Co.; 1928; Lithgows; 5,060 tons; 400x52x27-5; 430 n.h.p.; triple-expansion engines. The British steamship *Ranee* struck a mine and sank on February 5th, 1941, in the Suez Canal. Nine of her crew were killed.

RANGATIRA

Shaw, Savill & Albion Co.; 1910; Workman, Clark & Co.; 7,469 tons; 478x61-1x31-3; 920 n.h.p.; triple-expansion engines.

The British cargo ship *Rangatira* was wrecked at Robben Island on March 30th, 1916, while on a voyage from London to Hobart carrying a general cargo.

RANGITANE

New Zealand Shipping Co.; 1929; John Brown & Co.; 16,712 tons; 531x70-2x38-1; 2,186 n.h.p.; 15 knots; oilengines. The liner *Rangitane*, Capt. H. L. Upton, was intercepted and sunk by a German commerce raider some 320 miles off East Cape, N.Z., on November 26th, 1940. The attack took place at 3.47 a.m. and the first intimation of the enemy's presence came when shells began to fall on the liner, blowing away her bridge and destroying communication with the engine room. This was followed by a torpedo which set the vessel on fire, despite which, good discipline was maintained although many persons had been killed or injured. In the meantime the wireless operator had succeeded in getting through a message giving the ship's position before the aerial was destroyed.

The abandonment of the liner was conducted in great haste as the Germans had become aware that aircraft from New Zealand were searching the area in response to the wireless messages. Finally everyone was taken on board the raider and she made off. The survivors spent several weeks on the German vessel before being landed on the small island of Emirau, whence they were rescued later. The total number killed was 16 of whom six were passengers.

RANJA

Rederi A/S Ruth; 1928; A/B Gotaverken; 6,355 tons; 408-3x55-3x32; 540 n.h.p.; oil engines. The Norwegian tanker *Ranja* was torpedoed and sunk by a German submarine on March 17th, 1942, about 450 miles E.S.E. of Philadelphia on a voyage from Houston to Halifax, loaded. All her crew of 32 and two gunners were lost.

RAPPAHANNOCK

Furness Withy & Co.; 1893; A. Stephen & Sons; 3,871 tons; 370x44x28-6; 485 n.h.p.; 12 knots; triple-expansion engines. The steamship *Rappahannock* left Halifax, N.S., for London on October 17th, 1916. When 70 miles from the Scilly Isles on the 26th she was torpedoed and sunk by a German submarine. There were no survivors from her crew of 37.

RANTAU PANDJANG

Koninkl. Paketvaart Maats.; 1921; Gebr. Pot; 2,542 tons; 300 x 46 • 3 x 20 • 6; 215 n.h.p.; triple-expansion engines. The Dutch steamship *Rantau Pandjang* left Durban on February 13th, 1941, for Sabang. On the 22nd she was intercepted by the German raider *Admiral Scheer* and sunk about midway between Madagascar and the Seychelles.

RAPEL

Compania Sud Americana de Vapores; 1888; Blyth S.B. Co.; 1,193 tons; 240 x 33 x 16; 110 h.p.; triple-expansion engines. The Chilean steamship *Rapel*, on a voyage from Valparaiso to Buenos Aires, struck on the rocks at Huamblin Island, in the Chonos Archipelago, on May 16th, 1944, and broke up in a few minutes. Eleven of her crew were lost.

RAPHAEL SEMMES

U.S. Maritime Commission; 1920; G. M. Standifer Construction Corp.; 6,027 tons; 401'4x53-2x31-9; 363 n.h.p.; triple-expansion engines.

The steamship *Raphael Semmes* was torpedoed and sunk by a German submarine on July 28th, 1942, on a voyage from Trinidad to New York. Nineteen of her crew of 37 were killed.

RAPIDO

A. Lauro; 1919; Canadian Vickers; 5,363 tons; 413-1x52-4x28-5; 520 n.h.p.; triple-expansion engines.

The Italian steamship *Rapido* was torpedoed and sunk by an Allied submarine on June 15th, 1944, S. of Grado.

RASHON MARU

Dairen Kisen K.K.; 1919; Canadian Vickers; 5,454 tons; 400-6x52-3x28-4; 520 n.h.p.; triple-expansion engines.

The steamship *Rashin Maru* was torpedoed and sunk by the U.S. submarine *Pargo* on August 8th, 1945, about 200 miles S.E. of Seishin, Manchuria.

RASK

S. Risanger; 1890; A. A. W. van Reede, Czn.; 632 tons; 167x27-2X16-6; 90 n.h.p.; triple-expansion engines. The Norwegian steamship *Rask* was bombed and sunk by German aircraft on October 19th, 1941, near the Tuskar Light. Seven of her crew and one gunner were lost.

RATTLER

British Navy, corvette; 952 tons; 200 n.h.p.; steam engines; 17 guns.

The corvette *Rattler*, Cdr. H. F. Stephenson, was wrecked when serving on the China Station on September 24th, 1868. The number lost is not known.

RAUENFELS

Deutsche Dampfs. Ges Hansa; 1928; Bremer Vulkan; 8,460 tons; 485-4x62-2x32-3; 785 n.h.p.; triple-expansion engines & L.P. turbine.

The German steamship *Rauenfels*, carrying munitions from Germany to Narvik, was destroyed by gunfire from British warships at Narvik on April 10th, 1940, during the invasion of Norway.

RAUENTHALER

German Government; 1942; Holland; 3,713 tons; oilengines. The motorship *Rauenthaler* was under construction for Dutch owners, under the name of *Peursum*, and was taken over by the Germans on completion. On September 8th, 1943, she was sunk by collision with an unidentified ship N. of Trondheim.

RAUMA

Andr. Olsen; 1895; Sir Raylton Dixon & Co.; 3,047 tons; 320x42-7x17-9; 268 n.h.p.; triple-expansion engines. The Norwegian steamship *Rauma* was shelled and sunk by a submarine in the Mediterranean on May 30th, 1916.

RAVENHILL

Thomas Turnbull & Son; 1877; Thomas Turnbull & Son; 1,454 tons; 254 x 33 • 5 x 19 -1; 130 h.p.; compound engines. The British cargo ship *Ravenhill* was wrecked about five miles E. of Vilano on July 11th, 1887, while on a voyage from Cardiff to Brindisi carrying a cargo of coal.

RAVENNA

Soc. di Navigazione a Vapor e It alia; 1901; N. Otero & Co.; 4,101 tons; 363-2x43-5x19-2; 325 n.h.p.; triple-expansion engines.

The Italian steamship *Ravenna* was torpedoed and sunk by a submarine in the Mediterranean on April 4th, 1917.

RAVENSHEUGH

Robertson, Mackie & Co.; 1881; Palmers' Co.; 1,781 tons; 263X35•2X22•4; 178n.h.p.; compound engines. The British cargo ship *Ravensheugh* struck a submerged rock and sank off Skerryvore on October 29th, 1911. She was on a voyage from the Clyde to Riga carrying a cargo of coal and herrings. Nine

of the crew got away from the ship in the starboard lifeboat and were picked up some hours later by the yacht *Sapphire*, but the port lifeboat could not be launched and the remainder of the crew were drowned.

RAVENSHOE

John Cory & Sons; 1880; C. Mitchell & Co.; 7,977 tons; 285-3x36-1x22-9; 235 h.p.; compound engines. The British cargo ship *Ravenshoe* foundered 200 miles from Odessa on January 7th, 1894, while on a voyage from Odessa to Antwerp carrying a cargo of grain.

RAVITAILLEUR

Cie. Française de Marine et de Commerce; 1901; A. Rodger & Co.; 2,813 tons; 320-2x46-1x21-2; 249 n.h.p.; triple-expansion engines.

The French steamship *Ravitailleur* was sunk by a submarine in the Mediterranean on September 17th, 1915.

RAVN

S. A. Brakhus; 1889; W. Dobson & Co.; 1,766 tons; 263-8x 37-2x19-1; 157 n.h.p.; triple-expansion engines. The Norwegian ship *Ravn* sprang a leak and foundered on December 20th, 1923, in the North Sea. She was carrying coal from Blyth to Bergen.

RAWALPINDI

Peninsular & Oriental Steam Navigation Co.; 1925; Hawthorn Leslie; 16,697 tons; 548x71x28-2; 2,500 n.h.p.; 17 knots; quadruple-expansion engines; eight 6 in. guns. The liner *Rawalpindi*, Capt. E. C. Kennedy, was taken over by the Admiralty for service as an auxiliary cruiser at the beginning of the Second World War. Her complement of 302 was provided by men drawn from the R.N.R., the R.N.V.R., and reservists of the Royal Navy. The ship was attached to the Northern Patrol and was S.E. of Iceland when at 3.30 on the afternoon of November 3rd, 1939, she sighted the battleship *Scharnhorst* which was returning from commerce raiding in the Atlantic in company with the *Gneisenau*.

The *Rawalpindi* was armed with eight 6 in. guns and was no match for the 11 in. guns of the *Scharnhorst* and *Gneisenau*. On recognising the battleships the *Rawalpindi* put up a smoke screen of smoke floats behind the cover of which she endeavoured to run for a fog bank on her port bow. She was intercepted by the *Scharnhorst* which signalled an order for her to stop and fired a shot across her bows, this was followed at 3.45 p.m. by a salvo from the 11 in. guns at a range of approximately 10,000 yards. The *Rawalpindi* replied with her starboard battery of four 6 in. guns, but the third salvo from the German's heavy guns broke the electric winches of the ammunition supply and put out all lights. The fourth salvo destroyed the bridge and the wireless room, killing nearly everyone stationed there. A salvo from the *Gneisenau* put No. 2 gun of the starboard battery out of action and the enemy ships, lying one on either side of her, had her at their mercy. The enemy ceased firing and three boats were lowered by the auxiliary cruiser which was now heavily on fire amidships. The action lasted approximately 40 minutes, all the *Rawalpindi's* guns being put out of action.

Two boats containing 26 men were picked up by the Germans, the third, containing 11 survivors was picked up by the auxiliary cruiser *Chitral*, also a P. and O. liner. The number lost on the *Rawalpindi* was 39 officers, including Capt. Kennedy, and 226 ratings.

RAWLEIGH WARNER

Sabine Transportation Co.; 1912; New York S.B. Co.; 3,663 tons; 321-7x46-2x27-5; 318 n.h.p.; triple-expansion engines.

The American tanker *Rawleigh Warner* was torpedoed and sunk by a German submarine on June 22nd, 1942, off the Louisiana coast.

RE D' ITALIA

Italian Navy, ironclad frigate; 186-; Italy; 5,700 tons; 800 n.h.p. 13 knots; compound engines; two 150 pdr. guns, sixteen 100pdr., fourteen 74 pdr. (allm.l.r.); four 50 pdr.s.b.

At the outbreak of the war between Austria and Italy on June 20th, 1866, the ironclad frigate *Re d' Italia* was the flagship of Admiral Count Persano, commander-in-chief of the Italian fleet.

He had under his command a fine ironclad fleet armed with heavy rifled guns and in addition outnumbered his adversary by 12 ships to seven. The men under his command were, however, poorly trained and his flag officers were of indifferent ability.

The Austrian fleet was composed of seven small ironclads with an extremely poor armament, but the deficiencies of the ships were more than compensated by the character of the commander. Admiral Wilhelm Tegethoff was a resolute seaman who intended to neglect nothing which would enable him to frustrate if not defeat, his enemy.

On July 20th the Italian and Austrian fleets met off the island of Lissa, on the Dalmatian coast. This island was held by an Austrian garrison of 1,800 men with 88 cannon, and the Italian fleet had a landing party of some thousands of troops for an assault on the island.

Admiral Persano decided to engage, using his ironclads only, and keeping his wooden vessels out of action. To this end he formed nine of his 12 ships into divisions of three ships each with the new ironclad turret-ram *Affondatore* to starboard of the line. At the last moment he decided to transfer his flag to this ship and did so without making his captains clearly aware of his intention. Throughout the ensuing engagement several of them were still under the impression that the *Re d'Italia* was flagship, and looked to her for orders. Another unfortunate circumstance was that one of his ironclads, the *Terribile*, was detained by Admiral Albini, commanding the division of wooden ships. The remaining two, the *Formidabile* and *Varese*, were not available. Thus the Italian force of 12 ironclads had been whittled down to nine before the action commenced. The ironclads of the rival squadrons were as follows:—

ITALIAN	tons	guns
<i>Affondatore</i> ...	4,000	295 1b. m.l.r. guns
(flagship)		
<i>Re d'Italia</i> ...	5,700	2 1501b., 16 100lb.
<i>Re diPortogallo</i> ...	..	.. 3001b., 12 ..
<i>Pr. diCarignano</i> ...	4,000	2 ..
The three last ships were of wood, sheathed with iron, the others including the <i>Affondatore</i> , were iron throughout.		
<i>Ancona</i> ...	4,250	22 100lb.
<i>Maria Pia</i> ...	..	18 ..
<i>Castelfidardo</i> ...	..	22 ..
<i>San Martino</i> ...	..	16 ..
<i>Palestro</i> ...	2,000	2 1501b.
AUSTRIAN	tons	guns
<i>Ferdinand Max</i> ...	5,130	18 481b. s.b. guns
(flagship)		
<i>Hapsburg</i> ...	..	.. 241b. "
<i>Kaiser Max</i> ...	3,588	.. ..
<i>Prinz Eugen</i> ...	3,500	.. ..
<i>Don Juan de Austria</i> ...	3,000	16 ..
<i>Drache</i> ...	..	.. ..
<i>Salamander</i> ...	..	.. ..

Admiral Tegethoff had exercised his men constantly at the guns, training them to concentrate their whole fire on given targets. He also practised evolutions at speed with the object of ramming, this being his best course with ships of such weak gun power as those under his command.

The Austrian admiral issued a fleet order that his ships were to 'ram everything grey', the colour of the Italian ships. His tactics were simple, and aimed at running through the Italian fleet and coming to anchor under the forts of Lissa. Flying his battle signal, 'Ironclads will ram and sink the enemy', Tegethoff proceeded to show the way. He rammed in turn the *Re d'Italia* and the *Palestro*, but without causing vital damage. His flag captain, von Sterneck, from the mizzen-rigging saw that the *Re d'Italia* was out of control from the effects of the shock and Tegethoff tried again. This time the *Ferdinand Max*, his flagship, struck the *Re d'Italia* full amidships, tearing a hole 300 feet square in her side. The *Re d'Italia* turned over and sank in 200 fathoms with nearly all her crew. The next ship to go was the damaged *Palestro* which caught fire and blew up.

The result of this melee was that the contending squadrons had completely changed positions and the Austrians were now under the guns of the Lissa forts. Tegethoff had preserved his ships intact, even the old wooden ones which had followed behind his ironclads.

He had gained his object, which was to afford succour to the garrison and had no need to pursue the battle further.

The Italian position was less favourable for, in addition to the loss of two ironclads they had been compelled to abandon their attack on Lissa. They lay off the island in some sort of formation for about an hour out of range, but made no attempt to recommence the fight. Later they steamed away.

The Italian loss was 631 drowned, five killed and 39 wounded. The Austrians lost 38 killed and 138 wounded. Their wooden battleship *Kaiser* had 99 killed and wounded.

REUMBERTO

Semidei & Ferrari; 1892; G. Ansaldo & Co.; 2,952 tons; 331-5x40-2x18-4; 250 n.h.p.; triple-expansion engines.

The Italian steamship *Re Umberto* struck a mine and sank in the Adriatic on December 4th, 1915.

READING

John Cory & Sons; 1883; Palmer's Co.; 2,043 tons; 286x36-2x22-4; 243 n.h.p.; compound engines.

The British cargo ship *Reading* was wrecked on the South Rock, off Coloughy, Co. Down, on November 5th, 1913. She was carrying a cargo of iron ore on a voyage from Seville to the Clyde.

REBECCA

British; 1840 (circa); 550 tons (approx.).

The sailing ship *Rebecca*, Capt. Sheppard, left Gravesend for Sydney, N.S.W., on December 2nd, 1852. The vessel carried 31 persons, including the captain's wife. The ship made an uneventful passage to Australia, but at 9-30 on the night of April 29th, 1853, when sailing at about eight knots, she struck on a reef between Sandy Cape and Arthur River, Tasmania. The force of the seas swung her broadside-on to the shore and hampered the launching of the boats, some of which were smashed. The masts were cut away but this failed to assist the vessel. The first boat to get away, containing Mrs. Sheppard, a young boy, the second officer and a few of the crew, capsized and drowned all its occupants. Shortly afterwards Capt. Sheppard was washed overboard and drowned, but 11 survivors swam or floated ashore.

The place where the *Rebecca* had gone ashore was desolate in the extreme and after suffering terrible privations the survivors fell in with a dog. They tied a message to the animal's neck and sent him off for aid. The dog took the message to his owner, Mr. Burgess, who organised a party and rescued the shipwrecked men when they were at the point of death from exhaustion.

REBIA

Cie. Cherifienne d'Armement; 1920; Akers Mek. Vcerks.; 563 tons; 161 x 28-6 XII-5; triple-expansion engines. The Moroccan ship *Rebia*, Capt. Reglain, left Algiers on May 10th, 1947, for Marseilles. She had a crew of 15 or 16. There was a gale off the Balearic Islands on May 11th/12th, and it is assumed that the ship foundered at this time because she was not seen again. Eleven bodies of the crew were washed up in the area.

RECINA

Prekomorska Plovidba D.D.; 1930; W. Gray & Co.; 4,732 tons; 400-8x54-2x25; 459 n.h.p.; triple-expansion engines. The Yugoslav steamship *Recina* was torpedoed and sunk by a Japanese submarine on April 11th, 1943, off the coast of New South Wales. Thirty-one of her crew of 41 were killed.

RECRUIT

British Navy, destroyer; 1898; J. Brown & Co.; 335 tons; 218 x 20x5-5; 5,700 i.h.p.; 30-3 knots; triple-expansion engines;

Thorny craft boilers; one 12 pdr. gun, five 6pr., 2 T.T. The destroyer *Recruit* and *Brazen* were patrolling off the Galloper on the morning of May 1st, 1915, when the former was attacked by the German submarine J7-5, Lt. Hacker. This submarine was one of the newly constituted 'Flanders Flotilla', using Zeebrugge as a base, and formed from torpedo boats and small submarines. The explosion of the torpedo cut the *Recruit* in two and she sank at about 11.20 a.m. Fortunately a Dutch steamship was close at hand and this vessel picked up four officers and 22 men out of the destroyer's complement of 60.

The *Brazen* endeavoured to sink the *U-6*, but without success.

RECRUIT

RECRUIT

British Navy destroyer; 1916; W. Doxford & Co.; 1,075 tons; 276x26-7x9; 27,000 s.h.p.; 36knots; turbine engines; Yarrow boilers; three 4 in. guns, one 2pdr., 1 m.g., 4 T.T. The destroyer *Recruit* was the second vessel of that name to be lost in the First World War. On August 9th, 1917, she struck a mine and sank in the North Sea. At the time of her loss she was carrying a complement of about 100.

RED JACKET

George Hallett; 1881; T. Royden & Sons; 2,249 tons; 320x35-8x24-4; 300 h.p.; compound engines. The British cargo ship *Red Jacket* sank after a collision with the British steamship *Bear Creek*, in dense fog off Cape Roca, Portugal, on February 1st, 1891. She was carrying a cargo of coal from Cardiff to Aden.

RED ROSE

Peter Rowe; 1880; Schlesinger, Davis & Co.; 1,257 tons; 240 x 32 -1 x 18 - 7; 130 h.p.; compound inverted engines. The British cargo ship *Red Rose* was wrecked near Armen Light on August 10th, 1884, while carrying a cargo of iron ore from Decido to Newport.

RED ROVER

David Robert Anderson; 1835 (circa); Waterford; 80 tons; 48x8-5x—; 7 n.h.p.; 8 knots. The small iron screw steamship *Red Rover* was originally employed as an Irish revenue boat, but in 1849 was acquired by Mr. D. R. Anderson for service as a passenger steamship on the Bristol Avon. At about 8*30 p.m. on Monday, July 22nd, 1850, she was lying at Hotwells Wharf, Bristol, embarking passengers, having at the time about 50 on board, when the boilers exploded. The engineer was killed instantly and the captain injured, the vessel being practically gutted amidships. The total loss was nine killed and 18 badly injured, of whom six died later. Fortunately there were a large number of river craft in the vicinity at the time and these promptly came to the rescue.

REDBROOK

John Cory & Sons; 1880; Palmer's Co.; 1,112 tons; 236x32-4x14-5; 130 h.p.; compound engines. The British cargo ship *Redbrook* sank after a collision off St. Nazaire on August 22nd, 1890, while on a voyage from Newport to St. Nazaire carrying a cargo of coal.

REDCAR

English & Co.; 1889; W. Gray & Co.; 1,757 tons; 260x36-6x18-2; 149 n.h.p.; triple-expansion engines. The British cargo ship *Redcar* was wrecked at Maldonado on March 12th, 1900, while on a voyage from the Clyde to Buenos Aires carrying a cargo of coal.

REDCAR

British Navy, minesweeper; 1916; Ayrshire Dockyard Co.; 810 tons; 245-7x29x6-7; 1,400i.h.p.; 15 knots; diagonal compound engines; one 3 in. gun, one 6pdr., two 2 pdr. The minesweeper *Redcar* was one of a flotilla of 32 such vessels laid down by the Admiralty in 1915. They were all paddle-steamships of shallow draught. On June 24th, 1917, *Redcar* and *Kempton* were in company off the Spindle Buoy, N. of Gravelines, when they struck mines and sank. The official complement of this class of vessel was 72.

REDESMERE

*Watson Steamship Co.; 1911; Sunderland Shipbuilding Co.; 2,123 tons; 290x42-7x19*5; 226 n.h.p.; 9 knots; triple-expansion engines.* The British steamship *Redesmere* was torpedoed and sunk by a German submarine six miles W.S.W. of St. Catherine's Point on October 28th, 1917. Nineteen men were killed. The captain was among the survivors.

REDLINE

British Mexican Petroleum Co.; 1924; Harland & Wolff; 271 tons; 120x23x10-5; 9-5 knots; triple-expansion engines. The British tanker *Redline No. 1*, Capt. A. M. Darroch, was 16 miles W.S.W. from Trevose Head on January 21st, 1925, when she encountered extremely bad weather and capsized. The s.s. *Therese* of Swansea was near by but dared not approach nearer than 100 yards. Here she remained for some hours, though the seas prevented her from launching a boat. Just before 11 p.m. Capt. Darroch gave orders to his crew to 'abandon ship' as her list was becoming more acute. Unable to launch the boats the crew jumped into the sea, but were all drowned before they could reach the *Therese*, except Mr. Darroch, the first officer and brother of the captain, who was the only survivor.

The number of drowned was nine, including a boy making his first voyage.

REDWOOD

John Ridley, Son & Tully; 1903; Blyth S.B. Co.; 1,197 tons; 230-8x33-5x14-9; 166n.h.p.; triple-expansion engines. The British cargo ship *Redwood* was wrecked near Amrum Light on December 29th, 1906, while on a voyage from Bo'ness to Bremen carrying a cargo of coal.

REDWOOD

John Ridley, Son & Tully; 1908; Blyth S.B. Co.; 1,228 tons; 235x33-5x15; 166n.h.p.; triple-expansion engines. The British cargo ship *Redwood* sank after a collision off Flushing on June 22nd, 1911, while on a voyage in ballast from Antwerp to the Tyne.

REEDPOOL

Sir R. Ropner & Co.; 1924; Ropner S.B. & R. Co.; 4,838 tons; 390 x55-5x26-4; 437 n.h.p.; 11 knots; triple-expansion engines. The steamship *Reedpool*, Capt. Downs, in ballast, was about 100 miles N. of Georgetown, British Guiana, on September 20th, 1942, when she was torpedoed and sunk by a German submarine. Two officers and four men were killed and seven officers and men wounded. Capt. Downs was taken prisoner by the submarine.

REET

A. Jurgenthal; 1904; Helsingborgs Varfs Aktieb.; 815 tons; 196x32x12-3; 51 n.h.p.; triple-expansion engines. The Esthonian ship *Reet* sailed from Methil Roads on January 31st, 1940, for Gothenburg with a cargo of coal, but was not seen again.

REFAH

Barzilay & Benjamin; 1901; R. Thompson & Sons; 3,805 tons; 335-3x46-2x17-8; 285 n.h.p.; triple-expansion engines. The Turkish steamship *Refah* was sunk by mine or torpedo during the night of June 23rd, 1941, about 45 miles from Mersin. Twenty-five of her crew of 28, 126 naval passengers and 16 air cadets were lost,

REFAST

Refast S.S. Co.; 1914; New York S.B. Corp.; 5J89 tons; 383 x 51 - 2 x 30 -1; 543 n.h.p.; triple-expansion engines. The British steamship *Refast* was torpedoed and sunk by a German submarine on January 26th, 1942, about 400 miles S.E. of Sable Island on a voyage from London to Baton Rouge. Ten of her crew were lost.

REGAL

R. Conaway & Co.; 1883; Campbell, Macintosh & Bowstead; 2,412 tons; 299-3x37-5x27-4; 300 h.p.; compound engines. The British cargo ship *Regal* was wrecked outside Alexandria Bar on February 16th, 1894, while on a voyage from Antwerp to Alexandria carrying a general cargo.

REGELE CAROL I

Roumanian State Maritime Service; 1898; Fairfield Co.; 2,369 tons; 350 x 42 x 18 - 5; 446 n.h.p.; triple-expansion engines. The Roumanian steamship *Regele Carol I* was torpedoed and sunk by a Russian submarine on October 10th, 1941, five miles E. of Varna.

REGENT

Freymann; 1903; Bar tram & Sons; 3,280 tons; 3 24 - 5x46-9 x 24-2; 294 n.h.p.; triple-expansion engines.

The Latvian steamship *Regent* was torpedoed and sunk by a German submarine on June 14th, 1942, in the Gulf of Mexico. The captain and ten of the crew were killed.

REGENT TIGER

Bowring S.S. Co.; 1938; Swan Hunter & Wigham Richardson; 10,176 tons; 505x68-3x35-7; 1,012n.h.p.; 11-5 knots; oil engines.

The tanker *Regent Tiger*, on a voyage from Trinidad to Avonmouth with 14,000 tons of gasoline and diesel fuel, was torpedoed and sunk by a German submarine on September 8th, 1939, about 400 miles W. of the Bishop Rock.

REGGIO

Orders & Handford; 1903; R. Thompson & Sons; 1,396 tons; 247 X 36-5 X16 -8; 164 n.h.p.; triple-expansion engines. The British cargo ship *Reggio* was wrecked on Bere Island, Bantry Bay on September 21st, 1908. She was on a voyage from Barry to Berehaven carrying a cargo of coal.

REGIAN

R. Conaway & Co.; 1883; R. Thompson & Sons; 3,288 tons; 340-5 X43-5x23-5; 425hp.; compound inverted engines. The British cargo ship *Regian* was wrecked in Druridge Bay on November 4th, 1884, while carrying a cargo of jute on a voyage from Calcutta to Dundee.

REGIN

E.Lund; 1913; Sorlandets Skibsbyggeri; 1,844 tons; 265'x — x —; 188 n.h.p.; triple-expansion engines.

The Norwegian steamship *Regin* struck a mine and sank in the North Sea on February 23rd, 1915.

REGIN

E. & N. Chr. Evensen; 1915; Sorlandets Skibsbyggeri; 1,846 tons; 265 x42x20; 150 n.h.p.; triple-expansion engines. The Norwegian steamship *Regin* was torpedoed and sunk by a submarine in the Mediterranean on December 20th, 1917.

REGINA

7575; Tusket.N.S.; 1,212 tons; 189x37-3x23-2. The Canadian sailing ship *Regina* left Philadelphia on November 16th, 1883, for London with a crew of 18 and a cargo of petroleum in barrels. On December 1st, about 800 miles out, she ran into very heavy weather, most of her sails were blown away and by midnight she had taken a bad list with her holds full of water. The main and mizzen masts were cut away to relieve the list and the ship righted herself. The crew left the ship in a boat and a raft but later re-boarded her. By the 4th the ship was listing badly again and most of the crew put off in a boat and a raft that they had built, five men electing to stay on board. One of these, the mate, was picked up by the barque *Boroma* on the 5th, clinging to some wreckage soon after the *Regina* sank. Six men in a boat were found by the barque *Helen Finlayson* on the 6th. These were the only survivors.

REGINA

Taylor & Sander son; 1881; Short Bros; 2,378 tons; 292x38x 21-5; 250 h.p.; compound engines.

The British cargo ship *Regina* was wrecked off the Norfolk coast on November 27th, 1888, while on a voyage from Sunderland to Constantinople carrying a cargo of coal.

REGINA

Canadian Navy, corvette; 1943; 925 tons; 205x33x14-5; 2,800 i.h.p.; 16 knots; triple-expansion engines; 3-drum boilers; one 4 in.A.A. gun., 1 pom-pom., two 20 mm.

The Canadian corvette *Regina* was torpedoed and sunk by a German submarine on August 8th, 1944, between Trevoise Head and Hart land Point. Sixty men were saved, her normal complement was 85.

REGINA ELENA

Navigazione Generale Italiana; 1907; Officine & Cantieri Liguri Anconetani; 7,940 tons; 476-6x53-5x38-2; 716 n.h.p.; quadruple expansion engines.

The Italian steamship *Regina Elena* was torpedoed and sunk by a submarine in the Mediterranean on January 4th, 1918.

REGINA MARGHERITA

Italian Navy, 1st class battleship; 1901; Spezia Dockyard; 13,427 tons; 455x78x27-2; 15,500 i.h.p.; 18 knots; triple-expansion engines; Niclausse boilers; four 12 in. guns, four 8 in., twelve 6 in., twenty 12pdr., two 1 pdr., 2 m.g., 4 T.T.

The Italian battleship *Regina Margherita* ran into a minefield off Valona on the night of December 11th-12th, 1916, and blew up. The ship struck on two mines in quick succession and remained afloat only for a few minutes, sinking by the head in rough weather which made the work of rescue extremely difficult. The loss of life amounted to 675, including the captain and 14 other officers. The survivors numbered 270.

The minefield into which the *Regina Margherita* steamed had been laid by the *U.C.-14*, one of the German submarines sent overland in sections from Kiel and assembled at Pola. These minelaying submarines were responsible for the loss of a large tonnage of Allied shipping in the Mediterranean.

REGINALDO GIULIANI

Lloyd Triestino; 1941; 6,837 tons; oilengines. The Italian motorship *Reginaldo Giuliani* was torpedoed and sunk by British aircraft on June 5th, 1942, 130 miles N.E. of Benghazi.

REGISTAN

F. C. Strick & Co.; 1930; J. Readhead & Sons; 6,008 tons; 426x55x28-5; 787n.h.p.; 13-5 knots; triple-expansion engines & L.P. turbine.

The liner *Registan*, Capt. C. S. Bartlett, was torpedoed and sunk by a German submarine on September 28th, 1942, about 200 miles E.N.E. of the island of Tobago on a voyage from Busreh to Philadelphia. One of the crew and five gunners were lost.

REGOLO

Trinacria, Soc. Siciliana di Nav. Mar. per Azioni; 1889; Flensburger Schiffsbau Ges.; 767 tons; 200-1x30-5x—; triple-expansion engines.

The Italian ship *Regolo* broke from her moorings during a gale on February 10th, 1956, while she was loading at Senj. She disappeared and the bodies of some of the crew were washed up on Krk Island. Thirteen lives were lost.

REGULUS

A. Harvey & Co.; 1878; Tyne Iron S.B. Co.; 1,367 tons; 258x 32x19-2; 157 n.h.p.; compound engines.

The Canadian cargo ship *Regulus* was wrecked in Shoal Bay, near Petty Harbour, N.F.L., on October 23rd, 1910. She was on a voyage in ballast from Wabana to Sydney, N.B.

All her crew of 19 were lost.

REGULUS

F.Pittaluga; 1884; S. P. Austin & Son; 1,085 tons; 232-7x 33-6x15-9; 134 n.h.p.; compound engines.

The Italian steamship *Regulus* was torpedoed and sunk by a British submarine on June 24th, 1942, off the Golfo Gran Sirte.

REGULUS

British Navy, fleet minesweeper; 1943; Toronto; 950 tons; 235x35-5x11-5; 2,000 h.p.; 16-5 knots; one 4 in.A.A. gun, four 20 mm.

The fleet minesweeper *Regulus*, Cdr. R. W. D. Thomson, struck a mine and sank off Corfu on January 12th, 1945. The vessel's normal complement was about 100.

REGULUS

Madrigal Shipping Co.; 1938; Gebr. van der Werf; 837 tons; 191-9x29-1x12; oil engines.

The Philippine motorship *Regulus*, Capt. Benjamin Militar, with a crew of 31 and four passengers, was last heard of on November 1st, 1949, when she was an estimated 20 miles W. of Negros Island. In

REIAN MARU

spite of an air and sea search no trace of her was found, but one survivor drifted ashore at Cagayancillo Island and said that the *Regulus* sank on November 2nd, during a typhoon.

REIAN MARU

Japanese Government; 1906; *Schiffswerft v. Henry Koch*; 1936; 265'7x37-8x18-4; 162n.h.p.; triple-expansion engines. The steamship *Reian Maru* was formerly the Philippine *Lepus*, seized by the Japanese at Cavite in March, 1942. On June 28th, 1945, she struck a mine and sank off Shimonoseki.

REIAS

Skibs A/S Birholt (B. Ekerholff); 1918; *Akers Mek. Vcerksted*; 1,128 tons; 226-5x36-5x15-8; 127n.h.p.; triple-expansion engines.

The Norwegian ship *Reias* was involved in a collision on June 13th, 1944, in the English Channel and sank.

REICHENFELS

Deutsche Dampfs. Ges. Hansa; 1936; *Deutsche Schiff- u. Maschinenbau A.G. Weser*; 7,744 tons; 485-4x61-9x31-1; 1,830 n.h.p.; oil engines.

The German motorship *Reichenfels* was bombed and sunk by British aircraft on June 21st, 1942, off the coast of Tunisia.

REID

United States Navy, destroyer; 1936; *Federal Shipbuilding Co.*; 1,430 tons; 341-3x34-7x9-7; 42,800s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, several smaller, 12 T.T.

The destroyer *Reid* was attacked by Japanese aircraft off Mindanao in the Philippine Islands on December 11th, 1944. The vessel, which carried a complement of about 200, was hit and sunk.

REIDAR

The Shipping Controller (Whitfield, Kendrick & Co.); 1883; T. Turnbull & Son; 1,353 tons; 243x34x17-8; 155n.h.p.; compound engines.

The British cargo ship *Reidar* foundered in Mounts Bay on February 22nd, 1918, while on a voyage from Newport to St. Nazaire carrying a cargo of coal.

REIDAR

F. Friis & C. O. Lund; 1903; W. Doxford & Sons; 3,574 tons; 340x50'2x22-7; 300n.h.p.; triple-expansion engines. The Norwegian steamship *Reidar* was shelled and sunk by a German submarine in the Atlantic on March 17th, 1918.

REIGH COUNT

£7.5*. *Maritime Commission*; 1907; *Armstrong Whitworth & Co.*; 4,658 tons; 400 x 52-1 x 27; triple-expansion engines. The Panamanian ship *Reigh Count* was involved in a collision in dense fog on June 5th, 1943, and sank in 44° 8'N., 63° 13'W. Some 28 survivors were landed. The *Reigh Count* was on a voyage from New York and Halifax to the United Kingdom.

REIKAIMARU

Toa Kaiun K.K.; 2,812 tons. The steamship *Reikai Maru* was sunk by U.S. carrier-based aircraft on June 12th, 1944, about 150 miles W. of the Ladrone Islands.

REIM

R.Blakstad; 1901; *Akers Mek. Vcerksted*; 1126 tons; 227x 31'5x15-1; 155 n.h.p.; triple-expansion engines. The Norwegian steamship *Reim* was sunk by a German submarine off the S.W. coast of Spain on September 12th, 1917.

REINA CRISTINA

Spanish Navy, protected cruiser; 1886; Spain; 3,520 tons; 282-2x42-7x16'5; 3,970i.h.p.; triple-expansion engines; six 6-2 in. guns, two 2-7 in., three 2-2 in., two 1-5 in., six 3pdr., 2m.g., 5T.T.

The Spanish protected cruiser *Reina Cristina*, Capt. Don L. Cadarso, was the flagship of Rear-Admiral Montojo, commanding the Spanish Asiatic Squadron at the outbreak of the American-Spanish War in April 1898. The vessel was far short of her official

complement of 409. At the battle of Cavite, in Manila Bay, she had seen 12 years service and was no match for the ships opposed to her. The entire Spanish squadron was old, and of poor quality and weak armament, and several of the smaller units were unfit for sea. The squadron was composed as follows:—

	tons	knots	guns	
<i>Reina Cristina</i> (flagship)	3,520	17-5	six 6-2 in.	two 2-7 in.
<i>Castilla</i>	3,342	14	four 5-9 in.	two 4-7 in.
<i>Don Juan de Austria</i>	1,130	14-3		four 4 • 7 in.
<i>Don Antonio Ulloa</i>	1,130	14-3		four 4 • 7 in.
<i>IsladeCuba</i>	1,030	16		four 4-7 in.
<i>Made Luzon</i>	1,030	16		four 4-7 in.
<i>El Cano</i>	524	11-5		three 4 • 7 in.
<i>General Lezo</i>	524	11		three 4 • 7 in.
<i>Marques del Duero</i>	500	10	one 6 • 2 in.m.l.,	two 2 • 7 in.

The U.S. Asiatic Squadron was, comparatively, a far more formidable fighting force. On April 21st, the day from which Congress dated the commencement of hostilities, Commodore George Dewey was at Hong Kong with the following ships under his command:—

	tons	knots	guns	
<i>Olympia</i> (flagship)	5,800	21-7	four 8 in.,	ten Sin.
<i>Baltimore</i>	4,600	20-6	four Sin.	six 6 in.
<i>Boston</i>	3,189	15	two 8 in.,	six 6 in.
<i>Raleigh</i>	3,183	19	one 6 in.,	ten 5 in.
<i>Concord</i>	1,700	17-3	six 6 in.,	
<i>Petrel</i>	890	13-7	four 6 in.	

In addition to the above there were the *Hugh McCulloch*, 1280 tons, revenue cutter, *Manocari*, despatch vessel, *Nanshan* and *Zafiro*, all of no fighting value.

On April 27th the U.S. squadron sailed from Mirs Bay for Bolinao, Philippine Islands, leaving again on the 30th to search Subic Bay for any sign of the Spaniards. None was found and the squadron stood on for Manila Bay, which was entered by the South Channel before daybreak on May 1st the ships steaming between the fortified islets of Caballo and El Fraile without drawing the enemy's fire until the auxiliaries came through, when fire was opened on the *Hugh McCulloch*. The U.S. ships steamed down the bay in the following order, *Olympia*, *Baltimore*, *Petrel*, *Raleigh*, *Concord* and *Boston*.

Meanwhile the Spaniards were unaware of the close proximity of their foes, for the Philippine rebels had cut the telegraph cable and severed Manila from the outside world. The smaller units of the fleet were moored along the inner side of the stone and timber breakwaters, with their guns trained seawards. Mines had been placed in the channels, but were fixed at a depth far exceeding the draught of any normal warship. The *Reina Cristina* and some third-class cruisers took up a position along the water front, with the *Castilla* moored on the outside of the breakwater, as all her starboard guns had been sent ashore to strengthen the defences. On the heights above were the forts, one of which mounted 9 • 4 in. guns, to lend their support to the fleet below. At approximately 5.15 a.m. on May 1st the Spanish batteries opened fire at a range of five miles, but Commodore Dewey waited until he was within 4,000 yards before replying, his first shot being fired about 5 • 30 a.m.

The *Reina Cristina*, having raised steam, left her place in the line and turned toward the Americans, firing vigorously but inaccurately. She was met by the concentrated fire of all the U.S. ships, being raked fore and aft by the 8 in. shells of the *Olympia*, which caused her boilers to explode and set her on fire, when she ceased to be a fighting unit. Admiral Montojo thereupon transferred his flag to the *Castilla*, but this ship soon suffered the fate of her consort, both vessels burning furiously for two hours, after which time they sank.

At 7 -45 a.m. the Americans sounded the 'Cease fire' and steamed out of range as Commodore Dewey was anxious to ascertain the amount of ammunition expended by his ships, and to rest his crews. After a conference with his captains Dewey, having reassured himself as to his ammunition supply, resumed the attack at about 11 a.m., but met with only a feeble resistance. The Spanish admiral, who was wounded, escaped ashore and the white flag was hoisted over the Arsenal.

The remaining units of the Spanish fleet, *Don Juan de Austria*, *El Cano*, *General Lezo*, *Isla de Cuba* and *Isla de Luzon* were then

destroyed by the Americans, some were scuttled and the others burnt.

The *Reina Cristina* lost Capt. Cadarso, and three other officers killed, together with 126 of the crew, and 90 wounded, making a total of 220. The Spanish loss altogether totalled 167 killed and 214 wounded, of whom six were killed and four wounded on the batteries ashore. The number of officers and men carried on the Spanish ships was 1,134, which was much below the full complement of 1,965.

The U.S. squadron had seven men wounded and slight damage to the ships. President McKinley at once promoted Commodore Dewey to Rear-Admiral and Congress later raised his rank to that of Admiral.

REINA REGENTE

Spanish Navy, cruiser; 1887; Thompson & Co.; 5,000 tons; 318x50x20; 11,000i.h.p.; 20-7 knots; triple-expansion engines; four 8 in. guns, six 4-7 in., six 6pdr., four 3pdr., 5 m.g., 5T.T.

The Spanish cruiser *Reina Regente* was selected by the Spanish Government to carry the Embassy to Morocco early in March, 1895. The mission was duly accomplished and on Sunday afternoon, March 10th, the cruiser left Tangier for Cadiz. The weather was bad, developing later into a terrific storm, the full force of which struck the ship when crossing the Bay of Trafalgar. No news of her came to hand for several days, until a French vessel reported sighting a large ship apparently ashore near Bajo Aceitunos, which she had been unable to assist owing to the severity of the weather. Other evidence that all was not well was provided by pieces of the cruiser's boats and some semaphore flags which were washed ashore at Ceuta and Tarifa. Despite this there was still a hope that she had made for the open sea as the best means of weathering the storm.

On March 13th the cruiser *Isla de Luzon* left Algeciras to search the neighbouring seas. Meanwhile the continued absence of the *Reina Regente* attracted world-wide attention. In the Spanish Chamber of Deputies a sensation was caused when Senor Diaz Moreu, a naval officer, read a report from an officer who had served on the ship, declaring that she was not in a condition to weather heavy storms owing to increased weight of armament. From this report instructed opinion came to the conclusion that, over-weighted by armament and lightly laden with coal and stores the ship became top-heavy and capsized.

For one month no news of the ship came to hand, but on April 9th a brief note in a bottle was discovered. It ran as follows:—

"March 10th, 1895. No hope of being saved. Twelve miles from Bajos d'Aceitunos. Segond—Cruiser *Reina Regente*."

On the publication of this message the Spanish Government made a formal announcement that the *Reina Regente* must be regarded as lost, and that the question of assistance to the relatives of the crew would be considered forthwith. Meanwhile the search for the wreck was to continue.

On April 25th, the *Isla de Luzon* at last located the wreck S.W. of Cape Carminal, lying at a depth of 109 fathoms, midway between Cape Tarifa and Cape Trafalgar.

The total number of officers and men on board the *Reina Regente* was 402, all of whom were lost.

REKUM

ErnstGldssel; 1919; Lithgows; 5,540tons; 400-3x52-2x28-4; 517n.h.p.; triple-expansion engines.

The German tanker *Rekum* was sunk by gunfire from British coastal batteries on March 20th, 1944, off Boulogne.

REIZAN MARU

Japanese Government; 1918; Taikoo Dock & Engineering Co.; 3,426 tons; 320x46-2x22-3; 171 n.h.p.; triple-expansion engines.

The steamship *Reizan Mam* was formerly the British *Woosung*, seized by the Japanese. She struck a mine and sank on January 18th, 1945, in the Yangtze River.

REKIZAN MARU

Tatsuuma Kisen K.K.; 1918; Yoshiura Dockyard; 1,311 tons; 228 x 33 X18 - 7; 88 n.h.p.; triple-expansion engines. The steamship *Rekizan Maru* was torpedoed and sunk by the U.S. submarine *Raton* on May 12th, 1945, in the Yellow Sea.

REINBEK

Knohr&BurchardNfl., 1938; Lubecker Masch.Ges.; 2,804 tons; 325-7x48-2x19-1; 352n.h.p.; compound engines. The German ship *Reinbek* left Leningrad on December 9th, 1939, for Oskarshamn and passed Kronstadt on December 10th. She was not seen again but a lifeboat and some bodies were washed ashore at Nargo, near Tallinn.

REITO MARU

Kambara Kisen K.K.; 1944; Kawatniami Kogyo K.K.; 907 tons; 198-2x31-2x17-9; triple-expansion engines. The *Reito Maru* was driven ashore on February 5th, 1951, off Saga Prefecture during a typhoon and broke in two.

REIYO MARU

Toyo Kisen K.K.; 1920; Asano S.B. Co.; 5,445 tons; 400x 53-2x29-4; 513 n.h.p.; triple-expansion engines. The steamship *Reiyo Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

RELIANCE

Tomlin&Man; 1827; London; 1,515 tons.

The sailing ship *Reliance*, Capt. T. Green, an East Indiaman, left Canton for London on May 7th, 1842, with 122 persons and a cargo of 27,000 chests of tea. At 2 o'clock on the morning of November 12th, when coming up the Channel in a violent gale with bad visibility, the *Reliance* ran ashore off Merlement, near Boulogne. The boats were got out but the violence of the seas swamped the longboat as soon as she was launched and the others were overloaded and sank. Of those on board 115 including Capt. Green, were drowned.

REMEDIO

Orders & Handford; 1891; Craig, Taylor & Co.; 1,268 tons; 236x34x14-6; 110h.p.; triple-expansion engines. The British cargo ship *Remedio* was wrecked on Grundkallen, in the Baltic, on September 24th, 1894. She was on a voyage from Fano to Honfleur carrying a cargo of timber.

REMUERA

New Zealand Shipping Co.; 1911; W. Denny & Bros.; 11,445 tons; 485 x 62 - 3 x 41; 843 n.h.p.; 14 knots; triple-expansion engines. The liner *Remuera*, Capt. F. W. Robinson, was attacked by German torpedo-bombers about 12 miles N. of Peterhead on August 26th, 1940. The ship was sunk by a torpedo, but there was fortunately no loss of life.

REMUS

G. B. Wadsworth; 1908; J. Fuller ton & Co.; 1,079 tons; 22 lx 34-2x13-1; 163 n.h.p.; 9 knots; triple-expansion engines. The steamship *Rumus* was torpedoed and sunk by a German submarine six miles S.S.W. of Copinsay, Orkney Islands, on February 23rd, 1918. Five men were killed. The captain was among the survivors.

RENA—see YARROWDALE

RENATE

Johs.Thode; 1921; G. Seebeck Akt. Ges.; 894 tons; 204 -2 x 32-9x15-5; 64 n.h.p.; triple-expansion engines. The German ship *Renate* left Cuxhaven on November 22nd, 1928, for Velsen, but was not seen again.

RENAUDIN

French Navy, destroyer; 1913; France; 756 tons; 272-4x26X 10; 75,000 s.h.p.; 31 knots; turbine engines; du Temple-Guyot boilers; two 3-9 in. guns, four 9pdr., 4 T.T. The French destroyer *Renaudin* was torpedoed and sunk by the Austrian submarine *U-6* off Durazzo, on March 18th, 1916. The destroyer carried a complement of 83.

RENFREW

RENFREW

Irismere Steam Shipping Co.; 1907; W. Doxford & Sons; 3,830 tons; 350x50-1x22-4; 310 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Renfrew* was torpedoed and sunk by a German submarine eight miles S.W. of St. Ann's Head on February 24th, 1918. The captain and 39 crew were killed.

RENO

Marittima Ravennate Soc. Anon.; 1904; A. Vuijk; 1,002 tons; 225 x 32 X14 - 6; 133 n.h.p.; triple-expansion engines. The Italian steamship *Reno* struck a mine and sank on June 18th, 1940, about 11 miles from Ancona.

RENPOR

R. Ropner & Co.; 1874; Short Bros.; 1,323 tons; 240x32x18; 120 h.p.; compound inverted engines. The British cargo ship *Renpor* was sunk by pack ice in lat. 45° N., long. 48° W., on April 13th, 1882. She was on a voyage from Hartlepool to Boston carrying a cargo of iron and potatoes.

RENPOR

R. Ropner & Co.; 1883; E. Withy & Co.; 1,917 tons; 274x 35-5x19-5; 200 h.p.; compound engines. The British cargo ship *Renpor* foundered when her engines broke down in heavy weather in lat. 35° N., long. 31° W., on September 24th, 1887. She was on a voyage from Porman to Philadelphia carrying a cargo of iron ore.

RENTERIA

Fearnley & Eger; 1913; Osbourne, Graham & Co.; 1,602 tons; 255 x 39 - 8 x 18 - 5; 150 n.h.p.; triple-expansion engines. The Norwegian steamship *Renteria* struck a mine and sank in the North Sea on August 26th, 1916.

RENZAN MARU

Japanese Government; 1917; Bethlehem S.B. Corp.; 4,999 tons; 379-5x52-4x26-4; 410 n.h.p.; triple-expansion engines. The steamship *Reman Maru* was formerly the British *Hatterlock*, seized by the Japanese. She was torpedoed and sunk by the U.S. submarine *Porpoise* on January 1st, 1943, off Kamaishi, Japan.

REPUBLIC

Oceanic Steam Nav. Co.; 1903; Harland & Wolff; 15,378 tons; 570 x 67-8x24; 1,180 n.h.p.; 15-5 knots; quadruple-expansion engines.

The liner *Republic*, Capt. Sealby, left New York for Genoa and Alexandria with 250 first-class passengers, 211 steerage and a crew of about 300. At about 5 • 30 on the morning of Saturday, January 23rd, 1909, when near Martha's Vineyard, some 20 miles S. of Nantucket, in dense fog, the *Republic* collided with the Italian emigrant steamship *Florida*, 5,018 tons, from Naples to New York with about 800 emigrants. The wireless system of signalling was then in its early days and this was one of the first important occasions when it proved its value. In response to the C.Q.D. message (popularly interpreted Come Quick—Danger), the White Star liner *Baltic*, Capt. Ransome, and the liner *Furnessia* came on the scene. The *Republic's* passengers, who had at first been transferred to the *Florida* were now taken on board the *Baltic*, while the French liner *Lorraine*, Capt. Tournier, came up in time to take off the emigrants from the *Florida*.

The *Republic* was taken in tow by the U.S. revenue tug *Gresham* and steered aft by the *Furnessia* but later her crew had to abandon her and she sank in 45 fathoms.

The loss of life was very small; two first-class passengers being killed and two injured on the *Republic* and four seamen being killed on the *Florida*.

The wireless operator of the *Republic*, Mr. J. Binns, was given a public reception by the Mayor and Corporation of Peterborough, his home, and presented with an illuminated address. His heroism in remaining at his post to the last was also recognised by the directors of the Marconi Wireless Telegraphy Co., who presented him with a gold watch.

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REPUBLIC

American Republics Corp.; 1920; Bethlehem S.B. Corp.; 5,287 tons; 391-8x51-3x28-8; 512n.h.p.; triple-expansion engines.

The American steamship *Republic* was torpedoed and sunk by a German submarine on February 21st, 1942, between Philadelphia and Houston, with the loss of five lives.

REPULSE

British Navy, battle cruiser; 1916; J. Brown & Co.; 33,250 tons; 794-2x102-7x31-7; 112,000 s.h.p.; 30 knots; turbine engines; Babcock & Wilcox boilers; six 15 in. guns, twenty 4 in., four 3 pdr., 15m.g.; 8T.T.

In November, 1941, when it became clear that the tension between Japan and the United States might develop into war, *Repulse*, Capt. W. G. Tennant, in company with the new battleship *Prince of Wales*, was ordered to the Far East. The ships reached Singapore on December 1st and six days later the Japanese launched their surprise attack on the American fleet at Pearl Harbour and Britain became involved in war with Japan. On the 9th the squadron, consisting of the two capital ships and an escort of destroyers, left Singapore for the east coast of Malaya where the Japanese were engaged in landing an army.

The British were at a great disadvantage in that they had no aircraft carrier accompanying them, but despite this Admiral Sir Tom Phillips, commanding the squadron, decided to push on as fast as he could and if possible destroy the enemy transports and their escorts. At about 11-30 on the morning of the 10th, after having been shadowed by Japanese aircraft for some hours, there was an attack by 60 enemy bombers. The *Repulse* was struck by a bomb which penetrated to her engine room, but *Prince of Wales* was little damaged. Later there was a more formidable attack by 27 torpedo planes and both ships were hit and vitally injured. Up to a little before this time the squadron had preserved wireless silence, but on the appearance of the Japanese aircraft in force an appeal for air support from the shore was sent out. This appeal came too late and when the British fighters arrived both capital ships had sunk.

The full story is told under *Prince of Wales*, flagship of Admiral Sir Tom Phillips. The loss of life on *Repulse* was 27 officers and 407 ratings. Capt. Tennant was among the survivors.

RESOLUTE

Green & Co.; 1851; Green & Co.; 639 tons. The sailing ship *Resolute*, Capt. R. O. Lewis, had been engaged in the Australian trade, but on the outbreak of the Crimean War she was chartered by the government. In April, 1854, she was fitted out at the East India Docks as a powder ship and in the autumn of that year arrived off Balaclava with some 700 tons of gunpowder and a large amount of other war stores. She entered the harbour where she lay with the large fleet of supply ships and transports until the beginning of November, when most of the shipping was ordered out of harbour owing to fear of a Russian attack. The new anchorage was most unsafe and Capt. Lewis made a protest to the chief government agent on behalf of the 30 shipmasters who were compelled to lie there. The protest was not heeded and the captain was censured for making it.

On the next day, November 14th, a gale of extreme violence swept the coast, driving most of the ships ashore with terrible loss of life, to say nothing of war stores of the utmost importance to the army. The *Resolute* was lost with all on board, 28 of whom were crew, beside military officers and others.

A detailed account of the disaster will be found under the *Prince* which was among those lost.

RESOLUTE

Calcutta Port Commissioners; 1883; Day, Summers & Co.; 460 tons 175-1 x 28-1 x 12-7; 132 n.h.p.; compound engines. The steamship *Resolute* was sunk in a collision with the steamship *Scindia*, 2,729 tons, in the Hooghli. *Calcutta*, on August 14th, 1899. The *Resolute* was carrying a number of passengers at the time, and she sank with the loss of the captain and 53 others.

RESOLUTION

Marquand Shipping Co.; 1888; J. L. Thompson & Sons; 1,979 tons; 284 x 38-1 x 18 • 1; 202 n.h.p.; triple-expansion engines. The British cargo ship *Resolution* was wrecked two miles north-east of the He de Sein on May 20th, 1910. She was on a voyage from Bilbao to Cardiff carrying an ore cargo.

RETRIEVER

Clanrye Steamship Co.; 1906; Ailsa Shipbuilding Co.; 459 tons; 168 X 25 • 7 X 10; 72 r.h.p.; 9 - 5 knots; compound engines. The steamship *Retriever*, Capt. P. O'Neill, was in collision with the passenger steamship *Connemara* in a gale off Greenore on the evening of November 3rd, 1916. The *Retriever*, which was unmanageable owing to her cargo of coal having shifted, sank 15 minutes after the *Connemara* with the loss of eight of her crew, only one man surviving. The full story of the disaster is told under the *Connemara* which was lost with all on board.

RETRIEVER

Cable & Wireless; 1909; Goole S.B. & R. Co.; 674 tons; 190 • 2x28 • 2X15 • 5; 91 r.h.p.; compound engines. The cable ship *Retriever*, on a voyage from Lemnos to Piraeus, was bombed and sunk by German aircraft at midnight on April 11th, 1941, off Phelera. Eleven of her crew of 46 were lost.

RETVIZAN

Russian Navy, 1st class battleship; 1900; W. Cramp & Son; 12, 902 tons; 374x72-2x25; 16,121 i.h.p.; 18 - 8 knots; triple-expansion engines; four 12 in. guns, twelve 6 in., two 2% in., twenty 12 pdr. • twenty-four 3 pdr., 12 m.g., 6 T.T. The Russian battleship *Retvizan* was one of the Pacific Squadron based on Port Arthur at the commencement of the Russo-Japanese War. On the night of February 8th, 1904, the ship was lying in the outer anchorage with the other battleships and cruisers. It was known that the relationships of Russia and Japan were extremely delicate, but a request by Vice-Admiral Stark that he might have permission to place his fleet in a state of preparedness for war, was negated by the Viceroy, Admiral Alexieff, on the grounds that such action was premature.

At 10-50 p.m. the Japanese 1st, 2nd and 3rd Destroyer Flotillas were sighted by the Russian patrol, which reported their approach to Admiral Stark. There was small time in which to prepare and, as the Russians had no orders to fire, the enemy destroyers, guided by the lights of the cruiser *Pallada*, on searchlight duty, were enabled to come within torpedo range without opposition. Led by Capt. Asai in the *Shirakumo*, they steamed past the Russians in two groups of five and three ships, each destroyer discharging her torpedoes and turning sharply away at full speed. An hour later two more destroyers approached and discharged torpedoes, also escaping in the darkness. In all 18 torpedoes were fired, of which only three took effect.

The attack was a brilliant initial success for the Japanese, who suffered neither hits nor casualties. The cruiser *Pallada* was struck on the port side amidships, making a large hole in a coal bunker and setting the coal on fire. The *Retvizan* sustained a hit on the port side forward, a hole 220 feet square being torn in her side. She attempted to enter the harbour but grounded in the gullet, and lay there almost blocking the entrance. The battleship *Tsarvitch* was the third to be torpedoed, being struck abreast the aft magazine on the port side, shattering the bulkhead and armoured deck and flooding the steering-compartment. By 2 a.m. on the morning of the 9th all firing had ceased and the action was over.

The *Retvizan* was repaired and was operating with the squadron on June 23rd. She fought in the battle of the Yellow Sea on August 10th, after which she, with the remainder of the Russian fleet, was blockaded in Port Arthur. On December 6th, 1904, she was sunk by Japanese gunfire while lying at anchor.

REUBEN JAMES

United States Navy, destroyer; 1919; New York Shipbuilding Corpn.; 1,190 tons; 314x30x10; 26,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in., 12 T.T. The old United States destroyer *Reuben James* was employed in convoy duties between the North American coast and Iceland during 1941. On July 7th of that year U.S. forces arrived in Iceland for the protection of that country for the duration of the Second World War, as agreed by President Roosevelt and the Prime Minister of Iceland.

A little more than three months later, on October 29th, the *Reuben James* was torpedoed W. of the island by a German submarine. She was struck amidships and broke in two, the forward portion sinking almost at once. The after portion, on which there

were 43 men, remained afloat long enough for these survivors to get away on life-rafts. Seven officers and 88 ratings were drowned.

REUBEN TIPTON

LykesBros. S.S. Inc.; 1940; Federal S.B. & D.D. Co.; 6,829 tons; 397x60-2x34-6; 666n.h.p.; turbine engines. The American steamship *Reuben Tipton* was torpedoed and sunk by a German submarine on October 23rd, 1942, 260 miles from Barbados.

REVENTAZON

Elders & Fyffes; 1906; Workman Clark & Co.; 4,050 tons; 374-3x47-8x29-5; 666 n.h.p.; 13-5 knots; triple-expansion engines.

The steamship *Reventazon* was torpedoed and sunk by a German submarine 14 miles W. by S. of Kassandra Point, Gulf of Salonica, on October 5th, 1918. The captain and 14 of the crew were killed.

REWA

British India Steam Navigation Co.; 1906; W. Denny & Bros.; 7,308 tons; 456x56-2x29-8; 850 r.h.p.; 17 knots; turbine engines.

The liner *Rewa*, Capt. J. E. Drake, was serving as an auxiliary hospital ship when she was torpedoed by a German submarine on January 4th, 1918. The ship, which was clearly marked with the Red Cross and fully illuminated, was steaming up the Bristol Channel at the end of her voyage from the Mediterranean. She carried 279 sick and wounded from Greece, Malta and Gibraltar, together with 80 medical staff and a crew of 207. At 11.15 p.m. she was torpedoed on the port side abreast the funnel by a submarine which had approached unseen, though lights, assumed to be those of a sailing vessel, may have been those of the enemy.

The discipline on board the *Rewa* was excellent and 14 boats were launched without mishap. Under the direction of Capt. Drake, these boats kept together and burned flares, attracting the attention of two trawlers and a tanker which picked up the shipwrecked people at about 3 o'clock on the morning of the 5th. All on board the *Rewa* were saved with the exception of three Lascar members of the crew.

REX

Societ di Navigazione Italia; 1932; Soc. Anon. Ansaldo; 51,062 tons; 879-9x97x30-7; 22082, n.h.p.; 28 knots; turbine engines.

The Italian liner *Rex* was built with the object of gaining for Italy the "Blue Riband" of the Atlantic, in which she was successful in 1933 with the fastest west bound passage of four days 13 hours and 58 minutes. Her speed on this run averaged 28-92 knots/She maintained her lead for two years, losing the honour to the French liner *Normandie* in 1935. During the Second World War the ship fell into German hands when Italy capitulated in September, 1943.

The size of the liner prevented her captors from employing her in Italian waters as she was an ideal target for allied planes. Finally they decided to use her as a blockship outside Trieste harbour. On September 7th, 1944, British aircraft sighted the *Rex* in tow. On the 8th she was attacked by Beaufighter rocket-firing planes which scored 59 hits; a second attack was made on the following day when a further 64 hits were scored. The *Rex* caught fire from stem to stern and eventually ran ashore completely wrecked.

REYNOLDS

Bolton S.S. Co.; 1,927 tons; R. Duncan & Co.; 5,113 tons; 407x53-5x26-7; 531 n.h.p.; triple-expansion engines. The British steamship *Reynolds*, on a voyage from New York to Karachi, was torpedoed and sunk by a German submarine on October 31st, 1942, about 250 miles E. of Durban. Nothing was ever heard of her crew of 40 and seven gunners.

RHAKOTIS

Hamburg-Amerika Lime; 1928; Deutsche Werft; 6,753 tons; 432-4x62-2x34-3; 533 n.h.p.; oilengines. The German motorship *Rhakotis* was shelled and sunk by British warships on January 1st, 1943, about 200 miles N.W. of Cape Finisterre. Seventy-five survivors in two boats were able to reach land but 90 of her complement were lost.

RHEINHAUSEN

RHEINHAUSEN

Fried. Krupp A.G.; 1912; *W. Doxford & Sons*; 6,298 tons; 439-1x57•9X25-4; 339n.h.p.; triple-expansion engines. The German steamship *Rheinhausen* was torpedoed and sunk by a British submarine on February 7th, 1944, about 20 miles N. of Stavanger.

RHEUBINA

John Cory & Sons; 1882; *Milford Haven S. & E. Co.*; 1,071 tons; 227x31-3x15-7; 121 n.h.p.; compound engines. The British cargo ship *Rheubina* sank after a collision with the Spanish steamship *Cartagena*, 1,138 tons, off Cape Villano on September 22nd, 1898, while on a voyage from Huelva to Swansea carrying a cargo of copper ore. Fifteen of the crew were drowned.

RHIN

Cie. Delmas Freres & Vieljeux; 1921; *Chantiers Navals Fran^{ca}is*; 2,922 tons; 313-6x45-9x20-5; 271 n.h.p.; triple-expansion engines. The French ship *Rhin* was on a voyage from Bona to Bordeaux. She was wrecked on October 8th, 1924, at Point de la Combres.

RHINELAND

Liverpool & Hamburg Steamship Co.; 1903; *Barclay Curie & Co.*; 1,501 tons; 254-6x35x13-6; 217 n.h.p.; 10 knots; triple-expansion engines. The steamship *Rhineland* struck a mine and sank six and half miles S.E.1S. of Southwold on November 11th, 1915. The captain and 19 crew were killed.

RHINELAND

James Currie & Co.; 1922; *A.G. Weser*; 1,381 tons; 242-3X 36-3x15-2; 167 n.h.p.; 9 knots; triple-expansion engines. The steamship *Rhineland*, Capt. J. G. Gilroy, left the Clyde on September 12th, 1941, for Gibraltar in convoy. She was last seen on the 21st and was considered to have been lost by enemy action. Nothing was ever heard of her crew of 23 and three gunners.

RHIO

Orders & Handford; 1891; *W. Gray & Co.*; 1,402 tons; 240X 36-1x16-6; 120 h.p.; triple-expansion engines. The British cargo ship *Rhio* was wrecked at Ushant on June 21st, 1894, while on a voyage from Newport to St. Nazaire carrying a cargo of coal.

RHIWABON

John Cory & Sons; 1879; *Palmers' Co.*; 1,364 tons; 241 x 33-2x18-1; 130 h.p.; compound-inverted engines. The British cargo ship *Rhiwabon* was wrecked off the Smalls on January 29th, 1884, while on a voyage in ballast from Fleetwood to Cardiff. Only seven of her crew survived.

RHIWDERIN

John Cory & Sons; 1883; *Milford Haven S. & E. Co.*; 1,156 tons; 226-9x31-2x15-8; 99 h.p.; compound engines. The British cargo ship *Rhiwderin* was wrecked at Cape Race on September 30th, 1893. She was on a voyage in ballast from New York to Tilt Cove, N.F.L.

RHODODENDRON

British Navy, sloop; twine's Shipbuilding Co.; 1,290 tons; < 252-2x35x72-5; 2,800 h.p.; 17 knots; triple-expansion engines; two 4 in. guns, one 12 pdr. The sloop *Rhododendron* was torpedoed and sunk by a German submarine in the North Sea on May 5th, 1819. Her official complement was 98.

RHODORA

Burr ell & Son; 1881; *J.Laing*; 2,625 tons; 303x38-8x29-4; 250n.h.p.; compound engines. The British cargo ship *Rhodora* was wrecked at Horn Head, 17 miles north of Cape Race, N.F.L. on September 17th, 1897, while on a voyage in ballast from Boston, Lines., to Philadelphia.

RHONE

Royal Mail Steam Packet Co.; 1865; *Millwall Ironworks*; 2,738 tons; 310x40x—; 500n.h.p.; 12 knots; compound engines.

The liner *Rhone*, Capt. F. Woolley, was a crack ship of her day, being the latest and finest addition to the Royal Mail fleet. At about 11 o'clock on the morning of October 29th, 1867, the vessel was lying at anchor off Peter Island, Virgin Islands, in company with the paddle steamship *Conway* of the same line. The barometer was falling alarmingly and the sky was very dark when a hurricane from the N.N.W. descended on the islands. The *Rhone* had on board 129 crew and 16 passengers. At the first sign of danger the engines were put at full speed and for an hour the ship steamed to her anchors in an endeavour to ride out the storm. During this time a spar from aloft fell on the first officer, Mr. Topper, and killed him instantly. Capt. Woolley then observed a lull in the hurricane and decided to weigh anchor and gain open sea. He navigated his ship through most of the dangerous channels and was nearing comparative safety when the hurricane again swept down and crashed the *Rhone* on to the rocks of Salt Island, where she broke in two and foundered.

Of the 145 persons on board 21 seamen and an Italian passenger were the only survivors.

The R.M.S.P.Co. were most unfortunate in this hurricane, besides the *Rhone* they lost the *Wye* (*which see*) which foundered with the loss of 41 officers and men. The *Solent* and the *Tyne* managed to keep afloat, but lost most of their upper masts and deck gear. The *Derwent*, a reserve ship of the company's fleet, was blown from her moorings and became a total wreck. No other shipping company has ever sustained such a loss of its ships in the course of a single day. Of the 60 vessels which had swung to anchor around St. Thomas and the neighbouring islands that morning, only two survived the hurricane.

RHONE

Det Forenede D/S; 1916; *Kjobenhavns Flydedok & Skibsværft*; 1,064 tons; 237-1 x 35 • 6 x 21 - 6; 132 n.h.p.; triple-expansion engines. The Danish steamship *Rhone* was torpedoed and sunk by a German submarine on February 15th, 1940, 50 miles W. of Rattray Head. Nine of her crew were killed.

RHUYS

Compagnie Nantaise des Chargeurs de VQuest; 1920; *Ateliers & Chantiers de la Loire*; 2,921 tons; 313-8x46-4x21; 265 n.h.p.; triple-expansion engines. The French steamship *Rhuys* struck a mine and sank on November 19th, 1939, near the Spurn lightship. Sixteen of her crew were killed.

RHYDWEN

W. & C. T. Jones Steamship Co.; 1914; *Richardson Duck & Co.*; 4,799 tons; 380-2x50-9x28; 385n.h.p.; triple-expansion engines. The steamship *Rhydwen* was torpedoed and sunk by a German submarine 170 miles N.W. by W. ^W. of Fastnet on April 18th, 1917. Six men were killed, The captain was among the survivors.

RHYL

John Cory & Sons; 1879; *Palmer's Co.*; 1,274 tons; 240X 33-2x18-1; 141 n.h.p.; compound engines. The British cargo ship *Rhyl* sank after a collision off Holyhead on July 24th, 1900, while on a voyage in ballast from Ardrossan to Newport.

RIALTO

Italia Soc. Anon. diNav.; 1927; *Stabilimento Tecnico*; 6,099 tons; 448-5x55-4x27-3; 1,328n.h.p.; oilengines. The Italian motorship *Rialto* was torpedoed and sunk by British aircraft on October 5th, 1941, about 80 miles N.N.E. of Misurata.

RIBSTON

Capricornus Steamship Co.; 1894; *W. Gray & Co.*; 3,372 tons; 330x43x18-7; 260 n.h.p.; 9 knots; triple-expansion engines. The steamship *Ribston* was torpedoed and sunk by a German submarine 85 miles W. of Fastnet on July 16th, 1917. The captain and 24 men were killed.

RICH

United States Navy, destroyer; 1943; U.S. Yards; 1,200 tons; 306X36-9X —; 6,000 s.h.p.; 21 knots; turbine engines; three 3 in. guns, four 20 mm.A.A., 3 T.T.

The United States destroyer *Rich* was engaged in operations off the coast of Normandy on June 8th, 1944, when she struck a mine and sank. The vessel carried a complement of 220.

RICHARDBLAND

U.S. Maritime Commission; 1942; Bethlehem Fair field Shipyard, Baltimore; 7,191 tons; 423-1x57-1x34-8; 339n.h.p.; 11 knots; triple-expansion engines.

The steamship *Richard Bland*, Capt. L. Dodcl, was in convoy off Norway on March 5th, 1943, when she was attacked by a German submarine. She was hit by two torpedoes and sank with the loss of 18 men. Capt. Dodd was among the survivors.

RICHARD BORCHARDT

Fairplay Schlepddampf. Reed. R. Borchardt; 1906; Schiffsw.v. Henry Koch; 1,555 tons; 245-8x36-2; 19-3; 152n.h.p.; triple-expansion engines.

The German ship *Richard Borchardt*, with a crew of 18, left Nordenham on January 28th, 1938, for Pasajes. She was seen 15 miles W. of Borkum on the following day but did not arrive at Dover where she was expected, and was not seen again.

RICHARD CASWELL

U.S. War Shipping Administration; 1942; North Carolina S.B. Corp.; 7,777 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines.

The American steamship *Richard Caswell* was torpedoed and sunk by a German submarine on July 16th, 1943, between Buenos Aires and Rio de Janeiro. Nine of her crew were killed.

RICHARD D. SPAIGHT

U.S. War Shipping Administration; 1942; North Carolina S.B. Corp.; 7,777 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines.

The steamship *Richard D. Spaight* was torpedoed, shelled and sunk by a German submarine on March 10th, 1943, 400 miles S.E. of Lourenço Marques on a voyage from Suez to Durban. Eight of her crew were lost.

RICHARD DELARRINAGA

Larrinaga & Co.; 1916; Russell & Co.; 5,591 tons; 439-8 x 56 x 26-3; 483n.h.p.; 10 knots; triple-expansion engines. The steamship *Richard de Larrinaga* was torpedoed and sunk by a German submarine 15 miles S.E. of Ballycptin Island on October 8th, 1917. The captain and 34 men were killed.

RICHARD HOVEY

U.S. War Shipping Administration; 1943; South Portland S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines.

The steamship *Richard Hovey* was torpedoed and sunk by a Japanese submarine on March 29th, 1944, about 500 miles W. of Mormugao on a voyage from Calcutta to the U.S.A. She had a complement of 41 crew, 28 gunners and two passengers, of whom 25 survivors were landed at Karachi. One of her boats was rammed by the submarine and the captain taken prisoner of war.

RICHARD WITH

Vesteraalens D/S; 1909; Trondhjems Mek. Verksted; 905 tons; 193-2x29-2x13; 138 n.h.p.; triple-expansion engines.

The Norwegian passenger steamship *Richard With*, under German control, was torpedoed and sunk by a British submarine on September 13th, 1941, near Rolfsøyhavn, Norway. Her crew of 28 and 65 passengers were lost.

RICHMOND CASTLE

Union-Castle Mail S.S. Co.; 1939; Harland & Wolff; 7,798 tons;

457-4x63-3x34-3; 1,643n.h.p.; 16 knots; oil engines. The motorship *Richmond Castle*, Capt. T. C. Goldstone, was torpedoed and sunk by a German submarine in the North Atlantic on August 4th, 1942. Fourteen of her crew were killed.

RIDING

I. Ridley, Son & Tully; 1912; W. Dobson & Co.; 1,287 tons; 240-1x33-5x15-4; 201 n.h.p.; triple-expansion engines. The British cargo ship *Riding* was wrecked on the S. coast of Iceland on January 8th, 1925. She was on a voyage from Hull to Reykjavik carrying coal and a general cargo.

RIGA

LiibeckLinie A.G.; 1920; Werft Nobiskrug G.m.b.H.; 655 tons; 180 • 4X29•6x10•8; 68n.h.p.; triple-expansion engines. The German ship *Riga* sank on February 29th, 1944, at Kirkenes.

RIGAULT DE GENOUILLY

French Navy, sloop; 1932; Chantiers Gironde, Bordeaux; 1,969 tons; 340x41-7x14-7; 3,200s.h.p.; 15-5 knots; diesel engines; three 5-5 in. guns, four 37 mm., 6 m.g., 50 mines, 1 seaplane.

The *Rigault de Genouilly* was torpedoed and sunk by a British submarine off Algiers on July 4th, 1940, during the British naval operations against the (Vichy) French Navy. The vessel's normal complement was 136.

For full story of the destruction of the French ships in North Africa, see the battleship *Bretagne*.

RIGEL

Finska Angf.-AjB; 1937; AjB Crichton-Vulcan OJY; 1,495 tons; 273-6x39-3x15-4; 189 n.h.p.; compound engines. The Finnish steamship *Rigel* struck a mine and sank on October 28th, 1944, in the Gulf of Finland. The ship was previously badly damaged by Russian bombers during the Russo-Finnish war.

RIGEL

Det. Bergenske D/S; 1924; Burneister & Wain; 3,828 tons; 367-5x51-5x22-6; 450 n.h.p.; oil engines. The Norwegian motorship *Rigel*, flying the German flag, was bombed and sunk by British aircraft on November 27th, 1944, at Rosaya, Norway.

RIGEL

Red. A/B Iris (C. H. Abrahamsen); 1905; Wm. Doxford & Sons; 3,823 tons; 362-8x48-2x29-6; triple-expansion engines. The Swedish ship *Rigel* was carrying iron ore from Oxelosund to Port Talbot. At 11.40p.m. on March 4th, 1953, she was involved in a collision with the *Senegal* and sank in 51° 41' N., 2° 16' E. There were 29 survivors.

RIGI

C.Eitzen & Co.; 1911; Nylands Vcerksted; 1,912 tons; 275-3 X 42-1x18-3; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Rigi* struck a mine and sank in the North Sea on December 24th, 1915.

RIJNSTROOM

N.V. Hollandsche Stoomb. Maats.; 1937; N.V. C. Van der Giessen & Zonen; 695 tons; 237x35-2x9-7; 160n.h.p. oil engines. The Dutch ship *Rijnstroom*, Capt. L. Verhoef, left London on March 2nd, 1940, for Amsterdam. Nothing more was heard of the ship or her crew of 12 until empty boats and rafts were found some days later. She was considered to have been lost probably by striking a mine.

RIJO MARU

Japanese Government; 1896; Nederlandsche Scheepsbouw Maats.; 1,543 tons; 278-5x36-5x19-2; 233 n.h.p.; triple-expansion engines. The steamship *Rijo Maru* was formerly the Panamanian *Santa Fe*, seized by the Japanese at Saigon in February, 1942. On July 15th, 1942, she was sunk, probably by striking a mine, off Aomori.

RIKARD NORDRAAK

V. Torkildsen; 1901; Hasseldalens Jernsk.; 1,123 tons; 231 x 34x13-5; 97 n.h.p.; triple-expansion engines. The Norwegian steamship *Rikard Nordraak* was torpedoed and sunk by a German submarine in the North Sea on May 2nd, 1917.

RIKKE SKOU

Oye Skou; 1907; Howaldtsverke; 1,489 tons; 241-2x36-1x16-5; triple-expansion engines.

The Danish ship *Rikke Skou* was on a voyage from Blyth to Aabenraa with coal. On October 6th, 1954, in approximately 54° 6' N., 4° 12' E., she encountered heavy weather, the cargo shifted and she capsized and sank. There were only eight survivors.

RIMAGE

German Government; 1914; *Fredrikstad Mek. Verksted*; 1,830 tons; 264-6x42-1x17-7; 188 n.h.p.; triple-expansion engines.

The steamship *Rimage* was formerly the Estonian *Hildur*, seized by the Germans. She was bombed and sunk by British aircraft on March 17th, 1945, at Aalesund.

RIMFAKSE

Schjelder up & Schjott; 1909; *Laxevaags Maskin & Jernskibs-byggeri*; 1,119 tons; 229x35-2x15-9; 101 n.h.p.; triple-expansion engines.

The Norwegian steamship *Rimfakse* was torpedoed and sunk by a German submarine on April 28th, 1918.

RIMFAKSE

D/SA/S Ringhorn; 1921; *Kockums Mek. Verkstad*; 1,334 tons; 235-5x37-7x16-5; 157 n.h.p.; triple-expansion engines. The Norwegian steamship *Rimfakse* was torpedoed and sunk by a German submarine on April 27th, 1941, E. of the Shetland Islands. Thirteen of her crew were killed.

RIMPHA

Gordon Steam Shipping Co.; 1882; *Sunderland S.B. Co.*; 2,220 tons; 277-5x38-7x19; 217 n.h.p.; triple-expansion engines.

The British cargo ship *Rimpha* was wrecked near Molos Burnu, in the Bosphorus, on April 23rd, 1899. She was on a voyage from Sulina to Gibraltar carrying a cargo of grain.

RINA CORRADO

Cormdo Soc. Anon. di Nav.; 1918; *Harland & Wolff*; 5,180 tons; 413-1x52-3x28-4; 517 n.h.p.; triple-expansion engines. The Italian steamship *Rina Corrado* was shelled and sunk by British warship on November 9th, 1941, about 120 miles S.E. of Punta Stilo.

RINDA

W. Wilhelmsen; 1917; *Sir J. Laing & Sons*; 6,029 tons; 405-3 x 53-5x33-5; 559 n.h.p.; triple-expansion engines. The Norwegian steamship *Rinda* was torpedoed and sunk by a German submarine on May 30th, 1941, off Sierra Leone on a voyage from Table Bay to Freetown. Thirteen of her crew were killed.

RINGBORG

H. M. Wrangell & Co.; 1903; *W. Gray & Co.*; 2,641 tons; 317-5x45x20-3; 245 n.h.p.; triple-expansion engines. The Norwegian ship *Ringborg* sprang a leak and sank on October 1st, 1924, in 34°N., 75° W., while she was carrying sugar from Santa Lucia, Cuba, to New York.

RINGHORN

Alb. Schjelderup; 1904; *Laxevaags Maskin. & Jernskibs.*; 1,790 tons; 268x38-8x17*5; 149 n.h.p.; triple-expansion engines.

The Norwegian ship *Ringhorn* was wrecked on August 7th, 1926, on Port Nova Rock near Scatari.

RINGHORN

A. Schjelderup; 1920; *Huiskens & van Dijk*; 1,298 tons; 237-9x37-2x16; 121 n.h.p.; triple-expansion engines. The Norwegian steamship *Ringhorn* was torpedoed and sunk by a German submarine on February 4th, 1941, on a voyage from Belfast to St. John, N.B. Fourteen of her crew were killed.

RINGSTAD

Skibs-A/S Gdynia; 1923; *Deutsche Werft A.G.*; 4,766 tons; 400-6x54-2x26-3; 717 n.h.p.; oil engines. The Norwegian motorship *Ringstad* was torpedoed and sunk by a German submarine on January 24th, 1942, on a voyage from Cardiff to St. John, N.B. Twenty-seven of her crew and three passengers were killed.

RINGULV

German Government; 1903; *Napier & Miller*; 5,153 tons; 390X52X26-9; 405 n.h.p.; triple-expansion engines. The steamship *Ringulv* was a Norwegian ship seized by the Vichy authorities and renamed *Ste. Marthe*. She was later taken over by the Germans who reverted to her original name. On June 14th, 1943, she was torpedoed and sunk by an Allied submarine one mile S. of Capo del Armi.

RINGS

M. A. Embiricos; 1919; *J. Pries tman & Co.*; 4,649 tons; 350 x 50 • 8 x 31 - 5; 384 n.h.p.; triple-expansion engines. The Greek steamship *Rinos* was torpedoed and sunk by a German submarine at 3.20 a.m. on November 2nd, 1942, on a voyage from Halifax to Hull. Eight of her crew were killed, and 23 survivors were landed in Iceland.

RIO AMAZONAS

G. Trucco; 1891; *G. Ansaldo & Co.*; 2,970 tons; 331-4X40-1x18-5; 248 n.h.p.; triple-expansion engines. The Italian steamship *Rio Amazonas* was torpedoed and sunk by a submarine in the Mediterranean on May 13th, 1917.

RIO AZUL

Thompson Steamshipping Co.; 1921; *Blyth S.B. & D.D. Co.*; 4,088 tons; 363-1x53-2x26-3; 474 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Rio Azul*, Capt. T. V. Sutherland, was torpedoed and sunk by a German submarine on June 29th, 1941, about 200 miles S.E. of the Azores. Thirty-two men, including Capt. Sutherland, were killed. The vessel sank very quickly leaving two rafts lashed together on which there were 18 men, with one gallon flask and one glass jar of water. The rafts were adrift for 15 days during which time nine men died. The boatswain, Alfred Wyatt, though in an exhausted condition, instructed one of the survivors to lash a tobacco tin to a long handled scoop to form an improvised heliograph. Flashes from this were seen by a distant steamer and the men were rescued, the gallant boatswain who had done so much to cheer and encourage his messmates, dying soon afterwards. A posthumous award of Lloyd's Medal for bravery at sea was made to him at a later date.

RIOBLANCO

Thompson Steamshipping Co.; 1922; *Blyth S.B. & D.D. Co.*; 4,086 tons; 363-1x53-2x26-3; 474 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Rio Blanco*, Capt. A. Blackett, was torpedoed and sunk by a German submarine 40 miles E. of Cape Hatteras on April 1st, 1942. Eighteen of her crew and one gunner were lost. Capt. Blackett was among the survivors.

RIO BRAVO

Ministry of War Transport (F. T. Everard & Sons); 1943; *Barnes Duluth S.B. Co.*; 1,141 tons; 209-7x37x13-2; 225 n.h.p.; oil engines.

The motorship *Rio Bravo* was torpedoed and sunk by a German motor torpedo boat at 12-20 a.m. on November 2nd, 1944, while anchored two miles N. of Ostend pier. Fourteen of her crew were lost.

RIO CLARO

Thompson S.S. Co.; 1922; *Blyth S.B. & D.D. Co.*; 4,086 tons; 363-1 x 53 • 2 x 26 • 3; 474 n.h.p.; triple-expansion engines. The British steamship *Rio Claro*, on a voyage from Sunderland to Montevideo, was torpedoed and sunk by a German submarine on September 6th, 1939, off Casablanca.

RIO COLORADO

London-American Maritime Trading Co.; 1903; W. Doxford & Sons; 3,565 tons; 340-1x50-2x22-6; 300 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Rio Colorado* struck a mine and sank at the entrance to the Tyne on March 22nd, 1917. The captain and nine of the crew were killed.

The ship was inward bound from the River Plate with grain.

RIO DE JANEIRO

Hamburg-Sudamerika Linie; 1914; Bremer Vulkan; 5,261 tons; 401-9x55x27-8; 380 n.h.p.; 9 knots; triple-expansion engines.
The liner *Rio de Janeiro* was bound for Norway with troops and horses for the invasion of Norway when, at about 1 p.m. on April 8th, 1940, she was sighted by two British submarines which hailed her with the command to stop. The *Rio de Janeiro*, however, changed course and made for the coast near Lillesand, but she was soon overhauled and torpedoed. At the time of the attack the British were not aware that she was a transport and it was not until large numbers of bodies in military uniforms were washed ashore that her identity became known. Of those on board 150 soldiers and about 80 horses were drowned and 150 soldiers and crew reached the shore.

RIO DE JANEIRO MARU

Japanese Government; 1930; Mitsubishi Zosen Kaisha; 9,626 tons; 461-2x62x39-5; 1,503 n.h.p.; oil engines. The liner *Rio de Janeiro Maru* was taken over by the Japanese navy and converted into a submarine tender. On February 17th, 1944, she was sunk by U.S. carrier-based aircraft in the Caroline Islands.

RIO DORADO

Thompson Steamshipping Co.; 1924; Blyth S.B. & D.D. Co.; 4,507 tons; 390x55-3x25-5; 444 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Rio Dorado*, Capt. A. J. Clare, was in convoy on March 15th, 1941, when there was an attack by the German battleships *Gneisenau* and *Scharnhorst*. The convoy was about midway between the United States and the United Kingdom and was harried by the enemy raiders throughout the 15th and part of the 16th. The *Rio Dorado* was sunk with the loss of all her crew of 39. Other vessels sunk in the same raid were the *British Strength*, 7,139 tons, *Simmia*, 6,197 tons, *San Casimiro*, 8,046 tons, *Royal Crown*, 4,388 tons, *Myson*, 4,564 tons, *Athelfoam*, 6,554 tons, *Sardinian Prince*, 3,491 tons, *Silverfir*, 4,347 tons, *Empire Industry*, 3,721 tons, *Demeterton*, 5,251 tons, and *Chilean Reefer*, 1,831 tons.

This was the German battleships' most successful attack during the time that they were operating from French harbours.

RIO GRANDE

Hamburg Sud-Amerika Linie; 1939; Howaldtswerke; 6,062 tons; 446-5x61-3x23-8; 909 n.h.p.; 13-5 knots; oil engines. The German motorship *Rio Grande* was engaged in blockade running during the Second World War. She carried cargoes of rubber, tin and wolfram from the Far East to Germany. On January 4th, 1944, when in the South Atlantic about 650 miles from Cape San Roque, she was intercepted by the U.S. light cruiser *Omaha* and the destroyer *Jouett* and compelled to stop. The Americans sank her by gunfire. Most of those on board were saved but there was some loss of life.

For further details see *Burgenland*.

RIO LOGE

Noakes & Spence; 1869; W. C. Miller & Sons; 241 tons; 122-3x24-7x12-8; auxiliary engine.

The auxiliary brigantine *Rio Loge*, Capt. W. S. Spence, left Kaipara, New Zealand, on January 6th, 1909, for Dunedin with a cargo of timber. On the 14th she was sighted by the schooner *War at ah* in a southerly gale. On the 19th the ketch *Isabella de Fraime* passed through a quantity of floating planks, believed to have been part of the brigantine's cargo.

Later a lifebuoy bearing her name was picked up outside Wellington Harbour. Nothing more was ever heard of her.

The *Rio Loge* carried a crew of 12 all told.

RIO PRETO

Samuel Lewis; 1901; Irvine's S.B. & D.D. Co.; 4,026 tons; 345x47-9x19-4; 306 n.h.p.; triple-expansion engines. The British steamship *Rio Preto* was wrecked at Pointe de St. Quentin, six miles N. of St. Valery-sur-Somme, on December 18th, 1922. She was on a voyage from Poti to Boulogne carrying a cargo of manganese ore.

RIO TERCERO

Argentine Government; 1912; Palmers^ Co.; 4,864 tons; 405-1x54-1x23-5; 366 n.h.p.; triple-expansion engines. The steamship *Rio Tercero* was torpedoed and sunk by a German submarine on June 22nd, 1942, 120 miles out of New York, bound to Buenos Aires.

RIO VERDE

London-American Maritime Trading Co.; 1901; Irvine's S.B. & D.D. Co.; 4,025 tons; 345x47-9x19-4; 306 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Rio Verde* was torpedoed and sunk by a German submarine four miles W. of Crammock Head, Mull of Galloway, on February 21st, 1918. The captain and 19 of the crew were killed.

RIOJUN MARU

Harada Risen K.K.; 1892; Hawthorn, Leslie & Co.; 4,730 tons 360-4x48x26-2; 529 n.h.p.; triple-expansion engines. The *Riojun Maru* stranded on a reef and sank 45 miles N. of Caspar Strait on May 28th, 1921. She was on a voyage from Dairen to Java with coal.

RIPPLE

Richardson & Co.; 1905; Van Vliet; 413 tons; 141-7x24-1x11-3; 80 h.p.; compound engines.
The small coastal steamship *Ripple*, Capt. J. A. Norling, left Wellington for Napier, New Zealand, at 3 • 30 p.m. on August 6th, 1924. She was largely engaged in the wool trade and had on board 500 tons of wool and other cargo and two passengers. Her crew numbered 14 all told.

She proceeded on her course in face of an increasingly fierce south-easterly gale, and at about midnight the lighthouse keeper at Cape Palliser saw her about three miles off shore due S. of the lighthouse. Twenty minutes later she signalled for assistance, and the keeper went to telephone a message to Wellington. When he returned the *Ripple's* lights had disappeared and he never saw her again. Next day the coast was strewn with wreckage, some of it bearing the steamship's name.

RISEN MARU

6,436 tons.
The Japanese steamship *Risen Maru* was bombed and sunk by U.S. carrier-based aircraft on December 15th, 1944, in Manila Bay.

RISSHUN MARU

Kusakahe Risen K.K.; 1906; Russell & Co.; 4,414 tons; 370-3X49-8x19-2; 410 n.h.p.; triple-expansion engines.
The steamship *Risshun Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Corregidor.

RISUI MARU

7,500 tons.
The Japanese ship *Risui Maru* was bombed by British aircraft and sunk by warships on March 26th, 1945, about 180 miles E. of Little Andaman, Andaman Islands.

RIV

Societ  Commerciale di Navigazione; 1921; Armstrong, Whit-worth & Co.; 6,630 tons; 425-6x55-8x34-7; 610 n.h.p.; oil engines.
The Italian motorship *Riv* was bombed and sunk by British aircraft on August 30th, 1941, at Tripoli.

RIVERAFTON

Ayrshire Navigation Co.; 1935; Lithgows; 5,479 tons; 433-2X 58-2x25-6; 415 n.h.p.; triple-expansion engines. The British steamship *River Afton*, on a voyage from Middlesbrough and Reykjavik for Archangel, was torpedoed twice by a

RIVER DARE

German submarine on July 5th, 1942, in the Barents Sea. The second torpedo detonated the ship's cargo of explosives and she broke in two and sank. Eleven of her crew, eight gunners, six of the Convoy Commodore's staff and one passenger were lost, 36 survivors were picked up by one of the convoy escorts.

RIVER DARE

D. R. Llewellyn, Merrett & Price; 1919; Grangemouth Dockyard Co.; 1,968 tons; 280-3x41-9x18-9; 230n.h.p.; triple-expansion engines.

The British steamship *River Dare* foundered 20 miles N. of Cape St. Vincent on March 22nd, 1924. She was on a voyage from Huelva to Garston carrying a cargo of copper pyrites.

RIVER CARRY

James Little & Co.; 1883; Workman, Clark & Co.; 1,294 tons; 240x33-2x18-2; 99h.p.; compound engines. The British cargo ship *River Carry* foundered in a severe gale off Dunbar on November 18th, 1893, while on a voyage from Leith to London carrying a cargo of coal. All on board were lost.

RIVER LUGAR

Ayrshire Navigation Co.; 1937; Lithgows; 5,423 tons; 441X 58-2x25-6; 392 n.h.p.; triple-expansion engines & L.P. turbine. The British steamship *River Lugar*, on a voyage from Pepel to Barry Roads with 9,250 tons of iron ore, was torpedoed and sunk by a German submarine on June 26th, 1941, 1100 miles W. of Freetown. Thirty-nine of her crew and two passengers were lost. Six survivors were picked up some time later.

RIVER MEANDER

S. & J. Thompson; 1906; Scotts S.B. & E. Co.; 3,888 tons; 306'1x50-2x16-8; 370 n.h.p.; triple-expansion engines.* The British cargo ship *River Meander* foundered in lat. 39° N., long. 63° W., in a heavy gale on November 30th, 1912. She was on a voyage from New York to Smyrna carrying a general cargo.

RIVER TYNE

Frutera Line; 1894; Naval Construction & Armaments Co.; 1,531 tons; 275x35-1x16-5; 283 n.h.p.; triple-expansion engines.

The British steamship *River Tyne* foundered about October 26th, 1916, 30 miles off Oporto. She was on a voyage from Lisbon to Hull.

RIVER WYE

D. R. Llewellyn, Merrett & Price; 1906; Craig, Taylor & Co.; 3,539 tons; 342x51x22-7; 307n.h.p.; triple-expansion engines. The British cargo ship *River Wye* was wrecked on Gaulway Rocks, Port Mouton, N.S., on November 24th, 1923. She was carrying a cargo of coal from Swansea to Boston.

RIVERINA

Wilhelm Lund; 1887; Wigham Richardson & Co.; 2,801 tons; 325x40x25-7; 400h.p.; triple-expansion engines. The British cargo ship *Riverina* was wrecked at Ram Head, Victoria, on January 28th, 1890, while on a voyage from London to Sydney, N.S.W., carrying a general cargo.

RIVOLI

Stephens & Mawson; 1882; Tyne Iron S.B. Co.; 1,272 tons; 250'x35x14-5; 98 h.p.; compound engines. The British cargo ship *Rivoli* was sunk by collision with the German steamship *Palermo* off Ushant on August 25th, 1883, while on a voyage from Bilbao to the Tees carrying a cargo of iron ore. Five of the crew were drowned.

RIVULET

Needham Bros.; 1906; W. Gray & Co.; 3,112 tons; 331X 47-6x22-4; 287n.h.p.; triple-expansion engines. The British cargo ship *Rivulet* was wrecked off Abaco, Bahamas, on December 14th, 1914, while on a voyage in ballast from Naples to New Orleans.

RIZAL

Tabacalera S.S. Co.; 1896; J. Blumer & Co.; 2,744 tons; 313 X 43x14; 266 n.h.p.; triple-expansion engines. The American steamship *Rizal* was torpedoed and sunk by a submarine in the Mediterranean on November 9th, 1917.

RIZAN MARU

Japanese Government; 1917; Newport News S.B. & D.D. Co.; 4,850 tons; 370-3x53-2x27; 471 n.h.p.; triple-expansion engines.

The steamship *Rizan Maru* was formerly the British *Munlock*, scuttled at Hong Kong in December, 1940, and raised and repaired by the Japanese. She was torpedoed and sunk by the U.S. submarine *Searaven* on September 21st, 1944, off the east coast of Sakhalin Island.

ROBERT

A/S Kjobenhavns Bunker-Kul-Depot; 1899; Oderwerke A.G.; 1,445 tons; 239-3x35-8x16-1; 105n.h.p.; triple-expansion engines.

The Danish steamship *Robert* was torpedoed and sunk by a German submarine in the North Sea on April 17th, 1917.

ROBERT BACON

U.S. War Shipping Administration; 1943; Delta S.B. Co.; 7,191 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Robert Bacon* was torpedoed and sunk by a submarine at 11.35 p.m. on July 13th, 1943, off Mozambique on a voyage from Suez to Bahia. Five of her crew were lost.

ROBERT BORNHOFEN

R. Bornhofen; 1919; W. Doxford & Sons; 6,643 tons; 414-3X 55-4x34-2; 596n.h.p.; triple-expansion engines. The German steamship *Robert Bornhofen* struck a mine and sank on September 13th, 1942, off Honningsvaag, Norway.

ROBERT BROWN

William D. C. Balls & Son; 1879; J. Readhead & Co.; 1,295 tons; 235'7x33-1x19-1; 135 n.h.p.; compound engines. The British cargo ship *Robert Brown* sank after a collision with the steamship *Marpessa*, 1,730 tons, off Dungeness on January 11th, 1896, while on a voyage from Bilbao to Calais carrying a cargo of iron ore. Thirteen of her crew were picked up by the *Marpessa*.

ROBERT E. LEE

Eastern S.S. Lines; 1925; Newport News S.B. & D.D. Co.; 5,184 tons; 375-5x54x29-7; turbine engines. The American steamship *Robert E. Lee* was torpedoed and sunk by a German submarine on July 30th, 1942, between Key West and New Orleans. Fifteen passengers were killed.

ROBERT ERSKINE

U.S. War Shipping Administration; 1943; Bethlehem Fairfield Shipyard; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American ship *Robert Erskine* drove ashore on January 6th, 1944, during a gale and broke in two.

ROBERT GRAY

U.S. Maritime Commission; 1942; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines. The American ship *Robert Gray* left New York on April 12th, 1943, for Loch Ewe and London. She straggled from convoy during the night of the 12th, and was never seen again.

ROBERT H. COLLEY

Atlantic Refining Co.; 1938; Sun S.B. & D.D. Co.; 11,651 tons; 523-5x70-2x39-8; turbo-electric engines.

The American tanker *Robert H. Colley* was torpedoed and sunk by a German submarine on October 4th, 1942, about 700 miles E. of Cape Farewell on a voyage from Curagao to the Clyde via New York. There were 33 survivors.

ROBERT HUGHES

Nigerian Government; 1932; W. Simons & Co.; 2,879 tons; 305 X 57 x 21; 425 n.h.p.; triple-expansion engines. The dredger *Robert Hughes* was sunk by mine or torpedo at the entrance to Lagos harbour on June 4th, 1941. Thirteen of her crew were killed on board and one man died later of injuries.

ROBERT J. WALKER

U.S. War Shipping Administration; 1943; Oregon S.B. Corp.; 7,180 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines.

The American steamship *Robert J. Walker* was torpedoed by a submarine in 36° 35' S., 150° 43' E., on December 24th, 1944. The ship was severely damaged and sank on the following day.

ROBERT L. HOLT

John Holt & Co.; 1926; Smith's Dock Co.; 2,918 tons; 310X 44-6x24-3; 256 n.h.p.; 10 knots; triple-expansion engines. The steamship *Robert L. Holt*, Capt. J. A. Kendall, left Liverpool on June 20th, 1941, for Warri, in ballast. She was never seen again. An unidentified ship was reported to have been sunk by gunfire from a submarine on July 3rd, 1941, E. of Maderia. This may have been the *Robert L. Holt*.

ROBERT LEY

German Government; 1938; Howaldtswerke; 27,288 tons; 635-5x79x45-1; 2,655 n.h.p.; diesel-electric engines. The Gentian liner *Robert Ley* was destroyed by fire during an air raid on Hamburg on March 8th, 1945. She had just arrived loaded to capacity with refugees from East Prussia, many of whom lost their lives.

ROBERT MOHRING

Norddeutscher Lloyd; 1927; Fried. Krupp A.G.; 3,344 tons; 319 -5x46-8x23; 266 n.h.p.; triple-expansion engines. The steamship *Robert Mohring* was bombed and sunk by Russian aircraft on March 7th, 1945, at Sassnitz.

ROBERT MULLER VII

Robert Müller; 1938; Ottensener Eisenwerk A.G.; 985 tons; 214-4x32-1x13-2; 210 n.h.p.; oil engines. The German motorship *Robert Müller VII* struck a mine and sank on March 22nd-23rd, 1945, in the Skagerrak. Nine of her crew of 24 were killed.

ROBERTO R.

Hijo de Ramon A. Ramos; 1901; Campbeltown S.B. Co.; 1,238 tons; 230X32-8x16-3; 120 n.h.p.; triple-expansion engines. The Spanish steamship *Roberto R.* was shelled and sunk by Government warships on August 28th, 1936, at the entrance to Huelva, during the Spanish Civil War.

ROBIN GOODFELLOW

Seas Shipping Co.; 1920; Skinner & Eddy Corp.; 6,885 tons; 424-8x55-2x33-4; 637n.h.p.; turbine engines. The American steamship *Robin Goodfellow* was torpedoed and sunk by a German submarine on July 15th, 1944, off the coast of S.W. Africa on a voyage from Table Bay to Bahia.

ROBIN HOOD

Seas Shipping Co.; 1919; Skinner & Eddy Corp.; 6,887 tons; 424-8x55-2x33-4; 637n.h.p.; turbine engines. The American steamship *Robin Hood* was torpedoed and sunk by a German submarine on April 15th, 1942, between Trinidad and Boston. Fourteen of her crew were killed.

ROBIN MOOR

Seas Shipping Co.; 1919; American International S.B. Corp.; 4,999 tons; 390x54-2x27-6; 600n.h.p.; turbine engines. The American steamship *Robin Moor* was torpedoed and sunk by a German submarine on May 21st, 1941, about 950 miles from Cape St. Roque, Brazil, on a voyage from New York to Lourenço Marques.

ROCHESTER

Ken S.S. Line; 1912; Great Lakes Eng. Works; 2,551 tons; 247x43-7x29-3; 303 n.h.p.; triple-expansion engines. The American steamship *Rochester* was torpedoed and sunk by a German submarine in the Atlantic on November 2nd, 1917.

ROCHESTER

Socony-Vacuum Oil Co.; 1920; Bethlehem S.B. Corp.; 6,836 tons; 435-6x56-2x31-7; 598n.h.p.; triple-expansion engines. The American tanker *Rochester* was torpedoed, shelled and sunk by a German submarine on January 30th, 1942, between New York and Beaumont, Texas.

ROCKINGHAM

British Navy., destroyer; 1919; Bethlehem Shipbuilding Corp.; 1,190 tons; 311x30x10; 27,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, 12 T.T. The destroyer *Rockingham*, Lt. Cdr. J. C. Cooper, R.N.V.R., was originally the U.S.S. *Swasey* and was acquired by the British Navy under the Lend-Lease Act. The vessel struck a mine and sank off Aberdeen on September 27th, 1944.

RODA

C. T. Bowring & Co.; 1897; A. McMillan & Son; 2,516 tons; 315 X 44x20- 7; 263 n.h.p.; triple-expansion engines. The British cargo ship *Roda* was wrecked at Long Island on February 13th, 1908, while on a voyage from Huelva to New York carrying an ore cargo.

RODA

Hamburg-Amerika Linie; 1928; Deutsche Werft; 6,780 tons; 432-4x59-1x27-9; 1,316n.h.p.; oilengines. The German motorship *Roda* was sunk by naval action on April 9th, 1940, at Stavanger, during the invasion of Norway.

RODDAM

Steel, Young & Co.; 1887; E. Withy & Co.; 2,378 tons; 289-6x38-1 x 19; 210 n.h.p.; triple-expansion engines. The British cargo ship *Roddam* was wrecked on Beroskoil Island on October 3rd, 1905, while on a voyage in ballast from the Yenisei River to Onega.

RODFJELL

H.Schmitler; 1908; Nordseewerke; 1,642 tons; 271-3x39-8x 15-5; 163 n.h.p.; triple-expansion engines. The Norwegian ship *Rodfjell* was wrecked on February 12th, 1923, at Kiberg, E. of Vardo. She was on a voyage from Kirkenes to the United Kingdom with iron ore.

RODINA

Societe Commerciale Bulgare de Nav. a Vap.; 1922; Vulcan-Werke A.G.; 4159 tons; 360-7x51x26; 260n.h.p.; triple-expansion engines. The Bulgarian steamship *Rodina* struck a mine and sank on September 19th, 1941, about 25 miles off Burghaz.

RODINA

U.S.S.R.; 1922; N.V. Lobithsche Scheepsbouw Maats.; 4,441 tons; 385x50-3x26-4; 439n.h.p.; turbine engines. The Russian steamship *Rodina* struck a mine and sank on July 5th, 1942, off Reykjavik. Twenty-four survivors, including some passengers, landed in Iceland.

RODNEY STAR

Blue Star Line; 1927; Lithgows; 11,803 tons; 476x67-3x45-2 ; 1,582 n.h.p.; 15 knots; turbine engines. The liner *Rodney Star*, Capt. S. J. C. Phillips, was torpedoed and sunk by a German submarine on May 16th, 1941, about 600 miles W. of Cape Palmas, West Africa. There were no casualties.

RODOSTO

Soc. di Nav. Roma; 1918; Cameron Genoa Mills; 2,350 tons; 249 -8x43-4x23; 322 n.h.p.; triple-expansion engines. The Italian ship *Rodosto* was wrecked on January 22nd, 1927, at Molara Island, Sardinia. She was carrying a cargo of salt from Cagliari to Genoa.

ROEBUCK

ROEBUCK

Jackson Bros. & Cory; 1883; Vulcan Iron Works Co.; 1,176 tons; 229-8x32-2x15-3; 107 h.p.; compound engines. The British cargo ship *Roebuck* sank after a collision 30 miles S.E. of Cape St. Vincent on February 17th, 1888. She was carrying a cargo of wine from Scoglitti to Rouen.

ROECLIFF

James Westoll; 1894; Short Bros.; 3,263 tons; 315-7x45-1 X 16-2; 286n.h.p.; triple-expansion engines. The British cargo ship *Roeliff* sank after a collision off Hastings on June 4th, 1897. She was carrying a cargo of grain from Odessa to Hamburg.

ROEDEAN

Great Western Railway Co.; 1897; Naval Construction & Armament Co.; 1,094 tons; 280x34-5x16-8; 643 n.h.p.; 18 knots; triple-expansion engines. The Great Western Railway Co.'s steamship *Roebuck* was taken over by the Admiralty in the First World War for service as a minesweeper. The vessel's name was changed to *Roedean* as her own name was already borne by another naval vessel. On January 13th, 1915, she was lost off Longhope. She carried a complement of about 70.

ROEDELHEIM

Unterweser Reederei Akt. Ges.; 1914; Rotterdam Droogdok Maats.; 3,306 tons; 328 -3x48-2x22-1; 274 n.h.p.; triple-expansion engines. The German ship *Roedelheim* sprang a leak and sank in heavy weather on January 6th, 1929, in 47° 30' N., 44° W., while on a voyage from Emden to Boston, Mass.

ROGER B. TANEY

U.S. Maritime Commission; 1942; Bethlehem Fairfield Shipyard; 7,191 tons; 423x57-1x34-8; 3 39 n.h.p.; triple-expansion engines. The American steamship *Roger B. Taney* was torpedoed and sunk by a German submarine on February 27th, 1943, on a voyage from Saldanha Bay to Bahia. Eighteen of her crew and 13 gunners were killed.

ROGN

Akties. Rederi Odjfell; 1901; Scott & Co.; 1,028 tons; 233-2x 31-5x12-1; 111 n.h.p.; triple-expansion engines. The Norwegian steamship *Rogn* was sunk by a German submarine in the Bay of Biscay on December 15th, 1916.

ROHILLA

British India Steam Navigation Co.; 1906; Harland & Wolff; 7,409 tons; 460x56x30-6; 1,484n.h.p.; 17 knots; triple-expansion engines. The liner *Rohilla*, Capt. Neilson, was taken over early in the First World War for service as a hospital ship. At 4 a.m. on October 30th, 1914, while on her way from Leith to Dunkirk to evacuate wounded she ran on the rocks half a mile S. of Whitby. There was a full gale blowing at the time and it was at first thought that the ship had struck a mine as she had been in the vicinity of a minefield a short time before. The Whitby, Redcar and Uppang lifeboats went to the rescue but it was some time before the seas permitted them to approach the wreck. The total number on board when the *Rohilla* left Leith was 229, of whom 83 were lost. Capt. Neilson and all the nurses were among the survivors.

ROHNA

British India Steam Navigation Co.; 1926; Hawthorn Leslie & Co.; 8,602 tons; 461-4x61-8x29-9; 934n.h.p.; 13 knots; quadruple-expansion engines. The liner *Rohna*, Capt. Murphy, left Oran for India in convoy on November 25th, 1943. She carried some 2,000 American troops and was loaded almost to capacity. On the 26th the convoy was subjected to persistent attacks by a formation of 30 German bombers. After some hours of these attacks a single aircraft carrying a glider bomb, at that time a new weapon, discharged its

missile off the port side of the *Rohna* and scored a hit above the water line immediately over the engine room. The destruction caused by the explosion was immense and the after portion of the vessel burst into flame, preventing all boats on the port side from being launched. Boats on the starboard side were got away but some were swamped by the large numbers of soldiers swimming around who tried to clamber into them despite their overloaded state. The ship meanwhile continued to float but after an hour and a half settled so far by the stern that the engines and boilers broke loose and fell through the hull.

Five officers and 115 Asiatic ratings of her crew were killed out of a total of 195. The American troops on board suffered very heavily, no fewer than 1,050 being killed. Capt. Murphy was among the survivors.

ROI ALBERT

Cie. Royale Belgo Argentine; 1911; Antwerp Eng. Co.; 2,853 tons; 329-3x45-6x22-3; 318n.h.p.; triple-expansion engines. The Belgian ship *Roi Albert* was wrecked on July 23rd, 1922, near Cape St. Vincent, when on a voyage from Antwerp to Alexandria.

ROI NE

IlmariTuuli; 1881; Palmers'Co.; 1,085 tons; 232x31-5x16; compound engines. The Finnish ship *Roine*, Capt. Heino, was involved in a collision with the *Briardene* in a fog on March 20th, 1953, and sank near Newarp lightship, Gorleston.

ROKEBY

John Cory & Sons; 1878; Palmers' Co.; 1,435 tons; 250X 33-2x21; 150 h.p.; compound engines. The British cargo ship *Rokey* was wrecked on Conil Reef, Spain, on January 25th, 1888. She was on a voyage from Newport to Savona carrying a cargo of coal.

ROKKO MARU

Yamazaki Risen K.K.; 1890; Tyne Iron S.B. Co.; 2,455 tons; 290 X38-1x19-9; 222 n.h.p.; triple-expansion engines. The *Rokko Maru* foundered on September 26th, 1921, near Hamashima. She was carrying coal.

ROKKO MARU

Toa Kaiun K.K.; 1912; J. Blumer & Co.; 3,038 tons; 315-5x 46x27; 284 n.h.p.; triple-expansion engines. The steamship *Rokko Maru* was bombed and sunk by U.S. land-based aircraft on October 5th, 1944, 20 miles N.W. of Kaohsiung, Formosa.

ROKKOSANMARU

Sugaya Risen K.K.; 1911; Sir R. Dixon & Co.; 2,174 tons; 275-5x42-3x18-1; 240 n.h.p.; triple-expansion engines. The steamship *Rokkosan Maru* was bombed and sunk by U.S. land-based aircraft on September 25th, 1944, about 200 miles S.W. of Kaohsiung, Formosa.

ROKOMARU

Dairen Risen K.K.; 1912; J. Blumer & Co.; 3,328 tons; 335X 48x22-4; 277n.h.p.; triple-expansion engines. The steamship *Roko Maru* was torpedoed and sunk by the U.S. submarine *Tang* on August 11th, 1944, off Nagashima, Japan.

ROKOS

Ionian S.S. Co.; 1918; Swan, Hunter & Wigham Richardson; 6,426 tons; 412-4x55-8x34-4; 517n.h.p.; triple-expansion engines. The Greek steamship *Rokos* was bombed by German aircraft on May 26th, 1941, drove ashore and was wrecked in Suda Bay, Crete, during the invasion of Greece.

ROLAND

NorddeutscherLloyd; 1927; J. C. Tecklenborg A.G.; 2,436 tons; 284-9x42-8x12-7; turbine engines. The German steamship *Roland* struck a mine and sank on April 21st, 1944, off Tallinn.

ROLANDSECK

Deutsche Dampfs. Ges. Hansa; 1937; Stettiner Oderwerke A.G.; 1,845 tons; 280-1x42-3x16-4; 254 n.h.p.; triple expansion engines & L.P. turbine.

The German steamship *Rolandseck* was bombed and sunk by British aircraft on March 12th-13th, 1945, in the Kattegat.

ROLLO

Hakon Thomsen; 1890; R. Thompson & Sons; 2,290 tons; 320 X 42x19- 7; 308 n.h.p.; triple-expansion engines. The Danish steamship *Rollo* was sunk by a German submarine in the English Channel on December 8th, 1916.

ROMA

Italian Navy, dreadnought-battleship; 1940; Cantieri Riuniti deirAdriatico; 35,000 tons; 775x106x30-5; 130,000 s.h.p.; 30 knots; turbine engines; nine 15 in. guns, twelve 6 in., twelve 3-5 in., 40 m.g., 3 aircraft.

The Italian battleship *Roma* left Spezia for Malta on September 8th, 1943, in company with her sister ships the *Italia* and *Vittorio Veneto* with several cruisers and destroyers on the occasion of the capitulation of Italy to the Allies. Shortly after leaving the port, and whilst the ships were out of range of Allied air cover, they were attacked by German Stuka formations and torpedo-bombers. Direct hits were scored on the *Roma* which broke in two and sank with heavy loss of life.

The Italian warships, flying their national colours, were directed to steam to Malta and to await the orders of the Allied naval authorities. A classified list of these is given below. Seven ships of the fleet steamed for the Balearic Islands where five of them were interned by the Spanish authorities, the other two being able to leave under their own steam before the expiry of the recognised period of 24 hours. A few other ships arrived at Bona, Algeria.

BATTLESHIPS	tons	guns	nine
<i>Italia</i>	35,000	15 in.	
<i>(ex Littorio)</i>			
<i>Vittorio Veneto</i>	35,000	nine	15 in.
<i>Andrea Dorio</i>	23,622	ten	12-6 in.
<i>Caio Duilio</i>	23,622	ten	12-6 in.
<i>Giulio Cesare</i>	23,622	ten	12-6 in.
CRUISERS			
<i>Giuseppe Garibaldi...</i>	7,864	ten	6 in.
<i>Luigi di Savoia degli</i>			
<i>Abruzzi ...</i>	7,864	ten	6 in.
<i>Eugenio di Savoia ...</i>			
<i>Emanuele Filiberto</i>	7,283	eight	6 in.
<i>Duca d'Aosta</i>			
<i>Raimondo</i>	7,283	eight	6 in.
<i>Montecuccoli</i>	6,941	eight	6 in.
<i>Luigi Cadorna</i>	5,008	eight	6 in.
<i>Pompeo Magno</i>	3,362	eight	5-3 in.
<i>Scipione Africano ...</i>	3,362	eight	5-3 in.
SEAPLANECARRIER			
<i>Giuseppe</i>			
<i>Miraglia ...</i>	4,880	four	4 in.
DESTROYERS			
<i>Alfredo Oriani</i>	1,729	four	4-7 in. 6T.T.
<i>Nicoloso da Recc</i>	1,628	six	4-7 in. 4T.T.
<i>Artigliere ...</i>	1,620	four	4-7 in. 6T.T.
<i>(exCamicia Nerd)</i>			
<i>Legionario ...</i>	1,620	four	4-7 in. 6T.T.
<i>Vellie</i>	1,620	four	4-7 in. 6T.T.
<i>Granatiere ...</i>	1,620	four	4-7 in. 6T.T.
<i>Grecale</i>	1,449	four	4-7 in. 6T.T.
<i>Augusto Riboty</i>	1,383	four	4-7 in. 6T.T.
<i>Euro...</i>	1,092	eight	4 in. 4T.T.

Including torpedo boats, submarines and other small craft the number of ships placed at the disposal of the Allies totalled over one hundred.

The ships interned by the Spaniards at Mahon, Minorca, were the cruiser, *Attilio Regolo*, 3,362 tons, the destroyers *Mitragliere*, *Fuciliere* and *Carabiniere*, 1,620 tons, and one other. The minelayer *Azio* was interned in Turkey and her sister ship, the *Lepanto*, was scuttled at Shanghai.

ROMAGNA

Successore Sansone Forli; 1910; Cantieri Navale Riuniti; 678 tons; 176-4x26-3x10; oil engines.

The Italian passenger motorship *Romagna* was overwhelmed by a gale off Rovigno on the night of November 23rd, 1911. At the time of her loss she was carrying about 70 persons, passengers and crew. Of this number only ten, all of whom were passengers, were saved, being picked up by the Austrian-Lloyd steamship *Tirol*.

ROMAGNA

Navigazione e Commercio Soc. Anon. Italiana; 1899; Grange-mouth Dockyard Co.; 1,416tons; 242-7x32-5x22-5; 165n.h.p.; triple-expansion engines.

The Italian tanker *Romagna* struck a mine and sank on August 2nd, 1943, about six miles from Cagliari, Sardinia.

ROMANA

Sumac, Soc. Anon.; 1943; Bethlehem Steel Co.; 2,888 tons; 316x50-1x27-7; oilengines.

The Honduran motorship *Romana*, a converted tank landing craft, sprang a leak and sank during heavy weather on June 24th, 1955, in 5°5'N., 50°25'W.

ROMANBY

Sir R. Ropner & Co.; 1908; Ropner & Sons; 3,835 tons; 350 x 50x23; 301 n.h.p.; triple-expansion engines. The British cargo ship *Romanby* sank after a collision in lat. 47°43'N., long. 10°33'W., on December 23rd, 1917. She had sailed from Cardiff carrying a cargo of coal.

ROMANCE

CharlesL. Ellis; 1898; Harlan & Hollingsworth Co.; 1,240 tons; 245x38x15-8; 222n.h.p.; triple-expansion engines. The American ship *Romance* was carrying passengers from Province-town to Boston when she was involved in a collision in fog and sank on September 9th, 1936, near Graves Buoy, Boston Harbour.

ROMANIA

Societd Italiana di Servizi Marittimi; 1898; G. Ansaldo & Co.; 2,562 tons; 321-2x39-2x22-5; 220n.h.p.; triple-expansion engines.

The Italian steamship *Romania* was torpedoed and sunk by a submarine in the Mediterranean on April 16th, 1918.

ROMANIA

German Navy; 1905; Ateliers & Chantiers de la Loire; 3,152 tons; 356'9x41-9x27-5; 524n.h.p.; triple-expansion engines. The steamship *Romania* was taken over from Roumania by the German Navy for use as an auxiliary cruiser. She was sunk by the Russians prior to May 15th, 1944, during operations off the Crimea.

ROMANO

T. Wilson, Sons & Co.; 1881; Earless Co.; 2,845 tons; 330-8x 39x27-6; 300 h.p.; compound inverted engines. The British cargo ship *Romano* was sunk in a collision with the steamship *Nevada*, 2,355 tons, in lat. 43° N., long. 47° W., on May 3rd, 1884, while on a voyage from Hull to New York carrying a general cargo.

ROMEO

C. T. Bowring & Co.; 1883; R. Dixon & Co.; 2,279 tons; 300 x 37 x 23; 300 h.p.; compound engines. The British cargo ship *Romeo* was capsized by a strong flood tide near Villequier, River Seine, on September 21st, 1887, while on a voyage from New Orleans to Rouen carrying a cargo of maize.

Seven of the crew were drowned.

ROMEO

T. Wilson, Sons & Co.; 1881; Earle's Co.; 1J30 tons; 275X 34- 6x19-9x 333 n.h.p.; 10 knots; compound engines. The steamship *Romeo* was torpedoed and sunk by a German submarine seven miles S. of the Mull of Galloway on March 3rd, 1918. The captain and 28 crew were killed.

ROMFORD

ROMFORD

Britain S.S. Co.; 1898; *Ropner & Son*; 3,035 tons; 325x48-1x 21-8; 273 n.h.p.; 9 knots; triple-expansion engines. The steamship *Romford* was torpedoed and sunk by a German submarine two-and-a-half miles E. of Cape Carthage on February 10th, 1918. The captain and 27 of the crew were killed.

ROMNY

Det Forenede D/S.; 1913; *Helsingors Jernskib. & Maskin.*; 1,024 tons; 235x35-5x—; 150n.h.p.; 8-5 knots; triple-expansion engines.

The Danish steamship *Romny* was torpedoed and sunk by a German submarine ten miles N.N.E. of Cape Barfleur on February 26th, 1918. Nine men were killed. The captain was among the survivors.

ROOSALKA

Russian Navy, ironclad monitor; 1867; *Russia*; 2,026 tons; 206'7x42-6x12-7; 786i.h.p.; 8 knots; compound engines; four 9 in. guns, 2 m.g.

The Russian monitor *Roosalka*, Capt. Yenish, was an old and unseaworthy vessel when she was ordered to proceed from Tallinn to Helsingfors, a distance of between 40 and 50 miles. The officers of the ship protested against the order, but the Russian Admiralty insisted and on September 19th, 1893, the vessel sailed in company with the gunboat *Tutchka*. The *Roosalka* had a freeboard of only three feet and was known to have sprung a leak earlier in the summer. She carried 12 officers and 166 ratings.

When halfway across the Gulf of Finland the ships were separated by a sudden storm and the *Roosalka* was never seen again. A message in a bottle was picked up on the shore at Riga by some fishermen. This stated that there was no hope for the vessel and gave the time as 9-45 p.m.

RONA

Union S.N. Co.; 1862; *Wm. Denny & Bros.*; 1,215 tons; 235 x 33-2x21-3; diagonal engines.

The iron paddle steamship *Rona* was on a voyage from Shanghai to Swatow on April 14th, 1872, when she sank after a collision with the Messageries Maritimes steamship *Ava* 20 miles from Turnabout. Sixty lives were lost.

RONALD

I. T. Farsjo & Co.; 1894; *Sir Raylton Dixon & Co.*; 3,021 tons; 310-1x40-5x17-5; 238n.h.p.; triple-expansion engines. The Norwegian steamship *Ronald* was sunk by a German submarine off Ushant on March 16th, 1917.

RONALDSHAY

Bengal Government; 1922; *W. Simons & Co.*; 1,023 tons; 258-2x45-2x9-4; 199n.h.p.; triple-expansion engines. The Indian dredger *Ronaldshay*, in service at Safaga Island, Red Sea, was torpedoed and sunk by a German aircraft on October 21st, 1942. The captain and about 52 crew were lost.

RONDA

A/S J. Ludwig MorvinckeVs Rederi; 1937; *A.G. Weser*; 2,136 tons; 435-2x55-8x25-2; 885n.h.p.; oilengines. The Norwegian motorship *Ronda* struck a mine and sank on September 13th, 1939, off Terschelling. Fourteen of her crew and three passengers were killed*.

RONSAN MARU

Dairen Risen KK; 1929; *Mitsui Bussan Kaisha*; 2,735 tons; 326-5x46*5x21-5; 271 n.h.p.; oilengines. The motor vessel *Ronsan Mam* was torpedoed and sunk by the U.S. submarine *Tambor* on February 12th, 1944, N. of Okinawa.

RONTEGUI

I. Rubiera; 1878; *E. Withy & Co.*; 1,340 tons; 243-7x 32x16-9; 156 n.h.p.; compound engines. The Spanish ship *Rontegui* sprang a leak and sank on April 1st, 1921, 35 miles off San Sebastian lighthouse, Cadiz. She was carrying coal and coke.

ROOSEBOOM

KoninklijkePaketaartMaats.; 1926; *Rijkee&Co.*; 1,035 tons; 230-1x38-2x10-5; 67n.h.p.; compound engines. The Dutch steamship *Rooseboom* left Batavia on March 22nd, 1942, and ~~Padang~~ on the 26th, bound for Colombo with 150 British troops as passengers. On March 1st, at 11.35p.m., she was torpedoed and sunk by a Japanese submarine. There were only six survivors; two were picked up by the Dutch steamship *Palopo*, the other four landed on Sipora Island after 26 days in a boat.

RORAIMA

Steel, Young & Co.; 1879; *E. Withy & Co.*; 1,178 tons; 225-6 x 31 x 17-2; 100 h.p.; compound engines. The British cargo ship *Roraima* was wrecked in a hurricane on September 5th, 1889, near St. Kitts. She was on a voyage from London, via Trinidad, to St. Kitts carrying a general cargo.

ROSAFRED

Verkebacks Angf.-AjB; 1922; *Scheepsbouw De Amer*; 1,348 tons; 236-3x36-8x15-6; 153n.h.p.; triple-expansion engines. The Swedish steamship *Rosafred* was torpedoed and sunk by Allied aircraft on September 6th, 1944, off Bremerhaven on a voyage from Emden to Sweden.

ROSALIA

N.V. Curafaosche Scheepvaart Maats.; 1938; *Furness S.B. Co.*; 3,177 tons; 336-5x56-1x15; 366n.h.p.; triple-expansion engines.

The Dutch tanker *Rosalia* was torpedoed by the German submarine *U-615* on July 28th, 1943, between Maracaibo and Curacao. Although broken in two by the explosion the tanker burned for two and a half hours before sinking. Twenty-four of her crew were killed.

ROSALIA L.

Michele Lauria; 1915; *Cantiere Navale Monfalcone*; 7,186 tons; 436-3x54x27-1; 520 n.h.p.; triple-expansion engines. The Italian steamship *Rosalia L.* was torpedoed and sunk by a submarine in the Mediterranean on January 7th, 1917.

ROSALIE

John Cory & Sons; 1900; *Northumberland S.B. Co.*; 4,303 tons; 360x48x20-3; 320 n.h.p.; triple-expansion engines. The British cargo ship *Rosalie* was wrecked off Corcubion on October 7th, 1905, while on a voyage from Odessa to Christiansund carrying a cargo of wheat.

ROSALIE

New Ruperra S.S. Co.; 1914; *W. Gray & Co.*; 4,243 tons; 376-2x52x24-7; 387n.h.p.; 9-5 knots; triple-expansion engines. The collier *Rosalie* was torpedoed and sunk by a German submarine eight miles E. of Jidjelli, Algeria, on February 20th, 1917. The captain and 20 of the crew were killed.

ROSA MARY

I. Coverdale & Son; 1875; *W. Gray & Co.*; 1,129 tons; 231x 30-3x16-8; 99 h.p.; compound engines. The British cargo ship *Rosa Mary* sank after a collision with the steamship *Manningham*, 1,924 tons, in the Gulf of Bothnia, on June 5th, 1894. She was on a voyage from Uleaborg to West Hartlepool carrying a cargo of deals.

ROSA VLASSI

G. Vlassis&Co.; 1946; *J. Crown & Sons*; 1,958 tons; 283-7x 41 x—; triple-expansion engines. The Greek ship *Rosa Vlasi* was on a voyage from Stratoni to Piraeus when the cargo shifted during a gale on December 25th, 1959, and she capsized and sank. Ten men were lost.

ROSANDRA

Lloyd Triestino; 1921; *Cantiere San Rocco*; 8,034 tons; 464-2 x 57-4x32-5; 680n.h.p.; triple-expansion engines. The Italian steamship *Rosandra* was torpedoed and sunk by a British submarine on June 15th, 1943, about 12 miles off the coast of Albania.

ROSARIO

Orders & Hanford Steamship Co.; 1900; Blyth Shipbuilding Co.; 1,821 tons; 274x40-7x18-2; 192 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Rosario* was torpedoed and sunk by a German submarine in the Atlantic on August 18th, 1917. The captain and 19 of the crew were killed. One survivor, a fireman, was taken prisoner by the submarine.

ROSARIO

A. H. Bull S.S. Co.; 1920; Bethlehem S.B. Corp.; 4,659 tons; 376-4x52-3x27; 323 n.h.p.; 11-5 knots; triple-expansion engines.

The American steamship *Rosario*, Capt. G. Larsen, was in convoy in the North Atlantic on February 21st, 1943, when she was torpedoed and sunk by a German submarine. Fourteen of her crew, including Capt. Larsen, and 16 gunners were killed.

ROSARIO

*Soc. Anon. Cooperativa di Nav. Garibaldi; 1918; Swan, Hunter & Wigham Richardson; 5,468 tons; 413*1x52-2x28-4; 517 n.h.p.; triple-expansion engines.*

The Italian tanker *Rosario* was torpedoed and sunk by a British submarine on March 10th, 1943, about four miles off Punta Milazzo, Sicily.

ROSBORG

Dampskibsselsk. Dannebrog; 1907; Osbourne^ Graham & Co.; 1877; 279-3x40-1x18-1; 189 n.h.p.; triple-expansion engines.

The Danish steamship *Rosborg* was sunk by a German submarine in the North Sea on March 3rd, 1917.

ROSE

*Peter Rowe & Sons; 1879; Schlesinger, DAVIS & Co.; 1,198 tons; 239-9x32*3x18-4; 130h.p.; compound engines.* The British cargo ship *Rose* left Marseilles on February 16th, 1889, for Carthage in ballast. The ship struck the pier on leaving the port and was run on to the beach leaking badly. Temporary repairs were effected and the ship resumed her voyage on the following morning. Some few miles out, however, she suddenly foundered.

ROSE

Norwegian Navy, corvette; 1941; W. Simons & Co.; 925 tons; 193x32x16; 2,800 i.h.p.; 17 knots; quadruple expansion engines; 3-dmn boilers; one 4 in. A.A. gun, several smaller. The corvette *Rose* was lent to the Norwegian navy by the British Admiralty and was manned by a Norwegian crew. On October 10th, 1944, when in the North Atlantic she was sunk in a collision with one of the ships in company. She carried a complement of about 100.

ROSE CASTLE

Rose Castle S.S. Co.; 1915; Short Bros.; 7,803 tons; 455x58x31-1; 606n.h.p.; triple-expansion engines. The Canadian steamship *Rose Castle*, lying off Bell Island, N.F.L., with 10,000 tons of iron ore for Sydney, N.S., was torpedoed and sunk by a German submarine at 3.30 a.m. on November 2nd, 1942. Twenty-three of her crew and one gunner were lost.

ROSEMARIE

Rodney S.S. Co.; 1909; Craig, Taylor & Co.; 1,579 tons; 245 x 36 • 6 X17 • 1; 181 n.h.p.; triple expansion engines. The British steamship *Rose Marie* sank after a collision off Haisbro' lightship, on December 11th, 1923, while on a voyage from the Tyne to London carrying a cargo of coal.

ROSE SCHIAFFINO

Ministry of War Transport (Mark Whitmill & Son); 1920; Blyth S.B. & D.D. Co.; 3,349 tons; 331-3x46-7x23-2; 368 n.h.p.; triple-expansion engines. The British cargo ship *Rose Schiaffino* sailed from Wabana on October 26th, 1941, carrying a cargo of iron ore for Cardiff. She called at St. John's, N.F.L., and left there on October 31st to join her convoy. Nothing more was ever heard of the ship or her crew of 37 and four gunners.

ROSEDALE

North Coast S.N. Co.; 1877; W. B. Thompson; 274 tons; 140-1x26-1x8-5; 65 r.h.p.; compound engines. The Australian coasting steamship *Rosedale* left Nambucca River on September 15th, 1911, for Sydney, N.S.W. Nothing more was heard of the ship after she was reported passing Smoky Cape at 2.45 p.m. on that day, and she was considered to have been lost during a gale that developed on the night of the 15th.

ROSEDALE

Canada S.S. Lines; 1888; Sunderland S.B. Co.; 1,507 tons; 246-1x35x14-7; 116 n.h.p.; triple-expansion engines. The Canadian cargo ship *Rosedale* sank after a collision in the Bristol Channel on April 18th, 1919, while on a voyage from Cardiff to Bordeaux carrying a cargo of coal.

ROSELLA

Elvidge & Morgan; 1881; J. L. Thompson & Sons; 1,305 tons; 242-8x34'1x18'3; 163 n.h.p.; compound engines. The British cargo ship *Rosella* foundered on Roches Doutres rocks, Jersey, on September 14th, 1908. She was on a voyage from Penarth to Granville carrying a cargo of coal. The captain and four others were saved by the Jersey lifeboat. They were the only survivors.

ROSENBORG

Ministry of War Transport (J. S. Stranaghan & Co.); 1914, W. Gray & Co.; 1,997 tons; 280X40x19-1; 188 n.h.p.; triple-expansion engines. The British steamship *Rosenborg* on a voyage from Reykjavik to Swansea in ballast, was torpedoed and sunk by a German submarine on April 24th, 1943, about 400 miles W. of the Shetland Islands. Twenty-two of her crew and six gunners were lost. Two survivors were picked up later.

ROSEWOOD

Oil & Molasses Tankers; 1930; Armstrong, Whitworth & Co.; 5,989 tons; 396-1X55-1X32-1; 583 n.h.p.; 10'5 knots; oil engines. The British tanker *Rosewood*, Capt. R. Taylor, was in convoy in the North Atlantic on March 9th, 1943, when she was torpedoed and sunk by a German submarine. All her crew of 33 and nine gunners were lost.

ROSOLINO PILO

Garibaldi Soc. Anon di Nav.; 1942; Italy; 8,326 tons; oil engines. The Italian motorship *Rosolino Pilo* was torpedoed and disabled by a British submarine on August 18th, 1942, about 50 miles from Pantellaria. Shortly afterwards she was sunk by torpedoes from aircraft.

ROSS-SHIRE

W. S. Miller & Co.; 1881; E. Withy & Co.; 2,080 tons; 285X36 x22-8; 203 n.h.p.; compound engines. The British cargo ship *Ross-shire* sank after a collision with the French steamship *Duguesclin*, 1,764 tons, off Trevoise Head on January 4th, 1899, while on a voyage from Cardiff to St Nazaire carrying a cargo of coal. Both ships sank with the loss of 12 lives.

ROSSBACH

*German Government; 1917; Palmers'Co.; 5,894 tons; 407-5X 52*4 x 31 - 6; 498 n.h.p.; triple expansion engines.* The steamship *Rosbach* was formerly the Norwegian *Madrono*, captured by the Germans and taken to Japan. Early in 1943 she loaded a cargo of soya bean oil and sailed from Kobe in an attempt to reach a German controlled port in Europe. When off the coast of Brazil she was ordered to return to Japan as blockade running had become too dangerous. On May 7th, 1944, she was torpedoed and sunk by the U.S. submarine *Burrfish* E. of Kyushu Island, Japan.

ROSSGULL

Anglo French Steamship Co.; 1884; M Arthur & Co.; 238 tons; 130-1x22x10; 54 r.h.p.; compound engines.* The steamship *Rossgull*, Capt. Blamfield, was wrecked at Noirmont Point at the entrance to St. Helier, Jersey, on December 4th, 1900. The captain and nine of the crew were drowned. Three of the crew and all seven passengers were saved.

ROSSINI

ROSSINI

Gordon Steam Shipping Co.; 1878; *Bar tram, Haswell & Co.*; 1,321 tons; 245-5x33-7x18; 155 n.h.p.; triple-expansion engines.

The British cargo ship *Rossini* foundered off Spurn Head on July 13th, 1904. She was carrying a cargo of coal from South Shields to London.

ROSSLYN

John Warrack & Co.; 1882; *A. Stephen & Sons*; 1,615 tons; 270X34-2X21-9; 220 h.p.; compound inverted engines. The British cargo ship *Rosslyn* was wrecked off Cape Bake on January 18th, 1885, while on a voyage from Hong Kong to Saigon carrying a general cargo.

ROSSMORE

County of Cornwall Shipping Co.; 1907; *Murdoch & Murray*; 627 tons; 180-2x27-6x11; 80 n.h.p.; compound engines. The British steamship *Rossmore*, on a voyage from Hayle to Bary, was bombed and sunk by German aircraft on March 25th, 1941, 12 miles N.E. of Godrevy Light. Six of her crew of 10 were lost.

ROSSO

Rederi A/B Nord-Sverige; 1919; *A/B Oresundsvarvet*; 1,253 tons; 232x37-2x15; turbine engines. The Swedish ship *Rosso*, Capt. J. H. V. Nylen, sprang a leak on March 7th, 1952, when she was six and a half miles N.E. by E. of Eyemouth. She was on a voyage from Methil to Oaxen with a cargo of coal. In response to her S.O.S., surface craft searched the area but found no trace. She had a crew of 22 men.

ROSTEN

Tonsbergs Rederi-A/S; 1920; *A/B Ostersjovarfvet*; 737 tons; 187-8x30-1x12-7; 62 n.h.p.; triple-expansion engines. The Norwegian steamship *Rosten* was torpedoed and sunk by a German motor torpedo boat on July 9th, 1942, on a voyage from Barry to Shoreham. Six of her crew were killed.

ROTHA

Sharp & Co.; 1893; *J.Laing*; 1,008 tons; 220x31-2x15-5; 156 n.h.p.; triple-expansion engines. The British cargo ship *Rotha* sank after a collision with the Danish steamship *Skjold*, 1,548 tons, off Souter Point on February 23rd, 1902. She was on a voyage from the Tyne to Devonport carrying a cargo of coal.

ROTHESAY

Evan Thomas, Radcliffe & Co.; 1880; *Palmers' Co.*; 2,066 tons; 286X37-2x23-2; 250 h.p.; compound engines. The British cargo ship *Rothesay* was wrecked near Galle on October 31st, 1890, while on a voyage from Cardiff to Batavia carrying a cargo of coal.

ROSTOCK

German Navy, light cruiser; 1912; *Howaldt*; 4,900 tons; 456x45x17; 25,500 i.h.p.; 28 knots; turbine engines; Schulz-Thomycroft boilers; twelve 4-1 in. guns, 2 T.T. The light cruiser *Rostock*, Capt. O. Feldmann was a unit of the German Second Scouting Group at the battle of Jutland. In addition she was also the flagship of the destroyer flotillas, wearing the broad pennant of Cdre. Michelsen.

The ship, leading three and a half flotillas, was with the High Seas Fleet at 4.5p.m. on May 31st, 1916, and formed part of the protective screen during the day. At 11.30 p.m. the *Rostock* was in a position ahead of the German 1st Battle Squadron on the port side. An attack by British destroyers of the 4th Flotilla occurred about this time. In order not to mask the fire of the battleships the *Rostock* passed between the *Westfalen* and the *Rheinland* but in doing so intercepted a torpedo from one of the British destroyers. She was struck opposite the fourth boiler room, her stokeholds rapidly flooding, but managed to keep afloat and to make for port. Later she was taken in tow by the destroyer *S. 54*. At dawn came a warning from a Zeppelin that British ships were approaching and destroyers were called alongside and her crew transferred to them. The *Rostock* was then torpedoed and sunk.

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The number lost was one officer and 13 men killed and six men wounded, a total of 20.

The full story of Jutland is told under the *Invincible*, flagship of Rear-Admiral Hood, which was lost.

ROTA

DanskRussiskeDjS; 1915; *Dunlop, Bremner & Co.*; 2,171 tons; 310-5x44-7x18-3; 262 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Rota* was torpedoed and sunk by a German submarine S. of Berry Head on July 22nd, 1917. The captain and four of the crew were killed.

ROTHERMERE

Anglo-Newfoundland Steamship Co.; 1938; *Chas. Cornell & Co.*; 5,356 tons; 421-2x56-5x25-7; 489 n.h.p.; 10-5 knots; quadruple-expansion engines.

The steamship *Rothermere*, Capt. G. M. Sime, was torpedoed and sunk by a German submarine on May 20th, 1941, about 300 miles S. of Cape Farewell on a voyage from Botwood to London. Twenty-two persons, including Capt. Sime, were killed and one wounded. Capt. Sime was in command of the *Geraldine Mary* when she was torpedoed in August 1940.

ROTHSAY CASTLE

Liverpool & Beaumaris Packet; 1816; *A. M. MacLachlan & Co.*; 75 tons; 92-9x16-1x8-9; 34 n.h.p.; 10 knots; *D.Mac Arthur's* engines.

On August 17th, 1831, the wooden paddle steamer *Rothsay Castle*, Capt. Atkinson, at one time in the Clyde steam packet service, left Liverpool for Beaumaris. The ship was in the worst possible condition and her unseaworthiness was a matter of common knowledge. On the day in question the weather was bad with a stiff N.N.W. breeze which induced Capt. Atkinson to delay sailing, but by 10 a.m. the wind moderated and at about 11 a.m. the ship put off.

For a time everything went well, but with the turn of the tide a head wind came up and when about 15 miles out of Liverpool a gale was raging. The *Rothsay Castle* was blown inshore, her engines being insufficient to contend with the wind. The passengers became alarmed and they deputed one of their number to approach the captain and induce him to turn back to Liverpool.

The captain and mate were discovered to be drunk and quarrelsome and would listen to no arguments, and it soon became clear that both officers were incapable of navigating the ship. In addition the engines began to give trouble and the firemen were compelled to leave the stokehold as the fires were swamped.

The ship was badly found and carried no signal gun or rockets. The only boat had a hole in it and was not equipped with oars. The timbers of the ship were so rotten as to come apart with the swing of the seas. Most of the passengers were sea-sick, but those of the men who could do so manned the pumps until floating ashes from the fires below choked the suction and rendered them useless. The only light on board was that of the binnacle lantern.

At about midnight the *Rothsay Castle* drifted helplessly on to the sandbank at the entrance to the Menai Strait, known as Dutchman's Bank. Her poop deck was washed overboard and formed a raft for a few people, while others drifted ashore on wreckage. At daybreak about 50 people were still on the wreck but successive seas washed them away until there were only 23 survivors from a total company of about 150.

ROTORUA

New Zealand Shipping Co.; 1911; *John Brown & Co.*; 10,890 tons; 526-4x61-4x32-3; 1,264 n.h.p.; 14 knots; quadruple-expansion engines.

The liner *Rotorua*, Capt. E. R. Kemp, was torpedoed and sunk by a German submarine about 150 miles N.W. of the Hebrides on December 11th, 1940. Capt. Kemp, 15 of the crew, two gunners and three military passengers were lost.

ROTTERDAM

N.V. Petroleum Industrie Maats.; 1925; *Fried. Krupp A.G.*; 8,968 tons; 469-8x63-3x35-3; 763 n.h.p.; oilengines. The Dutch tanker *Rotterdam* was torpedoed and sunk by the

German submarine *U-511* on August 28th, 1942, 120 miles E. of Jamaica on a voyage from Curacao to the U.K. with 12,000 tons of refined spirit. Ten of her crew were killed.

ROTULA

N.V. Petroleum Maats. La Corona; 1935; N.V. Nederlandsche ScheepsbouwMaats.; 7,981 tons; 462-9x59-3x33-9; 502n.h.p.; oil engines.

The Dutch tanker *Rotula*, loaded with 10,700 tons of aviation spirit, was bombed and set on fire by German aircraft on March 1st, 1941, in the Irish Sea. Sixteen of her crew were killed.

ROUENNAIS

Union Maritime Soc. Anon.; 1911; W. Dobson & Co.; 3,777 tons; 354-2x47-8x25-9; 371 n.h.p.; triple-expansion engines. The French steamship *Rouennais* struck a mine and sank on April 25th, 1943, off Fedelah, with the loss of 16 lives.

ROUGEMONT

John Cory & Sons; 1882; E. Finch & Co.; 1,525 tons; 241-6x35-3x18-4; 130 h.p.; compound engines. The British cargo ship *Rougemont* sank after a collision with the steamship *John Readhead*, 1,622 tons, near Laesoe on June 10th, 1893, while on a voyage from Blyth to Stockholm carrying a cargo of coal.

ROULA

M. A. Karageorgis; 1899; Bergens Mek. Verksted; 1,044 tons; 223-2x32-3x13-9; 97 n.h.p.; triple-expansion engines. The Greek steamship *Roula* was torpedoed, shelled and sunk by two Italian submarines on August 1st, 1940, near Crete. There were 18 survivors.

ROUMANIA

W. Gray & Co.; 1879; W. Gray & Co.; 1,385 tons; 243-9x32-2x18-4; 120 h.p.; compound inverted engines. The British cargo ship *Roumania* was wrecked on Lemn Bank on September 22nd, 1881, while on a voyage from Cronstadt to Rouen carrying a cargo of oats.

ROUMANIA

Render son Bros.; 1880; D. & W. Render son; 3,387 tons; 364-3x38x28-6; 480 h.p.; 14 knots; compound engines. The steamship *Roumania*, on a voyage from Liverpool to Bombay with 55 passengers and a crew of 67, was wrecked in heavy weather on October 27th, 1892, near Peniche, Portugal. One hundred and thirteen persons were drowned. Two passengers and seven Lascar seamen were saved.

ROUMANIE

Compagnie Nationale Beige de Transports Maritimes; 1906; Flensburger Schiffsbau Ges.; 3,535 tons; 341-7x48-7x17-2; 236 n.h.p.; triple-expansion engines.

The Belgian steamship *Roumanie* was torpedoed and sunk by a German submarine on September 24th, 1942, near Iceland, on a voyage from Halifax to Loch Ewe. The Chief Engineer, taken prisoner of war, was the sole survivor of her complement of 37 crew and six gunners.

ROVERETO

** Italian Government; 1914; A. G. Weser; 8,564 tons; 477-9x58-4x28-3; quadruple-expansion engines & L.P. turbine.* The *Rovereto* was formerly the French liner *Yalou*, seized by the Italians. On April 6th, 1943, she was bombed and sunk by British aircraft at Bizerta.

ROWA

E. Morgan & Co.; 1895; Furness, Withy & Co.; 2,840 tons; 314-2x40-5x21-3; 236 n.h.p.; triple-expansion engines. The British cargo ship *Rowa* foundered off Cape St. Vincent on July 29th, 1910, while on a voyage from the Tyne to Genoa carrying a cargo of coal.

ROWAN

Laird Line; 1909; D. & W. Henderson & Co.; 1,493 tons; 280-8x38-1x16-5; 525 n.h.p.; triple-expansion engines. The steamship *Rowan*, on a voyage from Glasgow to Dublin with passengers, sank after collisions with two ships on October 9th, 1921, off Corsewall Point. She collided with the American steamship *West Camak*, 5,721 tons, and immediately afterwards with the steamship *Clan Malcolm*, 5,994 tons. Thirteen of the crew and three passengers were lost with the ship. The *Clan Malcolm* picked up the remainder but two of these died of their injuries.

ROWAN

United States Navy, destroyer; 1938; Norfolk Navy Yard; 1,500 tons; 341-7x34-7x9-9; 42,800 s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, 5 m.g. The United States destroyer *Rowan* was part of the naval force supporting the Allied landing at Salerno. On September 11th, 1943, the destroyer was torpedoed and sunk by a German motor torpedo boat. She carried a complement of 200.

ROWANBANK

Sank Line; 1919; Taikoo Dockyard & Engineering Co.; 5,159 tons; 400-2x52-3x28-5; 517n.h.p.; 12 knots; triple-expansion engines. The steamship *Rowanbank* was bombed and sunk by German aircraft on January 31st, 1941, 300 miles N.W. of Ireland on a voyage from Lourenço Marques to Oban. All her crew of 68 were lost.

ROWENA

Maclay & McIntyre; 1883; Dobie & Co.; 1,353 tons; 260-8x37-1x14-7; 200 h.p.; compound engines. The British cargo ship *Rowena* was wrecked on the Smalls in dense fog on May 13th, 1893, while on a voyage from Bilbao to the Clyde carrying an ore cargo.

ROWTOR

Jenkins Bros.; 1891; E. Withy & Co.; 2,351 tons; 288x40x18-3; 201 n.h.p.; triple-expansion engines. The British cargo ship *Rowtor* was wrecked on Fratelli Rocks, near Bizerta, on January 3rd, 1906, while on a voyage from Barry to Port Said carrying a cargo of coal.

ROXBURGH

Sutherland Steamship Co.; 1906; W. Doxford & Sons; 4,630 tons; 380-8x51-2x25-4; 339 n.h.p.; 10 knots; triple-expansion engines. The steamship *Roxburgh*, was torpedoed and sunk by a German submarine 15 miles E. by N. % N. of Cape St. John, Crete, on March 4th, 1918. Six men were killed. The captain was among the survivors.

ROXBURGH CASTLE

Stephens & Mawson; 1880; Bartram, Haswell & Co.; 1,844 tons; 286-2x36x22-3; 200 h.p.; compound engines. The British cargo ship *Roxburgh Castle*, Capt. Tyser, sank after a collision with the sailing ship *British Peer*, 1,478 tons, 140 miles S.W. of the Scilly Isles on March 13th, 1891. She was on a voyage from Newport to Piraeus carrying a cargo of coal. Twenty-two of her crew were lost. Capt. Tyser and one other were saved.

ROXBY

R. Ropner & Co.; 1893; Ropner & Son; 3,043 tons; 315x40-5x20-3; 246 n.h.p.; triple-expansion engines. The British cargo ship *Roxby* sank after a collision with the steamship *Glasgow*, 1,068 tons, 30 miles off Rotterdam on September 3rd, 1904, while on a voyage from Taganrog to Hamburg carrying a cargo of grain.

ROXBY

Ropner Shipping Co.; 1923; Ropner S.B. & R. Co.; 4,252 tons; 378x53x24-6; 364 n.h.p.; 11 knots; triple-expansion engines. The steamship *Roxby*, Capt. G. Robison, was in the North Atlantic on November 7th, 1942, when she was torpedoed and sunk by a German submarine. Six officers and 28 men were killed. Capt. Robison was among the survivors, who were landed at St. John, N.B., after five days in the boats.

ROY

ROY

A/S D/S Ask (A. Kjerland); 1921; C. Rennoldson & Co.; 1,768 tons; 270-2x37-5x16-3; 244 n.h.p.; triple-expansion engines.

The Norwegian steamship *Roy* was torpedoed and sunk by a German submarine on October 12th, 1941, between London and Blyth,

ROYAL ADELAIDE

Dublin Steam Packet Co.; 184-; British Isles; 450 tons; 140n.h.p.; 11 knots; diagonal-compound engines. The paddle steamship *Royal Adelaide*, Capt. J. Batty, left Cork on Wednesday afternoon, March 27th, 1850, bound for London. She carried a crew of 24. The ship touched at Plymouth and landed horses and cattle, taking on board 12 passengers, which brought the number of those on board to 36. On Saturday evening, March 30th, the *Royal Adelaide* was observed steaming up the Channel in very heavy weather. At about 7 o'clock on the same evening she was sighted on the Tongue Sand, off Margate, firing signals of distress in rapid succession. The pilot who reported her, Charles Gillman, stated that he was bringing a barque into Gravesend and that the seas were so terrific that it was not possible for him to render any assistance. The barque sent up rockets in the hope of attracting attention from the shore, but the weather was thickening and these signals were not seen.

The gale continued with such violence that it was not until Monday afternoon that it was possible to put out from Margate, by which time the *Royal Adelaide* had broken in two and gone down with all on board.

ROYAL ADELAIDE

Gibbs, Bright & Co.; British Isles; 1,320 tons; 232-5x38x22-5 (approx.).

The iron sailing ship *Royal Adelaide*, Capt. J. Hunter, was bound from London to Sydney, N.S.W. with 35 passengers and a crew of 32. She carried a general cargo, some of which consisted of hundreds of cases of spirits. On the night of November 25th, 1872, in a heavy S.W. gale the ship drove ashore on Chesil Beach, Dorset, and broke up immediately. The wreck was watched by thousands of people, and when the cases of spirits were washed ashore many of the onlookers broke them open and drank the spirits until they became stupefied. By daylight it was found that 20 had died from excess of drinking. Six people on board the ship were drowned.

ROYAL CHARTER

Liverpool & Australian Steam Navigation Co.; 1854; Gibbs, Bright & Co.; 2,719 tons; 235x41-5x22-5; 200 n.h.p.; 9 knots; direct-acting trunk engines; two 24 pdr. guns, four 18pdr. The *Royal Charter*, Capt. Taylor, was one of the most successful of the early auxiliary sailing ships engaged in the Australian trade. On August 26th, 1859, she left Melbourne homeward bound with 388 passengers, 112 crew and a valuable cargo. It was the time of the Australian gold rush and 68,397 oz. of gold, valued at £273,000 and £48,000 in sovereigns was being conveyed to England. The run constituted a record, the ship taking 55 days to reach Queenstown. As a mark of their appreciation the passengers made a presentation to the captain while the vessel lay anchored off the Irish coast. A tragic circumstance was the despatch of a large number of letters and telegrams announcing to friends the safe arrival of the ship; the remaining portion of the voyage being insignificant as it was only the crossing of the Irish Channel to Liverpool.

At Queenstown 13 passengers disembarked and 11 riggers who had been assisting in working a ship to Cardiff came on board, thus making a total of 498 persons.

An innocent but fatal delay was occasioned by a request from the passengers that the captain should put into Holyhead in order to allow them to see the *Great Eastern*, then the largest ship in the world, which was lying there. The request was granted but the wind freshened considerably as the ship beat up the coast.

By the time the vessel was off Point Lynas in the Mersey estuary the seas were tempestuous. The captain ran inshore as far as he dared and sent up rockets for a pilot, hoping that his nearness to shore would assist the boat to reach the vessel. The weather was, however, too bad for any pilot to make the attempt.

At 10 p.m. both bower anchors were let go and the screw kept turning to assist the ship to keep to windward. The storm continued

with great violence, and at 2 a.m. both cables parted and the ship began to drift toward the shore.

Orders were given for the fore-mast and the main-mast to be cut away, but this did not avail to stop the drift landwards and eventually the ship swung broadside on to the sands of Moelfre Bay. The engines were kept running in the hope of driving her deeper onto the sands. This did not succeed, and just before dawn the *Royal Charter* struck the rocks; the cordage from the fallen masts having stopped the screw. As soon as daylight came Joseph Rodgers, a Maltese seaman, volunteered to carry a line ashore. In this he was successful, and a bo'sun's chair was rigged up in which several sailors and one or two passengers got safely ashore. At about 7 a.m. the ship was engulfed by a tremendous wave which broke her in two.

Of passengers and crew 459 were drowned, including Capt. Taylor and all his officers.

Salvage operations were put in hand and some boxes of gold and a great quantity of sovereigns and half sovereigns were subsequently recovered from the wreck.

ROYAL CROWN

Hall Bros.; 1874; Palmers'Co.; 1,844 tons; 282-4x33-3x24-2; 140 h.p.; compound engines.

The British cargo ship *Royal Crown* foundered after striking a wreck off Ushant on September 6th, 1890. She was on a voyage from Fiume to Leith carrying a cargo of wheat.

ROYAL CROWN

Hall Bros. Steamship Co.; 1927; W. Dobson & Co.; 4,364 tons; 400-4x53x25-3; 410 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Royal Crown* was requisitioned by the Admiralty on January 5th, 1940, and on the 30th of the same month was bombed by German aircraft and forced to run ashore near Lowestoft. In this attack the chief engineer Mr. J. Davison and the second and fourth engineers were killed. Capt. H. H. Dawes and 18 officers and men were drowned in an endeavour to reach shore in a heavy sea. The vessel was subsequently refloated but on March 16th, 1941, when in the North Atlantic under the command of Capt. Potts, she was captured and sunk by the German battleship *Gneissau*. Capt. Potts with a crew of 38 were taken prisoner by the raider.

ROYAL EDWARD

Canadian Northern Steamship Co.; 1906; Fairfield Co.; 11,117 tons; 526-1x60-2x26-8; 19 knots; turbine engines. The liner *Royal Edward*, Cdr. P. M. Wotton, R.N.R., was employed in carrying troops to Gallipoli in 1915. During this campaign the Germans transported across Europe to the Adriatic a number of small submarines in sections. These vessels were destined to play an important part in the Mediterranean war and caused great havoc among allied shipping. On August 13th, 1915, the *U-15*, Lt. von Heimburg sighted the *Royal Edward*, six miles W. of Kandeliusa Island and at once attacked her, getting home a torpedo full on her stern.

The transport sank in a very short time with heavy loss of life. According to German accounts, which were fully borne out by the facts, no attempt was made to interfere with the hospital ship *Soudan* which arrived on the scene soon after, accompanied by two French destroyers and some trawlers. These ships picked up fewer than 500 survivors out of 1,366 troops and 220 crew. Cdr. Wotton went down with the vessel.

ROYAL OAK

British Navy; dreadnought battleship; 1914; Devonport Dockyard; 29,150 tons; 620x102-5x28-5; 40,000 i.h.p.; 22 knots; turbine engines; Yarrow boilers; eight 15 in. guns, twelve 6 in., eight 4 in., four 3pdr., 5 m.g., 4 T.T.

The battleship *Royal Oak* was completed during the First World War and took part in the battle of Jutland as a unit of the 4th Battle Squadron.

At the outbreak of the Second World War *Royal Oak* was with the Home Fleet at Scapa Flow, wearing the flag of Rear-Admiral H. E. C. Blagrove, and commanded by Capt. W. G. Benn. She carried a complement of 1,234. At about 1.30 on the morning of October 14th, 1939, the ship was lying at anchor at the extreme end of the harbour at Scapa, when she was struck in the bow by a

torpedo from a German submarine. There was a muffled explosion which those on board thought was internal and in the neighbourhood of the inflammable store, where there was a quantity of kerosene. This misapprehension accounted for the absence of immediate action against the submarine. About 20 minutes later *Royal Oak* was struck by a salvo of three or four torpedoes fired in quick succession. No vessel could be proof against such an attack and the battleship capsized and sank in a very short time. Owing to her distance from the other ships in the harbour prompt rescue was impossible.

The drowned numbered 24 officers, including Admiral Blagrove, and 786 ratings. Capt. Benn, was among the survivors.

The German Admiralty stated on October 17th that Capt. Prien who made the attack had brought his submarine back to a German port in safety.

ROYAL SCOT

New Medway Steam Packet Co.; 1937; W Denny & Bros.; 1,527 tons; 269-6x47x9-1; 840 n.h.p.; 22 knots; oilengines.* The motorship *Royal Scot* was much better known by her peacetime name of *Royal Sovereign* but as there was a battleship of that name it was not possible for her to retain it when she was taken over for service as a mercantile auxiliary during the Second World War. Her naval career was a very short one and on December 9th, 1940, under Capt. Aldis she was serving as a transport when she struck a mine off Barry Roads and sank with the loss of one rating killed and 25 wounded.

ROYAL SCOT

London & Edinburgh Shipping Co.; 1930; Caledon S.B. & E. Co.; 1,444 tons; 260-8x38-3x17-3; 356 n.h.p.; 12 knots; triple-expansion engines. The steamship *Royal Scot*, Capt. J. B. Watson, O.B.E., struck a mine and sank five cables from Buoy 62 at the entrance to the Humber on June 10th, 1941. Capt. Watson, nine of the crew and one gunner were lost.

ROYAL TAR

1836; St. John, N.B.; 164 x — x —; diagonal engines. The wooden paddle steamer *Royal Tar*, Capt. T. Reed, was named after William IV, and had not long left the New Brunswick builder's yard. In October, 1836, she was chartered to carry Dexter's Locomotive Museum and Burgess' Collection of Serpents and Birds from St. John, N.B. to Maine as well as an elephant, two lions, a tiger, two camels, several horses, and a large number of smaller animals. For the accommodation of these unusual travellers a huge Noah's Ark-like tent had been erected to cover the whole of the afterpart of the steamer.

In addition to the animals there were the circus personnel, which included a full brass band, as well as private passengers and crew, making 93 all told.

On the morning of Friday, October 21st, 1836, the steamer left St. John harbour in fair weather, but towards the end of the day a strong west wind forced her to anchor in Eastport Harbour, where she remained until Tuesday, 25th. Shortly after leaving this anchorage she was again forced by the high winds to seek shelter off Fox Island. Next day a fire was kindled under the boilers without previously ascertaining the depth of water in them, which was very little. The small amount of water soon evaporated and the boilers became red hot, setting fire to nearby woodwork. The vessel was still at anchor.

The wooden steamer blazed with fierce intensity, the two funnels falling overboard and causing much havoc. Soon there was terrible panic, in which human beings and animals struggled together to reach some place of safety. Meanwhile the captain had given orders to slip the cable to allow the vessel to drift landwards, as she was at the time anchored two miles offshore.

Many persons were drowned in getting away the boats, and the elephant jumped from the deck onto a raft, sinking it and drowning all its occupants. Of the 93 persons on board 32 lost their lives, as did a large number of the unfortunate animals.

Capt. Reed behaved with great presence of mind and it was due to his efforts that so many people were saved. In recognition of his devotion he was presented with a purse containing 700 dollars by the citizens of St. John, and some years later he became harbour-master of the port.

ROYSTON GRANGE

Houlder Line; 1918; Hawthorn, Leslie & Co.; 5,144 tons; 400-1x52-3x28-5; 518 n.h.p.; triple-expansion engines. The British steamship *Royston Grange*, on a voyage from Buenos Aires to Liverpool, was torpedoed and sunk by a German submarine on November 25th, 1939, about 50 miles S.W. of the Scilly Islands.

ROZAN MARU

Japanese Government; 1919; Federal Shipbuilding Co.; 6,638 tons; 396-6x55-2x31-3; turbine engines. The steamship *Rozan Maru* was formerly the British *Analock*, seized by the Japanese. She was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Corregidor.

RUBINSTEIN

Jenssen, Taylor & Co.; 1889; Bartram, Haswell & Co.; 2,469 tons; 300X39x19-3; 238 n.h.p.; triple-expansion engines. The British cargo ship *Rubinstein* was wrecked on Molene Island, S.E. of Ushant, on April 5th, 1901. She was on a voyage from Novorossisk to Rotterdam carrying a general cargo.

RUBIO

Orders & Handford; 1890; Irvine & Co.; 1,518 tons; 250-2x34-1x15-7; 137 n.h.p.; triple-expansion engines. The British cargo ship *Rubio* was wrecked near Labervrach, Finisterre, on June 20th, 1898, while on a voyage from the Tyne to Lisbon carrying a cargo of coal.

RUBISLAW

Granite City S.S. Co.; 1905; Hall, Russell & Co.; 1,041 tons; 220-2x32-2x14-8; 178 n.h.p.; triple-expansion engines. The British steamship *Rubislaw*, on a voyage from London to Aberdeen, struck a mine and sank on November 28th, 1939, two miles E. of the Tongue lightship, with the loss of 13 lives.

RUBY

W. Cooper & Son; 1882; J. Fuller ton & Co.; 234 tons; 124 x 22-1x9-2; 50 r.h.p.; 9 knots; compound engines. The steamship *Ruby* struck a mine and sank two and a half miles from Aukerry, Orkney Islands, on March 28th, 1917. The captain and five of the crew were killed.

RUCKINGE

Constants (South Wales); 1939; W. Gray & Co.; 2,869 tons; 325 x 46 - 5 x 21 - 5; 255 n.h.p.; triple-expansion engines. The British steamship *Ruckinge* was torpedoed and sunk by a German submarine on December 19th, 1941, about 300 miles out of Lisbon bound to Oban. Six of her crew were killed.

RUDOLF

Rederi-AIBBifrost; 1922; Blyth S.B. & D.D. Co.; 2,119 tons; 289-7x42x17-7; 274 n.h.p.; triple-expansion engines. The Swedish steamship *Rudolfstmk* a mine and sank on December 2nd, 1939, outside the Firth of Forth. Nine of her crew were killed.

RUELLE

Dodero Fritires; 1901; W. Pickersgill & Sons; 3,583 tons; 361X46-2x25-3; triple-expansion engines. The French steamship *Ruelle* was torpedoed and sunk by a German submarine in the Atlantic on July 8th, 1917.

RUFFORD HALL

Ellerman Lines; 1914; Swan, Hunter & Wigham Richardson; 5,506 tons; 409-5 x53• 1X30; 390 n.h.p.; triple-expansion engines. The British cargo ship *Rufford Hall* was wrecked near Omazaki, Tsugaru Strait, on October 6th, 1915. She was on a voyage from New York, via Honolulu, to Vladivostok carrying a general cargo.

RUHR

Hamburg-Amerika Linie; 1925; Bremer Vulkan; 5,954 tons; 454x58-3x24-2; 763 n.h.p.; oilengines. The German motorship *Ruhr* was bombed and sunk by British aircraft on January 22nd, 1943, off Cap Bon,

RUHRORT

RUHRORT

Franz Haniel & Compagnie; 1937; Gute Hoffnungshutte A.G.; 1,080 tons; 229-2x34-8x13; 196n.h.p.; oilengines. The German motorship *Ruhrort* struck a mine and sank on January 31st, 1944, in Kiel Bay.

RUMINA

Rederi-A/B Concordia; 1883; Workman, Clark & Co.; 1,418 tons; 250x 35-2x18; 93 n.h.p.; compound engines. The Swedish steamship *Rumina* struck a mine and sank in the Baltic on October 24th, 1915.

RUNA

H. Waage; 1911; Nylands Vcerksted; 1,611 tons; 250 -1 x 34-7x22-1; 225 n.h.p.; triple-expansion engines. The Norwegian steamship *Runa* foundered in heavy weather on December 15th, 1923, off Frying Pan Shoals when on a voyage from Savannah to Liverpool. One of her boats containing four men was picked up by the tanker *W. W. Mills* a day or so later. These were the only survivors.

RUNA

Clydesdale Shipowners Co.; 1930; BurntislandS.B. Co.; 1,575 tons; 252 -3x40x16-5; 138 n.h.p.; triple-expansion engines. The British steamship *Runa*, on a voyage from Barry to Lisbon with coal, was torpedoed and sunk by a German submarine on September 21st, 1941, about 700 miles W. of Cape Finisterre. Twelve of her crew and two gunners were lost.

RUNHILD

Karl Archer; 1872; Denton, Gray & Co.; 1,170 tons; 224-7X 31-1x15; 160 n.h.p.; compound engines. The Swedish steamship *Runhild* struck a mine and sank in the Baltic on November 3rd, 1916.

RUNG

T. Wilson, Sons & Co.; 1902; Caledon S.B. & E. Co.; 1,679 tons; 280x37-2x17-4; 196 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Runo*, bound from Hull to Archangel with a large number of passengers, many of whom were Russians, struck a mine and sank 22 miles E. by N. of the mouth of the Tyne at 4.35 p.m. on September 5th, 1914. Twenty-nine persons were drowned. It was afterwards proved that the ship had departed from the sailing instructions laid down by the Admiralty. Had she observed these orders she would have avoided a known minefield.

RUNG

Ellermarfs Wilson Line; 1920; Ramage & Ferguson; 1,858 tons; 262-7x39x16-2; 162 n.h.p.; triple-expansion engines. The British steamship *Runo*, on a voyage from Benghazi to Alexandria, was torpedoed and sunk by a German submarine on April 11th, 1943. Sixteen of her crew were lost.

RUPERRA

John Cory & Sons; 1877; Palmers' Co.; 1,285 tons; 240X 32-2x20; 120 h.p.; compound-inverted engines. The British cargo ship *Ruperra* was wrecked near Bolt Head on January 27th, 1881, while on a voyage from Alexandria to Hull carrying a cargo of cottonseed.

RUPERRA

John Cory & Sons; 1901; Northumberland S.B. Co.; 4,293 tons; 360 x 48x19- 7; 339 n.h.p.; triple-expansion engines. The British cargo ship *Ruperra* sank after a collision 14 miles south of Bishop Rock on July 29th, 1903. She was on a voyage from Barry to Port Said carrying a cargo of coal.

RUPERRA

British S.S. Co.; 1925; W. Gray & Co.; 4,548 tons; 397-1x 58 x 24 - 6; 423 n.h.p.; triple-expansion engines. The British steamship *Ruperra*, on a voyage from New York to Greenock, was torpedoed and sunk by a German submarine on October 19th, 1940, about 500 miles N.W. of Ireland. Twenty-eight of her crew, one gunner and one passenger were lost.

RURIK

Russian Navy, armoured cruiser; 1894; Baltic Works; 10,923 tons; 396-5x67x26; 13,250 i.h.p.; 18-8 knots; triple-expansion engines; four 8 in. guns, sixteen 6 in., six 4-7 in., two 2^{1/2} in., ten 3 pdr., 12 m.g., 4 T.T.

The Russian armoured cruiser *Rurik* was the first of that series of large, powerfully armed cruisers which distinguished the navies of the late 19th and early 20th centuries. At the time of her launch the ship was hailed as the last word in commerce destroyers, and her building spurred the British Admiralty to lay down *Powerful* and *Terrible* as a reply. This challenge was met by Russia with the *Rossia* and the *Gromboi*. In February 1904, at the outbreak of war with Japan, these three Russian ships were based upon Vladivostok, under command of Rear-Admiral Yessen, who also had a smaller protected cruiser, the *Bogatyr*, following his flag. Between February and August the squadron seldom put to sea and its most notable achievement was the sinking of three Japanese transports bound for Port Arthur, during an eight day cruise from the 17th to the 24th of June.

On August 10th the Port Arthur fleet made a sortie with the hope of reaching Vladivostok, a similar sortie being planned by the Vladivostok Squadron for August 12th, to intercept which Vice-Admiral Kamimura, a brave but cautious officer, had been despatched by Admiral Togo. The rival squadrons met off Ulsan at dawn on the morning of August 14th, their respective strengths being as follows:—

RUSSIAN	tons	knots	guns
<i>Rossia</i> (flagship)	12,130	20	4-8in., 22-6 in
<i>Gromboi</i>	12,336		
<i>Rurik</i>	10,923	"18	" " " 16 "

The *Bogatyr* was unready for sea and remained in harbour.

JAPANESE	tons	knots	guns
<i>Idzumo</i> (flagship)	9,750	20-75	4-8 in., 14-6 in.
<i>Iwate</i>	"	"	" " " " "
<i>Tokiwa</i>	9,700	21-5	" " " " "
<i>Adzuma</i>	9,436	20	" " " 12 "

In the Russian ships the 8 in. guns were placed at each end of the upper deck, one on either side, so that only two could bear on the broadside. The Japanese, however, had mounted theirs in pairs in turrets fore and aft, and were thus able to bring all four to bear on the broadside. The latter squadron therefore possessed a considerable advantage over its opponent when the two engaged.

At 5.20 a.m. there was an exchange of salvos at a range of about four and a half miles. This rapidly decreased and within half an hour the *Rurik* came under a heavy fire from both 8 in. and 6 in. guns which compelled her to drop out of the line. She nevertheless continued to reply with her diminishing armament. Admiral Yessen, with commendable loyalty, put about with his other two cruisers in the hope that the *Rurik* might once more take her place in the line. This she was far too damaged to do, and the admiral had no other option than to abandon her.

Meanwhile Admiral Uriu, with the Japanese 4th Division, consisting of four old cruisers, had joined the fight, and escape for the *Rurik* was impossible. At 8.30 a.m. the *Rossia* and the *Gromboi* fired their last salvos in the hope of saving their consort and then bore away for Vladivostok. At last, with her steam steering gear smashed, most of her officers killed or wounded, and heavy casualties among her men, the *Rurik* was scuttled by what remained of her crew.

On the day of the battle the *Rurik* was carrying about 100 men in excess of her proper complement, there being no fewer than 805 on board. The survivors numbered 13 officers and 612 men, of whom nine officers and 230 men were wounded. Of the other ships the *Rossia* had 47 killed and 153 wounded, and the *Gromboi* 93 killed and 166 wounded. The Japanese losses amounted to two officers and 42 men killed, and eight officers and 63 men wounded.

RUSS

Russian Danube Steam Nav. Co.; 1906; Bergsunds Mek. Verkstad; 1,078 tons; 217-5x32x14-1; 74 n.h.p.; triple-expansion engines.

The Russian passenger steamship *Russ* was a small but well appointed vessel plying in the Black Sea. In 1910 she was selected to convey

King Peter of Servia back to his own country at the conclusion of his visit to the Czar. On January 10th, 1912, the steamship left Galatz, for Odessa with 172 passengers and crew, among the former being the Russian Consul-General at Galatz. As soon as she emerged from the Danube the *Russ* ran into a terrific gale and was rendered unmanageable by stress of weather. She eventually sank with all on board.

RUSSELL

British Navy, 1st class battleship; 1901; Palmer & Co.; 14,000 tons; 429x75-5x27-2; 18,000 Lh.p.; 19 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, twelve 6 in., twelve 12pdr., six 3pdr., 2 m.g., 4 T.T.

The battleship *Russell*, Capt. W. Bowden-Smith was one of the first victims of the German minelaying submarines, one of which, the *U-73*, had voyaged from Kiel to Malta under Cdr. Gustav Siess. On the night of April 25th, 1916, the *U-73* laid 36 mines at about 50 metres apart in front of the harbour at Malta, before proceeding to Cattaro. The following morning *Russell*, with Rear-Admiral S. R. Freemantle on board, struck one of these mines and sank with a loss of 124 officers and men.

Admiral Freemantle, Capt. Bowden-Smith and about 625 officers and men were saved.

RUSSELL H. CHITTENDEN

U.S. War Shipping Administration; 1944; California S.B. Corp.; 7,207 tons; 422-8x57x34-8; triple-expansion engines. The American steamship *Russell H. Chittenden* went ashore on May 13th, 1945, on a reef at the Trebriand Islands group, near New Guinea, and broke in two.

RUSSIA

Dampsk. Hafnia Akties.; 1889; Helsingors Jernskibs & Maskinbyggeri; 1,617 tons; 260-6x35-9x16-7; 159 n.h.p.; triple-expansion engines.

The Danish steamship *Russia* was torpedoed and sunk by a German submarine off Ushant on March 17th, 1917.

RUSSIAN

F. Leyland & Co.; 1895; Harland & Wolff; 8,825 tons; 512-Sx 59-2x35; 718 n.h.p.; triple-expansion engines. The British steamship *Russian* was torpedoed and sunk by a submarine 210 miles E. by S. of Malta on December 14th, 1916. Twenty-eight of the crew were killed.

RUTENFJELL

Olsen & Ugelstad; 1875; Palmers'Co.; 1,844 tons; 282-5x 33-3x23; 202 n.h.p.; compound engines.

The Norwegian steamship *Rutenfjell* struck a mine and sank in the Bay of Biscay on February 19th, 1917.

RUTH

Rederi-A/S Ruth; 1912; Sir J. Laing & Sons; 3,689 tons; 344-5x46-7x24-6; 275 n.h.p.; triple-expansion engines. The Swedish steamship *Ruth* was bombed and sunk by British aircraft on May 7th, 1942, off Den Helder, Holland.

RUTH

A. H. Bull S.S. Co.; 1919; Seattle Construction & Dry Dock Co.; 4,833 tons; 380-5x53-1x26-9; 339 n.h.p.; triple-expansion engines.

The American steamship *Ruth* was torpedoed and sunk by a German submarine at 3.55 a.m. on June 29th, 1942, N. of Hispaniola on a voyage from Trinidad to Baltimore. Thirty-five of her crew and four gunners were lost. Four survivors were picked up.

RUTH I

Brummences & Torgersen; 1900; C. S. Swan & Hunter; 3,531 tons; 330x48x24-6; 275 n.h.p.; triple-expansion engines. The Norwegian steamship *Ruth I* was torpedoed and sunk by a German submarine on April 6th, 1944, on a voyage from Halifax to Loch Ewe.

RUTHLYKES

Lykes Bros. S.S. Co.; 1919; Chicago S.B. Co.; 2,612 tons; 251 x 43 - 6 X 26 - 1; 352 n.h.p.; triple-expansion engines. The American steamship *Ruth Lykes* was torpedoed, shelled and sunk by a German submarine on May 16th, 1942, on a voyage from Barranquilla to Houston. Six of her crew were killed.

RUTLAND

Leith, Hull & Hamburg Steam Packet Co.; 1935; Caledon S.B. & E.Co.; 1,437 tons; 261-6x40-2x15-9; 97n.h.p.; 12 knots; triple-expansion engines.

The British steamship *Rutland*, Capt. R. Sinclair, left Bermuda on October 18th, 1940, for Larne, in convoy. On the night of the 22nd, in thick weather, she lost contact with the convoy and was never seen again.

RUYSDAEL

Bolton S.S. Co.; 1912; W. Gray & Co.; 3,478 tons; 342-8x 49x22-9; 298 n.h.p.; 10 knots; triple-expansion engines. The steamship *Ruysdael* was torpedoed and sunk by a German submarine 228 miles W. of Ushant on September 7th, 1918. The captain and 11 of the crew were killed.

RYDBOHOLM

A/B Svenska Amerika Mexiko Linjen; 1933; Gotaverken A/B; 3,197 tons; 368-2x49-2x20-4; 489 n.h.p.; oilengines. The Swedish motorship *Rydboholm* was torpedoed by a German submarine, and bombed and sunk by German aircraft on February 26th, 1941, about 500 miles W. of Ireland. Twenty-six of her crew and two passengers were eventually picked up but one boat was lost.

RYDAL HALL

HallLine; 1889; Caird & Co.; 3,314 tons; 349-5x42-1x26-7; 307 n.h.p.; 10 knots; triple-expansion engines. The steamship *Rydal Hall* was torpedoed and sunk by a German submarine 14 miles E. by S. of the Royal Sovereign lightship on December 1st, 1917. Twenty-three men were killed. The captain was among the survivors.

RYDALMERE

W. Lowden & Co.; 1875; Whitehaven Shipbuilding Co.; 1,270 tons; 224-4x36-1x22-1.

The barque *Rydalmere* was off Cape de Gata, on the Spanish Mediterranean coast, in a heavy gale on the evening of March 19th, 1901, when she was sighted just before darkness by the s.s. *Robert Harrowing* which stood by all night. She was lying on her beam ends with canvas blown away and boats smashed and in response the the steamship's signals asked to be taken in tow. This proved impossible owing to the gale and when daylight came the *Rydalmere* had disappeared. She carried a crew of 25, all of whom were lost.

RYE

London, Midland & Scottish Railway Co.; 1924; W. Beardmore & Co.; 1,048 tons; 240-3x34-2x15-4; 333 n.h.p.; 13 knots; triple-expansion engines.

The steamship *Rye*, Capt. W. H. Abbott, was in convoy in the North Sea on March 7th, 1941. When off Cromer the convoy was attacked by German motor torpedo boats and the *Rye* was torpedoed, going down with all hands, 24 officers and men.

RYFYLKE

Det Stavangerske D/S; 1917; Kjobenhavns Flydedok & Skibs.; 1,151 tons; 220-4x32-7x17-7; 166 n.h.p.; triple-expansion engines.

The Norwegian steamship *Ryfylke*, under German control, was torpedoed and sunk by a British submarine on February 5th, 1941, off Aalesund, Norway.

RYGJA

A/S J. Ludvig Morvinkels Rederi; 1920; J. Blumer & Co.; 4,001 tons; 356-3x48-7x23-9; 348 n.h.p.; triple-expansion engines.

The Norwegian steamship *Rygja*, under German control, struck a mine and sank on April 4th, 1943, near Skagen, Denmark.

RYM

*J. Lund & Co.; 1908; Fredrikstads Mek. Verksted; 1,073 tons; 228*2X35*1X14-5; 106 n.h.p.; triple-expansion engines.* The Norwegian steamship *Rym* was torpedoed and sunk by a German submarine in the North Sea on July 14th, 1915.

RYOCHI MARU

Japanese Government; 2,180 tons. The steamship *Ryoichi Mam* was sunk by U.S. carrier-based aircraft on October 21st, 1944, off Iloilo, Philippines.

RYOEI MARU

Nittoh Kisen K.K.; 10,016 tons. The steamship *Ryoei Maru* was torpedoed and sunk by the U.S. submarine *Bashaw* on March 5th, 1945, about 100 miles E. of Hue, Indo-China.

RYOGA MARU

Dairen Kisen K.K.; 1929; Manchu Dock K.K.; 1,268 tons; 230 x 34 x 18; triple-expansion engines. The steamship *Ryoga Maru* struck a mine and sank on October 26th, 1945, off Fushiki, with the loss of 19 lives.

RYOKA MARU

*Saka Kisen K.K.; 1903; Russell & Co.; 5,307 tons; 411-8 x 52*3x27-6; 418 n.h.p.; triple-expansion engines.* The steamship *Ryoka Maru* struck a mine and sank on February 15th, 1944, off Shanghai.

RYOKAI MARU

Nippon Suisan K.K.; 1911; Northumberland S.B. Co.; 4,655 tons; 380x49x26-4; 372 n.h.p.; triple-expansion engines. The steamship *Ryokai Maru* was torpedoed and sunk by the U.S. submarine *Plunger* on August 22nd, 1943, N. of Okujiri Island, Japan.

RYOKUSEI MARU

7,907 tons. The steamship *Ryokusei Maru* was bombed and sunk by U.S. land-based aircraft on November 27th, 1942, off Macao.

RYOTOKU MARU

Oya Shoji K.K.; 1938; Tama S.B. Co.; 3,483 tons; 347-1X 49-9x24-6; 266 n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Ryotoku Maru* was torpedoed and sunk by the U.S. submarine *Trout* on September 23rd, 1943, 200 miles S. of Iwojima.

RYOYO MARU

Toyo Kisen K.K.; 1931; Kawasaki Dockyard Co.; 5,973 tons; 415x56x31-8; 1,175 n.h.p.; oilengines. The motorship *Ryoyo Maru* was torpedoed and sunk by the U.S. submarine *Tautog* on May 2nd, 1944, off the Kurile Islands.

RYTON

Stephens, Sutton & Stephens; 1913; Blyth S.B. Co.; 3,991 tons; 352-5x50-8x24-9; 356 n.h.p.; triple-expansion engines. The British cargo ship *Ryton* sank after striking a submerged object in lat. 35° 57' N., long. 7° 07' W., on August 5th, 1917. She was on a voyage from Aguilas to the Clyde carrying a cargo of iron

RYUA MARU

Uyeno Kisen Goshi Kaisha; 1940; Kawaminami Kogyo K.K.; 1,925 tons; 271-6x40-3x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Ryua Maru* was torpedoed and sunk by the U.S. submarine *Tautog* on March 13th, 1944, N.E. of Simusir Island, Kurile Islands.

RYUEI MARU

Nittoh Kisen K.K.; 5,144 tons. The tanker *Ryuei Maru* was torpedoed and sunk by the U.S. submarine *Kingfish* on January 3rd, 1944, S.E. of Spratly Island, South China Sea.

RYUHO MARU No. 1

Kuribayashi Shosen K.K.; 1918; S. Ono; 2,241 tons; 270 x 39x23-9; 150 n.h.p.; triple-expansion engines. The steamship *Ryuho Maru No. 1* was bombed and sunk by U.S. land-based aircraft on June 30th, 1945, in the Grand Canal, China.

RYUHO MARU No. 2

Iino Kisen K.K.; 1917; S. Ono; 2,230 tons; 270x39x23-9; 150 n.h.p.; triple-expansion engines. The steamship *Ryuho Mam No. 2* was sunk by Russian action in the Sea of Okhotsk on August 10th, 1945.

RYUJO

Japanese Navy, light aircraft carrier; 1931; Yokohama Dock Co.; 7,100 tons; 548x60-5x15-3; 40,000 s.h.p.; 25 knots; turbine engines; Kanpon boilers; twelve 5 in.A.A. guns, 24 m.g., 24 aircraft.

On August 23rd, 1942, reconnaissance aircraft of the U.S. forces on Guadalcanal discovered a fleet of Japanese transports escorted by about ten warships some 250 miles northward. Prompt action was taken to intercept this force and an American squadron comprising the battleship *North Carolina*, 35,000 tons, nine 16 in. guns, the aircraft carriers *Saratoga*, 33,000 tons, and *Enterprise*, 19,800 tons, the heavy cruisers *Minneapolis*, *New Orleans* and *Portland*, all of about 9,900 tons, nine 8 in. guns, and the anti-aircraft cruiser *Atlanta*, 6,000 tons, 12 5 in. guns, with 11 destroyers steamed towards it. Aircraft from the *Saratoga* attacked one of the Japanese carriers, a cruiser and a destroyer on the 24th and damaged all three. In reply 75 planes from the Japanese attacked and damaged the *Enterprise* and other ships. On the 25th matters went heavily in favour of the Americans. The light aircraft carrier *Ryujo* was hit by bombs and aerial torpedoes and sunk N. of Malaita Island. The other carrier, a much larger vessel, suffered four direct bomb hits and a battleship was hit and set on fire.

In the face of these reverses the Japanese admiral turned about and broke off the action.

No American ship was lost.

RYUKO MARU

Osaka Shosen K.K.; 1935; Uraga Dock Co.; 2,962 tons; 297-9x45x23-7; 109 n.h.p.; compound engines & L.P. turbine. The steamship *Ryuko Maru* was torpedoed and sunk by a British submarine on January 15th, 1944, about 50 miles S.E. of Little Andaman Island, Andaman Islands.

RYUKO MARU

Taiyo Kogyo K.K.; 2,764 tons. On March 30th, 1944, the *Ryuko Maru* was sunk by U.S. carrier-based aircraft off Babelthup, Palau Islands.

RYUKO MARU

Dairen Kisen K.K.; 1936; Mitsubishi Jukogyo K.K.; 5,626 tons; 395-9x53-8x30-5; 580 n.h.p.; turbine engines. The steamship *Ryuko Maru* was sunk by U.S. carrier-based aircraft on July 4th, 1944, off the Bonin Islands.

RYUNAN MARU

Matsumoto Masaichi; 1911; J.L. Thompson & Sons; 5,106 tons; 400 x52x27-4; 440 n.h.p.; triple-expansion engines. The steamship *Ryunan Maru* was torpedoed and sunk by the U.S. submarine *Drum* on October 20th, 1942, N.E. of Katsuura, Japan.

RYUOSAN MARU

Tsurumaru Kisen K.K.; 1939; Naniwa Dock K.K.; 2,455 tons; 279-2x43x23; 210 n.h.p.; triple-expansion engines. The steamship *Ryuosan Maru* struck a mine and sank on November 4th, 1943, off New Ireland.

RYUSEI MARU

Matsumoto Masaichi; 1911; Tyne Iron S.B. Co.; 4,197 tons; 385 x51 x27-6; 349 n.h.p.; triple-expansion engines. The steamship *Ryusei Maru* was torpedoed and sunk by the U.S. submarine *Rasher* on February 25th, 1944, about 150 miles N.W. of Kudat, North Borneo.

RYUSHO MARU

2,863 tons.
The tanker *Ryusho Mam* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles N.E. of Binhdinh, Indo-China.

RYUTOMARU

Philippine Mokusai Yosutu K.K.; 1912; *J. Blumer & Co.*; 3,311 tons; 332*5x48*7x21-9; 284 n.h.p.; triple-expansion engines.
The steamship *Ryuto Maru* was torpedoed and sunk by the U.S. submarine *Silversides* on December 29th, 1943, N.W. of the Palau Islands.

RYUWAMARU

Nitto Kogyo Risen K.K.; 1913; *Campbeltown S.B. Co.*; 1,244 tons; 229x35-7x17-6; 159 n.h.p.; triple-expansion engines. The steamship *Ryuwa Maru* was sunk by U.S. carrier-based aircraft on August 9th, 1945, off Rashin, Manchuria.

RYUYOMARU

Uyeno Kisen GoshiKaisha; 1920; *Uraga Dock Co.*; 6,707 tons; 400 X54x37-5; 540 n.h.p.; triple-expansion engines. The steamship *Ryuyo Maru* was torpedoed and sunk by the U.S.

submarine *Puffer* on January 1st, 1944, off the north west coast of Mindanao Island, Philippines.

RYUZAN MARU

Kokoku Kisen K.K.; 1920; *Standard S.B. Corp.*; 4,720 tons; 377x51-8x29; 339 n.h.p.; triple-expansion engines. The steamship *Ryuzan Maru* was torpedoed and sunk by the U.S. submarine *Finback* on July 30th, 1943, off Rembang, Java.

RYUZAN MARU

Japanese Government; 1922; *Taikoo Dockyard & Eng. Co.*; 2,482 tons; 290-1x46x17-3; 120 n.h.p.; triple-expansion engines.
The steamship *Ryuzan Maru* was formerly the British *Changsha* > seized by the Japanese. She struck a mine and sank on January 27th, 1945, in the Yangtze River.

RYUZIN MARU

Ryuoh Kisen K.K.; 1907; *W. Denny & Bros.*; 6,243 tons; 430-5x54-2x31 -9; 760 n.h.p.; triple-expansion engines. The steamship *Ryuzin Maru* was torpedoed and sunk by the U.S. submarine *Grayling* on April 13th, 1942, S. of Shikoku, Japan.

S 26

Imperial German Navy, torpedo boat; 1887; Germany; 85 tons; 128x16x6; 1,350Lh.p.; 20knots; one4pdr.gun, 2 T.T. The German torpedo boat *S 26*, Lt. Duke Frederick William of Mecklenburg-Schwerin, had been taking part in naval manoeuvres in the North Sea in September, 1897. On the 22nd she was returning from Wilhelmshaven to Kiel in company with the *S 27* in rough weather, when she became unmanageable owing to a heavy sea which swept over her, killing Duke Frederick and causing her to capsize. The *S 27*, which also had one man drowned, stood by and picked up nine survivors out of a complement of 17.

The disaster took place within sight of the first Elbe lightship, off Cuxhaven.

S 126

German Navy, torpedo boat; 1905; Elbing; 420 tons; 205 x 23x—; 6,000 i.h.p.; 30 knots; triple-expansion engines; three 6pdr. guns, 2 m.g., 3 T.T.

The torpedo boat *S 126*, rated as a destroyer by the Germans, but of moderate speed and weak armament, was sunk in a collision on November 17th, 1905. In company with other warships she was engaged in exercises off the German coast when the disaster occurred. Her complement consisted of 56 officers and ratings, of whom one officer and 32 men were drowned.

S 178

German Navy, destroyer; 1909; Schichau; 636 tons; 10 ft. draught; 10,250 i.h.p.; 32 knots; turbine engines; two 4-1 in. guns, 2 m.g., 3 T.T.

The German destroyer, *S 178*, Lt. Pies, was attached to the 11th Half-flotilla (reserve) and on the evening of Tuesday, March 4th, 1913, was engaged in exercises against the Battleship and Cruiser Squadrons of the High Seas Fleet. The attacks took place N. of Heligoland in rough weather and at 11 p.m. the ships were ordered back to their anchorages. The 11th Half-flotilla led the line back to Heligoland, running at half-speed owing to the storm. Some difficulty was experienced in keeping station and the *S 178* and *S 177* became separated from their consorts by several hundred yards. In getting into the anchorage, which was off Heligoland, east of the Dunes, the *S 178* crossed the bows of the armoured cruiser *Yorck*, 9,050 tons, and was struck abaft of her last funnel, her side being ripped open at the engine room. There was short time in which to alter course, though the *Yorck* turned to starboard and reversed her engines at full speed.

Of the 83 who formed the crew of the *S 178*, 68 officers and ratings were drowned.

S. L. TILLEY

*Canadian; 1856; St. John, N.B.; 787 tons; 160x32-9x20; . The Canadian wooden ship *S. L. Tilley* was overwhelmed by bad weather in the North Atlantic in August, 1867. The crew abandoned ship, seven men being drowned.*

S. MARCO

*German Government; 1931; Nakskov Skibsværft AS; 3,113 tons; 330-2x48-9x192; 449n.h.p.; oilengines. The motorship *S. Marco* was formerly the Danish *Muinam*, seized by the Italians and later taken over by the Germans. On November 9th, 1941, she was sunk by a combined submarine and surface craft attack 145 miles E. of Syracuse.*

S. N. A. 2

Soc. Nationale d'Affretements; 1911; Great Lakes Engineering Works; 2,294 tons; 247x43-7x28-4; 192n.h.p.; triple-expansion engines.

The French steamship *S. N. A. 2* was torpedoed and sunk by a German submarine in the North Sea on June 6th, 1917.

S. N. A. 3

Soc. Nationale d'Affretements; 1915; Great Lakes Engineering Works; 1,709 tons; 255-6x43x16-6; 160n.h.p.; triple-expansion engines.

The French steamship *S. N. A. 3* was torpedoed and sunk by a German submarine in the North Sea on September 26th, 1917.

S. N. A. 7

Soc. Nationale d'Affretements; 1922; Osbourne, Graham & Co.; 2,679 tons; 300x48x18-1; 316 n.h.p.; triple-expansion engines.

The French steamship *S. N. A. 7* struck a mine and sank on April 27th, 1941, off CapBon.

S. P. LEE

United States Navv, destroyer; 1919; Bethlehem Shipbuilding Corpn.; 1,215 tons; 310x30-9x9-3; 27,500 s.h.p.; 35 knots; turbine engines; Yarrow boilers; four 4 in. guns, one 3 in.A.A., 12 T.T.

The United States destroyer *S. P. Lee* was one of a flotilla of seven such vessels steaming through a dense fog at high speed near the island of Santa Barbara, off the coast of California, on September 8th, 1923. All the ships ran upon the rocks and became total wrecks, but most of the crews got away in safety. The full story of the disaster is told under the *Delphy*, leading ship of the flotilla.

SAALE

*Norddeutscher Lloyd; 1886; Fairfield S.B. Co.; 4,806 tons; 380x45x27; 8,200 i.h.p.; 18 knots; triple-expansion engines. On the afternoon of Saturday, June 30th, 1900, five liners belonging to Norddeutscher Lloyd were lying alongside the company's wharf at Hoboken, New York, when there was an outbreak of fire which involved all five ships. They were the *Saale*, *Bremen*, *Main*, *Phoenicia* and *Kaiser Wilhelm der Grosse*, and the fire started with a bale of cotton which at the time was being handled by some German stevedores. A high wind was blowing and within a short time a stack of whisky barrels was on fire, setting fire to the nearby warehouses, which were light wooden structures.*

Every effort was made to tow the liners into mid-stream, but the heat was so great that many men on the upper decks died from the effect of that alone. The *Saale* was cut adrift and grounded on Communipaw Flats. The *Main*, with about 150 men on board, was burned as she lay alongside the wharf. The *Bremen* was, at the time, entertaining a party of about 100 visitors, chiefly women and children. Sheets of flame fastened on the liner and within a short time she was in the same plight as her sister ships. In her case an explosion added to the terrors of the fire. She was eventually towed upstream, together with the *Main*, where after some hours the fires were extinguished. The *Kaiser Wilhelm der Grosse* managed to get free without the help of tugs.

So rapid was the conflagration that within nine minutes the whole frontage of the wharf, a quarter of a mile in length, was on fire. To prevent it spreading, the officials of the Hamburg-America company at the next wharf blew up their pier.

Many scores of people were trapped between decks and suffered an agonising death. On three ships, the *Saale*, *Main* and *Bremen*, there were 189 dead, while those on the other ships, and upon the wharf, added a considerable number to this total. The decks, piers and warehouses were burned out and damage estimated at over £2,000,000 was caused.

SABAC

Yugoslav Government (Kvarnerska Plovidbd); 1922; Stettiner Oderwerke; 2,811 tons; 342-5x46x20-3; 10 knots; triple-expansion reciprocating engines.

The Yugoslav steamship *Sabac*, Capt. Milo Catovic, on a voyage from Ploce to Rotterdam with bauxite, was in collision with the British motorship *Dorington Court*, 6,223 tons, at 10.55 p.m. on January 7th, 1962, about six miles S.E. of Dover, in dense fog. The *Sabac* was badly holed on the port side and sank within five minutes. The *Dorington Court* and three other ships in the vicinity put out boats to search for survivors, together with the *Dover* and *Walmer* lifeboats but most of those found were dead from exposure owing to the intense cold. Only five of her crew of 33, the captain, first officer and three others, survived.

SABANG MARU

*Mitsubishi Kisen K.K.; 10,241 tons. The tanker *Sabang Mam* was sunk by U.S. carrier-based aircraft on July 24th, 1945, off Kure, Japan.*

SABAUDIA

Dani & C.; 1911; *Swan, Hunter & Wigham Richardson*; 1,590 tons; 296-5x36-1x19-5; 254n.h.p.; triple-expansion engines. The Italian steamship *Sabaudia* was shelled and sunk by a British warship on April 16th, 1941, near the Kerkenna Islands.

SABAUDIA

Italia Soc. Anon. di Nav.; 1941; *Cantieri Riuniti DeW Adriatico*; 29,307 tons; 642-8x83-2x35-4; oil engines. The motor liner *Sabaudia* was built to the order of Swedish owners as the *Stockholm*, but was taken over by the Italians on completion. On July 6th, 1944, she was bombed by British aircraft at Trieste and set on fire. The fire could not be controlled and the ship went aground and became a total wreck.

SABIA

Fruument Steamship Co.; 1903; *R. Stephenson & Co.*; 2,807 tons; 314-6x46-8x13'7; 291 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Sabia* was torpedoed and sunk by a German submarine six miles S.S.E. of the Lizard on November 24th, 1917. Eleven of the crew were killed. The captain was among the survivors.

SABINA

Compania Naviera Vascongada; 1920; *Fried. Krupp A.G.*; 2,421 tons; 288-2x44-2x20-3; 245 n.h.p.; triple-expansion engines.

The Spanish steamship *Sabina* struck a mine and sank on June 9th, 1941, about 40 miles out from Genoa bound for Spain.

SABINE HOWALDT

Bernhardt Howaldt; 1938; *Nordseewerke Emden*; 5,956 tons; 437-4x59x23-6; 306 n.h.p.; compound engines & L.P. turbine. The German steamship *Sabine Howaldt* struck a mine and sank on May 11th, 1944, off Borkum.

SABOR

Royal Mail Lines; 1920; *Earless Co.*; 5,212 tons; 400-5x 52-2x28-5; 369 n.h.p.; triple-expansion engines. The steamship *Sabor*, on a voyage from Port Said to Rio de Janeiro, was torpedoed and sunk by a German submarine on March 7th, 1943, about 200 miles E. of East London. Three of her crew and three gunners were lost.

SAC 5°

Soc. Anon. Cros; 1890; *Richardson, Duck & Co.*; 2,521 tons; 297 X 40x19; 245 n.h.p.; triple-expansion engines. The Spanish steamship *Sac 5°* was bombed and sunk by Insurgent aircraft on February 25th, 1938, at San Feliu de Guixols, during the Spanish Civil War.

SAC 6°

Soc. Anon. Cros; 1928; *Swan, Hunter & Wigham Richardson*; 2,498 tons; 297-2x43-1x23-5; 206n.h.p.; triple-expansion engines.

The Spanish steamship *Sac 6°* was bombarded by Insurgent warships off the south coast of Spain in December, 1938, during the Spanish Civil War. While trying to get to Marseilles for repair she went ashore on December 12th at St. Pierre near Narbonne, and broke in two.

SAC 7°

Soc. Anon. Cros; 1918; *Astilleros de Gijon*; 835 tons; 201-7X 28-9x13-9; 50 n.h.p.; triple-expansion engines. The Spanish steamship *Sac 7°* was bombed and sunk by Insurgent aircraft at Barcelona on April 30th, 1938, during the Spanish Civil War.

SACHI MARU

Kobe Sanbashi K.K.; 1944; *Tokyo Zosenho K.K.*; 934 tons; 198-7x31-2x—; oil engines.

The motorship *Sachi Maru* was carrying iron ore from Niigata to Yawata. When off Kanaiwa in 36° 36' N., 136° 34' E., on March 14th, 1959, the cargo shifted and she sank.

SACRO CUORE

Gennaro Montella; 1899; *W. Dobson & Co.*; 1,097 tons; 220-8x35x13-9; 148 n.h.p.; triple-expansion engines. The Italian steamship *Sacro Cuore* was shelled and sunk by a British submarine on December 2nd, 1942, outside Susa.

SADIKZADE

Turkish Government; 1902; *Rickmers Akt. Ges.*; 1,657 tons; 253x37-4x19-6; 135 n.h.p.; triple-expansion engines. The Turkish ship *Sadikzade* was wrecked on March 22nd, 1939, off Cape Adrasan, south of Antalya.

SADIKZADENAZIM

Sadikzade Nazim Ogullari; 1912; *Kjobenhavns Flydedok & Skibsværft*; 1,300 tons; 241 -3x36-2x 16-1; triple-expansion engines.

The Turkish ship *Sadikzadenazim* left Zonguldak on September 24th, 1954, bound for Istanbul. She was not seen again and is believed to have foundered in a violent storm which sprang up during the following night. The bodies of two of the crew were washed up on the 26th.

SADO

Luso S.S. Lines; 1895; *C. S. Swan & Hunter*; 3,033 tons; 326-7x41x24-5; 252 n.h.p.; triple-expansion engines. The Portuguese steamship *Sado* was torpedoed and sunk by a Japanese submarine in July, 1942, near Shanghai. Ten of her crew and 39 Chinese passengers were killed.

SADO MARU

Yamashita Kisen K.K.
The Japanese ship *Sado Maru* was torpedoed and sunk by the U.S. submarine *Thresher* on April 10th, 1942, off Shimizu, Japan.

SADO MARU

Nippon Yusen K.K.; 1939; *Mitsubishi Jukogyo K.K.*; 7,180 tons; 479-6x62-3x32-2; 1,960 n.h.p.; oil engines. The motorship *Sado Maru* was sunk by U.S. land and carrier-based aircraft on November 14th, 1942, in the Solomon Islands.

SAETIA

United States Shipping Board; 1918; *Bethlehem S.B. Corp.*; 2,873 tons; 309-2x48-2x21-5; 329 n.h.p.; triple-expansion engines.

The American steamship *Saetia* struck a mine and sank in the Western Atlantic on November 9th, 1918.

SAETTA

Italian Navy destroyer; 1932; *Tirreno*; 1,206 tons; 315x32x 9-5; 44,000 s.h.p.; 38 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 37 mm.A.A., four 13 mm.A.A., 6 T.T. The Italian destroyer *Saetta* was mined and sunk in the Gulf of Tunis on February 3rd, 1943. The vessel carried a complement of over 150.

SAGALAND

Dampsk. A/S Vestland; 1921; *C. Hill & Sons*; 2,677 tons; 310-8x44-2x23-8; 242 n.h.p.; triple-expansion engines. The Norwegian ship *Sagaland* was involved in a collision and sank on July 15th, 1927, off Nantucket.

SAGAMIMARU

Nihon Yusen K.K.; 7,189 tons.
The steamship *Sagami Maru* was torpedoed and sunk by the U.S. submarine *Seawifon* November 3rd, 1942, off Mindanao Island, Philippines.

SAGAMIGAWA MARU

Toyo Kaiun K.K.; 6,880 tons.
The steamship *Sagamigawa Mam* struck a mine and sank on May 7th, 1945, N. of Karatsu, Japan.

SAGAMORE

SAGAMORE

White Diamond Steamship Co.; 1892; Harland & Wolff; 5,197 tons; 430-4x46-2x31; 592 n.hp.; 11 knots; triple-expansion engines.

The steamship *Sagamore* was torpedoed and sunk by a German submarine 150 miles W.N.W. of Fastnet on March 3rd, 1917. The captain was among the 52 men killed.

SAGANAGA

South Georgia Co.; 1935; D. & W. Henderson & Co.; 5,454 tons; 407x56x28; 256 n.h.p.; 11 knots; triple-expansion engines.

The British steamship *Saganaga*, Capt. A. Mackay, was torpedoed and sunk by a German submarine on September 5th, 1942, while at anchor off Bell Island, N.F.L. Twenty-nine men were killed and 13 survivors were picked up. Capt. Mackay was ashore at the time.

SAGARA MARU

Nippon Yusen K.K.; 1940; Mitsubishi Jukogyo K.K.; 7,189 tons; 479-7x62-3x32-2; oil engines.

The motorship *Sagara Mam* was taken over by the Japanese Navy and converted into a seaplane tender. On June 23rd, 1943, she was torpedoed and sunk by the U.S. submarine *Harder* about 100 miles S. of Shimizu, Japan.

SAGAWA MARU

Shimatani Kisen K.K.; 1918; Seikichi Ono; 1,186 tons; 220X32x18; 88 n.h.p.; triple-expansion engines.

The steamship *Sagawa Maru* was torpedoed and sunk by the U.S. submarine *Sea Dog* on June 9th, 1945, about 100 miles S. of Shimoda, Japan.

SAGIRI

Japanese Navy, destroyer; 1929; Uruga; 1,700 tons; 371-5x33-8x9-8; 40,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, four A.A.m.g.

The Japanese destroyer *Sagiri* was engaged in the fighting around the coasts of Sarawak against a mixed force of British, American and Dutch ships. On December 24th, 1941, she was torpedoed and sunk off Kuching by the Dutch submarine *K-16*. The destroyer's normal complement was 197.

SAGITTA

Biagio Barriello; 1919; D. & W. Henderson & Co.; 5,153 tons; 413-2x52-2x28-4; 517 n.h.p.; triple-expansion engines.

The Italian steamship *Sagitta* was shelled and sunk by British warships on November 9th, 1941, about 120 miles S.E. of Punta Sfilo.

SAGOLAND

Madrigal & Co.; 1913; Earless Co.; 5,334 tons; 430-2x54-2x26-2; 534 n.h.p.; triple-expansion engines.

The Philippine steamship *Sagoland* was sunk by Japanese aircraft at Manila on December 10th, 1941.

SAGRES

Portuguese Government; 1911; Akt. Ges. Neptun; 2,986 tons; 338-2x48-2x21; 250 n.h.p.; triple-expansion engines.

German steamship *Taygetos* was requisitioned by the Portuguese Government and renamed *Sagres*. Subsequently she was torpedoed and sunk by a submarine in the Mediterranean on April 16th, 1917.

SAIDIEH

Khedivial Mail Steamship Co.; 1878; W. Denny & Bros.; 3,303 tons; 350x40-2x23-4; 543 n.h.p.; 11 knots; triple-expansion engines.

The British steamship *Saidieh* from Alexandria for Hull with a cargo of 8,000 tons of onions and cotton seed was torpedoed and sunk by a German submarine six miles N.E. of the Elbow Buoy, in the North Foreland area, on Tuesday, June 1st, 1915. The crew numbered 47, and of these a stewardess and seven men were drowned in getting into a boat. The survivors, including the captain, were picked up and taken to Chatham.

SAIFFEE

Turkish Navy, turret monitor; 1875; 400 tons; 145x31x5-5; 400Lh.p.; 7 knots; steam engines; two 80pdr. guns. The Turkish iron monitor *Saiffee* was one of the most modern ships of the Turkish fleet at the outbreak of the Russo-Turkish War, 1877-78. She formed one of a squadron lying off Braila near the Sulina mouth of the Danube. It was the Russian objective to disperse this squadron if possible, though there were scanty means available. On the night of May 26th, 1877, which was exceptionally dark, a small expedition consisting of four steam launches equipped with two spar torpedoes each, and manned by soldiers under command of Lts. Dubasoff and Shestakoff, made its way upstream.

The launches had almost reached the nearest monitor when they were discovered, but the Turkish fire was wild and ineffective. The *Saiffee* was hit by three torpedoes, the last of which caused a violent explosion on board and the monitor sank immediately. The greater part of her crew were either killed or wounded.

The action, which was wholly in the hands of the military, was a complete success, and Lts. Dubasoff and Shestakoff were each awarded the Cross of St. George.

SAIGON MARU

Osaka Shosen K.K.; 1937; Mitsubishi Jukogyo K.K.; 5,350 tons; 376-3x55-8x32-8; 488 n.h.p.; oil engines. The motorship *Saigon Maru* was taken over by the Japanese Navy for use as an auxiliary cruiser. On September 18th, 1944, she was torpedoed and sunk by the U.S. submarine *Flasher* about 100 miles S. of Olongapo, Philippines.

SAIHO MARU

Dairen Kisen K.K.; 1918; Russell & Co.; 4,639 tons; 385X52x26-5; 489 n.h.p.; triple-expansion engines. The steamship *Saiho Maru* was sunk by U.S. carrier-based aircraft on November 11th, 1944, off the west coast of Cebu Island, Philippines.

SAIKYO MARU

Hinode Kisen K.K.; 1936; Osaka Zosensho K.K.; 1,292 tons; 217-8x35-8x18-5; 144 n.h.p.; triple-expansion engines. The steamship *Saikyo Maru* was taken over by the Japanese Navy for service as an auxiliary gunboat. On June 28th, 1942, she was torpedoed and sunk by the U.S. submarine *Stingray* about 200 miles N.W. of Yap Island.

SAIMA

O. W. Bergmann; 1914; Laxevaags Maskin & Jernskibs.; 1,147 tons; 228-9x35-2x15-9; 106n.h.p.; 8 knots; triple-expansion engines.

The Norwegian steamship *Saima* was torpedoed and sunk by a German submarine ten miles W. of Trevoise Head on June 8th, 1918. The captain and 14 others were killed.

SAINAN MARU

Toa Kaiun K.K.; 3,232 tons. The steamship *Sainan Maru* struck a mine and sank on September 9th, 1944, off Shanghai.

SAINEI MARU

Dairen Kisen K.K.; 4,916 tons. The steamship *Sainei Maru* was torpedoed and sunk by the U.S. submarine *Thresher* on July 16th, 1944, off the north-west coast of Luzon Island, Philippines.

SAINT ANDRE

Soc. Navale de VQuest; 1907; Ateliers & Chantiers de France; 2,457 tons; 288-7x38-9x16-6; 156 n.h.p.; triple-expansion engines.

The French steamship *Saint Andre* was torpedoed and sunk by a German submarine in the English Channel on December 19th, 1917.

ST. ANSELM

The Saint Line; 1919; Northumberland S.B. Co.; 5,614 tons; 399-6x53x32-8; 517 n.h.p.; triple-expansion engines. The British steamship *St. Anselm*, on a voyage from Calcutta to

Hull, was torpedoed and sunk by a German submarine on June 30th, 1941, about 400 miles S.W. of Madeira. Thirty-four of her crew were lost.

SAINT BARCHAN

l. & A. Gardner & Co.; 1917; Scott & Sons; 362 tons; 141 -8X 23-8x10-1; 47 r.h.p.; 8 knots; triple-expansion engines.
The small British steamship *Saint Barchan* was torpedoed and sunk by a German submarine four miles from St. John's Point, Co. Down, on October 21st, 1918. The captain and seven crew were killed.

SAINT BARNABE

Soc. Navale de V Ouest; 1912; Ateliers & Chantiers de France; 5,184 tons; 352-3x52-5x28'; 339 n.h.p.; triple-expansion engines.
The French steamship *Saint Barnabe* was torpedoed and sunk by a submarine in the Mediterranean on October 7th, 1918.

ST. BASILE

Soc. Navale de V Ouest; 1920; Livingstone & Cooper; 2,775 tons; 323-8 x 44 -1 x22' 6; 234 n.h.p.; triple-expansion engines.
The French steamship *St. Basile* was torpedoed and sunk by a German submarine on June 14th, 1944, between Takoradi and Freetown. Six of her crew were killed.

ST. BERNARDS

W.D.Lovitt; 1875; W.D.Lovitt; 1,564 tons; 208x40-5x 24-5.
The Canadian sailing ship *St. Bernards*, Capt. M. Burns, was wrecked off Flushing, Holland, in July, 1879. The captain, his son and five of the crew were drowned.

ST. BLAIZE

French Government; 1906; Helsingors Jernskib & Maskin.; 1,970 tons; 281-7x42-1x 17-9; 192 n.h.p.; triple-expansion engines.
The steamship *St. Blaize* was formerly the Danish *Else*, seized by the Vichy French authorities. On November 8th, 1942, during the Allied landings at Casablanca she was sunk by gunfire.

ST. BRIAC

Southern Railway; 1924; W. Denny Bros.; 2,291 tons; 316X 41 X14; 20 knots; turbine engines.
The cross-channel packet *St. Briac* was taken over by the British Admiralty during the Second World War for service as a mercantile auxiliary. She struck a mine and sank off Aberdeen on March 12th, 1942, while serving as a Fleet Air Arm target vessel. Thirteen of her crew were lost.

SAINT BRIDE

A.Mackay & Co.; 1905; Russell & Co.; 3,934 tons; 344-5X 49-9x18; 338 n.h.p.; triple-expansion engines. The British steamship *Saint Bride* was wrecked on the Scharhorn, in the Elbe estuary, on November 6th, 1911. She was on a voyage from Hamburg to Norfolk, Va., carrying a cargo of kaintin.

ST. CAMILLE

Soc. Navale de V Ouest; 1920; W. Gray & Co.; 3,274 tons; 310-2x46-5X 23-7; 414 n.h.p.; triple-expansion engines. The French steamship *St. Camille* struck a mine and sank on May 26th, 1940, off Dunkirk.

ST. CATHERINE

Farrar, Groves & Co.; 1916; Richardson, Duck & Co.; 4,278 tons; 380 - 4 X 51 X 24 - 8; 395 n.h.p.; triple-expansion engines. The British cargo ship *St. Catherine* was wrecked near Asmara, Sardinia, on May 5th, 1916, while on a voyage from Baltimore to Naples carrying a cargo of grain.

ST. CATHERINE

North of Scotland & Orkney & Shetland S.N. Co.; 1916; Caledon S.B. & E. Co.; 1,216 tons; 243-3x34-9x15-2; 214 n.h.p.; triple-expansion engines. The steamship *St. Catherine*, on a voyage from Aberdeen to

Kirkwall, was torpedoed and sunk by a German aircraft on November 14th, 1940, outside Aberdeen. Fourteen of her crew and one passenger were lost.

ST. CHAMOND

Soc. Anon, des Chargeurs de V Ouest; 1913; W. Gray & Co.; 2,866 tons; 314-2x46-6x21^1; 250 n.h.p.; triple-expansion engines.
The French steamship *St. diamond* was torpedoed and sunk by a German submarine in the Bristol Channel on April 30th, 1918.

ST. CLAIR II

Ministry of Shipping (United Africa Co.); 1929; Swan, Hunter & Wigham Richardson; 3,753 tons; 347 -5x48-3x25-3; 434 n.h.p. triple-expansion engines & L.P. turbine.
The British steamship *St. Clair II*, on a voyage from Lagos to Liverpool, was torpedoed and sunk by a German submarine on September 23rd, 1941, about 400 miles S.W. of Madeira. Twelve of her crew and one gunner were lost.

ST. CROIX

Dampsk. A/S Otto Thoresens Linje; 1907; Burmeister & Wain; 2,530 tons; 310-7x40-7x18-8; 281 n.h.p.; triple-expansion engines.
The Norwegian steamship *St. Croix* was torpedoed and sunk by a German submarine in the Bristol Channel on December 12th, 1917.

ST. CROIX

Canadian Navy, destroyer; 1919; Bethlehem Shipbuilding Corpn.; 1,190 tons; 314x30x10; 27,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in.A.A., 12 T.T. The Canadian destroyer *St. Croix*, Lt. Cdr. A. H. Dobson, D.S.C., was formerly the U.S.S. *McCook* and was transferred to Canada under the Lend-Lease agreement. On September 19th, 1943, she was escorting a westbound convoy in company with H.M. frigate *Itchen*, the corvette *Polyanthus* and the Canadian corvette *Morden*. An intensive attack by German submarines which lasted for four and a half days commenced on the night of the 20th, in the third assault of which the *St. Croix* was struck by a torpedo but did not sink. Later in the night the Germans scored another hit and the destroyer sank. Of those on board five officers and 75 other ratings were picked up by the *Itchen* (which see) which was sunk later with all but one of these survivors and 147 of her own crew. The *Polyanthus* (which see) was also sunk with 84 of her complement, together with six merchant ships.

SAINT CUTHBERT

Rankin, Gilmour & Co.; 1904; Armstrong, Whitworth & Co.; 4,954 tons; 410 x 51 - 5 X 28 • 1; 590 n.h.p.; triple-expansion engines.
The British steamship *Saint Cuthbert* was destroyed by fire off Cape Sable on February 4th, 1908, while carrying a general cargo from Antwerp to New York. Thirty-five of the crew were taken off by the steamship *Cymric* but 15 men who had put off in a boat were drowned when the boat capsized in heavy seas.

ST. DAVID

Fishguard & Rosslare Railways & Harbours Co.; 1932; Cammell Laird & Co.; 2,702 tons; 327'2x46'7x17-7; 1,590 n.h.p.; 21 knots; turbine engines.
The Great Western Railway packet *St. David*, Capt. E. W. Owen, was taken over for service as a hospital ship during the Second World War. On January 24th, 1944, when 25 miles S.W. of the Anzio beachhead the *St. David* was bombed and sunk by German aircraft. Capt. Owen and 56 others were killed.

ST. DENIS

French Government; 1929; Helsingors Jernskib & Maskin.; 1,595 tons; 253 • 5 X 39 -1 X15 - 4; 144 n.h.p.; compound engines. The steamship *St. Denis* was formerly the Danish *Viola*, seized by the Vichy French Government. On December 9th, 1941, she was torpedoed and sunk by a British submarine off the Balearic Islands.

ST. DIDIER

ST. DIDIER

French Navy; 1920; Livingstone & Cooper; 2,778 tons; 323-8x44-1x22-6; 234 n.h.p.; triple-expansion engines. The steamship *St. Didier* was taken over by the French Navy for use as a fleet auxiliary. On July 4th, 1941, she was bombed and sunk by British aircraft near Adalia, Turkey. The *St. Didier* was flying the Turkish flag.

ST. DUNSTAN

The Saint Line; 1919; Northumberland S.B. Co.; 5,681 tons; 400 X 53 x 32 - 8; 597 n.h.p.; triple-expansion engines. The British steamship *St. Dunstan*, on a voyage from Glasgow to Baltimore, was torpedoed by a German submarine on August 23rd, 1940. She was taken in tow on the 26th but sank during the next day between Pladda Point and Holy Island. Fourteen of her crew were lost.

ST. ELOI

Soc. Anon, des Hauts-Fourneaux Forges et Acieries de Denain & d'Anzin; 1909; Ateliers & Chantiers de France; 1,993 tons; 273 - 1 X 38 - 9 x 20 - 3; 156 n.h.p.; triple-expansion engines. The French steamship *St. Eloi* was sunk by a German submarine in the Bay of Biscay on June 6th, 1917.

ST. ELWYN

South American Saint Line; 1938; J. L. Thompson & Sons; 4,940 tons; 415-1x58-2x24-8; 320 n.h.p.; compound engines & L.P. turbine. The British steamship *St. Elwyn*, on a voyage from Hull to Santos with coal, was torpedoed and sunk by a German submarine on November 28th, 1940, about 500 miles E. of the Bishop Rock. Twenty-nine of her complement of 40 were lost.

SAINT EMILION

Worms & Cie.; 1917; Akers Mek. Vcerksted; 1,112 tons; 226-2x36-3x16-6; 127n.h.p.; triple-expansion engines. The French steamship *Saint Emilion* was lost in the English Channel on July 24th, 1917. It is probable that she sank after striking a mine.

ST. FRANCOIS XAVIER

Cie. Navale de VOceanie; 1910; Napier & Miller; 2,017 tons; 264-8x37x24-1; 205 n.h.p.; triple-expansion engines. On a voyage from Noumea to Saigon the French ship *St. Francois Xavier* was wrecked on June 30th, 1927, on Spratly Island.

ST. GENNY

British Navy, fleet tug; 1918; British Isles; 425 tons; 135x29x14-5; 1,250i.h.p.; 12 knots; triple-expansion engines; one 12 pdr. gun. The tugs *St. Cyrus* and *St. Genny*, Lt. C. F. Paul, with the sloop *Snapdragon* left Portland for Gibraltar on Saturday, January 11th, 1930. Next day they encountered very heavy weather, the seas being so tremendous that they hove to about 30 miles N.W. of Ushant in the hope that the gale would abate. At 8.20 p.m. on the 12th while lying in this position with a distance of half a mile between each of them they were struck almost simultaneously by huge waves. The *St. Cyrus* and *Snapdragon* survived the shock, though the former was badly damaged, but *St. Genny* disappeared in the darkness and was not seen again. Searchlights were switched on and several men were seen in the water. Five of these were picked up by *St. Cyrus* by means of lifelines, as no boat could be launched in such a storm. The *St. Cyrus* then proceeded on her way in a half sinking condition, her speed reduced to four knots.

The *St. Genny* carried a complement of 28, of whom only five ratings were saved.

ST. GEORGE

Murray Bros.; 1881; London & Glasgow S.B. Co.; 548 tons; 190-5x28-9x13; 90 h.p.; compound inverted engines. The steamship *St. George* foundered off Portreath, Cornwall, on November 29th, 1882. The captain, nine men and the engineer's wife were lost with the ship. Eight men got away in a boat which, however, capsized on landing and one of the occupants was drowned.*

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ST. HELENS

Tiltro Limited Inc.; 1907; Harlan & Hollingsworth Co.; 1,497 tons; 224-3x41-2x20-6; 150 n.h.p.; triple-expansion engines. The American steamship *St. Helens* was torpedoed and sunk by a German submarine in the Atlantic on October 18th, 1917.

SAINT HUGO

Rankin, Gilmour & Co.; 1901; W. Pickersgill & Sons; 3,590 tons; 361x46-2x17-6; 375 n.h.p.; triple-expansion engines. The British steamship *Saint Hugo* was wrecked at Tanegashima on June 8th, 1911, in thick fog while on a voyage in ballast from Yokohama to Miike.

SAINT JACQUES

Societe Navale de VOuest; 1909; Ateliers & Chantiers de France; 2,459 tons; 288-8x38-9x16-6; 156 n.h.p.; triple-expansion engines. The French steamship *Saint Jacques* was torpedoed and sunk by a German submarine in the British Channel on September 15th, 1917.

SAINT JEAN

Societe Navale del' Quest; 1908; Ateliers & Chantiers de France; 2,457 tons; 288x38-9x16-6; 156 n.h.p.; triple-expansion engines. The French steamship *Saint Jean* was torpedoed and sunk by a submarine in the Mediterranean on March 22nd, 1918.

ST. JOHN

Emigrant ship; 1840 (circa); 400 tons (approx.). The emigrant ship, *St. John*, Capt. Oliver sailed from Galway for Boston, U.S.A., with 150 emigrants and 14 cabin passengers. On Saturday, October 6th, 1849, the ship was off Boston in very bad weather and at 6 o'clock on Sunday morning dropped anchor outside Minot's Ridge, intending to ride out the storm. Unfortunately the gale was so violent that the anchorage afforded little protection and at about 9 a.m. the *St. John* dragged her anchors and was flung on to the Grampus Rocks. Seeing that her position was hopeless the captain, officers and crew took to the boats, the first officer being the only one to stand by the hapless emigrants. In these circumstances it is not surprising that there was panic and confusion.

The number drowned was 99.

SAINT KILDA

Rankin, Gilmour & Co.; 1899; A. McMillan & Son; 3,518 tons; 340x45x17-9; 301 n.h.p.; triple-expansion engines. The British steamship *Saint Kilda* was sunk by Russian warships near Hong Kong on June 5th, 1905, while on a voyage from Hong Kong to Yokohama carrying a cargo of jute, rice and cotton. The Russians alleged that the ship was carrying contraband of war.

SAINT KILDA

Rankin, Gilmour & Co.; 1911; W. Hamilton & Co.; 3,947 tons; 352x50-1x25-6; 358n.h.p.; triple-expansion engines. The British steamship *Saint Kilda* was wrecked at Little Miquelon on December 9th, 1915, while carrying a cargo of coal from Sydney, N.S., to Liverpool.

ST LINDSAY

St. Quentin Shipping Co.; 1921; Wallace S.B. & D.D. Co.; 5,370 tons; 400x52-4x28-8; 540n.h.p.; triple-expansion engines. The British cargo ship *St. Lindsay* left the Clyde on June 5th, 1941, carrying a general cargo on a voyage to Trinidad and Buenos Aires, but was subsequently lost without trace. She carried a crew of 43.

ST. LO

United States Navy, escort aircraft carrier; 1943; United States; 6,730 tons; 498x80x19-7; 11,020i.h.p.; 18knots; oilengines; one 5 in. gun, twenty-four 20 mm.A.A. The United States escort aircraft carrier *St. Lo* formed one of a squadron of six such vessels under command of Rear-Admiral C. A. F. Sprague at the battle of Leyte Gulf, October 23rd-27th, 1944. On the 25th this squadron with its escorting destroyers met the Japanese Central Force off the east coast of Samar and a fierce engagement took place in which the slow and lightly armed

American ships suffered heavily from the guns of the enemy battleships and cruiser. The *St. Lo* was also attacked by shore-based dive-bombers and she sank during the morning.

For further particulars of the action see *Gambler Bay*.

The full story of the battle of Leyte Gulf is told under the battleship *Musashi*.

ST. LOUIS

Societe Navale deVQuest; 1913; Ateliers & Chantiers de France; 5,202 tons; 352-5x52-5x28-4; 340n.h.p.; triple-expansion engines.

The French steamship *St. Louis* was torpedoed and sunk by a German submarine on March 1st, 1944, on a voyage from Takoradi to Larne. The ship was struck by three torpedoes and sank very quickly, with the loss of 24 of her crew, 56 passengers and five gunners.

SAINT LUC

Societe Navale deV Quest; 1908; Ateliers & Chantiers de France; 2,456 tons; 288-8x38-9x16-6; 156n.h.p.; triple-expansion engines.

The French steamship *Saint Luc* was torpedoed and sunk by a submarine in the Mediterranean on October 3rd, 1918.

ST. MAGNUS

N. of Scotland & Orkney & Shetland S.N. Co.; 1912; Ramage & Ferguson; 809 tons; 215-1 x31 -1 x 15-3; 206 n.h.p.; triple-expansion engines.

The British ship *St. Magnus* was torpedoed and sunk by a German submarine on February 12th, 1918, three miles N.N.E. of Peterhead. Five lives were lost.

ST. MALO

Canadian Government; 1917; Kawasaki Dockyard Co.; 5,779 tons; 381 -9x50-9x25-2; 440n.h.p.; triple-expansion engines. The Canadian steamship *St. Malo*, on a voyage from St. John, N.B., to Liverpool, was torpedoed and sunk by a German submarine on October 12th, 1940, about 300 miles W. of the Hebrides. Twenty-eight of her crew of 44 were lost.

ST. MARC

Soc. Mar. Auxiliaire de Transports; 1913; Ateliers & Chantiers de Bretagne; 2,249 tons; 270-5x41-4x19-5; 144n.h.p.; triple-expansion engines.

The French ship *St. Marc* was carrying coal from Cardiff to Nantes. On August 14th, 1925, she struck Keleren Reef off Ushant and sank. Eleven of her crew were lost and 13 saved.

SAINT MARCOUF

Soc. des Forges et Acieries de la Marine et d'Homecourt; 1903; Blyth S.B. Co.; 1,117 tons; 225x33-2x14-4; 162n.h.p.; triple-expansion engines.

The French steamship *Saint Marcouf* was torpedoed and sunk by a German submarine in the Irish Channel on July 29th, 1917.

ST. MARGARET

JohannOrth; 1877; T. Royden & Sons; 1,428 tons; 233-lx 37-3x22-5.

The iron sailing ship *St. Margaret*, formerly belonging to Rankin, Gilmour & Co., was purchased a short time before her loss by Johann Orth, an Austrian, who was none other than the ex-Archduke Johann Salvator, a member of the Austrian Royal Family.

Having been relieved of his honorary rank of Field Marshal in the Austrian Army the Archduke, being a man of some capacity, occupied his time in the study of navigation, finally obtaining a master-mariner's certificate in the Austrian mercantile marine.

He was 37 years of age, and long been in love with Milli Stubel, an Austrian actress of good family. His request to be allowed to marry her was refused by the Emperor, whereupon he renounced his title took the name of Johann Orth from his castle of Orth and, having married Fraulein Stubel in the meantime, went to England.

Here he bought the *St. Margaret*, a fine three-masted iron sailing ship of 1,428 tons, and transferred her to the Austrian flag and engaged an experienced Dalmatian crew.

Financially the venture did not prosper, as shippers were loth to entrust goods to so inexperienced a captain, but he did obtain a cargo for La Plata and left London on March 26th, 1890. He returned from South America by passenger liner, leaving his ship behind, but was soon back again accompanied by his wife, and began preparations for a voyage around Cape Horn to Valparaiso. His Dalmatian crew doubted the wisdom of this, believing that rounding the Horn was beyond his seamanship. Finally they walked off the vessel and left him to recruit another crew.

On July 12th, 1890, Johann Orth and his wife left Ensenada on the *St. Margaret* on their last voyage. The ship was spoken by the Hamburg barque *Maria Mercedes* on the 31st, soon after which a terrific hurricane broke over the area and the Austrian ship vanished.

The Emperor Francis Joseph and the whole of his court were deeply disturbed by this tragedy, and a cruiser was ordered to South American waters to make an exhaustive search for the missing vessel. She returned after some months, having found no trace of the *St. Margaret*.

ST. MARGARET

North of Scotland & Orkney & Shetland S.N. Co.; 1913; Ramage & Ferguson; 943 tons; 215x31-1x15-3; 206n.h.p.; 10 knots; triple-expansion engines.

The steamship *St. Margaret* was torpedoed and sunk by a German submarine 30 miles S.E. of Lille Dimon, Faroe, Islands, on September 12th, 1917. Five of her crew were killed. The captain was among the survivors.

ST. NAZAIRE

Compagnie Delmas Vieljeux; 1919; Forth S.B. & E. Co.; 2,910 tons; 324-5x44-3x23-1; 234 n.h.p.; triple-expansion engines.

The French steamship *St. Nazaire* was torpedoed and sunk by a British submarine on September 23rd, 1943, soon after leaving Genoa for Leghorn.

SAINT NINIAN

A. Mackay & Co.; 1894; D. & W. Render son; 3,026 tons; 320x42x23-6; 258 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Saint Ninian* was torpedoed and sunk by a German submarine three miles E. of Whitby on February 7th, 1917. Of those on board 15 men, including the captain, were killed.

ST. OLAF

A. Fraser; 1882; Murdoch & Murray; 305 tons; 151-4x 22-2x11-6; 95 r.h.p.; triple-expansion engines. The steamship *St. Ofa* was wrecked in a snowstorm on November 21st, 1900, near Seven Islands Bay, Labrador, with the loss of her entire complement of 26, passengers and crew.

SAINT OSWALD

Rankin, Gilmour & Co.; 1905; W. Pickersgill & Sons; 3,810 tons; 361 x46-3x17-6; 343 n.h.p.; triple-expansion engines. The British steamship *Saint Oswald* sank after a collision off Pelaho Point on December 31st, 1915. She was on a voyage in ballast from the Tyne to Helles, via Imbros.

SAINT PANCRAS

Rankin, Gilmour & Co.; 1890; Harland & Wolff; 4,283 tons; 400'6x45-2x28-2^; 390 n.h.p.; triple-expansion engines. The British cargo ship *Saint Pancras* was wrecked on Samarang Bank, near Labuan, on June 17th, 1895. She was on a voyage from Manila to Marseilles and Liverpool with a cargo of sugar, copra and hemp.

ST. PATRICK

Fishguard & Rosslare Railways & Harbours Co.; 1930; A. Stephen & Sons; 1,922 tons; 281-3x41-1x16-3; 887 n.h.p.; turbine engines.

The British steamship *St. Patrick*, on a voyage from Rosslare to Fishguard with 44 passengers, was bombed and sunk by German aircraft at 4.26 a.m. on June 13th, 1941. Seventeen of her crew, one gunner and 12 passengers were lost.

ST. PAUL

1845 (circa); 500 tons (approx.).

The emigrant ship *St. Paul* with 327 Chinese passengers on board was bound from Hong Kong to Sydney. On September 30th, 1858, she was wrecked on the island of Rossel. The captain and eight seamen left the ship to obtain assistance, being picked up by the schooner *Prince of Denmark* on October 15th and conveyed to New Caledonia. From there the French steamship *Styx* proceeded to Rossel to relieve the castaways. On her arrival she found a terrible state of affairs, the natives of the island having overwhelmed the remainder of the crew and the Chinese and killed and eaten them. Only one man, a Chinaman, survived the massacre.

SAINT PAUL

Cie. Navale de VOceanic; 1912; Campbeltown S.B. Co.; 1,633 tons; 229-9x35-8x22-5; 135n.h.p.; triple-expansion engines.

The French steamship *Saint Paul* was wrecked on Smith's Rock, Cape Moreton, Australia, on March 27th, 1914. She sank with the loss of 18 lives.

ST. PAUL

Th. Willerding; 1906; J. Blumer & Co.; 2,534 tons; 310x44x20-9; 271 n.h.p.; triple-expansion engines. The Swedish steamship *St. Paul* struck a mine and sank in the North Sea on September 2nd, 1914.

ST. PHILIBERT

Cie. Nantaise de Nav. a Vap; 1923; Soc. Anon. Anciens Chantiers Dubigeon; 189 tons; 105-5x21-1x8-6; 23 n.h.p.; triple-expansion engines.

On the morning of June 14th, 1931, the passenger steamer *St. Philibert* left Nantes for a day excursion to the island of Noirmontier, in the Loire estuary, with 467 persons on board, passengers and crew.

Soon after leaving the island on the return trip the ship was capsized by a sudden squall and sank with the loss of all on board, except eight men who managed to swim to land. The loss of life was estimated as 368, some of the passengers having stayed on the island.

ST. PHILIPPE

Soc. Navale de VOuest; 1912; Ateliers & Chantiers de France; 3,419 tons; 324-9x46x25-7; 225 n.h.p.; triple-expansion engines.

The French steamship *St. Philippe* was sunk by a German submarine in the English Channel on November 29th, 1916.

ST. PROSPER

Soc. Navale de VOuest; 1920; W. Gray & Co.; 4,330 tons; 351-2X52-5x26-7; 515n.h.p.; triple-expansion engines.

The French ship *St. Prosper* left Algiers on March 6th, 1939, for Marseilles. She was in wireless communication with the owners on March 8th, but was not heard of again.

ST. ROGATIEN

L. Bureau & Fils; 1901; A. Dubigeon; 1,581 tons; 245-9X36-8x21-5.

The French sailing ship *St. Rogatien* was sunk by a German submarine in the English Channel on November 17th, 1916.

SAINT RONALD

British & Foreign Steamship Co.; 1910; W. Hamilton & Co.; 4,387 tons; 380x50x26-5; 393 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Saint Ronald* was torpedoed and sunk by a German submarine 95 miles N.N.W. of Tory Island on September 19th, 1917. Twenty-four of her crew were killed. The captain was among the survivors.

SAINT SIMON

Soc. Navale de VOuest; 1912; Ateliers & Chantiers de France; 3,419 tons; 324-9x46x25-9; 225 n.h.p.; triple-expansion engines.

The French steamship *Saint Simon* was sunk by a submarine in the Mediterranean on April 3rd, 1917.

ST. SUNNIVA

I. Lund & Co.; 1912; Laxevaags Maskin & Jernskibs.; 1,140 tons; 228-8 x 35 • 2 x 15 • 9; 106 n.h.p.; triple-expansion engines.

The Norwegian steamship *St. Sunniva* struck a mine and sank in the Bay of Biscay on June 2nd, 1917.

ST. SUNNIVA

North of Scotland & Orkney & Shetland S.N. Co.; 1931; Hall, Russell & Co.; 1,368 tons; 252-6x35-2x15-5; 255 n.h.p.; triple-expansion engines.

The British steamship *St. Sunniva* left Greenock on January 3rd, 1943, as one of the escorts to a convoy bound to Halifax. On the 21st a strong gale developed with freezing temperature and the *St. Sunniva* was last seen on that day in the region of Sable Island with a heavy accumulation of ice on deck. Conditions were so bad that naval ships in the same convoy had up to ten feet of ice forward on arrival at Halifax.

ST. VINCENT

Potter, Wilson & Co.; 1863; Sunder land; 834 tons. The sailing ship *St. Vincent*, Capt. J. Barron, left Wellington, New Zealand, in ballast, for Lyttelton on February 13th, 1869, to load with wool. Soon after leaving harbour she encountered a S.E. gale which blew her onto the Mokomoko Rocks, N. of Cape Turakirae.

The disaster occurred about 10.30 on the night of the 14th, when the vessel was attempting to ride out the storm with both anchors down. She swung broadside-on to the rocks; her cables parted and she was flung over to starboard on her beam ends. A huge wave swept her end to end and carried away masts, decks and all standing gear. The crew, who had taken refuge in the mizzen chains, managed to survive this avalanche, but died or were washed overboard during the night.

The mate, Mr. J. Stringer, and the sailmaker, were washed ashore, and were the only survivors out of a crew of 21 and one passenger.

STE. ANNE

Soc. Mar. Aux. de Transports; 1913; Ateliers & Chantiers de Bretagne; 2,247 tons; 269x41-4x!9-6; 143 n.h.p.; triple-expansion engines.

The French ship *Ste. Anne*, on a voyage from the Tyne to Bordeaux with coal, collided with the French steamship *Blois* on April 7th, 1924, in dense fog and sank about 20 miles off Brighton.

SAINTE ANNE

Soc. Navale Caennaise; 1941; Smith's Dock Co.; 497 tons; 153'2x27-6x14-1; triple-expansion engines.

The French ship *Sainte Anne*, with a crew of 15, left Algiers on March 14th, 1950, for Toulon. On March 15th, when off the Balearic Islands she was in wireless communication with the owners but there was no further news.

SAINTE HELENE

Daher & Cie.; 1893; W. Gray & Co.; 2,128 tons; 285x39-2x16-4; 219 n.h.p.; triple-expansion engines.

The French steamship *Sainte HeUne* struck a mine and sank in the Bay of Biscay on February 1st, 1917.

STIE MARCELLE

French Government; 1935; Ansaldo San Giorgio; 1,518 tons; 418-3x54-8x30-9; 399 n.h.p.; quadruple-expansion engines.

The steamship *Stie. Marcelle* was formerly the Norwegian *Vigor*, seized by the Vichy French authorities at Casablanca. On March 14th, 1942, she was torpedoed and sunk by a British submarine in the Western Mediterranean.

STIE MARGUERITE

Daher & Cie.; 1913; Ateliers & Chantiers de France; 2,780 tons; 298-3x43-2x26-8; 216n.h.p.; triple-expansion engines.

The French steamship *Stie. Marguerite* was sunk by a submarine in the Mediterranean on October 2nd, 1915.

STE. MARGUERITE II

Societe de Navigation a Vapeur; 1921; Dublin Dockyard Co.; 1854 tons; 265 x42-1x17-9; 188 n.h.p.; triple-expansion engines.
The French steamship *Ste. Marguerite II* was torpedoed and sunk by a British submarine on December 3rd, 1942, on a voyage from Marseilles to Genoa.

STE. MAXIME

Cie. Generate d'Armements Maritimes; 1911; Akt.Ges. Weser; 4,051 tons; 337-7x48-2x20-4; 248n.h.p.; triple-expansion engines.

The French ship *Ste. Maxime* was on a voyage from Naples to Philippeville. On January 13th-14th, 1944, she was involved in a collision with the *Wendell Phillips* off Cape Bon and sank.

SAIPAN MARU

Nippon Yusen K.K.; 1936; Mitsubishi Jukogyo Kaisha; 5,533 tons; 382X53-8 X33-3; 640 nh.p.; triple-expansion engines & L.P. turbine.

The steamship *Saipan Maru*, in service as a transport, was torpedoed and sunk by the U.S. submarine *Haddock* on July 21st, 1943, 800 miles E. of Casiguran, Philippines.

SAISHU MARU

Taiyo Risen K.K.; 1897; J. Priestman & Co.; 2,082 tons; 290 X 42 - 3 x 20 - 4; 220 n.h.p.; triple-expansion engines.
The steamship *Saishu (Saisyu) Mam* was torpedoed and sunk by the U.S. submarine *Tautog* on January 3rd, 1944, off Shingu, Japan.

SAITSU MARU

Dairen Risen K.K.; 1911; Osaka Iron Works; 1,045 tons; 225•9X32•8X16-1; 116n.h.p.; triple-expansion engines.
The steamship *Saitsu (Saitu) Maru* was torpedoed and sunk by the U.S. submarine *Tirante* on July 8th, 1945, off the Kwantung Peninsula.

SAIYEN

*Japanese Navy, 3rd class cruiser; 1883; Stettin; 2,440 tons; 263-2x33x15*7; 2,800i.h.p.; 15 knots; triple-expansion engines; two 21 cm. guns, one 77 mm., six 3 pdr, 5 T.T.*
The Japanese light cruiser *Saiyen* was an old ship used in coastal defence. During the Russo-Japanese War she was a unit of a composite squadron of light cruisers and gunboats. On November 30th, 1904, when leading the line in one of the frequent bombardments of Port Arthur, the *Saiyen* struck a floating mine. She sank with a loss of 38 officers and men, the remainder of her complement of 237 being picked up by the gunboat *Akagi* and other ships of the squadron.

The captain went down with the ship.

SAKAE MARU

Kawasaki Risen K.K.; 1902; J. Blumer & Co.; 2,878 tons; 319-7x46-1x21; 263n.h.p.; triple-expansion engines.
The steamship *Sakae Maru* was torpedoed and sunk by the U.S. submarine *Bang* on November 23rd, 1944, 75 miles S.E. of Ilan, Formosa.

SAKARYA

Sadikoglu Asian ve Mahdumu; 1888; Blohm & Voss; 2,612 tons; 334-3x40-2x22-1; 293 n.h.p.; triple-expansion engines.
The Turkish ship *Sakarya* struck a rock on May 19th, 1943, about 25 miles S.E. of Fethiye. She broke in two and foundered.

SAKISHIMA MARU

Osaka Shosen K.K.; 1918; Osaka Iron Works; 1,224 tons; 220x33-6x18-5; 79n.h.p.; triple-expansion engines.
The steamship *Sakishima (Sakisima) Maru* was torpedoed and sunk by the U.S. submarine *Sea Robin* on July 10th, 1945, S. of Cheju Do Island, Korea.

SAKITO MARU

Nippon Yusen K.K.; 1939; Mitsubishi Jukogyo K.K.; 7,126 tons; 479x62-3x32-2; 1,960n.h.p.; 17 knots; oilengines.
The Japanese motorship *Sakito Maru*, in service as a transport, with a crew of 105 and 4,124 troops was in a convoy from Korea to the Mariana Islands. On February 29th, 1944, when 300 miles S.S.E.

of Okinawa the transport was torpedoed and sunk by the U.S. submarine *Trout*, Lt. Cdr. A. H. Clark, U.S.N.

The *Trout* was sunk shortly afterwards by Japanese escorting ships.

SAKURA

Japanese Navy, destroyer; 1943; Japan; 1,000 tons; 300X — x—; 30 knots; turbine engines; four 4-7 in. guns, 4 T.T.
The Japanese destroyer *Sakura* struck a mine and sank near Osaka, July 11th, 1945. The vessel carried a complement of about 150.

SAKURAMARU

Nippon Yusen K.K.; 1939; Mitsubishi Jukogyo K.K.; 7,170 tons; 479-7x62-3x32; 1,960 n.h.p.; oil engines.
The motorship *Sakura Maru* was sunk by gunfire and bombs from Allied warships and aircraft on March 1st, 1942, in the Sunda Strait.

SALABANGKA

Nederland Stoomv. Maats.; 1920; W. Hamilton & Co.; 6,586 tons; 420-7x54-7x33-4; 823n.h.p.; 13 knots; triple-expansion engines.

The Dutch steamship *Salabangka* was a unit of Convoy CD 20 bound from Swansea to Suez, via Durban. At 8.5 a.m. on June 1st, 1943, she was badly damaged by a torpedo from the German submarine *U-178*.

The ship was taken in tow but was again torpedoed at 5 p.m. and sank very quickly. Ten of her crew of 85 were lost.

SALADO

A. Holland & Co.; 1890; R.Dixon & Co.; 2,188 tons; 277X 39x18-2; 202n.h.p.; triple-expansion engines.
The British steamship *Salado* was wrecked in fog at Lundy Island at 5 a.m. on March 25th, 1897, while on a voyage from Newport to Buenos Aires carrying a cargo of coal.

SALAMANCA

H. Scholefield & Son; 1895; Palmers' Co.; 1,840 tons; 266x 37-2x16-1; 159n.h.p.; triple-expansion engines.
The steamship *Salamanca*, on a voyage from the Tyne to Stettin with coal, was wrecked on November 5th, 1899, near Hanstholm, Jutland.

SALAMINIA

Hellenic Shipowning Co.; 1897; J. Readhead & Sons; 3,112 tons; 323 X 47 -1X 22 • 6; 278 n.h.p.; triple-expansion engines.
The Greek steamship *Salamina* was torpedoed and sunk by a German submarine in the Irish Sea on March 29th, 1918.

SALDANHA

Ellerman & Bucknall S.S. Co.; 1911; Swan, Hunter & Wigham Richardson; 4,594 tons; 385-9x48-8x29; 339n.h.p.; 10 knots; triple-expansion engines.
The steamship *Saldanha* was torpedoed and sunk by a German submarine 95 miles N. of Algiers on March 18th, 1918. Six of her crew were killed. The captain was among the survivors.

SALEIER

Stoomvaart Maats. Nederland; 1920; Lithgow's; 6,563 tons; 419-9x54-8x33-5; 822 n.h.p.; triple-expansion engines.
The Dutch steamship *Saleier*, on a voyage from the Tyne to Port Said with coal, was torpedoed and sunk by a German submarine on April 10th, 1941, about 500 miles E.S.E. of Cape Farewell.

SALEMI

Italian Government; 1912; Flensburger Schiffsbau Ges.; 1,176 tons; 226-7x33-2x14-8; 92 n.h.p.; triple-expansion engines.
The steamship *Salemi* was formerly the French *Pontet Canet*, seized by the Italians. On February 2nd, 1943, she was torpedoed and sunk by a British submarine S.E. of Capri.

SALENTO

G. Zaccaro; 1903; Sir Raylton Dixon & Co.; 3,846 tons; 357x46-3x26-9; 354 n.h.p.; triple-expansion engines.
The Italian ship *Salento* was wrecked on November 25th, 1928, near Zandvoort while on a voyage from Bona to Amsterdam.

SALERNO

O. Thoresen; 1914; *Wood, Skinner & Co.*; 2,431 tons; 325-1 X 44-2x19-6; 249 n.h.p.; triple-expansion engines.

The Norwegian steamship *Salerno* struck a mine and sank in the North Sea on October 18th, 1915.

SALFORDIA

Sivewright, Bacon & Co.; 1898; *J. L. Thompson & Sons*; 3,666 tons; 353-4x51 X24-9; 329 n.h.p.; triple-expansion engines. The British steamship *Salfordia* was wrecked on Alpheo Shoal, off Kalmunai, Ceylon, on January 10th, 1913, while on a voyage from Calcutta to Colombo carrying a cargo of coal.

SALIENT

James Westoll; 1879; *Bartram, Haswell & Co.*; 1,432 tons; 250-4x34x18-2; 140 h.p.; compound engines. The British steamship *Salient* was wrecked during a heavy snowstorm near Filey on March 9th, 1891, after her engines had broken down, while on a voyage in ballast from Rotterdam to Sunderland.

SALIER

Norddeutscher Lloyd; 1875; *Earle's Co.*; 3,214 tons; 354-4x 39-7x24; 337 n.h.p.*; triple-expansion engines. The German steamship *Salier*, Capt. Wempe, on a voyage from Bremen to La Plata with passengers, left Corunna on the afternoon of December 7th, 1896, in rough weather. In the early hours of the 8th, in very heavy seas, the ship ran on to the Corona Reefs, Arosa Bay, and was wrecked with the loss of 281 lives, including Capt. Wempe.

SALLAND

Koninklijke Hollandsche Lloyd; 1905; *Russell & Co.*; 3,657 tons; 339-3x48x18; 354 n.h.p.; triple-expansion engines. The Dutch steamship *Sallandwas* torpedoed and sunk by a German submarine in the English Channel on January 23rd, 1917.

SALONICA

AlsVeborg; 1912; *Wood, Skinner & Co.*; 2,694 tons; 324x 46-5x19-8; 236 n.h.p.; triple-expansion engines. The Norwegian steamship *Salonica* was torpedoed and sunk by a German submarine on November 23rd, 1940, off the north-west coast of Ireland. Nine of her crew were killed.

SALOPIAN

Bibby Line; 1926; *Fairfield Shipbuilding Co.*; 10,526 tons; 483x60x32; 2,200 n.h.p.; 15-5knots; oilengines. The auxiliary cruiser *Salopian*, Capt. Sir J. M. Alleyne, Bart, D.S.O., was formerly the *Shropshire* of the Bibby Line. As there was already a 10,000 ton cruiser named *Shropshire* in the navy it became necessary for the liner's name to be changed when she was taken over for service by the Admiralty. On May 13th, 1941, the vessel was torpedoed and sunk by a German submarine about 400 miles S.E. of Cape Farewell. Two hundred and seventy-eight survivors were picked up.

SALPI

Peninsulare Soc. di Nav.; 1920; *S.A. Bacini e Scali Napoletani*; 2,710 tons; 299-9x39-4x23-8; 209 n.h.p.; triple-expansion engines.

The Italian steamship *Salpi* was torpedoed and sunk by a British submarine on February 3rd, 1942, about three and a half miles from Mehedia, Tunisia.

SALSETTE

Peninsular & Oriental Steam Navigation Co.; 1908; *J. Caird & Co.*; 5,842 tons; 440x53*2x29-5; 1,535 n.h.p.; 20 knots; quadruple-expansion engines.

The P. & O. liner *Salsette*, Capt. A. B. Armitage, was built for the express mail service between Aden and Bombay and was a great favourite with travellers to and from India prior to the First World War. During the war the ship was placed on the London to Bombay run as her speed was considered an effective protection against submarine attack. At 10.30 p.m. on July 19th, 1917, she left the Downs for India and steamed down Channel until noon next day, when she was 15 miles S.W. of Portland Bill. At this position the

first officer, who was on the monkey-bridge, saw a torpedo approaching. He at once ordered the helm hard-a-starboard but before this order could be obeyed there was a tremendous explosion on the starboard side blowing boats into the air and admitting a vast volume of water into the lower part of the ship. The engines stopped and Capt. Armitage gave orders to abandon ship and the boats were lowered without mishap in the short space of five minutes.

Of those on board one European and 14 Indian members of the crew lost their lives, the Indians being killed in the engine room or its vicinity. No passengers were lost and the discipline of all concerned was admirable. The survivors were landed at Weymouth.

SALTA

British Admiralty; 1911; *Forg. et Ch. de la Mediterranee*; 7,284 tons; 452x53-3x31-5; 696 n.h.p.; 15 knots; triple-expansion engines.

The steamship *Salta* was a former French ship taken over by the British Admiralty for use as a hospital ship. She struck a mine and sank half a mile N. of the Whistle Buoy, Havre, on April 10th, 1917. Fortunately the vessel had no wounded on board at the time but 86 of the R.A.M.C. personnel and crew were drowned.

SALTBURN

British Navy, fleet minesweeper; 1918; *Murdoch & Murray*; 710 tons; 231x28-7x7-5; 2,200 i.h.p.; 16 knots; triple-expansion engines; *Yarrow boilers*; one 4 in.A.A. gun, 1 smaller. The fleet minesweeper *Saltburn* foundered in a gale at Spithead in October, 1945. The vessel carried a complement of 73.

SALVATORE

M.Scuderi; 1921; *Collingwood S.B. Co.*; 2,150 tons; 260-9X 43-7x22-3; 310 n.h.p.; triple-expansion engines. The Italian steamship *Salvatore* was bombed and sunk by British aircraft on June 1st, 1944, between Piraeus and Crete.

SALVESTRIA

South Georgia Co.; 1913; *Workman, Clark & Co.*; 11,938 tons; 500-3x62-4x34-6; 977 n.h.p.; 11 knots; triple-expansion engines.

The tanker *Salvestria*, Capt. J. C. Jamieson, was mined and sunk two and three-quarter miles from Inchkeith Lighthouse on July 27th, 1940. Ten men were killed. Capt. Jamieson was among the survivors.

SALVIA

British Navy, sloop; 1916; *Irvine's Shipbuilding Co.*; 7,250 tons; 267-7x33-5x11-7; 2,400 i.h.p.; 17 knots; triple-expansion engines; two 4* 7 in. guns, two 3pdr.

The sloop *Salvia*, Lt. Cdr. W. Olphert, D.S.O., D.S.C., R.N.R., was disguised as a gship when she was attacked by a German submarine off the west coast of Ireland on June 20th, 1917. The action took place at about 7 o'clock in the morning and *Salvia*, known as *Q-15*, was struck well aft on the starboard side by the enemy torpedo. The submarine had not been sighted by the sloop's lookout and there was no opportunity to fight as the 4 in. gun was blown overboard and the engines disabled by the explosion. The crew took to the boats but Cdr. Olphert was taken to Germany by the submarine as a prisoner of war.

SALVIA

British Navy, corvette; 1940; *W. Simons & Co.*; 925 tons; 193x32x16; 17 knots; quadruple-expansion engines; one 4 in.A.A. gun, several smaller.

The corvette *Salvia*, Lt. Cdr. J. I. Miller, D.S.O., D.S.C., R.D., R.N.R., was torpedoed by a German submarine off the coast of Egypt on December 24th, 1941. The vessel's official complement was 85.

SALVUS

W. H. Seager & Co. Ltd.; 1928; *Northumberland S.B. Co.*; 4,815 tons; 400x55x25; 430 n.h.p.; 10knots; triple-expansion engines.

The steamship *Salvus*, Capt. W. L. Brett, was bombed and sunk by a German aircraft on April 4th, 1941, between Sheringham and Wells on the coast of Norfolk. Of those on board four men were killed. Capt. Brett was among the survivors.

SALZBURG

Harald Schuldt & Co. K.G.; 1921; N.V. Scheepswerf v/h De Groot & Van Vliet; 1,742 tons; 279-2x32-2x17-8; 241n.h.p.; triple-expansion engines.

The German steamship *Salzburg* was sunk by the Russians on October 1st, 1942, on a voyage from Burghaz to Odessa.

SAM HOUSTON

U.S. War Shipping Administration; 1942; Houston S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines.

The steamship *Sam Houston* was torpedoed and sunk by a German submarine on June 28th, 1942, on a voyage from Houston to Table Bay. Eight of her crew were killed.

SAMA

Chr. Gundersen & Co.; 1937; A/B Lindholmens Varv.; 1799 tons; 306-7x40-4x15-6; 541 n.h.p.; oil engines. The Norwegian motorship *Sama* was torpedoed and sunk by a German submarine on February 22nd, 1942, on a voyage from Cardiff to St. John, N.B. Seventeen of her crew and three passengers were killed.

SAMALA

Elders & Fyffes Line; 1928; Cammell Laird & Co.; 5,390 tons; 400-4x51-4x30-4; 447n.h.p.; 13-5 knots; triple-expansion engines.

The steamship *Samala*, Capt. A. E. Harvey, left Kingston, Jamaica, on September 18th, 1940, for Garston with a crew of 65, one gunner and two passengers. Nothing more was ever heard of the ship and she was considered to have been lost by war causes.

SAMBO

Ministry of War Transport (Cunard-White Star); 1943; California S.B. Co.; 7,176 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines.

The British steamship *Sambo*, on a voyage from Iquique and Wellington to Suez, was sunk by mine or torpedo on November 10th, 1943, ten miles S. of Perim. Three of her crew and nine gunners were lost.

SAMBUT

Ministry of War Transport (P. Render son & Co.); 1943; Oregon S.B. Corp.; 7,219 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines.

The British steamship *Sambut*, on a voyage from the Thames to the Normandy beaches with 580 troops and army vehicles, was sunk by gunfire on June 6th, 1944, when passing Dover. About 80 lives were lost.

SAMIDARE

Japanese Navy, destroyer; 1935; Uruga; 1,368 tons; 335 -5x31-8 x 9 - 3; 38,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 8T.T.

The Japanese destroyer *Samidare* fought an action off the Palau Islands with the U.S. aircraft carrier *San Jacinto* and the submarine *Bat fish* on August 26th, 1944. The destroyer was sunk by bombs and torpedoes. Her normal complement was 180.

SAMIR

V. Bassili; 1909; Ropner & Sons; 3,702 tons; 346-5x51x23-3; 301 n.h.p.; triple-expansion engines.

The Egyptian steamship *Samir* was torpedoed and sunk by a German submarine on August 17th, 1942, off the coast of Cuba on a voyage from Cristobal to Guantanamo Bay.

SAMKEY

Ministry of War Transport (New Zealand Shpg Co.); 1943; Bethlehem Shipyard; 7,219 tons; 422-8x57x34-8; 11 knots; triple-expansion engines.

On January 24th, 1948, the *Samkey* with a crew of 43 left London for Cuba, having taken on board 1,500 tons of Thames ballast—a mixture of small stones and sand.

On January 29th the s.s. *Innesmoor* reported sighting the *Samkey*, which was then steaming on her course without any sign of trouble. On the 31st she radioed to Horta in the Azores that she was in

lat. 41.48 N., long. 24 W., and that there was a strong S.W. wind. This was the last message received from her. No trace of her was found by vessels on roughly the same course on, or around the date on which the messages ceased.

It is possible that in worsening weather the *Samkey* was struck by heavy seas which caused the ballast to shift and give the vessel a list, which could increase in degree until finally she rolled over and sank.

SAMNANGER

Westfal, Larsen & Co. AJS; 1918; Canadian Vickers; 4,276 tons; 380-7x49-2x26-8; 333n.h.p.; triple-expansion engines. The Norwegian steamship *Samnanger* was torpedoed and sunk by a German submarine on December 21st, 1940, on a voyage from Oban to Pepel, with the loss of 30 lives.

SAMOA

Jacobsen & Than; 1886; Russell & Co.; 1,138 tons; 214-6x35-1x21-2.

The Norwegian sailing ship *Samoa* was sunk by a German submarine in the Western Atlantic on June 14th, 1918.

SAMOS

Deutsche Levante Linie; 1922; A& Neptun; 2,576 tons; 311 -1X 46 • 1 x 19 • 7; 200 n.h.p.; triple-expansion engines. The German steamship *Samos* struck a mine and sank on April 17th, 1941, one mile from Benghazi.

SAMOS

D. Inglessi Fils, Soc. Anon.; 1889; Earless Co.; 1,208 tons; 240x30x14-6; 210 n.h.p.; triple-expansion engines. The Greek steamship *Samos* was torpedoed and sunk by a German submarine on October 17th, 1941, between Alexandria and Tobruk. Twenty-four of her crew, three gunners and four passengers were killed.

SAMPA

Ministry of War Transport (Houlder Bros. & Co.); 1943; Bethlehem Fair field Shipyard; 7,219 tons; 422-8x57x34-8; 339 n.h.p.; 11 knots; triple-expansion engines. The steamship *Sampa*, Capt. H. Neale Sherwell, was about one and a half miles N. of the North Foreland No. 9 Buoy at 5.12 p.m. on February 27th, 1945, in convoy, when she struck a mine. The explosion broke the ship's back, blowing out part of the port side, destroying the saloon and other cabins and blowing the captain from the bridge into the sea. The *Sampa* carried a crew of 53 and nine passengers. Of these 12 were killed outright by the explosion and four died later. Capt. Sherwell was picked up and landed at Southend. Mr. J. Allerton, the first officer, took command of the ship and transferred the wounded to H.M. destroyer *Middleton* which conveyed them to Sheerness. The *Sampa* sank within 15 minutes of striking the mine.

For his gallantry on this occasion Mr. Allerton was later awarded the O.B.E.

SAMPHIRE

British Navy, corvette; 1940; W. Simons & Co.; 925 tons; 193x32x16; 2,750 i.h.p.; 17 knots; quadruple-expansion engines; one 4 in. gun, six 20 mm.

The corvette *Samphire*, Lt. Cdr. F. T. Renny, D.S.C., R.D., R.N.R., was torpedoed by an enemy submarine off Bougie on January 30th, 1943. Three officers, including Lt. Cdr. Renny, and 42 ratings were killed.

SAMSIP

Ministry of War Transport (New Zealand Shipping Co.); 1943; Bethlehem Fair field Shipyard; 7,219 tons; 422-8x57x34-8; 339 n.h.p.; 10 knots; triple-expansion engines. The steamship *Samsip*, Capt. E. A. Quick, struck a mine and sank on December 7th, 1944, at the entrance to the Scheldt. Seven persons were killed. Capt. Quick was among the survivors.

SAMSUVA

Ministry of War Transport (Sir R. Ropner & Co.); 1943; New England S.B. Corp.; 7,219 tons; 422-8x57x34-8; 339 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Samsuva* with a cargo of timber was proceeding in

SAMTAMPA

convoy from North Russia on September 29th, 1944, when she was torpedoed and sunk by an enemy submarine, the *Samsuva* was about 150 miles off North Cape.

SAMTAMPA

Houlder Bros. & Co.; 1943; *New England S.B. Corp.*; 7,219 tons; 422-8x57x34-8; triple-expansion engines. The British steamship *Samtampa* was driven ashore and wrecked in very severe weather at Sker Point, Porthcawl, on April 23rd, 1947. She was on a voyage in ballast from Middlesbrough to Newport. All her crew of 39 were drowned. The Mumbles lifeboat put out to the ship but capsized in the heavy seas and all the crew were drowned.

SAMUEL B. ROBERTS

United States Navy, destroyer; 1943; *U.S. Yards*; 1,450 tons; 306x36-9x—; 12,000s.h.p.; 28 knots; turbine engines; two 5 in. guns, two 40 mm. A.A., six 20 mm. A.A., 3 T.T. The United States destroyer *Samuel B. Roberts* was sunk in action with Japanese warships off Samar in the battle of Leyte Gulf on October 25th, 1944. The vessel carried a complement of 220.

For full story of the action see under the Japanese battleship *Musashi*.

SAMUEL GOMPERS

U.S. War Shipping Administration; 1942; *California S.B. Corp.*; 7,176 tons; 423 x57x34-9; 339 n.h.p.; triple-expansion engines. The steamship *Samuel Gompers* was torpedoed and sunk by a Japanese submarine on January 30th, 1943, on a voyage from Noumea to Newcastle, N.S.W. Fifty-six survivors eventually landed at Noumea.

SAMUEL HEINTZELMAN

U.S. War Shipping Administration; 1942; *California S.B. Corp.*; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Samuel Heintzelman* left Fremantle on July 1st, 1943, bound for Colombo and Karachi. Nothing more was heard of the ship or her crew until wreckage bearing her name was washed ashore in September at Diego Garcia Island. She was considered to have been sunk by a raider in about latitude 28° 30' S., longitude 105° E.

SAMUEL HUNTINGTON

U.S. War Shipping Administration; 1942; *Richmond S.B. Corp.*; 7,181 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Samuel Huntington* was bombed by German aircraft on January 29th, 1944, off Anzio, during the Allied landings. She caught fire, blew up and sank.

SAMUEL J. TILDEN

U.S. War Shipping Administration; 1942; *Oregon S.B. Corp.*; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Samuel J. Tilden*, Capt. Joseph L. Blair, was bombed and sunk by German aircraft on December 2nd, 1943, off Bari. She was carrying 209 service passengers and a deck cargo of gasoline in drums, which was ignited by the bombs. Ten of her crew and an unspecified number of passengers were lost.

SAMUEL Q. BROWN

Tide Water Associated Oil Co.; 1921; *Merchant S.B. Corpn.*; 6,625 tons; 424-4x58-2x32-9; 584 n.h.p.; triple-expansion engines.

The American tanker *Samuel Q. Brown* was torpedoed and sunk by a German submarine on May 23rd, 1942, between New Orleans and Cristobal.

SAMUI

Japanese Government; 1936; *Hakodate Dock Co.*; 1,458 tons; 240 X39x16-3; 318 n.h.p.; oil engines.

The tanker *Samui* was formerly Siamese, seized by the Japanese. She was torpedoed and sunk by a U.S. submarine on March 17th, 1945, off Tringano, Malaya.

SAMVERN

Ministry of War Transport (Wm. Thomson & Co.); 1943; *Bethlehem Fair field Shipyard*; 7,219 tons; 422-8x57x34-8; 339 n.h.p.; 11-5 knots; triple-expansion engines. The steamship *Samvern*, Capt. Thomas Mcl. Blaikie, on a voyage from Antwerp to London in convoy, struck a mine and sank off the Belgian coast at about 7.30 p.m. on January 18th, 1945. The explosion occurred on the port side and both lifeboats there were smashed. The *Samvern* carried a crew of 63 together with a number of army personnel returning home. Immediately the full extent of the damage was ascertained and it was beyond doubt that the vessel could not be saved orders were given to abandon ship in the remaining boats. One of these, the after starboard lifeboat, capsized in the darkness and drifted away with a number of men clinging to her keel. She was never seen again. A few men swam to the captain's boat and were picked up.

The number lost was 16, of whom seven were crew. Capt. Blaikie was among the survivors who were landed at Tilbury on the following evening.

SAN ANDRES

O.Thoresen; 1911; *Wood, Skinner & Co.*; 1,656 tons; 270x40-8x18-3; 225 n.h.p.; triple-expansion engines. The Norwegian steamship *San Andres* was torpedoed and sunk by a German submarine in the Bristol Channel on May 11th, 1918.

SAN ANTONIO

German Government; 1930; *Harland & Wolff*; 6,013 tons; 431-5x57-3x26-7; 577 n.h.p.; triple-expansion engines. The steamship *San Antonio* was formerly French, taken over by the Germans. On May 5th, 1943, she was bombed and sunk by Allied aircraft off Cape St. Vito, near Taranto.

SAN ANTONIO

A. Magsaysay Inc.; 1932; *Swan, Hunter & Wigham Richardson*; 1,960 tons; 246-1 x37-7x19; triple-expansion engines. The Philippine steamship *San Antonio* on a voyage from Hong Kong to Shanghai, struck a mine and sank on July 24th, 1950, at Woosung, Yangtze River.

SAN ARCADIO

Eagle Oil & Shipping Co.; 1935; *Harland & Wolff*; 7,419 tons; 460x66x32; 3,500b.h.p.; 13-25knots; oilengines. The motor tanker *San Arcadio*, Capt. W. F. Fynn, was 150 miles E. of New York on January 31st, 1942, when she was torpedoed by a German submarine. Soon afterwards the submarine surfaced and completed the destruction of the tanker by gunfire and a second torpedo. Forty-two men, including Capt. Fynn, were killed. The *San Arcadio* was not in convoy.

SAN BLAS

Balboa Shipping Co.; 1920; *Workman, Clark & Co.*; 3,601 tons; 325x46-3x29-2; 330 n.h.p.; triple-expansion engines. The Panamanian steamship *San Blas* was torpedoed and sunk by a German submarine on June 17th, 1942, 200 miles out from Galveson bound to Puerto Barrios. The captain and 32 of the crew were lost, 14 were saved.

SAN BLAS

Argentine Government; 1915; *Maryland Steel Co.*; 10,825 tons; 514-7x65-2x36-5; 1,283 n.h.p.; triple-expansion engines. The tanker *San Blas* caught fire after an explosion on September 27th, 1944, while lying at Central Dock, La Plata, loaded with petroleum. The fire could not be controlled and the tanker was completely burnt out.

SAN CALISTO

Eagle Oil & Shipping Co.; 1937; *Lithgows*; 8,010 tons; 462-8X61-2x33-1; 503 n.h.p.; 13-25 knots; oilengines. The motor tanker *San Calisto*, Capt. A. R. Hicks, struck a mine and sank two and a half miles S.W. of the Tongue lightship on December 2nd, 1939. Six men were killed and seven wounded. Capt. Hicks was among the survivors.

SAN CLEMENTE MARU

Mitsubishi Shoji Kaisha; 1937; Mitsubishi Jukogyo K.K.; 7,354 tons; 431-8x57-4x35-7; 839 n.h.p.; oil engines. The tanker *San Clemente Maru* was torpedoed and sunk by the U.S. submarine *Seal* on May 4th, 1943, E. of Angaur, Caroline Islands.

SAN DELFINO

Eagle Oil & Shipping Co.; 1938; Furness S.B. Co.; 8,072 tons; 463x61-2x33-1; 502 n.h.p.; 13-25knots; oilengines. The motor tanker *San Delfino*, Capt. A. E. Gumbleton, was ten miles E. of Whimble Shoal Buoy, off Cape Hatteras, North Carolina, on April 10th, 1942, when she was torpedoed and sunk by a German submarine. Twenty-eight men were killed and four wounded. Capt. Gumbleton was among the survivors. The tanker was not in convoy.

SAN DEMETRIO

Eagle Oil & Shipping Co.; 1938; Blythswood S.B. Co.; 8,073 tons; 463-2x61-2x33-1; 502 n.h.p.; 13-25knots; oilengines. The motor tanker *San Demetrio*, Capt. C. Vidot, O.B.E., was 80 miles E. of Chesapeake Buoy on March 17th, 1942, when she was torpedoed and sunk by a German submarine. Nineteen men were killed and six wounded. Capt. Vidot was among the survivors.

The *San Demetrio* was a unit of the famous *Jervis Bay* convoy which was attacked by the German pocket battleship *Admiral Scheer* on November 5th, 1940, and was unfortunate enough to be caught by the raider some hours after the convoy had dispersed. She immediately became a target and was shelled and set on fire. As she was carrying 9,000 tons of highly inflammable spirit at the time it was decided to abandon her and the crew took to the boats. Two days later one of these boats with Second Officer Arthur G. Hawkins in charge, with two engineers and 14 men, sighted the still burning *San Demetrio* and decided to attempt to board her. In this they were successful and after a most desperate ordeal succeeded in getting the fire under control and in starting the engines. The tanker's bridge had been destroyed and there were no charts, radio or navigating instruments. Second Officer Hawkins by most skilful seamanship brought the damaged vessel into the Clyde under her own power, declining the services of a tug.

Second Officer Hawkins was awarded the O.B.E. in recognition of his gallantry. For full story of the action see *Jervis Bay*.

SAN DIEGO

United States Navy, armoured cruiser; 1904; United States; 13,680 tons; 502 x69x 26; 23,000 i.h.p.; 22 knots; triple-expansion engines; Babcock & Wilcox boilers; four 8 in. guns, four 6 in., ten 3 in., 2 T.T. The armoured cruiser *San Diego*, Capt. Christy, was some ten miles off Fire Island, 50 miles from New York, on July 19th, 1918, when she struck a mine. She immediately began to sink and her crew of 1,189 officers and ratings were taken off by two steamships, save for six ratings who were killed by the explosion.

For some weeks German submarines had been active off the coast, and the mines had no doubt been sown by them.

The *San Diego* was the only large warship lost by the United States during the time she was a belligerent in the First World War, from April, 1917, until November, 1918.

SAN DIEGO

Compagnie Generale Transatlantique; 1930; Harland & Wolff; 6,013 tons; 431'5x57-3x26-7; 557n.h.p.; triple-expansion engines.

The French steamship *San Diego* was bombed and sunk by British aircraft on April 6th, 1943, off Bizerta.

SAN DUNSTANO

Eagle Oil Transport Co.; 1912; Swan, Hunter & Wigham Richardson; 6,238 tons; 420-2x54-5x30-9; 486 n.h.p.; triple-expansion engines.

The British tanker *San Dunstano* was wrecked at the entrance to Tampico on October 13th, 1929. She had a cargo of crude oil.

SAN EMILIANO

Eagle Oil & Shipping Co.; 1939; Harland & Wolff; 8,071 tons; 463-2x61-2x33-1; 502n.h.p.; 13-25 knots; oilengines. The motor tanker *San Emiliano*, Capt. J. W. Tozer, was some

450 miles W. of Trinidad on August 9th, 1942, when she was torpedoed and sunk by a German submarine. Capt. Tozer and 39 of the crew were killed and six wounded. The tanker was not in convoy.

SAN FABIAN

Eagle Oil & Shipping Co.; 1922; Armstrong, Whitworth & Co.; 13,031 tons; 530-5x69-4x42-2; 978 n.h.p.; 10 knots; turbine engines.

The tanker *San Fabian*, Capt. L. G. Ernmott, on a voyage from Curasao to Key West with 18,000 tons of fuel oil, was some 25 miles S. of Navassa Island on August 28th, 1942, when she was torpedoed and sunk by an enemy submarine.

Twenty-six men were lost with the ship and 34 picked up, one of whom died from injuries.

SAN FERNANDO

Eagle Oil & Shipping Co.; 1919; Armstrong, Whitworth & Co.; 13,056 tons; 530-4x69-4x42-2; 958 n.h.p.; 10 knots; turbine engines.

The tanker *San Fernando*, Capt. A. R. Buckley, homeward bound from Curasao, was torpedoed and sunk by a German submarine on June 21st, 1940, about 240 miles S.W. of the Lizard. There were no casualties.

SAN FLORENTINO

Eagle Oil & Shipping Co.; 1919; Swan Hunter & Wigham Richardson; 12,842 tons; 530-4x68-6x42; 958 n.h.p.; 10 knots; turbine engines.

The tanker *San Florentino*, Capt. R. W. Davis, was some 1,200 miles E.N.E. of Newfoundland on October 1st, 1941, when she was torpedoed by a German submarine. She was torpedoed again the following day but remained afloat until sunk by gunfire from a U.S. warship. Capt. Davis and 21 of the crew were killed and three wounded.

SAN FRANCISCO

Aspinwall Line; 1853; W. H. Webb & Co., New York; 2,000 tons (approx.); side lever.

The paddle steamship *San Francisco*, Capt. J. T. Watkins, was a new vessel. She was chartered as a troopship by the U.S. government to carry eight companies of artillery to California. On December 21st, 1853, she left New York having on board 16 officers and 498 artillerymen, with their wives and children, in addition to the crew, making a total of 750. The ship was loaded to the limit, part of the steerage being filled with cargo. This last circumstance was particularly unfortunate as the soldiers were confined in such meagre and ill ventilated quarters that fever broke out before the ship was many days out. For the first two days of the voyage the weather was fine, but on the 23rd the ship met with a full gale during which the engines were disabled, all the boats washed away and the upper saloon and promenade deck carried overboard. The masts and both funnels soon followed and on the 26th, when only five days out, the *San Francisco* was sighted by the *Maria Freeman* with the decks swept bare and apparently helpless.

On the 28th the barque *Kilby* fell in with the troopship and took off about 100 passengers and a quantity of stores. For the next two days the *San Francisco* continued to drift in a derelict condition, but on the 30th was sighted by the ship *Three Bells*. This vessel was unable to render aid owing to the gale, but stood by until January 3rd, when the sailing ship *Antarctic* came up and both ships made an attempt to save the survivors. After great efforts the *Three Bells* took on board from 180 to 200 persons and the *Antarctic* 176 persons; the former ship then proceeded to New York and the latter to Liverpool. Soon after she was abandoned the *San Francisco* foundered. Capt. Watkins was among the survivors.

Three hundred persons were lost of whom 59 died from fever.

SAN FRANCISCO

Compagnie Generale Transatlantique; 1930; Harland & Wolff; 6,013 tons; 431'5x57-3x26-7; 557n.h.p.; triple-expansion engines.

The French steamship *San Francisco* was bombed and sunk by British aircraft on July 14th, 1943, 35 miles W. of Cape Corso, Corsica.

SAN FRANCISCO MARU

SAN FRANCISCO MARU

Yamashita Risen K.K.; 1919; *Kawasaki Dockyard Co.*; 5,831 tons; 385 x 51 x 36; 440 n.h.p.; triple-expansion engines. The steamship *San Francisco Mam* was sunk by U.S. carrier based aircraft on February 17th, 1944, in the Caroline Islands.

SANFRATERNO

Eagle Oil Transport Co.; 1913; *Swan, Hunter & Wigham Richardson*; 11,929 tons; 527-3x66-6x42-7; 787n.h.p.; quadruple-expansion engines.

The British tanker *San Fraterno* struck a rock and sank at Bonet Island, near Carlos Island, Strait of Magellan, on July 29th, 1927. She was on a voyage in ballast from Buenos Aires to Los Angeles.

SANGERARDO

Eagle Oil & Shipping Co.; 1922; *Palmers' Co.*; 12,915 tons; 530-2x68-5x42-1; 913n.h.p.; 10 knots; turbine engines. The tanker *San Gerardo*, Capt. S. Foley, was some 700 miles off Cape Hatteras, North Carolina, on March 31st, 1942, when she was torpedoed and sunk by a German submarine. Capt. Foley and 50 others were lost. The tanker was not in convoy.

SAN GIL

Balboa Shipping Co.; 1920; *Workman, Clark & Co.*; 3,598 tons; 325x46-3x29-2; 330 n.h.p.; triple-expansion engines. The Panamanian steamship *San Gil* was torpedoed, shelled and sunk by a German submarine on February 3rd, 1942, on a voyage from Santa Marta, Colombia, to Philadelphia.

SANGIORGIO

Italian Navy armoured cruiser; 1908; *CasteUammare Dockyard*; 9,232 tons; 462-2x69x22-7; 18,000 i.h.p.; 22 knots; triple-expansion engines; *Blechynden boilers*; four 10 in. guns, eight 7-5 in., sixteen 3 in., 6 m.g., 2 T.T.

On the entry of Italy into the Second World War the armoured cruiser *San Giorgio*, which had been relegated to the duties of a gunnery training ship, was sent to Tobruk to act as guard ship. She was moored in the harbour within a protected basin so that she would be impervious to torpedo attack. It was not, however, from this quarter that danger threatened, but from the air. After repeated attacks by R.A.F. bombers and naval aircraft she was set on fire. When the British forces entered the town for the first time on January 21st, 1941, they found that the *San Giorgio* had been destroyed.

SANGUGLIELMO

Transoceanica Soc. Italiana di Nav.; 1911; *D. & W. Henderson & Co.*; 8,145 tons; 470x56-2x33-5; 1,033n.h.p.; triple expansion engines.

The Italian steamship *San Guglielmo* was torpedoed and sunk by a submarine in the Mediterranean on January 8th, 1918.

SAN JACINTO

Agwilines Inc.; 1903; *Delaware River Co.*; 6,069 tons; 380x53 x 24 • 7; 564 n.h.p.; triple-expansion engines. The American steamship *San Jacinto* was torpedoed and sunk by a German submarine on April 22nd, 1942, 300 miles S.W. of the Bermudas on a voyage from New York to San Juan, Puerto Rico. Five of her crew and nine passengers were lost.

SAN JOSE

Pacific Mail S.S. Co.; 1882; *J. Roach & Son*; 2,135 tons; 283x37x21; 235 n.h.p.; compound engines. The American steamship *San Jose*, on a voyage from Balboa to San Francisco, was wrecked on Asuncion Island, Lower California, on August 9th, 1921.

SAN JOSE

United Fruit S.S. Corp.; 1904; *Workman, Clark & Co.*; 3,358 tons; 330 X 44 -6 x 31 -6; 320 n.h.p.; triple-expansion engines. The American steamship *San Jose* was sunk in a collision with the steamship *Santa Elisa*, 8,379 tons, on January 17th, 1942, off Atlantic City, on a voyage from Puerto Barrios to New York.

SAN JUAN

Los Angeles-San Francisco Nav. Co.; 1882; *J. Roach & Son*; 2,152 tons; 283x37x21; 235n.h.p.; .10 knots; compound engines.

The American steamship *San Juan*, Capt. A. Aslund, was on a voyage from San Francisco to Los Angeles with 55 passengers and 45 crew, when she ran into dense fog off Pigeon Point, California. At about midnight on August 29th, 1929, she was in collision with the Standard Oil Co.'s tanker *S. C. T. Dodd* and foundered in a very few minutes. The *S. C. T. Dodd* lowered her boats and made a search for survivors, in which she was assisted by the s.s. *Munami* and the motorship *Frank Lynch*.

After sweeping the area for some time the ships picked up a total of 35 persons between them. Capt. Aslund was among the drowned.

SAN LUIS MARU

Mitsubishi Shoji Kaisha; 1928; *Mitsubishi Zosen Kaisha*; 7,268 tons; 430-1x57x34-5; 582 n.h.p.; oilengines. The tanker *San Luis Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles N.E. of Binh Dinh, Indo-China.

SAN MARCO

Soc. Anon. Cooperativa di Nav. Garibaldi; 1919; *Wood, Skimmer & Co.*; 3,076 tons; 340-1x46-7x23-2; 310 n.h.p.; triple-expansion engines.

The Italian steamship *San Marco* was torpedoed and sunk by a British submarine on June 1st, 1941, five miles from Cape Bonara, Sardinia.

SAN MARTINO

Italian Navy, destroyer; 1920; *Orlando*; 862 tons; 256-5x24-7x8-5; 22,000 s.h.p.; 32 knots; turbine engines; *Thorny-craft boilers*; four 4 in. guns, two 3 in.A.A., 4 m.g. 4 T.T. The Italian destroyer *San Martino* was sunk by the Germans to prevent her escaping from Piraeus to Alexandria on September 8th, 1943, the date of Italy's surrender to the Allies. Later she was refloated and recommissioned by the Germans and was finally sunk by British aircraft at Piraeus on October 12th, 1944.

SAN MATTEO

M.Scuderi; 1904; *W. Doxford & Sons*; 3,757 tons; 349-4 x 46-6x24-3; 300 n.h.p.; triple-expansion engines. The Italian steamship *San Matteo*, on a voyage from Gdynia to Italy with coal, was wrecked on the Stolp Bank, 17 miles N. of Stolpmunde, on January 28th, 1937, in a heavy gale. All 40 of her crew were drowned.

SAN MIGUEL

O.Thoresen; 1908; *Wood, Skinner & Co.*; 1,659 tons; 251-5X 36-1x21-2; 195 n.h.p.; triple-expansion engines.

The Norwegian steamship *San Miguel* struck a mine and sank in the North Sea on November 18th, 1915.

SAN NICOLAS

Lago Shipping Co.; 1926; *Harland & Wolff*; 2,391 tons; 305-7x50-2x14-3; 196 n.h.p.; triple-expansion engines. The British tanker *San Nicolas*, on a voyage from Lake Maracaibo to Aruba, was torpedoed and sunk by a German submarine on February 16th, 1942, 25 miles S.W. of Punta Macolla. Seven of her crew of 26 were lost.

SAN PEDRO MARU

Mitsubishi Shoji Kaisha; 1927; *Mitsubishi Zosen Kaisha*; 7,268 tons; 430x57x34-5; 593 n.h.p.; oilengines. The tanker *San Pedro Maru* was torpedoed and sunk by the U.S. submarine *Jackon* on June 25th, 1944, off Masinlok, Philippines.

SAN RAMON MARU

Mitsubishi Shoji Kaisha; 1935; *Mitsubishi Jukogyo K.K.*; 7,309 tons; 431-5x57-4x35-8; 699 n.h.p.; oilengines. The tanker *San Ramon Maru* was torpedoed and sunk by the U.S. submarine *Seahorse* on November 27th, 1943, 75 miles N.W. of Nagasaki.

SAN SABA

Mallory S.S. Co.; 1879; J. Roach & Son; 2,458 tons; 306X 39-6x21 -6; 283 n.h.p.; compound engines. The American steamship *San Saba* struck a mine and sank in the Western Atlantic on October 4th, 1918.

SAN VICTORIO

Eagle Oil & Shipping Co.; 1942; Blythwood Shipbuilding Co.; 8,136 tons; 463-2x61-2x33-1; 502 n.h.p.; 12 knots; oil engines.

The motor tanker *San Victorio*, Capt. S. Perry, left Aruba on May 15th, 1942, for Freetown and the U.K. with 12,000 tons of benzine and paraffin. At 12.15 a.m. on the 17th she was torpedoed twice by a German submarine and caught fire. Only five men got away from the ship and of these one man was picked up after 16 hours in the water.

SANA MARU

Japanese Government; 1913; Fore River S.B. Co.; 3,365 tons; 348'7x45-1x25-4; 372 n.h.p.; triple-expansion engines. The steamship *Sana Maru* was formerly the Panamanian *Norse Carrier*, seized by the Japanese at Shanghai in December, 1941. She was torpedoed and sunk by the U.S. submarine *Kingfish* on October 20th, 1943, off the east coast of Indo-China.

SANAE

Japanese Navy, destroyer; 1923; Uraga; 820 tons; 275 x 26-5x8-3; 21,500 s.h.p.; 31-5 knots; turbine engines; Kanpon boilers; three 4 • 7 in. guns, 2 m.g.

The Japanese destroyer *Sanae* was torpedoed and sunk in the Celebes Sea by the U.S. submarine *Bluefish* on November 18th, 1943. The destroyer's normal complement was 110.

SANANDREA

Polena Societd di Navigazione; 1908; Armstrong, Whit worth & Co.; 5,077 tons; 400x50-7x30-4; 443 n.h.p.; triple-expansion engines.

The Italian tanker *Sanandrea* was bombed and sunk by British aircraft on August 30th, 1942, near Santa Maria de Leuca.

SANCHEZ BARCAISTEGUI

Spanish Navy, sloop; 1876; Spain; 935 tons; 203-5x29-5x12-1; 1,100i.h.p.; 13 knots; compound engines; three 6 in. guns, (all m./r.), 2 m.g.

The Spanish sloop-of-war, *Sanchez Barcaistegui*, Capt. Ibanez, was acting flagship of the Havana Station, Cuba, in September 1895. She was wearing the flag of Rear-Admiral Delgado Parejo, and carried a complement of 150. On the night of September 18th, the ship left Havana on a tour of inspection, her first call being the Roca Canal. At just after midnight on the morning of the 19th she was off Cape Mora when her green starboard light was sighted by the passenger steamship *Mortera*, then approaching the harbour entrance. The *Mortera* slowed down and the sloop gave two blasts on her siren, to which the passenger ship replied and proceeded on her course intending to pass green light to green light. It was while on this course that the *Sanchez Barcaistegui's* lights went out, leaving the captain of the *Mortera* in some uncertainty as to what were her intentions. When next he sighted the sloop she was athwart his bows, her engines reversed and no lights visible. There was no hope of avoiding a collision and the *Sanchez Barcaistegui* was struck heavily on the port bow, her boilers exploded from the force of the impact, and she began to sink.

The *Mortera* lowered her boats, and endeavoured to push the stricken warship ashore. This last operation was not successful and the *Mortera* backed away with fatal results, for the warship immediately sank.

Admiral Parejo, Capt. Ibanez and 27 others were drowned.

An inquiry revealed that the chief reason for the collision was that a sailor on board the warship had caught his arm in the generating machinery and that the engines had been stopped and the lights extinguished to enable him to be released.

SANCT SVITHUN

Det Stavangerske D/S; 1927; International S.B. & E. Co.; 1,376 tons; 225-9x35-2x21-3; 149 n.h.p.; compound engines. The Norwegian steamship *Sanct Svithun*, under German control,

was bombed by British aircraft and set on fire on September 30th, 1943, near Kobbholmen Island, Norway. The burning ship drifted ashore and was wrecked. Seventeen of her crew and 26 passengers were killed.

SANCT SVITHUN

Det Stavangerske D/S; 1950; Cantieri Navali Riuniti; 2,172 tons; 267-6x41x14-8; oilengines.

On the night of Sunday, October 21st, 1962, the Norwegian motor vessel *Sanct Svithun*, running from Bergen to Kirkenes, was putting into the small port of Rorvik in northern Norway to land a single passenger when she ran on one of the skerries outside the harbour. There was a strong wind and blinding rain. The ship came off the rocks but was badly holed and began to sink and had to be abandoned.

Sixteen crew and 14 passengers in two boats landed at Nordoyan Lighthouse, the remaining four boats and one raft were picked up by ships and fishing boats in the vicinity.

Altogether 48 persons were saved, 35 bodies recovered but four of the crew and two passengers were missing.

SANCTORIA

Bengal Coal Co.; 1904; W. Doxford & Sons; 3,709 tons; 342X46-6x24-7; 300 n.h.p.; triple-expansion engines. The British steamship *Sanctoria* was wrecked on James and Mary Shoal, River Hooghly, on March 22nd, 1919. She was on a voyage from Rangoon to Calcutta carrying a cargo of rice.

SANDANGER

Westfal-Larsen & Co. A/S; 1938; J. L. Thompson & Sons; 9,432 tons; 483-6x68-3x36-2; 980 n.h.p.; oil engines. The Norwegian motorship *Sandanger* was torpedoed and sunk by a German submarine on May 12th, 1943, on a voyage from New York to Swansea. Twenty of her crew were killed.

SANDHURST

Watts, Watts & Co.; 1897; Blyth Shipbuilding Co.; 3,034 tons; 324-7x47x22-4; 280 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Sandhurst* was torpedoed and sunk by a German submarine six miles N.W. by W. i W. of Corsewall Point on May 6th, 1918. Twenty men were killed. The captain was among the survivors.

SANSEND

Rowland & Marwoods S.S. Co.; 1925; W. Pickersgill & Sons; 3,612 tons; 348x50x22-9; 315 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Sansend*, Capt. W. Armstrong, was torpedoed and sunk by a German submarine in the North Atlantic about 300 miles W.N.W. of Rockall on October 18th, 1940. Five men were killed. Capt. Armstrong was among the survivors.

SANJU MARU

Yamashita Kisen K.K.; 4,642 tons.

The steamship *Sanju Maru* was torpedoed and sunk by the U.S. submarine *Bluegill* on August 7th, 1944, off the south coast of Mindanao, Philippines.

SANKA MARU

Oguri Kisen K.K.; 1918; Mitsui Bussan Kaisha; 2,495 tons; 284-5x42-5x23; 162n.h.p.; triple-expansion engines. The steamship *Sanka Maru* was torpedoed and sunk by the U.S. submarine *Kete* on March 10th, 1945, about 100 miles N.W. of Amami O., Ryukyu Islands.

SANKISAN MARU

Kaburagi Kisen K.K.; 4,776 tons.

The steamship *Sankisan Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

SANKO MARU

Dairen Kisen K.K.; 1939; Osaka Iron Works; 5,461 tons; 396-3x53-8x30-5; 550n.h.p.; turbine engines. The tanker *Sanko Maru* was bombed and sunk by U.S. land-based aircraft on February 16th, 1944, N.W. of Kavieng, New Ireland.

SANKO MARU

SANKO MARU

Yamashita Kisen K.K.; 5,948 tons.
The tanker *Sanko Maru* was sunk by U.S. carrier-based aircraft on January 16th, 1945, about 50 miles S. of Hong Kong.

SANRAKUMARU

Japanese Government; 3,000 tons.
The tanker *Sanraku Maru* was torpedoed and sunk by the U.S. submarine *Trout* on June 15th, 1943, off the north-east coast of Borneo.

SANSEI MARU

Dairen Kisen K.K.; 1931; *Mitsui Bussan Kaisha*; 3,267 tons; 336-2x48-5x24; 271 n.h.p.; oil engines.
The motorship *Sansei Maru* was torpedoed and sunk by the U.S. submarine *Sawfish* on December 8th, 1943, 50 miles N. of Iwojima, Japan.

SANSEI MARU

Yamashita Kisen K.K.; 1936; *Uraga Dock Co.*; 2,386 tons; 284-9x42-9x21-4; 400n.h.p.; compound engines & L.P. turbine.
The steamship *Sansei Maru* was torpedoed and sunk by the U.S. submarine *Sealion II* on June 28th, 1944, about 50 miles W. of Sasebo, Japan.

SANSHO MARU

Yamashita Kisen K.K.; 6,862 tons.
The steamship *Sansho Maru* was torpedoed and sunk by the U.S. submarine *Croaker* on August 24th, 1944, about 50 miles N.W. of Mokpo, Korea.

SANSU

Elder, Dempster & Co.; 1901; *Tyne Iron S.B. Co.*; 2,495 tons; 325 x 45 -1 x 19 • 6; 252 n.h.p.; triple-expansion engines. The British steamship *Sansu* sank after striking rocks at Cesstown, Kroo Coast, on January 9th, 1908. She was carrying a cargo which included palm kernels and cocoa from the west coast of Africa to Hamburg.

SANT ANNA

Cie. Frangaise de Navigation a Vapeur; 1910; *Forges & Chantiers de la Mediterranee*; 9,350 tons; 470x56-4x42-7; 900n.h.p.; triple-expansion engines.
The French steamship *Sant Anna* was torpedoed and sunk by a submarine in the Mediterranean on May 11th, 1918.

SANT' ANTIOCO

Azienda Carboni Italiani; 1919; *Bethlehem S.B. Corp.*; 5,048 tons; 393-7x52-3x27; 486n.h.p.; triple-expansion engines. The Italian steamship *Sant' Antioco* was torpedoed and sunk by a British submarine on December 15th, 1942, off Sicily.

SANT' ANTONIO

Italian Government; 1919; *Lloyd Royal Beige (Great Britain)*; 1,480 tons; 240-3x36-1 x 19-1; 172n.h.p.; triple-expansion engines.
The steamship *Sanf Antonio* was formerly the Yugoslav *Anton*, seized by the Italians. On June 23rd, 1942, she was torpedoed and sunk by a British submarine about 45 miles N. of Sirte, Libya.

SANTA AMALIA

Eagle Oil Transport Co.; 1906; *Russell & Co.*; 4,306 tons; 384-9x49-8x18-4; 400n.h.p.; 10 knots; triple-expansion engines.
The tanker *Santa Amalia* was torpedoed and sunk by a German submarine 30 miles N. by E. \ E. of Malin Head, Co. Donegal, on December 28th, 1917. Forty-three men, including the captain were lost.

SANTA CRUZ

Oldenburg-Portugiesische Dampfs. Rhederei; 1938; *Deutsche Werft A.G.*; 3,862 tons; 379-7x54-8x23-8; 918n.h.p.; turbine engines.
The German steamship *Santa Cruz* had been fitted out as an armed commerce raider, operating in the Far East. On November 30th, 1942, she caught fire in Yokohama Harbour and blew up and sank.

SANTA ELENA

Grace Line; 1933; *Federal S.B. & D.D. Co.*; 9,135 tons; 484-4x72-2x25-8; turbine engines.
The American steamship *Santa Elena*, on a voyage from Liverpool to Naples, was torpedoed and sunk by German aircraft on November 6th, 1943, off Bougie. She was carrying 1,849 Canadian troops and 99 nurses.

SANTA ELISA

Grace Line; 1941; *Federal S.B. & D.D. Co.*; 8,379 tons; 441 - 3 x 63 - 1x—; 1,000 n.h.p.; turbine engines. The American steamship *Santa Elisa*, on a voyage from the Clyde to Malta with munitions and 7,000 tons of petrol in drums, was torpedoed by a German motor torpedo boat and bombed and sunk by aircraft on August 13th, 1942, 20 miles S.E. of Cap Son.

SANTA FE

Hamburg-Sudamerikanische Dampfs. Ges.; 1921; *Deutsche Werft A.G.*; 4,627 tons; 414-4x50-4x26-9; 438n.h.p.; triple-expansion & L.P. turbine engines.
The German steamship *Santa Fe* was captured by the French on October 25th, 1939, taken to Dakar and renamed *St. Andre*. After the fall of France she was taken back by the Germans. On November 24th, 1943, she was sunk by mine or torpedo in the Black Sea, with the loss of 20 lives.

SANTA INEZ

China Trading Corp.; 1908; *Moran Co.*; 1,764 tons; 240-4x 41 x 16-5; 135 n.h.p.; triple-expansion engines. The Panamanian steamship *Santa Inez*, on a voyage from Shanghai to Manila, ran ashore on the north side of Button Island on November 19th, 1941, but slipped off and sank.

SANTA ISABEL

Compania Trasatlantica; 1916; *Sociedad Espanola de Construcción Naval*; 2,488 tons; 291 -2x40x26-5; 12-5 knots; turbine engines.
The Spanish steamship *Santa Isabel* arrived at Corunna from Asturian ports on January 1st, 1921, to embark passengers for Cadiz and left on the same day. The total on board when she left Corunna was 266, of whom 78 were crew.
On the next day the wireless station at Cape Finisterre received a S.O.S. call from the liner saying "We are sinking" but giving no details of her whereabouts.
From survivors it was learned that the *Santa Isabel* struck a rock off the island of Salvora in the Bay of Arosa and immediately heeled over and lay broadside on to the waves. The first boat to be launched was swept on to the rocks and smashed, all of the 15 occupants being drowned. Two others met with a similar fate, but the fourth boat reached Salvora in safety. Small boats put out from Villagarcia and saved many persons clinging to wreckage, but in all only 56 survived.

SANTA LUCIA

Cia. Primer a de Nav.; 1916; *Sir J. Laing & Sons*; 5,838 tons; 407 X 52 - 4 x 31 - 5; 498 n.h.p.; triple-expansion engines. The Panamanian tanker *Santa Lucia ex dairy* was on a voyage from New York to Dunkirk with a cargo of crude oil when she was attacked by German aircraft on May 21st, 1940, eight or nine miles off Boulogne. The master and 20 members of the crew arrived at Rouen, having abandoned the vessel, which was later seen on fire and sinking.

SANTA MADALENA

Companhiade Navegafao Santense; 1943; *American Bridge Co.*; 2,201 tons; 316x50-2x25-1; oil engines.
The Brazilian motorship *Santa Madalena* caught fire and sank on October 16th, 1953, 15 miles from Sao Joao Light, Maranhao.

SANTA MARGARITA

Compania Primera de Navegacion, 1928; *Cowpen D.D. & S.B. Co.*; 4,919 tons; 400-2x54-2x26-5; 507n.h.p.; triple-expansion engines.
The Panamanian steamship *Santa Margarita* was shelled and sunk by a German submarine on July 2nd, 1940, 450 miles W. of Ushant on a voyage from Barry to Hampton Roads. Five of her crew were killed and four taken prisoner.

SANTA MARIA

Sun Company; 1902; *American S.B. Co.*; 5318 tons; 430X 43-7x29-4; 477 n.h.p.; triple-expansion engines. The American tanker *Santa Maria* was torpedoed and sunk by a German submarine off the N.E. coast of Ireland on February 25th, 1918.

SANTA MARIA

Companhia de Nav. Carregadores Aporeanos; 1906; *Smith's Dock Co.*; 1,104 tons; 210-1x32-1 xll-1; 127n.h.p.; triple-expansion engines.

The Portuguese steamship *Santa Maria*, on a voyage from Antwerp to Oporto, was wrecked near Cabo Vilano on September 27th, 1923.

SANTA RITA

A.F. Mahoney; 1913; *Union Iron Works*; 1,600 tons; 234-5X 42-7x14-5; 158 n.h.p.; triple-expansion engines. The American steamship *Santa Rita*, on a voyage from San Pedro to Seattle, was wrecked three miles W. of Cape Carmanah, Vancouver Island, on February 15th, 1923.

SANTA RITA

Grace Line; 1941; *Federal S.B. & D.D. Co.*; 8,379 tons; 441 -3 x 63-1x37-4; 1,000 n.h.p.; triple-expansion engines. The American steamship *Santa Rita* was torpedoed, shelled and sunk by a German submarine on July 9th, 1942, 500 miles S. of the Bermudas on a voyage from Suez to Philadelphia. Six of her crew were killed, the captain was taken prisoner.

SANTA RITA

Ruggiero & Merega Soc. Anon. di Nav.; 1908; *Cantieri Navali Riuniti*; 5,191 tons; 382-1x50-7x23-4; 390 n.h.p.; triple-expansion engines.

The Italian steamship *Santa Rita* was bombed and sunk by British aircraft on May 13th, 1943, near Cagliari, Sardinia. After the war the wreck was raised and taken in tow for repairs, but on the way to Leghorn she struck a mine and sank in March, 1946, five miles E. of Pianosa Island.

SANTA THERESA

Thos. Roy den & Sons; 1914; *Dunlop, Bremner & Co.*; 2,016 tons; 290-7x42-2x19-4; 236 n.h.p.; triple-expansion engines. The British steamship *Santa Theresa* sprang a leak in the engine room and foundered 100 miles S.E. of Tybee, South Carolina, on September 28th, 1924. She was on a voyage from Cardenas to Boston carrying a cargo of sugar.

SANTAGATA

A. Lauro; 1905; *Tyne Iron S.B. Co.*; 4,299 tons; 367-3X 50 • 1 x 20; 344 n.h.p.; triple-expansion engines. The Italian steamship *Santagata* was bombed and sunk by Allied aircraft on August 4th, 1943, at Naples.

SANTANDERINO

M. M. de Arrotegui; 1890; *D. & W. Render son & Co.*; 3,346 tons; 335x40-1x18-8; 397 n.h.p.; triple-expansion engines. The Spanish steamship *Santanderino* was torpedoed and sunk by a German submarine off Ushant on April 8th, 1916.

SANTEN MARU

Toa Kaiun K.K.; 1918; *Mitsui Bussan K.K.*; 1,210 tons; 225-7X 33-5x18-5; 88 n.h.p.; triple-expansion engines.

The steamship *Santen Mam* struck a mine and sank on May 21st, 1945, in the Inland Sea of Japan.

SANTI

Compania Naviera Amaya, S.A.; 1900; *S. P. Austin & Son*; 1,783 tons; 268-4x37-7x16-9; 196 n.h.p.; triple-expansion engines.

The Spanish steamship *Santi*, on a voyage from Huelva to Alicante, was wrecked on Plana Island on November 18th, 1922.

SANTIAGO

T. Wilson, Sons & Co.; 1886; *R. Dixon & Co.*; 4J88 tons; 365x44-7x28-9; 400 h.p.; triple-expansion engines. The British steamship *Santiago* was destroyed by fire on November

19th, 1889, while on a voyage from New York to Hull carrying a cargo of cotton.

SANTIAGO

Pacific Steam Navigation Co.; 1889; *Naval Construction & Armaments Co.*; 2,953 tons; 350x45-2x22-5; 471 n.h.p.; triple-expansion engines.

The British steamship *Santiago* was wrecked in a heavy squall 50 miles N. of Corral, at 6.30 a.m. on June 18th, 1907, while on a voyage from Corral to Valparaiso carrying a general cargo. The captain, most of the crew and the only passenger got away in a boat which, unfortunately, capsized when nearing the shore, and only the passenger and the 4th officer reached land. These were the only survivors.

SANTIAGO

New York & Cuba Mail S.S. Co.; 1906; *W. Hamilton & Co.*; 3,325 tons; 358x44-9x16-3; 364 n.h.p.; triple-expansion engines.

The American steamship *Santiago*, on a voyage from Cienfuegos to New York with sugar, ran into bad weather on March 12th, 1924, about 60 miles S.E. of Cape Hatteras.

Heavy seas broached No. 2 hatch and some of the crew were washed overboard in a vain attempt to make secure. Soon afterwards the ship filled and sank.

Twenty-five of the crew were lost, ten men were picked up from a boat.

SANTIAGO DE CUBA

Empresa Naviera de Cuba; 1908; *A. G. Neptun*; 1,685 tons; 261 '4x40-1x17-3; 132 n.h.p.; triple-expansion engines.

The Cuban steamship *Santiago de Cuba* was torpedoed and sunk by a German submarine on August 12th, 1942, on a voyage from Port Everglades to Havana. Ten of her crew were killed.

SANTO MARU

Sakai Kisen K.K.; 1899; *Hall, Russell & Co.*; 1,890 tons; 260-3 x 37-2 X17-3; 257 n.h.p.; triple-expansion engines. The steamship *Santo Mam* struck a mine and sank on August 2nd, 1945, off Niigata, Japan.

SANTONI

Scopinich & Monta; 1909; *Swan, Hunter & Wigham Richardson*; 5,235 tons; 390-5x50-4x30-3; 444 n.h.p.; triple-expansion engines.

The Italian tanker *Santoni*, on a voyage from Batum to France with gas oil, ran aground during a gale on March 5th, 1934, five miles S. of Constantza, and broke in two.

A boat with 14 men was launched but capsized, drowning nine, the remaining five were washed ashore and survived. Later a tug from Constantza was able to get near enough to take off nine men from the wreck.

SANTORE

Ore S.S. Corporation; 1918; *Bethlehem Steel Corp.*; 7117 tons; 449-1x57-2x34-3; 559 n.h.p.; triple-expansion engines. The American steamship *Santore* was sunk by a mine or torpedo on June 17th, 1942, between Hampton Roads and Key West.

SANTOS

Rederi AIB. Nordstjerner; 1925; *Kockums Mek. Verkstad A/B*; 3,840 tons; 364-9x51-5x22-8; 364 n.h.p.; oilengines. The Swedish motorship *Santos* was torpedoed and sunk by a German submarine on February 24th, 1940, on a voyage from Kirkwall to Gothenburg. There were only 12 survivors of her complement of about 50.

SANTOS

A/S Ivararfs Rederi; 1928; *Burmeister & Wain*; 4,639 tons; 381-8x53-8x25-1; 534 n.h.p.; oilengines. The Norwegian motorship *Santos*, on a voyage from New York to London, was sunk in a collision with the steamship *Theodore Dwight Weld*, 7,176 tons, on August 18th, 1943, S. of Newfoundland in dense fog.

SANTOS

SANTOS

Hamburg-Sudamerikanische Dampfs. Ges.; 1923; *Fried. Krupp A.G.*; 5,943 tons; 393-5x54-3x31-4; 410n.h.p.; triple-expansion engines.

The German steamship *Santos* was bombed and sunk by British aircraft on August 10th, 1944, W. of Heligoland.

SANTOS MARU

Osaka Shosen K.K.; 7,266 tons.
The steamship *Santos Maru* was torpedoed and sunk by the U.S. submarine *Atule* on November 25th, 1944, 50 miles S.W. of Basco, Batan Islands.

SANUKI MARU

Nippon Yusen K.K.; 1939; *Mitsubishi Jukogyo K.K.*; 7,758 tons; 479-6x62-3x32-2; 1,958 n.h.p.; oilengines. The motorship *Sanuki Maru* was taken over by the Japanese Navy for use as a seaplane tender. On January 28th, 1945, she was torpedoed and sunk by the U.S. submarine *Spadefish* in the Yellow Sea.

SANYOMARU

Osaka Shosen K.K.; 8,360 tons.
The steamship *Sanyo Maru* was taken over by the Japanese Navy and converted into a seaplane tender. On May 26th, 1944, she was torpedoed and sunk by the U.S. submarine *Cabrilla* about 150 miles N.W. of Menado, Celebes.

SANYO MARU

Asano Bussan K.K.; 2,854 tons.
The tanker *Sanyo Maru* was torpedoed and sunk by the U.S. submarine *Barb* on January 8th, 1945, 20 miles N.W. of Hsinchu, Formosa.

SAG PAULO

Hamburg-Sudamerikanische Dampfs. Ges.; 1921; *F. Schichau*; 4,977 tons; 361-7x51-4x31-7; 347n.h.p.; triple-expansion engines.

The German steamship *Sao Paulo* struck a mine and sank on April 9th, 1940, off Bratholm, Norway.

SAO PAULO

Brazilian Navy, dreadnought-battleship; 1909; *Vickers Maxim*; 19,281 tons; 533x83x25; 30,000 s.h.p.; 21 -2 knots; *Thornycroft* boilers; twelve 12 in. guns, fourteen 4-7 in., four 3 in., four 40 mm.A.A., 8 m.g.

The battleship *Sao Paulo* was sold for scrap in 1951 to the British Iron and Steel Corporation and left Rio de Janeiro on September 20th, with a skeleton crew of eight men, towed by the tugs *Bustler* and *Dexterous*. On November 4th, when about 150 miles N.E. of the Azores, a fierce gale was encountered and both towlines parted during the night. The *Sao Paulo* drifted away in the darkness and was never seen again.

SAORAFEL

Portuguese Navy light cruiser; 1898; *Havre*; 1,800 tons; 246x35-3x16; 4,000i.h.p.; 17knots; triple-expansion engines; *Normand-Sigaudy* boilers; two 6 in. guns, four 4-7 in., eight 3pdr., 2 m.g., 1 T.T.

The Portuguese light cruiser *Sao Rafael* left Lisbon for Leixoes on Friday, October 20th, 1911. Shortly after sailing she ran into thick weather which later became very dense fog. By next day, the 21st, she had over-run her distance and struck on the rocks a quarter of a mile off Villa do Conde. The heavy seas battered the wreck so that the ship broke her back, but fortunately three lifeboats from shore managed to take off the whole of the ship's company, except one man who was drowned. In addition 12 of the crew were injured. The *Sao Rafael's* complement was 220.

SAPHIR

E.Lindoe; 1901; *Laxevaags Mas kin & Jernskibs.*; 1,406 tons; 245-3x36-3x16-9; 132 n.h.p.; triple-expansion engines. The Norwegian steamship *Saphir* was torpedoed and sunk by a German submarine in the Bristol Channel on May 25th, 1918.

SAPHIR

Edvin Endresen; 1905; *Swan, Hunter & Wigham Richardson*; 4,306 tons; 375-5x51x25-5; 373 n.h.p.; triple-expansion engines.

The Norwegian steamship *Saphir* was sunk by gunfire at Narvik on April 10th, 1940, during the German invasion of Norway.

SAPPHO

C. Hadjipateras & N. & D. Pater as; 1891; *Stabilimento Tecnico Triestino*; 2,087 tons; 261-2x34-8x18; 194n.h.p.; triple-expansion engines.

The Greek steamship *Sappho* was sunk by a German submarine off Ushant on December 30th, 1916.

SAPPORO MARU No. 11

Inukami Keigoro; 1903; *J. Blumer & Co.*; 2,820 tons; 319-7X 46-1 x 21; 263 n.h.p.; triple-expansion engines. The steamship *Sapporo Maru No. 11* was torpedoed and sunk by the U.S. submarine *Barb* on July 5th, 1945, in the La Perouse Strait.

SAPPORO MARU No. 12

Inukami Keigoro; 1903; *J. Blumer & Co.*; 2,865 tons; 320X 46x21-2; 256 n.h.p.; triple-expansion engines. The steamship *Sapporo Maru No. 12* was torpedoed and sunk by the U.S. submarine *Flying Fish* on April 12th, 1943, off Ominato, Honshu Island.

SARA

Soc. Anon, di Nav. Nettuno; 1889; *Palmers' Co.*; 1,837 tons; 260-2x37-3x16-5; 187n.h.p.; triple-expansion engines. The Italian steamship *Sara*, on a voyage from Split to Patras, was wrecked at Fano on February 2nd, 1925.

SARAHANDERSON

R. G. Sharp & Co.; 1865; *T. Royden & Sons*; 589 tons; 172-7X 27-8x17-8.

The barque *Sarah Anderson*, Capt. W. J. Puxley, on a voyage from Coquimbo to Fleetwood, foundered on October 17th, 1886, in heavy weather near Port Isaac, Cornwall, with the loss of all on board.

SARAH SANDS

British Government Transport; 1845; *Hodgson & Co.*; 1,300 tons; 220 x 32x20; 200 n.h.p.; 9 knots; oscillating engines. The Government transport, *Sarah Sands*, Capt. Castle, had at one time belonged to the Red Cross Line, but on the occasion of the fire which brought her name into prominence she was conveying 368 officers and men of the 54th Foot to India. In addition to the troops there were a number of women and children, making with the crew a total of some 500 persons. She had proved a most unlucky ship, for, when chartered to the Canadian Steam Navigation Co., she had run on the rocks in the Straits of Belleisle, and later had capsized after leaving dock owing to her ballast being out of trim. On the voyage to India her somewhat nondescript crew mutinied and several were put in irons, and a few days before the outbreak of fire she lost one seaman, who fell overboard when skylarking.

On November 11th, 1857, some days after leaving Cape Town, at about 2.30 p.m., one of the soldiers reported fire to the ship's carpenter. The *Sarah Sands* was constructed of iron, but there was also much inflammable woodwork and within a short time the whole of the after portion was on fire. Unfortunately the crew got out of hand and launched some of the boats without orders, but the soldiers succeeded in placing all the women and children in those that remained and got them clear of the ship. For 18 hours the troops and loyal members of the crew, fought the fire with admirable discipline. The two stores of powder were cleared and the casks thrown overboard, save for two or three which exploded and blew up most of the ship aft of the mainmast. The regimental colours, kept in the saloon, were saved by the bravery of half a dozen volunteers who reached them after repeated attempts.

Meanwhile the recalcitrant men in the boats refused to render

any aid, even declining to take the burning ship in tow. Fortunately during the whole of this time it had been possible to keep the ship's head to wind and thus confine the flames to the after part. The explosion of the powder, though it blew a great hole in the ship's port quarter down to the water line, also blew away the burning woodwork of the stern cabins and shortly afterwards the fire was got under control and eventually extinguished.

The plight of all on board was now miserable in the extreme. The uniforms of the soldiers had been almost scorched from their bodies, many had collapsed and others were terribly burned. Not one person lost his life in this disaster, even the mutineers in irons below were rescued by their comrades. The people from the boats were taken on board again and tents and awnings were rigged up over the burnt out decks to afford shelter against the heat of the tropic sun, and the ship set a course for Mauritius. On the evening of November 21st she reached Port Louis.

The *Sarah Sands* was converted to a sailing ship, but was wrecked on the Laccadive Islands, on April 7th, 1859.

SARANAC

Anglo-American Oil Co.; 1918; Palmers' Co.; 12,049 tons; 530-5x66-3x41-8; 793n.h.p.; 11 knots; quadruple-expansion engines.

The tanker *Saranac* was intercepted by a German submarine about 500 miles W. of Land's End on June 25th, 1940. The enemy opened fire from the surface and later discharged a torpedo which sank the vessel. Three of her crew were killed and a fourth died after being picked up.

SARATOFF

U.S.S.R.; 1888; Burmeister & Wain; 1,679 tons; 261X 34-1x23-7; 138 n.h.p.; triple-expansion engines. The Russian steamship *Saratoff*, on a voyage from Riga to South Alloa, was wrecked in heavy weather on January 14th, 1923, 20 miles N. of Libau.

SARAWAK MARU

Mitsubishi Risen K.K.; 5,135 tons.

The tanker *Sarawak Mam* struck a mine and sank on March 19th, 1945, off Bintan Island, Malaya.

SARDEGNA

Lloyd Triestino; 1923; Bremer Vulkan; 11,452 tons; 511-6X 61-8x34-3; 818 n.h.p.; triple-expansion engines.

The Italian liner *Sardegna*, carrying troops from Italy to Albania, was torpedoed and sunk by a British submarine on December 29th, 1940, off Valona.

SARDINERO

Cia. Vasco Cantabrica de Nav.; 1897; J. Blumer & Co.; 2,170 tons; 290 X 42 x 19 • 1; 220 n.h.p.; triple-expansion engines. The Spanish steamship *Sardinero* was torpedoed and sunk by a German submarine off the north-west coast of Africa on February 23rd, 1918.

SARDINIA

Ellerman Lines; 1888; Hawthorn, Leslie & Co.; 2,474 tons; 310 x 40 • 3 x 22 - 6; 361 n.h.p.; triple-expansion engines. The steamship *Sardinia*, Capt. Charles Littler, left Malta on November 25th, 1908, for Alexandria with 152 passengers, mostly pilgrims bound to Mecca travelling on deck. About one mile out from Malta fire broke out in nitrate cargo in No. 2 hold, and the helm was put over to return to port. The fire spread very quickly, no further orders came from the bridge and the engine room was abandoned leaving the ship steaming in circles at full speed. On deck all the boats were burned and many of the pilgrims and some of the crew jumped overboard, despite the rough sea. Eventually the ship ran on to the Ricasoli rocks and was wrecked. Capt. Littler, 15 of the crew, five European passengers and about 100 pilgrims were killed. The fire was believed to have been started by embers from the pilgrims' cooking braziers falling between the hatch cover into the hold.

SARDINIA

O.Thoresen; 1914; Wood, Skinner & Co.; 1,500 tons; 285-2X 38-7x16-4; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Sardinia* was sunk by a German submarine off Ushant on January 23rd, 1917.

SARDOMENE

G. Mortolafu G.B.; 1882; Oswald, Morduant & Co.; 2,000 tons; 269x39-6x24-1. The Italian sailing ship *Sardomene* was torpedoed and sunk by a German submarine off the south-west coast of Ireland on July 1st, 1915.

SARGASSO

M. Isaacs & Sons; 1883; J. & G. Thomson; 1,508 tons; 275 x 33 • 1X19; 164 n.h.p.; compound engines. The British steamship *Sargasso* sank after a collision with the steamship *Mary Ada Short*, 3,605 tons, at the mouth of the Tyne in fog on April 18th, 1912. She was on a voyage from the Tyne to Carthage carrying a cargo of coal.

SARNIA

London & South Western Railway Co.; 1910; Cammell Laird; 1,498 tons; 284-6x39-1x15-8; 20-5 knots; turbine engines. The cross-channel steamship *Sarnia* was taken over by the Admiralty early in the First World War for service as an armed boarding-steamship. In 1915 she was despatched to the Dardanelles and on October 29th of that year she collided with and sank the auxiliary minesweeper *Hythe* in the darkness off Cape Helles. The *Hythe* was carrying troops at the time and 155 sailors and soldiers were drowned.

On September 12th, 1918, the *Sarnia* was torpedoed and sunk by a German submarine in the Mediterranean.

SARNIADOC

Pater son Steamships; 1929; Barclay, Curie & Co.; 1,940 tons; 252-7x43-3x17-8; 93 r.h.p.; triple-expansion engines. The Canadian cargo ship *Sarniadoc* sailed from Demerara on March 9th, 1942, and Trinidad on the 12th, on a voyage to St. Thomas carrying a cargo of bauxite. Nothing more was ever heard of the ship and she was considered to have been lost by enemy action.

SARONIKOS

M. A. Embiricos; 1912; Craig, Taylor & Co.; 3,548 tons; 360-7x50x21-4; 376 n.h.p.; triple-expansion engines. The Greek steamship *Saronikos* was torpedoed and sunk by a German submarine on December 7th, 1942, on a voyage from Aden to Durban. Thirty of her crew and two passengers were killed. Two survivors reached Lourenço Marques on the 20th.

SAROS *see* BRADFORD CITY

SARPFOS

Thor Thoresen, Jr. A/S; 1910; Nylands Varksted; 1,458 tons; 254-5x39-2x16-5; 152 n.h.p.; triple-expansion engines. The Norwegian steamship *Sarpfos* was torpedoed and sunk by a German submarine in the Irish Channel on February 24th, 1918.

SARREBOURG

Soc. Anon. de Nav. Les Armateurs Français; 1919; Midland S.B.Co.; 2,004 tons; 254-2x43-7x20-4; 253 n.h.p.; triple-expansion engines. The French steamship *Sarrebourg*, on a voyage from Newcastle to Nantes with coal, struck a rock and sank on February 25th, 1927, off Brest.

SASAGO

Nippon Yusen Kaisha; 9,258 tons. The steamship *Sasago* was bombed and sunk by U.S. land- and carrier-based aircraft on October 16th, 1942, off the Solomon Islands.

SATA

Japanese Navy; 6,500 tons.

The tanker *Sata* was sunk by U.S. carrier-based aircraft on March 30th, 1944, off Babelthuap, Palau Islands.

SATARA

British India S.N. Co.; 1901; W. Denny & Bros.; 5,272 tons; 410-8x50-7x29-1; 383 n.h.p.; triple-expansion engines. The British cargo ship *Satara* was wrecked near Seal Rocks, N.S.W., on April 20th, 1910. She was carrying a cargo of coal from Newcastle, N.S.W., to Gladstone.

SATSUKI

Japanese Navy, destroyer; 1925; Hudinagata; 1,315 tons; 320x30x9-6; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g. The Japanese destroyer *Satsuki* was bombed and sunk in Manila Bay by carrier borne aircraft of the U.S. Third Fleet on September 21st, 1944. The destroyer's normal complement was 150.

SATSUMA MARU

Utsunomiya Kaisoten K.K.; 1918; Tyne Iron S.B. Co.; 3,091 tons; 331'4x46-8x23-1; 431 n.h.p.; triple-expansion engines. The steamship *Satsuma Maru* was bombed and sunk by Chinese aircraft on February 11th, 1944, off Wenchow.

SATURNO

Italian Government; 1914; Armstrong, Whitworth & Co.; 5,022 tons; 385-2x50-3x30-3; 425 n.h.p.; triple-expansion engines.

The steamship *Saturno* was formerly the French *Massis*, taken over by the Italians. On January 20th, 1943, she was bombed and sunk by Allied aircraft about nine miles from Plana Island.

SAUERLAND

Hamburg-Amerika Linie; 1929; F. Schichau; 7,087 tons; 462-8x61-1x25-9; 1,374 n.h.p.; oilengines. The German motorship *Sauerland* was sunk during combined air and sea operations on August 12th, 1944, W. of La Rochelle.

SAUGOR

James Nourse; 1928; Harland & Wolff; 6,303 tons; 424 x 56x28-8; 569 n.h.p.; 12 knots; triple-expansion engines. The steamship *Saugor*, Capt. J. A. A. Steel, bound for Calcutta via the Cape, was in the North Atlantic in convoy when she was torpedoed and sunk by a German submarine. The attack took place on August 27th, 1941, when the vessel was three days out from Oban. Capt. Steel and 58 others were lost.

SAUMUR

German Government; 1920; Forth S.B. & E. Co.; 2,955 tons; 324-4x44-3x23-1; 234 n.h.p.; triple-expansion engines. The steamship *Saumur* was formerly French, taken over by the Germans. She was torpedoed and sunk by a British submarine on May 21st, 1944, off Port Vendres.

SAUTERNES

Ministry of War Transport (O. Dorey & Sons); 1922; Ateliers & Chantiers de la Seine Maritime; 1,049 tons; 215-9x30-5x12-5; 144 n.h.p.; triple-expansion engines.

The British steamship *Sauternes* foundered during a gale near Svino, Faroe Islands, on December 7th, 1941, while carrying a general cargo from Leith to Thorshavn. She had a crew of 19, five gunners and one passenger. None survived.

SAVE

Companhia Nacional de Navegafao; 1951; Grangemouth Dockyard Co.; 2,037 tons; 258-7x41-5x14; 12 knots; oil engines.

The Portuguese motorship *Save* left Beira on July 6th, 1961, for Quelimane with general cargo including petrol, diesel fuel and explosives. She carried a crew of 54 and 495 passengers, of whom 200 were African troops and the remainder labourers. On July 7th, she anchored in the mouth of the River Linde in a heavy storm but broke loose and ran onto a sandbar. On the following day the ship freed herself but at 6.10 a.m. on the 9th fire broke out on

board and she was driven ashore again by the heavy seas. Shortly afterwards the ship was wrecked by a series of heavy explosions. Sixteen of her crew and 243 passengers were killed.

SAVIO

Cia. Italiana di Nav. S.A.; 1890; S. C. Farnham & Co.; 1,625 tons; 238x30-1x12; 72 n.h.p.; compound engines. The Italian steamship *Savio* was bombed and sunk by Japanese aircraft in 1938 near Ichang, Yangtze River.

SAVOIE

French Government; 1906; Workman, Clark & Co; 10,196 tons; 515-2x61-3x30-5; 1,514 n.h.p.; quadruple-expansion engines. The liner *Savoie* was sunk by gunfire on November 8th, 1942, at Casablanca, during the Allied landings in North Africa.

SAVONA

R. M. Sloman, Jr.; 1934; Pl. C. Stulcken Sohn; 2,120 tons; 305-6x43-6x16-2; 246 n.h.p.; triple-expansion engines. The German steamship *Savona* was bombed and sunk by British aircraft on June 29th, 1942, 17 miles E. of Tobruk.

SAVONMAA

FinskaAngf.-A/B; 1922; Eriksbergs Mek. Verkstad; 1,149 tons; 300x43-2x16-3; 275 n.h.p.; triple-expansion engines. The Finnish steamship *Savonmaa*, on a voyage from Viipuri to Manchester, ran ashore and was wrecked on January 20th, 1937, outside Lando, near Mandal.

SAVOYARD

H.Mignot; 1896; Gautier Fits.; 258 tons; 115-9x26-8x12-3. The French three-masted wooden barquentine *Savoyard* was wrecked off Ploven near Brest on October 26th, 1903. The captain, his wife and four of the crew were lost.

SAWA MARU

T. Osawa; 1890; F. W. Wheeler & Co.; 2,542 tons; 270-7X 41x26; 203 n.h.p.; triple-expansion engines. The Japanese steamship *Sawa Mam* was torpedoed and sunk by a German submarine off the south-west coast of Ireland on March 6th, 1917.

SAWA MARU

Kagoshima Yusen K.K.; 1903; AkersMek. Verksted; 1,264 tons; 227 X 31 - 6 x 22 -1; 155 n.h.p.; triple-expansion engines. The steamship *Sawa Maru* struck a mine and sank on June 4th, 1945, off Shimonoseki.

SAWAHLOENTO

Koninklijke Paketvaart Maats.; 1921; Gebr. Pot; 3,085 tons; 325-3x47-6x22; 282 n.h.p.; triple-expansion engines. The Dutch steamship *Sawahloento*, on a voyage from Port Sudan to South Africa, was torpedoed and sunk by the German submarine *U-177* on December 14th, 1942. Fifty-one lives were lost; 19 survivors landed at Durban.

SAWARABI

Japanese Navy, destroyer; 1921; Japan; 820 tons; 275X 26-5x8-2; 27,500 s.h.p.; 31-5 knots; turbine engines; Kanpon boilers; three 4-7 in. guns, 2 m.g., 4 T.T.

The Japanese destroyer *Sawarabi* was steaming with three other destroyers through a violent storm off Formosa on December 6th, 1932. The *Sawarabi* got into difficulties and lay disabled and stopped, her consorts being unable to assist her on account of the heavy seas. Later she was overwhelmed by the gale and sank with 106 officers and ratings out of her complement of 120.

SAWOKLA

U.S. War Shipping Administration; 1920; Oscar Daniels Co.; 5,882 tons; 401-9x54-2x31-3; 938 n.h.p.; oil engines. The motorship *Sawokla*, on a voyage from Calcutta to New York, was sunk by enemy action in the South Indian ocean between November 29th, and December 4th, 1942. Nothing was heard of her crew until one member was reported to be a prisoner of war in Japan.

SAXILBY

Ropner Shipping Co.; 1914; Ropner & Sons; 3,630 tons; 346>5X50-8x23-3; 322 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Saxilby*, Capt. B. J. Samuel, was on a voyage from Newfoundland to Port Talbot with a cargo of iron ore and a crew of 27, when she foundered through stress of weather on November 15th, 1933. The first intimation that she was in difficulties came at 8.50 a.m. on the 15th when a wireless message was received at Valentia on the south coast of Ireland saying that she was in need of assistance and giving her position as roughly 400 miles distant. The U.S. steamship *Coelleda* sent out a message stating that the *Saxilby* had wireless that she was trying to get her boats away and giving the time as 8.23 a.m. During the day the Dutch steamship *Boschdijk*, the Cunard liner *Berengaria* and the *Manchester Regiment* went to the rescue in a heavy gale. Wireless messages from the *Saxilby* ceased, and after some hours the search for survivors was abandoned.

SAXMUNDHAM

Hunting & Pattison; 1883; North of England S.B. Co.; 2,486 tons; 300x39x25-5; 300 h.p.; compound engines. The steamship *Saxmundham*, Capt. Milne, left Newcastle for Ancona with a cargo of coal and coke, on November 2nd, 1888. She carried a crew of 29 all told. At about 2 a.m. on the 4th she was off St. Catherine's Point, Isle of Wight, in thick rainy weather, when she was struck on the starboard side amidships by the Norwegian barque *Nor*, Capt. Bjonness. She immediately began to sink and there was little time for launching the boats, most of the crew being asleep below. The starboard lifeboat got away with five men and the jollyboat with ten. Later the lifeboat picked up the captain and the second engineer.

The men in the boats hailed the *Nor* but received no reply to their shouts, and eventually the boats drifted apart. The jollyboat, which was in a sinking condition, was picked up by a passing barque and the occupants were taken to London. The lifeboat's party were picked up by the schooner *Waterblrd*, Capt. Williams, and landed at Weymouth.

Twelve men of the *Saxmundham**s crew were drowned.

All the crew of the *Nor* were taken off by the steamship *Shagbrook*, and the damaged barque drifted on to the Shingles and was wrecked.

SAXON

Entente S.S. Co.; 1881; T. Turnbull & Son; 1,595 tons; 264 x 34-6x18; 170 n.h.p.; 9 knots; compound engines. The steamship *Saxon* was torpedoed and sunk by a German submarine 83 miles E.S.E. of Fair Isle, Shetland Islands, on May 7th, 1918. Twenty-two men were killed, The captain was among the survivors.

SAYN

Fried. Krupp A.G.; 1898; W. Gray & Co.; 2,321 tons; 302x43x19-9; 223 n.h.p.; triple-expansion engines. The German steamship *Sayn* struck a mine and sank on April 24th, 1940, outside Delfzijl.

SAZANAMI

Japanese Navy; destroyer; 1931; Maizuru; 1,700 tons; 371 -5x33 - 8 x 9 - 8; 40,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A.m.g., 9 T.T. The Japanese destroyer *Sazanami* was torpedoed and sunk S.E. of Yap in the Carolines Group by the U.S. submarine *Albacore* on January 14th, 1944. The destroyer's normal complement was 197.

SCALARIA

Anglo-Saxon Petroleum Co.; 1922; Swan, Hunter & Wigham Richardson; 5,683 tons; 411 -5x53-4x31; 555n.h.p.; 10 knots; triple-expansion engines. The tanker *Scalaria*, Capt. J. Waring, was attacked by enemy aircraft off Ras Gharib, Red Sea, on October 19th, 1942. The vessel was hit by bombs and aerial torpedoes and sank with the loss of 11 men. Capt. Waring was among the survivors.

SCAPA FLOW

U.S. Maritime Commission; 1914; Flensburger Schiffsbau Ges.; 4,827 tons; 412-2x54-8x26-2; 620n.h.p.; triple-expansion engines.

The Panamanian steamship *Scapa Flow* was torpedoed and sunk by a German submarine on November 14th, 1942, on a voyage from Freetown to St. Thomas, W.I. The ship had a complement of 60, of whom the captain, 25 of the crew and seven gunners were killed.

SCEBELI

Skibs A/S Thorsholm (A/S Thor Dahl); 1937; Burmeister & Wain; 3,025 tons; 324-3x45-8x26-1; 606n.h.p.; oilengines. The Norwegian motorship *Scebeli* was torpedoed and sunk by a German submarine on April 21st, 1943, on a voyage from Liverpool to New York.

SCEPTRE

Hall Bros.; 1921; Craig, Taylor & Co.; 5,280 tons; 370-3X51-4x32-4; 385 n.h.p.; triple-expansion engines. The British steamship *Sceptre* was wrecked near Cape Agulhas in fog on May 22nd, 1925, while carrying a cargo of coal from Cardiff to Mauritius.

SCHALDIS

VanHemelrijck&Geurts; 1878; T. Turnbull & Son; 1,241 tons; 238-1x32x18; 135 n.h.p.; compound engines. The Belgian steamship *Schaldis* was torpedoed and sunk in the North Sea by a German submarine on March 29th, 1917.

SCHARFSCHUTZE

Austrian Navy; destroyer; 1907; Austria; 390 tons; 6,000 i.h.p.; 28 knots; turbine engines; Yarrow boilers; six 12 pdr. guns, 2 T.T.

The Austrian destroyer *Scharfschutze* was endeavouring to escape from Durazzo on October 2nd, 1918, at the time that Austrian resistance was crumbling. The vessel was intercepted and sunk by two British destroyers not far from the harbour.

SCHARNHORST

German Navy; armoured cruiser; 1906; Blohm & Voss; 11,600 tons; 449-7x71x25; 26,000 i.h.p.; 23-2 knots; triply expansion engines; Schulz-Thornycroft boilers; eight 8-2 in. guns, six 5-9 in. eighteen 3-4 in., 4 m.g., 4 T.T. At the outbreak of the First World War the *Scharnhorst* was the flagship of the German East Asiatic Squadron, wearing the flag of Admiral Graf von Spee. The admiral was one of the best seamen in the German navy. He had brought the squadron under his command to a very high pitch of efficiency, and in 1914 it held the gunnery record of the German Navy.

The East Asiatic Squadron crossed the Pacific to Easter Island, where, on October 14th, it concentrated its scattered units. On November 1st off Coronel it engaged a British force under Rear-Admiral Sir Christopher Cradock, sinking two armoured cruisers *Good Hope* (flagship) and *Monmouth*. The light cruiser *Glasgow* and the auxiliary cruiser *Otranto* escaped. The German squadron sustained no losses. The full story of this battle is told under the *Good Hope*.

Early on the morning of December 8th Admiral von Spee approached the Falkland Islands under the impression that they were poorly defended. In this he was mistaken, for a few hours before Vice-Admiral Sir Doveton Sturdee had arrived with a large force direct from England. The British were engaged in coaling but immediately prepared for action when the German ships were sighted.

Before entering into the details of the battle it is necessary to account for the presence of the British. Immediately on receipt of the news of Coronel the The First Sea Lord, Admiral Sir John Fisher detached the battle cruisers *Invincible* (which see) and *Inflexible* from the Grand Fleet and ordered them to proceed to the Falkland Islands without loss of time. Such was the urgency of the matter that the *Invincible* left Devonport Dockyard, with dockyard workmen still on board. The ships in South American waters were ordered to concentrate at the Abrolhos Rocks, and when

SCHARNHORST

Admiral Sturdee arrived there he found awaiting him a squadron fully sufficient for the task in hand. The strength of the two squadrons was as follows:—

	tons	knots	guns	
BRITISH				
<i>Invincible</i> (flagship)	17,250	26-6	8-12 in.,	16-4 in.
<i>Inflexible</i>	"	26	" "	" "
<i>Carnarvon</i>	10,850	22	4-7-5 in.,	6-6 in.
<i>Cornwall</i>	9,800	23-6	14 "	" "
<i>Kent</i>	"	23-5	" "	" "
<i>Glasgow</i>	4,800	25-8	2-6 in.,	10-4 in.
GERMAN				
	tons	knots	guns	
<i>Scharnhorst</i>	11,600	23-2	8-8-2 in.,	6-5-9 in.
<i>Gneisenau</i>	11,420	23-5	" "	" "
<i>Leipzig</i>	3,250	22-4	10-4 in.	" "
<i>Nurnberg</i>	3,400	23-5	" "	" "
<i>Dresden</i>	3,592	24-5	" "	" "

In view of the heavy odds against him the German Admiral endeavoured to escape. The speed of the British ships made this impossible, and at 1.15 p.m. Spee signalled his slowest ship, the *Leipzig*, to proceed independently. Thereafter he sent similar instructions to his other light cruisers and turned to hold up the pursuit as best he might with the *Scharnhorst* and the *Gneisenau* (which see).

At a range of 15,000 yards the British battle cruisers commenced to hit, but the distance was too great for the German 8-2 in. guns to be effective. By 1.30 p.m. the range had fallen to 13,000 yards and both German cruisers concentrating on the British flagship began to score hits, but this did not last for long. Keeping at extreme range the British punished their antagonists very heavily until, at about 3 p.m., von Spee turned to close in order to bring his secondary armament of 5 • 9 in. guns to bear. He sustained a terrific fire from the 12 in. guns of the battle cruisers in doing so and within half an hour the *Scharnhorst* was a blazing wreck. She then turned to permit her undamaged broadside to bear, and for a time fought with renewed strength, but at about 4 p.m. she was brought to a dead stop. At 4.17 p.m. she slowly rolled over, and sank with colours flying. The vessel took with her Admiral von Spee and all his men, a very brave company.

Of the remainder of the German squadron the *Gneisenau* was sunk by the combined fire of the battle cruisers and the *Carnarvon*. The light cruiser *Leipzig* was sunk by the *Cornwall* and *Glasgow*, and the light cruiser *Nurnberg* was sunk by the *Kent*. The *Dresden* alone escaped and defied destruction for another four months.

The official complement of the *Scharnhorst* was 765.

During the four months of its existence the East Asiatic Squadron was responsible for the destruction of the following merchant ships.

s.s. <i>Evades</i>	...	3,352 tons	August 15th, 1914
s.s. <i>Holmwood</i>	...	4,223 "	" 26th, 1914
s.s. <i>Elsinore</i>	...	6,542 "	September 11th, 1914
s.s. <i>Bankfields</i>	...	3,763 "	" 25th, 1914
French Barque <i>Valentine</i>			November 2nd, 1914
s.s. <i>North Wales</i> ...			" 16th, 1914
Barque <i>Drummuir</i>	...	1,844 "	December 2nd, 1914
Barque <i>Conway Castle</i>	...	1,694 "	February 27th, 1915
			(sunk by <i>Dresden</i>)

The *Emden* also belonged to the Squadron but was raiding independently.

SCHARNHORST

German Navy, dreadnought battleship; 1936; Wilhelmshaven Dockyard; 26,000 tons; 741-5x98-5x24-7; 29knots; turbine-engines; nine 11 in. guns, twelve 5-9 in., fourteen 4 in., sixteen 37 mm., 4 aircraft.

The German battleship *Scharnhorst* carried a complement of 1,461 and in speed and armament she was capable of challenging any battleship afloat. Her chance came with the outbreak of the Second World War when she proved the most successful of any of Germany's large battle units. On November 23rd, 1939, in company with her sister ship the *Gneisenau*, she sank the British auxiliary cruiser *Rawalpindi* (which see) off Iceland. In April 1940 the *Scharnhorst* was engaged by the battle cruiser *Renown* in northern

waters, but managed to break off the action. In June of the same year, again in company with the *Gneisenau*, she sank the aircraft carrier *Glorious* (which see) and three other ships off Narvik. From January to March 1941 she was operating as a commerce destroyer. She and the *Gneisenau* claimed to have sunk 22 Allied merchantmen between them, but owing to the vigilance of the Allied cruisers most of the German supply ships sent to their assistance were intercepted, and in March both battleships put into Brest where they remained until February 1942.

During this period the *Scharnhorst* was subjected to repeated bombings by British aircraft and sustained heavy, but not vital damage. On May 27th, 1941, the 10,000 ton, 8 in. gun cruiser *Prinz Eugen* arrived at Brest, having escaped the fate of the battleship *Bismarck* with which she had been in company. This made the third large German unit sheltering in Brest and on February 12th, 1942, the big ships with an escort of destroyers, and other light craft and protected by many aircraft, came out of harbour and steamed toward the Straits of Dover. The *Scharnhorst* and her consorts gained German ports with very little difficulty.

On Sunday, December 26th, 1943, the *Scharnhorst* was at sea with the intention of intercepting a large convoy bound for Russia. This convoy was escorted by a strong British force in two formations, the first, under Admiral Sir Bruce Fraser, commander-in-chief, Home Fleet, comprised the battleship *Duke of York*, 35,000 tons, flagship, the cruiser *Jamaica*, and four destroyers; the second, under command of Vice-Admiral R. L. Burnett, C.B., D.S.O., O.B.E., comprised the cruisers *Belfast*, 10,000 tons, flagship, *Sheffield*, and *Norfolk*. This second formation was close to the convoy and constituted its actual escort. In addition there was a further division of four destroyers, making eight all told. Just before 11 a.m. somewhere S.E. of Bear Island the *Scharnhorst* was sighted steaming at 28 knots in the direction of the convoy. The escorting cruisers at once turned toward the raider, while the convoy was diverted to the northward. There was a brief exchange of salvos between the *Scharnhorst* and the British in which the *Norfolk* scored a hit with her 8 in. guns, whereupon the raider took evasive action and soon was lost to view to the N.E., steaming at top speed. Some hours later she again attempted to close the convoy and fire was opened by both sides, an 11 in. shell striking the *Norfolk*, killing several men. After this the *Scharnhorst* turned away on a southerly course, still at high speed and shadowed by the cruisers and destroyers under Admiral Burnett.

Meanwhile the *Duke of York* with the rest of Admiral Fraser's force had been working up from the S.W. and the flagship made contact with the *Scharnhorst* at 4.15 p.m., by which time darkness had closed in. Shortly afterwards the 14 in. guns of the *Duke of York* obtained a hit below the water-line and the *Scharnhorst* turned away to the northward and then eastward with a slight diminution of speed. Admiral Fraser ordered a torpedo attack by the destroyers *Savage*, Cdre. M. D. C. Meyrick, senior officer, *Sausmarez*, *Scorpion* and *Stor*. These ships steamed ahead of the raider beyond a point where they could expect any assistance from their heavy consorts, and then turned in and discharged their torpedoes, securing at least three hits. There was an immediate drop in the German battleship's speed and the *Duke of York* opened fire with her 14 in. guns until the *Scharnhorst* lay with her engines stopped and smoke and flames issuing from her decks.

At this juncture the cruisers *Jamaica* and *Belfast* were ordered to attack with torpedoes from one side and the destroyers *Matchless*, *Virago*, *Opportune* and *Musketeer* from the other. This concentrated volley exploded with tremendous force and at 7.45 p.m. the *Scharnhorst* sank at a spot about 60 miles N.E. of North Cape. It is presumed that she carried her full complement of 1,461, and of these only 36 were saved. Rear-Admiral Bay, in command of the German destroyers which set out at the same time, was on board the *Scharnhorst*.

British casualties were few and damage to ships very slight. There was no loss among the convoy.

SCHELDEPAS

Scheepv. Maats. Scheldestroom Soc. Anon.; 1897; *Earless Co.*; 5,092 tons; 420x48-2x28-8; 339 n.h.p.; triple-expansion engines.

The Belgian steamship *Scheldepas*, on a voyage from Antwerp to Shanghai, ran on to a sunken wreck and sank on March 14th, 1929, off Vesta Rock, Plane Island.

SCHELDT

Hooper, Campbell & Co.; 1884; C. Hill & Sons; 1,090 tons; 211-1x29-6x21-9; 96 h.p.; compound engines. The British steamship *Scheldt* was wrecked near Pendeen, Cornwall, on June 23rd, 1890. She was carrying a cargo of coal from Newport to Bordeaux.

SCHIAFFINO XXIV

Soc. Algerienne pour VAfrique du Nord; 1924; Fried. Krupp A.G.; 1,417 tons; 242-9x36-1x15-7; 224 n.h.p.; triple-expansion engines.

The French steamship *Schiaffino XXIV* left St. Louis, Rhone, on December 9th, 1934, for Sete and Algiers. Nothing more was heard of the ship or crew until April 7th, 1935, when the wreck was found near Pointe de l'Espiguette.

SCHIE

Naam. Venn. Houtvaart; 1922; A. Vuijk&Zonen; 1,967 tons; 281-5x40-3x19-2; 236 n.h.p.; triple-expansion engines. The Dutch steamship *Schie* left Aberdeen on June 14th, 1941, and Loch Ewe on the 18th for Curasao in convoy. She was last seen on the 21st and was thought to have been sunk on the 24th, about 400 miles S.S.E. of Cape Farewell.

SCHIELAND

Scheepvaart en Steenkolen Maats.; 1909; Werfvoorheen Rijkee & Co.; 1,106 tons; 221-3x33-6x12-9; 150 n.h.p.; triple-expansion engines.

The Dutch steamship *Schieland* struck a mine and sank in the North Sea on April 1st, 1915.

SCHIELAND

Scheepvaart en Steenkolen Maats.; 1916; A. F. Smulders; 2,249 tons; 272-7x40-2x18-2; 212 n.h.p.; triple-expansion engines.

The Dutch steamship *Schieland* was bound from Blyth to London when she was bombed and sunk by German aircraft. The attack took place near the Outer Dowsing lightship on June 20th, 1941. Fifteen of her crew were killed and the first mate, one of the nine survivors landed, died in hospital.

SCHIFFBEK

Knorr & Bur chard Nfl.; 1930; Lubecker Maschinbau Ges.; 2,158 tons; 281-8x44-2x16-9; 216 n.h.p.; compound engines. The German steamship *Schiffbek* struck a mine and sank on November 6th, 1944, near Pillau.

SCHILLER

German Transatlantic Steam Nav. Co.; 1873; R. Napier & Sons; 3,421 tons; 380-5x40-1x24-4; 600 h.p.; 13 knots; compound indirect engines.

The German liner *Schiller*, Capt. J. G. Thomas, left New York on March 27th, 1875, bound for Hamburg. She carried a crew of 101 and 254 passengers. She also carried the Australian and New Zealand mails and 300,000 dollars *in specie*. On nearing England the ship encountered thick fog which lasted for three days. The first officer, revealed later that the *Schiller* was out of her reckoning. They thought they were 25 miles from land. They had had fog for three days, had been unable to take observations and had not once taken soundings.

At about 10.30 on the night of May 7th the *Schiller*, running at half-speed, was close to the Scilly Isles and heading straight for the Retarrier Ledges. The ship was within half a mile of the Bishop Rock Lighthouse but failed to hear the fog bell, and in a few minutes struck the rocks. Many on board were at first unaware of their danger but the force of the sea swung the ship broadside-on to the shore and the breakers soon began to wash over her. Distress signals were sent up but could not be seen. An attempt was made to launch the boats but the first capsized and during the night the funnel fell and smashed two other boats and two more were washed away by the seas.

Nearly 200 people were gathered in the deckhouse for safety. At about 2 a.m. this was washed overboard with all those sheltering

within it. An hour or so after the captain and several officers were swept from the bridge and drowned.

The weather cleared during the night and at daybreak boats from the islands and the steamship *Lady of the Isles* came to the rescue, but by that time only 41 people were alive on the wreck.

SCHUYLKILL

N. A. Galanos; 1892; Globe Iron Works Co.; 2,206 tons; 274-8x40-4x13-3; 175 n.h.p.; triple-expansion engines. The American steamship *Schuyllkill* was torpedoed and sunk by a submarine in the Mediterranean on November 21st, 1917.

SCHWANECK

Deutsche Dampfs. Ges. Hansa; 1939; Deutsche Schiff- u. Maschinbau A.G. Seebeck; 2,194 tons; 305-2x44-8x16-7; 286 n.h.p.; triple-expansion engines & L.P. turbine.

The German steamship *Schwaneck* struck a mine and sank on November 16th, 1941, N.E. of Stettin.

SCHWANHEIM

Unterweser Reederei A.G.; 1936; Bremer Vulkan; 5,339 tons; 423-8x55-8x25; 793 n.h.p.; oil engines.

The German motorship *Schwanheim* was bombed and sunk by Allied aircraft on August 13th, 1944, off Royan, River Gironde.

SCIENCE

Westcott & Laurance; 1868; W. Pile & Co.; 1,299 tons; 249x30-1x17-3; 142 n.h.p.; compound engines.

The British steamship *Science* sank after a collision with the steamship *Daybreak*, 2,922 tons, at the mouth of the River Tagus, on March 26th, 1899. She was carrying a cargo which included grain and wool from Odessa to Antwerp.

SCIENTIST

Charente S.S. Co.; 1938; Lithgows, Ltd.; 6,199 tons; 438-7x56-4x29-6; 867 n.h.p.; 13 knots; triple-expansion engines & L.P. turbine.

The steamship *Scientist*, Capt. G. R. Windsor, was captured and sunk by a German raider disguised as a Japanese merchantman on May 3rd, 1940, about 600 miles S.E. of St. Helena. Five men were killed, but Capt. Windsor and 23 others were taken prisoner and later transferred to another ship which put them ashore at Massawa, Italian East Africa, where they were placed in a prisoner-of-war camp. Here they remained until British army entered the port some months later and set them free.

SCILLA

Soc. Nazionale di Servizi Marittimi; 1866; Macnab & Co.; 1,220 tons; 268-3x30-4x18-2; 228 n.h.p.; triple-expansion engines.

The Italian steamship *Scilla* was sunk by a submarine in the Mediterranean on October 18th, 1915.

SCILLIN

FratelliBianchiSoc.diNav.; 1903; Russell & Co.; 1,579 tons; 248x36-8x21-7; 196 n.h.p.; triple-expansion engines. The Italian steamship *Scillin* was shelled and sunk by a British submarine on November 13th, 1942, nine miles from Kuriat, Tunisia.

SCIROCCO

Italian Navy, destroyer; 1934; Tirreno; 1,449 tons; 350x33-5x10; 44,000 s.h.p.; 38 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 37 mm.A.A., four 13 mm.A.A., 6 T.T.

The destroyer *Scirocco* foundered in a gale in the Ionian Sea on March 23rd, 1942. The vessel carried a complement of about 200.

SCORTON

Chapman & Miller; 1882; J. Readhead & Co.; 1,545 tons; 259-2x36-1x17-5; 150 h.p.; compound engines. The British cargo ship *Scorton* was wrecked at Punta Secca, near Tunis, on June 6th, 1883, while on a voyage from Sulina to Gibraltar carrying a cargo of maize.

SCOTIA

SCOTIA

M. Lennard & Sons; 1879; R. Dixon & Co.; 1,099 tons; 230x31-7x16; 99h.p.; compound engines. The British steamship *Scotia* sank after a collision with the steamship *Joshua Nicholson*, 1,853 tons, near Cape Matapan on June 20th, 1889, while on a voyage from Braila to Marseilles carrying a cargo of grain.

SCOTIA

G. G. Ward; 1862; R. Napier & Sons; 4,676 tons; 379x47-8x37-7; 487n.h.p.; compound engines. The British steamship *Scotia* was wrecked on Catalan Bank, near Guam, on March 11th, 1904, while on a voyage from Hong Kong to Guam carrying a cargo of cable fittings.

SCOTIA

A/SD/SD.F.K.; 1924; AjSkoge Vcerft; 2,400 tons; 290-8x43-2x19-3; 277n.h.p.; triple-expansion engines. The Danish steamship *Scotia* was torpedoed and sunk by a German submarine on December 7th, 1939, on a voyage from Copenhagen to England. Nineteen of her crew were killed.

SCOTIA

London, Midland & Scottish Railway Co.; 1921; W. Denny & Bros.; 3,454 tons; 380-5x45-2x17-2; 2,717n.h.p.; 25 knots; turbine engines. The steamship *Scotia*, Capt. W. H. Hughes, D.S.C., was serving as an auxiliary transport during the evacuation of the British Army from the Dunkirk beaches. Whilst engaged in this duty on June 1st, 1940, the vessel was bombed and sunk by German aircraft. Thirty-two of her crew and between 200 and 300 of the 2,000 French troops on board were lost. Capt. Hughes was among the survivors. The full story of the Dunkirk evacuation is told under the destroyer *Grafton*.

SCOTIA

Lorentzerfs Skibs-AJS.; 1939; Bremer Vulkan; 9,972 tons; 492'9x66'1x36-4; 1,163n.h.p.; oil engines. The Norwegian tanker *Scotia* was torpedoed and sunk by a submarine on November 27th, 1943, about 250 miles W. of the Attu Atoll, on a voyage from the Persian Gulf to Melbourne. Eight of her crew of 39 were killed.

SCOTIA

Pacific Lumber Co.; 1919; Manitowoc S.B. Co.; 2,649 tons; 253-5x43-9x25-9; 326n.h.p.; triple-expansion engines. The American steamship *Scotia* ran ashore during a storm and was wrecked off Alcan Cove, Aleutian Islands, on December 23rd, 1943.

SCOTLAND MARU

Ono Shoji G.K.; 1919; Kawasaki Dockyard Co.; 5,863 tons; 385x51x36; 437n.h.p.; triple-expansion engines. The steamship *Scotland Maru*, on a voyage from Port Sudan to Moji, ran ashore and sank on April 7th, 1936, on Juroshima Island, Satsuma Province, Japan.

SCOTSMAN

British & North Atlantic S.N. Co.; 1895; Harland & Wolff; 7,101 tons; 470-7x49-2x31-9; 499 n.h.p.; triple-expansion engines. The British steamship *Scotsman* was wrecked at Chateau Bay, Straits of Belle Isle, on September 28th, 1899. She was on a voyage from Liverpool to Montreal with general cargo and 200 passengers. Twelve passengers were drowned.

SCOTSTOUN

British Navy; 1925; A. Stephen & Sons; 17,046 tons; 553 x 70-4x38-7; 16 knots; turbine engines. The steamship *Scotstoun* was formerly the liner *Caledonia*, taken over by the Admiralty and fitted out as an auxiliary cruiser. On June 13th, 1940, she was torpedoed and sunk by a German submarine about 200 miles W. of Inishtrahull. Six of her complement of about 350 were lost.

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SCOTT

British Navy, destroyer; 1917; Cammell Laird; 1,801 tons; 332x31x10-5; 40,000s.h.p.; 36-5 knots; turbine engines; Yarrow boilers; five 4-7 in. guns, one 3 in., two 2 pdr., 6T.T. The destroyer *Scott* was one of the newest and largest vessels of her class serving in the First World War. On August 15th, 1918, when patrolling off the coast of Holland, she was torpedoed and sunk by a German submarine. Her official complement was 164.

SCOTTISH CHIEF

Tankers Ltd.; 1928; Armstrong Whitworth & Co.; 7,006 tons; 441x57x33-8; 766n.h.p.; 11-5 knots; quadruple-expansion engines. The tanker *Scottish Chief*, Capt. T. Thorogood, was torpedoed and sunk by a submarine on November 19th, 1942, about 250 miles S.E. by S. of Durban. Capt. Thorogood and 35 others were lost.

SCOTTISH MAIDEN

Tankers Ltd.; 1921; Vickers Ltd.; 6,993 tons; 425-3x57x33-2; 446 n.h.p.; 10 knots; oil engines. The tanker *Scottish Maiden*, Capt. J. W. Gibson, was torpedoed and sunk by a German submarine in the North Atlantic on November 5th, 1940. Sixteen men were killed. Capt. Gibson was among the survivors.

SCOTTISH MINSTREL

Tankers Ltd.; 1922; Vickers Ltd.; 6,998 tons; 425-3x57x33-2; 698 n.h.p.; 10-5 knots; oil engines. The tanker *Scottish Minstrel*, Capt. P. Dunn, was torpedoed by a German submarine in the North Atlantic, about 170 miles W. of the island of Colonsay on the west coast of Scotland on July 16th, 1940. The vessel remained afloat for many hours but it proved impossible to save her and she sank on the 17th. Nine men were killed. Capt. Dunn was among the survivors.

SCOTTISH MONARCH

Monarch Steamship Co.; 1906; Russell & Co.; 5,043 tons; 400x52-2x27-4; 369 n.h.p.; 11 knots; triple-expansion engines. The steamship *Scottish Monarch* was intercepted by a German submarine 40 miles S. of Ballycotton Light on June 29th, 1915. The enemy opened fire from the surface and sank the *Scottish Monarch*, killing 15 men. The captain was among the survivors.

SCOTTISH STANDARD

Tankers Ltd.; 1921; Vickers Ltd.; 6,999 tons; 425-3x57x33-2; 10-5 knots; oil engines. The tanker *Scottish Standard*, Capt. J. Ward, was attacked by a German dive-bomber in the North Atlantic on February 21st, 1941, and set on fire. On the next day she was torpedoed and sunk by a German submarine. Five men were killed. Capt. Ward was among the survivors.

SCOTTISH TRADER

Trader Navigation Co.; 1938; J. L. Thompson & Sons; 4,016 tons; 390'1x54-7x22'5; 328 n.h.p.; triple-expansion engines. The British cargo ship *Scottish Trader* left Philadelphia on November 15th, 1941, on a voyage to Liverpool carrying a general cargo. She called at Sydney, N.S., and sailed from there on November 22nd, but no subsequent information was received. She carried a crew of 37 and six gunners.

SCOTTSBURG

Lykes Bros. S.S. Co.; 1919; New York S.B. Corp.; 8,001 tons; 419-4x56-5x30-2; 577n.h.p.; quadruple-expansion engines. The American steamship *Scottsburg* was torpedoed and sunk by a German submarine on June 14th, 1942, between Hampton Roads and Trinidad. Six of her crew were killed.

SCULPTOR

Charente S.S. Co.; 1912; A. McMillan & Son; 4,874 tons; 400-6x52-1x27-4; 458 n.h.p.; 11 knots; triple-expansion engines. The steamship *Sculptor* was torpedoed by a German submarine 60 miles N.W. by W. ±W. of Oran on May 17th, 1918. The captain and six men were killed. The ship was beached and became a total wreck.

SEA GLORY

Dover Navigation Co.; 1919; Swan, Hunter & Wigham Richardson; 1,964 tons; 290x42-5x18-9; 318 n.h.p.; triple-expansion engines.

The British cargo ship left Fowey on July 5th, 1940, carrying a cargo of china clay to Philadelphia but was subsequently lost without trace. She carried a crew of 30 and one gunner.

SEA GULL

Leach & Co.; 1899; Mackie & Thomson; 976 tons; 225x33x 14-3; 184n.h.p.; 9 knots; triple-expansion engines. The steamship *Sea Gull* was torpedoed and sunk by a German submarine seven miles N.E. of Lynas Point on March 17th, 1918. The captain and 19 men were killed.

SEA SERPENT

Leach & Co.; 1898; A. McMillan & Son; 902 tons; 225-5X 33x12-2; 78 r.h.p.; triple-expansion engines. The British ship *Sea Serpent* struck a mine and sank off Folkestone Pier on March 23rd, 1916. The captain and 13 of the crew were killed.

SEA VENTURE

Dover Navigation Co.; 1930; Swan, Hunter & Wigham Richardson; 2,327 tons; 294 • 1 x 43 • 1 X18 • 8; 206 n.h.p.; triple-expansion engines.

The British steamship *Sea Venture*, on a voyage from the Tyne to Tromso with coal, was torpedoed and sunk by a German submarine on October 20th, 1939, off the Shetland Islands.

SEACONNET

Shawmut S.S. Co.; 1911; Great Lakes Engineering Works; 2,294 tons; 247x43-7x28-4; 211 n.h.p.; triple-expansion engines.

The American steamship *Seacourt* struck a mine and sank in the North Sea on June 18th, 1916.

SEACONNET

C. H. Sprague & Sons; 1918; New York S.B. Corp.; 3,372 tons; 318-5x49-5x24-2; 318 n.h.p.; triple-expansion engines. The American steamship *Seaconnet*, on a voyage from Norfolk to Boston with coal, foundered in heavy weather on April 29th, 1923, off Vineyard Haven.

SEAFORTH

Elder Dempster Lines; 1939; Caledon S.B. & E. Co.; 5,459 tons; 378x52-7x21-3; 598n.h.p.; 12-5 knots; oilengines. The liner *Seaforth*, Capt. W. Minns, was torpedoed and sunk by a German submarine on February 18th, 1941, about 350 miles W. of the island of Lewis. All on board, ten passengers and 49 crew, were lost.

SEAKAY

Keystone Tankship Corp.; 1942; Sun S.B. & D.D. Co.; 10,342 tons; 503-9x68-3x36-9; 1,726n.h.p.; turbine engines. The American tanker *Seakay* was torpedoed and sunk by a German submarine on March 18th, 1944, on a voyage from Curacao to Avonmouth with 14,000 tons of vapour oil. One of her crew was killed.

SEANG CHOON

Lim Chin Tsong; 1891; Harland & Wolff; 5,807 tons; 445-5 x 49-1x29-7; 650 n.h.p.; 12 • 5 knots; triple-expansion engines. The steamship *Seang Choon* was torpedoed and sunk by a German submarine ten miles S.W. of Fastnet on July 10th, 1917. Nineteen men were killed. The captain was among the survivors.

SEATTLE

Hamburg-Amerika Linie; 1928; Deutsche Werft; 7,369 tons; 461-6x61-6x27-7; 1,845 n.h.p.; oil engines. The German motorship *Seattle* was bombed and sunk by British aircraft on April 9th, 1940, off Norway.

SEATTLE MARU

Osaka Shosen K.K.; 1909; Kawasaki Dockyard Co.; 5,773 tons; 419-7x49-5x30; 544n.h.p.; triple-expansion engines. The steamship *Seattle Maru* was torpedoed and sunk by the U.S. submarine *Piranha* on July 16th, 1944, about 100 miles N.W. of Luzon Island, Philippines.

SEATTLE SPIRIT

U.S. Maritime Commission; 1919; J. F. Duthie & Co.; 5,627 tons; 409-5x54-2x27-6; 359n.h.p.; triple-expansion engines. The American steamship *Seattle Spirit* was torpedoed and sunk by a German submarine on June 18th, 1942, on a voyage from Reykjavik to New York.

SEBASTIAN

Lane & Macandrew; 1914; Caledon S.B. & E. Co.; 3,110 tons; 310-2x45-2x24-7; oil engines. The British tanker *Sebastian* was destroyed by fire in lat. 40° 28' N., long. 70° 03' W., on May 10th, 1917. She was employed as an Admiralty oiler and was carrying petroleum from New York to Havre.

SEBASTIAN CERMENO

U.S. War Shipping Administration; 1943; Marinship Corp.; 7,194 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines. The steamship *Sebastian Cermeno* was torpedoed and sunk by a German submarine on June 27th, 1943, on a voyage from Mombasa to Bahia. Nine of her crew were killed.

SEBASTIANO

Fratelli Bianchi; 1897; Tyne Iron S.B. Co.; 3,995 tons; 365X 47x27; 329 n.h.p.; triple-expansion engines. The Italian steamship *Sebastiano* was sunk by a submarine in the Mediterranean on August 9th, 1916.

SEBASTIANO BIANCHI

Fratelli Bianchi Soc. di Nav.; 1920; Bremer Vulkan; 1,546 tons; 247-3x35-9x19-5; 130 n.h.p.; triple-expansion engines. The Italian steamship *Sebastiano Bianchi* struck a mine and sank on December 13th, 1940, E.N.E. of Cape Spartivento.

SEBASTIANO VENIERO

Sidarma; 1940; Italy; 6,310 tons; oilengines. The Italian motorship *Sebastiano Veniero* was torpedoed and sunk by a British submarine on December 9th, 1941, five miles S. of Navarino.

SECUNDR

British India S.N. Co.; 1883; A. & J. Inglis; 2,610 tons; 310X 39-2x25; 267 n.h.p.; compound engines. The British cargo ship *Secundra* struck a rock off Galle on December 9th, 1904, while on a voyage from Calcutta to Bombay carrying a general cargo. The ship sank in two minutes with the loss of seven lives.

SEADLER

German Navy, torpedo boat; 1926; Wilhelmshaven Yard; 800 tons; 277-7x27-5x9-2; 24,000 s.h.p.; 33 knots; turbine engines; Schulz-Thornycroft boilers; three 4-1 in. guns, two 1pdr. 6T.T.

The German torpedo boats *Iltis* and *Seeadler* were escorting a convoy in the English Channel in the early hours of May 13th, 1942, when they were attacked by British light forces near Boulogne. The night was rainy with a heavy sea and visibility was poor, enabling the British to discharge torpedoes at close range and to sink both torpedo boats.

The vessels carried a normal complement of 123. The number of casualties is not known.

SEEBURG

German Government; 1940; Burmeister & Wain; 12,181 tons; 528 x 70x43-4; oil engines. The motorship *Seeburg* was built to the order of British owners as the *Adelaide Star*, taken over by the Germans on completion. She struck a mine and sank on December 4th, 1944, in Puck Bay, Poland.

SEEFÄHRER

SEEFÄHRER

German Government; 1905; J. L. Thompson & Sons; 2,978 tons; 315-1 X 46-5 X 20-8; 264 n.h.p.; triple-expansion engines. The steamship *Seefahrer* was formerly the Norwegian *Anglo*, taken over by the Germans. She struck a mine and sank on April 18th, 1942, N.W. of Juist.

SEEVOGEL

Georg Freymann; 1924; Helsingors Jernskib & Maskin.; 1,404 tons; 249'5x38-1x16-9; triple-expansion engines. The German steamship *Seevogel*, on a voyage from Karlsvik to Amsterdam, ran aground off North Oland on December 6th, 1959. The ship got off and continued her voyage but the next day a severe gale developed and she was driven ashore near Brano, broke in two and sank.

SEEW0

Indo-China S.N. Co.; 1880; J. Duthie, Sons & Co.; 1,437 tons; 242-2x31x17-3; ISO.h.p.; compound engines. The British steamship *Seewo* was wrecked on Shang Rock, China, on March 18th, 1885. She was on a voyage from Shanghai to Amoy carrying a general cargo.

SEGOVIA

Den Norske Middelhavslinje A/S; 1922; Wood., Skinner & Co.; 1,387 tons; 260-5x37^-7x14-8; 282n.h.p.; oilengines. The Norwegian motorship *Segovia*, with a crew of 22, left Lisbon on January 7th, 1940, and Oporto on the 17th for Bergen and Oslo. She was last seen in the latitude of Land's End on the 23rd and was considered to have been sunk by a German submarine.

SEGUNDO

Skibs-A/S Awilco; 1925; Burmeister & Wain; 4,414 tons; 368-5x53-7x24-9; 450n.h.p.; oilengines. The Norwegian motorship *Segundo* was torpedoed and sunk by a German submarine on August 27th, 1941, on a voyage from Liverpool to St. Thomas. Seven of her crew were killed.

SEIA MARU

Osaka Shosen K.K.; 1939; Harima Zosen-sho K.K.; 6,659 tons; 438-8x58-6x32-8; turbine engines. The steamship *Seia Mam* was bombed and sunk by U.S. land-based aircraft on August 1st, 1944, off the Sula Islands.

SEIAN MARU

Soukamoto Shoji K.K.; 1911; Ramage & Ferguson; 1,990 tons; 272-1x41-2x17-9; 264 n.h.p.; triple-expansion engines. The steamship *Seian Maru* was torpedoed and sunk by the U.S. submarine *Snapper* on October 1st, 1944, 375 miles south of Yokosuka.

SEIAN MARU

Dairen Risen K.K.; 1938; Tarna S.B. Co.; 3,712 tons; 350-7x50-2x24-5; 453 n.h.p.; oilengines. The motor vessel *Seian Maru* was sunk by U.S. carrier-based aircraft on November 19th, 1944, in Manila Bay.

SEIFUKU MARU

Kokusai Kisen K.K.; 1918; Kawasaki Dockyard Co.; 5,557 tons; 385 x 51 x 36; 436 n.h.p.; triple-expansion engines. The steamship *Seifuku Maru*, on a voyage from Bombay to Osaka, was wrecked off Nagashima, Japan, on September 25th, 1921.

SEIKAI MARU

Kita Nippon Kisen K.K.; 1919; J. Priestman & Co.; 3,108 tons; 331-3x46-8x23-2; 429 n.h.p.; triple-expansion engines. The Japanese passenger cargo steamship *Seikai Maru* was torpedoed and sunk by the U.S. submarine *Guardfish*, Lt.Cdr. T. B. Klakring, U.S.N. The attack took place in the neighbourhood of Yokohama on August 24th, 1942. The steamship was just coming out of harbour when she was struck by two torpedoes.

SEIKAI MARU

Toa Kaiun K.K.; 1940; Uraga Dock Co.; 2,663 tons; 307-2x 45x24-9; turbine engines. The steamship *Seikai Maru* was taken over by the Japanese Navy

and converted into an auxiliary gunboat. On September 16th, 1943, she struck a mine and sank off New Ireland in the Bismarck Archipelago.

SEIKAI MARU

Osaka Shosen K.K.; 1920; Osaka Iron Works; 3,180 tons; 305x43-7x24-9; 288 n.h.p.; triple-expansion engines. The steamship *Seikai Maru* was bombed and sunk by U.S. land-based aircraft on January 23rd, 1944, off Mergui, Burma.

SEIKAN MARU No. 1

Japanese Government; 1926; Yokohama Dock Co.; 2,326 tons; 356 x 52x20; 367 n.h.p.; turbine engines. The train ferry *Seikan Maru No. 1* was sunk by U.S. carrier-based aircraft on July 14th, 1945, in the Tsugaru Strait.

SEIKAN MARU No. 2

Japanese Government; 1930; Kawasaki Dockyard Co.; 2,493 tons; 360 x 52x20; turbine engines. The train ferry *Seikan Maru No. 2* was sunk by U.S. carrier-based aircraft on July 14th, 1945, in Rikuoka Bay, Japan.

SEIKAN MARU No. 3

Japanese Government; 1939; Uraga Dock Co.; 2,787 tons; 360-9x52x21-6; 733 n.h.p.; turbine engines. The ferry *Seikan Maru No. 3* was sunk by U.S. carrier-based aircraft on July 14th, 1945, off Hakodate.

SEIKAN MARU No. 4

Japanese Government; 2,903 tons. The ferry *Seikan Maru No. 4* was sunk by U.S. carrier-based aircraft on July 14th, 1945, off Hakodate.

SEIKAN MARU No. 5

Japanese Government; 2,792 tons. The train ferry *Seikan Maru No. 5* was sunk in a collision on March 6th, 1945, off the north-west coast of Honshu Island, Japan.

SEIKAN MARU No. 10

Japanese Government; 2,900 tons. The ferry *Seikan Maru No. 10* was sunk by U.S. carrier-based aircraft on July 14th, 1945, off Hakodate.

SEIKAN MARU No. 11

Japanese Government; 1945; Uraga Dock K.K.; 3,142 tons; 371-3x52x22-3; turbine engines. The train ferry *Seikan Maru No. 11* sank during a typhoon on September 26th, 1954, in the vicinity of Hakodate, Japan. All on board were lost.

SEIKI MARU

Nichiro Gyogyo K.K.; 1919; Cholberg Shipyard; 1,036 tons; 199x40x16x7; 49 n.h.p.; oilengines. The auxiliary four-masted barquentine *Seiki Maru* was torpedoed and sunk by the U.S. submarine *S-41* on May 28th, 1943, off the Kurile Islands.

SEIKO MARU

Dairen Kisen K.K.; 5,385 tons. The steamship *Seiko Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

SEIKYO MARU

Chosen Yusen K.K.; 1934; Uraga Dock Co.; 2,608 tons; 298-3 x 45x23-8; 180 n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Seikyo Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On October 23rd, 1942, she was torpedoed and sunk by the U.S. submarine *Kingfish* about 100 miles S. of Susami, Japan.

SEIKYO MARU

Toa Kaiun K.K.; 1921; Osaka Iron Works; 2,565 tons; 284-5 X 42-5x23; 288 n.h.p.; triple-expansion engines. The steamship *Seikyo Maru* was bombed and sunk by U.S. land-based aircraft on February 5th, 1944, about 125 miles E. of Hong Kong.

SELBO

SELBO

Skibs-AIS Selvik; 1921; Ouse S.B. Co.; 1,778 tons; 255-7x40-1x16-1; 169 n.h.p.; triple-expansion engines. The Norwegian steamship *Selbo* was bombed and sunk by German aircraft on November 28th, 1942, 15 miles off Cape Cavallo, Algeria. Eleven of her crew were killed.

SELFRIDGE

United States Navy, destroyer; 1937; New York S.B. Corp.; 1,850 tons; 381x36-5x10-5; 50,000 s.h.p.; 37 knots; turbine engines; six 5 in. guns, six 40 mm., 8 T.T.
The United States destroyer *Selfridge* was one of a small flotilla which took part in the battle of Vella Lavella, in the Aleutian Islands, on October 6th, 1943. There was a fierce action between the Japanese and American destroyers in which both sides suffered losses. The *Selfridge* was torpedoed forward and sustained vital damage. It was not possible to keep her afloat, and she was scuttled by her crew. There were some casualties.

SELJE

A/S Rederiet Odffjell; 1921; W. Doxford & Sons; 6,598 tons; 420-1x54x34-4; 577 n.h.p.; triple-expansion engines. The Norwegian steamship *Selje*, on a voyage from Melbourne to England with grain, was sunk in a collision with the steamship *Kaituna*, 2,042 tons, on March 29th, 1929, 120 miles off Port Phillip.

SELJE

Skibs-AIS Selje; 1930; Palmers' Co.; 6,698 tons; 448-3x59-2x27-7; 409 n.h.p.; triple-expansion engines. The Norwegian steamship *Selje*, under German control, was bombed and sunk by British aircraft on May 15th, 1942, off the coast of Holland.

SELLINGE

Constants (South Wales); 1919; C. Rennoldson & Co.; 1,710 tons; 265-1x36-7x16-1; 216 n.h.p.; triple-expansion engines. The British cargo ship *Sellinge* was wrecked on La Banche rock, in Lat. 47° 14' N., long. 2° 30' W., on November 30th, 1933. She was on a voyage from Port Talbot to Nantes carrying a cargo of coal.

SELMA

M. H. Horsley; 1896; W. Doxford & Sons; 3,480 tons; 340x45-5x24-5; 292 n.h.p.; triple-expansion engines. The British cargo ship *Selma* was wrecked near Cape Frio on September 17th, 1910, while on a voyage from San Nicolas to Venice carrying a cargo of maize.

SELMA

S. O. Stray & Co.; 1906; Nylands Vcerksted; 1,654 tons; 270-2x39-2x17-7; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Selma* struck a mine and sank in the North Sea on October 25th, 1915.

SELVISTAN

Hindustan S.S. Co.; 1924; Short Bros.; 5,136 tons; 390x53-5x28-6; 363 n.h.p.; 10 knots; triple-expansion engines. The steamship *Selvistan*, Capt. Miles, was in a convoy bound to Halifax, N.S., on May 5th, 1943, when she was torpedoed and sunk by a German submarine. Six men were killed. Capt. Miles was among the survivors.

SEMANTHA

C. A. Batho; 1899; S. P. Austin & Son; 2,847 tons; 323-6x46-9x21-4; 265 n.h.p.; 9 knots; triple-expansion engines. The steamship *Semantha* was torpedoed and sunk by a German submarine ten miles N.W. by W. of Cape St. John, Crete, on October 14th, 1917. The captain and 31 men were lost.

SEMBILAN

N.V. Stoomv. Maats. Nederland; 1922; Maats. Fyenoord; 6,566 tons; 419-8x54-7x33-6; 840 n.h.p.; triple-expansion engines. The Dutch steamship *Sembilan*, loaded with munitions, was

torpedoed and sunk by the Italian submarine *Leonardo da Vinci* on April 17th, 1943, S.E. of Durban. Only one of her crew of 86, a Lascar, survived.

SEMBILANGAN

N.V. Nederlandsch-Indische Maats. voor Zeevaart I; 1923; Deutsche Werft; 4,990 tons; 399-6x54x27-4; 345 n.h.p.; triple-expansion engines.
The Dutch steamship *Sembilangan* was torpedoed and sunk by a German submarine on March 13th, 1943, 300 miles W. of Cape Finisterre on a voyage from Liverpool to Walvis Bay. The fourth engineer was the only survivor of her crew of 76 and 11 gunners.

SENGANG

Teong Hwa Leon Tjoen & Co.; 1914; Hong Kong & Whampoa Dock Co.; 1,207 tons; 235x38x14-5; 162 n.h.p.; triple-expansion engines.
The Dutch steamship *Senang* struck a mine and sank on January 16th, 1942, in the Strait of Malacca. Fifty-four of her complement were lost and 39 saved.

SENATOR

Nicholson Universal S.S. Co.; 1896; Detroit Dry Dock Co.; 3,994 tons; 410x45-4x23-9; 223 n.h.p.; triple-expansion engines. The American steamship *Senator*, on a voyage from Milwaukee to Detroit, was sunk in a collision on October 31st, 1929, off Port Washington, Lake Michigan.

SENDAI

Japanese Navy, light cruiser; 1923; Mitsubishi; 5,195 tons; 535x46-7x15-9; 70,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in. A.A., 6 m.g., 8 T.T., 1 aircraft.
The Japanese light cruiser *Sendai* was a unit of a squadron of four cruisers and eight destroyers engaged in the defence of the island of Bougainville in the Solomons Group when the American forces landed there on November 1st, 1943. An American squadron under Rear-Admiral A. S. Merrill endeavoured to bring the Japanese to action during the afternoon but they retired to the northward. In the early hours of the following morning, however, they ran into Empress Augusta Bay and were intercepted by the U.S. ships. Like all night actions the fighting was confused and the results uncertain, but it was ascertained later that the *Sendai* and the large destroyer *Hatsukaze*, 2,000 tons, had been sunk by gunfire. The *Sendai* carried a complement of about 500. No American ship was lost in the action.

SENEGAL

British & African S.N. Co.; 1872; Cunliffe & Dunlop; 1,793 tons; 312x34x22-6; 275 h.p.; compound engines. The British steamship *Senegal* was wrecked near Tabou Point, Guinea, on June 2nd, 1887. She was on a voyage from Grand Bareley to Liverpool carrying a cargo of African produce.

SENJU MARU

Tatsuuma Shokai Goshi Kaisha; 1900; Furness, Withy & Co.; 4,340 tons; 354-1x50-3x20-3; 380 n.h.p.; triple-expansion engines.
The Japanese steamship *Senju Maru* was sunk by a submarine in the Mediterranean in November, 1915.

SENKAI MARU

Shimatani Risen K.K.; 1926; Mitsui Bussan Kaisha; 2,095 tons; 275x40-7x21; 150 n.h.p.; triple-expansion engines. The steamship *Senkai Maru* was torpedoed and sunk by the U.S. submarine *Amber Jack* on October 7th, 1942, S. of the Caroline Islands.

SENSAN MARU

Dairen Kisen K.K.; 1929; Mitsui Bussan Kaisha; 2,775 tons; 326-5x46-5x21-5; 271 n.h.p.; oil engines. The motorship *Sensan Maru* was bombed and sunk by U.S. land-based aircraft on January 18th, 1943, in the Admiralty Islands.

SENTA

Rederiaktieb. Ovintu; 1887; Russell & Co.; 1,024 tons; 205X 33-5x19-8.

The Swedish sailing ship *Senta* was sunk by a German submarine in the Kattegat on December 4th, 1916.

SENTA

Rederi A/B. Frode; 1905; Scheepswerf v. Jan Smit, Czn.; 1,497 tons; 251-3x37-8x16-3; 175 n.h.p.; triple-expansion engines.

The Swedish steamship *Senta* was bombed and sunk by British aircraft on June 12th, 1942, off Borkum.

SENTA

OleLokke; 1917; Union Iron Works Co.; 3,785 tons; 340 x 48-2x26; 325n.h.p.; triple-expansion engines. The Norwegian steamship *Senta* left Halifax on October 6th, 1942, in convoy for Belfast. At 4.20 a.m. on the 13th the convoy was attacked by submarines. Gun flashes were observed in the direction of her convoy station but by daybreak the *Senta* had disappeared.

SENYO MARU

Toyo Risen K.K.; 1937; Mitsubishi Jukogyo K.K.; 2,904 tons; 305-4x45-3x26-2; 202n.h.p.; triple-expansion engines. The steamship *Senyo Mam* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On August 25th, 1942, she was torpedoed and sunk by the U.S. submarine *Growler S.* of Kaohsiung, Formosa.

SENZAN MARU

OgawaGomeiKaisha; 1918; ChitoseK.K.; 1,151 tons; 224 -5 x 33x18-7; 80 n.h.p.; triple-expansion engines. The steamship *Senzan Maru* was sunk by U.S. carrier-based aircraft on July 14th, 1945, off the Tsugaru Strait.

SEQUANA

Cie. de Nav. Sud Atlantique; 1898; Workman, Clark & Co.; 5,557 tons; 430 x 50 • 2 x 28 • 5; 471 n.h.p.; triple-expansion engines.

The French steamship *Sequana* was torpedoed and sunk by a German submarine in the Bay of Biscay on June 8th, 1917.

SERAFIN BALLESTEROS

Soc. Anon. Fabrica de Mieres; 1891; Palmers' Co.; 2,942 tons; 313x41-2x20-6; 260n.h.p.; triple-expansion engines. The Spanish steamship *Serafin Ballesteros* was sunk in a collision on July 19th, 1928, off Cape Roca, Portugal.

SERAGLIO

Raeburn & Verel; 1882; R. Steele & Co.; 1,816 tons; 275-5x 35x23-4; 175 h.p.; compound-inverted engines. The British cargo ship *Seraglio* ran into a cyclone in the Arabian Sea on June 13th, 1885, and foundered after her steering gear was disabled. She was on a Voyage from Cardiff to Bombay with a cargo of coal and acids.

SERAPIS

J. Crass & Co.; 1877; R. Dixon & Co.; 1,932 tons; 286-2X34-8x23; 192 n.h.p.; 9 knots; compound engines. The steamship *Serapis* was torpedoed and sunk by a German submarine 106 miles N.N.W. of Tory Island on June 26th, 1917. Nineteen men were killed. The captain and chief officer were taken prisoner aboard the submarine.

SERBINO

EllermanLines; 1919; Ramage & Ferguson; 4,099 tons; 342-4 X 46x24-8; 388 n.h.p.; triple-expansion engines. The British steamship *Serbino*, on a voyage from Mombasa to Liverpool, was torpedoed and sunk by a German submarine on October 21st, 1941, about 400 miles W. of the Fastnet. Fourteen of her complement were lost.

SERDICA

A. Lauro; 1920; Bremer Vulkan; 1,533 tons; 247-5x35-9x 19-5; 103 n.h.p.; triple-expansion engines. The Italian steamship *Serdica* was bombed and sunk by British aircraft on May 1st, 1941, at Benghazi.

SERENTAS

Soc. Anon. Nova Genuensis; 1918; Sunder land S.B. Co.; 5,171 tons; 409-4x52-3x28-5; 320 n.h.p.; triple-expansion engines. The Italian steamship *Serentias* was bombed and sunk by British aircraft on July 5th, 1940, at Tobruk.

SERENO

P. Trucchi; 1918; Buffalo Dry Dock Co.; 1,409 tons; 261x 43-5x22-4; 330 n.h.p.; triple-expansion engines. The Italian steamship *Sereno* was torpedoed and sunk by British aircraft on July 20th, 1940, at Tobruk.

SERGEI KIROV

U.S.S.R.; 1925; Blyth S.B. & D.D. Co.; 4,146 tons; 370-2X 51-2x24-9; 351 n.h.p.; triple-expansion engines. The Russian steamship *Sergei Kirov* was torpedoed and sunk by a German submarine on October 5th, 1945, in the Kara Sea.

SERIA MARU

Mitsubishi Kisen K.K.; 10,238 tons. The tanker *Seria Maru* was sunk by unidentified aircraft on July 28th, 1945, off Yawata, Japan.

SERICA

Findlay; 1863; R. Steele, Greenock; 708 tons; 185-9x31-1x 19-6.

The China tea clipper *Serica*, Capt. Innes, left Hong Kong on 2nd November, 1872, homeward bound. Shortly afterwards she was wrecked on the Paracel Islands. She carried a company of 29, of whom 9, including the captain, got away on a raft, but perished from exposure and starvation.

Another raft with the remainder of the crew was smashed to pieces on the Triton Rocks, the boatswain being the sole survivor.

During her short career of just over nine years the *Serica* was one of the leading clippers in the China tea trade.

SERICA

R. Gordon & Co.; 1888; Sunderland S.B. Co.; 2,652 tons; 321 -5x40-2x19; 210h.p.; triple-expansion engines. The British steamship *Serica* was wrecked in St. Mary's Sound, Scilly Islands, on November 24th, 1893. She was carrying a cargo coal from Barry Dock to Port Said.

SEROOSKERK

Vereenigde Nederlandsche Scheepvaart Maats.; 1922; New Waterway S.B. Co.; 8,456 tons; 485-6x60-4x27-8; 1,000n.h.p.; turbine engines.

The Dutch steamship *Serooskerk*, in convoy from Loch Ewe to Durban, straggled from convoy on December 5th, 1942. She was torpedoed and sunk on the 7th by the German submarine *U-155*, with the loss of her entire complement of 90.

SERPENS

U.S. Navy; 1943; California S.B. Corp.; 7,176 tons; 422x 57x34-8; 339 n.h.p.; triple-expansion engines. The American steamship *Serpens*, loaded with munitions, was sunk by the Japanese on January 29th, 1945, off Tulagi, Solomon Islands. Her entire complement of about 200 were lost.

SERPENT

British Navy, 3rd class cruiser; 1888; Devonport Dockyard; 1,770 tons; 225x36x14-5; 4,500 i.h.p.; 17 knots; triple-expansion engines; six 6 in. guns, eight 3 pdr., 2 m.g. The light cruiser *Serpent*, Cdr. H. L. Ross, left Devonport on Saturday, November 8th, 1890, for the West African Station. She carried a complement of 176, and was a fairly new vessel. On the night of Monday the 10th the *Serpent* was off Punta del Buey and within sight of the light on Cape Villano. There was a heavy swell with a strong current setting into the bay, and it was raining. The cruiser was proceeding at half speed. Those on watch could not distinguish through the rain the light on Cape Villano and as a consequence they were dangerously near to shore, when, at about 10.30 they struck upon the Punta Buey Reef. The boats were ordered out but were instantly swept away by the violence of the seas and within a short time nearly everyone on board was drowned. Only three seamen managed to get ashore.

SERPHO

Neptune S.S. Co.; 1881; J.Laing; 1,620 tons; 254-5x34x17-3; 150h.p.; compound engines.

The British steamship *Serpho* ran into a heavy gale in lat. 45° N., long. 9° W., on November 24th, 1887. She was thrown on her beam ends, filled and sank. She was on a voyage from Nicolaieff to Sharpness carrying a cargo of barley.

SERRANA

Scrutton & Sons; 1905; J. Readhead & Sons; 3,677 tons; 353-4 X 47-6x15-3; 399 n.h.p.; 11 knots; triple-expansion engines. The steamship *Serrana* was torpedoed and sunk by a German submarine ten miles W. of St. Catherine's Point on January 22nd, 1918. Five men were killed. The captain was among the survivors.

SERULA

Cork Steamship Co.; 1905; Swan, Hunter & Wigham Richardson; 1,388 tons; 260x34-7x18-5; 210n.h.p.; 9 knots; triple-expansion engines.

The steamship *Serula* was torpedoed and sunk by a German submarine 13¹/₂ miles N.E. of Strumble Head on September 16th, 1918. The captain and 16 men were lost.

SESOSTRIS

A. & R. Klat; 1915; J. Blumer & Co.; 2,962 tons; 340x47-7X20-5; 363 n.h.p.; triple-expansion engines.

The Egyptian steamship *Sesostris*, in convoy from Halifax to Liverpool, was lost with all on board during a submarine attack on the convoy on January 30th, 1941.

SESSA

U.S. Maritime Commission; 1936; Helsingors Jernskib & Maskin; 1,700 tons; 292x41-7x16-4; 234 n.h.p.; compound engines & L.P. turbine.

The Panamanian steamship *Sessa* was torpedoed and sunk by a German submarine on August 17th, 1941, 300 miles S.W. of Iceland on a voyage from New York to Reykjavik. Twenty-four of her crew of 27 were lost.

SETESDAL

S. O. Stray & Co.; 1912; Fredrikstads Mek. Verksted; 1,476 tons; 243X39-3x17-3; 150 n.h.p.; triple-expansion engines.

The Norwegian steamship *Setesdal* sank after a collision in the English Channel on September 3rd, 1916.

SETSUYO MARU

Hokkaido Tanko K.K.; 1921; Nitta Shipyard; 4,147 tons; 340X46-5X32-7; 348n.h.p.; triple-expansion engines. The

steamship *Setsuyo (Setuyo) Maru* was torpedoed and sunk by the U.S. submarine *Greenling* on October 4th, 1942, off Kamaishi, Japan.

SETSUZAN MARU

Japanese Government; 1925; Fredrikstad Mek. Verksted; 1,922 tons; 280-3x42-1x18; 188 n.h.p.; triple-expansion engines.

The steamship *Setsuzan Maru* was formerly the Norwegian *Helios*, captured by the Japanese in December, 1941. On July 6th, 1944, she was torpedoed and sunk by the U.S. submarine *Sealion* //about 100 miles E. of Ningpo, China.

SETTER

British Navy, destroyer; 1916; J. Samuel White & Co.; 1,040 tons; 274x26x11; 27,000s.h.p.; 36 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T.

The destroyer *Setter* came into collision with the destroyer *Sylph*, 1,065 tons, in dense fog off Harwich on May 17th, 1917. The damage was so extensive that the *Setter* afterwards foundered. She carried a complement of 82, among whom there were no casualties.

SETIER

G. & J. Buns; 1906; Scott's S.B. & E. Co.; 956 tons; 225x33-1x15-5; 247n.h.p.; 10 knots; triple-expansion engines. The steamship *Setier* was torpedoed and sunk by a German submarine six miles N.W. by N. of Corsewall Point on September 13th, 1918. The captain and eight men were killed.

SETTSU MARU

Nippon Suisan K.K.; 1944; Hitachi Zosen K.K.; 9,329 tons; 470X64x39-4; turbine engines.

The steamship *Settsu Maru*, carrying whale meat collected from the whaling fleet, suffered heavy weather damage in the Antarctic on March 7th, 1953. On the 11th the ship began to take water in great quantities in way of the engine room and sank. It was later suggested that the water entered the ship through a sea valve deranged by faulty handling of the valve by an apprentice.

SETUBAL

O. Thoresen; 1898; Nylands Vcerksted; 1,201 tons; 215-8 X 32-1x18-5; 106n.h.p.; triple-expansion engines.

The Norwegian steamship *Setubalwas* sunk by a German submarine in the English Channel on September 8th, 1917.

SEVASTOPOL

Russian Navy, 1st class battleship; 1895; Galerii Island; 11,842 tons; 367-5x69x26; 10,600 i.h.p.; 17 knots; triple-expansion engines; four 12 in. guns, twelve 6 in., two 2% in., twelve 3 pdr., 8 m.g., 6 T.T.

The Russian battleship, *Sevastopol* Capt. von Essen, was one of the Pacific Squadron based on Port Arthur at the beginning of the Russo-Japanese War. The ship carried a complement of 651 and was engaged in the fighting on the seas around the fortress until the end of the siege, being the last of her division to be destroyed. After the loss of Admiral Makharoff in the *Petropavlovsk* (which see), the squadron returned to the inner harbour where they were shelled by the Japanese battleships outside. In replying to this fire, with her 12 in. guns at extreme elevation, the *Sevastopol* had the misfortune to damage the mounting of one gun at the first salvo. She seems to have been an unlucky ship, for at the sortie of June 23rd she nearly collided with the *Peresvyet*, her next ahead, and in avoiding this ship ran into the Russian minefield guarding the channel at the entrance to Port Arthur. A mine exploded on her port side and flooded a coal bunker and her 6 in. magazine, but she managed to make harbour next day.

At the battle of the Yellow Sea, on August 10th, she was repeatedly struck and set on fire, but the damage was of a superficial nature and she was able to return with the remnants of the Pacific Squadron. On August 23rd, the ship ran out of harbour to engage the enemy land batteries and on her return again strayed into her own minefield. She was badly damaged and was in dockyard hands for six weeks.

On the morning of the 2nd January, 1905, the *Sevastopol* was scuttled by her crew after having fought against the Japanese shore batteries for many months.

The full story of the Russian fleet at Port Arthur is told under the *Peresvyet*, flagship of the Rear-Admiral, which was among those lost.

SEVEN SEAS

Leach & Co.; 1888; W.B. Thompson & Co.; 1,194 tons; 250 X 32-2x15-4; 201 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Seven Seas*, Capt. Barnes, was torpedoed and sunk by a German submarine six miles S. of Beachy Head about 4 p.m. on April 1st, 1915. The look-out saw the submarine just before the torpedo struck but nothing could be done to save life. The boats were lowered but were dragged under by the suction when the vessel sank. Of the 17 men who formed the crew nine, including Capt. Barnes, were drowned. A boat containing the survivors was picked up by a destroyer and the occupants conveyed to Newhaven.

SEVERN LEIGH

Kelston S.S. Co.; 1919; Caird & Co.; 5,242 tons; 400X 52-3x28-5; 517n.h.p.; triple-expansion engines.

The British steamship *Severn Leigh*, on a voyage from Hull to St. John, N.B., was torpedoed and sunk by a German submarine on August 23rd, 1940, about 1,000 miles W. of Ireland. Thirty-two of her crew and the gunner were lost.

SEVILLA

O. Thoresen; 1913; Wood, Skinner & Co.; 1,318 tons; 260X 37-6x15-7; 156n.h.p.; triple-expansion engines. The Norwegian steamship *Sevilla* was torpedoed and sunk by a German submarine in the English Channel on April 25th, 1918.

SEVILLA

Den Norske Middelhavslinje; 1921; Wood, Skinner & Co.; 1,383 tons; 260-5x37-7x14-8; 282 n.h.p.; oil engines. The Norwegian motorship *Sevilla*, on a voyage from Bergen to Lisbon with dried fish, was sunk in a collision on March 29th, 1947 off Ryvarden.

SHADWAN

Nelson, Donkin & Co.; 1877; C. S. Swan & Co.; 1,538 tons; 256-3x33-3x23-3; 150h.p.; compound engines. The British steamship *Shadwan* foundered about four miles off Berwick on November 28th, 1888. She was on a voyage from Fiume to Leith and her cargo included wheat, barley and flour.

SHAGBROOK

Harris & Dixon; 1884; W. Gray & Co.; 1,296 tons; 246-6x35-2x13-8; 215n.h.p.; triple-expansion engines. The British cargo ship *Snagbrook* sank after a collision with the steamship *Stokesley*, 1,047 tons, off Havre on October 23rd, 1900, while carrying a cargo of coal from Barry to Havre.

SHAHRISTAN

F. C. Strick & Co.; 1938; J. Readhead & Sons; 6,935 tons; 454x58-5x29-5; 706n.h.p.; 13 knots; triple-expansion engines & L.P. turbine.

The steamship *Shahristan*, Capt. E. H. Wilson, was torpedoed and sunk by a German submarine on July 29th, 1941, about 400 miles W.N.W. of Madeira. Capt. Wilson and 48 men were lost.

SHAHZADA

Asiatic Steam Navigation Co.; 1904; C. Cornell & Co.; 2,246 tons; 300-3x40-6x22-4; 277n.h.p.; 12knots; triple-expansion engines. The steamship *Shahzada* left the Sandheads, Calcutta, at 11 p.m. on Wednesday, July 13th, 1927, bound for Akyab with a cargo of coal. At 5.15 on the morning of the 14th, when 50 miles distant from the Sandheads the steamship began to sink with surprising suddenness. Those of the crew who were below deck were mustered as quickly as possible but before the lifeboats could be got out the steamship foundered. Five boats, which were fastened by chains, burst from their fastenings and floated to the surface and to these some of the crew managed to swim, baling them out and picking up other men. Altogether 51 were saved, but seven Europeans and 14 Indians were drowned, chiefly through the suction caused by the vessel's sinking. The survivors were picked up later by the *Clintonia* and brought to Calcutta.

SHAHZADA

Asiatic Steam Nav. Co.; 1942; Lithgows; 5,454 tons; 409-5X54x28-7; 500 n.h.p.; triple-expansion engines. The British steamship *Shahzada*, on a voyage from Mormugao to Suez, was torpedoed and sunk by a submarine on July 9th, 1944, about 600 miles S.S.W. of the Chagos Archipelago. The captain, 36 of the crew and nine gunners were lost.

SHAKESPEAR

Glover Bros.; 1926; R. Duncan & Co.; 5,029 tons; 407X 53-5x26-7; 531 n.h.p.; 10 knots; triple-expansion engines. The steamship *Shakespear* fought a protracted duel with an Italian submarine off Senegal, West Africa, on Monday, January 5th, 1941. The vessel, which carried a crew of 40 and two gunners, was armed with one small gun aft. With this she contrived to keep the submarine at bay for over two hours, refusing to surrender until her gun had been knocked out and 18 of her crew and both gunners killed. The survivors, including the captain, took to the boats and the *Shakespear* was then sunk by gunfire.

The commander of the submarine, Lt.Cdr. Salvatore Todaro, took the boats in tow until they came in sight of land and treated the survivors in a most humane manner. The losses on the submarine were two killed and several wounded.

SHANGHAI

China Navigation Co.; 1873; A. & J. Inglis; 3,088 tons; 291 X 42-2x24-8; 300h.p.; lever engines. The British paddle steamship *Shanghai*, Capt. Martin, caught fire six miles below Mud Fort, River Yangtsze, on December 25th, 1890,

while carrying passengers and a general cargo from Shanghai to Hankow. About 200 lives were lost. Subsequently the ship was salvaged and re-registered as a sailing vessel at Shanghai in 1893.

SHANGHAIMARU

Yamashita Kisen K.K.; 1919; Kawasaki Dockyard Co.; 4,103 tons; 345x48x30; 356n.h.p.; triple-expansion engines. The steamship *Shanghai Maru* was torpedoed and sunk by the U.S. submarine *Grayling* on April 9th, 1943, off Mindoro Island, Philippines.

SHAOHSING

China Navigation Co.; 1901; Scott & Co.; 2,123 tons; 290X 40-2x20-6; 146n.h.p.; triple-expansion engines. The British steamship *Shaohsing* was wrecked on Ariadne Rocks on July 7th, 1917, while on a voyage from Swatow to Wei-hai-Wei carrying a general cargo.

SHARK

British Navy, destroyer; 1912; Swan Hunter; 950 tons; 266 X 27-9x9; 25,000 i.h.p.; 36 knots; turbine engines; Yarrow boilers; three 4 in. guns. 4 T.T.

The destroyer *Shark* Cdr. L. W. Jones, was a unit of the 4th Flotilla at the battle of Jutland. At about 5.30 p.m., when the *Shark* was leading her division to attack the German 2nd Scouting Group (light cruisers) under Rear-Admiral Boedicker, she came under a concentrated fire which put her out of action, but not before she got off a torpedo at one of the cruisers. The prompt action of the *Shark* and her consorts prevented an attack developing from the German light forces on Admiral Hood's 3rd Battle Cruiser Squadron which was pressing von Hipper's retiring battle cruisers.

The *Shark* was now a floating wreck, with only two guns in action. Cdr. Jones, though wounded in the leg, made his way aft to connect and man the after wheel, as the destroyer's bridge and steering-gear had been shot away. The after gun was still firing but was blown away shortly after the commander reached it. He then went to the remaining gun where he and two seamen kept it going until his leg was shot off at the knee. A stoker improvised a tourniquet round his thigh, and he still managed to carry on, ordering a fresh ensign to be hoisted and encouraging his men. At last, when the *Shark* had been torpedoed by a German destroyer he gave orders for the survivors to don lifebelts and take measures for their own safety.

During the height of the action the destroyer *Acasta*, Lt.Cdr. Barron, came up and offered to take the *Shark* in tow, but this was declined by Cdr. Jones as he was well aware that it might involve the loss of both ships, the *Acasta* being already damaged.

The *Shark* sank with a loss of seven officers and 79 ratings, there being only six survivors. A posthumous award of the Victoria Cross was made to Cdr. Loftus Jones.

SHAWINIGAN

Canadian Navy, corvette; 1941; 925 tons; 193x32x16; 17 knots; quadruple-expansion engines; one 4 in. A.A. gun, several smaller.

The Canadian corvette *Shawinigan* was torpedoed by a German submarine in the Cabot Strait on November 24th, 1944. The vessel sank with all hands, seven officers and 84 ratings.

SHCHORS

U.S.S.R.; 1921; Werf Gusto; 3,770 tons; 359-4x50-3x22; 340n.h.p.; triple-expansion engines.

The Russian steamship *Shchors* struck a mine and sank on October 14th, 1942, in the Barents Sea.

SHEAF DON

W.A.Souter; 1917; Blyth S.B. & D.D. Co.; 2,172 tons; 279X 40-3x22-9; 330 n.h.p.; triple-expansion engines. The British cargo ship *Sheaf Don* was wrecked on Finsboerne Rock, near Langesund, on February 25th, 1926, while carrying a cargo of coal from the Tyne to Skien.

SHEAF MEAD

Sheaf S.S. Co.; 1924; R. Duncan & Co.; 5,008 tons; 404-9X 53x27-6; 476 n.h.p.; 11 knots; triple-expansion engines. The steamship *Sheaf Mead*, Capt. A. Still, was in the North

SHEAF MOUNT

Atlantic in convoy when she was torpedoed and sunk by a German submarine. The attack took place on May 27th, 1940, some 180 miles off Cape Finisterre. Capt. Still, and 30 of the crew were lost; five were saved

SHEAF MOUNT

Sheaf S.S. Co.; 1924; *R. Duncan & Co.*; 5,017 tons; 404-9x53x27-6; 476n.h.p.; 11 knots; triple-expansion engines. The steamship *Sheaf Mount*, Capt. R. de Gruchy, was in the North Atlantic in convoy when she was torpedoed and sunk by a German submarine. The attack took place on August 24th, 1942, and of the 51 officers and men who formed the crew, 31, including Capt. de Gruchy, were lost.

SHEERNESS

Clyde Shipping Co.; 1903; *Caledon S.B. & E. Co.*; 1,274 tons; 250X35•2x16•6; 293n.h.p.; triple-expansion engines. The British cargo ship *Sheerness* was wrecked off Tuskar Light on February 3rd, 1927, while carrying a general cargo from Dublin to Waterford.

SHEHERAZADE

U.S. War Shipping Administration; 1935; *Ateliers & Chantiers de la Seine Maritime*; 13,467 tons; 549 x 71 -9 x 39 -6; 815 n.h.p.; *d* engines.

The Panamanian tanker *Sheherazade* was formerly French, taken over by the Americans. On June 11th, 1942, she was torpedoed shelled and sunk by a German submarine between Hampton Roads and Houston. Only one man was killed.

SHELBRI 1

British Tanker Co.; 1928; *Swan, Hunter & Wigham Richardson*; 1,025 tons; 230x32-7x13-8; 286n.h.p.; oil engines. The coastal tanker *Shelbrit 1*, on a voyage from Grangemouth to Inverness in ballast, blew up, caught fire and sank on September 19th, 1940, in the Moray Firth. All her crew of 20 and the gunner were lost.

SHELTON

United States Navy, destroyer; U.S.A.; 1,450 tons; 306x36-9X-; 12,000s.h.p.; 28 knots; turbine engines; two 5 in. guns, two 40 mm. A.A., six 20 mm. A.A., 3 T.T. The United States destroyer *Shelton* was torpedoed by a Japanese submarine off Morotai Island on October 3rd, 1944. The vessel carried a complement of 220.

SHEPHERDESS

Ohio River Steamboat. The Ohio river steamboat *Shepherdess* was bound from Cincinnati to St. Louis, at 11 p.m. on the night of January 3rd, 1844, when she struck a snag. The estimated number of passengers on board was 200, most of whom were asleep. The snag—probably a large submerged tree—tore open the side of the hull, causing the boilers to fall into the river, followed by the twin funnels. The hurricane deck then collapsed.

The *Shepherdess*, which disintegrated within a few minutes, was less than three miles from St. Louis when the disaster occurred. Over 60 persons lost their lives.

SHIBAURA MARU

Chosen Yusen K.K.; 1918; *Hara Zosen Tekkosho*; 1,250 tons; 220 X 33x18-7; 86 n.h.p.; triple-expansion engines. The steamship *Shibaura Maru*, on a voyage from Osaka to Korea, ran into fog off Mokpo, Korea, struck a rock and foundered on July 8th, 1933.

SHIBAZONO MARU

Nippon Yusen K.K.; 1903; *Mitsubishi Dockyard & Engineering Works*; 1,831 tons; 256x36-5x14-3; 248 n.h.p.; triple-expansion engines.

The steamship *Shibazono (Sibazono) Maru* was torpedoed and sunk by the U.S. submarine *Kingfish* on January 3rd, 1945, 400 miles S.E. of Nagoya.

SHICHISEI MARU

Koun Risen K.K.; 1938; *Kawamiuami Kogyo K.K.*; 1,911 tons; 271-6x40x20-3; 150n.h.p.; triple-expansion engines. The steamship *Shichisei (Sitisei) Maru* was torpedoed and sunk by the U.S. submarine *Silversides* on December 29th, 1943, N.W. of the Palau Islands.

SHIGANOURA MARU

Mitsubishi Shoji K.K.; 3,512 tons. The steamship *Shiganoura Maru* was torpedoed and sunk by the U.S. submarine *Snook* on November 29th, 1943, 400 miles W. of the Ladrone Islands.

SHIGIZAN MARU

Hashimoto Kisen Kabushiki Kaisha; 1892; *Koninklijke Maats. de Schelde*; 2,828 tons; 349-3x37-7x25-6; 365 n.h.p.; quadruple-expansion engines.

The Japanese steamship *Shigizan Maru* struck a mine and sank in the Mediterranean on July 7th, 1917.

SHIGURE

Japanese Navy, destroyer; 1935; *Uraga*; 1,368 tons; 335-Sx x31-7x9-2; 38,000s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 8 T.T.

The Japanese destroyer *Shigure* was torpedoed and sunk by the U.S. submarine *Blackfin*, N.W. of Borneo, January 24th, 1945. The vessel carried a complement of over 200.

SHIGURE MARU

2,445 tons. The *Shigure Maru* was torpedoed and sunk by the U.S. submarine *Seadragon* on October 10th, 1942, off Balikpapan, Borneo.

SHIKINAMI

Japanese Navy, destroyer; 1929; *Maizuru*; 1,700 tons; 371 -5 x 33-8x9-8; 40,000s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A., m.g., 9 T.T.

The Japanese destroyer *Shikinami* was torpedoed and sunk in the South China Sea by the U.S. submarine *Growler* on September 12th, 1944. The destroyer's normal complement was 197.

SHIKISAN MARU

Mitsui Bussan Kaisha; 1925; *D. & W. Render son & Co.*; 4,725 tons; 400-2x53-3x26-2; 489n.h.p.; oil engines. The motor vessel *Shikisan (Sikisan) Maru* was torpedoed and sunk by the U.S. submarine *Dnum* on October 24th, 1944, about 150 miles N.W. of Luzon Island, Philippines.

SHILLONG

Peninsular & Oriental S.N. Co.; 1939; *A. Stephen & Sons*; 5,529 tons; 442-2x57-9x25-7; 688 n.h.p.; 14 knots; oil engines. The motorship *Shillong*, Capt. J. H. Hollow, was homeward bound in convoy from New York when she was torpedoed and sunk by a German submarine in the North Atlantic. The attack took place at about 10.15 p.m. on April 4th, 1943, and the vessel sank later. Sixty-seven of her crew of 70 and four of the eight gunners were lost. Capt. Hollow was rescued from the water by a small party of men on a raft but died from exposure on the following day before the raft was picked up.

SHILLONG

Peninsular & Oriental S.N. Co.; 1949; *Vickers* Armstrongs*; 8,934 tons; 522 x 67 • 3 X 29 • 5; turbine engines. The British steamship *Shillong* sank with the loss of three of her crew after a collision with the *Purfina Congo* about 190 miles S. of Suez on October 22nd, 1957. She was carrying passengers and a general cargo from Hamburg, via London, to Tsingtao. Her crew numbered 87 and there were six passengers.

SHIMA MARU

Settsu Shosen K.K.; 1920; *Teikoku S.S. Co.*; 1,987 tons; 270x39x23-9; 249 n.h.p.; triple-expansion engines. The steamship *Shima (Simd) Maru* was sunk by U.S. carrier-based aircraft on July 4th, 1944, off the Bonin Islands.

SHIMAKAZE

Japanese Navy, destroyer; 1942; Japanese Yard; 2,200 tons; 415x35x—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm. A.A., 15 T.T.

The Japanese destroyer *Shimakaze* with others was escorting a convoy of four troopships bound for Leyte, Philippine Islands, November 11th, 1944. When in Ormoc Bay the ships were attacked by aircraft from fast carriers of the U.S. Third Fleet and four destroyers as well as the four transports, were sent to the bottom.

The *Shimakaze* carried a complement of over 200.

For further details see the destroyer *Hamanami*.

SHIMOSA

*La Plata S.S. Co.; 1902; Short Bros.; 4,221 tons; 370-6x48-7x18-9; 375 n.h.p.; 11 knots; triple-expansion engines. The steamship *Shimosa* was torpedoed and sunk by a German submarine 220 miles N.W. of Eagle Island, off Co. Mayo, on July 30th, 1917. The captain and 16 of the crew were lost.*

SHIMOTSU MARU

Mitsubishi Risen K.K.; 2,854 tons.

The tanker *Shimotsu (Simotsu) Mam* was torpedoed and sunk by the U.S. submarine *Barbero* on November 8th, 1944, about 200 miles W.S.W. of Olongapo, Philippines.

SHIMOTSUKI

Japanese Navy, destroyer; 1942; Japanese Yard; 2,500 tons; 435x38x—; 34 knots; turbine engines; eight 5 in. guns, several A.A., 4 T.T.

The Japanese destroyer *Shimotsuki* was torpedoed and sunk W. of Borneo and N. of the Karimata Channel on November 25th, 1944, by the U.S. submarine *Cavalla*.

The destroyer carried a complement of over 200.

SHIMPO MARU

Iino Kaiun K.K.; 5,135 tons.

The tanker *Shimpo (Simpō) Mam* was torpedoed and sunk by the U.S. submarines *Puffer* and *Bluefish* on August 12th, 1944, off the west coast of Mindoro Island, Philippines.

SHINAI MARU

*Kishimoto Kisen K.K.; 1921; Fujinagata Zosenho; 3,793 tons; 345 X 50 X 29; 342 n.h.p.; triple-expansion engines. The steamship *Shinai (Sin-ai) Mam* was bombed and sunk by U.S. land-based aircraft on March 3rd, 1943, in the Straits of Macassar.*

SHINAI MARU

*Japanese Government; 1920; Collingwood S.B. Co.; 2,410 tons; 251 X 43 • 6 X 23 • 6; 150 n.h.p.; triple-expansion engines. The steamship *Shinai Maru* was formerly the Canadian *Shinai*, seized by the Japanese. She was bombed and sunk by U.S. land-based aircraft on September 16th, 1944, in the Gulf of Bone, Celebes.*

SHINAN MARU

*Settsu Shosen K.K.; 1918; Ishikawajima S.B. & E. Co.; 1,278 tons; 230x33x19-6; 88 n.h.p.; triple-expansion engines. The steamship *Shinan (Si-nan) Maru* was bombed and sunk by U.S. land-based aircraft on October 12th, 1944, off Tainan, Formosa.*

SHINANOGAWA MARU

*Toyo Kaiun K.K.; 1933; Mitsubishi Zosen Kaisha; 7,503 tons; 436-4x58-5x32-8; 830 n.h.p.; oil engines. The motorship *Shinanogawa (Sinanogawa) Mam* was sunk by U.S. land and carrier-based aircraft on November 14th, 1942, in the Solomon Islands.*

SHINCHIYOMARU

*Tatsuuma Risen K.K.; 6,872 tons. The steamship *Shinchiyo Mam* was bombed and sunk by U.S. land-based aircraft on May 6th, 1945, in the Inland Sea of Japan.*

SHINCHO MARU

*Towa Risen K.K.; 5,135 tons. The tanker *Shincho Mam* was sunk by U.S. carrier-based aircraft on January 21st, 1945, off Kaohsiung, Formosa.*

SHINEI MARU

*Nittoh Risen K.K.; 5,135 tons. The steamship *Shinei Mam* was torpedoed and sunk by the U.S. submarine *Guitarro* on August 10th, 1944, off Cape Bolinas, Luzon Island, Philippines.*

SHINEI MARU No. 3

*Buko Risen K.K.; 2,220 tons. The steamship *Shinei Mam No. 3* struck a mine and sank on August 3rd, 1945, off Seishin, Manchuria.*

SHINETSU MARU

*2272 tons. The *Shinetsu Maru* was bombed and sunk by U.S. land-based aircraft on November 29th, 1944, off Bogo, Cebu Island, Philippines.*

SHINFUKU MARU

*Kuribayashi Shosen K.K.; 2,204 tons. The steamship *Shinfuku Maru* was bombed and sunk by U.S. land-based aircraft on December 19th, 1944, 355 miles W. of Manila.*

SHINGI MARU

*Okada Shosen K.K.; 6,888 tons. The steamship *Shingi Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 50 miles S.E. of Gocong, Indo-China.*

SHINGO MARU

*Kuribayashi Shosen K.K.; 1917; Uruga Dock Co.; 4,740 tons; 360 X 51 X 28 • 4; 378 n.h.p.; triple-expansion engines. The steamship *Shingo (Singo) Maru* was torpedoed and sunk by the U.S. submarine *Halibut* on December 16th, 1942, off Aomori, Japan.*

SHINGU MARU

*Sanshin Risen K.K.; 1890; Scott & Co.; 2,745 tons; 344-7x37-7x26-3; 248 n.h.p.; compound engines. The steamship *Shingu (Singu) Maru* was bombed and sunk by U.S. land-based aircraft on May 3rd, 1944, about 150 miles W.S.W. of Kaohsiung, Formosa.*

SHIN-I MARU

*Marouni Kisen O.K.; 1883; R. Duncan & Co.; 2,240 tons; 292-9x37-7x23-3; 259 n.h.p.; compound engines. The steamship *Shin-i Maru*, on a voyage from Takao to Keelung and Yokohama, was wrecked on Steep Island on December 6th, 1919.*

SHINI MARU

*Kishimoto Kisen K.K.; 1920; Yokohama Dock Co.; 3,811 tons; 345x50x29-1; 343 n.h.p.; triple-expansion engines. The steamship *Shini (Sin-i) Mam* was torpedoed and sunk by the U.S. submarine *Tinosa* on November 26th, 1943, off the Palau Islands.*

SHINJU MARU

*Kuribayashi Shosen K.K.; 3,617 tons. The steamship *Shinju Mam* was torpedoed and sunk by the U.S. submarine *Sailfish* on June 15th, 1943, off Kamaishi, Japan.*

SHINKIMARU

*Kuribayashi Shosen K.K.; 2,211 tons. The steamship *Shinki Maru* was torpedoed and sunk by the U.S. submarine *Croaker* on October 9th, 1944, 50 miles S. of Nagasaki.*

SHINKO MARU

*Machida Shokai K.K.; 1899; Ropner & Son; 3,094 tons; 315 X 46-6x20-8; 256 n.h.p.; triple-expansion engines. The steamship *Shinko Mam*, on a voyage from Chinnampo River to Konan, Korea, with coal, was sunk in a collision with the *Yodo Mam*, 2,213 tons, on May 23rd, 1933, off the west coast of Korea, during fog.*

SHINKO MARU

SHINKO MARU

Daido Kaiun K.K.; 3,119 tons.
The steamship *Shinko Mam* was bombed and sunk by U.S. land-based aircraft on November 2nd, 1943, off New Ireland.

SHINKO MARU

Shinko Shosen K.K.; 1935; *Yokohama Dock Co.*; 6,479 tons; 436-2x58-2x31-9; 1,165 n.h.p.; oil engines. The motor vessel *Shinko (Sinko) Mam* was sunk by U.S. carrier-based aircraft on October 18th, 1944, off the north coast of Luzon Island, Philippines.

SHINKO MARU No. 1

1,200 tons.
The *Shinko Mam No. 1* was torpedoed and sunk by the U.S. submarine *Pampanito* on November 19th, 1944, 75 miles E. of Lokwei, Hainan Island.

SHINKOKUMARU

Tatsuuma Risen K.K.; 3,991 tons.
The steamship *Shinkoku Mam* was torpedoed and sunk by the U.S. submarine *Halibut* on February 20th, 1943, about 200 miles off Eniwetok.

SHINKOKUMARU

Kobe Sanbashi K.K.; 1939; *Kawasaki Dockyard Co.*; 10,020 tons; 503-3x65x37-1; 2,250 n.h.p.; oil engines. The tanker *Shinkoku (Sinkoku) Mam* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

SHINKOKUMARU

Tatsuuma Risen K.K.; 2,746 tons.
The steamship *Shinkoku (Sinkoku) Mam* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

SHINKYO MARU

Chosen Yusen K.K.; 1932; *Uraga Dock Co.*; 2,672 tons; 298-2x44-9x23-6; 171 n.h.p.; triple-expansion engines. The steamship *Shinkyo (Sinkyo) Mam* was taken over by the Japanese Navy for use as an auxiliary gunboat. On March 2nd, she was torpedoed and sunk by the U.S. submarine *Picuda S.* of the Caroline Islands.

SHINKYO MARU

Dairen Risen K.K.; 1918; *Richardson, Duck & Co.*; 5,139 tons; 400-1x52-4x28-5; 518 n.h.p.; triple-expansion engines. The steamship *Shinkyo (Sinkyo) Mam* was torpedoed and sunk by the U.S. submarine *Bowfin* on March 24th, 1944, off the Sarangani Islands.

SHINMEI MARU

Minamimanshu Shoko O.K.; 1894; *Richardson, Duck & Co.*; 2,478 tons; 290X42x27-4; 219 n.h.p.; triple-expansion engines. The steamship *Shinmei Mam* was sunk in a collision on October 31st, 1923, outside Shimonoseki on a voyage from Dairen to Yokohama.

SHINMEI MARU

Kuribayashi Shosen K.K.; 1902; *Ramage & Ferguson*; 2,577 tons; 290 X 40 • 2 X 18 • 7; 276 n.h.p.; triple-expansion engines. The steamship *Shinmei (Sinmei) Maru* was torpedoed and sunk by the U.S. submarine *Sunfish* on July 5th, 1944, off the south west coast of Kamchatka.

SHINNAN MARU

Japanese Government; 1,025 tons.
The steamship *Shinnan Maru* was torpedoed and sunk by the U.S. submarine *Cero* on May 13th, 1945, near Ofunato, Japan.

SHINONOME

Japanese Navy, destroyer; 1927; *Saseho*; 1,700 tons; 371-5X33-8x9-8; 40,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A. m.g., 9 T.T.
The Japanese destroyer *Shinonome* was engaged in the fighting around the coasts of Sarawak against a mixed force of British,

American and Dutch ships. On December 18th, 1941, she struck a mine off Miri and sank. The destroyer's normal complement was 197.

SHINRA MARU

Japanese Government; 3,032 tons.
The steamship *Shinra Maru* struck a mine and sank on May 25th, 1945, off Shimonoseki.

SHINRYU MARU

Naiqai Kisen K.K.; 1937; *Osaka Iron Works*; 4,936 tons; 365-8x54-1x29-2; 433 n.h.p.; turbine engines. The steamship *Shinryu (Sinryu) Maru* was torpedoed and sunk by the U.S. submarine *Runner* on June 26th, 1943, off the Kurile Islands.

SHINRYU MARU

Nippon Yusen K.K.; 1918; *Ishikawajima S.B. & E. Co.*; 3,181 tons; 305 X 43 • 9 X 27 • 3; 279 n.h.p.; triple-expansion engines. The steamship *Shinryu (Sinryu) Maru* was torpedoed and sunk by the U.S. submarine *Puffer* on May 18th, 1944, off Sourabaya.

SHINSAN MARU

Shinsan Kisen Kaisha; 1898; *Russell & Co.*; 3,312 tons; 329-6 X 48x15-9; 291 n.h.p.; triple-expansion engines. The Japanese steamship *Shinsan Maru* was torpedoed and sunk by a submarine in the Mediterranean on July 2nd, 1917.

SHINSEI MARU

S.Hara; 1889; *Wigham Richardson & Co.*; 3,060 tons; 339-1x 40-2x25-8; 402 n.h.p.; triple-expansion engines. The Japanese steamship *Shinsei Maru* was torpedoed and sunk by a submarine in the Mediterranean on February 28th, 1917.

SHINSEI MARU

Nippon Suisan K.K.; 1917; *Uraga Dock Co.*; 4,747 tons; 360 x 51x28-4; 378 n.h.p.; triple-expansion engines. The steamship *Shinsei (Sinsei) Maru* was bombed and sunk by U.S. land-based aircraft on January 7th, 1945, 150 miles S.W. of Kaohsiung, Formosa.

SHINSEI MARU

Kuribayashi Shosen K.K.; 2,880 tons.
The steamship *Shinsei Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 50 miles E. of Gocong, Indo-China.

SHINSEI MARU No. 1

Ham Shoji K.K.; 1919; *Kawasaki Dockyard Co.*; 5,863 tons; 385 X 51 X 36; 440 n.h.p.; triple-expansion engines. The steamship *Shinsei (Sinsei) Mam No. 1* was torpedoed and sunk by the U.S. submarine *Snook* on October 23rd, 1944, about 250 miles N.W. of Negra Point, Luzon Island, Philippines.

SHINSEI MARU No. 5

Ham Shoji K.K.; 1919; *Manitowoc S.B. Co.*; 2,599 tons; 253-5x43-9x25-9; 326 n.h.p.; triple-expansion engines. The steamship *Shinsei (Sinsei) Maru No. 5* was bombed and sunk by U.S. land-based aircraft on December 7th, 1944, off the west coast of Leyte Island, Philippines.

SHINSEI MARU No. 6

Hara Shoji K.K.; 1938; *Osaka Iron Works*; 4,928 tons; 370-5 X 54-1x29-2; 500 n.h.p.; turbine engines.
The steamship *Shinsei (Sinsei) Maru No. 6* was torpedoed and sunk by the U.S. submarine *Tambor* on August 21st, 1942, W. of Ponape, Caroline Islands.

SHINSEI MARU No. 17

Hara Shoji K.K.; 1919; *Toledo S.B. Co.*; 2,556 tons; 251 X 43-5x28-2; 315 n.h.p.; triple-expansion engines.
The steamship *Shinsei (Sinsei) Maru No. 17* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 15 miles E. of Gocong, Indo-China.

SHINSEI MARU No. 18

Ham Shoji K.K.; 2,711 tons.
On March 30th, 1944, the *Shinsei Mam No. 18* was sunk by U.S. carrier-based aircraft off Babelthup, Palau Islands.

SHINSHO MARU

Kuribayashi Syosen K.K.; 1936; *Mitsui Bussan Kaisha*; 4,836 tons; 373-1x50x29; 322n.h.p.; triple-expansion engines. The steamship *Shinsho (Sinsyo) Maru* was taken over by the Japanese Navy for use as an auxiliary torpedo boat tender. On July 9th, 1942, she was torpedoed and sunk by the U.S. submarine *Thresher W.* of Jaluit, Marshall Islands.

SHINSHO MARU

Kuribayashi Shosen K.K.; 2,880 tons.
The steamship *Shinsho Maru* was bombed and sunk by U.S. land-based aircraft on November 29th, 1944, off Bogo, Cebu Island, Philippines.

SHINSHU MARU

Azuma Kisen K.K.; 1933; *Mitsubishi Zosen Kaisha*; 4,182 tons; 360x50x29; 246n.h.p.; oilengines.
The motor vessel *Shinshu (Sinsyu) Maru* was torpedoed and sunk by the U.S. submarine *Bergall* on October 13th, 1944, off Cana, Indo-China.

SHINSHU MARU

Japanese Government; 8,170 tons.
The aircraft transporter *Shinshu Maru* was sunk by U.S. carrier-based aircraft and the submarine *Aspro* on January 3rd, 1945, about 100 miles S.S.W. of Formosa.

SHINSOKU MARU

Konan Kisen K.K.; 1916; *Osaka Iron Works*; 3,202 tons; 305 X 43 • 9 X 27 • 3; 288 n.h.p.; triple-expansion engines. The steamship *Shinsoku (Sinsoku) Maru* was bombed and sunk by U.S. land-based aircraft on February 18th, 1944, off Wenchow.

SHINTEN MARU

Settsu Shosen K.K.; 1917; *Yokohama Dock Co.*; 1,254 tons; 222-5x33-5x19-5; 97n.h.p.; triple-expansion engines. The steamship *Shinten (Sinten) Maru* was torpedoed and sunk by the U.S. submarine *Spadefish* on September 8th, 1944, about 100 miles E. of Hwalienkong, Formosa.

SHINTO MARU

Kuribayashi Shosen K.K.; 1919; *Fujinagata Zosensho*; 2,245 tons; 271-9x38-2x24-2; 189n.h.p.; triple-expansion engines. The steamship *Shinto (Sinto) Maru* was sunk by U.S. carrier-based aircraft on June 12th, 1944, about 150 miles W. of the Ladrone Islands.

SHINTO MARU

Sawayama Kisen K.K.; 1919; *Osaka Tekkosho*; 1,215 tons; 220 X 33 • 5 X 18 • 5; 79 n.h.p.; triple-expansion engines. The steamship *Shinto (Sinto) Maru* was bombed and sunk by U.S. aircraft on December 4th, 1944, about 50 miles S.W. of Formosa.

SHINTO MARU

Kuribayashi Shosen K.K.; 2,211 tons.
The steamship *Shinto Maru* struck a mine and sank on July 8th, 1945, off Kagoshima, Japan.

SHINTO MARU No. 1

Sawayama Kisen K.K.; 1939; *Kawaminani Kogyo K.K.*; 1,934 tons; 271-7x40x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Shinto (Sinto) Maru No. 1* was bombed and sunk by U.S. land-based aircraft on February 19th, 1944, N. of New Hanover, Admiralty Islands.

SHINTON MARU

Toho Kaiun K.K.; 1927; *Manchuria Dock K.K.*; 1,577 tons; 249X37-5X21; triple-expansion engines.
On June 23rd, 1950, the *Shinton Maru* was helping to take cargo from the *Santo Maru*, which had run ashore at Miyako Jima, Ryukyu Islands. While so engaged she was herself driven ashore by a typhoon and capsized.

SHINWA MARU

Kuribayashi Shosen K.K.; 3,328 tons.
The steamship *Shinwa Maru* was bombed and sunk by U.S. land-based aircraft on November 21st, 1943, off Windehsi, Dutch New Guinea.

SHINYO MARU

Shinyo Kisen K.K.; 1938; *Harima S.B. & Eng. Co.*; 4,163 tons; 363-6X50x29; 467n.h.p.; turbine engines. The steamship *Shinyo (Sinyo) Maru* was torpedoed and sunk by the U.S. submarine *Seadragon* on July 13th, 1942, off Hone Cohe, Indo-China.

SHINYO MARU

Japanese Government; 2,634 tons.
The steamship *Shinyo Maru* was torpedoed and sunk by the U.S. submarine *Paddle* on September 7th, 1944, in the Sulu Sea.

SHINYO MARU

Nippon Suisan K.K.; 1918; *Uraga Dock Co.*; 4,658 tons; 360 x 51x28-3; 378 n.h.p.; triple-expansion engines. The steamship *Shinyo (Sinyo) Maru* was sunk by U.S. carrier-based aircraft on September 24th, 1944, off the south west coast of Masbate Island, Philippines.

SHINYO MARU

Tatsuma Ypshi Kaisha; 5,892 tons.
The steamship *Shinyo Maru* was torpedoed and sunk by the U.S. submarine *Barb* on January 8th, 1945, 30 miles N.W. of Taichung, Formosa.

SHINYO MARU No. 3

Okada Shinkichiro; 1917; *American S.B. Co.*; 1,898 tons; 251 X43 • 5X20; 272 n.h.p.; triple-expansion engines. The steamship *Shinyo (Sinyo) Mam No. 3* was torpedoed and sunk by the U.S. submarine *Bowfin* on June 11th, 1945, about 50 miles E. of Wonsan, Korea.

SHINYO MARU No. 5

Okada Kaiun K.K.; 1937; *Mukaishima Dockyard Co.*; 1,498 tons; 240x35x19; 110 n.h.p.; triple-expansion engines. The steamship *Shinyo (Sinyo) Maru No. 5* was torpedoed and sunk by the U.S. submarine *Triton* on February 17th, 1942, in the East China Sea.

SHINYO MARU No. 8

Daiko Shoji K.K.; 1,959 tons.
The steamship *Shinyo Maru No. 8* was torpedoed and sunk by the U.S. submarine *Cabrilla* on October 7th, 1944, 50 miles S.W. of Vigan, Philippines.

SHINYU MARU

Kuribayashi Shosen K.K.; 1919; *Uraga Dock Co.*; 4,621 tons; 360x51-2x25-4; 377n.h.p.; triple-expansion engines. The steamship *Shinyu (Sinyu) Maru* was torpedoed and sunk by the U.S. submarine *Redfin* on April 15th, 1944, in the Moro Gulf, 75 miles east of Zamboanga, Philippines.

SHINYUBARIMARU

Hokkaido Tanko K.K.; 1936; *Mitsui Bussan Kaisha*; 5,354 tons; 391-5x53-8x29-8; 407n.h.p.; triple-expansion engines. The steamship *Shinyubari (Sinyubari) Maru* was torpedoed and sunk by the U.S. submarine *Sunfish* on February 23rd, 1944, off Tenian Island, Ladrone Islands.

SHIOKUBIMARU

Nippon Seitetsu K.K.; 1898; *W. Hamilton & Co.*; 3,734 tons; 329-8x45-4x16-2; 301 n.h.p.; triple-expansion engines. The steamship *Shiokubi (Siokubi) Maru* struck a mine and sank on May 26th, 1945, off Ube, Japan.

SHIOYA

Japanese Navy; 4000 tons.
The tanker *Shioya* was torpedoed and sunk by the U.S. submarine *Rasher* on June 8th, 1944, about 100 miles N. of Menado, Celebes.

SHIRAHA MARU

SHIRAHA MARU

Tatsuuma Risen K.K.; 1918; *Russell & Co.*; 5,693 tons; 423-3 x 56x28-7; 574 n.h.p.; triple-expansion engines. The steamship *Shiraha (Sirahd) Mam* was torpedoed and sunk by the U.S. submarine *Seamven* on January 14th, 1943, about 200 miles E. of Mindanao Island, Philippines.

SHIRAHAMA MARU

Nippon Yusen K.K.; 2,812 tons. The steamship *Shirahama Mam* was bombed and sunk by U.S. land-based aircraft on August 5th, 1944, in the Tioro Strait, Celebes.

SHIRAHIMARU

Daido Kaiun K.K.; 6,872 tons. The steamship *Shirahi Mam* struck a mine and sank on June 13th, 1945, near Shimonoseki.

SHIRAKUMO

Japanese Navy, destroyer; 1927; *Fujinagata*; 1,700 tons; 371-5x33-8x9-8; 40,000s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; six 5 in. guns, 4 A.A. m.g., 9 T.T. The Japanese destroyer *Shirakumo* was torpedoed and sunk S.E. of Hokkaido by the U.S. submarine *Tautog* on March 16th, 1944. The destroyer's normal complement was 197.

SHIRALA

British India S.N. Co.; 1901; *A.&J.Inglis*; 5,306 tons; 410 x 50-7x28-8; 387n.h.p.; 10-5 knots; triple-expansion engines. The British India liner *Shirala*, Capt. E. G. Murray Dickinson, left London for India on Sunday, June 30th, 1918, and proceeded first to Higham Bight and later to the Nore. Having loaded her cargo and embarked her passengers she set sail on July 2nd, but at 5.12 in the afternoon she was torpedoed and sunk by a German submarine. Eight of the crew were killed. An airship patrolling over the Channel wirelessed for help and several small naval craft came upon the scene and picked up the survivors.

The *Shirala* buckled amidships until bow and stern rose out of the water and she gradually sank, having been afloat for just under an hour after the attack.

SHIRANEMARU

Nippon Yusen K.K.; 2,825 tons. The steamship *Shirane Mam* was torpedoed and sunk by the U.S. submarine *Pogy* on May 5th, 1944, S. of Susami, Japan.

SHIRANESAN MARU

Mitsui Sempaku; 4,739 tons. The steamship *Shiranesan Mam* was torpedoed and sunk by the U.S. submarine *Raton* on October 18th, 1944, off the northern tip of Palawan Island, Philippines.

SHIRANUHI

Japanese Navy, destroyer; 1938; *Uruga*; 2,000 tons; 364x35x 11; 45,000s.h.p.; 36 knots; turbine engines; *Kanpon boilers*; six 5 in. guns, 2 m.g., 8 T.T.

The Japanese destroyer *Shiranuhi* was one of nine such vessels sunk at the battle of Leyte Gulf, October 23rd-27th, 1944. The *Shiranuhi* was bombed and sunk on the 27th when the entire Japanese fleet was retiring after disastrous losses. She carried a complement of over 200.

For full story of the battle of Leyte Gulf see the battleship *Musashi*.

SHIRATAKA

Japanese Navy, minelayer; 1929; *Ishikawazima*; 1,345 tons; 260x38x9; 2,200h.p.; 16 knots; triple-expansion engines; *Kanpon boilers*; three 4-7 in. A.A. guns, 1 m.g. The Japanese minelayer *Shirataka* was torpedoed and sunk in Luzon Strait, Philippine Islands, on August 31st, 1944, by the U.S. submarine *Sealion II*. The vessel carried a complement of over 200.

SHIRATSUYU

Japanese Navy, destroyer; 1935; *Sasebo*; 1,368 tons; 335-5 X 31-7x9-2; 38,000s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; five 5 in. guns, 2 m.g., 8 T.T. The Japanese destroyer *Shiratsuyu* was bombed and sunk by U.S.

carrier-borne aircraft at the battle of the Philippine Sea, June 19th-20th, 1944. The engagement was fought out between ships and aircraft, the rival fleets never approaching nearer than 100 miles, and ended disastrously for the Japanese. Their losses amounted to three aircraft-carriers, one destroyer and 747 aircraft for the whole operation. The Americans suffered slight damage to their ships and the loss of 151 aircraft.

The *Shiratsuyu's* normal complement was 180.

For full story of the battle see the aircraft carrier *Hitaka*.

SHIRAYUKI

Japanese Navy, destroyer; 1928; *Yokohama*; 1,700 tons; 371-5x33-7x9-7; 40,000 s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; six 5 in. guns, 4 A.A.m.g., 9 T.T. The Japanese destroyer *Shirayuki* was escorting a convoy carrying the 20th and 51st Divisions of the Japanese army from Rabaul to New Guinea. When crossing the Huon Gulf on March 2nd-3rd, 1943, an attack was made on the ships by 136 Allied aircraft of all classes. Nearly all the transports were sunk as well as four destroyers, including the *Shirayuki*. The Japanese loss in personnel approximated to 15,000 troops.

For full details, see the Japanese destroyer *Tokitsukaze*.

SHIRETOKO

Japanese Navy; 6,500 tons. The tanker *Shiretoko* was bombed and sunk by U.S. land-based aircraft on February 1st, 1945, off the west coast of Borneo.

SHIRETOKO MARU

Japanese Government; 1,799 tons. The steamship *Shiretoko Mam* was torpedoed and sunk by a British submarine on September 5th, 1944, about 200 miles E. of Kota Bahru, Malaya.

SHIRIYA

6,500 tons. The tanker *Shiriya* was torpedoed and sunk by the U.S. submarine *Trigger* on September 21st, 1943, 100 miles N.W. of Keelung, Formosa.

SHIROGANE MARU

Nippon Kaiun K.K.; 1938; *Harima S.B. & Eng. Co.*; 3,130 tons; 318-3x45-9x24-6; 200n.h.p.; triple-expansion engines. The steamship *Shirogane (Sirogane) Maru* was torpedoed and sunk by the U.S. submarine *Amberjack* on September 19th, 1942, S. of the Caroline Islands.

SHIROGANESAN MARU

Mitsui Sempaku; 4,739 tons. The steamship *Shiroganesan Maru* was torpedoed and sunk by the U.S. submarine *Rasher* on August 6th, 1944, 250 miles W. of Manila.

SHIROTAEMARU

Nippon Yusen K.K.; 2,812 tons. The steamship *Shirotae Maru* was sunk by U.S. carrier-based aircraft on October 12th, 1944, off Kaohsiung, Formosa.

SHIROTAYE

Japanese Navy, destroyer; 1906; *Japan*; 380 tons; 227 X 21-5x6; 6,000 h.p.; 29 knots; six 12 pdr. guns, 2 T.T. The Japanese destroyer *Shirotae* was wrecked in Kiao-Chau Bay during operations against the Germans in September 1914. The destroyer had a complement of 70.

SHIRVAN

Baltic Trading Co.; 1925; *Armstrong, Whitworth & Co.*; 6,017 tons; 411-8x53-4x31-6; 552n.h.p.; triple-expansion engines.

The British tanker *Shirvan*, on a voyage from Bowling to Reykjavik with 7,500 tons of motor spirit, was torpedoed and sunk by a German submarine on November 10th, 1944, about 150 miles S.W. of the Vestmann Islands. Sixteen of her crew and two gunners were lost.

SHISEN MARU

Tou Kaiun K.K.; 1918; *Ishikawajima S.B. Co.*; 2,201 tons; 268X40-7X23-5; 169n.h.p.; triple-expansion engines. The steamship *Shisen (Sisen) Mam* was torpedoed and sunk by the U.S. submarine *Guitarro* on May 30th, 1944, off the east coast of Formosa.

SHOAN MARU

Japanese Government; 2,900 tons. The ferry *Shoan Maru* was sunk by U.S. carrier-based aircraft on July 15th, 1945, in Rikuoka Bay, Japan.

SHOAN MARU

Matsuoka Risen K.K.; 1937; *Tama Zosensho K.K.*; 5,624 tons; 406-8x55-1x30-8; 306n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Shoan (Syolari) Mam* was torpedoed and sunk by the U.S. submarine *Whale* on January 27th, 1943, between Guam and Eniwetok.

SHOBU MARU

Mitsui Sempaku; 2,005 tons. The steamship *Shobu Maru* was torpedoed and sunk by a U.S. submarine on March 8th, 1944, off Belawan, Sumatra.

SHOEI MARU

Matsuoka Risen K.K.; 1937; *Tama Zosensho K.K.*; 5,644 tons; 406-8x55-1x30-8; 306n.h.p.; triple-expansion engines & L.P. turbine. The steamship *Shoei (Syoei) Maru* was torpedoed and sunk by the U.S. submarine *S-44* on May 12th, 1942, off Rabaul. She had been converted into a salvage vessel and repair ship.

SHOEI MARU

Yamato Kisen K.K.; 1936; *Harima S.B. & Eng. Co.*; 3,580 tons; 335x48x26; 242 n.h.p.; triple-expansion engines. The steamship *Shoei (Syoei) Maru* was torpedoed and sunk by the U.S. submarine *Whale* on May 26th, 1943, off Rota Island, Ladrone Islands.

SHOEI MARU

Towa Kisen K.K.; 1919; *W. Gray & Co.*; 3,083 tons; 331-9x46-5x25-5; 358 n.h.p.; triple-expansion engines. The steamship *Shoei (Syoei) Maru* was bombed and sunk by U.S. land-based aircraft on December 20th, 1943, off Lae Island, Marshall Islands.

SHOEI MARU

Nittoh Kisen K.K.; 2,854 tons. The tanker *Shoei Maru* was torpedoed and sunk by the U.S. submarines *Paddle* and *Hammerhead* on December 8th, 1944, about 200 miles W.S.W. of Miri, Sarawak.

SHOEI MARU

Japanese Navy.; 1936; *Hakodate Dock Co.*; 1,986 tons; 272-3x40x20-9; 171 n.h.p.; triple-expansion engines. The steamship *Shoei (Syoei) Mam*, was taken over by the Japanese Navy and converted into an auxiliary gunboat. She was torpedoed and sunk by a British submarine on December 16th, 1944, 30 miles S.E. of Kota Agoeng, Sumatra.

SHOEIMARU

Osaka Shosen K.K.; 2,764 tons. The steamship *Shoei Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles N.E. of Binh Dinh, Indo-China.

SHOFUKU MARU

Kawasaki Kisen K.K.; 1918; *Kawasaki Dockyard Co.*; 1,768 tons; 249 X 37 • 5 X 21; 127 n.h.p.; triple-expansion engines. The steamship *Shofuku (Syohuku) Maru* struck a mine and sank on May 7th, 1945, off Karatsu, Japan.

SHOGEN MARU

Sakai Shoten K.K.; 1910; *J. Readhead & Sons*; 3,362 tons; 321-4x48x21-5; 308n.h.p.; triple-expansion engines. The steamship *Shogen (Syogen) Maru* was torpedoed and sunk by the U.S. submarine *Halibut* on September 6th, 1943, 100 miles N.E. of Hakodate.

SHOGEN MARU

Ishihara Sangyo Kaiun K.K.; 1917; *Uraga Dock Co.*; 4,739 tons; 360 x51x28-5; 378 n.h.p.; triple-expansion engines. The steamship *Shogen (Syogen) Maru* was bombed and sunk by U.S. carrier-based aircraft on August 4th, 1944, N. of the Bonin Islands.

SHOHEI MARU

Shimatani Kisen K.K.; 1931; *Mitsui Bussan Kaisha*; 7,256 tons; 437 X58x35; 489 n.h.p.; oil engines. The motor vessel *Shohei (Syoei) Maru* was torpedoed and sunk by the U.S. submarine *Cod* on May 10th, 1944, off Masinlok, Luzon Island, Philippines.

SHOHEI MARU

Matsuura Kisen K.K.; 1903; *Kawasaki Dockyard Co.*; 1,092 tons; 212X31-5x20; 123 n.h.p.; triple-expansion engines. The steamship *Shohei (Syoei) Maru* was torpedoed and sunk by the U.S. submarine *Spadefish* on February 6th, 1945, about 100 miles W. of Chinwangtao.

SHOHO

Japanese Navy, aircraft carrier; 1935; *Japan*; 12,000 tons; 690x59x17; 13,000 b.h.p.; 20 knots; turbine engines; four 5 in. guns, several 47 mm., 42 aircraft. The Japanese aircraft carrier *Shoho* was sunk on May 7th, 1942, in the operations known as the battle of the Coral Sea. The Americans, from the entry of Japan into the Second World War on December 7th, 1941, had been forced to fight on the defensive, and so far every naval engagement had gone in favour of the enemy. By May, 1942, Japan had occupied many of the Pacific islands and on the 3rd she took over Florida Island in the Solomons. Hitherto the actions between the Americans and the Japanese at sea had not been on a large scale, but by this date the Americans and Australians had built up a strong force of aircraft carriers and cruisers which was patrolling the Coral Sea under command of Rear-Admiral Frank J. Fletcher, U.S.N. This fleet was reinforced at the beginning of May by another squadron of U.S. ships, the whole consisting of the following heavy units.

AIRCRAFT CARRIERS	tons	gms
<i>Yorktown</i>	19,900	
<i>Lexington</i>	33,000	
AUSTRALIAN CRUISERS	tons	gms
<i>Australia</i>	10,000	8-8 in.
<i>Hobart</i>	7,105	8-6 in.
CRUISERS	tons	gms
<i>Astoria</i>	9,950	9-8 in.
<i>Minneapolis</i>	"	" "
<i>New Orleans</i>	"	" "
<i>Chester</i>	9,200	" "
<i>Chicago</i>	9,300	" "
<i>Portland</i>	9,800	" "

In addition to these vessels there were 13 destroyers.

Operations began on May 4th, when aircraft from the *Yorktown* attacked an enemy squadron lying in Tulagi harbour, in the southern Solomons, sinking the destroyer *Kikutsuki*, 1,315 tons, and some merchant ships. On the morning of the 7th the Japanese carrier *Shoho* was located and an attack was made upon her by aircraft from both U.S. carriers. She was hit repeatedly by bombs and torpedoes and sank off the island of Misima. In the meantime aircraft from the three Japanese carriers, attacked and sank the U.S. naval tanker *Neosho*, 6,534 tons, and the destroyer *Sims*, 1,570 tons. On the following morning contact was made with the two remaining Japanese carriers, which were escorted by four heavy cruisers and several destroyers. A sharp air battle took place between the planes

SHOHO MARU

of the rival fleets and both the *Yorktown* and *Lexington* were damaged. Fires broke out in the *Lexington* but the crew managed to extinguish these after some hours and to get the ship on her course again. Later there was a heavy explosion and she had to be abandoned and sunk. Of her crew of 1,899 about 150 were lost.

This battle was the first fought between squadrons of aircraft carriers and foreshadowed the form which future naval engagements would assume. Its results were favourable to the Americans, and Japanese overseas expansion received its first check.

In addition to their losses in ships the Americans lost 66 aircraft and 543 officers and ratings.

See also the U.S. aircraft carrier *Lexington*.

SHOHO MARU

Shimatani Kisen K.K.; 1937; *MitsuiBussan Kaisha*; 1,936 tons; 274-5x40x21; 179 n.h.p.; triple-expansion engines. The steamship *Shoho (Syoho) Mam* was torpedoed and sunk by the U.S. submarine *Greenling* on December 31st, 1943, about 300 miles E.S.E. of the Caroline Islands.

SHOHO MARU

Towa Kisen K.K.; 2,723 tons. The steamship *Shoho Mam* was torpedoed and sunk by the U.S. submarine *Balao* on February 28th, 1944, off the north west coast of Dutch New Guinea.

SHOHO MARU

1,356 tons. The steamship *Shoho (Syoho) Mam* was torpedoed and sunk by the U.S. submarine *Pomfret* on November 25th, 1944, west of the Batan Islands, Philippines.

SHOHO MARU

Japanese Government; 1923; *Uruga Dock K.K.*; 3,460 tons; 350 x 52x22; turbine engines. The ferry *Shoho (Syoho) Maru*, in service as a transport, was sunk by U.S. carrier-based aircraft on July 14th, 1945, in Rikuoka Bay, Japan.

SHOHO MARU

Nippon Yusen K.K.; 1918; *Fujima Kaichiro*; 1,327 tons; 220 X 32 • 5 x 21; 88 n.h.p.; triple-expansion engines. The steamship *Shoho (Syoho) Mam* was sunk by U.S. carrier-based aircraft on July 15th, 1945, off Noshiro, Japan.

SHOJIN MARU

Ishihara Sangyo Kaiun K.K.; 4,739 tons; The steamship *Shoj'in Maru* was torpedoed and sunk by the U.S. submarine *Seawolfon* June 20th, 1943, off the Pescadores Islands.

SHOJIN MARU

Matsuoka Risen K.K.; 1,942 tons. The steamship *Shojin Mam* was torpedoed and sunk by the U.S. submarine *Tautog* on March 13th, 1944, N.E. of Simusir Island, Kurile Islands.

SHOJU MARU

Kawasaki Kisen K.K.; 1920; *Mitsubishi Zosen Kaisha*; 2,022 250x37-8x27-8; 138 n.h.p.; triple-expansion engines. The steamship *Shoju (Syozyu) Maru* was torpedoed and sunk by the U.S. submarine *Pike* on August 5th, 1943, about 500 miles E. of the Kazan Islands.

SHOKAMARU

Osaka Shosen K.K.; 1935; *Mitsubishi Jukogyo K.K.*; 4,467 tons; 357x49-2x32-8; 500 n.h.p.; turbine engines. The steamship *Shoka (Syoka) Mam* was torpedoed and sunk by the U.S. submarine *Tautog* on May 25th, 1942, S. of the Caroline Islands.

SHOKAMARU

Shofuku Kisen K.K.; 1939; *Namura Shipyard Co.*; 1,381 tons; 226 -1x35-8x19; steam engines. The steamship *Shoka (Syoka) Mam* was bombed and sunk by U.S. land-based aircraft on February 13th, 1944, S.W. of Hainan Island.

SHOKAMARU

Towa Kisen K.K.; 1917; *Chicago S.B. Co.*; 1,931 tons; 251 X 43-6x18-2; 274 n.h.p.; triple-expansion engines. The steamship *Shoka (Syoka) Mam* was sunk by U.S. carrier-based aircraft on July 14th, 1945, off Otaru, Japan.

SHOKAIMARU

2,854 tons. The tanker *Shokai Maru* was sunk by U.S. aircraft on July 24th, 1945, about 800 miles N.E. of Midway Island.

SHOKAKU

Japanese Navy, aircraft carrier; 1939; *Yokosuka*; 29,800 tons; 800 X — X—; 30 knots; turbine engines; twelve 5 in.A.A. guns, many 47 mm., 60 aircraft.

The Japanese aircraft carriers *Shokaku* and *Taiho* were torpedoed and sunk by the U.S. submarines *Cavalla* and *Albacore* respectively at the battle of the Philippine Sea, June 19th, 1944. The *Shokaku* was hit by three torpedoes and went down at a position north of Yap Island. The battle ended disastrously for the Japanese who lost three large aircraft carriers and one destroyer, besides several battleships and cruisers heavily damaged.

The Americans lost no ships and only about one-fifth of the aircraft lost by the Japanese.

For full story of the battle of the Philippine Sea, see the aircraft carrier *Hitaka*.

SHOKEIMARU

Towa Kisen K.K.; 1938; *Kumagaigumi Iron Works*; 2,557 tons; 280 X 43x23; 212 n.h.p.; triple-expansion engines. The steamship *Shokei (Syokei) Maru* was torpedoed and sunk by the U.S. submarine *Spadefish* on September 8th, 1944, about 100 miles E. of Hwailienkong, Formosa.

SHOKEIMARU

Japanese Government; 1923; *Mitsubishi Zosen Kaisha*; 3,620 tons; 360 x 46x28; turbine engines. The ferry *Shokei (Syokei) Maru* struck a mine and sank on July 30th, 1945, in the Korea Strait.

SHOKENMARU

Towa Kisen K.K.; 1,949 tons. The steamship *Shoken Mam* was torpedoed and sunk by the U.S. submarine *Silver sides* on May 29th, 1944, about 50 miles N.W. of Saipan Island, Ladrone Islands.

SHOKOMARU

Hamaguchi Kisen G.K.; 1917; *Hara Shinichi*; 1,224 tons; 220 X 33 • 5 X18 • 5; 39 n.h.p.; triple-expansion engines. The steamship *Shoko Maru* foundered in a storm on January 26th, 1938, off Takashima, Otaru Bay, on a voyage from Otaru to Tsuruga with coal.

SHOKOMARU

Dairen Kisen K.K.; 5,385 tons. The steamship *Shoko Maru* was torpedoed and sunk by the U.S. submarine *Saury* on May 30th, 1943, about 150 miles E. of Ningpo.

SHOKOMARU

Towa Shosen K.K.; 1,933 tons. The steamship *Shoko Mam* was torpedoed and sunk by the U.S. submarine *Pargo* on November 30th, 1943, 300 miles W. of Guam.

SHOKOMARU

Showa Kisen K.K.; 1919; *McDougall-Duluth Co.*; 2,208 tons; 251 x43-5x22-2; 262 n.h.p.; triple-expansion engines. The steamship *Shoko (Syoko) Maru* struck a mine and sank on July 23rd, 1945, off Ebisu, Japan.

SHOKYUMARU

Towa Kisen K.K.; 1907; *R. Duncan & Co.*; 4,484 tons; 376x 52-3x17-6; 366 n.h.p.; triple-expansion engines. The steamship *Shokyu (Syokyu) Mam* was torpedoed and sunk by the U.S. submarine *Triton* on February 21st, 1942, in the East China Sea.

SHONAN MARU

Japanese Government; 5,356 tons.
The steamship *Shonan Mam* was torpedoed and sunk by the U.S. submarine *Drum* on May 13th, 1942, off Shimizu, Japan.

SHONAN MARU

Nippon Seitetsu K.K.; 5,401 tons.
The steamship *Shonan Mam* was torpedoed and sunk by the U.S. submarine *Pintado* on August 6th, 1944, off the north-west coast of Kuroshima Island, Japan.

SHONAN MARU

KobeKikyo; 5,859 tons.
The steamship *Shonan Mam* was torpedoed and sunk by the U.S. submarine *Seal* on September 9th, 1944, E. of Sakhalin.

SHONAN MARU

Minami Nippon Kisen; 1,120 tons.
The steamship *Shonan Maru* was bombed and sunk by U.S. land-based aircraft on December 11th, 1944, off the west coast of Leyte Island, Philippines.

SHONGA

African S.S. Co.; 1909; Irvine's S.B. & D.D. Co.; 3,044 tons; 340-1x46x23; 335 n.h.p.; triple-expansion engines. The British cargo ship *Shonga* was wrecked two miles N. of Ymuiden on February 17th, 1928. She was on a voyage from the W. coast of Africa to Amsterdam and Hamburg carrying a general cargo.

SHORIMARU

Japanese Government; 1907; Mackie & Thomson; 3,087 tons; 301 x42x2X18x6; 276n.h.p.; triple-expansion engines. The steamship *Short Mam* was formerly the Chinese *Sheng Lee*, seized by the Japanese at Hong Kong in December, 1941. She was torpedoed and sunk by the U.S. submarine *Segundo* on March 11th, 1945, in the Korea Strait.

SHORIMARU

Japanese Government, 3,080 tons.
The steamship *Short Mam* struck a mine and sank on July 6th, 1945, off Shimonoseki.

SHORYUMARU

Shoryu Kisen K.K.; 1919; Harland & Wolff; 6,475 tons; 412-3x55-5x33-8; 517n.h.p.; triple-expansion engines. The steamship *Shoryu (Syoryii) Maru* was torpedoed and sunk by the U.S. submarine *Parche* on May 4th, 1944, about 250 miles S.E. of Hong Kong.

SHORYUMARU

Kuribayashi Shosen K.K.; 1,916 tons.
The steamship *Shoryu Maru* was torpedoed and sunk by the U.S. submarine *Bang* on September 9th, 1944, about 200 miles N.W. of the Bonin Islands.

SHORYUMARU

Sanyo Kisen K.K.; 1917; Toba Zosensho; 1,257 tons; 229-1x33x18; 101 n.h.p.; triple-expansion engines. The steamship *Shoryu (Syoryu) Maru* was bombed and sunk by U.S. land-based aircraft on July 29th, 1945, off Pusan, Korea.

SHOSEIMARU

Japanese Navy; 1929; Amagasaki Zosensho; 998 tons; 210 x30-5x18-7; triple-expansion engines.
The steamship *Shosei Maru* was taken over by the Japanese Navy for use as an auxiliary gunboat. On May 20th, 1944, she was torpedoed and sunk by a U.S. submarine about 50 miles S.W. of Guam.

SHOSHUMARU

Osaka Shosen K.K.; 1891; W. Hamilton & Co.; 1,532 tons; 238'7x35-1x15-1; 198 n.h.p.; triple-expansion engines. The steamship *Shoshu Maru*, on a voyage from Keelung to Japan, was wrecked on August 11th, 1921, off Zamba Cape, Okinawa Island.

SHOTAN MARU

Kawasaki Risen K.K.; 1,999 tons.
The steamship *Shotan Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

SHOTO MARU

Matsuoka Kisen K.K.; 1919; Lloyd Royal Beige (Great Britain); 5,254 tons; 400-8x52-3x28-5; 517n.h.p.; triple-expansion engines.
The steamship *Shoto (Syoto) Maru* was torpedoed and sunk by the U.S. submarine *Seawolf* on August 31st, 1943, about 150 miles N.E. of Wenchow, China.

SHOTOKUMARU

Shimatani Kisen K.K.; 1938; Hakodate Dock Co.; 1,964 tons; 270-6x40x20-9; 203 n.h.p.; triple-expansion engines. The steamship *Shotoku (Syotoku) Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On June 28th, 1943, she was torpedoed and sunk by the U.S. submarine *Tunny N.* of Rota Island, Ladrone Islands.

SHOUN MARU

Matsuoka Kisen K.K.; 4,396 tons.
The steamship *Shoun Maru* was sunk by U.S. carrier-based aircraft on June 23rd, 1944, off Rota Island, Ladrone Islands.

SHOWAMARU

Nitto Kogyo K.K.; 1938; Namura Shipyard Co.; 1,349 tons; 216-1x35-8x19; triple-expansion engines.
The steamship *Showa (Syowa) Mam* was torpedoed and sunk by the U.S. submarine *Seawolf* on August 25th, 1942, off Port Elphinstone, North Borneo.

SHOWAMARU

Konan Kisen K.K.; 1920; American S.B. Co.; 2,212 tons; 251 x43-7x22-2; 267n.h.p.; triple-expansion engines. The steamship *Showa (Syowa) Maru* was torpedoed and sunk by the U.S. submarine *Permit* on July 7th, 1943, W. of Iwanai, Japan.

SHOYO MARU

Nippon Tanker K.K.; 1928; Yokohama Dock Co.; 7,498 tons; 430-6x57-7x34-5; 582n.h.p.; triple-expansion engines. The tanker *Shoyo (Syoyo) Mam* was torpedoed and sunk by the U.S. submarine *Trigger* on September 21st, 1943, 100 miles N.W. of Keelung, Formosa.

SHOYO MARU

2,211 tons.
The steamship *Shoyo Maru* was torpedoed and sunk by the U.S. submarine *Sea Dog* on June 9th, 1945, about 100 miles S. of Shimoda, Japan.

SHOYU MARU

Matsuoka Kisen K.K.; 4,408 tons.
The steamship *Shoyu Maru* was torpedoed and sunk by the U.S. submarine *Bow/in* on January 17th, 1944, in the Straits of Macassar.

SHOZAN MARU

Yamamoto Kisen K.K.; 5,859 tons.
The steamship *Shozan Mam* was torpedoed and sunk by the U.S. submarine *Jack* on June 26th, 1943, about 150 miles S. of Shimoda, Japan.

SHOZAN MARU

Kokoku Kisen K.K.; 1918; Harima Dockyard Co.; 2,937 tons; 305X43x7X27x2; 220 n.h.p.; triple-expansion engines. The steamship *Shozan (Syozan) Mam* struck a mine and sank on October 26th, 1943, off Haiphong.

SHOZAN MARU

Kokoku Kisen K.K.; 2,838 tons.
The steamship *Shozan Maru* was torpedoed and sunk by the U.S. submarine *Thresher* on July 17th, 1944, off the north west coast of Luzon Island, Philippines.

SHOZAN MARU

SHOZAN MARU

Japanese Government; 2,172 tons.
The steamship *Shozan Maru* was bombed and sunk by U.S. land-based aircraft on April 3rd, 1945, off Hong Kong.

SHOZAN MARU

Miyachi Risen K.K.; 6,890 tons.
The steamship *Shozan Maru* struck a mine and sank on May 26th, 1945, near Ube, Japan.

SHOZUI MARU

Towa Risen K.K.; 2,719 tons.
The steamship *Shozui Maru* was sunk by U.S. carrier-based aircraft on July 4th, 1944, off the Bonin Islands.

SHREWSBURY

Galbraith, Pembroke & Co.; 1898; W. Hamilton & Co.; 3,223 tons; 329-7x45-5x16-1; 301 n.h.p.; triple-expansion engines.
The British cargo ship *Shrewsbury* was wrecked on Bombay reef at midnight on November 17th, 1904. She was on a voyage from Penarth, via Singapore, to Hong Kong carrying a cargo of coal.

SHREWSBURY

Alexander Shipping Co.; 1924; Richardson, Duck & Co.; 4,542 tons; 399-5x53x24-9; 417 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Shrewsbury*, Capt. A. Armstrong, was in convoy about 200 miles E. of the Azores on February 12th, 1941, when she was attacked by the German heavy cruiser *Admiral Hipper*.

Twenty of the crew were lost; 18 of these were in a boat that was hit by a shell. Capt. Armstrong was among the survivors. For further details see *Oswestry Grange*.

SHU KWANG

Asiatic Petroleum Co. (North China); 1924; Yarrow & Co.; 788 tons; 198-7x32-9x8-9; 397 n.h.p.; triple-expansion engines.
The British tanker *Shu Kwang*, carrying refugees from Singapore to Batavia, was bombed and sunk by Japanese aircraft on February 14th, 1942, S. of Bintan Island. About 20 lives were lost and 273 saved.

SHUKOMARU

Japanese Government; 1,282 tons.
The steamship *Shuko Maru* struck a mine and sank on May 11th, 1945, off Yawata, Japan.

SHUN YUAN

Japanese Government; 1896; J.L. Thompson & Sons.; 1,610 tons; 252 x 35x13-7; 241 n.h.p.; triple-expansion engines.
The steamship *Shun Yuan* was formerly Chinese, seized by the Japanese. She was torpedoed and sunk by the U.S. submarine *Lapon* on September 22nd, 1944, about 50 miles W. of Olongapo, Philippines.

SHUNA

Glen & Co.; 1909; A. Vuijk & Zosen; 1,426 tons; 240-9x35-2x16-5; 146 n.h.p.; triple-expansion engines.
The British steamship *Shuna* was wrecked at the entrance to the Sound of Mull on May 9th, 1913, while on a voyage from the Clyde to Gothenburg carrying a general cargo.

SHUNA

Clydesdale Shipowners Co.; 1915; J. Crown & Sons; 1,494 tons; 250x37-3x17-2; 165 n.h.p.; triple-expansion engines.
The British cargo ship *Shuna* was wrecked near Ardmore Point, Islay, on October 17th, 1936, while carrying coal and a general cargo from the Clyde to Gothenburg.

SHUNKA MARU

Yamamoto Shoji K.K.; 1899; Blackwood & Gordon; 2,839 tons; 326-2x40-2x23-5; 317 n.h.p.; triple-expansion engines.
The steamship *Shunka Maru*, on a voyage from Tsingtao to Chemulpo, Korea, struck a rock in fog and sank on July 19th, 1932.

SHUNKO MARU

Osaka Shosen K.K.; 1919; Teikoku S.S. Co.; 6,781 tons; 425x53-6x37-5; 575 n.h.p.; triple-expansion engines.
The steamship *Shunko (Syunko) Maru* was torpedoed and sunk by the U.S. submarine *Skipjack* on October 14th, 1942, S. of the Caroline Islands.

SHUNKO MARU

Yamamoto Shoji K.K.; 1936; Kawasaki Dkyd Co.; 4,027 tons; 552 x 50x27-5; turbine engines.
The steamship *Shunko (Syunko) Maru* was bombed and sunk by U.S. land-based aircraft on January 16th, 1944, off Queen Charlotte Island, Bismarck Archipelago.

SHUNSEI MARU

Yamamoto Shoji K.K.; 1911; Napier & Miller; 4,939 tons; 400-2x52-3x27-4; 369 n.h.p.; triple-expansion engines.
The steamship *Shunsei (Syunsei) Maru* was torpedoed and sunk by a British submarine on April 1st, 1942, in the Straits of Malacca.

SHUNTAI MARU

Yamamoto Shoji K.K.; 1920; Canadian Allis Chalmers; 2,253 tons; 252 X 43 • 6 X 20 • 5; 274 n.h.p.; triple-expansion engines.
The steamship *Shuntai (Syuntai) Maru* was torpedoed and sunk by the U.S. submarine *Tambor* on January 29th, 1944, 50 miles N.E. of Okinawa Island.

SHUNTEN MARU

Yamamoto Shoji K.K.; 1928; Mitsubishi Zosen Kaisha; 5,623 tons; 405x55x32; 582 n.h.p.; oil engines.
The motor vessel *Shunten (Syunten) Maru* was torpedoed and sunk by the U.S. submarine *Gunnell* on November 17th, 1944, about 150 miles E. of Hue, Indo-China.

SHUNTEN

China Nav. Co.; 1934; Taikoo Dock & Engineering Co.; 3,059 tons; 303-7x46-1x31-3; turbine engines.
The British steamship *Shuntien*, on a voyage from Tobruk to Alexandria with 800-1000 prisoners of war on board, was torpedoed and sunk by a submarine on December 23rd, 1941. The captain, four officers and the chief steward were killed on board. Many of the prisoners were picked up by a naval ship which was herself sunk shortly afterwards.

SHURI MARU

Osaka Shosen K.K.; 1928; Uraga Dock K.K.; 1,857 tons; 260 X 39x23; compound engines.
The steamship *Shuri (Syuri) Maru* was taken over by the Japanese Navy for use as a torpedo boat tender. On January 20th, 1945, she was torpedoed and sunk by the U.S. submarine *Tautog* near Sasebo, Japan.

SHUYO MARU

Toyo Kisen K.K.; 6,933 tons.
The steamship *Shuyo Maru* was torpedoed and sunk by the U.S. submarine *Picuda* on November 23rd, 1944, off the west coast of Tsushima Island, Japan.

SI KIANG

U.S. Maritime Commission; 1914; J. C. Tecklenborg A.G.; 7,014 tons; 473-9x59x28-3; triple-expansion engines & LP turbine.
The French steamship *Si Kiang* was confiscated by the Americans at Manila on the outbreak of war with Japan. On December 24th, 1941, she was bombed and set on fire by Japanese aircraft. The ship, which carried a cargo of petrol in cases in the afterhold, burned for two days and was completely destroyed. Ten of her crew were killed and eight seriously wounded.

SIAMESE PRINCE

Prince Line; 1929; Elythwood Shipbuilding Co.; 8,456 tons; 441-5x60-3x29-2; 1,350 n.h.p.; 15 knots; oil engines.
The motorship *Siamese Prince*, Capt. E. Litchfield, was some 200 miles S.W. of the Faroe Islands when she was torpedoed and sunk by a German submarine on February 17th, 1941. All on board were lost, 58 crew, one gunner and eight passengers.

SIANTAR

Rottet-damsche Lloyd; 1921; *W. Gray & Co.*; 8,667 tons; 471-3x57-4x30-2; 1,835 n.h.p.; oil engines. The Dutch motorship *Siantar* was torpedoed, shelled and sunk by a Japanese submarine on March 2nd, 1942, about 250 miles W. of North-West Cape, Western Australia. Twenty-one of her crew of 61 were killed.

SIAOE

Koninklijke Paketvaart Maats.; 1921; *N.V. Scheepswerf Dordrecht*; 1,573 tons; 250-1x40-3x17-7; 121 n.h.p.; triple-expansion engines.

The Dutch steamship *Siaoe* was sunk by gunfire from Japanese warships on March 1st, 1942, in the Bay of Bantan, on a voyage from Tandjong Priok to Bunbury.

SIBERIA MARU

Nipponkai Risen K.K.; 1909; *Harland & Wolff*; 3,461 tons; 350-5x44-3x23-3; 643 n.h.p.; quadruple-expansion engines. The steamship *Siberia Maru*, in service as a transport, was sunk by U.S. carrier-based aircraft on September 24th, 1944, off the southwest coast of Masbate Island, Philippines.

SIBERIER

Lloyd Royal Beige; 1907; *Irvine's S.B. & D.D. Co.*; 2,968 tons; 325 X 47 -1 X 22 • 4; 265 n.h.p.; triple-expansion engines. The Belgian steamship *Siberier* was torpedoed and sunk by a German submarine off the west coast of Ireland on April 5th, 1917.

SIBEROET

Koninklijke Paketvaart Maats.; 1927; *A. F. Smulders*; 1,799 tons; 267-5x42-2x17-7; 145n.h.p.; compound engines. The Dutch steamship *Siberoet* was sunk by Japanese naval action in early March, 1942, in the Java Sea, with the loss of all on board.

SIBIGO

Koninklijke Paketvaart Maats.; 1926; *Wilton's Engineering & Slipway Co.*; 1,594 tons; 264-9x37-3x16-5; 202n.h.p.; triple-expansion engines.

The Dutch steamship *Sibigo*, on a voyage from Brisbane to Finschaven, New Guinea, foundered in a cyclone on March 16th, 1945, off Port Douglas, Queensland.

SIBIR

U.S.S.R.; 1929; *Severney S.B. Yard*; 3,767 tons; 332-5 x 48x25-6; 692n.h.p.; oil engines.

The Russian motorship *Sibir* had been fitted out as a hospital ship. On August 19th, 1941, she was bombed and set on fire by German aircraft in the Gulf of Finland. The fire could not be controlled and the ship sank with the loss of some 400 of the 1,300 persons on board.

SICILIA

Lloyd Triestino; 1924; *A. G. Weser*; 9,646 tons; 479-7X 57-6x31-2; turbine engines.

The steamship *Sicilia*, in service as a hospital ship, was bombed and sunk by Allied aircraft on April 5th, 1943, at Naples.

SICILIEN

U.S. Maritime Commission; 1938; *Helsingors Jernskibs & Maskin*; 1,654 tons; 271-7x40-4x16-6; 338 n.h.p.; oil engines. The motorship *Sicilien* was torpedoed and sunk by a German submarine on June 7th, 1942, between Kingston, Jamaica, and San Juan, Puerto Rico. Forty-six of her complement of 77 were killed.

SIDAMO

Servizio Italo-Portoghese Soc. Anon, di Nav.; 1895; *Blohm & Voss*; 2,384 tons; 304-2x38-2x23-6; 157n.h.p.; triple-expansion engines.

The Italian steamship *Sidamo* was torpedoed and sunk by a British submarine on March 27th, 1943, off Milazzo.

SIDI-BEL-ABBES

Societe Generale de Transports Maritimes a Vapeur; 1929; *Swan, Hunter & Wigham Richardson*; 4,392 tons; 368x50-2x 23-2; turbine engines.

The French steamship *Sidi-Bel-Abbes* was torpedoed and sunk by a German submarine on April 20th, 1943, ten miles N. of the Habibas Islands, near Oran. She was carrying some 1,100 Senegalese troops from Casablanca to Oran. British naval escorts picked up 520 survivors but about 611 lives were lost.

SIDI FERRUCH

Cie. de Transports Maritimes; 1901; *D. J. Dunlop & Co.*; 2,797 tons; 294-8x40-8x15-3; 340n.h.p.; triple-expansion engines.

The French steamship *Sidi Ferruch* was sunk by a submarine in the Mediterranean on November 4th, 1915.

SIDON

Cunard S.S. Co.; 1861; *W. Demy & Bros.*; 1,853 tons; 275 -6 X 36-2x25-8; 212h.p.; compound engines.

The British steamship *Sidon* was wrecked near Malpica, Spain, on October 27th, 1885, while on a voyage from Liverpool to Constantinople carrying a general cargo.

SIENA

La Veloce Navigazione Italiana; 1905; *N. Odero fu A. & Co.*; 4,372 tons; 380-8x46-7x26-9; 381 n.h.p.; triple-expansion engines.

The Italian steamship *Siena* was shelled and sunk by a submarine in the Mediterranean on August 4th, 1916.

SIERRA LEONE

Elder, Dempster & Co.; 1907; *Harland & Wolff*; 3,730 tons; 370-6x49-3x21-8; 528 n.h.p.; triple-expansion engines. The British steamship *Sierra Leone* was wrecked at the entrance to Axim on July 1st, 1910. She was on a voyage from Liverpool to the west coast of Africa carrying a general cargo.

SIERRA NEVADA

Sierra Shpg Co.; 1877; *Oswald, Mordaunt & Co.*; 1,523 tons; 233X37-6X23-5.

The British sailing ship *Sierra Nevada* was wrecked off Port Phillip, Australia, on May 8th, 1900. The captain and 21 others were lost, and only five men survived.

SIF

Stockholms Rederi-A/B Svea; 1913; *Dundee S.B. Co.*; 1,365 tons; 235• 1x36-2x15; 132n.h.p.; triple-expansion engines. The Swedish steamship *Sz* was torpedoed and sunk by a British aircraft on July 8th, 1944, off the Bay of Heligoland.

SIFKA

I. T. Salvesen & Co.; 1898; *Ramage & Ferguson*; 1,103 tons; 224x33-1x 15; 99 n.h.p.; triple-expansion engines. The British steamship *Sifka* was wrecked at Kopparstenarna on December 22nd, 1910, while on a voyage from Gefle to Rotterdam carrying a cargo of iron ore.

SIFNOS

T. F. Stafilopatis; 1917; *Detroit S.B. Co.*; 2,290 tons; 247-9X 43-7x17-7; 274n.h.p.; triple-expansion engines. The Greek steamship *Sifnos* was bombed and sunk by German aircraft on April 5th, 1941, during the invasion of Greece.

SIG

AISDISAsk(A.Kjerland); 1924; *J. Lewis & Sons*; 1,342 tons; 234-6x35-6x16-5; 178 n.h.p.; triple-expansion engines. The Norwegian steamship *Sig* was sunk by mine or torpedo on November 4th, 1939, off the River Humber.

SIGNE

A. Abrahamsson; 1882; *W. Gray & Co.*; 1,540 tons; 257-5X 35-8x18-9; 170 n.h.p.; compound engines. The Finnish steamship *Signe* left Bergen on March 30th, 1940, in convoy for Burntisland. The convoy was scattered by a storm and

SIGRID

the *Signe* was last seen lying on her beam ends not making way. The rearmost ships of the convoy were then attacked by German bombers and the *Signe* might have been sunk by bombing. A raft with the body of one of her crew of 19 was picked up some days later.

SIGRID

Rederi-A/B Allan; 1900; Fevigs Jernskibsbyggeri; 1,091 tons; 230-3x34x13-4; 200 n.h.p.; triple-expansion engines. The Swedish steamship *Sigrid* struck a mine and sank on November 1st, 1941, on a voyage from Lulea to Emden.

SIGRID

D/S A/S Progress; 1917; Kjobenhavns Flydedok & Skibsværft; 1,196 tons; 239-9x35-7x14-5; 98n.h.p.; triple-expansion engines.

The Danish steamship *Sigrid*, under German control, struck a mine and sank on June 27th, 1943, on a voyage from Vejle to Copenhagen.

SIGRUN

Det Forenede D/S; 1904; Sunderland S.B. Co.; 1,337 tons; 240x36-5x16-8; 141 n.h.p.; triple-expansion engines. The Danish steamship *Sigrun*, under German control, was torpedoed and sunk by a British submarine on November 3rd, 1940, off Skien, Norway, with the loss of 19 lives.

SIGURD FAULBAUMS

German Government; 1913; J. Blumer & Co.; 3,256 tons; 331 x47-7x22-5; 303 n.h.p.; triple-expansion engines. The steamship *Sigurd Faulbaums* was formerly Latvian, seized by the Germans. She was torpedoed and sunk by a British submarine on May 29th, 1940, off Ostend.

SIGYN

Rederi-A/B Sigyn; 1921; A/B Lindholmen-Motala; 4,528 tons; 377-8x54-2x24-4; 455 n.h.p.; triple-expansion engines. The Swedish steamship *Sigyn* struck a mine and sank on August 9th, 1942, off the Dutch coast.

SIKH

Mogul S.S. Co.; 1880; Aitken & Mansel; 2,308 tons; 315x35-9x25-7; 300 h.p.; compound engines. The British steamship *Sikh* was wrecked on Whale Rock, Ceylon, on March 29th, 1888, while on a voyage from London to Penang carrying a general cargo.

SIKH

British Navy, destroyer; 1937; A. Stephen & Sons; 1,870 tons; 355-5x36-5x9; 44,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; eight 4-7 in. guns, 7 smaller, 4 T.T. The destroyer *Sikh*, Capt. St. J. A. Micklethwait, D.S.O., in company with her sister ship, the *Zulu*, Lt. A. R. Moore, took part in a combined raid on the Libyan port of Tobruk on the night of September 13th-14th, 1942. The landing was covered by a heavy bombing attack from the air, followed by a bombardment by the ships, which had on board the main body of the landing force. A delay of one hour and a half gave the enemy time to gather his troops together and when the two destroyers were about a mile from the shore they were illuminated by searchlights. There was no smoke screen available and the *Sikh* was hit repeatedly by the shore batteries and disabled. She was taken in tow by the *Zulu* but the cable was hit by a shell, causing her to drift into the line of fire once more. A second attempt was made to take her in tow, but as it was now daylight the task was too dangerous and the *Zulu* was compelled to retire, covered by the guns of the now sinking *Sikh*.

The time was 9 a.m. and the *Zulu* was making a successful withdrawal when she became the target for a group of seven German dive bombers. She was disabled and had to be abandoned, except for her gun crews, her company and the troops on board being transferred to other vessels. She was then taken in tow but sank on her way to port.

The loss of life on the *Sikh* amounted to 15 officers, including Capt. Micklethwait, and 260 ratings. A few survivors reached the shore and became prisoners of war.

SILESIA

Rederi-A/B Sylvia; 1923; J. Crown & Sons; 1,839 tons; 267-9x37-8x17-6; 200 n.h.p.; triple-expansion engines. The Swedish steamship *Silesia* was torpedoed and sunk by a German submarine on September 25th, 1939, off Stavanger.

SILIUS

S. O. Stray & Co.; 1895; Ateliers & Chantiers de la Loire; 1,551 tons; 237-3'X 36-7x22-2. The Norwegian sailing ship *Silius* was torpedoed and sunk in the English Channel on March 9th, 1916.

SILIVRI

Turkish Government; 1941; Swan, Hunter & Wigham Richardson; 692 tons; 180x40-2x10-9; 83 n.h.p.; triple-expansion engines. The Turkish coaster *Silivri*, on a voyage from Zonguldak to Fethiye with coal, struck a mine and sank on June 30th, 1947, opposite Budrum, Aegean Sea. Nineteen of her crew were killed.

SILJA

Rederi-A/S Kragero; 1919; P. T. Stukrs, Maskin & Skibsværft; 1,259 tons; 238-7x36-3x13-6; 83n.h.p.; triple-expansion engines.

The Norwegian steamship *Silja* left Trapani on January 26th, 1940, for Bergen. Nothing more was heard of the ship or her crew of 16 after sailing from Gibraltar on February 5th. She was thought to have been sunk by a submarine.

SILJAN

Rederi-A/B Sigyn; 1920; Tyne Iron S.B. Co.; 3,058 tons; 328x46-8x22-9; 358 n.h.p.; triple-expansion engines. The Swedish steamship *Siljan* was torpedoed and sunk by a German submarine on September 26th, 1940, 350 miles S.W. of Ireland, on a voyage from Cardiff to Lisbon. Nine of her crew were lost.

SILJESTAD

Skibs A/S Siljestad (A. F. Klaveness & Co.); 1927; Akt. Burmeister & Wain; 4,301 tons; 376-5x53-8x23-6; 489n.h.p.; oil engines.

The Norwegian motorship *Siljestad* was torpedoed and sunk by a German submarine on May 14th, 1942, E. of Newfoundland.

SILVER SWORD

Sword S.S. Line; 1919; Downey S.B. Co.; 4,937 tons; 386-8 x 52-2x27-4; 338n.h.p.; triple-expansion engines. The American steamship *Silver Sword* was torpedoed and sunk by a German submarine on September 20th, 1942, W. of Spitsbergen, on a voyage from Archangel to New York.

SILVER WINGS

N. Hallett & Co.; 1904; Furness, Withy & Co.; 2,822 tons; 325x47x22-3; 304 n.h.p.; triple-expansion engines. The British steamship *Silver Wings* was wrecked on Sable Island on August 17th, 1915, while on a voyage from New York to Archangel.

SILVERAY

Silver Line; 1925; J. L. Thompson & Sons; 4,535 tons; 395-7 X 57x23-4; 480 n.h.p.; 10-5 knots; oil engines. The motorship *Silveray*, was homeward bound from Halifax, N.S., on February 4th, 1942, when she was torpedoed and sunk by a German submarine. Eight men were killed. The captain was among the survivors.

SILVERBEECH

Silver Line; 1926; Sir J. Laing & Sons; 5,319 tons; 425-6X 58-3x24-7; 12 knots; oil engines. The motorship *Silverbeech*, Capt. T. G. Hyem, was in a convoy sailing from Liverpool to Lagos with munitions and explosives on March 28th, 1943, when she was torpedoed and sunk by a German submarine. The attack took place off Rio de Oro and the vessel blew up and sank. Fifty-one of her crew, five gunners and six passengers were lost. The only survivors were the third engineer and six gunners.

SILVERCEDAR

Silver Line; 1924; *W. Doxford & Sons*; 4,354 tons; 370 X 52-6x25-7; 417 n.h.p.; 10-5 knots; oilengines. The motorship *Silvercedar*, Capt. T. Keane, was torpedoed and sunk by a German submarine in the North Atlantic on October 15th, 1941. Capt. Keane and 20 of the crew were lost.

SILVERHAZEL

S. & J. Thompson; 1927; *J. L. Thompson & Sons*; 5,302 tons; 425-6x58-3x24-7; 882 n.h.p.; oil engines. The British cargo ship *Silverhazel* was wrecked at San Bernardino Island on November 9th, 1935. She was carrying a general cargo from American Pacific coast ports to the Philippine Islands, Java, Colombo and Bombay.

SILVERLIP

Shell Transport & Trading Co.; 1903; *Armstrong, Whitworth & Co.*; 7,492 tons; 470x55-2x33-1; 579 n.h.p.; 11 • 75 knots; triple-expansion engines.

The tanker *Silverlip*, Capt. N. Hocken, left Singapore for England on March 25th, 1907, with 8,368 tons of benzine and a crew of 53. She was to proceed to St. Catherine's Point, for orders. On April 30th, 240 miles N.E. of Finisterre she encountered a gale with a marked drop in temperature, but continued to steam at full speed. The following day it was discovered that the benzine in Nos. 3 and 4 holds had contracted and on the instructions of the captain the first officer arranged to pump salt water into these holds. At about 1.50 p.m. when the first officer had gone to his cabin leaving the carpenter and boatswain to carry on with the work, there was a terrific explosion from No. 4 hold followed by others of great violence which set the ship on fire. The carpenter, boatswain and two firemen were killed by the first explosion and the chief engineer was killed shortly afterwards.

The position of the *Silverlip* was hopeless from the start and Capt. Hocken could only order out the boats and abandon ship with the survivors, as the bridge and the whole midship portion of the vessel was heavily on fire. Later the survivors, 48 in all, were picked up by the steamship *Westgate* and taken to Plymouth.

SILVERMAPLE

Silver Line; 1927; *Sir J. Laing & Sons*; 5,313 tons; 425-6x58-3x24-7; 882 n.h.p.; 12 knots; oilengines. The motorship *Silvermaple*, Capt. W. Brydson, on a voyage from Bathurst, R.G., to Takoradi, was torpedoed and sunk by an enemy submarine not far from Cape Coast Castle on February 26th, 1944. Capt. Brydson, five of crew and one gunner were killed.

SILVERPALM

Silver Line; 1929; *J.L. Thompson & Sons*; 6,373 tons; 450-9 X 61-3x25-3; 1,387 n.h.p.; 13-5 knots; oilengines. The motorship *Silverpalm*, Capt. R. L. Pallett, left Calcutta on April 17th, 1941, and Freetown on May 31st for Glasgow. She was sighted by the steamship *Silver laurel* at 6.30 a.m. on June 1st. Nothing more was heard of the ship until, on July 17th, a ship's boat was found about 500 miles W. of the Hebrides containing eight bodies. Papers found on the bodies identified them as members of the crew of the *Silverpalm*. The ship carried a crew of 54, 11 gunners and three passengers.

SILVERPINE

Silver Line; 1924; *Swan, Hunter & Wigham Richardson*; 5,066 tons; 401x55-3x26-3; 1,052 n.h.p.; 14 knots; oil engines.

The motorship *Silverpine*, Capt. W. B. Bowyer, was torpedoed and sunk by a German submarine about 300 miles W. of Black Rock, Ireland, on December 5th, 1940. Capt. Bowyer, seven British officers and 25 Chinese seamen, were lost; 19 survivors were picked up and landed at Londonderry.

SILVERWILLOW

Silver Line; 1930; *J.L. Thompson & Sons*; 6,373 tons; 450-9 X 61-3x25-3; 1,387 n.h.p.; 13-5 knots; oilengines. The motorship *Silverwillow* was torpedoed by a German submarine on October 30th, 1942, about 400 miles W. of Rabat. She remained afloat for several days and by November 5th she had approached the coast of Portugal. Her condition grew steadily worse, however,

and on that day it was decided to abandon her. She was taken in tow on the 8th, but sank on the 11th about 100 miles W. of Sagres. Two of the crew, one gunner and two passengers were lost.

SILVIA

C. T. Bowring & Co.; 1885; *Wigham Richardson & Co.*; 1,708 tons; 255 X 35 -1 X17; 198 n.h.p.; triple-expansion engines. The British steamship *Silvia* was wrecked at the entrance to Vineyard Sound on March 15th, 1908. She was on a voyage from New York to Halifax, N.S., and St. John's, N.F.L., carrying passengers and a general cargo.

SILVIA

P. Viale G.B.; 1900; *J. Readhead & Sons*; 3,571 tons; 341 -6 X 46-7x26; 294 n.h.p.; triple-expansion engines. The Italian steamship *Silvia* was torpedoed and sunk by a German submarine W. of Gibraltar on July 9th, 1918.

SILVIA TRIPCovich

D. Tripicovich & Co.; 1925; *Cantiere Navale Triestino*; 2,365 tons; 303-5x41-7x20-6; 279 n.h.p.; triple-expansion engines.

The Italian steamship *Silvia Tripicovich* was sunk by mine or torpedo on February 22nd, 1941, between Trapani and Tripoli, with the loss of all on board.

SILVIO

Bristol S.N. Co.; 1899; *Campbeltown S.B. Co.*; 1,229 tons; 229 -8x32-8x15; 114 n.h.p.; triple-expansion engines. The British cargo ship *Stvio* sank after a collision with the steamship *Clan Menzies*, 2,669 tons, near Borsele on November 5th, 1902, while on a voyage from Antwerp to Bristol carrying a cargo which mainly consisted of sugar.

SILVIO SCARONI

Mario Zoboli; 1920; *L. Smit & Zoon*; 1,367 tons; 247-6x36-2x16-7; 127 n.h.p.; triple-expansion engines. The Italian steamship *Silvio Scaroni* was torpedoed and sunk by the British submarine *Taku* on June 12th, 1941, about 70 miles from Benghazi.

SILVONIA

Northwest Shipping Co.; 1930; *R. Williamson & Son*; 1,131 tons; 211 • 3x33 • 4 X13 • 1; 136 n.h.p.; triple-expansion engines. The British steamship *Silvonia* struck a rock and sank in St. Brelade's Bay, Jersey, on May 6th, 1935. She was on a voyage from Sunderland to St. Helier, C.I., carrying a cargo of coal.

SIMALOER

N.V. Stoomv. Maats. Nederland; 1920; *Nederlandsche Scheeps. Maats*; 6,533 tons; 420x54-7x33-3; 335 n.h.p.; triple-expansion engines.

The Dutch steamship *Simaloer* was bombed and sunk by German aircraft on March 2nd, 1941, N.W. of Ireland.

SIMLA

Devitt & Moore; 1854; *Tod & McGregor*; 2,288 tons; 330-2x39-8x26-7.

The four masted ship *Simla*, on a voyage from London to Australia, was sunk in a collision with the sailing ship *City of Lucknow*, 1,253 tons, at 8.15 p.m. on January 25th, 1884, off the Needles.

SIMLA

Peninsular & Oriental Steam Navigation Co.; 1894; *J. Caird & Co.*; 5,884 tons; 430x49-3x29-9; 662 n.h.p.; 15 knots; triple-expansion engines.

The liner *Simla* was 45 miles N.W. % W. of Gozo Island, near Malta, when she was torpedoed by a German submarine on April 2nd, 1916. Ten of the crew lost their lives.

SIMLA

W. Wilhelmsen; 1917; *Sir J. Laing & Sons*; 6,031 tons; 405-3X53-5x33-5; 559 n.h.p.; triple-expansion engines.

The Norwegian steamship *Simla* was torpedoed and sunk by a German submarine on September 22nd, 1940, about 600 miles W. of Inshtrahull on a voyage from Philadelphia to the River Tees. Five of her crew were lost.

SIMON BOLIVAR

SIMON BOLIVAR

Koninklijke Nederlandsche Stoomb. Maats.; 1927; Rotterdam DroogdokMaats.; 8,309 tons; 419-9x59-1x27-7; 856 n.h.p.; 14 knots; quadruple-expansion engines.

The liner *Simon Bolivar*, Capt. H. Voorspuuy, was on a voyage from Holland to Paramaribo. On November 18th, 1939, she struck a mine off Harwich. The liner carried 400 persons, passengers and crew. The explosion was of such violence that many persons on deck were killed, and Capt. Voorspuuy was mortally wounded and died very soon afterwards.

The *Simon Bolivar's* masts were blown down and she began to settle by the stern, there being considerable difficulty in getting out the boats. The ship's radio was damaged by the explosion and the S.O.S. could not be sent out, nevertheless other vessels were quickly on the spot. About 15 minutes after the first explosion there came a second one which hastened the end of the ship, and badly damaged some of the remaining lifeboats. The evidence of the ship's officers was that the vessel struck two mines, one on the port side and one on the starboard, there being an interval of about a quarter-of-an-hour between the strikings. Later the *Simon Bolivar* sank by the stern with the loss of 84 lives.

SIMONE SCHIAFFINO

Italian Navy, torpedo boat; 1914; Odero; 615 tons; 236-2x 24x8-8; 15,500s.h.p.; 32-5 knots; turbine engines; Thornycroft boilers; five 4 in. guns, two 40 mm.A.A., 4 m.g., 4 T.T. The Italian torpedo boat *Simone Schiaffino* struck a mine and sank off Cap Bon on April 24th, 1941. The vessel carried a complement of about 100.

SIMONSIDE

J. & E. Kish; 1896; W. Gray & Co.; 3,033 tons; 325x47-lx 23-8; 266n.h.p.; triple-expansion engines. The British steamship *Simonside* was wrecked on Southampton Reef, Conception Island, on November 22nd, 1912. She was on a voyage from Baltimore to Chiparra, Cuba, carrying a cargo of coal.

SIMOOM

British Navy, destroyer; 1916; J. Brown & Co.; 1,065 tons; 276x26-7x11-5; 27,000s.h.p.; 36 knots; turbine engines; Yarrow boilers; three 4 in. guns, one 12pdr., 5 m.g., 4 T.T. The destroyer *Simoom*, Cdr. Inman, was sunk in an engagement between British and German destroyers in the Flanders Fight on the night of January 22nd, 1917. The ship belonged to the Harwich Force under Cdre. R. Y. Tyrwhitt which had put to sea on the 22nd to intercept a German flotilla, under command of Cdr. Max Schultz, which was known to be making for Zeebrugge from German ports. This flotilla consisted of eleven V, S and G destroyers, 570-650 tons. The rival forces made contact between the North Hinder Light and the Maas at 2.45 a.m. on the 23rd. In the fight which ensued the *S 50*, which had lost touch at about 4 a.m. ran into a line of four British destroyers of which the *Simoom* was the leading ship. There was a sharp exchange of salvos and the *S 50* discharged a torpedo which struck the *Simoom* and exploded her magazine, causing heavy casualties. The *S 50* then escaped in the darkness.

The destroyer *Morris* took off all the *Simoom's* survivors and she was then torpedoed and sunk by the *Nimrod* on Cdre. Tyrwhitt's orders. The *Simoom* carried a complement of 90.

SIMS

United States Navy, destroyer; 1939; Bath Ironworks; 1,570 tons; 341x35x10; 44,000s.h.p.; 36-5 knots; turbine engines; Express boilers; five 5 in. guns, 12 T.T.

The United States destroyer *Sims* was escorting the tanker *Neosho*, 6,534 tons, in the Coral Sea, in the vicinity of the Louisiade Archipelago, on May 7th, 1942, when both ships were attacked by Japanese carrier borne aircraft. The *Sims*, which carried a complement of about 200, was sunk, and the *Neosho* suffered the same fate later on the same day. Fortunately there were very few casualties on either ship, most of the crews being picked up.

The full story of the battle of the Coral Sea is told under the Japanese aircraft carrier *Shoho*, and the U.S. aircraft carrier *Lexington*.

SINABANG

Koninklijke Paketyvaart Maats.; 1927; A. F. Smulders; 1,799 tons; 267-5x42-2x17-7; 150 n.h.p. compound engines. The Dutch steamship *Sinabang* was bombed and sunk by Japanese aircraft on March 2nd, 1942, about 150 miles N.E. of Djakarta.

SINAI

Messageries Maritimes; 1898; Forges & Chantiers de la Mediterranee; 4,624 tons; 393-7x43-6x33-5; 485n.h.p.; triple-expansion engines. The French steamship *Sinai* was torpedoed and sunk by a submarine in the Mediterranean on December 11th, 1916.

SINALOA

Servicios Maritimos de Mexico Soc. Anon.; 1943; Solvesborgs Varvs; 1,580 tons; 268-2x34-5x15; oilengines. The Mexican motorship *Sinaloa*, on a voyage from Manzanillo to Acapulco with passengers and a cargo of logs, sank during a storm on October 27th, 1959, off Manzanillo. Twenty-eight lives were lost, passengers and crew.

SINCERITA

C. Devotofu G.B.; 1877; Bartram, Haswell & Co.; 1,722 tons; 265-5x34x24-2; 133n.h.p.; triple-expansion engines. The Italian steamship *Sincerita* was torpedoed and sunk by a submarine in the Mediterranean on April 4th, 1918.

SINES

F. de Melo Rego; 1896; W. Hamilton & Co.; 2,975 tons; 310x42-6x19-3; 245n.h.p.; triple-expansion engines. The Portuguese steamship *Sines* was sunk by collision on March 20th, 1929, in the English Channel, on a voyage from Setubal to Hamburg.

SINFRA

Compagnie Generale de Nav. a Vap. Cyp. Fabre; 1929; Akers Mek Verksted; 4,470 tons; 385-3x54-8x24; 624n.h.p.; oilengines. The French motorship *Sinfra*, under German control, was bombed and sunk by British aircraft on October 9th, 1943, during the Allied operations against the Island of Kos. The ship was carrying German and Italian troops.

SINKIANG

China Nav. Co.; 1915; Scotts S.B. & E. Co.; 2,646 tons; 310-2x41-2x22-4; 196n.h.p.; triple-expansion engines. The British steamship *Sinkiang*, on a voyage from Calcutta to Colombo, was bombed, machine-gunned and sunk by Japanese aircraft on April 6th, 1942. Three European officers and a number of Chinese seamen were killed.

SINLOO

Pelton S.S. Co.; 1882; W. Hamilton & Co.; 1,133 tons; 241 x 33-4x13-9; 139 n.h.p.; compound engines. The British steamship *Sinloo* sank after a collision with the steamship *Douglas*, 741 tons, off Cross Sand on January 28th, 1905, while on a voyage from the Tyne to London carrying a cargo of coal.

SINOP

Mustafa Uman; 1913; J. Crown & Sons; 1,742 tons; 258 X 36-7x16-9; 197n.h.p.; triple-expansion engines. The Turkish steamship *Sinop*, on a voyage from Zonguldak to Istanbul with coal, was driven ashore in a storm and wrecked on Kefken Island on November 30th, 1948.

SIR FRANCIS

Cory Colliers; 1910; S. P. Austin & Son; 1,991 tons; 280-4X 40-5x18-5; 208n.h.p.; 9 knots; triple-expansion engines. The collier *Sir Francis* was torpedoed and sunk by a German submarine two miles N.E. of Scarborough on June 7th, 1917. The captain and nine of the crew were killed.

SIR GARNET WOLSELEY

W. Coupland & Co.; 1882; *Palmers' Co.*; 2,239 tons; 292X 37-7x23-5; 247n.h.p.; compound engines. The British steamship *Sir Garnet Wolseley* was wrecked near Tenes on December 25th, 1913, while on a voyage from Port Breira, Algeria, to the Tyne carrying a cargo of iron ore.

SIR HARVEY ADAMSON

British India S.N. Co.; 1914; *A. & J. Inglis*; 1,030 tons; 219-7X35-1x11-3; 155 n.h.p.; triple-expansion engines. The steamship *Sir Harvey Adamson*, Capt. Weaver, left Rangoon on April 17th, 1947, for Tavoy and Mergui with a crew of 64 and 205 passengers. She was due to arrive on the 18th, but ran into a south-easterly gale and wirelessly that she was unable to reach the port on that account. Nothing more was ever heard of the ship, no bodies or identifiable wreckage were washed up.

The ship was lost with a much higher number of people than any on a missing ship for a great number of years. Even the loss of the *Waratah* (which see) did not claim so many lives as did the *Sir Harvey Adamson*.

SIR JOHN JACKSON

Westminster Shipping Co.; 1905; *Northumberland S.B. Co.*; 4,231 tons; 360-4x47-9x20-2; 372 n.h.p.; triple-expansion engines.

The British steamship *Sir John Jackson* was wrecked on Brennus Shoal, Ceylon, on September 27th, 1908. She was on a voyage from Saigon to Bordeaux carrying a cargo of rice and maize.

SIR WALTER RALEIGH

D. Rose & Co.; 1876; *J. & G. Thompson*; 1,492 tons; 243-3X 38-7x21-7.

The sailing ship *Sir Walter Raleigh* left Sydney on November 10th, 1888, with a cargo of wool for London. In 1880 she had made the best outward run of the year in the Australian trade, and on the present occasion she was making her best homeward run, being only 80 days out, when she ran ashore near Boulogne and was completely wrecked. Five of the crew were lost.

SIRACUSA

R. M. Sloman & Co.; 1879; *Flensburg S.B. Co.*; 1,726 tons; 273-9x33-8x23-5; 208 n.h.p.; compound engines. The German steamship *Siracusa* was wrecked off Newquay, Cornwall, on March 3rd, 1897. All hands, 24, were lost.

SIRACUSA

Soc. Marittima Italiana; 1906; *Cantiere Navale Siciliani*; 3,187 tons; 333-1x42-8x17-8; 289 n.h.p.; triple-expansion engines.

The Italian steamship *Siracusa* struck a mine and sank in the Mediterranean on June 11th, 1917.

SIRDAR

Stephens, Sutton & Stephens; 1899; *Tyne Iron S.B. Co.*; 3,519 tons; 335X48-1X24* 8; 304 n.h.p.; triple-expansion engines. The British steamship *Sirdar* was wrecked on Melmeur Rock, W. of Molene Island, near Brest on November 23rd, 1910. She was on a voyage from Taganrog to Emden carrying a cargo of wheat.

SIRDHANA

British India Steam Navigation Co.; 1925; *Swan, Hunter & WighamRichardson*; 7,745 tons; 436-1x57-8x33-5; 801 n.h.p.; 13 knots; triple-expansion engines.

The steamship *Sirdhana*, Capt. P. Fairbairn, was leaving Singapore harbour on Monday, November 13th, 1939, with a large number of passengers on board, of whom 137 were Chinese deportees, when she struck a mine some three miles offshore and sank in 20 minutes. Twenty Asiatic deck passengers were killed.

SIREMALM

A/S Helgoy; 1906; *A. Rodger & Co.*; 2,468 tons; 313-6X 43-8x13-3; 248 n.h.p.; triple-expansion engines.

The Norwegian steamship *Sirealm* was torpedoed and sunk by a German submarine on September 27th, 1941, about 700 miles W. of the Bishop Rock. All her crew of 25 and two gunners were lost.

SIRENA

Navigazione Libera Triestina Soc. Anon.; 1911; *Stabilimento Tecnico*; 3,441 tons; 316-5x46x20-7; 269 n.h.p.; triple-expansion engines.

The Italian steamship *Sirena*, on a voyage from Genoa to Rotterdam in ballast, had her steering gear disabled in heavy weather on March 10th, 1926, and was wrecked at South Pier, Hook of Holland.

SIRENIA

RMcMillan; 1885; *C. Cornell & Co.*; 1,598 tons; 264-8x 38-1x22-6.

The sailing ship *Sirenica*, Capt. McIntyre, was bound from San Francisco to Dunkirk. She carried a crew of 26 and the captain's wife and three children. On the afternoon of March 9th, 1888, in dense fog and heavy sea she ran on the Atherfield Ledge, off Brighthstone, Isle of Wight. The ship was in full sail when she struck and lay dangerously exposed to the seas, making it difficult for the lifeboats from Brighthstone and Brook to approach.

The captain was reluctant to abandon his ship, but was compelled to do so when the seas showed no signs of moderating. The Brighthstone lifeboat, with 26 survivors and crew on board, capsized, drowning two of her crew and two from the ship. The Brook lifeboat was swamped by a huge wave and one of her crew was drowned. Those left on the *Sirenica* were taken off next morning.

SIRIKISHNA

South Georgia Co.; 1936; *Caledon S.B. & E. Co.*; 5,458 tons; 407X55-7x28; 256n.h.p.; 11 knots; triple-expansion engines. The steamship *Sirikishna* left the Clyde on February 19th, 1941, for Halifax with a crew of 35 and two gunners. She was last reported at 9 p.m. on the 23rd. It was considered probable that she had been sunk on the 24th about 500-600 miles W. of Rockall.

SIRIO

Navigazione Generate Italiana; 1883; *R. Napier & Co.*; 2,401 tons; 380x42x24-9; 850 n.h.p.; 10 knots; compound engines. The Italian liner *Sirio* was sailing from Genoa to Montevideo and Buenos Aires carrying no fewer than 695 passengers and a crew of 127. On August 4th, 1906, the ship was off the Spanish coast and about to enter Carthage. When close to Cape Palos the captain attempted to bring the ship inside the Hornigas Islands in order to shorten the run into the harbour. The usual, and safer, course was to pass on the outside of the islands. The vessel struck the rocks and began to settle, a panic broke out and amid scenes of the greatest violence and disorder the *Sirio* turned over to starboard and sank by the stern, taking with her 442 persons.

SIRIO

Societa Ligure di Armamento; 1921; *Cantiere Navale Riuniti*; 5,222 tons; 394-5x51-6x27-2; 335 n.h.p.; triple-expansion engines.

The Italian steamship *Sirio* was bombed and sunk by British aircraft on November 29th, 1942, at Tripoli.

SIRIUS

Cork Steamship Co.; 1837; *Menzies & Co.*; 703 tons; 178-4X 25-8x18-3; 320 i.h.p.; 9-5 knots; side-lever engines; paddles 24ft. diam.

The paddle steamship, *Sirius*, was one of the early steamships and was built for the St. George Steam Packet Co., Cork. This company was approached early in 1838 by the British American Steam Navigation Co., with a request to charter the *Sirius* for a voyage to New York, as the *British Queen*, which was advertised to sail within a few weeks, was not ready. The St. George Company agreed and on March 28th, the *Sirius* left London for New York, via Cork, which she left at 9 o'clock on the morning of April 4th, the first British steamship to attempt the crossing of the Atlantic. She arrived at New York on Monday, April 23rd, a few hours before the *Great Western*, a steamship of nearly twice her tonnage, which had sailed from Bristol on April 7th.

On her memorable voyage the *Sirius* was commanded by Lt. Richard Roberts, R.N., who displayed considerable firmness in dealing with an incipient mutiny, forcing the crew to work the ship at the muzzle of a revolver. Fortunately the weather improved and

the steamship accomplished her voyage in triumph, averaging 9 • 5 knots over part of the distance.

The *Sirius* was later transferred to the Cork Steamship Co. On January 15th, 1847, she left Dublin for Cork with 91 passengers and crew under Capt. Moffett, and a general cargo. The weather began to thicken and by 3 a.m. on the 16th there was a dense fog, the ship at that time being in Ballycotton Bay. At about 3-30 a.m. she struck on a reef and Capt. Moffett reversed his engines and succeeded in backing off from the rocks and running for the shore. The ship was making water fast but was still able to steam when she again crashed on a group known as Smith's Rocks, half a mile from Ballycotton. She was swept by heavy seas and the only boat was overloaded in panic and swamped, drowning 14 persons, of whom two were crew. Altogether 20 persons were lost, the remainder being rescued by a rope passed from the ship to the shore.

SIRIUS

Rederi-AIB Iris; 1889; J. Priestman; 1,870 tons; 280 • 5 X 39 • 2 X 18-8; 207n.h.p.; triple-expansion engines.

The Swedish steamship *Sirius*, on a voyage from Sundsvall to Mantyluoto with coal, was wrecked on December 16th, 1944, near Bjorneborg.

SIROCO

French Navy, destroyer; 1925; Ateliers et Chantiers de St. Nazaire; 1,458 tons; 347x33x13-7; 33,000 i.h.p.; 33 knots; turbine engines; four 5-1 in. guns, two 37 mm., 6 T.T. The French destroyer *Siroco*, Cdr. C. C. de Toulouse Lautrec Montfa, was engaged in operations connected with the evacuation of the French and British armies from Dunkirk, when she was torpedoed and sunk by a German motor torpedo boat. The attack took place on May 31st, 1940, and the destroyer sank with the loss of three officers and 53 ratings out of a complement of 159.

SISSOI VELIKI

Russian Navy, 1st class battleship; 1894; New Dockyard, Leningrad; 10,400 tons; 341x66x24; 8,494 i.h.p.; 15-7 knots; triple-expansion engines; four 12 in. guns, six 6 in., two 2 in., twelve 3pdr., 16 m.g., 6 T.T.

The Russian battleship *Sissoi Veliki* was a unit of the 2nd Division of the Baltic Fleet under Rear-Admiral Folkersham during the Russo-Japanese War.

At the battle of Tsu-Shima, on May 27th, 1905, the ship sustained very heavy damage. She was holed below the waterline, had her rudder and one propeller damaged and was, at one time, heavily on fire. By nightfall she was striving with what speed she had to get clear of her enemies and reach Vladivostok. During the night she was attacked by Japanese torpedo boats and was again hit and by dawn had very slender hopes of remaining afloat.

About 9 a.m. on the morning of the 28th she was sighted by the armoured cruiser *Vladimir Monomach* and the destroyer *Iromki*. The former of these ships was in a sinking condition and could afford no aid, that of the destroyer was declined, as the captain of the *Sissoi Veliki* realised that the crew of the *Vladimir Monomach* were looking to the *Iromki* for rescue. The ships then parted and about an hour later three Japanese armed merchantmen took off the battleship's crew just before she foundered.

The full story of the battle of Tsu-Shima is told under the *Kniaz Suvaroff*, flagship of Admiral Rojdestvensky.

SITHONIA

H. M. Thompson; 1919; J. L. Thompson & Sons; 6,723 tons; 412-5x55-5x34-4; 597 n.h.p.; triple-expansion engines. The British steamship *Sithonia*, on a voyage from Barry to Montevideo, was torpedoed and sunk by a German submarine on July 12th, 1942, about 400 miles W. of Teneriffe. Six of her crew and one gunner were lost.

SITOEBONDO

RotterdamseLloyd; 1916; Bonn&Mees; 7,049 tons; 445-7X 54-3x34-2; turbine engines.

The Dutch steamship *Sitoebondo* was torpedoed and sunk by a German submarine on July 30th, 1941, about 100 miles N.E. of the Azores on a voyage from London to Table Bay and Calcutta. There were 60 survivors, but one boat with 15 crew and two passengers was lost.

SIVOUTCH

Russian Navy, gunboat; 1907; Russia; 960 tons; 800 i.h.p.; 12 knots; triple-expansion engines; Belleville boilers; two 4-7 in. guns, four 12pdr., 3 m.g.

The Russian gunboat *Sivoutch* was one of a naval force guarding the sea approaches to Riga. On August 15th, 1915, the Germans sent an expedition to make a landing behind the city under cover of fog. The ensuing action, in which British submarines participated, was somewhat confused but after three days manoeuvring and fighting the Germans withdrew having lost the troops landed at Pernau. The battle cruiser *Moltke* was also a casualty, she having been torpedoed and badly damaged by the *E-1*, Cdr. N. F. Lawrence. The *Sivoutch* was sunk by gunfire after a very brave defence in which she lost many of her complement of 170.

The action was a decided reverse for the Germans who employed four battle cruisers besides large light forces.

SIXAOLA

United Fruit S.S. Corp.; 1911; Workman, Clark & Co.; 4,693 tons; 378-8x50-3x29-1; 413n.h.p.; triple-expansion engines. The American steamship *Sixaola*, on a voyage from Cristobal to New Orleans with passengers, was torpedoed and sunk by a German submarine on June 12th, 1942, 60 miles E.N.E. of Bocas del Toro. Twenty-nine of her crew were lost.

SIZERGH CASTLE

Plisson S.N. Co.; 1903; W. Pickett-sgill & Sons; 3,783 tons; 361X46-2X17-6; 349n.h.p.; triple-expansion engines. The British steamship *Sizergh Castle* sprang a leak and foundered in lat. 45° 15'N, long. 44° 06'W., on October 7th, 1919. She was on a voyage from Galveston to Antwerp carrying a cargo of wheat.

SIZILIEN

Rob. M. Sloman, Jr.; 1930; J. Readhead & Sons; 4,647 tons; 393-7x54-2x24-8; 436n.h.p.; triple-expansion engines. The German steamship *Sizilien* was bombed and sunk by British aircraft on May 4th, 1943, off Terschelling.

SKAALA

A. Halvorsen; 1906; Bergens Mek. Vcerksted; 1,129 tons; 229x35-2x15-9; 106n.h.p.; triple-expansion engines. The Norwegian steamship *Skaala* was torpedoed and sunk by a German submarine in the English Channel on December 26th, 1917.

SKAGERAK

Ministry of Shipping (Springwell Shipping Co.); 1921; F. Schichau; 1,283 tons; 224-3x33-6x13-5; 75 n.h.p.; triple-expansion engines.

The British steamship *Skagerak*, on a voyage from the Tyne to Ipswich with coke, struck a mine, broke in two and sank on August 24th, 1941. Seventeen of her crew and the pilot were lost.

SKAGERAK I

ChristiansandD/SA/S; 1939; Aalborg Vcerft A/S; 1,281 tons; 212x38x16-5; 657n.h.p.; oilengines.

The Norwegian ferry *Skagerak I*, flying the German flag, was torpedoed and sunk by a British submarine on January 20th, 1944, outside Egersund, Norway.

SKANE

RederiA/B Skane (H. Lundgren); 1921; Akt. Lindholmen-Motala; 4,528 tons; 377-8x54-2x24-4; 450 n.h.p.; triple-expansion engines.

The Swedish steamship *Skane* was shelled and sunk by two German submarines on March 6th, 1942, on a voyage from New York to Table Bay.

SKARAAS

The Shipping Controller (English & Co.); 1882; W. Gray & Co.; 1,625 tons; 259-6x34-7x19-5; 167n.h.p.; 8-5 knots; compound engines.

The steamship *Skaraas* was torpedoed and sunk by a German submarine one mile S.W. of Black Head, Co. Clare, on May 23rd, 1918. Nineteen men were killed. The captain was among the survivors.

SKARPSNO

Akties. Orsneces; 1889; Wood, Skinner & Co.; 1,766 tons; 281-2x37-1 X17-7; 205n.h.p.; triple-expansion engines. The Norwegian steamship *Skarpsno* struck a mine and sank in the Bay of Biscay on June 2nd, 1917.

SKEENA

Canadian Navy, destroyer; 1930; Thornycroft; 1,337 tons; 322x32-5x12; 34,000s.h.p.; 35 knots; turbine engines; Thornycroft boilers; four 4-7 in. guns, two 2 pdr. pom-poms, 5mg.8TT.

The Canadian destroyer *Skeena* was wrecked off Newfoundland on October 25th, 1944. Fifteen ratings were drowned. The official complement of the vessel was 138.

SKELDERGATE

Turnbull, Scott & Co.; 1930; Burntisland S.B. Co.; 4,251 tons; 372x52-4x25-2; 354n.h.p.; triple-expansion engines. The British steamship *Skeldergate* was driven ashore and wrecked during a cyclone at False Bay, 60 miles S.W. of Sandheads, on November 17th, 1950. She was on a voyage from Wallaroo to Calcutta carrying a cargo of wheat.

SKERRYVORE

Farrar, Groves & Co.; 1892; Richardson, Duck & Co.; 3,371 tons; 340•5x42•1 x 19•2; 300 n.h.p.; triple-expansion engines. The British cargo ship *Skerryvore* sank after a collision with the German barque *J. C. Vinnen*, 3,166 tons, off Hastings on May 15th, 1910. She was carrying an ore cargo from Villaricos to Rotterdam. Twenty-two of her crew were drowned. The only survivor was picked up by the *J. C. Vinnen*.

SKIDBY

R. Ropner & Co.; 1892; Ropner & Son; 3,703 tons; 343 X 45•1 X 20•1; 295 n.h.p.; triple-expansion engines. The British steamship *Skidby* was wrecked on Sable Island on January 31st, 1905, while on a voyage in ballast from the Tyne to Baltimore.

SKIPJACK

Witherington & Everett; 1905; J. Crown & Sons; 1,120 tons; 222x33-2x14-4; 145 n.h.p.; triple-expansion engines. The British steamship *Skipjack* was wrecked on Cowbar Steel Staithes, near Whitby, on November 13th, 1909, while on a voyage from Blyth to Portland, Dorset, carrying a cargo of coal.

SKIPJACK

British Navy, fleet minesweeper; 1934; John Brown & Co.; 815 tons; 230x33-5x7-9; 1,770i.h.p.; 16-5 knots; compound engines; 3-drum boilers; two 4 in. guns, 9 m.g. The fleet minesweeper *Skipjack*, Lt. Cdr. F. B. Proudfoot, was among the very large number of ships engaged in evacuating the British Army from Dunkirk. At about 8.30 on the morning of June 1st, 1940, when off La Panne in company with the destroyers *Basilisk* and *Keith* and the minesweeper *Salamander* the force was subjected to intensive bombing by about 40 German aircraft. The *Skipjack* was carrying from 250 to 300 troops at the time and she received a direct hit which sank her immediately. Most of the unfortunate soldiers and a number of the crew went down with the vessel.

The *Basilisk* was also hit, and foundered on her way home. The *Keith* was set on fire and had to be abandoned.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

SKIPJACK

Hills.S.Co.; 1910; J. Crown & Sons; 1,167 tons; 222-5X 33-2x14-5; 148n.h.p.; triple-expansion engines. The British steamship *Skipjack* struck a mine and sank on August 19th, 1946, one mile out from Ravenna bound to Ancona. Eight of her crew were lost.

SKODSBORG

C.K.Hansen; 1902; Burmeister & Wain; 1,697 tons; 270-3 X 38x18-6; 181 n.h.p.; triple-expansion engines. The Danish steamship *Skodsborg* was torpedoed and sunk by a German submarine in the North Sea on March 20th, 1916.

SKOG

S. O. Stray & Co.; 1915; Trondhjems Mek. Vcerksted; 1,124 tons; 226-8x36-5x14-8; 116n.h.p.; triple-expansion engines. The Norwegian steamship *Skog* struck a mine and sank in the Bay of Biscay on October 26th, 1916.

SKOGHAUG

D/SA/SAIf; 1930; S. P. Austin & Son; 2,100 tons; 275-9 x 42-3x18-7; 224 n.h.p.; triple-expansion engines. The Norwegian steamship *Skoghaug* was sunk by an explosion, probably due to striking a mine, on the night of December 24th, 1947, N. of Ymuiden. There was only one survivor. Divers' examination of the wreck suggested that the ship might have been sunk by a boiler explosion.

SKOTTLAND

D/S A/S Skottland (F. N. Nordbo); 1920; J. Meyer's Schpsb. Maats.; 2,117 tons; 281x41-4x19-3; 170n.h.p.; triple-expansion engines.

The Norwegian steamship *Skottland* was torpedoed and sunk by a German submarine on May 17th, 1942, between Cape Cod and Sable Island.

SKRAMSTAD

A. F. Klaveness & Co.; 1925; Deutsche Werft A.G.; 5,472 tons; 382-7x53-4x24-9; 492n.h.p.; oilengines. The Norwegian motorship *Skramstad*, under German requisition, was bombed and set on fire by British aircraft on October 4th, 1943, off Bodo, Norway. The fire could not be controlled, and the ship ran ashore and was wrecked. She was carrying German troops at the time.

SKRIM

Einar Lange; 1917; Lindholmens Mek. Verkstad; 1,902 tons; 265•2x42•8X18•3; 214n.h.p.; triple-expansion engines. The Norwegian steamship *Skrim* left Aberdeen on November 25th, 1940, for Sydney, N.S. Nothing was heard of the ship after leaving Oban on December 1st, and she was considered to have been sunk by enemy action.

SKRYMER

B. A. Sanne; 1913; Fredrikstads Mek. Vcerksted; 1,476 tons; 243 X 39•3 x 17•3; 150n.h.p.; triple-expansion engines. The Norwegian steamship *Skrymer* was torpedoed and sunk by a German submarine in the Bristol Channel on March 10th, 1918.

SKULDA

J. T. Salvesen & Co.; 1882; S. & H. Morton & Co.; 1,177 tons; 227 X 33x14-8; 99 r.h.p.; compound engines. The British steamship *Skulda* sank after a collision with the Norwegian steamship *Tento*, 421 tons, in the Firth of Forth on October 9th, 1906, while carrying a general cargo on a voyage from Grangemouth to Stockholm.

SLAATERO

The Shipping Controller (Mordey, Jones & Co.) 1916; Akers Mek. Vcerksted; 1,117 tons; 226-5x36-5x15-7; 127n.h.p.; triple-expansion engines.

The British steamship *Slaattero* sank after a collision about three and a half miles E. of Runnelstone Buoy on June 25th, 1918. She was carrying a cargo of coal on a voyage from the Clyde to Nantes.

SLAMAT

Rotterdamische Lloyd; 1924; Koninklijke Maats. De Schelde; 11,636 tons; 510-1x62x35-2; 7,000s.h.p.; 17knots; turbine engines.

The Dutch liner *Slamat* was taken over for service as a transport after Holland became involved in the Second World War. She was engaged in the evacuation of troops from Crete to Nauplia when she was damaged by German aircraft on April 26th, 1941. On the 27th she was again attacked off Nauplia and sank with the loss of 193 men. The destroyers *Diamond* and *Wryneck* took off 700 survivors between them, but both were bombed and sunk later.

One officer, 41 seamen and eight soldiers survived this triple disaster.

SLANEY

SLANEY

British Navy, 2nd class gun vessel; 1857; Northfleet; 301 tons; 125-9x23x9-2; SOh.p.; steam engines; 1 gun, 2 howitzers. The gun vessel *Slaney*, Lt. W. F. L. Elwyn, had a complement of 53 officers and men. On May 9th, 1870, when off Drummond Island Reef, Paracels, China, she was overwhelmed by a typhoon and driven on to the reef. Forty-one of those on board were drowned.

SLAVA

Russian Navy, 1st class battleship; 1903; New Admiralty Yard; 15,000 tons; 397x76x26; 16,000 i.h.p.; 18 knots; triple-expansion engines; Belleville boilers; four 12 in. guns, twelve 6 in., twenty 12 pdr., four 3 pdr., 8 m.g., 4 T.T. In 1917 the battleship *Slava* was one of a small force under Vice-Admiral Bakhireff consisting, besides herself, of the old battleship *Grajdantin*—a veteran of the Russo-Japanese War, when she sailed under the name of *Tsarevitch*—the armoured cruiser *Bayan* and eight destroyers. It was the duty of this squadron to defend the Gulf of Riga, a task for which they were quite unequal, as the force opposed to them consisted of several German dreadnoughts of the *Heligoland* class, besides cruisers and destroyers. On October 18th, 1917, the Germans under Admiral Schmidt entered the Gulf and attacked the Russians off the southern entrance to Moon Sound. The *Slava* was badly battered and had to be abandoned, and was sunk across the channel in the hope of blocking it.

The official complement of the *Slava* was 750, a large proportion of whom were saved.

SLAVA

Atlantiska Plovidba d.d.; 1911; W. Doxford & Sons; 4,512 tons; 369-5x50x26-3; 404 n.h.p.; triple-expansion engines. The Yugoslav steamship *Slava* struck a mine and sank on March 16th, 1940, E. of the Bishop Rock when outward bound from Cardiff.

SLAVOL

British Admiralty; 1917; Greenock & Grangemouth Dockyard Co.; 2,623 tons; 320-1x41-6x23; 541 n.h.p.; triple-expansion engines.

The tanker *Slavol*, on a voyage from Alexandria to Tobruk with fuel oil, was sunk by enemy action on March 26th, 1942, off Sollum. About 40 of her complement of 56 were lost.

SLAVONIA

Cunard S.S. Co.; 1903; Sir J. Laing & Sons; 10,606 tons; 510x59-5x22-3; 929 n.h.p.; 14-5 knots; triple-expansion engines.

The liner *Slavonia*, Capt. A. G. Dunning, left New York on Thursday, June 3rd, 1909, for Gibraltar and Mediterranean ports with 100 cabin and 273 steerage passengers, and a crew of 225. At 2.30 a.m. on June 11th, 1909, the ship stranded near Velos, at the south-western end of the island of Flores, in the Azores. A wireless message for aid was at once sent out and was picked up by the *Princess Irene*, Capt. Peterson, 180 miles distant. This ship immediately put about and made for the *Slavonia* at full speed. The Hamburg-America liner *Batavia* also came on the scene, and between them these vessels took off all the passengers.

The *Slavonia* remained hard and fast ashore and soon became a total wreck.

SLAVONIC

Russian Government; 1905; W. Gray & Co.; 3,604 tons; 344-2x50x22-9; 303 n.h.p.; triple-expansion engines. The Russian steamship *Slavonic* was torpedoed and sunk by a German submarine in the North Sea on October 19th, 1917.

SLEMISH

Shamrock Shipping Co.; 1909; Ramage & Ferguson; 1,536 tons; 250-4x36-2x17-2; 178n.h.p.; triple-expansion engines. The British steamship *Slemish*, on a voyage from Hull to Cherbourg with coal, was sunk by mine or torpedo on December 23rd, 1944, about 40 miles N. of Cherbourg. Six of her crew and one gunner were lost.

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SLIEDRECHT

Phs. Van Ommeren; 1924; Rotterdam Droogdok Maats.; 5,133 tons; 402-1x53-2x27-9; 489 n.h.p.; oil engines. The Dutch tanker *Sliedrecht*, with benzine and kerosene for Trondheim, was torpedoed and sunk by the German submarine *U-28* on November 16th, 1939, about 200 miles S. of Rockall, with the loss of 26 lives.

SLIEVE BLOOM

London & North Western Railway Co.; 1908; Vickers, Sons & Maxim; 1,071 tons; 299-5x37-2x14-1; 405n.h.p.; triple-expansion engines.

The British steamship *Slieve Bloom* sank after a collision four miles W.N.W. of South Stack on March 30th, 1918. She was on a voyage from Dublin to Holyhead carrying a general cargo.

SLOET van de BEELE

Koninklijke Paketvaart Maats.; 1914; Maats. Fyenoord; 2,977 tons; 325-5x44-1x22-7; 233 n.h.p.; triple-expansion engines.

The Dutch steamship *Sloet van de Beele* was transporting troops from Tandjong Pandan to Tandjong Priok when she was sunk by aircraft from the Japanese aircraft carrier *Ryujō*. The attack took place in the Java Sea off Banka on February 17th, 1942. Five lives were lost.

SMYRNA

G. Thompson & Co.; 1876; W. Hood & Co.; 1,305 tons; 232-3x38-5x22-2.

The clipper ship *Smyrna* was bound from the United Kingdom to Sydney, N.S.W. On April 28th, 1888, when off the Isle of Wight in dense fog she sank in a collision with the steamship *Moto*. The captain and 12 of the crew were drowned; the remaining 17 were taken off by the *Moto*.

SNABB

Rederi A/B Snabb (Algol Johansson); 1904; J. Readhead & Sons; 2,317 tons; 299-6x43-5x18-6; 239 n.h.p.; triple-expansion engines.

The Finnish steamship *Snabb* was torpedoed and sunk by a German submarine on June 3rd, 1940, off Cape Finisterre.

SNAPDRAGON

British Navy, corvette; 1941; W. Simons & Co.; 925 tons; 193x32x16; 2,750 i.h.p.; 17 knots; quadruple-expansion engines; one 4 in. gun, six 20 mm.

The corvette *Snapdragon*, Cdr. H. C. Sims, D.S.O., was bombed and sunk by enemy aircraft in the Central Mediterranean on December 19th, 1942. Cdr. Sims and 23 ratings were killed and one officer wounded.

SNARO

P. A. Musceus Rederi-A/S; 1885; J. Readhead & Co.; 1,272 tons; 234-9x34-2x16-9; 133 n.h.p.; compound engines. The Norwegian steamship *Snaro*, on a voyage from Skelleftea to Ghent, was wrecked on November 4th, 1929, about seven miles N. of Skalskar Light, Oland Island.

SNELAND I

D/S A/S Vestland; 1922; Ntiske & Co.; 1,791 tons; 268x42-3x18; 155 n.h.p.; triple-expansion engines. The Norwegian steamship *Sneland I* was torpedoed and sunk by a German submarine on May 7th, 1945, about 160 miles E. of the Firth of Forth. Seven of her crew were killed.

SNESTAD

Skibs AIS Snestad (A. F. Klaveness & Co. A/S); 1926; Kockums Mek. Vcerks; 4,114 tons; 377-6x54x22-9; 439 n.h.p.; oil engines. The Norwegian motorship *Snestad* was torpedoed and sunk by a German submarine on February 11th, 1940, about 100 miles W. of the Hebrides.

SNYG

D/S A/S Snyg; 1918; *Verschure & Co.*; 1,326 tons; 238-4X 36-7x15-8; 127n.h.p.; triple-expansion engines. The Norwegian steamship *Snyg*, under German control, was bombed and sunk by British aircraft on January 4th, 1941, near Haugesund.

SOBORG

Dampskibs Selsk. Dannebrog; 1899; *Short Bros.*; 2,108 tons; 286x43-1x19-8; 210n.h.p.; triple-expansion engines. The Danish steamship *Soborg* was torpedoed and sunk by a German submarine in the North Sea on May 30th, 1915.

SOBRAON

Peninsular & Oriental S.N. Co.; 1900; *Caird & Co.*; 7,382 tons; 450 x 54 - 2 X 31 • 6; 1,055 n.h.p.; triple-expansion engines. The British steamship *Sobraon* was wrecked on Tung Ying Island, off Foochow, at 3 a.m. on April 24th, 1901, in dense fog, while on a voyage from Shanghai to London carrying a general cargo.

SOCOA

Cie. des Chargeurs Franc. ais; 1913; *R. Thompson & Sons*; 2,772 tons; 299x46x22-5; 265 n.h.p.; triple-expansion engines. The French steamship *Socoa* was torpedoed and sunk by a submarine in the Mediterranean on August 25th, 1916.

SOCONY

So cony-Vacuum Transportation Co.; 1936; *Bremer Vulkan*; 4,404 tons; 349-7x52-3x29-6; 425 n.h.p.; compound engines. The British tanker *Socony* sank after a collision with the *Tongararo* on September 9th, 1941, in lat. 51° 03' N., long. 41° 32' W. She was carrying lubricating oil from Bay town, via Halifax, N.S., to the Thames.

SOCOTRA

British India S.N. Co.; 1872; *W. Richardson & Co.*; 1,947 tons; 292-3x36-2x17-4; 200 h.p.; compound inverted engines. The British cargo ship *Socotra* was wrecked near Maulmain on May 19th, 1882, while on a voyage from Calcutta to Maulmain carrying a cargo of turmeric.

SOCOTRA

Peninsular & Oriental S.N. Co.; 1897; *Palmers'Co.*; 6,009 tons; 450X52-2x30-5; 680 n.h.p.; triple-expansion engines. The British steamship *Socotra* was wrecked off Le Touquet on November 26th, 1915, while on a voyage from Brisbane to London carrying a general cargo.

SOEKABOEMI

Rotterdamsche Lloyd; 1923; *Bonn & Mees*; 7,051 tons; 445-8x54-3x34-2; turbine engines. The Dutch steamship *Soekaboemi* was torpedoed and sunk by a German submarine on December 28th, 1942, on a voyage from Glasgow to Bahia.

SOEMBA

N.V. Stoomv. Maats. Nederland; 1924; *N.V. Werf Conrad*; 6,718 tons; 423-9x54-7x33-5; turbine engines. The Dutch steamship *Soemba* left Halifax on January 3rd, 1941, for the Tees with a cargo of steel. On the 5th, about 300 miles S.E. of Cape Race, the cargo shifted and the ship capsized and sank. Thirty-four of her crew were lost; 24 survivors were picked up.

SOERABAJA

Netherlands Navy; 1909; *Amsterdam Dockyard*; 5,644 tons; 333x56x20-5; 8,000 h.p.; 16 knots; triple-expansion engines; *Yarrow boilers*; two 11 in. guns, two 3 in., six 40 mm.A.A., 6 m.g. The Dutch coastal defence ship *Soerabaja*, Cdr. J. C. Cornells, was launched as the *De Zeven Provinciën*, but was renamed in 1936. When Holland came into the Second World War in May, 1940, she was serving in the East Indies Squadron as a training ship. On February 18th, 1942, when lying at Sourabaya naval base she was bombed and sunk by Japanese aircraft, going down with the loss of 13 of her crew. More than two years later she was raised by the Japanese, but was wrecked five miles N. of Djamoengan Reef.

SOESTERBERG

N.V. Stoomv. Maats. Hillegersberg; 1927; *Antwerp Engineering Co.*; 1,904 tons; 278-5x40-2x18-4; 214 n.h.p.; triple-expansion engines.

The Dutch steamship *Soesterberg* was torpedoed and sunk by the German submarine *U-101* on October 18th, 1940, about 50 miles from Rockall on a voyage from Chatham, New Brunswick, to Hull. Six of her crew were killed.

SOFIA

John Toyia S.S. Co.; 1918; *W. Hamilton & Co.*; 1,722 tons; 254-7x35-1 x17-3; 326n.h.p.; triple-expansion engines. The Greek steamship *Sofia* was bombed and sunk by German aircraft on April 25th, 1941, at San Giorgio, during the invasion of Greece.

SOFIE

Stephenson Clarke & Co.; 1907; *Wood Skinner & Co.*; 354 tons; 135x24-2x10-6; 50 r.h.p.; 8 knots; triple-expansion engines. The steamship *Sofie* was sunk by a German submarine in the Bristol Channel on, or about February 3rd, 1918. The captain and seven of the crew were killed.

SOKA MARU

Dairen Risen K.K.; 2,813 tons. The steamship *Soka Maru* was sunk by U.S. carrier-based aircraft on March 24th, 1945, in the East China Sea.

SOKOTO

Sejlskibsselskabet Hippalos AIS; 1887; *Russell & Co.*; 2,259 tons; 278-5x41-9x24-5.

The Danish sailing ship *Sokoto* was shelled and sunk by a German submarine off the north coast of Scotland on April 25th, 1917.

SOKRATIS

S. Theofanides & Co.; 1904; *Cie. Francaise de Nav. & de Construction Navale*; 1,134 tons; 260-7x28-5x16-2; 305n.h.p.; triple-expansion engines.

The Greek steamship *Sokratis*, in service as a hospital ship, was bombed and sunk by German aircraft on April 22nd, 1941, in the Gulf of Corinth, during the invasion of Greece.

SOLAAS

John Wilson's Rederi A/S; 1917; *Frederikshavn Skibsværft & Flydedok*; 1,368 tons; 234-5x37-1x16; 120n.h.p.; triple-expansion engines.

The Norwegian steamship *Solaas*, on a voyage from Sundsvall to Antwerp, sprang a leak and sank on September 28th, 1939, in the Skagerrak.

SOLFERINO

Otto Thoresen; 1900; *Fevigs Jernskibs.*; 1,155 tons; 215-9X 32x21-2; 106n.h.p.; triple-expansion engines. The Norwegian steamship *Solferino* was sunk by a German submarine off Ushant on March 15th, 1917.

SOLFERINO

Den Norske Middelhavslinje; 1918; *Nylands Verks.*; 2,580 tons; 300 x40x 24; 225 n.h.p.; triple-expansion engines. The Norwegian steamship *Solferino* was bombed and sunk by German aircraft on February 26th, 1941, about 200 miles W. of Ireland, on a voyage from Manchester to Freetown.

SOLFERINO

Italian Navy, destroyer; 1920; *Orlando*; 862 tons; 256-5 X 24-7x8-5; 22,000s.h.p.; 32 knots; turbine engines; *Thorny-croft boilers*; four 4 in. guns, two 3 in., 4 m.g., 4 T.T., 10 mines. The small Italian destroyer *Solferino* fell into German hands at the time of the surrender of Italy on September 8th, 1943. On the night of October 19th, 1944, the vessel was intercepted by the British destroyers *Termagant* and *Tuscan*, both of 1,650 tons, west of the entrance to the Gulf of Salonika. There was a sharp engagement and the *Solferino* was badly damaged and driven ashore where she became a total wreck. She carried a complement of about 120.

SOLGLIMT

Jacobsen & Thon; 1883; Huygens & van Gelder; 1,037 tons; 187x36-1x21.

The Norwegian sailing ship *Solglimt* was sunk by a German submarine in the North Sea on August 10th, 1917.

SOLHEIM

Hvalfangerselsk. Norge; 1934; Nakskov Skibs. A/S; 8,070 tons; 461x59-7x34-5; 625 n.h.p.; oilengines.

The Norwegian motorship *Solheim* was bombed and sunk by German aircraft on March 23rd, 1941, S. of Crete.

SOLIMOEES

Brazilian Navy, ironclad monitor; 1875; Europe; 3,700 tons; 240x58x11-5; 2,200 i.h.p.; 11-2 knots; compound engines; four 10 in. m.l.r. guns, 5 m.g.

The Brazilian ironclad, *Solimoes*, Capt. Castro with a crew of 130 was despatched by the Brazilian Government to assist in suppressing an insurrection which had broken out in the province of Matto Grosso. On May 21st, 1892, when on her way up the coast the ship encountered a strong southerly gale which drove her ashore off Cape Polonio, Uruguay. This neighbourhood abounds in shoals and sand banks and possesses few landmarks. There are also many swift currents which are extremely variable. It is assumed that owing to a probable combination of these dangerous factors the *Solimoes* was overwhelmed. She sank with a loss of 125 officers and men, including Capt. Castro.

SOLON II

Ministry of War Transport (T.&J. Brocklebank); 1925; W. Gray & Co.; 4,561 tons; 400-3x53-2x25-1; 439n.h.p.; 10 knots; triple-expansion engines.

The steamship *Solon II*, Capt. J. Robinson, was torpedoed and sunk by a German submarine on December 2nd, 1942, some 150 miles N.E. of Georgetown, Demerara. Capt. Robinson, 68 of the crew and six gunners were lost. One boat containing the fourth engineer and six lascars was picked up by a fishing vessel, which brought them to Georgetown in an exhausted condition after 5 days adrift. One lascar was rescued from a raft after eight days adrift.

SOLON TURMAN

Lykes Bros. S.S. Co.; 1941; Bethlehem Steel Co.; 6,762 tons; 397 • 1 x 60 - 2 X 23 • 7; 666 n.h.p.; turbine engines. The American steamship *Solon Turman* was torpedoed and sunk by a German submarine on June 13th, 1942, about 150 miles N. of Cristobal.

SOLSTAD

A. F. Klaveness & Co.; 1916; Sunderlands B. Co.; 4,300 tons; 364 x 50 • 8 x 25 • 5; 310 n.h.p.; triple-expansion engines. The Norwegian steamship *Solstad* was torpedoed and sunk by a submarine in the Mediterranean on April 5th, 1917.

SOLSTAD

Rederi-A/B, Solstad; 1924; J. Lewis & Sons; 1,408 tons; 232-2x35-6x15-3; 155 n.h.p.; triple-expansion engines. The Swedish steamship *Solstad* was torpedoed and sunk by a German motor torpedo boat on January 6th, 1944, off Mounts Bay on a voyage from Swansea to London with coal. The ship sank in three minutes with the loss of five lives.

SOLVANG

I. A. Knudsen & C. Haaland; 1920; Eltringhams; 2,332 tons; 290-4x44x20-8; 203 n.h.p.; triple-expansion engines. The Norwegian steamship *Solvang*, on a voyage from Cienfuegos to Philadelphia with sugar, was sunk in a collision on January 24th, 1926, near Delaware Breakwater.

SOLVIKEN

Wallem & Co.; 1940; Fredrikstad Mek Verksted; 3,502 tons; 350x52-2x17-8; 372 n.h.p.; compound engines. The Norwegian steamship *Solviken*, under German control, was bombed and sunk by Russian aircraft on May 25th, 1944, in the Tanafjord, Norway.

SOLWAY

Royal Mail Steam Packet Co.; 1841; J. Macmillan & Co.; 1,700 tons; 220X — X-; 400 i.h.p.; 9 knots; side-lever engines; paddles.

The R.M.S.P. Co.'s steamship *Solway*, Capt. C. R. Duncan, was one of the early ships of the company, fourteen of which were laid down at shipyards throughout Britain in the year 1841. On April 7th, 1843, the vessel left Corunna for the West Indies, having on board 45 passengers and 88 crew. At midnight, or thereabouts, she ran on the Baldargo Reef, near the island of Sisargo. The captain reversed his engines, thus bringing his ship back into deep water, where she began to fill. The captain then made for land with the intention of beaching, instead of getting out his boats and transferring his passengers immediately. When he did give orders for the boats to be lowered several were swamped as they reached the water, because the ship was still moving.

The *Solway*, still under way, sank in shallow water, her masts and spars affording a refuge to many of those who remained on board. One boat managed to reach Corunna and to procure aid from the port. Rescuers at once went out and saved many people from the masts.

The number drowned was 35 including Capt. Duncan.

SOLWAY QUEEN

Kynoch-Arklow Ltd.; 1883; R. Smith; 307 tons; 145x23-lx I 10-2; 67 n.h.p.; 8 knots; compound engines. The steamship *Solway Queen* was torpedoed and sunk by a German submarine seven miles W. of Black Head, Wigtownshire, on April 2nd, 1918. The captain and ten men were killed.

SOMALI

British Navy, destroyer; 1937; Swan Hunter & Wigham Richardson; 1,870 tons; 355x36-5x9; 44,000 s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; eight 4-7 in. guns, 7 smaller; 4 T.T.

The destroyer *Somali*, Lt.Cdr. C. D. Maud, D.S.C. was escorting a convoy to Murmansk in September, 1942. The convoy was under command of Rear-Admiral E. K. Boddam-Whetham, D.S.O., the escort being commanded by Rear-Admiral R. L. Burnett, O.B.E. It was known that the German battleship *Tirpitz* with the pocket battleship *Admiral Scheer* and the heavy cruiser *Hipper* were in northern Norwegian waters and there was a probability that these ships would endeavour to intercept the convoy. As a consequence it became necessary to dispose a large naval force, approximating to about 70 vessels of all kinds, to ensure the safe passage of the large fleet of merchantmen proceeding to Murmansk. The attack by the heavy enemy units did not develop, however, but on September 9th the Germans commenced hostilities with submarine packs followed by intensive bombing by large squadrons of aircraft. The battle continued until the 15th and cost the enemy two submarines and upwards of 40 bombers. About 70 per cent of the convoy reached its destination in safety, delivering the largest amount of munitions and supplies to Russia up to that date.

The *Somali* was torpedoed by a submarine on the 20th. She was taken in tow but on the 24th she broke in two owing to the heavy weather and sank. Seven officers and 74 ratings were killed.

SOMEDONO MARU

Tatsuuma Kisen K.K.; 1917; Mitsubishi Dockyard & Engineering Works; 5,154 tons; 400x54-5x30; 495 n.h.p.; triple-expansion engines.

The steamship *Somedono Mam* was torpedoed and sunk by the U.S. submarine *Silversides* on January 20th, 1943, N. of the Admiralty Islands.

SOMERSBY

Ropner Shipping Co.; 1913; Ropner & Sons; 3,647 tons; 346-5x50-8x23-3; 322 n.h.p.; triple-expansion engines. The British cargo ship *Somersby* was wrecked on Baldayo Bank on December 8th, 1923, while carrying a cargo of coal from Cardiff to Civitavecchia.

SOMERSET COAST

Powell, Bacon & Hough Lines; 1911; Sir Raylton Dixon & Co. ; 1,149 tons; 250-5x36x14-5; 178n.h.p.; triple-expansion engines. The British steamship *Somerset Coast* sank after a collision

one and a half miles S.W. by W. of Bardsey Light on April 21st, 1917, while on a voyage from Bristol to Liverpool.

SOMME

Normanby Shipping Co.; 1916; S. P. Austin & Son; 1,828 tons; 260 X37-5x17-5; 201 n.h.p.; 9 knots; triple-expansion engines.
The steamship *Somme* was torpedoed and sunk by a German submarine 20 miles E. by N. of Cape Barfleur on March 30th, 1917. Five men were killed. The captain was among the survivors.

SOMME

Royal Mail Lines ; 1919; Short Bros.; 5,265 tons; 400 X 52-4 x 28-5; 517n.h.p.; triple-expansion engines.
The steamship *Somme* left Loch Ewe on February 1st, 1942, in convoy for Bermuda and Curacao. The convoy dispersed on the 16th, and on the 18th, the *Somme* was torpedoed and sunk by a German submarine about 250 miles N.E. of the Bermudas, with the loss of all on board.

SOMMERSTAD

A. F. Klaveness & Co. Akties.; 1906; R. Stephenson & Co.; 3,875 tons; 340x47-1x27-3; 301 n.h.p.; triple-expansion engines.
The Norwegian steamship *Sommerstad* was sunk by a German submarine in the Western Atlantic on August 12th, 1918.

SONA

Margit.S.S.Co.; 1910; Earle'sCo.; 1,105tons; 256x36-2x15; 373n.h.p. triple-expansion engines.
The Panamanian steamship *Sona* was bombed and sunk by German aircraft in early April, 1941, in Adamas Bay, Milos Island, during the invasion of Greece.

SONG GIANG MARU

Japanese Government; 1922; Soc. Anon, des Anciens Etablissements Henri Satre; 1,065 tons; 216-5x34-2x —; 81 n.h.p.; triple-expansion engines.
The steamship *Song Giang Mam* was formerly the French *Song Giang*, seized by the Japanese in Indo-China. She was torpedoed and sunk by the U.S. submarine *Flasher* on April 29th, 1944, off j Hone Cohe, Indo-China.

SONIA

German Government; 1928; J. Crown & Sons; 2,719 tons; 305-3x45-2x21; 260n.h.p.; triple-expansion engines. The steamship *Sonia* was formerly the French *S.N.A. 9*, taken over by the Germans. On December 9th, 1943, she was torpedoed and sunk by a British submarine S. of Lemnos Island, Greece.

SONJA

AID Transmarin; 1923; Helsingborgs Varfs A/B; 1,828 tons; 277• 6x40-2x17-1; 206n.h.p.; triple-expansion engines. The Swedish steamship *Son/a* struck a mine and sank on June 10th, 1940, off Floro, Norway, with the loss of 12 lives.

SONNIE

Harries Bros. & Co.; 1917; Osbourne, Graham & Co.; 2,642 tons; 300x46x18-1; 272 n.h.p.; 9-5 knots; triple-expansion engines.
The steamship *Sonnie* was torpedoed and sunk by a German submarine five miles N.W. of Le Four Lighthouse on August 11th, 1917. Eleven men were killed. The captain was among the survivors.

SONTAY

Messageries Maritimes; 1907; Messageries Maritimes; 7,247 tons; 447-2x52-6x32-7; 548n.h.p.; 12knots; triple-expansion engines.
The liner *Sontay* was on a voyage from Salonika to Marseilles with 344 passengers and a crew of 81, commanded by Lt. Mage. On April 16th, 1917, she was torpedoed by a German submarine. She sank very rapidly but her boats were lowered with great promptitude and good discipline was maintained
There were 45 passengers among the drowned as well as Lt. Mage.

SORELDOC

U.S. War Shipping Administration; 1928; Swan, Hunter & Wigham Richardson; 1,926 tons; 253x43-3x17-8; 92n.h.p.; triple-expansion engines.
The American steamship *Soreldoc* was torpedoed by a German submarine on February 28th, 1945, and broke in two and sank in four minutes, on a voyage from Liverpool to Swansea. Fifteen of her crew were killed.

SORHOLT

Skibs-A/S Igadi; 1939; Kockums Mek. Verkstad; 4,801 tons; 409-8x55-7x25-5; 1,163 n.h.p.; oil engines. The Norwegian motorship *Sorholt* was torpedoed and sunk by a German submarine on September 15th, 1942, 100 miles from Trinidad on a voyage from Buenos Aires to Trinidad and New York. Seven of her crew were lost.

SORYU

Japanese Navy, aircraft carrier; 1935; Kure Dockyard; 10,050 tons; 688'5x68-5x16-5; 60,000s.h.p.; 30 knots; turbine engines; Kampon boilers; twelve 5 in. guns, 40 aircraft. The Japanese aircraft carrier *Soryu* took part in the battle of Midway Island, June 3rd-6th, 1942, as one of a squadron of four carriers escorting a large convoy destined for the occupation of the island. The attempt failed with disastrous losses to the Japanese who were compelled to turn their large fleet about and break up into small groups. The *Soryu* was attacked on the second day of the battle by naval dive bombers from U.S. aircraft carriers which caught her with a number of planes on her flight deck. These were set on fire and the conflagration got beyond the control of the crew. The vessel was burned out and abandoned, save for a few men, and taken in tow. While this operation was in progress the U.S. submarine *Nautilus* hit her with three torpedoes in quick succession and she sank during the night of the 4th June.

The Japanese losses were four aircraft carriers with 275 planes and one heavy cruiser. The Americans lost one aircraft carrier and one destroyer.

The full story of the battle of Midway Island is told under the U.S.S. *Yorktown*.

SOSHU MARU

Hinode Kisen K.K.; 1918; Asano S.B. Co.; 1,219 tons; 217x 34x18-5; 125 n.h.p.; triple-expansion engines. The steamship *Soshu (Sosyu) Maru* struck a mine and sank on June 29th, 1945, off Tsuruga, Japan.

SOTE

H.Metcalf; 1883; Kish, Boolds & Co.; 1,353 tons; 248-6X 34-1x18- 7; 192 n.h.p.; compound engines. The Swedish steamship *Sote* was torpedoed and sunk by a German submarine in the North Sea on April 25th, 1918.

SOTOLONGO

Cia. General de Tabacos de Filipinas; 1892; Sir Raylton Dixon & Co.; 3,009 tons; 315x41-2x18-5; 266n.h.p.; triple-expansion engines.
The Spanish steamship *Sotolongo* was sunk by a submarine in the Mediterranean on June 27th, 1918.

SOTON

Soc. Metalurgica Duro-Felguero; 1919; Soc. Espanola de Constr. Metalicas; 1,373 tons; 218-8x32-5x20-5; 75 n.h.p.; triple-expansion engines.
In January, 1937, during the Spanish Civil War the steamship *Soton* was shelled by the German cruiser *Konigsberg* off Santona, Spain. Later while in port at Gijon on August 29th, 1937, she was bombed and sunk by Insurgent aircraft.

SOUDAN

African S.S. Co.; 1889; Naval Construction & Armaments Co.; 2,689 tons; 311-6x39-2x24-7; 240h.p.; triple-expansion engines.
The British steamship *Soudan* sank after striking rocks off the coast of Guinea on July 16th, 1891. She was carrying a cargo o^ produce from Axim to Liverpool.

SOUDAN

SOUDAN

P. & O. Steam Navigation Co.; 1931; Barclay, Curie & Co.; 6,677 tons; 459x60-7x29-8; 1,320 n.h.p.; quadruple expansion & L.P. turbine.

The British steamship *Soudan* struck a mine and sank on May 16th, 1942, off Cape Town. The mine was probably one of many laid by the *Speybank* which was masquerading as a British ship but in reality had been captured by the Germans and used as a minelayer.

SOURABAYA

South Georgia Co.; 1915; Workman, Clark & Co.; 10,107 tons; 470-2x58-3x39-8; 735n.h.p.; 12 knots; quadruple expansion engines.

The tanker *Sourabaya*, Capt. W. Dawson, was torpedoed and sunk by a German submarine on October 27th, 1942, about 700 miles S.E. of Cape Farewell on a voyage from New York to Liverpool with 7,800 tons of fuel oil. Thirty of her crew and 49 passengers were lost. Capt. Dawson was among the survivors.

SOUTH AFRICA

Skibs-A/S Noruega; 1930; Swan, Hunter & Wigham Richardson; 9,234 tons; 484-1x65-4x36-8; 1,000n.h.p.; oil engines. The Norwegian motorship *South Africa* was torpedoed and sunk by a German submarine on June 8th, 1942, on a voyage from Curacao to Freetown. Six of her crew were lost.

SOUTH AMERICA

Lawther, Latta & Co.; 1900; Short Bros.; 4,197 tons; 370-3x48-7x18-9; 389n.h.p.; triple-expansion engines. The British steamship *South America* was wrecked at St. Loy Cove, Mount's Bay, on March 13th, 1912, while on a voyage in ballast from Hamburg to Cardiff.

SOUTH ATLANTIC

Pacific Shipping; 1909; J. L. Thompson & Sons; 3,581 tons; 346-5x50-8x23-4; 316n.h.p.; triple-expansion engines. The British steamship *South Atlantic* was wrecked off Brava Island, Cape Verde Islands, on December 9th, 1912. She was carrying a cargo of coal on a voyage from Barry to Buenos Aires.

SOUTH BRITON

Gibbs & Lee; 1888; Schlesinger, Davis & Co.; 1,543 tons; 260x37-2x16-6; 150h.p.; triple-expansion engines. The British steamship *South Briton* foundered in a hurricane in lat. 46° N., long. 9° W., on November 11th, 1891, while on a voyage from Cardiff to Malta carrying a cargo of coal.

SOUTH WALES

Gibbs & Co.; 1929; Bartram & Sons; 5,619 tons; 431-1x58-2x26-2; 513n.h.p.; triple-expansion engines. The British cargo ship *South Wales* was wrecked six miles W. of Point Amour, Belle Isle Strait, on September 26th, 1941. She was on a voyage from Bahía Blanca, via Sydney, N.S. to Belfast, carrying a cargo of grain.

SOUTH WESTERN

London & South Western Railway Co.; 1874; J. & W. Dudgeon; 674 tons; 222-3x27-1x13-5; 225n.h.p.; 13 knots; triple-expansion engines.

The steamship *South Western* was torpedoed and sunk by a German submarine nine miles S.W. by S. of St. Catherine's Point on March 16th, 1918. Twenty-four persons were killed. The captain was among the survivors.

SOUTHAMPTON

British Navy, cruiser; 1936; John Brown & Co.; 9,100 tons; 591-5x61-7x20; 75,000 s.h.p.; 32 knots; turbine engines; 3-drum boilers; twelve 6 in. guns, eight 4 in., one 3-7 in., four 3 pdr., 18 smaller, 6 T.T., 2 aircraft.

The cruiser *Southampton*, Capt. B. C. Brooke, formed part of a strong force escorting a convoy to Greece in January, 1941. The ships were attacked by two Italian destroyers in the early morning of January 11th and one the *Vega*, 642 tons, was sunk by the

Southampton and the other, the *Cigno*, 652 tons, was damaged and forced to run aground to prevent sinking. This action took place off the island of Pantellaria and was followed by an attack from two Italian torpedo bombers which was unsuccessful. Later about 40 German Ju87 dive bombers made a most determined attack, badly damaging the aircraft carrier *Illustrious*. In this attack the *Southampton* was struck by a heavy bomb which started a fire which defied all efforts to bring it under control and caused the ship to be abandoned some hours afterwards. An attempt was made to tow her but proved impossible and she was sunk by the British forces. The ships of the convoy suffered no damage.

Of the *Southampton's* complement 22 officers and 59 ratings were killed and one officer wounded. Capt. Brooke was among the survivors.

SOUTHBOROUGH

Hazlewood Shipping Co.; 1910; Sunderland Shipbuilding Co.; 3,709 tons; 346-5x50-8x23; 314 n.h.p.; 10 knots; triple-expansion engines. The steamship *Southborough* was torpedoed and sunk by a German submarine five miles N. by E. of Scarborough on July 16th, 1918. The captain and 29 men were lost.

SOUTHERN CROSS

Houlder Bros. & Co.; 1892; Workman, Clark & Co.; 5,252 tons; 400-4x48-1x29-6; 511n.h.p.; triple-expansion engines. The British steamship *Southern Cross* was wrecked at Vigo on December 24th, 1909. She was on a voyage from Antwerp, via London to Buenos Aires carrying a general cargo.

SOUTHERN CROSS

Murray & Crawford; 1886; Arendal; 537 tons; 146-5x20-7x17-6; 90 r.h.p.; triple-expansion engines.

The Newfoundland sealer *Southern Cross*, Capt. Clarke, with other vessels of the sealing fleet, had completed her season's catch. The ships were about to set out for St. John's, Newfoundland, when they were overwhelmed by a blizzard of extreme violence. The *Southern Cross* was sighted for the last time by the s.s. *Portia* on March 31st, 1914. Shortly afterwards she encountered the full force of the blizzard, and was believed to have been wrecked in the neighbourhood of Cape Race, going down with all on board, a total of 173.

The Newfoundland government ship *Fiona* was despatched immediately to make a search for the *Southern Cross* but returned after some days without discovering any trace of the missing vessel. In the meantime the s.s. *Bloodhound*, whose captain was unaware of the disaster, reported on her arrival in port that she had sighted quantities of wreckage near Cape Race, as well as a number of seal pelts. The *Southern Cross* was believed to have had 20,000 pelts on board when she was lost.

SOUTHERN DISTRICTS

Philadelphia & Norfolk S.S. Co.; 1944; Levenworth, U.S.A.; 3,338 tons; 328x50x24-1; 900 h.p.; oil engines. The motor vessel *Southern Districts* was originally a tank landing ship, converted into a cargo carrier. In 1954 the vessel ran aground in the Gulf of Mexico when carrying a cargo of sulphur, but was towed off. She then loaded a cargo of phosphate rock at Tampa for New Orleans, but on arrival was found to have sprung a leak, 400 tons of her cargo suffering water damage.

Her last voyage was from Port Sulphur to Bucksport, Maine, with a cargo of sulphur, and she left on December 2nd, 1954. She sent a radio message to her owners on the 5th, when off the coast of South Carolina, stating that all was well. This was the last heard of her; but for some days no anxiety was felt for her safety as she was not required to radio again until within 48 hours of her destination. It was therefore not until the 11th that the U.S. Coastguard was informed that the vessel was overdue.

A search lasting for about a fortnight, and covering nearly 262,000 square miles of sea, was carried out by sea and air, but brought no result. An Inquiry held at New Orleans found that the wind in the Gulf of Mexico had changed to N.N.E. shortly after the *Southern Districts* left port. This wind was notoriously bad for vessels in the Gulf, and created violent seas. Her crew numbered 23.

SOUTHERN EMPRESS

Chr. Salvesen & Co.; 1914; W. Doxford & Sons; 12,398 tons; 525 • 5 X 66 • 5 X 33 • 9; 925 n.h.p.; 11 knots; quadruple-expansion engines.

The whale oil refinery *Southern Empress*, Capt. Hansen, was torpedoed and sunk by an enemy submarine on October 13th, 1942, about 400 miles S. of Cape Farewell on a voyage from New York to the Clyde. She was carrying fuel oil. Twenty-four of her crew, four gunners, and 20 passengers were lost. Capt. Hansen was among the survivors.

SOUTHERN ISLES

Philadelphia & Norfolk S.S. Co.; 1943; Jeffersonville Boat & Machine Co.; 3,325 tons; 314-3x50x24-1; oil engines. The American motorship *Southern Isles*, on a voyage from San Juan, Puerto Rico, to Chester, Pa., with iron ore, broke in two and sank on October 5th, 1951, about 250 miles S.S.W. of Cape Hatteras. Eighteen of her crew were lost; seven survivors were picked up.

SOUTHERN PRINCESS

Chr. Salvesen & Co.; 1915; Armstrong, Whitworth & Co.; 12,156 tons; 530X66-6X41-4; 947 n.h.p.; 11 knots; quadruple-expansion engines.

The whale oil refinery *Southern Princess*, Capt. H. Nillsen, was torpedoed and sunk by an enemy submarine on March 17th, 1943, about 1,000 miles E. of Newfoundland on a voyage from New York to the Clyde with 10,053 tons of heavy fuel oil. Two of her crew and two passengers were lost.

SOUTHERN QUEEN

Thor Thoresen; 1902; C. Cornell & Co.; 5,648 tons; 410-3x49-3x29-5; 500 n.h.p.; triple-expansion engines. The Norwegian tanker *Southern Queen* was sunk by ice on February 24th, 1928, near the South Orkneys, while collecting whale oil from the Antarctic whaling fleet.

SOUTHLANDS

Jones, Hallett & Co.; 1901; W. Gray & Co.; 2,985 tons; 324-5 x 47 • 1 x 22 • 5; 269 n.h.p.; triple-expansion engines. The British steamship *Southlands* was wrecked near Cape Goro-detsky, at the entrance to the White Sea on October 7th, 1912. She was on a voyage from Archangel to London carrying a cargo of pulpwood.

SOUTHSEA

Southern Railway; 1930; Fairfield Co.; 825 tons; 244x30-1x10-5; 213 n.h.p.; 16 knots; compound engines. The paddle steamer *Southsea* was taken over by the Admiralty during the Second World War for service as a minesweeper. On February 16th, 1941, when off S. Shields she struck a mine and had to be beached and abandoned. Seven of her crew were lost.

SOUTHWOLD

British Navy, destroyer; 194-; A. Stephen & Sons; 1,050 tons; 280x29x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in.A.A. guns, 8 smaller. The destroyer *Southwold*, Cdr. C. T. Jellicoe, D.S.C., struck a mine off Malta on March 24th, 1942, when engaged in screening H.M. auxiliary *Breconshire* which had been damaged in convoy. The destroyer remained afloat for some time and great efforts were made to save her, but she eventually sank with one officer and four ratings.

The full story of the battle of Sirte is told under the destroyer *Heythrop*.

SOVEREIGN

Hunter River Steam Navigation Co.; 1839; Pyrmont, Sydney; 214 tons; 122x18x5-5; 8 knots; side-lever engines. The Australian paddle steamer *Sovereign* was one of the pioneer coastal steamships on that continent, and was employed between Manning River and Moreton Bay. Her engines had been salvaged from the wreck of the *King William IV*, lost on Oyster Bank in 1839. On March 17th, 1847, when coming out of the south passage, Moreton Bay, the *Sovereign* foundered with a loss of 44 persons.

SOVEREIGN

MLelan & Blackie; 1879; J.Geddes; 1,224 tons; 201-6x39x22-2.

The Canadian wooden sailing ship *Sovereign* collided with the steamship *Highgate*, 1,395 tons, off Lundy Island on February 19th, 1890. Eight of her crew were lost; three survivors landed in company with survivors from the *Highgate*. The captain and eight others were picked up by the steamship *Bay Fisher* off the Bishop's Rock after 30 hours in a boat.

SOVINTO

Sovinto; 1878; Barclay, Curie & Co.; 1,718 tons; 266-2x38-8x23-6.

The Russian barque *Sovinto* was bound from Dalhousie, N.B. to Melbourne. She was wrecked on the north coast of Prince Edward Island on November 7th, 1906, with the loss of ten of her crew.

SOWERBY

R. Ropner & Co.; 1878; W. Gray & Co.; 1,189 tons; 240X31-7x17-2; 134 n.h.p.; compound engines. The British steamship *Sowerby* was wrecked near Understen Lighthouse in the Gulf of Bothnia, on October 29th, 1897. She was carrying a cargo of wood from Hernosand to Paimbceuf.

SOWWELL

Sowell Steamship Co.; 1900; W. Gray & Co.; 3,781 tons; 340-3x49-6x25-6; 297 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Sowell* was torpedoed and sunk by a German submarine 170 miles W. i S. of Gibraltar on April 19th, 1917. The captain and 20 men were lost.

SOYO MARU

Toyo Risen K.K.; 1931; Asano S.B. Co.; 6,081 tons; 415X56x31-8; 747 n.h.p.; oil engines.

The motorship *Soyo Mam* was taken over by the Japanese Navy and converted into a submarine tender. On December 7th, 1943, she was torpedoed and sunk by the U.S. submarine *Pogy* about 550 miles E. of Guam.

SPAARDAM

Nederlandsche-Amerikaansche Stoomv. Maats.; 1922; New Waterway S.B. Co.; 8,857 tons; 450-3x58-2x37-2; 880 n.h.p.; 13 knots; turbine engines.

The liner *Spaardam*, on a voyage from Tampico to Antwerp, struck a mine off the Thames Estuary at 9.45 a.m. on November 27th, 1939. The vessel was ripped open as far as her upper deck and sank in shallow water, being only partly submerged. At just before midnight the wreck caught fire and continued to burn throughout the night. Seven lives were lost.

SPADA

Italian Navy, torpedo boat; 194-; Italy; 706 tons; 265-7X27-2x9; 22,000 s.h.p.; 31-5 knots; turbine engines; 3-drum boilers; two 3-9 in. guns, six 20 mm.A.A., 6 T.T. The Italian torpedo boat *Spada* was torpedoed and sunk by a British motor torpedo boat off the west coast of Istria on February 8th, 1945. The vessel carried a complement of over 100.

SPAR

Hudig & Pieters Algemeene Scheepv. Maats.; 1924; C. van der Giessen & Zonen; 3,616 tons; 361x50-3x22-1; 322 n.h.p.; triple-expansion engines.

The Dutch steamship *Spar* was torpedoed and sunk by a German submarine on August 5th, 1942, 400 miles E. of Belle Isle Strait on a voyage from Sydney, Nova Scotia, to London.

SPARROWHAWK

British Navy, destroyer; 1897; Laird Bros.; 355 tons; 213X21-5X-; 6,000 h.p.; 30 knots; triple-expansion engines; one 12pd. gun, five 6pdrs., 2 T.T.

The destroyer *Sparrowhawk*, Lt. G. G. Codrington, was serving on the China station when she ran on an uncharted rock off Chesney Island, China, on June 17th, 1904, and was wrecked. There was no loss of life.

SPARROWHAWK

SPARROWHAWK

British Navy, destroyer; 1912; Swan Hunter; 950 tons; 266 X 27x9; 25,000 i.h.p.; 32 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T.

The destroyer *Sparrowhawk*, Lt. Cdr. S. Hopkins, was a unit of the 4th Flotilla at the battle of Jutland. Just after 11.30 on the night of May 31st the flotilla was steaming line ahead when it encountered a force of enemy battleships. The flotilla leader *Broke* swung to port to enable her torpedo tubes to bear, *Sparrowhawk* conforming to this movement, but at that moment the flotilla leader was struck by an enemy salvo and had her steering gear put out of control. As a result she continued to circle to port till she crashed into *Sparrowhawk* just forward of the bridge. The *Garland*, next in line, narrowly avoided a collision, but *Contest*, having no warning of the mishap, tore off *Sparrowhawk*'s stern.

The *Sparrowhawk* managed to keep afloat until 8.45 on the next morning, when her crew were taken off by the destroyer *Marksman*, and Admiral Burney gave orders to sink her by gunfire. Six ratings were killed.

SPARTA

Bennett S.S. Co.; 1900; Taylor & Mitchell; 708 tons; 185-4x 29-2x11-8; 82 r.h.p.; triple-expansion engines. The British steamship *Sparta*, on a voyage from Blyth to Southampton with coal, struck a mine and sank on March 10th, 1941, ten miles off Dungeness. Nine of her crew were lost.

SPARTAN

CarlBech&Co.; 1891; Russell & Co.; 2,287 tons; 277-9x 42-1x24-2.

The Norwegian sailing ship *Spartan* was torpedoed and sunk by a German submarine off the S.W. coast of Ireland on March 9th, 1917.

SPARTAN

British Navy, light cruiser; 1942; 5,450 tons; 506x51-5x14; 62,000 s.h.p.; 33 knots; turbine engines; 3-drum boilers; ten 5-25 guns, 16 smaller, 6 T.T.

The cruiser *Spartan*, Capt. P. V. McLaughlin, was sunk off the Nettuno beach-head when supporting the advance of the American Fifth Army. The weather had been extremely rough and the landing of reinforcements and supplies for the army had been held up for some days. This produced a serious situation for the military on shore and support by the guns of the fleet was essential as the Germans were known to be mounting an offensive. On January 29th, 1944, *Spartan* fell victim to a bomb from a German glider aircraft which exploded near one of her magazines. She caught fire and blazed for some hours but sank before nightfall. Destroyers took off a large proportion of her complement of between 450 and 500. Five officers and 59 ratings were killed.

The full story of the Anzio landing is told under the light cruiser *Penelope* which was torpedoed and sunk.

SPARIVENTO

M.Querci; 1907; W. Pickersgill & Sons; 3,694 tons; 372 x 49x25-1; 343 n.h.p.; triple-expansion engines. The Italian steamship *Spartivento* was bombed and sunk by German aircraft on September 13th, 1943, in Kalamata Roads.

SPEC

AIS Skibsfart; 1918; Great Lakes Engineering Works; 2,053 tons; 254-2x43-7x20-3; 184 n.h.p.; triple-expansion engines. The Norwegian steamship *Spec* left Glasgow on February 14th, 1935, for Boston with coal. A wireless message to Sable Island wireless station reported the ship to be in thick ice and a severe storm off the coast of Newfoundland. Nothing more was ever heard of her.

SPEEDY

British Navy, torpedo gunboat; 1893; Thornycroft; 810 tons; 230x27x12-5; 3,500 i.h.p.; 20 knots; triple-expansion engines; Thornycroft boilers; two 4-7 in. guns, four 3 pdr., 3 T. T. The torpedo gunboat *Speedy* was one of a class which had a very short life as units of the Royal Navy. They achieved no useful purpose and soon became obsolete. The *Speedy*, however, created a record in another direction as she was the largest and heaviest

ship to be launched on the Thames as high as Chiswick, taking the water with her engines on board and her funnels in place.

At the outbreak of the First World War the ship was engaged in minesweeping. On August 26th the German light cruisers *Mainz* (which see) and *Stuttgart*, and the minelayer *Albatros*, laid minefields off the Humber and the Tyne. On September 3rd, 1914, *Speedy*, which was helping to clear the field, had her bottom blown out and sank almost immediately.

SPENCE

United States Navy, destroyer; 1942; Bath Ironworks; 2,050 tons; 376-5x39-5; 60,000 s.h.p.; 35-5 knots; turbine engines; five 5 in. guns, four 40 mm., four 20 mm., 10 T.T. The United States destroyers *Spence*, *Hull* and *Monaghan* were returning from patrol with their fuel tanks almost empty when they were overwhelmed by a typhoon E. of Samar in the Philippines on December 17th, 1944. The steering gear of the *Spence* was badly damaged soon after the storm broke, and she foundered at about noon with nearly all her complement of 341 officers and ratings.

The full story of the disaster is told under the destroyer *Hull*.

SPENNYMOOR

Walter Runciman & Co.; 1899; J. Blumer & Co.; 2,748 tons; 319-5x46-1x20-9; 263 n.h.p.; triple-expansion engines. The British steamship *Spenny Moor* foundered during a heavy gale in lat. 36° N., long. 1° E., on December 7th, 1903. She was on a voyage from Smyrna to London carrying a general cargo.

SPENNYMOOR

W. Runciman & Co.; 1905; J. Blumer & Co.; 2,733 tons; 314X46-5x20-6; 257 n.h.p.; 9 knots; triple-expansion engines. The steamship *Spenny Moor* was torpedoed and sunk by a German submarine 50 miles S.W. of Start Point on May 28th, 1915. The captain and four of the crew were lost.

SPERO

Pelton S.S. Co.; 1899; S. P. Austin & Son; 1,199 tons; 235X 34-3x14-5; 156 n.h.p.; triple-expansion engines. The British steamship *Spero* was wrecked at Blyrev, near Larvik, on December 24th, 1917. She was carrying a cargo of wood pulp.

SPEZAI

Coutzis Bros.; 1891; W. Gray & Co.; 1,904 tons; 277-1x 38-1x17-6; 176 n.h.p.; triple-expansion engines. The Greek steamship *Spezai* was sunk by a submarine in the Mediterranean on September 8th, 1916.

SPEYBANK

Bank Line; 1926; Harland & Wolff; 5,154 tons; 420-3X 53-9x26-5; 717n.h.p.; oilengines. Captured by a German battleship about February 1st, 1941, soon after leaving Cochin for Port Elizabeth and sailing at various times under the names *Leverbank*, *Interbank* or *Doggerbank*, the m.s. *Speybank*, under the command of a German merchant navy officer, Capt. Paul Schneidewind, played great havoc among British shipping by laying mines at the approaches to Cape Town. After two successful missions in this area she was sent to Yokohama to bring home a valuable cargo to Bordeaux/Sailing as *Doggerbank*, she left at the end of December, 1942. The German Admiralty set a detailed course for her and warned its submarines on the route about the bogus British ship. But Capt. Schneidewind raced home ahead of his timetable and on March 3rd, 1943, when only 2,000 miles from Bordeaux his ship was torpedoed by the German submarine *U-43*. Nearly 150 men went down with the ship. Fifteen managed to clamber aboard a small flat-bottomed boat, but only one was still alive when it was sighted by the Spanish tanker *Campoamor* on March 29th.

SPEZIA

R. M. Sloman, Jr.; 1924; A. G. Neptun; 1,825 tons; 287-1x 41-3x16-7; 192 n.h.p.; triple-expansion engines. The German steamship *Spezia* was torpedoed and sunk by a British submarine on December 22nd, 1941, ten miles W. of Cape Misurata.

SPHINX

British Navy, fleet minesweeper; 1939; W. Hamilton & Co.; 875 tons; 230x33-5x7-9; 1,750i.h.p.; 17 knots; triple-expansion engines; 3-drum boilers; two 4 in.A.A. guns, 5 smaller. The fleet minesweeper Sphinx, Cdr. J. R. Taylor, was attacked by German aircraft on the night of February 3rd, 1940. The vessel was hit and badly damaged and capsized in rough weather off the N.E. coast of Scotland. Cdr. Taylor, four other officers and 49 ratings were killed.

SPICA

Italian Navy, torpedo boat; 1943; Italy; 706 tons; 265-7X 27-2x9; 22,000 s.h.p.; 31-5 knots; turbine engines; 3-drum boilers; two 3-9 in. guns, six 20 mm.A.A., 6 T.T. The Italian torpedo boat Spica fell into the hands of the Germans at the capitulation of Italy in September, 1943. She was renamed the TA-45 and recommissioned, but was torpedoed and sunk by a British motor torpedo boat in the Planuski Channel on the night of April 12th, 1945.

SPIKENARD

Canadian Navy, corvette; 1940; 925 tons; 205x33x14-5; 2,800i.h.p.; 16 knots; triple-expansion engines; 3-drum boilers; one 4 in.A.A. gun, 1 pom-pom, two 20 mm.
The corvette *Spikenard* was lent to the Canadian Government by the Admiralty. On February 11th, 1942, when in the West Atlantic, she was torpedoed and sunk by a German submarine. Her normal complement was 85.

SPINGARNA

Italian Navy, corvette; 194-; Italy; 565 tons; 220x27x7-7; 3,400b.h.p.; 19 knots; Diesel engines; two 3-9 in. guns, five 20 mm.A.A.
The Italian corvettes *Melpomene* and *Springarna* with the torpedo boat *Audace* were manned by German crews and on the night of November 1st-2nd, 1944, were patrolling off Pag Island, between Fiume and Zara, when they were brought to action by the British destroyers *Wheatland* and *Avon Vale*, both of 1,025 tons, six 4 in. guns. The fight was very brief, both corvettes being disabled in the first ten minutes and sinking later. The *Audace* was then engaged and sank after about half an hour. A large number of survivors was picked up from the three ships.

The full story of the action is told under the *Audace*.

SPIRIT OF THE DAWN

J. Bell & Son; 1869; T. R. Oswald & Co.; 716 tons; 175-kx 30-7x19-7.
The iron barque *Spirit of the Dawn*, Capt. R. T. Millington, with a cargo of rice from Rangoon to Talcahuano, Chile, ran on a reef off Antipodes Island on the 4th September, 1893, and became a total wreck. Of her crew of 16 the captain and four others were drowned. The vessel had been running through thick weather for three days, and on the day that she struck the fog was very dense.
The 11 survivors lived on the island for 87 days, subsisting on birds, mussels and roots. They mended their clothes with sail canvas, using albatross bones for needles. They also made a flag put of sailcloth and erected a flagstaff on the highest point of the island. This was seen on or just after 1st December by the Government steamship *Hinemoa* on one of her regular trips to the island, and the almost dying men were taken off and brought to New Zealand.

SPIRIT OF THE OCEAN

C. Walton; 1863; Jones & Co.; 578 tons; 159-5x32-5x18-7;
The barque *Spirit of the Ocean* struck a rock off Dartmouth on March 23rd, 1866, and sank. Only four of those on board were saved.

SPITFIRE

British Navy, gun vessel; 1834; Woolwich Dockyard; 553 tons; 155X27-8X16-9; 140h.p.; 10 knots; steam engines, paddles; two 9 pdr. guns.
The gun vessel *Spitfire*, Lt. Cdr. H. E. S. Winthrop, carried a complement of 50 officers and men. On September 16th, 1842, she was wrecked off Half Moon Cay, British Honduras. No lives were lost.

SPOLETO

Italian Government; 1939; Soc. Provencale de Construccions Navales; 7,960 tons; 469-3x61-6x38-8; 1,310n.h.p.; oil engines.
The motorship *Spoletto* was formerly the French *Caledonien*, seized by the Italians. On January 31st, 1945, she was bombed and sunk by Allied aircraft at Bizerta

SPONDILUS

M. Samuel & Co.; 1893; J. Laing; 4,129 tons; 347-5x45-7x 27-3; 341n.h.p.; triple-expansion engines.
The British steamship *Spondilus* was wrecked at Cape Varela, Cochin China, on March 6th, 1896. She was carrying a general cargo from Japan and China to London and Hamburg.

SPORTIVO

A. Lauro; 1900; Rickmers A.G.; 1,598 tons; 259-1X 37-2X 19-2; ISON.h.p.; triple-expansion engines.
The Italian steamship ~ *Sportivo* was torpedoed and sunk by a British submarine on January 18th, 1943, off Zuara, Libya.

SPREWALD

Hamburg-Amerika Linie; 1922; Deutsche Werft; 5,083 tons; 399-6x54-2x27-4; 714n.h.p.; oil engines.
The motorship *Spreewald* left Yokohama about November, 1941, in an attempt to reach a German controlled port. She was torpedoed and sunk by a British submarine on January 31st, 1942, 450 miles N. of the Azores.

SPRINGBANK

Bank Line; 1926; Harland & Wolff; 5,155 tons; 420-3x 53-9x26-5; 717 n.h.p.; 11 knots; oil engines.
The motorship *Springbank*, Capt. C. H. Godwin, D.S.O., serving as an armed auxiliary aircraft catapult ship in the Second World War was torpedoed and sunk by a German submarine on September 27th, 1941, in the North Atlantic. One officer and 31 ratings were killed.

SPRINGDALE

Springwell Shipping Co.; 1937; Short Bros.; 1,636 tons; 259-9x40-3x17-6; triple-expansion engines.
The British cargo ship *Springdale* capsized and sank on June 18th, 1959, after her cargo had shifted, about 17 miles off Cape Skag, Gulf of Bothnia, in lat. 63° 02' N., long. 19° 39' E. She was carrying a cargo of timber from Munksgaard to London.

SPRINGHILL

Fisher, Renwick & Co.; 1904; J. Crown & Sons; 1,507 tons; 253-2x36-6x17-5; 166 n.h.p.; 9 knots; triple-expansion engines.
The steamship *Springhill* struck a mine and sank four miles N. by E. | E. of Scarborough on August 24th, 1917. Five men were killed. The captain was among the survivors.

SPRO

A/S Frogner; 1882; W. Doxford & Sons; 1,507 tons; 250 X 36-1x17-2; 156 n.h.p.; compound engines.
The Norwegian steamship *Spro* was torpedoed and sunk by a German submarine in the Bay of Biscay on December 21st, 1917.

SPYRIDON

N.G. Livanos; 1898; Russell & Co.; 3,548 tons; 239-4X 45-9x17-8; 298 n.h.p.; triple-expansion engines.
The Greek steamship *Spyridon*, on a voyage from Seriphos to Rotterdam, was wrecked on Biduido Rocks, near Vigo, on June 18th, 1922.

SPYROS

S. P. Antipapas; 1904; Schomer & Jensen; 2,108 tons; 274 X 39-8x20; 169 n.h.p.; triple-expansion engines.
The Greek steamship *Spyros*, on a voyage from Istanbul to Hamburg, was wrecked on January 24th, 1937, two miles W. of Portimao, Portugal.

SPYROS

Aegean S.S. Co.; 1918; W. Doxford & Sons; 6,629 tons; 420 x54x34-4; 567 n.h.p.; triple-expansion engines. The Greek steamship *Spyros*, on a voyage from St. John, N.B., to Liverpool with wheat, struck a rock, broke in two and sank on February 17th, 1942, about 20 miles from Halifax.

SQUIRREL

British Navy, fleet minesweeper; 1944; Harland & Wolff; 950 tons; 235x35-5x11-5; 2,000 h.p.; 16-5 knots; one 4 in. A.A. gun, four 20 mm.
The fleet minesweeper *Squirrel* was operating off Pucket, Siam, on July 24th, 1945, when she struck a mine. She remained afloat for some time but it proved impossible to tow her and she was sunk by ships in company.

SREBRENO

Dubrovačka Plovidba A.D.; 1901; J. Readhead & Sons; 3,304 tons; 331x47-1x25; 278 n.h.p.; triple-expansion engines. The Yugoslav steamship *Srebreno*, on a voyage from Dubrovnik 2 to Mersin, was driven ashore in a gale on December 17th, 1940. She broke in two and sank.

STAD ALKMAAR

Halcyon Lijn N.V.; 1940; N. V. Wilton Fyenoord; 5,750 tons; triple-expansion engines.
The Dutch steamship *Stad Alkmaar* was torpedoed and sunk by a German motor torpedo boat on September 7th, 1940, in the North Sea, on a voyage from Santa Cruz to London with 9,000 tons of sugar. Fourteen survivors were picked up.

STAD AMSTERDAM

N. V. Stoomb. Maats. "Stad Amsterdam" (Halcyon Lijn); 1920; N. V. Scheepw. Dordrecht; 3,780 tons; 341-9x50x25-5; 300 n.h.p.; triple-expansion engines.
The Dutch steamship *Stad Amsterdam* was torpedoed and sunk by a German submarine on August 25th, 1942, between Key West and Trinidad.

STAD DORDRECHT

Halcyon Lijn N.V.; 1920; Harland & Wolff; 3,781 tons; 341-9x50x25-5; 301 n.h.p.; triple-expansion engines. The Dutch steamship *Stad Dordrecht*, flying the German flag, struck a mine and sank on November 13th, 1944, in Kiel Bay.

STAD SCHIEDAM

Halcyon Lijn; 1911; Craig, Taylor & Co.; 5,918 tons; 415 x 55-5x26-6; 470 n.h.p.; triple-expansion engines. The Dutch steamship *Stad Schiedam* was bound from Port Sulphur to Sydney, N.S., with sulphur. On September 16th, 1940, when two days out from Bermuda, the ship was sunk by an internal explosion. Twelve survivors were picked up after being afloat for five days on a raft. The explosion was considered to have been caused by a bomb placed in the cargo.

STADT EMDEN

Kauffahrtrei Seereederei A. Wiards & Co.; 1901; Howaldtswerke; 5,180 tons; 406-2x52-5x23-1; 312 n.h.p.; triple-expansion engines.
The German steamship *Stadt Emden* was bombed and sunk by British aircraft on June 13th, 1943, S. of Den Helder.

STADT RIGA

German Government; 1907; Clyde S.B. & E. Co.; 3,002 tons; 315-3x47x21; 269 n.h.p.; triple-expansion engines. The steamship *Stadt Riga* was formerly the Latvian *Andrejs Kalnins*, seized by the Germans. On July 6th, 1944, she was bombed and sunk by British aircraft W. of Norderney.

STAFFA

Hershind & Co.; 1889; E. Withy & Co.; 2,146 tons; 281-6x 37-1x19-5; 224 n.h.p.; triple-expansion engines. The British steamship *Staffa* was wrecked near False Cape, North Carolina, on January 16th, 1897, while on a voyage from New Orleans to Lynn carrying a cargo of maize.

STAFFORDSHIRE

Liverpool & Boston packet; 1851; Donald McKay, Boston; 1,817 tons.
On December 9th, 1853, the sailing vessel *Staffordshire*, Capt. Richardson, left Liverpool for Boston carrying 225 persons of whom 198 were passengers, mostly emigrants. Until December 24th the *Staffordshire* experienced fair weather, but on that date she met with a full gale which carried away her bowsprit, foretopmast rigging and rudder. In going aloft to examine the damage to the foretopmast the captain was blown down, breaking his ankle and injuring his spine. The command of the ship then devolved on the first officer, Mr. Joseph Alden, who managed to work the vessel until January 2nd, 1854, when the wind moderated.

On this night she ran into a snowstorm, visibility being reduced to about two cables length. At 11.40 p.m., the second officer being in charge, the *Staffordshire* struck on the Blonde Rock, Cape Sable, Two of the four boats broke adrift and the remaining two, being smaller than the others, could only accommodate a few persons. They were got away without mishap and shortly afterwards the ship foundered. Capt. Richardson gave his orders from his cabin and refused to be saved.

Altogether 175 persons lost their lives.

STAG

Joseph Robinson & Sons; 1874; Bartram; 1,558 tons; 259-4X 33-5x24-3; 150 h.p.; compound inverted engines. The British cargo ship *Stag* was wrecked at Punta Delgada on October 2nd, 1880, while on a voyage from New Orleans to Marseilles carrying a cargo of wheat.

STAINSACRE

Thomas Turnbull & Son; 1876; Thomas Turnbull & Son; 1,108 tons; 222-9x30-1x17-6; 99 h.p.; compound inverted engines.
The British steamship *Stainsacre* sank after a collision near the mouth of the Tyne on November 30th, 1885. She was on a voyage from the Tyne to Copenhagen carrying a cargo of coal.

STALHEIM

A/S Standard; 1936; Fredrikstad Mek. Verksted; 1,298 tons; 251-1x42-3x14; 96 n.h.p.; compound engines. The Norwegian steamship *Stalheim* struck a mine and sank on July 31st, 1940, in the Bristol Channel. Five of her crew were lost.

STALINGRAD

U.S.S.R.; 1931; Baltic S.B. & E. Works; 3,559 tons; 314-7X 46 • 1 X 26 • 1; 220 n.h.p.; triple-expansion engines.
The Russian steamship *Stalingrad* was torpedoed and sunk by a German submarine on September 13th, 1942, about 700 miles S.W. of Bear Island on a voyage from Reykjavik to North Russia.

STAMATIOS G. EMBIRICOS

S. G. Embiricos; 1936; Short Bros.; 3,941 tons; 400x53x 23 • 1; 330 n.h.p.; triple-expansion engines.
The Greek steamship *Stamatios G. Embiricos*, on a voyage from Mombasa to Calcutta, was intercepted by the German raider *Steiermark* at 1.10 a.m. on September 24th, 1941, about 450 miles N.E. of the Seychelles and sunk by gunfire. Five of her crew were killed and 25 taken prisoner of war.

STAMPALIA

La Veloce Nav. Italiana; 1909; Cantieri Navali Riuniti; 9,000 tons; 476-6x55-8x29; 813 n.h.p.; triple-expansion engines. The Italian steamship *Stampalia* was torpedoed and sunk by a submarine in the Mediterranean on August 18th, 1916.

STAMPALIA

Adriatica Soc. Anon, di Nav.; 1907; Fredrikstad Mek. Verksted; 1,228 tons; 232-6x32-6x19-7; 132 n.h.p.; triple-expansion engines.
The Italian steamship *Stampalia* was torpedoed and sunk by British aircraft on April 15th, 1941, at Valona.

STANBANK

Starhope Steamship Co.; 1942; W. Pickersgill & Sons; 5,966 tons; 401x54x33-2; 415 n.h.p.; 10 knots. The steamship *Stanbank*, Capt. Niddrie, was torpedoed and sunk

by a German submarine in the North Atlantic, between 500 and 600 miles S.E. of New York on May 5th, 1942. The vessel carried a crew of 49, of whom nine were killed. Capt. Niddrie was among the survivors. The *Stanbank* was not in convoy at the time of the sinking.

STANBROOK

Stanhope Steamship Co.; 1909; *Tyne Iron Shipbuilding Co.*; 1,383 tons; 230-1x34x21-8; 163n.h.p.; 9 knots; triple-expansion engines.

The steamship *Stanbrook*, Capt. Dickson, left Antwerp on November 18th, 1939, for the Tyne in ballast. Nothing more was heard of the ship or her crew of 21, and she was considered to have been sunk by enemy action.

STANBURN

Stanhope Steamship Co.; 1924; *Wood, Skinner & Co.*; 2,881 tons; 333-8x44-6x21-6; 359n.h.p.; 10 knots; triple-expansion engines.

The steamship *Stanburn*, Capt. Lewis, was bombed and sunk by German aircraft off Flamborough Head on January 29th, 1940. Of those on board 25 men, including Capt. Lewis, were killed. There were only three survivors. The vessel was not in convoy at the time of the sinking.

STANBURN

Stanhope Steamship Co.; 1919; *Great Lakes Eng. Works*; 2,768 tons; 253-4x43-7x24-5; 211 n.h.p.; triple-expansion engines.

The British cargo ship *Stanburn* foundered after striking a submerged object N. of Kerkenna Bank, off the Tunisian coast in lat. 35° 15' N., long. 11° 55' E. on October 27th, 1946. She was on a voyage in ballast from Algiers to Sfax.

STANCLIFFE

Stanhope Steamship Co.; 1936; *Lithgows Ltd.*; 4,511 tons; 385x53-5x25-2; 451 n.h.p.; 11 knots; turbine engines. The steamship *Stancliffe*, Capt. H. Sudbury, was torpedoed and sunk 45 miles N.E. of Uist Island, the Shetlands, on Friday, April 12th, 1940. Four days later a lifeboat containing 16 survivors in a very exhausted condition and six dead bodies reached a northern port. One Arab seaman died after landing. The survivors stated that another boat containing 15 persons was wrecked, making a total loss of 22 men, including Capt. Sudbury. The *Stancliffe* was not in convoy at the time of the sinking.

STANDARD

AIS Standard; 1930; *Smith's Dock Co.*; 1,286 tons; 242-9X 37 X16; 127 n.h.p.; triple-expansion engines. The Norwegian steamship *Standard*, under German control, was torpedoed and sunk by a British submarine on October 14th, 1944, in the Salten Fjord. Eleven of her crew were lost.

STANFORTH

Stanhope Steamship Co.; 1915; *Jan Smit Czn.*; 1,817 tons; 262-2x38-2x17-4; 203n.h.p.; triple-expansion engines. The British cargo ship *Stanforth* was wrecked at Grundkallegrund on August 17th, 1945, while on a voyage from Kalix to London carrying a cargo of wood.

STANGARTH

Stanhope Steamship Co.; 1942; *W. Pickersgill & Sons*; 5,966 tons; 401x54x33-2; 415n.h.p.; 10 knots. The steamship *Stangarth*, Capt. Herbert, left New York on March 11th, 1942, for Table Bay and India. Nothing more was ever heard of the ship or her crew of 40 and six gunners. She was considered to have been sunk by enemy action on about the 16th.

STANGATE

Stanhope Steamship Co.; 1912; *W. Dobson & Co.*; 1,289 tons; 240 x 33 • 5 X15 • 4; 201 n.h.p.; triple-expansion engines. The British cargo ship *Stangate* sank in approx. lat. 54° 36' N., long. 1° 45' W., after a collision with the *Agios Georgios* on December 7th, 1942. She was on a voyage from the Tyne to Portsmouth carrying a cargo of coal.

STANGRANT

Stanhope Steamship Co.; 1912; *Hawthorn Leslie*; 5,804 tons; 426x54-1x29-3; 777 n.h.p.; 13 knots; triple-expansion engines. The steamship *Stangrant*, Capt. Rowlands, was sailing in a convoy 200 miles W. of Scotland on October 13th, 1940, when she was torpedoed and sunk by a German submarine. Eight of her crew were killed. Capt. Rowlands was among the survivors.

STANHOLME

Stanhope Steamship Co.; 1927; *Burntisland Shipbuilding Co.*; 2,473 tons; 298-5x43-9x21-2; 259n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Stanholme*, Capt. Hook, struck a mine and sank in the Bristol Channel on December 25th, 1939. Thirteen men were killed, Capt. Hook and 12 others were rescued.

STANHOPE

English & Co.; 1882; *Irvine & Co.*; 1,367 tons; 244x33-1x 15-8; 156 n.h.p.; compound engines.

The British steamship *Stanhope* sank after a collision with an unknown schooner off Beachy Head at 3 a.m. on March 16th, 1900, while on a voyage from Bilbao to Middlesbrough carrying a cargo of iron ore.

STANHOPE

English Steamship Co.; 1900; *Ropner & Sons*; 2,854 tons; 333x46x22-2; 275 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Stanhope* was torpedoed and sunk by a German submarine seven miles S.W. by W. of Start Point on June 17th, 1917. Twenty-two men were killed. The captain was among the survivors.

STANLEIGH

Stanhope Steamship Co.; 1912; *G. Seebeck, Germany*; 1,802 tons; 259-7x38-1x17-9; 186n.h.p.; 9 knots; triple-expansion engines.

The steamship *Stanleigh*, Capt. Bibbings, was in a convoy in the Irish Sea on March 14th, 1941, when she was bombed and sunk by German aircraft. Seventeen men, including Capt. Bibbings, were killed. The survivors numbered six.

STANLEY

B. Moir & Co.; 1858; *West Hartlepool*; 552 tons; 190x 26-1x14-2; 9 knots; compound engines.

The steamship *Stanley*, Capt. Howling, left London for Aberdeen on November 23rd, 1864, with 30 passengers, 26 crew and 40 head of cattle besides many sheep and pigs. At 5 o'clock on the afternoon of the 24th she ran into the mouth of the Tyne for shelter, because of a violent storm accompanied by heavy rain squalls. It was very dark, the Low-Level lights at North Shields were not burning, and as a result of this the ship mistook the position of the channel and ran on the Black Middens shortly after making the estuary.

A rocket was fired and a hawser and cradle rigged, but the female passengers were too timid to avail themselves of this means of rescue. A boat was then lowered but the davits broke and three of the occupants were drowned. Then the schooner *Friendship*, also seeking shelter in the Tyne, drove ashore close to the *Stanley*. Attempts by the Shields and Tynemouth lifeboats to save those on board both vessels were unsuccessful. The Tynemouth lifeboat *Constance* was flung against the schooner and stove in; two of her crew were drowned. At about 10.30 p.m. the schooner sank with her crew of six men. At 1 a.m. the *Stanley* broke in two, the forward portion being completely turned about by the seas. No further attempts at rescue could be made during the night, but at daybreak nine passengers and 20 seamen were taken off by the Cullercoats rocket-brigade.

Thirty-four lives were lost in all.

STANLEY

George Pyman & Co.; 1871; *Denton, Gray & Co.*; 1,023 tons; 230 x30-1x16-7; 99 r.h.p.; compound engines. The British cargo ship *Stanley* was wrecked at Finngrundet on October 26th, 1895, while on a voyage from Skelleftea to London carrying a cargo of wood.

STANLEY

Pyman Steamship Co.; 1914; Irvine's S.B. & D.D. Co.; 3,987 tons; 380-8x51-2x24-3; 435n.h.p.; 11 knots; triple-expansion engines.

The steamship *Stanley* was torpedoed and sunk by a German submarine 230 miles W. by N. of Fastnet on March 21st, 1917. Eight of her crew were killed. The captain was among the survivors.

STANLEY

British Navy, destroyer; 1919; Bethlehem Shipbuilding Corp.; 1,190 tons; 311x35x9-2; 25,000s.h.p.; 35 knots; turbine engines; four 5 in. guns, 12 T.T.

The destroyer *Stanley*, Lt.Cdr. D. B. Shaw, O.B.E., was formerly the U.S.S. *McCalla* and was transferred to Britain in 1940 under the Lease-Lend Agreement. In December 1941 she was escorting a convoy of some 30 merchantmen across the Atlantic when the Germans initiated a determined attack by Focke-Wulf bombers and submarine packs. The battle lasted for five days, from December 17th to the 21st, during which time three submarines and two bombers were destroyed, the British losing the auxiliary aircraft carrier *Audacity*, 5,537 tons, (which see) and two merchantmen, as well as the *Stanley*.

During the action the destroyer sank the *U-434* after she had been forced to the surface and been abandoned by her crew. The following morning (the 19th) the *Stanley* herself was torpedoed and sunk by the submarine *U-574*, which was sunk in her turn by the sloop *Stork*.

The number lost with the *Stanley* was 11 officers, including Lt.Cdr. Shaw, and 125 ratings. The full story of the attack on the convoy is told under the *Audacity*.

STANVAC CALCUTTA

Petroleum Shipping Co.; 1941; Bethlehem Steel Co.; 10,169 tons; 488-3x68-3x36-9; 769n.h.p.; turbine engines. The Panamanian tanker *Stanvac Calcutta* was intercepted by a German raider and sunk by gunfire on January 6th, 1942, about 250 miles off the Brazilian coast on a voyage from Montevideo to Caripito. Fourteen of her crew were killed.

STANVAC MANILA

Petroleum Shipping Co.; 1941; Bethlehem Steel Co.; 10,169 tons; 488-3x68-3x36-9; 769n.h.p.; turbine engines. The Panamanian tanker *Stanvac Manila* on a voyage from Curacao to Noumea with refined oil and a deck cargo of motor torpedo boats, was torpedoed and sunk by a Japanese submarine on May 23rd, 1943, off Noumea. Eight of her crew and three gunners were lost.

STANVAC MELBOURNE

Petroleum Shipping Co.; 1941; Sun S.B. & D.D. Co.; 10,013 tons; 503-9x68-3x36-9; 1,006 n.h.p.; turbine engines. The Panamanian tanker *Stanvac Melbourne* was torpedoed and sunk by a German submarine on September 12th, 1942, S. of Barbados on a voyage from Pernambuco to Aruba.

STANVAC PALEMBANG

Petroleum Shipping Co.; 1941; Sun S.B. & D.D. Co.; 10,013 tons; 503-9x68-3x36-9; 1,006 n.h.p.; turbine engines.

The Panamanian tanker *Stanvac Palembang* was torpedoed and sunk by a German submarine on July 10th, 1942, S. of Barbados on a voyage from Santos to Trinidad. Five of her crew were killed.

STANWOLD

Stanhope Steamship Co.; 1909; Osbourne, Graham & Co.; 1,020 tons; 210-5x33-2x13-6; 106 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Stanwold*, Capt. MacCready, left the Tyne on February 23rd, 1941, and Southend on the 26th for Cowes, in convoy. She was seen to have a list to port and at 10.30 p.m. on the 26th reported that she was steering badly. She was last sighted at 4.20 a.m. on the 27th, listing to starboard. Nothing more was heard of the ship and her crew of 19 and two gunners until the bodies of some of the crew were washed up in Pevensy Bay.

STAR OF BENGAL

Alaska Packers Association; 1874; Harland & Wolff; 1,877 tons; 262-8x40-2x23-5.

The American barque *Star of Bengal*, Capt. N. Wagner, left Fort Wrangel, Alaska, on September 19th, 1908, with 50,000 cases of salmon, a crew of 36 and 110 Chinese cannery hands. The voyage commenced at 8.20 a.m. with fair weather, the vessel being in tow of two small tugs. By 2 o'clock on the morning of the 20th the wind had risen to a gale and it was impossible to hail either of the tugs. At 3.50 a.m. the vessel lowered her sails and dropped two anchors, being close to the rocks of Coronation Island, and shortly afterwards the tugs cut their hawsers and steamed away.

The *Star of Bengal* was in a dangerous plight, and at daylight there was no sign of the tugs. The anchors began to drag and the captain called for volunteers to carry a line to the rocks. Four men got ashore and managed to secure a line. At 9.32 a.m. the vessel struck, and heavy seas caused the hull to pound upon the rocks so that the masts fell overside.

When the mizzen mast, the last to fall, had gone, the seas had a clear sweep of the decks and within a few minutes everyone was flung overboard.

Nine Europeans and 101 Chinese were drowned. Capt. Wagner was among the survivors.

STAR OF CANADA

I. P. Corry & Co.; 1909; Workman, Clark & Co.; 7,280 tons; 470-3x58-4x31-6; 749 n.h.p.; triple-expansion engines. The British steamship *Star of Canada* dragged anchors during a gale and was wrecked on Kaiti Beach, Gisborne, on June 23rd, 1912. She was carrying a general cargo from New Zealand ports to London.

STAR OF GREECE

I. P. Corry & Co.; 1868; Harland & Wolff; 1,289 tons; 227x35x22-2.

The British sailing ship *Star of Greece*, Capt. Harrower, left Adelaide homeward bound on July 12th, 1888. The following day she ran into a violent gale. The ship, which carried a crew of 27, struck on a reef off Willanga, South Australia, and was quickly broken up by the seas. Capt. Harrower, the second officer and 15 men were drowned. Mr. Hayland, the first officer, with six apprentices and two seamen were saved.

STAR OF JAPAN

I. P. Corry & Co.; 1906; Workman, Clark & Co.; 6,236 tons; 440-3x55-3x30-3; 601 n.h.p.; triple-expansion engines. The British cargo ship *Star of Japan* was wrecked at Pedro de Galle, on the West coast of Africa, on April 8th, 1908. She was on a voyage from London to Hawke's Bay carrying a general cargo.

STAR OF LUXOR

Alexandria Nav. Co. S.A.E.; 1918; W. Gray & Co.; 5,298 tons; 400 x 52 • 3 X 28 • 4; 517 n.h.p.; triple-expansion engines. The Egyptian steamship *Star of Luxor* was torpedoed and sunk by a German submarine on December 10th, 1941, on a voyage from Philadelphia to Liverpool.

STAR OF NEW ZEALAND

I. P. Corry & Co.; 1895; Workman, Clark & Co.; 4,417 tons; 393-5x46-8x28; 457 n.h.p.; triple-expansion engines. The British steamship *Star of New Zealand* was wrecked off Molene, near Brest, on November 28th, 1915, while carrying a cargo of frozen meat from Montevideo to Havre.

STAR OF OREGON

United States Maritime Commission; 1941; Oregon S.B. Corp.; 7,176 tons; 416x56-9x37-3; 339 n.h.p.; triple-expansion engines.

The American steamship *Star of Oregon* was torpedoed, shelled and sunk by a German submarine on August 30th, 1942, on a voyage from Durban to Trinidad.

STAR OF SCOTIA

I. P. Corry & Co.; 1864; Harland & Wolff; 999 tons; 212X 32-Ix21-8. The British sailing ship *Star of Scotia* left San Francisco on April

27th, 1887, for Queenstown. On June 27th she was wrecked off Bull Point, Falkland Islands. The first officer and seven men were lost.

STAR OF SUEZ

Alexandria Nav. Co. S.A.E.; 1926; D. & W. Render son & Co.; 4,999 tons; 403x52-2x27-3; 449 n.h.p.; triple-expansion engines.

The Egyptian steamship *Star of Suez* was torpedoed and sunk by a German submarine on December 15th, 1942, off the coast of Brazil.

STAR OF THE EVENING

R.Macintyre; 1863; J. W. Richardson & Co.; 220 tons; 130-4X 21-5x9-3; 9 knots; compound engines.

The New Zealand coastal steamship *Star of the Evening*, Capt. A. G. Turner, left Napier at noon on the February 12th, 1867. She was a small vessel rigged as a three-masted schooner and had 1,300 sheep on board as well as general cargo. Her crew numbered 14 and she also carried three passengers. By midnight her captain assumed that he was somewhere between the Ariel Rocks and Gable End Foreland; actually he was 12 miles northward of Gisborne, Poverty Bay. The ship was proceeding under sail at a speed of nine knots in thick weather, with squalls of rain. At 2.15 a.m. a heavier squall than usual reduced visibility almost to zero, and the vessel ran aground.

The wind had now increased until a strong S.E. gale was blowing; the seas battering the wreck until it broke in two near the engine room, the fore part being carried nearer the shore. Under these conditions it was not possible to launch the boats, and a seaman swam ashore with a line which parted before it could be of service. Finally Capt. Turner gave orders for all on board to swim shorewards or cling to floating wreckage.

Ultimately the captain and ten of the crew managed to land safely, but the three passengers and three seamen were drowned.

After 53 hours of exposure to the seas and the gale the survivors were rescued by the schooner *Donald McLean* and taken back to Napier.

STARCARRIER

P. V. Waaler; 1948; Bar tram & Sons; 5,561 tons; 450-1x 58-9x26-1; oil engines.

The Norwegian motorship *Starcarrrier*, on a voyage from Dunkirk to Tamatave with general cargo including ten tons of dynamite, caught fire on September 29th, 1961, while lying in Diego Suarez harbour. The burning ship was towed from her berth by a French naval fire fighting tug. The fire, however, could not be controlled and at 8 p.m. the dynamite in No. 2 hold exploded, killing many of the crew and all the crew of the tug. Eventually the ship broke in two and sank. Twenty-seven lives were lost.

STARO

A/S Standard; 1915; A/S Sorlandets Skibs.; 1,805 tons; 265 X 42-1x17-9; 150 n.h.p.; triple-expansion engines. The Norwegian steamship *Staro* was sunk by a German submarine off the north-west coast of Spain on October 18th, 1917.

STARR KING

U.S. War Shipping Administration; 1942; California S.B. Corpn.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The American steamship *Starr King* was torpedoed by a submarine in lat. 34° 15' S., long. 154° 20' E., on February 9th, 1943. She sank on the next day.

START

A. T. Simonsen; 1909; AkersMek. Verksted; 701 tons; 181-5 x 30-2x12-8; 56 n.h.p.; triple-expansion engines. The Norwegian steamship *Start*, on a voyage from Requejada to Dunkirk with zinc ore, founded in the Bay of Biscay in heavy weather on December 16th, 1922.

START

E. Mortensen; 1923; A/S Skiens Verksteder; 1,168 tons; 226-4x36-6x15-7; 97 n.h.p.; triple-expansion engines. The Norwegian steamship *Start* left Sunderland on January 29th, 1940, for Oslo with coal. Nothing more was heard of the ship or

her crew of 16 and she was considered to have been sunk by enemy action.

STATE OF FLORIDA

State Steamship Co.; 1875; London & Glasgow Co.; 3,138 tons; 371-7x38-5x28-8; 450n.h.p.; 13 knots; compound inverted engines.

The steamship *State of Florida*, Capt. J. M. Sadler, was on her homeward voyage from New York to Glasgow, when she collided with the barque *Ponema*, of Chatham, New Brunswick, in lat. 47N. long. 34W. The *State of Florida* carried 167 persons, 78 of whom were crew.

The disaster occurred at about 11.30 on the night of April 18th, 1884, the ship running at 11[^] knots, with moderate wind and a slight sea. It was very dark but not thick and this circumstance made it all the more surprising that neither the steamship nor the barque discerned one another's lights until a few minutes before the collision. The *Ponema* struck the *State of Florida* almost at right angles on the starboard side abaft the engine room bulkhead. Of the eight boats carried, two were smashed by the collision and two were washed away; the remaining four were lowered safely. Later one of these capsized and many of its occupants were drowned. Capt. Sadler went down with his ship.

Meanwhile the *Ponema* had foundered, only Capt. R. Hayburn, who was below deck at the time of the disaster, and two men being saved. A contributory factor to the loss of life on the barque was the method of carrying the boats on deck, bottom upwards, an arrangement which had been condemned by the Board of Trade after the burning of the *Cospatrick* in 1874. The *Ponema* carried 15 men all told.

So far as can be ascertained the position of the ships when the collision occurred was roughly 1,200 miles from the coast of Ireland.

The survivors were picked up by the Norwegian barque *Theresa*. The double disaster accounted for the loss of 123 persons on the *State of Florida* and 12 on the *Ponema*.

STATE OF VIRGINIA

State Line; 1873; London & Glasgow S.B. Co.; 2,473 tons;

331'2x36-4x21-1; 400 h.p.; 12 knots; compound engines. The *State of Virginia* was a unit of the unfortunate State Line, a small company operating in the trans-Atlantic passenger trade which met with a succession of misfortunes. It had a short life of 18 years (1872-1890), when it went into liquidation, having lost three ships of its small fleet.

The *State of Virginia* was wrecked off Sable Island on July 15th, 1879, going down with the loss of nine lives.

STATENDAM

Nederlandsch. Amerikaansche Stoomv. Maats.; 1929; Harland & Wolff; 28,291 tons; 674-2x81-3x49-4; 4,644 n.h.p.; triple-expansion engines.

The liner *Statendam* was bombed by German aircraft on May 11th, 1940, at Rotterdam, during the invasion of Holland. The ship caught fire and was completely wrecked.

STATESMAN

Charente S.S. Co.; 1895; Workman, Clark & Co.; 6,153 tons; 450x52-5x30'6; 582 n.h.p.; 12knots; triple-expansion engines.

The steamship *Statesman* was torpedoed and sunk by a German submarine 200 miles E. of Malta on November 3rd, 1916. Six of her crew were killed. The captain was among the survivors.

STAUNCH

British Navy, destroyer; 1910; W. Denny & Bros.; 750 tons; 246-5x25-3x8-7; 13,500i.h.p.; 27 knots; turbine engines; Yarrow boilers; two 4 in. guns, two 12 pdr., one 3 pdr. A.A., 1m.g.2T.T.

On the night of November 11th, 1917, the destroyer *Staunch* was torpedoed and sunk by the German submarine *UC-38*, Lt. Hans Wendlandt, which evaded the trawler patrol guarding the net defences at Deirel-Belah, near Gaza, and attacked the shipping. The submarine, which escaped without loss or damage, also sank the monitor *MIS* (which see).

STAXTON WYKE

West Dock Steam Fishing Co.; 1937; Cook, Welton & Gemmell; 472 tons; 163-5x27-2x—; triple-expansion engines. The British trawler *Staxton Wyke* was returning to Hull from the Icelandic fishing grounds when she was in collision with the *Dalhanna* during foggy weather 16 miles off Fiamborough Head on August 23rd, 1959. The *Staxton Wyke* sank with the loss of five of her crew of 16.

STEEL AGE

Isthmian S.S. Co.; 1920; Federal S.B. Co.; 6,194 tons; 395-5x55x31-4; 596 n.h.p.; turbine engines. The American steamship *Steel Age* was torpedoed and sunk by a German submarine on March 6th, 1942, about 600 miles from Trinidad. There was only one survivor, who was taken prisoner.

STEEL NAVIGATOR

Isthmian S.S. Co.; 1921; Federal S.B. Co.; 5,718 tons; 424-2X56-2x26-5; turbine engines. The American steamship *Steel Navigator* was torpedoed and sunk by a German submarine on October 19th, 1942, on a voyage from Liverpool to New York. Thirty-six of her crew of 52 were lost.

STEEL SCIENTIST

Isthmian S.S. Co.; 1921; Federal S.B. Co.; 5,688 tons; 424-2X56-2x26-5; turbine engines. The American steamship *Steel Scientist* was torpedoed and sunk by a German submarine on October 11th, 1942, on a voyage from Table Bay to Paramaribo.

STEEL TRAVELER

Isthmian S.S. Co.; 1922; Federal S.B. Co.; 7,056 tons; 424-2x56-2x26-5; turbine engines. The American steamship *Steel Traveler* struck a mine and sank on December 18th, 1944, off Flushing, soon after leaving Antwerp for New York.

STEELMAKER

Isthmian S.S. Co.; 1920; Federal S.B. Co.; 6,176 tons; 395-5 x55x31-4; 596 n.h.p.; turbine engines. The American steamship *Steelmaker* was torpedoed and sunk by a German submarine on April 19th, 1942, on a voyage from New York to Table Bay. Twenty-six of her crew of 44 were lost.

STEINBEK

Knorr & Bur chard Nfl.; 1936; Lubecker Maschinbau Ges.; 2,185 tons; 281-8x44-1x16-8; 221 n.h.p.; compound engines. The German steamship *Steinbek* was torpedoed and sunk by a British submarine on December 9th, 1941, in the Tanafjord, Norway.

STEINBURG

Robert Bornhofen; 1923; Nuscke & Co.; 1,319 tons; 242-1X37-1x14; 109 n.h.p.; triple-expansion engines. The German steamship *Steinburg* was bombed and sunk by Russian aircraft on January 17th, 1945, at Liepaja.

STEINSTAD

A. F. Klaveness & Co.; 1912; R. Thompson & Sons; 2,477 tons; 300-5x44-5x19-9; 217 n.h.p.; triple-expansion engines. The Norwegian steamship *Steinstad* was torpedoed and sunk by a German submarine on February 15th, 1940, 50 miles W. of Ireland. Thirteen of her crew were lost.

STELLA

London & South Western Railway Co.; 1890; J. & G. Thomson; 1,059 tons; 253x35-lx—; 19-5 knots; triple-expansion engines. The Channel steamship *Stella*, Capt. W. Reeks, left Southampton for Guernsey on Thursday, March 30th, 1899. It was the first run of the season and the ship was full of Easter holiday-makers, as it was the day before Good Friday, there being in all 174 passengers and 43 crew. Soon after leaving England the weather thickened and most of the run was continued in fog. This circumstance did not prevent the *Stella* from proceeding at full speed, as Capt. Reeks

desired to reach Guernsey before nightfall. The siren was blown at the usual intervals, but otherwise no precautions were taken, the captain being apparently easy in mind as to his course.

At about 4 p.m. the lookout sighted rocks ahead and heard the sound of the foghorn on the Casquets lighthouse. The ship at once went hard-a-port and continued on a fresh course for a little distance when she struck on the Black Rock, one of the Casquets group, eight miles from Alderney. She recoiled from the first impact and struck again, being holed amidships on both occasions. The discipline on board was good and much heroism was shown by crew and passengers, but little time was available for the saving of life. Within eight minutes of striking the *Stella* foundered.

The *Stella* carried five lifeboats and two collapsible Berthon boats. One lifeboat, overcrowded with people, capsized as soon as launched. Four others got away in safety. Two of these boats were picked up at about 8 o'clock next morning by the steamship *Vera* of the same company, and two by the Great Western Railway Co.'s steamship *Lynx*. The port lifeboat, which had floated away keel upward, was sighted by the Cherbourg tug *Marsouin*. The seas had righted her and eight persons had managed to clamber into her.

A feature of the disaster was that the lighthouse keepers on the Casquets were unaware of the wreck until the steamship *Honfleur* arrived in search of survivors, though some inhabitants of Sark, 17 miles away, heard the muffled explosion of the *Stella's* boilers when she sank.

The number drowned was 112 including Capt. Reeks.

STELLA

Ernst Bergmann; 1897; Pickersgill & Sons; 3,159 tons; 324 x43x19-2; 254 n.h.p.; triple-expansion engines. The Estonian steamship *Stella*, on a voyage from Antwerp to Spezia with coal, was sunk in a collision with the Finnish steamship *Bomarsund*, 4,337 tons, N. of the Casquets, in fog, on March 25th, 1934.

STELLA

Koninklijke Nederlandsche Stoomb. Maats.; 1909; W. Hamilton & Co.; 2,818 tons; 327x44-2x18-5; 203 n.h.p.; triple-expansion engines. The Dutch steamship *Stella* was bombed and sunk by German aircraft on May 11th, 1940, in Flushing Roads on a voyage from Antwerp to Mediterranean ports.

STELLA LYKES

Lykes Bros. S.S. Co.; 1941; Bethlehem Steel Co.; 6,801 tons; 399-7x60-1x35; 666 n.h.p.; turbine engines. The American steamship *Stella Lykes* was torpedoed, shelled and sunk by a German submarine on July 27th, 1942, on a voyage from Table Bay to Paramaribo.

STEN

Dampsk.-A/S Kistransport (Thv. Halvorsen); 1879; M. Pearse & Co.; 1045 tons; 215x32x16-3; 93 n.h.p.; 8 knots; triple-expansion engines. The Norwegian steamship *Sten* was torpedoed and sunk by a German submarine five miles N. of Godrevy lighthouse, Cornwall, on October 17th, 1916. The captain and eight men were lost.

STENIES

L. Boyazides; 1921; Antwerp Engineering Co.; 2,079 tons; 278-2x40-2x18-1; 213 n.h.p.; triple-expansion engines. The Greek steamship *Stenies*, on a voyage from Cardiff to Volvo with coal, was sunk in a collision with the Swedish steamship *Lovisa*, 970 tons, in the early hours of February 25th, 1927, off Land's End.

STENSAAS

John Norwigen's Red.-A/S; 1918; Fredrikshavn Skibs. & Flydedok; 1,359 tons; 234-2x37-2x16; 120 n.h.p.; triple-expansion engines. The Norwegian steamship *Stensaas*, under German control, was torpedoed and sunk by a British submarine on April 23rd, 1942, near Sletnes, Norway.

STENTOR

China Mutual Steam Nav. Co.; 1926; Caledon S.B. & E. Co.; 6,148 tons; 430-8x55-8x29-1; 1,230 n.h.p.; 14-5 knots; oil engines.

The liner *Stentor*, Capt. W. Williams, left Freetown for the United Kingdom in October 1942, as the leading ship of a convoy of some 40 vessels. On the 27th, when about 200 miles W. of the Canary Islands, the vessel was torpedoed and sunk by a German submarine. Twenty-one of her crew, including Capt. Williams, and 23 passengers were lost.

STEPHANOTIS

Robson, Brown & Sons; 1871; Iliff, Mounsey & Co.; 1,045 tons; 220-5x30-6x19-2; 98 r.h.p.; compound engines. The British steamship *Stephanotis* sank after a collision in fog with the steamship *Guyers*, 522 tons, off Whitby on April 30th, 1901, while on a voyage from Bilbao to Middlesbrough carrying a cargo of iron ore.

STEPHEN FURNESS

Tyne-Tees Steamship Co.; 1910; Irvine's S.B. & D.D. Co.; 1,712 tons; 290-3x37-3x16-4; 359 n.h.p.; 16 knots; triple-expansion engines.

The armed boarding steamship *Stephen Furness*, Lt. Cdr. T. M. Winslow, R.N.R., was torpedoed by a German submarine in the Irish Channel on December 21st, 1917. The ship sank with the loss of six officers and 95 ratings.

STEPHEN HOPKINS

U.S. War Shipping Administration; 1942; Richmond S.B. Corp.; 7,181 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines; one 4 in. gun.

The American Liberty ship *Stephen Hopkins* was in the South Atlantic in misty weather on September 27th, 1942, when she sighted the German commerce raider *Stier* and the blockade runner *Tannenfels*. The Germans had chosen this lonely part of the ocean to effect some superficial repairs and to repaint their ships, which were lying stopped. Immediately the American was reported the *Stier* cleared for action. She was a vessel of 4,778 tons, with a speed of 18 knots and armed with six 5-9 in. guns, two torpedo tubes and carried two aircraft. The *Stephen Hopkins* carried one 4 in. gun manned by a crew of U.S. naval reservists.

In face of such a disparity in armament, as well as the fact that the German possessed a highly trained and veteran crew, the Americans appeared to have no chance whatsoever. Only one factor was in their favour; the ships were at close range owing to the mist, and the 4 in. gun might score some hits. It did.

The first shells from the *Stephen Hopkins* wrecked the raider's steering gear, severed the oil supply to the engines and cut off the electric power which operated the torpedo tubes. Under these conditions chances were a little more even, though the German still had six 5-9 in. guns to one 4 in. The action, which was fiercely contested, fell into two parts, there being an interval during which the combatants lost sight of each other owing to a thickening of the mist.

Finally the *Stephen Hopkins* sank, taking with her 42 of her crew, while 15 survivors in one boat managed to reach Brazil after a voyage of 31 days. The *Stier* was heavily on fire and had to be abandoned about four hours after the action terminated. She lost three men killed and 33 wounded; her survivors being picked up by the *Tannenfels*. The Americans had made a splendid fight against great odds, and maintained the best traditions of their mercantile marine.

For story of the raider see *Stier*.

STEREGUSHCHI

Russian Navy, destroyer; 1903; Nevski Works; 240 tons; 190-3x18-9x11-5; 3,800 i.h.p.; 26-5 knots; triple-expansion engines; one 12 pdr. gun, three 3 pdr., 2 T.T. The Russian destroyer *Steregushchi* was one of a number of ships of the same design sent out in sections and assembled at the dockyard at Port Arthur. During the Russo-Japanese War the ship was engaged in patrolling off the fortress and on the morning of March 10th, 1904, when returning from patrol in company with the destroyer *Ryeshitelni*, she was attacked by the Japanese 3rd Flotilla. Her consort escaped, but the *Steregushchi* was struck in the engine

room and disabled when only a short distance from harbour. In face of the heavy odds against her the ship surrendered. She was taken in tow but sank later with the loss of 47 of her crew.

STERLING

A/S Ganger Rolf; 1907; FredrikstadMek. Verksted; 1,329 tons; 231-3x34-1x22-2; 175 n.h.p.; triple-expansion engines. The Norwegian steamship *Sterling*, on a voyage from Christiania to Newcastle with passengers and general cargo, was wrecked on March 25th, 1922, off Sandoya, near Tvedestrand.

STEUBEN

Norddeutscher Lloyd; 1923; Vulkan Werke; 14,660 tons; 526-9x65x43-7; 1,622 n.h.p.; triple-expansion engines & L.P. turbine.

The German liner *Steuben* was torpedoed and sunk by a Russian submarine on February 10th, 1945, between Stolpe Bank and the Pomeranian coast. The ship was carrying troops and some 1,000 civilian evacuees from East Prussia. The loss of life is believed to have been in the region of 3,000.

STEWART

United States Navy, destroyer; 1920; W. Cramp & Sons, Philadelphia; 1,190 tons; 314x30x10; 26,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in.A.A., 12 T.T. The United States destroyer *Stewart* took part in the night action in the Bandoeng Strait on February 19th-20th, 1942. The Allied force was under command of Rear-Admiral K. Doorman of the Netherlands Navy, and in the engagement much damage was inflicted on the Japanese. The losses on the Allied side amounted to two destroyers, one of which, the *Piet Hein* of the Netherlands Navy, was sunk, and the other, the *Stewart*, was so badly damaged that she had to be sunk on her return to Surabaya on March 2nd, 194-2. She was reported to have been refitted by the Japanese after their capture of the port.

The full story of the action is told under the Dutch destroyer *Piet Hein*.

STIER

Deutsche Levante Linie; 1936; Fried Krupp A.G.; 4,778 tons; 408-5x56-6x21-4; 18 knots; oil engines; six 5-9 in. guns, 2 T.T., 2 aircraft.

The commerce raider *Stier*, Capt. Gerlach, was the last of such vessels that Germany sent to sea in the Second World War. She was formerly the cargo liner *Cairo*, and was a very speedy vessel. She was known to the British Admiralty as "Raider J". On May 12th, 1942, she left Rotterdam with an escort of four seagoing torpedo boats, the *Kondor*, *Falke*, *Illis* and *Seeadler*, each of 800 tons and armed with 4-1 in. guns. In addition there was a flotilla of 16 minesweepers disposed in lines at distances of from one mile to 600 yards from the raider. The convoy was sighted by the British just before it reached the Straits of Dover, and it came under fire of the 14 in. guns mounted there, but sustained no damage. At about 3.30 a.m. when abreast of Cap Gris Nez it was attacked on both sides by a force of British motor torpedo boats, which sank the *Illis* and *Seeadler* with torpedoes, the British losing the *M.T.B. 220*.

The *Stier* managed to reach Boulogne without damage, escorted by the two remaining torpedo boats which proceeded to sea again to pick up survivors. In all they rescued 88 Germans and three British. The total German loss was about 200.

Toward the end of May the *Stier* put to sea again and reached her operational area off Fernando da Noronha at the beginning of June and captured her first prize on June 4th.

At 8.56 a.m. on September 27th, when the *Stier* and the *Tannenfels*, a blockade runner plying between Japan and Vichy France, were lying stopped and repainting, a ship was sighted which later proved to be the American merchantman *Stephen Hopkins*. She was armed with one 4 in. gun, manned by a crew of U.S. naval reservists.

Owing to the mist prevailing at the time the ships engaged at close range, and the American gunners succeeded in hitting with two shells at the outset, one of which wrecked the *Stier's* fuel supply to the engines, and caused her to stop, and the other damaged her steering gear. The raider's electric power was also cut off and she could not fire her torpedoes. Nevertheless a ding-dong battle

proceeded; both combatants hitting repeatedly.

There was a lull half-way through the action when a rain squall caused the ships to lose sight of each other for some time. Finally the *Stephen Hopkins* sank, but not before setting the raider heavily on fire, so that she had to be abandoned four hours later.

In this spirited action the Germans lost three men killed and 33 wounded. Capt. Gerlach was among the survivors. The Americans lost 42 killed, and 15 men in one boat made a perilous voyage to Brazil, which they reached after 31 days at sea. The *Tannenfels*, which was not armed, took no part in the action, except to jam the merchantman's wireless, and to pick up survivors from the *Stier*. During her cruise, which lasted for four months, the *Stier* took only three prizes and sank the *Stephen Hopkins*. As the last of the raiders her career was unfortunate. Two torpedo boats had been sunk in getting her to sea; she fell in with very few prizes, and she was destroyed by a merchantman armed with only one 4 in. gun. Her captures were as follows:—

<i>Gemstone</i> ...	4,986 tons	British	4.6.1942
<i>Stanvac Calcutta</i> ...	10,170 „	Panamanian	6.6.1942
<i>Dalhousie</i> ...	7,250 „*	British	9.8.1942
<i>Stephen Hopkins</i> ...	7,818 „	U.S.A.	27.9.1942

(sunk in action)

STIGSTAD

Skibs-A/S Solstad (A. F. Klaveness & Co.); 1927; *Kockums M. V.*; 5,964 tons; 386-3x55-2x32-3; 436 n.h.p.; oil engines.

The motor tanker *Stigstad* was torpedoed and sunk by a German submarine on February 21st, 1934, on a voyage from Manchester to New York.

STIRLING CASTLE

Southampton, Isle of Wight & S. of England Royal Mail Steam Packet Co.; 1899; *J. Scott & Co.*; 271 tons; 170x24-2x7-6 141 n.h.p.; 15 knots; compound diagonal engines. The paddle steamship *Stirling Castle* was taken over by the Admiralty during the First World War for service as an auxiliary patrol vessel. On September 26th, 1916, when off the west coast of Malta she struck a mine and sank.

STJERNEBORG

D/S Dannebrog; 1903; *Craig, Taylor & Co.*; 1,592 tons; 260 X 38 • 2 x 18 • 1; 167 n.h.p.; triple-expansion engines. The Danish steamship *Stjerneborg* was torpedoed and sunk by a submarine in the Mediterranean on April 6th, 1916

STJERNVIK

Norrkopings Rederi-A/B; 1883; *Barrow S.B. Co.*; 1,202 tons; 240 X 34 - 2 X 14 • 1; 171 n.h.p.; compound engines. The Swedish steamship *Stjernvik*, on a voyage from Ridham Dock to Burntisland in ballast, was sunk in a collision on April 12th, 1928, off Fidra, Firth of Forth.

STOCKPORT

London & North Eastern Railway; 1911; *Earless Co.*; 1,683 tons; 265 x 36 x 17-4; 309 n.h.p.; triple-expansion engines. The British steamship *Stockport* left Glasgow on February 8th, 1943, and sailed from the Clyde anchorage on February 11th for St. John's, N.F.L., carrying a crew of 51 together with nine gunners and four naval personnel. No further news was received although a German submarine reported that she had sunk a ship in lat. 47° 22' N., long. 34° 10' W. on February 23rd, and it is likely that this ship was the *Stockport*.

STOKE

British Navy, fleet minesweeper; 1918; *Chas. Rennoldson*; 710 tons; 231x28-3x7-5; 2,200i.h.p.; 16 knots; triple-expansion engines; *Yarrow boilers*; one 4 in. gun, 1 smaller. The fleet minesweeper *Stoke* was bombed and sunk by enemy aircraft off Tobruk on May 7th, 1941. The vessel's normal complement was 73.

STOKESLEY

Frances Duncan S.S. Co.; 1922; *Verschure & Co.*; 1,149 tons; 231 x 34 - 2x13-2; 120n.h.p.; triple-expansion engines. The British steamship *Stokesley*, on a voyage from Antwerp to London, struck a mine and sank on April 24th, 1940, off the Thames estuary. Fourteen of her crew of 18 and the pilot were lost.

STOLWIJK

N.V. Stoomv. Maats. Wijklijn; 1920; *N.V. Werf de Noord*; 2,489 tons; 285-8x45-2x21-7; 263n.h.p.; triple-expansion engines.

The Dutch steamship *Stolwijk*, on a voyage from Corner Brook, N.F.L., to Glasgow, ran ashore on Irishdovey Island, Donegal, on December 7th, 1940, and was wrecked. Ten of her crew of 28 were lost.

STOLZENFELS

Deutsche Dampfs. Ges. Hansa; 1916; *J. C. Tecklenborg A.G.*; 7,512 tons; 468-5x58-5x32-4; 692n.h.p.; triple-expansion engines & L.P. turbine.

The German steamship *Stolzenfels* struck a mine and sank on March 21st, 1941, off the Friesian Islands.

STONE STREET

United States Maritime Commission; 1922; *Cantiere Navale Triestino*; 6,074 tons; 401x54-2x30-2; 483 n.h.p.; triple-expansion engines.

The steamship *Stone Street*, on a voyage from Liverpool to New York, straggled from convoy owing to boiler trouble. On September 13th, 1942, she was torpedoed and sunk by a German submarine with the loss of 13 lives.

STONEGATE

Turnbull, Scott Shipping Co.; 1928; *W. Doxford & Sons*; 5,044 tons; 410 X 55 • 5 x 26; 602 n.h.p.; triple-expansion engines.

The British steamship *Stonegate*, on a voyage from Antofagasta to Alexandria with nitrate, was sunk by a German raider on October 5th, 1939, out 400 miles E.S.E. of the Bermudas.

STONEPOOL

Pool Shipping Co.; 1928; *Smith's Dock Co.*; 4,803 tons; 405 X 53-5x26-4; 507 n.h.p.; 11 knots; triple-expansion engines. The steamship *Stonepool*, Capt. Nicholson, with a cargo of grain was in the North Atlantic on September 11th, 1941, when she was torpedoed and sunk by a German submarine. Capt. Nicholson, ten other officers and 30 men were killed.

STONY POINT

A. S. Onassis Corporation; 1943; *Kaiser Co.*; 10,506 tons; 523-6x68-2x—; turbo-electric engines.

The Liberian tanker *Stony Point*, on a voyage from Sidon to Antwerp loaded with oil, collided in dense fog with the Greek motorship *Ioannis*, with a cargo of potash, at 11 p.m. on June 18th, 1957, off Ushant. Both ships caught fire. The crew of the tanker took to the boats and many of them were burned, some fatally, by the burning oil on the water. The survivors from both ships were picked up by various ships answering the calls for assistance, including the British frigate *Ulster*, whose boats were charred by the burning oil. Altogether 14 men from the two ships were killed and many more injured, some seriously. The *Ioannis* was towed into Brest on the 19th, but the *Stony Point*, burning from stem to stern and leaking oil, could not be taken in until the fire had burned out, by which time the tanker, while still afloat, was beyond repair.

STORAA

Ministry of War Transport (W. T. Gould); 1918; *Greenock & Grangemouth Dockyard Co.*; 1,967 tons; 281-6x41-9x18-6; 228 n.h.p.; triple-expansion engines.

The *Storaa* was a former Danish ship taken over by the British on the occupation of Denmark by the Germans in 1940. In July, 1940, she was seized by the Vichy authorities at Port Lyautey and scuttled when that port was threatened by the Allied landings in November, 1942. She was raised and repaired in January, 1943. On November 3rd, 1943, she was torpedoed and sunk by a German motor torpedo boat off Hastings. Seventeen of her crew, three gunners and the pilot were lost.

STORAAS

AfS Nanset (Iver Bugge); 1929; *A/B Gotaverken*; 7,886 tons; 441-2x59-2x35-3; 634 n.h.p.; oilengines. The motor tanker *Storaas* was torpedoed and sunk by a German submarine on May 28th, 1943, off Saldanha Bay.

STORK

General Steam Navigation Co.; 1937; Ailsa Shipbuilding Co.; 787 tons; 214-3x35-6x11-5; 218n.h.p.; 10-5 knots; oil engines.

The motorship *Stork*, Capt. Williams, was off Portugal in convoy when she was torpedoed and sunk by a German submarine on August 23rd, 1941. Capt. Williams and 18 men were killed and one wounded.

STORMQUEEN

John Ridley, Son & Tully; 1880; C. S. Swan & Hunter; 2,129 tons; 280-5x36x20; 225 h.p.; compound engines.

The British steamship *Storm Queen* foundered, after her cargo shifted, 150 miles N.E. of Cape Finisterre on December 22nd, 1888. She was carrying a cargo of rye and linseed from Sebastopol to Rotterdam.

STORMARN

Nord-Ostsee Rhederei; 1880; G.Howaldt; 588 tons; 175-7x25-4x15-8; 61 n.h.p.; compound engines.

The Hamburg steamship *Stormarn* collided with the Glasgow steamship *Gordon Castle*, 2,045 tons, in fog in Cardigan Bay on September 10th, 1900. Both vessels sank with the loss of 20 lives. Nineteen survivors were picked up by the Norwegian steamship *Borregaard*.

STORMOUNT

Montreal Transportation Co.; 1907; A. McMillan & Son; 1,955 tons; 249-1x42-6x20-6; 202 n.h.p.; triple-expansion engines.

The Canadian steamship *Stormount* was wrecked on Gull Ledge, off Marie Joseph, N.S., on June 20th, 1916. She was on a voyage in ballast from Philadelphia to Sydney, N.S.

STORNEST

C. Strubin & Co.; 1921; J. Priestman & Co.; 4,265 tons; 365x51-5x25-2; 330 n.h.p.; triple-expansion engines. The British steamship *Stornest*, on a voyage from Swansea to Boston, was torpedoed by a German submarine at 2.33 a.m. on October 13th, 1942. Badly holed and listing heavily, with her boats gone in the strong westerly gale she called for assistance. The Irish steamship *Irish Oak* stood by on the 14th until the *Stornest* sank, but was unable to save any lives because of the heavy seas. The *Stornest* carried a crew of 29 and ten gunners.

STORSTAD

A. F. Klaveness & Co.; 1910; Armstrong, Whitworth & Co.; 6,028 tons; 440x58-1 X24-6; 447n.h.p.; triple-expansion engines.

The Norwegian steamship *Storstad* was torpedoed and sunk by a German submarine off the south-west coast of Ireland on March 8th, 1917.

STORSTEN

Tonsberg Rederi-A/S; 1926; Barclay, Curie & Co.; 5,343 tons; 388-1x52-7x29; 482 n.h.p.; oilengines.

The Norwegian motorship *Storsten*, under German control, was sunk in an attempt to escape to England. On April 1st, 1943, the Germans became aware of this intention, and sent aircraft to bomb her just outside territorial waters off Gothenburg. Shortly afterwards a German patrol ship opened fire on her whereupon the crew opened the seacocks and took to the boats. A party from the patrol ship boarded her and she was taken in tow but sank before reaching port. Seventeen of her crew were killed by the bombing and gunfire.

STORVIKEN

Wallem & Co.A/S; 1917; Seattle Construction & Dry Dock Co.; 4,836 tons; 380x53-2x27; 472 n.h.p.; triple-expansion engines.

The Norwegian steamship *Storviken* was torpedoed and sunk by a German submarine on October 1st, 1943, in the Gulf of Aden on a voyage from Mombasa to Aden. Thirty-seven of her crew were lost.

STRALE

Italian Navy, destroyer; 1931; Odero; 1,206 tons; 315x32x9-6; 44,000 s.h.p.; 38 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 37 mm.A.A., four 13 mm.A.A., 6 T.T. The Italian destroyer *Strale* was torpedoed and sunk in the Central Mediterranean by the British submarine *Turbulent* on August 6th, 1942. She carried a complement of over 150.

STRANDHILL

Strandhiitt S.S. Co.; 1920; Peninsula S.B. Co.; 2,907 tons; 270-3x49-8x25-4; 188 n.h.p.; triple-expansion engines. The Canadian steamship *Strandhill* was wrecked at Port au Port Bay, N.F.L., on July 20th, 1928, while on a voyage in ballast from Comer Brook, N.F.L., to Port au Port.

STRANTON

Angus Shipping Co.; 1880; W. Gray & Co.; 1,678 tons; 256-5X34-6x19-7; 187 n.h.p.; triple-expansion engines. The British steamship *Stranton* sank on the North Goodwin sands after a collision on December 30th, 1914. She was on a voyage from the Tyne to Rouen carrying a cargo of coal.

STRASHNI

Russian Navy, destroyer; 1903; Nevski Works; 240 tons; 190-3x18-9x11-5; 3,800 i.h.p.; 26-5 knots; triple-expansion engines; one 12pdr.gun, three 3pdr., 2 T.T. The Russian destroyer *Strashni* was engaged single handed with the Japanese 2nd Destroyer Flotilla off Port Arthur on April 13th, 1904. For 15 minutes the ship put up a remarkably stout fight, but at the end of that time a shell struck one of her torpedoes as it was about to be fired. The explosion did vital damage to the destroyer and she sank.

The Russian cruiser *Bayan* drove off the Japanese and picked up five of the *StrashnVs* crew, the remaining 46 being drowned.

STRASSBURG

German Government; 1930; Maats. Fyenoord; 17,001 tons; 551 x70-4x41-6; 3,115 n.h.p.; oil engines. The motorship *Strassburg* was formerly the Dutch liner *Baloeran*, seized by the Germans. On September 1st, 1943, she struck a mine 10-15 miles N. of Ymuiden. She was taken in tow but ran ashore and eventually became a total wreck. The German claim that she was used as a hospital ship would seem to have been disproved when British aircraft making a bombing attack on October 19th, were beaten off by the ship's anti-aircraft guns.

STRATHAIRLY

Macintyre Bros. & Co.; 1876; R. Dixon & Co.; 1,919 tons; 282-6x34-8x23-8; 160 h.p.; compound engines. The British steamship *Strathairly* was wrecked on the coast of North Carolina on March 26th, 1891. She was on a voyage from St. Jago de Cuba to Baltimore carrying a cargo of iron ore. Nineteen of her crew were drowned.

STRATHALLAN

Peninsular & Oriental Steam Navigation Co.; 1938; Vickers Armstrong; 23,722 tons; 639-5x82-2x33-6; 4,912 n.h.p.; 21 knots; turbine engines.

The liner *Strathallan*, Capt. J. H. Biggs, C.B.E., left the Clyde on December 11th, 1942, for Algiers with 4,408 troops and 248 nurses on board. At 2.30 a.m. on the 21st she was torpedoed by a German submarine about 40 miles N. of pran. Fire broke out in the engine room and spread to a hold containing ammunition. Six of the crew and a few passengers were killed; the remainder were taken off and a salvage tug took the ship in tow, but she sank 12 miles from Oran at 4.20 a.m. on the 22nd.

STRATHBLANE

Burr ell & Son; 1888; Russell & Co.; 2,341 tons; 293-1X40-1x18-3; 220h.p.; triple-expansion engines. The British cargo ship *Strathblane* was wrecked near Cape Recife on January 23rd, 1890, while on a voyage from London to Natal carrying a general cargo.

STRATHCLYDE

STRATHCLYDE

Burrell & Son; 1871; Blackwood; 1,255 tons; 290x35-2x25-3; 180 n. h.p.; 10 knots; compound engines.

The steamship *Strathclyde*, Capt. J. D. Eaton, bound from London to Bombay, left Dover on Thursday, February 17th, 1876, having on board a crew of 47 and 23 first class passengers. The ship was about two and a half miles from Dover proceeding at nine knots when she met the German steamship *Franconia*. It was between four and five in the afternoon and the weather quite clear. Capt. Eaton turned his ship to starboard but at the same time the *Franconia* turned to port and a collision became inevitable.

The *Strathclyde* was struck twice on the port side amidships and sank very quickly by the stern. The first of her boats to be launched was swamped by the swell and sank. A second was launched without mishap and managed to save some of the drowning people. By this time the seas were breaking over the vessel as high as the bridge and washing overboard many of those on deck.

Of those on board 38 were drowned, Capt. Eaton was among the survivors.

STRATHCONA

Canada Steamship Lines; 1900; Caledon S.B. & E. Co.; 1,881 tons; 249x41-9x21; 150 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Strathcona* was intercepted by a German submarine 145 miles W.N.W. of Ronaldshay on April 13th, 1917. The submarine opened fire from the surface and later sent a party on board to sink the vessel with time bombs. Nine of the crew were killed. The captain, chief engineer and third engineer were taken prisoner aboard the submarine.

STRATHEARN

Corporation of the Trinity House; 1935; Cammell, Laird & Co.; 683 tons; 176x33-1x13-8; 250 n.h.p.; oil engines.

The lighthouse tender *Strathearn* struck a mine and sank on January 8th, 1940, off the River Blackwater. Fifteen of her crew and one passenger were lost.

STRATHENDRICK

Burrell & Son; 1889; Russell & Co.; 2,336 tons; 293-7x40-2X 18-3; 220 h.p.; triple-expansion engines.

The British cargo ship *Strathendrick* sank after a collision in the Straits of Madura on March 9th, 1891. She was on a voyage from Penarth to Sourabaya carrying a cargo of coal.

STRATHMORE

*D. Bruce & Co.; 1875; Brown; 1,472 tons; 243-3x37-4x23-3; The sailing ship *Strathmore*, Capt. MacDonald, engaged in the conveying of emigrants to New Zealand. At the time of the disaster she had only 51 passengers, her crew numbering 38. She left Gravesend on April 19th, 1875, bound for New Zealand via the Cape with a cargo of railway iron and gunpowder. For two months the voyage was uneventful but on July 1st she sailed into a thick fog in the neighbourhood of the Crozet Islands in the South Indian Ocean. In the early morning when under full sail the *Strathmore* ran heavily on to the Twelve Apostles Rocks. Her bow appears to have been carried clean over the rocks and the worst damage occurred aft.*

The ship immediately began to settle down by the stern. Capt. MacDonald and the first officer, Mr. Ramsay, were washed overboard by a huge wave which at the same time floated the starboard lifeboat well clear of the wreck with 18 occupants. Those of the passengers and crew who could do so took refuge in the rigging. The bows of the ship meanwhile became jammed in the rocks, thus preventing her sinking.

It was now daylight and by great exertions on the part of the second officer and crew two boats were launched and the survivors taken ashore. Eventually 49 persons reached the islands in safety, but once landed they had to endure the greatest privation and hardship. For seven months, till January 21st, 1876, the party dragged out a wretched existence, during which time five died. The survivors were rescued by the American whaler *Young Phoenix*, Capt. D. L. Gifford. By this time of the 89 persons who left England in April 1875, 45 had been drowned or had died from privation.

STRATHNAIRN

Strathnairn Steamship Co.; 1906; A. Rodger & Co.; 4,336 tons; 370x52-2x17-6; 354 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Strathnairn* was torpedoed and sunk by a German submarine 25 miles N. by E. of Bishop Rock on June 15th, 1915. The captain and 20 of the crew were lost.

STRATHSPEY

Burrell & Son; 1883; Burrell & Son; 1,549 tons; 240x34-1x 22-6; 110 h.p.; compound engines.

The British cargo ship *Strathspey* was wrecked N. of Portpatrick on December 3rd, 1894. She was on a voyage in ballast from Ghent to the Clyde.

STRATHYRE

Burrell & Son; 1884; Burrell & Son; 1,706 tons; 250x34-2x 17-6; 130 h.p.; compound engines.

The British steamship *Strathyre* was wrecked at Antigua on December 1st, 1891, while on a voyage from Barry to Jamaica carrying a general cargo.

STRATIS

M. Kydoniefs; 1905; R. Stephenson & Co.; 3,893 tons; 340-2X 47-1x20; 312 n.h.p.; triple-expansion engines. The Greek steamship *Stratis*, on a voyage from Danzig to Genoa with coal, ran on to the Munij Shoal, Finisterre, at 12.15 a.m. on January 8th, 1933. At 4.50 a.m. she slipped off and sank.

STREONSHALH

Rowland & Marwood's S.S. Co.; 1928; W. Pickersgill & Sons; 3,895 tons; 349-4x50-1x23-8; 315 n.h.p.; triple-expansion engines.

The British steamship *Streonshalh* was sunk by a German raider on December 7th, 1939, about 1,000 miles E. of Sao Francisco, Brazil, on a voyage from Rosario to the U.K. with grain.

STROIINI

Russian Navy, destroyer; 1903; Nevski Works; 240 tons; 190-3x18-9x11-5; 3,800 i.h.p.; 26-5 knots; triple-expansion engines; one 12pdr. gun, three 3 pdr., 2 T.T. The Russian destroyer *Stroiini* was lying at anchor under Golden Hill, Port Arthur, on November 13th, 1904, when she was struck by a floating mine. The ship sank in a very short time, two of her crew being killed by the explosion. The survivors were taken off by the destroyer *Silni*, but this ship had not gone far when she also struck a mine and was badly damaged in the stern. She managed to gain the harbour without loss of life.

It was subsequently established that the mines were not due to Japanese action, but had broken from their moorings and drifted into the anchorage.

STROMBO

Polena Società di Navigazione; 1923; Fredrikstad Mek. Verksted; 5,232 tons; 393-2x51-8x28-5; 779 n.h.p.; oil engines. The Italian motorship *Strombo* was torpedoed and sunk by the British submarine *Parthian* on August 22nd, 1941, in Skaramanga Bay, Greece.

STROMBOLI

Nav. Gen. Italiana; 1911; A. Rodger & Co.; 5,779 tons; 410-3X 54x27-1; 433 n.h.p.; triple-expansion engines. The Italian steamship *Stromboli* was torpedoed and sunk by a submarine in the Mediterranean on December 21st, 1917.

STRONG

United States Navy, destroyer; 1942; United States; 2,050 tons; 376-5x39-5x—; 60,000 s.h.p.; 35-5 knots; turbine engines; five 5 in. guns, four 40 mm., four 20 mm., 10 T.T. On the night of July 4th, 1943, a United States task force of three cruisers and five destroyers bombarded Japanese batteries on the islands of Kolombangara and New Georgia. The destroyer *Strong* was hit several times by enemy shells and was eventually torpedoed and sunk by a Japanese submarine. Shortly after this the U.S. force turned about for Tulagi, its base, but on the way was ordered to

intercept a southward run of the "Tokio Express". For details of this action, which followed some hours after the loss of the *Strong*, see the U.S. cruiser *Helena*.

STRONGBOW

British Navy, destroyer; 1916; Yarrow; 923 tons; 271 -5 x 25-7x10-5; 23,000 s.h.p.; 36 knots; turbine engines; Yarrow boilers; three 4 in. guns, one 2pdr., 5 m.g., 4 T.T.

The destroyer *Strongbow*, Lt. Cdr. E. Brooke was sunk by the German minelaying cruisers *Drummer* and *Bremse* when escorting the Scandinavian convoy on October 17th, 1917. The action, which took place some 75 miles east of Lerwick in the Shetlands, was very brief, *Strongbow* sinking with the loss of 47 officers and ratings out of her complement of 88. Lt. Cdr. Brooke was saved by his men and placed on a raft from which he was picked up some hours later.

The full story of the Scandinavian convoy is told under the *Mary Rose*.

STRONGHOLD

British Navy, destroyer; 1919; Scott's Shipbuilding Co.; 905 tons; 276x26-7x10-9; 27,000 s.h.p.; 31 knots; turbine engines; Yarrow boilers; three 4 in. guns, 5 smaller, 4 T.T.

The destroyer *Stronghold*, Lt. Cdr. G. R. Pretor-Pinney, took part in the disastrous battle of the Java Sea, February 28th-March 1st, 1942. She escaped destruction on that occasion, but next day she was sunk by a superior Japanese force when making for Australia. Nine officers and 61 ratings were killed in the action. A number of survivors were picked up by the Japanese, and five ratings died in captivity.

For full story of the battle of the Java Sea, see the Dutch cruiser *De Ruyter*, flagship of Rear-Admiral Doorman.

STRYN

The Shipping Controller (Constantine & Donking); 1901; Bom & Mees; 2,143 tons; 281-3x40-3x19-8; 214n.h.p.; 9 knots; triple-expansion engines.

The steamship *Stryn* was torpedoed and sunk by a German submarine on June 10th, 1918, five miles E. of Berry Head, Devon. Eight men were killed. The captain was among the survivors.

STUART HAHNEMANN

Stuart Douglas & Co.; 1874; MacMillan & Co.; 1,997 tons; 273-7x43-1x23-6.

The sailing ship *Stuart Hahnemann*, Capt. van Norden, left Bombay for Liverpool on Saturday, April 4th, 1875, with a crew of 45 and the captain's wife. She carried a cargo of 13,637 bales of cotton, besides a large quantity of linseed and yam. The ship had favourable weather until the 14th, when she encountered violent squalls and heavy rain. One of these squalls caused her to lay over until she was nearly on her beam ends. The captain came on deck and gave orders to lighten the press of sail, but nothing could be done to prevent the gradual capsizing of the vessel, which turned over with all masts and rigging standing at about 10 p.m.

So rapid was the sinking that the watch below had no time to come on deck, and only eight seamen were able to save themselves by swimming to an overturned lifeboat which had floated clear as the vessel sank. These men had been adrift for nearly a fortnight when they were picked up by the Austrian barque *Blandina P*.

STUART PRINCE

Prince Line; 1899; T. Turnbull & Son; 3,597 tons; 351-4x 43x20-6; 281 n.h.p.; 10 knots; triple-expansion engines. The steamship *Stuart Prince* was torpedoed and sunk by a German submarine 85 miles N. by W. of Broad Haven, Ireland, on March 22nd, 1917. The captain and 19 of the crew were lost.

STUART STAR

Blue Star Line; 1926; Palmers' Co.; 11,928 tons; 475-8x 67-3x45-2; 1,581 n.h.p.; turbine engines. The British steamship *Stuart Star* was wrecked off Hood Point Light, East London, on December 17th, 1937. She was carrying passengers and a general cargo from the Clyde, via Liverpool to Lourenco Marques and Melbourne.

STUARTSTAR

Union Cold Storage Co.; 1899; Hawthorn, Leslie & Co.; 5,736 tons; 420 X54x28-6; 542 n.h.p.; triple-expansion engines. The British steamship *Stuartstar* was wrecked in the Nieuwe Waterweg on October 4th, 1923, while carrying a cargo of frozen meat from Zarate, Argentine, to Antwerp.

STURDY

British Navy, destroyer; 1918; Scotts S.B. & E. Co.; 905 tons; 276x26-7x10-9; 27,000 s.h.p.; 36 knots; turbine engines; Yarrow boilers; three 4 in. guns, one 2pdr., 5 m.g., 4 T.T. The destroyer *Sturdy*, Lt. Cdr. G. T. Cooper, ran aground on Tiree Island on the west coast of Scotland in thick weather on October 30th, 1940. The Admiralty announced later that the ship had become a total wreck, with the loss of five ratings drowned.

STUREBORG

J. Leonard; 1883; J. L. Thompson & Sons; 1,584 tons; 260x 36x18-6; 180 n.h.p.; compound engines.

The Swedish steamship *Stureborg* was bombed and sunk by aircraft on June 9th, 1942, on a voyage from Piraeus to Haifa. The ship had been chartered by the Swedish Red Cross to carry food supplies to Greece. Nineteen of her crew were lost; one survivor on a raft landed near Gaza 19 days later.

STUREHOLM

A/B Svenska Amerika-Mexiko Linien; 1919; A/B Gotaverken; 4,575 tons; 408-7 x54 x23-4; 629 n.h.p.; oil engines. The Swedish motorship *Stureholm* left Boston on October 24th, 1940, and Haifax on the 29th, for Grangemouth with a cargo of steel. She became detached from the convoy on December 11th, about 300 miles W. of the Orkney Islands and was never seen again. She was considered to have been sunk by a submarine.

STURLA

I. Messina & C.; 1884; A. Hall & Co.; 1,195 tons; 228-5x 33-1x16-2; 142 n.h.p.; compound engines. The Italian steamship *Sturla* was shelled and sunk by a British submarine on June 8th, 1941, in the Gulf of Policastro.

STURLA

Italian Government; 1933; Helsingors Jernskib & Maskin.; 1,397 tons; 262-3 x39-7x15-5; 192 n.h.p.; compound engines. The steamship *Sturla* was formerly the Danish *Estrid*, seized by the French and renamed *St. Guillaume* and later taken over by the Italians. On July 12th, 1942, she was bombed by British aircraft and torpedoed and sunk by a motor torpedo boat off Mersa Matruh.

STURTEVANT

United States Navy, destroyer; 1920; New York Shipbuilding Corp.; 1,190 tons; 314x30x10; 26,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, one 3 in.A.A., 12 T.T. The United States destroyer *Sturtevant* struck a mine and sank off Key West on April 26th, 1942. The destroyer carried a complement of 122.

STUTTGART

Norddeutscher Lloyd; 1924; Vulcan-Werke A.G.; 13,387 tons; 527x65x34-7; 517 n.h.p.; triple-expansion engines. The liner *Stuttgart*, in service as a hospital ship, was bombed and set on fire by American aircraft on October 9th, 1943, at Gdynia. The fire could not be controlled and the ship was completely burnt out.

STYLIANI

Pithis Bros. & Co.; 1893; R. Thompson & Sons; 1,828 tons; 263-2x36x18-8; 182n.h.p.; triple-expansion engines. The Greek steamship *Styliani*, on a voyage from Suez to Massowah with a cargo of petrol in drums, caught fire, exploded and sank on March 14th, 1936, about 200 miles N. of Massowah.

STYLIANI

A. Pittas & C. Scrivanos; 1896; R. Thompson & Sons; 3,256 tons; 328-1x47-1x15-9; 275 n.h.p.; triple-expansion engines. The Greek steamship *Styliani* was bombed and sunk by German aircraft on April 7th, 1941, during the invasion of Greece.

SUBADAR

SUBADAR

Asiatic Steam Navigation Co.; 1929; Lithgows Ltd.; 5,424 tons; 405 x 54x28-8; 446 n.h.p.; triple-expansion engines. The British steamship *Subadar*, on a voyage from Palembang to Batavia, was bombed, set on fire and sunk by Japanese aircraft on February 13th, 1942, at the southern entrance to the Banka Strait. Five of her crew were killed.

SUCCESS

British Navy, destroyer; 1901; W. Doxford & Sons; 385 tons; 210x20x5; 6,300i.h.p.; 30 knots; triple-expansion engines; one 12 pdr. gun, five 6 pdr., 2 T.T.
The destroyer *Success* was wrecked off Fifeness on December 27th, 1914. Her official complement was 60.

SUCCESSOR

J. Young; 1849; The Tyne; 423 tons.
The British barque *Successor* was chartered by the Indian Government to convey troops, camp-followers, horses and cattle from Madras to Rangoon. Besides the men and animals the ship carried a cargo of supplies for the British army engaged in the Burmese War. On October 8th, 1852, she was lying in harbour with 284 persons on board, mostly native troops under British officers. The captain and the second officer were ashore for the purpose of giving evidence against some European members of the crew who had created considerable trouble on board on the previous day. The monsoon was expected in about six days time and arrangements had been made for a steamship to tow the *Successor* 60 miles to sea in order that she might be well on her way before it broke. At about two in the afternoon the monsoon descended upon the town without warning and an hour afterwards the *Successor* dragged her anchors and went ashore. The first officer with a crew of 43, did his best under hopeless conditions. Of those on board 220 were able to reach the shore in safety, but the first officer, three apprentices and 60 natives were drowned.

SUCEAVA

Roumanian Government; 1923; Marinewerft; 6,876 tons; 409-8x53-9x23-7; 308 n.h.p.; triple-expansion engines & L.P. turbine.
The Roumanian steamship *Suceava* was torpedoed and sunk by a Russian submarine on April 20th, 1943, about 50 miles S. of Cape Tarkan, Crimea. About 20 of her crew were lost.

SUDETENLAND

German Government; 1926; Fried. Krupp A.G.; 11,309 tons; 510-9x68-2x37-9; 905n.h.p.; oilengines. The tanker *Sudetenland* was formerly the Canadian *Canadolite*, captured by a German raider in the North Atlantic on March 25th, 1941, and taken to Bordeaux. She was bombed and sunk by Allied aircraft on August 14th, 1944, at Brest.

SUDMEER

Deutsche Olmuhlen-Rohstoffe Gmb.H.; 1902; Wigham, Richardson & Co.; 8,133 tons; 487-3x56-1x27-6; 846n.h.p.; triple-expansion engines. The whale oil refinery *Sildmeer* was torpedoed and sunk by Russian aircraft on October 14th, 1944, off Honningsvaag, North Norway.

SUEZ MARU

Kuribayashi Shosen K.K.; 1919; Uraga Dock Co.; 4,646 tons; 360X51-2x26-1; 377n.h.p.; triple-expansion engines. The steamship *Suez Maru* was torpedoed and sunk by the U.S. submarine *Bonefish* on November 29th, 1943, N.E. of the Kangean Islands, Java.

SUFFOLK

Birt, Trinder & Bethell; 1899; Sunderland S.B. Co.; 5,364 tons; 420-7x54-1x29-1; 505 n.h.p.; triple-expansion engines. The British steamship *Suffolk* was wrecked on Klippin Point, 20 miles W. of Cape St. Francis, Cape Colony, on September 24th, 1900. She was on a voyage from Fiume to Cape Colony carrying a cargo of horses.

SUFFOLK

Sprague S.S. Co.; 1911; New York S.B. Co.; 4,607 tons; 365 • 7 X 50 • 1 X 28 • 1; 301 n.h.p.; triple-expansion engines. The American steamship *Suffolk* left Norfolk, Virginia, on December 9th, 1943, for Boston with coal. On the 11th a wireless message—"We are foundering in a gale"—was picked up, giving the ship's position some 300 miles E. of Philadelphia. Nothing more was ever heard of the ship or her crew.

SUFFREN

French Navy, 1st class battleship; 1899; Brest Dockyard; 12,750 tons; 422x70x28-2; 16,200 i.h.p.; triple-expansion engines; Niclausse boilers; ten 6-4 in.guns, eight 4 in., twenty-two 3pdr., 4 T.T.
The French battleship *Suffren*, Capt. Guepin, rendered very great service in the Dardanelles campaign. She was an old ship and was badly in need of repair. Her engines were unable to work up to any speed beyond ten knots and she suffered considerably in the bombardments, as well as having been in collision. The French Admiralty decided upon her withdrawal and ordered her to Lorient dockyard for a thorough overhaul.

On the night of November 25th, 1916, the *Suffren* was 90 miles W. of the Burlings, proceeding at a speed of nine knots through a stiff wind and a heavy sea. She was without a destroyer escort, and was an easy prey for a submarine. It was under these conditions that the *Suffren* was sighted by the German submarine *U-52*, Lt.Cdr. Walther Hans, which torpedoed the battleship with ease. She sank with the loss of all her company, 648 officers and men.

SUGI MARU No. 5

Japanese Government; 1919; Teikoku S.S. Co.; 1,983 tons; 270X39x23-9; 254 n.h.p.; triple-expansion engines. The steamship *Sugi Maru No. 5* was formerly the Panamanian *Gran*, seized by the Japanese at Bangkok in December, 1941. On August 22nd, 1944, she was torpedoed and sunk by a British submarine W. of the Andaman Islands.

SUGIYAMA MARU

Yamashita Risen K.K.; 1914; Northumberland S.B. Co.; 4,379 tons; 405x53-4x25-5; 559 n.h.p.; triple-expansion engines.
The steamship *Sugiyama Maru* was torpedoed and sunk by the U.S. submarine *Barbel* on November 14th, 1944, about 150 miles E. of Quangngai, Indo-China.

SUI WO

Indo-China Steam Nav. Co.; 1896; London & Glasgow Co.; 2,672 tons; 290x43-1x11-8; 221 n.h.p.; triple-expansion engines.
The British steamship *Sui Wo* was bombed and sunk by Japanese aircraft on February 13th, 1942, at Singapore.

SUITEN MARU

Japanese Government; 1912; Maats. Fyenoord; 2,500 tons; 270-3x40-2x17; 165 n.h.p.; triple-expansion engines. The steamship *Suiten Maru* was formerly the Dutch *Schouten*, seized by the Japanese at Sourabaya in March, 1942. She was torpedoed and sunk by the U.S. submarine *Sea Robin* on March 3rd, 1945, 50 miles S.E. of Malang, Java.

SUKHONA

U.S.S.R.; 1918; Craig, Taylor & Co.; 3,124 tons; 325-1X48-1x22-2; 294n.h.p.; triple-expansion engines. The Russian steamship *Sukhona* was torpedoed and sunk by German aircraft on September 13th, 1942, N.W. of Bear Island on a voyage from Reykjavik to North Russia.

SULACO

Elders & Fyffes; 1926; Cammell Laird & Co.; 5,389 tons; 400-5x51-4x30-4; 447n.h.p.; 13-5 knots; triple-expansion engines.
The Elders & Fyffes liner *Sulaco*, Capt. H. C. Bower, was torpedoed and sunk by a German submarine in the North Atlantic on October 19th, 1940. Sixty-six persons were killed; one survivor was later picked up.

SULINA

Turkish Navy gunboat; 186-; 200 tons; 111x19x9-2; 60Lh.p. 9 knots; steam engines; 4 guns.

The wooden Turkish gunboat *Sulina* was one of a small squadron lying off Sulina, Rumania. The Russo-Turkish War, 1877-78, had broken out some months previously and the Russians were anxious to disperse the blockading ships. To this end they sent a flotilla of launches and minelaying lighters up the Sulina River, which is one of the mouths of the Danube. On the morning of October 9th, 1877, the *Sulina* passed through the protective chains which had been stretched across the river to go to the aid of the tug *Cartal* which had got into difficulties. The tug was of light draught and did not strike the mines, but the heavier gunboat ran into them and blew up with the loss of nearly all her crew.

SULINA

W. S. Bailey; 1884; A. Leslie & Co.; 2,379 tons; 301-4X 38 x 24 • 7; 240 h.p.; compound inverted engines. The British cargo ship *Sulina* was wrecked off Cape Sable on November 23rd, 1886, while on a voyage from Antwerp to Boston carrying a cargo of steel bars.

SULLBERG

Ang. Bolten; 1912; Bremer Vulkan; 1,551 tons; 260-5x37' - 1x 19-5; 246 n.h.p.; triple-expansion engines.

The German steamship *Sullberg* was torpedoed and sunk by a British submarine on December 9th, 1942, two miles from Hammat, Algeria.

SULLY

Alexander & Arthurs; 1874; Forges & Chantiers de la Meditteranee; 1,326 tons; 247x30-7x21-5; 155 n.h.p.; compound engines.

The British cargo ship *Sully* was wrecked on April 4th, 1900, on Horns Reef, Jutland, while on a voyage from Ghent to Neufahrwasser with a cargo of phosphate.

SULLY

French Navy, armoured cruiser; 1901; La Seyne; 9,856 tons; 453x63-7x24-5; 20,000 i.h.p.; 21 knots; triple-expansion engines; two 7-6 in. guns, eight 6-4 in., six 3-9 in., sixteen 1-8 in., six 1-4 in., 5 T.T.

The French armoured cruiser *Sully* was wrecked on the Canot Rock in Along Bay, Tongking, on February 8th, 1905. The ship at first remained firmly fixed on the rock and there was thought to be some chance of refloating her, but a few days later she slipped off into deep water. Her crew was taken off by the cruisers *Gueydon* and *D'Assas* and there was no loss of life.

SULLY

Soc. Generate d'Armement; 1902; Ateliers & Chantiers de la Loire; 2,649 tons; 277x40-4x22-5.

The French sailing ship *Sully* was sunk by a German submarine off Ushant on March 16th, 1917.

SULTAN STAR

F. Leyland & Co.; 1930; Cammell Laird & Co.; 12,306 tons; 486-1x70-2x36-4; 1,870 n.h.p.; 16 knots; turbine engines.

The liner *Sultan Star*, Capt. W. H. Bevan, with a crew of 73 but no passengers, was homeward bound with 8,000 tons of frozen meat, 1,000 tons of butter and other items of general cargo when she was torpedoed and sunk by a German submarine at 4.42 p.m. on Wednesday, February 14th, 1940, some 200 miles W.S.W. of Land's End. The crew got away in the boats. Later they were picked up by a British warship which chased the submarine and dropped depth charges. The submarine eventually came to the surface, turned turtle and sank.

One man from the crew of the *Sultan Star* was lost.

SULTANA

1863; Cincinnati; 1,719 tons; 10 knots.

The American paddle steamer *Sultana*, Capt. J. C. Mason, was employed on the Mississippi, between New Orleans and St. Louis. On April 21st, 1865, at the end of the Civil War, the steamship left Vicksburg grossly overloaded. She was licensed for 276 passengers, but the military authorities at Vicksburg had thousands of released

Northern prisoners on their hands whom they desired to return to their homes. These men were mostly in a poor state of health owing to long imprisonment in camps where the food was bad and inadequate.

Estimates of the number on board the vessel when she left Vicksburg vary, but the most reliable gives 85 crew, 70 passengers and 2,239 soldiers, among whom were two companies of regular infantry, thus making 2,394. This tremendous load was further increased when the vessel called at Memphis where she took on board 50 pigs and 100 barrels of sugar.

The boilers of the *Sultana* were of a new type. Unfortunately the muddy water of the river caused frequent clogging and halts had to be made to clean the boilers. This was done at Vicksburg and again at Helena on the following morning.

At 2.40 a.m. on the 23rd, when off Tagleman's Landing, eight miles above Memphis, there was a boiler explosion which was afterwards described as not loud, but like a violent rush of air. It was sufficient in intensity, however, to blow the steamship's two funnels over the side and to kill a number of people. The explosion was followed by an outbreak of fire which spread with great rapidity as the hull was largely constructed of wood. The weight of thousands of bodies on the decks of the already shattered ship caused them to collapse, and the helpless soldiers were flung into the holds in a struggling mass.

The number saved was 741, leaving 1,653 unaccounted for.

SUMA MARU

Shimatani Kisen K.K.; 1919; Ropner & Sons; 3,108 tons;

331X46-7X23-2; 310nhp.; triple-expansion engines. The steamship *Suma Maru*, on a voyage from Dairen to Otaru, drove ashore and broke in two on January 8th, 1932, at Fuku-yama, Hokkaido.

SUMANOURA MARU

Mitsubishi Shoji Kaisha; 1939; Mitsubishi Jokogvu K.K.; 3,519 tons; 343-9x48-2x27-9; steam engines.

The steamship *Sumanoura Maru* was sunk by gunfire from U.S. warships on January 24th, 1942, S. of Gorontalo, Celebes.

SUMATRA

Administration of New Guinea; 1889; G.Howaldt; 584 tons;

171-4X27-7x12-1; 61 n.h.p.; triple-expansion engines. The steamship *Sumatra* carried 44 persons, passengers and crew, and was bound from Sydney, N.S.W. to Rabaul. When off Port Macquarie on June 26th, 1923, she ran into a S.E. gale and foundered with all on board.

SUMATRA

AjBSvenskaOstasiatiskaKomp.; 1914; Earle'sCo.; 5,352 tons;

425 X 53 • 8 X 26 • 7; 512 n.h.p.; triple-expansion engines. The Swedish steamship *Sumatra*, on a voyage from Calcutta to Manila, ran aground and sank on November 12th, 1939, near Moyapore Bar, 30 miles from Calcutta.

SUMATRA MARU

Osaka ShosenK.K.; 1917; Kawasaki Dockyard Co.; 5,862 tons;

385 • 1 X 51 X 36; 440 n.h.p.; triple-expansion engines. The steamship *Sumatra Maru* was torpedoed and sunk by the U.S. submarine *Gudgeon* on May 12th, 1943, W. of Masbate Island, Philippines.

SUMIDA MARU

Fukuyo Kisen K.K.; 1919; Manitowoc S.B. Co.; 2,022 tons;

250-5x43-7x20-1; 269 n.h.p.; triple-expansion engines. The steamship *Sumida Maru* was sunk by a Japanese mine on April 15th, 1944, 75 miles south-east of Muroran.

SUMIYOSHI MARU

Hinode Kisen K.K.; 1936; Asano S.B. Co.; 1,921 tons; 271 -6X 40x20-3; 156 n.h.p.; triple-expansion engines.

The steamship *Sumiyoshi (Sumiyosi) Maru* was torpedoed and sunk by the U.S. submarine *Sculpin* on October 14th, 1942, off the west coast of New Ireland.

SUMNER I. KIMBALL

SUMNER I. KIMBALL

U.S. War Shipping Administration; 1943; New England S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; 11-5 knots; triple-expansion engines.

The steamship *Sumner I. Kimball* left the Tyne on January 5th, 1944, and Loch Ewe on the 8th for New York. Early on the 16th, about 900 miles E. of Belle Isle Strait, she was seen to be straggling from convoy and at 10.50 p.m. on that day a distress call bearing her convoy code number was picked up. Nothing more was heard of the ship or her crew, one of the convoy escorts sighted a water-logged derelict but could not investigate further. The ship was commanded by Capt. Harry G. Atkins and had a crew of 40.

SUNG KIANG

China Navigation Co.; 1888; Scott & Co.; 1,622 tons; 256-3X36-3x21-6; 150 n.h.p.; triple-expansion engines. The British cargo ship *Sung Kiang* was wrecked on Boat Rock, Lamock Islands, on August 21st, 1918, while on a voyage from Hong Kong to Shanghai carrying a cargo of sugar.

SUNIK

Soc. Anon. les Pdroles d'Outre-Mer; 1915; Armstrong, Whitworth & Co.; 5,009 tons; 385x50-3x30-3; 425n.h.p.; triple-expansion engines.

The French tanker *Sunik*, on a voyage from Constantza and Stockholm for Liverpool, with a cargo of benzine, collided with the Swedish steamship *Grangesberg*, 4,575 tons, on July 27th, 1939, about 25 miles S. of Fowey. The tanker caught fire and sank some time later. The captain and nine men died on board, 24 survivors were picked up by the British steamship *Dartford*.

SUNION

African & Continental S.S. Co.; 1918; W. Gray & Co.; 3,110 tons; 331-1x46-8x23-2; 358n.h.p.; triple-expansion engines.

The British steamship *Sunion* was bombed and set on fire by Insurgent aircraft at 5.30 a.m. on June 22nd, 1938, during the Spanish Civil War, outside Valencia harbour, and sank at 9.0 a.m.

SUNNING

China Navigation Co.; 1916; Taikoo Dockyard & Eng. Co.; 2,555 tons; 310-3x41-2x22-4; 189n.h.p.; triple-expansion engines.

The British steamship *Sunning* was driven ashore and wrecked by a typhoon at Junk Bay on August 17th, 1936. She was carrying 40 passengers and a general cargo from Hong Kong to Ningpo.

SUNOIL

Sun Oil Co.; 1927; Sun S.B. & D.D. Co.; 9,005 tons; 480-6x66x36-8; 688n.h.p.; 11 knots; oil engines. The American tanker *Sunoil*, Capt. S. B. Heggund, was torpedoed and sunk by a German submarine on April 5th, 1943, about 500 miles S.E. of Cape Farewell on a voyage from Halifax to the Clyde. There were no survivors of the crew of 43.

SUNRISE

John Wood & Co.; 1883; R. Craggs & Sons; 1,169 tons; 230X32x15-4; 98 r.h.p.; compound engines.

The British steamship *Sunrise* was wrecked at St. Shott's Cove, near Cape Race, on July 18th, 1895. She was on a voyage from Sydney, N.S., to St. John's, N.F.L., carrying a cargo of coal.

SUNSHINE

John Wood & Co.; 1883; Kish, Boulds & Co.; 1,204 tons; 240x34-2x14-1; 150 h.p.; compound engines. The British steamship *Sunshine*, on a voyage from the Tyne to Genoa with coal, went to the assistance of the steamship *Wellfield*, 1,197 tons, on January 3rd, 1890. The *Wellfield* had broken her propeller shaft and the *Sunshine* took her in tow for Barcelona. Soon afterwards, however, a heavy sea threw the *Wellfield* on to the *Sunshine* and sank her. The *Wellfield* was subsequently towed in by another ship.

SUPERGA

Navigazione Alta Italia Soc. Anon.; 1923; Societa Esercizio Bacini; 6,154 tons; 397-7x51-6x34-6; 456n.h.p.; triple-expansion engines.

The Italian steamship *Superga* was torpedoed and sunk by a Russian submarine on September 29th, 1941, near Varna, Bulgaria.

SURABAYA MARU

Osaka Shosen K.K.; 1919; Osaka Iron Works; 4,391 tons; 345X49•8X28•1; 390n.h.p.; triple-expansion engines. The steamship *Surabaya Maru* was torpedoed and sunk by the U.S. submarine *Silver sides* on January 20th, 1943, N. of the Admiralty Islands.

SURAKARUTA MARU

Nanyo Risen K.K.; 6,886 tons. The steamship *Surakaruta Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off the west coast of Luzon Island, Philippines.

SURINAME

Netherlands West Indies Government; 1930; Deschimag A.G.; 7,915 tons; 495-7x63-9x28-9; 1,250n.h.p.; triple-expansion engines & L.P. turbine.

The Dutch steamship *Suriname* was torpedoed and sunk by a German submarine on September 13th, 1942, on a voyage from Trinidad to New York. Twelve of her crew and one gunner were lost.

SURPRISE

French Navy, gunboat; 1895; 680 tons; 900h.p.; 13-4 knots; triple-expansion engines; two 3-9 in. guns, four 9pdr, four 1 pdr. The French gunboat *Surprise* was off Funchal, Madeira, on December 3rd, 1916, when she was torpedoed and sunk by the German submarine *U-38*. The gunboat's normal complement was 93.

SURPRISE

British Navy, destroyer; 1916; Great Britain; 910 tons; 27 lx 25-7x10-5; 23,000s.h.p.; 36 knots; turbine engines; Yarrow boilers; three 4 in. guns, one 2pdr., 1 m.g., 4 T.T. The destroyer *Surprise* was torpedoed and sunk by a German submarine off the Maas lightship on December 23rd, 1917. She was carrying a complement of about 100.

SURREY

W.S. Bailey; 1873; Humphrey s& Pear son; 1,308 tons; 253-8 x 30X23; 90h.p.; compound inverted engines. The British cargo ship *Surrey* was wrecked off Vlie on December 20th, 1884, while on a voyage from Reval to London carrying a cargo of oats.

SURREY

Federal Steam Navigation Co.; 1919; Palmer's Co.; 8,581 tons; 460-4x62-8x34-9; 1,084n.h.p.; 14 knots; turbine engines. The liner *Surrey*, Capt. F. Loughed, was torpedoed and sunk by an enemy submarine about 150 miles N. of Cristobal on June 10th, 1942. Ten of her crew and two gunners were killed. Capt. Loughed, who was among the survivors, was in command of the *Norfolk* when she was torpedoed in June 1941.

SURVILLE

Compagnie Nantaise des Chargeurs de VQuest; 1919; J. T. Eltringham & Co.; 2,318 tons; 290-2x44x20-8; 245n.h.p.; triple-expansion engines. The French steamship *Survive* struck a mine on November 6th, 1943, ran ashore and was wrecked, about three miles S.E. of Cap Bon.

SUSAK

Yugoslav Government; 1927; J. Readhead & Sons; 3,889 tons; 388-8x52-5x22-1; 334n.h.p.; triple-expansion engines. The steamship *Susak* was torpedoed, shelled and sunk by a German submarine on June 6th, 1942, on a voyage from Aden to Lourenco Marques. Six of her crew were killed by gunfire and one died of wounds later.

SUSAN B. ANTHONY

Grace Line; 1930; New York S.B. Co.; 8,101 tons; 483-3X 63 -9 X25-5; 2,660 n.h.p.; turbo-electric engines. The American steamship *Susan B. Anthony* struck a mine and sank on June 7th, 1944, during the landings in Normandy. The loss of life was slight, most of the troops on board being taken off by landing craft.

SUSAN MCERSK

Ministry of War Transport (Thompson S.S. Co.); 1923; Odense Staalskibsværft; 2,355 tons; 299-8x42-4x19-9; 191 n.h.p.; 10 knots; triple-expansion engines.

The former Danish steamship *Susan Mcersk*, Capt. Kai Bjorn Thomsen, with a crew of 23 left Newport on June 1st, 1941, and sailed in ballast from Milford Haven two days later for Curacao. She was lost without trace, and was probably sunk by enemy action.

SUSANA

Madriral & Co.; 1914; Cantiere Navale Triestino; 5,929 tons; 401-4x51-8x22-9; 520 n.h.p.; triple-expansion engines. The Philippine steamship *Susana* was torpedoed and sunk by a German submarine on October 13th, 1942, on a voyage from New York to Cardiff. The captain, 27 crew and ten gunners were lost.

SUTLEJ

J.Nourse; 1940; C. Cornell & Co.; 5,189 tons; 415-6x55-2x 25-6; 387n.h.p.; oilengines.

The British motorship *Sutlej*, on a voyage from Kosseir to Fremantle with 7,000 tons of phosphate, was torpedoed and sunk by a Japanese submarine on February 26th, 1944, about 150 miles S.E. of the Chagos Archipelago. The submarine shelled the sinking ship and the boats in the water. Forty-two of the crew and seven gunners were lost. Five survivors were picked up from a boat after 42 days and 18 others on two rafts after 49 days.

SUTTON

Over ton Steamship Co.; 1920; Cochrane & Sons; 485 tons; 152x25-2x10-8; 85 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Sutton*, Capt. W. H. Terretta, left Aberystwyth for Antwerp at 5.10 p.m. on November 27th, 1925, with 239 tons of zinc and lead concentrates, being about half the ship's cargo capacity. Her crew numbered ten, in addition to whom the captain's wife and daughter were on board. On December 1st the bodies of a seaman and the captain's wife, with the wreckage of a small boat and a lifebuoy inscribed s.s. *Sutton*, were washed up along the Cardiganshire coast. This was the only intimation of the fate of the vessel.

SUWA MARU

Nippon Yusen K.K.; 1914; Mitsubishi Dockyard & Engineering Works; 10,672 tons; 504-9x63-3x37-4; 1,337 n.h.p.; triple-expansion engines.

The liner *Suwa Mam*, in service as a transport, was torpedoed and sunk by the U.S. submarines *Tunny*, *Finback* and *Seadragon* on March 28th, 1943, S.W. of Wake Island.

SUWIED

Hedger S.S. Corp.; 1920; Submarine Boat Corp.; 3,249 tons; 324x46-2x25; 386 n.h.p.; turbine engines. The American steamship *Suwied* was torpedoed and sunk by a German submarine on June 7th, 1942, on a voyage from Demerara to Mobile.

SUZAN MARU

Toa Risen K.K.; 2,539 tons.

The steamship *Suzan Mam* was bombed and sunk by U.S. land-based aircraft on February 5th, 1944, about 125 miles E. of Hong Kong.

SUZANAMI

Japanese Navy, destroyer; 1941; Japanese Yards; 2,200 tons; 415x35x—; 34 knots; turbine engines; six 5 in. guns, eight 25mm.A.A., 15 T.T. The Japanese destroyer *Suzanami* was lying in Rabaul Harbour,

on November 11th, 1943, when the anchorage was attacked by aircraft from a squadron of U.S. carriers. Air fighting of a very determined character took place over the port and 63 Japanese planes were brought down for a loss of seven American. The *Suzanami* was hit and sunk and a cruiser and several destroyers were damaged. The destroyer carried a complement of over 200.

SUZETTE FRAISSINET

Fraissinet & Cie.; 1892; J. L. Thompson & Sons; 2,288 tons; 302 X 40 • 6 X 22 • 1; 264 n.h.p.; triple-expansion engines. The French steamship *Suzette Fraissinet* was torpedoed and sunk by a submarine in the Mediterranean on May 11th, 1918.

SUZUKAZE

Japanese Navy, destroyer; 1937; Uraga; 1,368 tons; 335-5X 31-7x9-2; 38,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 8 T.T.

The Japanese destroyer *Suzukaze* was torpedoed and sunk N.W. of Ponape in the Carolines Group by the U.S. submarine *Skipjack* on January 26th, 1944. The destroyer's normal complement was 180.

SUZUYA

Japanese Navy, heavy cruiser; 1934; Yokosuka; 14,000 tons; 640x63x14-7; 90,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; eight 8 in. guns, eight 5 in., many 47mm., 12 T.T., 6 aircraft.

The Japanese heavy cruiser *Suzuya* was a unit of the Northern Force in the action in the Sibuyan Sea and San Bernardino Strait, which was part of the battle of Leyte Gulf, October 23rd-27th, 1944. At the outset of the action the Northern Force comprised five battleships, ten heavy cruisers, two light cruisers and 15 destroyers. At its conclusion the Japanese were left with only four battleships (all damaged), five heavy and one light cruisers and 13 destroyers, a loss of nine ships.

The *Suzuya* was sunk off Samar by bombs from U.S. naval aircraft on the 25th. Her normal complement was 850.

For full story of the battle of Leyte Gulf see the battleship *Musashi*.

SVANHOLM

L.H.Carl; 1905; Wood, Skinner & Co.; 1,400 tons; 252 x 38-2x16-2; 168 n.h.p.; triple-expansion engines. The Danish steamship *Svanholm* was torpedoed and sunk by a German submarine in the North Sea on August 16th, 1917.

SVARTON

Trafik A/B Grøngesberg-Oxelosund; 1906; R. Thompson & Sons; 2,475 tons; 296-1x44-5x19-7; 229n.h.p.; triple-expansion engines.

The Swedish steamship *Svarton* was torpedoed and sunk by a German submarine on January 3rd, 1940, 12 miles N.E. of Kinnaird Head. Seven of her crew were killed.

SVAVA

Ministry of War Transport (S. Marshall & Co.); 1904; KjøbenhavnsFlydedok&Skibsværft; 1,216 tons; 233-4x34-4x16-4; 131 n.h.p.; triple-expansion engines.

The British cargo ship *Svava* sank after a collision with the *Fort Beausejour* on March 10th, 1944, when off Blyth. She was carrying a cargo of coal from Warkworth to the Thames.

SVEAJARL

Stockholms Rederi-AjB. Svea; 1941; Kockums M.V.; 10,382 tons; 525-3x63-1x38-9; 1,556n.h.p.; oilengines. The Swedish tanker *Sveajarl* struck a mine and sank on January 9th, 1943, about 75 miles W. of Haugesund, with the loss of 38 lives.

SVEIN JARL

Nordenfjeldske Dampskibsselskab; 1909; Trondhjems Mek. Verksted; 1,135 tons; 231-1x34-2x14; 106n.h.p.; triple-expansion engines.

The Norwegian steamship *Svein Jarl* was torpedoed and sunk by a German submarine in the North Sea on June 9th, 1915.

SVEIN JARL

SVEIN JARL

Det Nordenfjeldske D/S; 1919; Trondhjems Mek. Verksted; 1,908 tons; 265X42-1X17-8; 188 n.h.p.; triple-expansion engines.

The Norwegian steamship *Svein Jar I* left Oban on February 19th, 1941, for Halifax. She became detached from her convoy on the 24th and was never seen again. She was probably sunk by a submarine on the 25th, about 1,000 miles E. of Cape Farewell.

SVEIN JARL

Det Nordenfjeldske D/S; 1943; Trondhjems Mek. Verksted; 2,056 tons; 286-2x44-1X18-3; triple-expansion engines. The Norwegian steamship *Svein Jarl* struck a mine and sank on January 16th, 1948, in the Gulf of Corinth. Eight of her crew were killed.

SVEND FOYN

St. Helier Shipowners; 1931; Furness S.B. Co.; 14,795 tons; 538-1X74•3X33•3; 997 n.h.p.; quadruple-expansion engines. The British tanker *Svend Foyn* sank after striking an iceberg 70 miles S. of Cape Farewell in lat. 58° 05' N., long. 44° 15' W., on March 19th, 1943. She was carrying fuel oil from New York to Liverpool.

SVENNER

Norwegian Navy, destroyer; 1943; Scoffs Shipbuilding Co.; 7,770 tons; 360x33x10; 40,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 40 mm.A.A., four 20 mm.A.A., 8 T.T.

The Norwegian destroyer *Svenner* took part in the operations off the coast of Normandy on "D Day", June 6th, 1944. The vessel, which carried a complement of about 200, was torpedoed and sunk.

SVENOR

S. Ugelstacs Rederi A/S; 1931; Swan, Hunter & Wigham Richardson; 7,616 tons; 460-5x59-5x34-1; 1,010 n.h.p.; oil engines.

The Norwegian tanker *Svenor*, on a voyage from Curacao to Halifax with 11,400 tons of fuel oil, was torpedoed by a German submarine on March 27th, 1942, about 300 miles E. of Cape Hatteras. As the ship did not sink the submarine sank her by gunfire, killing eight of her crew, including the captain.

SVENT ISTVAN

Austrian Navy, dreadnought battleship; 1914; Danubius Yard; 22,000 tons; 525x89-5x27; 25,000 i.h.p.; 21 knots; turbine engines; Babcock boilers; twelve 12 in. guns, twelve 6 in., eighteen 12pr., 4 T.T.

On June 9th, 1918, two Austrian dreadnoughts, the *Svent Istvan* and the *Tegethoff*, with a screen of ten destroyers, left Pola with the intention of raiding Allied light forces in the southern Adriatic. By dawn on the 10th the ships were off Premuda, on the coast of Dalmatia, when they were spotted by two Italian motor torpedo boats. These boats, commanded by Cdr. Luigi Rizzo and Midshipman Giuseppe Aonzo, respectively, had been on minesweeping duties and were making for their base. Rizzo, a daring and confident officer, decided to attack. He was followed by Midshipman Aonzo and both craft eluded the destroyer screen and discharged two torpedoes apiece at the battleships. Those fired by Rizzo struck the *Svent Istvan* and sank her, but the torpedoes from Aonzo's craft missed the *Tegethoff* by a narrow margin.

The *Svent Istvan* carried a crew of 1,000, a large proportion of whom were picked up by the escorting destroyers.

SVERIGE

E. Brodin; 1882; J. Blumer & Co.; 1,602 tons; 260-1x38x17-2; 177 n.h.p.; compound engines.

The Swedish steamship *Sverige* struck a mine and sank in the North Sea on August 13th, 1915.

SVERRESBORG

A. Halvorsen; 1914; Laxevaags Mask. & Jernskibs.; 1,144 tons; 228-6x35-1x15-8; 103 n.h.p.; triple-expansion engines. The Norwegian steamship *Sverresborg* was sunk by a German submarine in the Bristol Channel on August 18th, 1915.

SVIETLANA

Russian Navy, 2nd class cruiser; 1896; Forges et Chantiers, Havre; 3,727 tons; 331-2x42-7x18-7; 10,000 i.h.p.; 20-2 knots; triple-expansion engines; six 6 in. guns, ten 3pr., 2 m.g., 2 T.T.

The Russian light cruiser *Svietlana* was the flagship of the Scouting Division of the Baltic Fleet at the battle of Tsushima, wearing the broad pennant of Capt. Schein. During the battle on May 27th, 1905, the light cruiser helped to protect the group of transports and repair ships which accompanied the fleet. While on this duty she was struck by a large calibre shell which entered below the waterline flooding her magazines and her dynamo engines. At 10.40 p.m. she could no longer maintain her place in the line and was compelled to haul out, setting a northerly course for Vladivostok.

The *Svietlana* was now down by the head with a heavy list to port, much of her ammunition supply being cut off by the water. Twice during the night she sighted destroyer flotillas, but managed to avoid action. Just before morning on the 28th she was joined by the destroyer *Buistri* and the two ships kept company until dawn, when the Japanese cruisers *Otawa* and *Nikata* proceeded in chase of them. The *Svietlana* increased speed to 16 knots, but this was not sufficient to shake off her pursuers.

Capt. Schein assembled his officers, explained the plight of the ship and took their views. It was decided to fight until all the available ammunition was expended and then to sink the vessel. From just after 8 a.m. to 10.45 a.m. there was a running fight, the *Svietlana* sustaining fatal damage to her engines. Fire broke out in several places. The sea valves were therefore opened and the vessel sank with colours flying.

Of her complement of 402 about one half of the officers and two thirds of the men were saved by the Japanese auxiliary cruiser *America Maru*.

The full story of the battle of Tsushima is told under the *Knaiz Suvaroff*, flagship of the Baltic Fleet, which was among those lost.

SWAINBY

R. Ropner & Co.; 1904; R. Ropner & Son; 3,653 tons; 325x48x26; 322 n.h.p.; triple-expansion engines. The British steamship *Swainby* sank after a collision with the steamship *Hillbrook*, 3,896 tons, off Hartland Point on November 29th, 1906, while on a voyage from Newport to Mauritius carrying a cargo of coal.

SWANHILDA

W. Lewis & Co.; 1890; A. McMillan & Son; 2,150 tons; 273x42-3x24.

The British four masted barque *Swanhilda*, Capt. A. G. Payne, left Cardiff for Antofagasta on March 15th, 1910. She carried a crew of 28 and the captain's wife. On May 6th, when off Cape St. Anthony, in thick weather, she ran ashore. The sea was very rough and the captain ordered out the boats.

The captain's boat with 16 persons, including the captain's wife, capsized on launching and only five men reached the shore. The first officer's boat with 13 managed to get clear and reached New Year's Island after 30 hours adrift.

Later an Argentine gunboat found the bodies of four men who had landed from the captain's boat. One man survived.

SWANMORE

Johns ton Line; 1913; J. L. Thompson & Sons; 6,373 tons; 405'8x53-5x34-5; 623n.h.p.; 12 knots; triple-expansion engines.

The steamship *Swanmore* was torpedoed and sunk by a German submarine 230 miles W.N.W. of Fastnet on April 25th, 1917. Eleven men were killed. The captain was among the survivors.

SWANSEA VALE

South Metropolitan Gas Co.; 1909; Clyde S.B. & E. Co.; 1,310 tons; 235-1x36x15-1; 162n.h.p.; triple-expansion engines.

The British steamship *Swansea Vale* foundered after striking a submerged wreck outside the entrance to Brest on August 8th, 1918. She was on a voyage from Bayonne to Dunkirk carrying a cargo of wood.

SWATOW

China Navigation Co.; 1873; *Scott & Co.*; 1,084 tons; 235-4x 26-3x17-2; 98 h.p.; compound engines. The British steamship *Swatow* struck a rock and sank off Namoa Island on February 22nd, 1888, while on a voyage from Swatow to Shanghai carrying a general cargo.

SWEDRU

Elder Dempster Lines; 1937; *Scotts S.B. & E. Co.*; 5,379 ton*; 379x52-7x30-1; 598n.h.p.; 12-5 knots; oilengines. The motorship *Swedru*, Capt. P. Little, was bombed and set on fire by German aircraft on April 16th, 1941, about 150 miles W. of Bloody Foreland, Co. Donegal. The burning hull was torpedoed and sunk by a British warship. Capt. Little, 16 of the crew and seven passengers were lost.

SWIFT

British Navy, destroyer; 1942; *J. S. White & Co.*; 1,650 tons; 360x33x10; 40,000 s.h.p.; 34 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, six 40 mm. A.A., 8 T.T. The destroyer *Swift*, Lt. Cdr. J. R. Gower, took part in the landing of the British and American armies in France on 'D' Day, June 6th, 1944. She struck a mine and sank off the coast of Normandy on the 24th, with the loss of one officer and 16 ratings. Two officers were wounded.

SWIFTPOOL

Pool Shipping Co.; 1929; *W. Gray & Co.*; 5,205 tons; 421-2 x 54-2x27-1; 528 n.h.p.; 11 knots; triple-expansion engines. The steamship *Swiftpool*, Capt. Clark, with a cargo of ore was in the North Atlantic on August 5th, 1941, when she was torpedoed and sunk by a German submarine. Capt. Clark, nine officers and 32 men were lost.

SWORD DANCE

British Navy, minesweeper; 1918; *British Isles*; 290 tons; 130 x 27 X 3 - 5; 450 i.h.p.; 10 knots; compound engines; one 3 pdr. gun. The minesweeper *Sword Dance* struck a mine and sank in the Dvina River, North Russia, on June 24th, 1919, when engaged in operations against the Bolsheviks. The vessel carried a complement of about 50.

SYBILLE

British Navy, 2nd class cruiser; 1890; *R. Stephenson & Co.*; 3,400 tons; 300x42x16-5; 9,496i.h.p.; 20 knots; triple-expansion engines; two 6 in. guns, six 4-7 in., eight 6pdr., one 3pdr. The light cruiser *Sybille* served on the South African Station during the Boer War. In January, 1901, she was off Saldanha Bay, where she had landed her captain and a number of ratings to help in the organisation of the colonists, as the Boers had invaded the Cape. The weather was very rough and the ship made for the open sea, but was driven ashore in Lambert's Bay, north of Saldanha Bay, at about 4.30 on the morning of January 16th. Fortunately only one seaman was drowned, everyone else being taken off by the supply ship *City of Cambridge*.

The *Sybille* struck about 300 yards from the shore and with the pounding of the heavy seas soon became a total wreck. Some of her guns and stores were subsequently recovered.

SYCAMORE

Johnston Line; 1917; *R. Duncan & Co.*; 6,550 tons; 445x 58-2x31-2; 700 n.h.p.; 12 knots; triple-expansion engines. The steamship *Sycamore* was torpedoed and sunk by a German submarine 125 miles N.W. of Tory Island on August 25th, 1917. Eleven men were killed. The captain was among the survivors.

SYDFOLD

Dampsk.-A/S Fold; 1918; *P. Smit, Jr.*; 2,434 tons; 287-1X45-2x20-6; 300 n.h.p.; triple-expansion engines. The Norwegian steamship *Sydfold* was torpedoed and sunk by a German submarine on January 22nd, 1940, off the east coast of Scotland. Five of her crew were killed.

SYDHAV

Skibs-A/S Sydhav; 1929; *Swan, Hunter & Wigham Richardson*; 7,587 tons; 450-8x61x33-2; 1,010 n.h.p.; oilengines. The Norwegian motorship *Sydhav* was torpedoed and sunk by an Italian submarine on March 6th, 1942, on a voyage from Curasao to Freetown. Twelve of her crew were lost.

SYDNEY

J. Lasry; 1903; *Soc. Esercizio Bacini*; 2,695 tons; 312-lx 41-9x20-5; 232 n.h.p.; triple-expansion engines. The French steamship *Sydney* was sunk by a German submarine in the Bay of Biscay on January 14th, 1917.

SYDNEY

Australian Navy, cruiser; 1934; *Swan, Hunter & Wigham Richardson*; 6,830 tons; 555x56-8x15-7; 72,000 s.h.p.; 32-5 knots; turbine engines; 3-drum boilers; eight 6 in. guns, eight 4 in., four 3 pdr., 10 smaller, 8 T.T., 1 aircraft. The Australian cruiser *Sydney*, Capt. J. Burnett, R.A.N., distinguished herself in the Second World War by sinking the Italian light cruiser *Bartolomeo Colleoni*, 5,069 tons, in the Mediterranean on July 19th, 1940, and an Italian destroyer some months later. On November 19th, 1941, the ship was in the Indian Ocean when she fell in with the German raider *Kormoran* (ex *Steiermark*), six 5-9 in. guns, some 300 miles from Carnarvon, Western Australia. The engagement which followed was of a most resolute order, both ships being destroyed.

The *Kormoran* was the first to sink, 330 of her crew of about 400 escaping in her boats and eventually landing in Australia. These men reported that the *Sydney* had been torpedoed during the engagement and her fire control destroyed, besides being set on fire. When last seen she was steaming slowly out of sight with her hull still blazing. The most reasonable conjecture is that the flames reached her magazine and she blew up. None of her complement of 42 officers and 603 ratings was saved and no traces of her, except two empty lifeboats and a Carley raft were ever discovered.

SYDNEY MARU

Kokusai Kisen K.K.; 1919; *Kawasaki Dockyard Co.*; 4,105 tons; 345 x 48x30; 356 n.h.p.; triple-expansion engines. The steamship *Sydney Maru* was bombed and sunk by U.S. land-based aircraft on April 14th, 1943, off the east coast of New Guinea.

SYDNEY MARU

Osaka Shosen K.K.; 1929; *Yokohama Dock Co.*; 5,425 tons; 380x54-5x34-2; 489 n.h.p.; oilengines. The motorship *Sydney Maru* was torpedoed and sunk by the U.S. submarine *Bowfin* on November 28th, 1943, off the east coast of Indo-China.

SYLVAN

C.E. De Wolf & Co.; 1879; *A. McDougall*; 1,074 tons; 186-6X 35-9x22. The Canadian barque *Sylvan*, on a voyage from Barbados to St. John, N.B., in ballast, stranded on Trinity Ledge, near Yarmouth, N.S., on March 20th, 1892. Five of her crew were drowned. The wreck was subsequently towed off and sold for scrap.

SYLVIE

Soc. les Affreteurs Reunis; 1904; *Sir Raylton Dixon & Co.*; 2,591 tons; 300 x 43-2x15-5; 271 n.h.p.; triple-expansion engines. The French steamship *Sylvie* was torpedoed and sunk by a submarine in the Mediterranean on January 25th, 1917.

SYMRA

Ivar An Christensen; 1898; *Ropner & Son*; 3,005 tons; 315 X 44-5x21-6; 246 n.h.p.; triple-expansion engines. The Norwegian steamship *Symra* was sunk by a German submarine off the coast of Portugal on or about June 12th, 1917.

SYRIA

J. Nourse; 1868; *W. Pile & Co.*; 1,010 tons; 207-7x34-lx 20-8. The sailing ship *Syria* was bound from Calcutta to Fiji with 494 Chinese coolies, besides crew and other passengers. On May 11th, 1884, in a S.E. gale the ship was wrecked on Nasilai Reef in the Fiji Islands, with the loss of 59 lives.

SYRIE

SYRIE

Compagnie Navale Afrique du Nord; 1909; Ateliers & Chantiers de France; 2,460 tons; 288-8x38-9x16-6; 156n.h.p.; triple-expansion engines.

The French steamship *Syrie* struck a mine and sank on June 11th, 1940, at Havre.

SYROS

Lykes Bros. S.S. Co.; 1920; George A. Fuller Co.; 6,191 tons; 395 • 3 X 55 -1 X 31 • 4; 359 n.h.p.; triple-expansion engines. The

American steamship *Syros* was torpedoed and sunk by a German submarine on May 27th, 1942, between Reykjavik and North Russia, with the loss of ten lives.

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SZECHUEN

China Navigation Co.; 1895; Scott & Co.; 1,862 tons; 260-7x38-1x21-3; 169 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Szechuen* was torpedoed and sunk by a German submarine 60 miles N. by E. i E. of Port Said on May 10th, 1918. Nine men were killed. The captain was among the survivors.

SZECHUEN

China Navigation Co.; 1920; Taikoo Dockyard & Eng. Co.; 2,604 tons; 310-3x41-2x22-4; 196 n.h.p.; triple-expansion engines.

The British steamship *Szechuen* sank after an explosion off Port Said on November 27th, 1942, while carrying petrol from Haifa to Port Said.

T-25 (and T-26)

German Navy, destroyer; 1942; Elbing; 1,100 tons; 313 x 31 x 9; 28,000 s.h.p.; 33 knots; turbine engines; Schulz boilers; four 4 • 1 in. guns, four 37 mm., eight 20 mm., 6 T.T. The German destroyers T-25 and T-26, with four others of the same class, were sighted by British reconnaissance aircraft in the Bay of Biscay, at dawn on December 28th, 1943. Another flotilla of five Narvik destroyers, vessels of 2,400 tons armed with 5-9 in. guns, was in company making 11 destroyers in all. It was assumed that this force was at sea for the purpose of escorting a blockade-runner into port. This vessel had been attacked and sunk by British aircraft on the previous day, but this was apparently unknown to the Germans. As a result of aircraft messages the cruisers *Enterprise* 7,580 tons, seven 6 in. guns, Capt. H. T. W. Grant, and *Glasgow*, 9,100 tons, twelve 6 in. guns, Capt. C. P. Clarke, overhauled the destroyers during early afternoon. There was a heavy sea running which seriously reduced the speed of the Germans who divided into small groups. One group consisting of four of the lighter class came under heavy fire from the British cruisers, as a result of which the T-25 and T-26 went to the bottom. A third destroyer, the *Adler*, 1,200 tons, was heavily damaged and ultimately sank. One of the large Narviks, the Z-27, escaped in a damaged condition and sank later.

The *Glasgow* was hit by a shell which caused a few casualties and some superficial damage. The *Enterprise* suffered neither loss or damage, 1

T-27

German Navy, destroyer; 1942; Elbing; 1,100 tons; 313 x 31 x 9; 28,000 s.h.p.; 33 knots; turbine engines; Schulz boilers; four 4-1 in. guns, four 37mm., eight 20 mm., 6 T.T. The German destroyer T-27 in company with another vessel of the same class was engaged by the Canadian destroyers *Athabaskan* and *Haida* N.W. of Brest on April 29th, 1944. The fight was of a very determined character and resulted in the T-27 being driven ashore on fire and the *Athabaskan* being sunk by gunfire and torpedo. The destruction of the T-27 was finally completed by British aircraft on May 7th.

See also *Athabaskan*.

T-29

German Navy, destroyer; 1942; Elbing; 1,100 tons; 313 x 31 x 9; 28,000 s.h.p.; 33 knots; turbine engines; Schulz boilers; four 4-1 in. guns, four 37mm., eight 20 mm., 6 T.T. The German destroyer T-29 in company with two others of the same class was engaged N.W. of Brest in the early hours of April 26th, 1944 by a British force consisting of the cruiser *Black Prince*, 5,770 tons, Capt. D. M. Lees, D.S.O., commanding the Canadian destroyers *Athabaskan*, *Haida*, *Huron* and *Ashanti*, all Tribal class vessels of 1,870 tons. The Germans endeavoured to lay a smoke screen and take avoiding action, but this was effectively countered by star shells fired by *Black Prince* which revealed their whereabouts to the British destroyers. The T-29 was sunk by gunfire from *Athabaskan*, but the two others managed to escape.

T. C. McCOBB

Standard Oil Co. of New Jersey; 1936; Federal S.B. & D.D. Co.; 7,452 tons; 435x66-8x34-2; 593 n.h.p.; turbine engines. The American steamship T. C. McCobb was torpedoed and sunk by a German submarine on March 31st, 1942, on a voyage from Buenos Aires to Caripito.

T. J. WILLIAMS

Panama Transport Co.; 1921; Oscar Daniels Co.; 8,212 tons; 465-4x60-2x36; 595 n.h.p.; 10 knots; quadruple-expansion, engines.

The British tanker T. J. Williams, Capt. R. T. C. Wright, left Sydney, Nova Scotia, with an eastbound convoy on September 11th, 1941. On the 19th, when in the vicinity of Iceland, at about 11.45 p.m., she was struck on the starboard side near the engine room by a torpedo from a U-boat. She began to settle by the head and after half an hour it was evident that she could not be saved. Capt. Wright therefore gave the order to abandon ship. The T. J. Williams carried a crew of 39 all told, of whom 17 were lost. Two lifeboats were picked up by a British corvette which landed the survivors at Reykjavik, Iceland.

T. H. SKOGLAND

T. H. Skogland & Son A/S; 1915; Blohm & Voss; 4,198 tons; 361-1x50-5x25-6; 367 n.h.p.; triple-expansion engines. The Norwegian steamship T. H. Skogland, on a voyage from Christiania to Buenos Aires, was wrecked on the Farallones Rocks on February 21st, 1923.

T. R. THOMPSON

/ Westoll; 1897; Short Bros.; 3,538 tons; 360x47-2x24-6; 301 n.h.p.; 9 knots; triple-expansion engines. The steamship T. R. Thompson was torpedoed and sunk by a German submarine seven miles S. of Newhaven on March 29th, 1918. The captain and 32 others were lost.

TABARISTAN

Strick Line (1923); 1914; A.G. Weser; 6,251 tons; 422-4 X 56-2x29-7; 520 n.h.p.; 10-5 knots; triple-expansion engines. The steamship *Tabaristan*, Capt. T. Dunn, was torpedoed and sunk by a German submarine on May 29th, 1941, about 250 miles W.S.W. of Freetown. Twenty-one of her crew were lost. Capt. Dunn was among the survivors.

TABER PARK

Park S. Co.; 1944; Foundation Maritime; 2,878 tons; 315-5 x 46-5x22-9; 269 n.h.p.; triple-expansion engines. The Canadian steamship *Taber Park*, on a voyage from the Tyne to London with coal, was sunk by mine or torpedo on March 13th, 1945, off Aldeburgh. Twenty-four of her crew and four gunners were lost, the captain and three others were saved.

TABERG

Angf.-A/B Halfdan; 1920; Limhamns Skeppsvarf A/B; 1,392 tons; 239-9x38-1x16-7; 130 n.h.p.; triple-expansion engines. The Swedish steamship *Taberg* was torpedoed and sunk by a German submarine on June 6th, 1941, on a voyage from Glasgow to Gibraltar. Fifteen of her crew were lost.

TABOGA

National Steamship Co.; 1898; Wigham Richardson; 649 tons; 185 x31'1x12-6; 90 r.h.p.; 12 knots; compound engines. The small passenger steamship *Taboga*, which plied along the coast of South and Central America, was carrying about one hundred persons when she struck on a rock off Punta Mala, Panama, on May 23rd, 1911. She foundered soon afterwards with a loss of 60 lives. The U.S. gunboat, *Yorktown*, which was cruising in those waters, was immediately ordered to Punta Mala to render assistance.

TABOR

W. Wilhelmsen; 1936; A/S Akers Mek. Verksted; 4,768 tons; 408-6x55-3x25-2; 748 n.h.p.; oilengines. The Norwegian motorship *Tabor* was torpedoed and sunk by a German submarine on March 7th, 1943, about 250 miles S. of Port Elizabeth. Twelve of her crew were lost.

TABORFJELL

A/S Rudolf; 1938; Nylands Verksted; 1,339 tons; 250-9X 41-3x14-8; 107 n.h.p.; compound & L.P. turbine engines. The Norwegian steamship *Taborfjell* was torpedoed and sunk by a German submarine on April 30th, 1942, on a voyage from New York to Montreal. Seventeen of her crew were lost.

TACHIBANA

Japanese Navy, destroyer; 1943; Japan; 1,000 tons; 300 X — X —; 30 knots; turbine engines; four 4-7 in. guns, 4 T.T. The Japanese destroyer *Tachibana* was bombed and sunk by aircraft from U.S. aircraft carriers at Ominato, on July 15th, 1945. The vessel carried a complement of about 150.

TACHIBANA MARU

Nippon Yusosen K.K.; 6,521 tons. The tanker *Tachibana Maru* was torpedoed and sunk by the U.S. submarine *Sawfish* on October 9th, 1944, 200 miles south-east of Hong Kong.

TACHIKAZE

Japanese Navy, destroyer; 1921; Maiduru; 1,215 tons; 336-5x29-2x9-5; 55,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4 7 in. guns, 2 A.A.m.g., 6 T.T. The Japanese destroyer *Tachikaze* was one of the vessels lost in the defence of the naval base of Truk in the Carolines Group. The fighting extended over the three days February 16th-18th, 1944, and resulted in a Japanese loss of three cruisers and four destroyers. The *Tachikaze* was sunk by U.S. carrier-borne aircraft on the 17th. Her normal complement was 148.

No American ship was lost.

For further details see the light cruiser *Agano*.

TACHIRA

Grace Line; 1920; McDougall Duluth S.B. Co.; 2,325 tons; 251 x 43 - 7 x 22 • 2; 262 n.h.p.; triple-expansion engines. The American steamship *Tachira* was torpedoed and sunk by a German submarine on July 12th, 1942, on a voyage from Maracaibo to New Orleans. Five of her crew were lost.

TACNA

Pacific Steam Navigation Co.; 1873; Laird's; 612 tons; 219x26x13; 180 n.h.p.; 11 knots; compound engines. The steamship *Tacna*, Capt. Hyde, was a new vessel plying along the Chilean coast between Valparaiso and Pan de Azucar. On March 7th, 1874, she left the former port with a general cargo, ten head of cattle and 250 bundles of hay. Her first place of call was Los Vilos and when approaching land she was caught by a gust of wind on the starboard quarter, which caused her to heel over to an alarming degree. The captain endeavoured to trim the ship by throwing over his deck cargo of hay and cutting away the foremast, but before this could be done she foundered amid scenes of frightful confusion. The gig was launched but capsized, drowning some of its occupants. The other boats could not be got out and an explosion wrecked the saloon deck.

The loss of life amounted to 19 persons. Many of the survivors owed their safety to the floating bundles of hay.

TACOMA MARU

Osaka Shosen K.K.; 1909; Kawasaki Dockyard Co.; 5,172 tons; 419-7x49-5x29-9; 544 n.h.p.; triple-expansion engines. The steamship *Tacoma Maru* was torpedoed and sunk by the U.S. submarine *Hake* on February 1st, 1944, off Cape Gamtjaka, Moluccas.

TACOMA STAR

F. Leyland & Co.; 1919; Workman Clark & Co.; 7,924 tons; 450x58-5x37-1; 1,138 n.h.p.; 13 knots; triple-expansion engines.

The liner *Tacoma Star*, Capt. R. G. Whitehead, was torpedoed and sunk by a German submarine on February 1st, 1942, 500 miles E. of Hampton Roads. Capt. Whitehead and 84 others were lost.

TADORNA

Cork S.S. Co.; 1910; Swan, Hunter & Wigham Richardson; 1,643 tons; 275x36x19-5; 242 n.h.p.; triple-expansion engines. The British cargo ship *Tadorna* was wrecked in Ballycotton Bay on November 15th, 1911, while carrying a general cargo from Rotterdam to Cork.

TAGA MARU

Hinode Risen K.K.; 1939; Tsurumi Seitetsu Zosen K.K.; 2,868 tons; 322-4x45-1x24-6; 267 n.h.p.; turbine engines.

The steamship *Taga Maru* was torpedoed and sunk by the U.S. submarine *Sargo* on November 9th, 1943, about 500 miles N.E. of Luzon Island, Philippines.

TAGA MARU

Hinode Risen K.K.; 2,220 tons.

The steamship *Taga Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on June 10th, 1945, about 50 miles S.E. of Seishin, Manchuria.

TAGLIAMENTO

LloydTrientino; 1922; CantieriSanRocco; 5,448 tons; 404-2 x 54x29; 465 n.h.p.; triple-expansion engines. The Italian steamship *Tagliamento* was torpedoed and sunk by a British submarine on April 22nd, 1943, 35 miles from Pianosa Island.

TAGONOURA MARU

Mitsubishi Shoji K.K.; 3,521 tons.

The steamship *Tagonoura Maru* was torpedoed and sunk by the U.S. submarine *Pollack* on September 3rd, 1943, 100 miles S.E. of Yokohama.

TAKER

Hajee Cassum Joosub; 1879; Caird & Co.; 3,142 tons; 380-9 X 38-3x26; 570 n.h.p.; compound engines.

The Indian steamship *Taher*, on a voyage from Aden to Mauritius, was wrecked off Port Louis, Mauritius, on March 22nd, 1901. Twenty of those on board were drowned.

TAGONA

Canada Steamship Lines; 1908; A. McMillan & Son; 2,004 tons; 249'6x42-6x21-1; 122 n.h.p.; 8-5 knots; triple-expansion engines.

The Canadian steamship *Tagona* was torpedoed and sunk by a German submarine five miles W.S.W. of Trevoise Head on May 16th, 1918. The captain and seven of the crew were lost.

TAI PING

China Pacific Shipping & Trading Co.; 1921; Newburgh Shipyard; 2,493 tons; 301-3x42-3x22-6; triple-expansion engines. The Chinese steamship *Tai Ping*, on a voyage from Shanghai to Keelung with about 1,500 passengers and a large consignment of Nationalist Government securities and currency, collided with the Chinese steamship *Kien Yuan*, 2,160 tons, on January 27th, 1949, in fog in Bonham Strait, N. of Chusan Island. The latter ship sank almost immediately and the *Tai Ping* 15 minutes afterwards. The Australian destroyer *Warramunga* went to assist but was able to save only 35 persons.

TAI SANG

Indo-China Steam Navigation Co.; 1938; Hong Kong & Whampoa Dock Co.; 3,555 tons; 314-9x48-1x25-2; 549 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Tai Sang*, Capt. R. J. T. Hopkins, was in the Durian Strait, Sumatra, on January 24th, 1942, in convoy when she ran into an Allied minefield. She struck a mine and sank with the loss of 30 of her crew including Capt. Hopkins, and four passengers. Two members of the crew became prisoners of war.

TAI WO

Indo-China S.N. Co.; 1881; Boyd & Co.; 1,324 tons; 239-6x 27 X11 • 3; 93 h.p.; compound engines.

The British steamship *Tai Wo* was wrecked on Centaur Shoal, Yangtze-Kiang, on January 14th, 1895. She was on a voyage from Shanghai to Hankow carrying a general cargo.

TAIAN MARU

Nippon Yusen K.K.; 1917; Kawasaki Dockyard Co.; 3,158 tons; 315 x45x 26; 285 n.h.p.; triple-expansion engines. The steamship *Taian Maru* was torpedoed and sunk by the U.S. submarine *Gudgeon* on September 28th, 1943, off Saipan Island, Ladrone Islands.

TAIAN MARU

Shimomura Kisen K.K.; 1916; Skinner & Eddy Corp.; 5,655 tons; 409-6x54x27-1; 477 n.h.p.; turbine engines.

The steamship *Taian Maru* was torpedoed and sunk by the U.S. submarine *Gurnard* on October 8th, 1943, off the north-west coast of Luzon Island, Philippines.

TAIANMARU

Dairen Risen K.K.; 1936; *Mitsubishi Jukogyo K.K.*; 3,670 tons; 345 X 50 X 23 • 6; 323 n.h.p.; triple-expansion engines. The steamship *Taian Mam* was torpedoed and sunk by the U.S. submarine *Gar* on January 23rd, 1944, S.S.E. of Angaur, Caroline Islands.

TAIAN MARU No. 2

Shofuku Risen K.K.; 1,034 tons. The steamship *Taian Mam No. 2* was torpedoed and sunk by the U.S. submarine *Sealion II* on July 11th, 1944, about 150 miles W. of Inchon, Korea.

TAIAROA

Union Steamship Co. of New Zealand; 1875; *A. & J. Inglis*; 438 tons; 189-3x23'2x12-6; *HO h.p.*; 9-5 knots; compound engines. The steamship *Taiaroa*, Capt. G. U. Thomson, left Wellington, New Zealand, at 11.30 a.m. on April 11th, 1886, for her usual run to Lyttelton, Akaroa and Dunedin. She carried a general cargo and a number of passengers, among whom were some New Zealand naval reservists. Before finally leaving the quay she put back three times to embark late comers; having a total of 48 persons on board when she at last put to sea.

This delay in starting probably contributed in some measure to the disaster which overtook her. Owing to a strong N.W. breeze she was compelled to alter course, and as the day wore on it became thick with rain with a heavy sea. At just after 7 p.m., when the mate was in charge, the steamship ran heavily aground at the mouth of the Clarence river.

The four*boats carried by the steamship were put out; the captain's boat being stove in during launching, and the other three being secured to a line dropped over the stern. The captain's boat was then patched up with pieces of blanket and managed to float with three passengers, seven crew and the captain. In this condition she drifted throughout the night and the next forenoon, finally arriving at Blenheim on the afternoon of the 11th without the loss of any of her people.

The other three boats containing 37 passengers and crew between them, each met with disaster, only three of their occupants coming safely to shore.

TAIBINMARU

6,886 tons. The steamship *Taibin Mam* was torpedoed and sunk by the U.S. submarine *Flasher* on October 4th, 1944, off Iba, Philippines.

TAIBUMARU

Osaka Shosen K.K.; 6,440 tons. The steamship *Taibu Mam* was torpedoed and sunk by the U.S. submarine *Tinosa* on May 4th, 1944, about 250 miles S.E. of Hong Kong.

TAIBUNMARU

Shimomura Risen K.K.; 1920; *Osaka Iron Works*; 6,581 tons; 415 x 55 • 5 X 34 - 6; 552 n.h.p.; triple-expansion engines. The steamship *Taibun Mam* was torpedoed and sunk by the U.S. submarine *Halibut* on August 30th, 1943, in the Tsugaru Strait, Japan.

TAICHUMARU

Osaka Shosen K.K.; 1,906 tons. The steamship *Taichu Mam* was torpedoed and sunk by the U.S. submarine *Lapon* on October 18th, 1943, off Kagashima, Japan.

TAICHUMARU

Osaka Shosen K.K.; 1897; *Sir J. Laing*; 3,213 tons; 330x 44x16-9; 589 n.h.p.; triple-expansion engines. The steamship *Taichu (Taityii) Mam* was torpedoed and sunk by the U.S. submarine *Halibut* on April 12th, 1944, 50 miles north of Amami O Island, Ryukyu Islands.

TAIGETOS

A. M. Coulouthros; 1903; *W. Gray & Co.*; 2,961 tons; 270n.h.p.; triple-expansion engines. The Greek steamship *Taigetos* was torpedoed and sunk by a German submarine in the Bay of Biscay on June 24th, 1917.

TAIEMARU

Towa Kisen K.K.; 1918; *Uchida S.B. & E. Co.*; 2,209 tons; 270 x 39 x 23 -1; 169 n.h.p.; triple-expansion engines. The steamship *Taiei Mam* was torpedoed and sunk by the U.S. submarine *Triton* on May 6th, 1942, in the East China Sea.

TAIEMARU

Kuribayashi Shosen K.K.; 1926; *Mitsui Bussan S.B.*; 3,221 tons; 325-7x46-7x24-8; 241 n.h.p.; triple-expansion engines. The steamship *Taiei Maru* was bombed and sunk by U.S. land-based aircraft on March 19th, 1944, north of the Schouten Islands, New Guinea.

TAIEMARU

Nittoh Kisen K.K.; 10,045 tons. The tanker *Taiei Maru* was sunk by U.S. carrier-based aircraft on September 24th, 1944, off the Calamian Group, Philippines.

TAIEMARU

Osaka Shosen K.K.; 6,923 tons. The steamship *Taiei Maru* struck a mine and sank on June 3rd, 1945, off Shimonoseki.

TAIETSUMARU

Osaka Shosen K.K.; 6,890 tons. The steamship *Taietsu Maru* was torpedoed by the U.S. submarine *Boarfish*, bombed and sunk by land-based aircraft on January 31st, 1945, off Quangngai, Indo-China.

TAIFUKUMARU

Nippon Yusen K.K.; 1939; *Mitsubishi Jukogyo K.K.*; 3,520 tons; 343-9x48-2x27-9; 294 n.h.p.; triple-expansion engines. The steamship *Taifuku (Taihuku) Maru* was torpedoed and sunk by the U.S. submarine *Pollack* on August 27th, 1943, in the Bungo Channel, Japan.

TAIGENMARU

Shimomura Kisen K.K.; 1917; *Skinner & Eddy Corp.*; 5,660 tons; 409-6x54x27-1; 507 n.h.p.; turbine engines. The steamship *Taigen Maru* was torpedoed and sunk by the U.S. submarine *Triton* on May 6th, 1942, in the East China Sea.

TAIGYOMARU

Osaka Shosen K.K.; 6,892 tons. The steamship *Taigyō Maru* was torpedoed and sunk by the U.S. submarine *Guavina* on February 7th, 1945, about 150 miles N.E. of Dungun, Malaya.

TAIHA MARU No. 1

Osaka Shosen K.K.; 6,889 tons. The steamship *Taiha Maru No. 1* struck a mine and sank on July 23rd, 1945, off Karatsu, Japan.

TAIHAKUMARU

Osaka Shosen K.K.; 6,886 tons. The steamship *Taihaku Maru* was torpedoed and sunk by the U.S. submarine *Drum* on October 26th, 1944, about 50 miles N. of Luzon Island, Philippines.

TAIHEIMARU

Daido Kaiun K.K.; 1928; *Mitsui Bussan Kaisha*; 6,284 tons; 413-4x55-5x32; 473 n.h.p.; oil engines. The motor vessel *Taihei Maru* was torpedoed and sunk by the U.S. submarine *Sunfish* on July 9th, 1944, about 150 miles E. of Sakhalin.

TAIHO

TAIHO

Japanese Navy, aircraft carrier; 1941; Japan; 30,000 tons; 750 x — x —; 30 knots; turbine engines; twelve 5 in.A.A. guns, many 47 mm., 100 aircraft.

The Japanese aircraft carriers *Taiho* and *Shokaku* were torpedoed and sunk by the U.S. submarines *Albacore* and *Cavalla* respectively in the battle of the Philippine Sea, June 19th, 1944. The *Taiho* was sunk at a position to the N. of Yap. The battle ended disastrously for the Japanese who lost three large aircraft carriers and one destroyer, besides several battleships and cruisers heavily damaged.

The Americans lost no ships and only about one fifth of the aircraft lost by the Japanese.

For the full story of the battle of the Philippine Sea, see the aircraft carrier *Hitaka*.

TAIHO MARU

Osaka Sho sen R.R.; 2,700 tons.

The steamship *Taiho Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

TAIHO MARU

Toyo Salvage K.K.; 2,720 tons.

The steamship *Taiho Maru* was sunk by U.S. carrier-based aircraft on October 18th, 1944, about 40 miles N. of Luzon Island, Philippines.

TAIHOSAN MARU

Mitsui Bussan Kaisha; 1937; Tama Zosensho; 1,805 tons; 264-5x38-1x20-0; 110 n.h.p.; triple-expansion & L.P. turbine engines.

The cargo steamship *Taihosan Maru*, adapted for use as a water carrier, was torpedoed and sunk by the U.S. submarine *Plunger* on March 12th, 1943, about 100 miles S. of Guadalcanal.

TAIJIMA MARU

Osaka Shosen R.R.; 6,995 tons.

The steamship *Taijima Maru* was torpedoed and sunk by the U.S. submarine *Gurnard* on May 6th, 1944, about 50 miles N. of Menado, Celebes.

TAIJIN MARU

*Shimomura Risen K.K.; 1922; Werf. voorh. Rijkee & Co.; 5,154 tons; 375x51-2x34-1; 563 n.h.p.; oilengines. The motor vessel *Taijin (Taizih) Maru* was torpedoed and sunk by the U.S. submarine *Pogy* on February 20th, 1944, about 100 miles E. of Formosa.*

TAIJIN MARU

*Morihei Risen R.R.; 1916; American S.B. Co.; 1,937 tons; 251-2x43-6x18-2; 274 n.h.p.; triple-expansion engines. The steamship *Taijin (Taizin) Maru* was torpedoed and sunk by the U.S. submarine *Flying Fish* on March 12th, 1944, about 150 miles E. of Okinawa Island.*

TAIJO MARU

Osaka Shosen R.R.; 6,866 tons.

The steamship *Taijo Maru* was torpedoed and sunk by the U.S. submarine *Sea Devil* on April 2nd, 1945, about 120 miles S.W. of Mokpo, Korea.

TAIJUN MARU

*Hachiuma Risen R.R.; 1918; Uchida S.B. & E. Co.; 1,274 tons; 228 x 33 x 18 - 7; 88 n.h.p.; triple-expansion engines. The steamship *Taijun (Taizyun) Maru* was bombed and sunk by U.S. land-based aircraft on April 11th, 1942, off Salamaua, New Guinea.*

TAIJUN MARU

Osaka Shosen R.R.; 2,825 tons.

The steamship *Taijun Maru* was torpedoed and sunk by the U.S. submarine *Cero* on May 23rd, 1944, about 100 miles N. of Morotai Island, Celebes.

TAIKA MARU

*Toa Raiun R.R.; 1921; Uruga Dock Co.; 2,204 tons; 280X 43-2x21; 156 n.h.p.; triple-expansion engines. The steamship *Taika Maru* was torpedoed and sunk by the U.S. submarine *Growler* on September 7th, 1942, off Keelung, Formosa.*

TAIKAI MARU

*Shirasaka Risen Kaisha; 1919; Forth S.B. & Eng. Co.; 2,478 tons; 303-3x42-7x23; 217n.h.p.; triple-expansion engines. The steamship *Taikai Maru* was sunk by U.S. carrier-based aircraft on October 10th, 1944, off the Ryukyu Islands.*

TAIKAI MARU

*Meiji Raiun R.R.; 1917; Mitsubishi Zosen Kaisha; 3,812 tons; 345 x 50 x 29; 339 n.h.p.; triple-expansion engines. The steamship *Taikai Maru* was torpedoed and sunk by the U.S. submarine *Raton* on October 18th, 1944, 150 miles W. of Busuanya Island, Philippines.*

TAIKEI MARU

*Oginuno Raisho R.R.; 1897; W. Dobson & Co.; 2,792 tons; 325-5x45-1x21; 251 n.h.p.; triple-expansion engines. The steamship *Taiki Maru* left Vladivostok on February 15th, 1932, for Aomori, with a crew of 38. On the following day the ship reported that she had run into a severe storm and was surrounded by pack ice. Nothing more was heard of the ship or her crew after a final wireless message at 8 p.m. on that day.*

TAIKEI MARU

Osaka Shosen R.R.; 4,500 tons.
The steamship *Taiki Maru* was torpedoed and sunk by the U.S. submarine *Gray back* on February 19th, 1944, about 100 miles W. of Panay Island, Philippines.

TAIKEN MARU

Taiyo Raiun R.R.; 2,220 tons.

The steamship *Taiken Maru* was bombed and sunk by U.S. carrier-based aircraft on March 1st, 1945, about 200 miles W. of Formosa.

TAIKO MARU

*Taiko Risen R.R.; 1938; Matsuo Zosensho; 1,925 tons; 270 x 40x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Taiko Maru* was torpedoed and sunk by the U.S. submarine *Gurnard* on July 11th, 1943, 500 miles E. of Samar Island, Philippines.*

TAIKO MARU

*Chosen Yusen R.R.; 1937; Mitsubishi Jukogyo R.R.; 2,958 tons; 305-4x45-3x26-2; 214 n.h.p.; triple-expansion engines. The steamship *Taiko Maru* was torpedoed and sunk by the U.S. submarine *Pompano* on September 25th, 1943, in the western approach to the Tsugaru Strait, Japan.*

TAIKO MARU

*Japanese Navy; 1937; Mitsubishi Jukogyo R.R.; 2,984 tons; 305-4x45-3x26-2; 214 n.h.p.; triple-expansion engines. The steamship *Taiko Maru* was taken over by the Japanese Navy for use as an auxiliary gunboat. On July 14th, 1944, she was torpedoed and sunk by the U.S. submarine *Sandlance* off Jolo Island, Philippines.*

TAIKOKU MARU

Chosen Yusen R.R.; 2,633 tons.
The steamship *Taikoku Maru* was torpedoed and sunk by the U.S. submarine *Sandlance* on May 17th, 1944, off Tenian Island, Ladrone Islands.

TAIKYO MARU

Osaka Shosen R.R.; 5,244 tons.
The steamship *Taikyo Maru* was torpedoed and sunk by the U.S. submarine *Barb* on January 23rd, 1945, off Santuao, China.

TAIKYUMARU

Taikyū Risen K.K.; 1906; *J. Priestman & Co.*; 2,138 tons; 290 x 42 • 2 x 20 - 4; 256 n.h.p.; triple-expansion engines. The steamship *Taikyū Mam* struck a mine and sank on June 16th, 1945, off Karatsu, Japan.

TAIMAN MARU No. 1

Osaka Shosen K.K.; 6,888 tons. The steamship *Taiman Mam No. 1* was torpedoed and sunk by the U.S. submarine *Atule* on January 24th, 1945, in the Yellow Sea.

TAIMEIMARU

Nippon Yusen K.K.; 1936; *Mitsubishi Jukogyo K.K.*; 2,883 tons; 326 - 2x44 - 2x24; 284 n.h.p.; triple-expansion engines. The steamship *Taimei Mam* was bombed and sunk by U.S. land-based aircraft on March 3rd, 1943, in the Straits of Macassar.

TAIMEIMARU

Osaka Shosen K.K.; 6,923 tons. The steamship *Taimei Mam* was torpedoed and sunk by the U.S. submarine *Gurnard* on November 3rd, 1944, about 200 miles N.W. of Miri, Sarawak.

TAINAN MARU

Taiko Kisen K.K.; 1,989 tons. The steamship *Tainan Mam* was torpedoed and sunk by the U.S. submarine *Pogy* on May 26th, 1943, off Onahama, Honshu Island, Japan.

TAINAN MARU

Nippon Seitetsu K.K.; 5,407 tons. The steamship *Tainan Mam* was torpedoed and sunk by the U.S. submarine *Bow fin* on November 26th, 1943, off the east coast of Indo-China.

TAINAN MARU

Osaka Shosen K.K.; 1897; *J.L. Thompson & Sons*; 3,775 tons; 330 X 43 x 21 • 1; 589 n.h.p.; triple-expansion engines. The steamship *Tainan Mam* was torpedoed and sunk by the U.S. submarine *Tang* on June 24th, 1944, about 100 miles W. of Kago-shima, Japan.

TAINUI

New Zealand Refrigerating Co.; 1903; *Auckland*; 128 tons; 92-3x19-2x6-7; 24 h.p.; compound engines. The small wooden steamship *Tainui*, Capt. J. C. Cowan, left Lyttelton, New Zealand, on September 16th, 1919, for Wanganui with 1,808 cases of petroleum. Some of the cases were leaky and at about 3 a.m. on the 17th, when the steamship was off Gore Bay, a violent explosion occurred which blew off part of the fore hatch; wrecking the ship and setting her on fire.

To add to the danger there was a heavy sea which made the launching of the boats extremely hazardous. The *Tainui* carried a crew of nine, and they all managed to get into one lifeboat. In putting off the boat capsized and only one man, the cook, managed to reach shore.

Meanwhile the shattered vessel was rapidly breaking up. What remained of her drifted ashore near Shag Rock, Gore Bay.

TAIPOSEK

Japanese Government; 1,960 tons. The Japanese steamship *TaiPOSEK* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 15 miles E. of Gocong, Indo-China.

TAIRAI MARU

Dairin Kisen K.K.; 1925; *Osaka Iron Works*; 4,273 tons; 345x49-8x28-1; 562 n.h.p.; turbo-electric engines. The steamship *Tairai Mam* was torpedoed and sunk by the U.S. submarine *Spadefish* on February 4th, 1945, about 100 miles S.W. of Inchon, Korea.

TAIREIMARU

Kita Nippon Kisen K.K.; 1904; *Mitsubishi Goshi Kaisha*; 1,240 tons; 235-5x31-5x21; 121 n.h.p.; triple-expansion engines.

The steamship *Tairei Mam*, on a voyage from Otomari to Otaru, was sunk by collision on July 27th, 1924, three miles from Nishinotoro, Karafuto.

TAIRI GO

Japanese Government; 1919; *Kisugawa S.B. Yard*; 1,832 tons; 260 x 37-8 X19 - 8; 138 n.h.p.; triple-expansion engines. The transport *Tairi Go* was formerly the Chinese *Tai Lee*, seized by the Japanese. She struck a mine and sank on July 7th, 1945, off Fukuoka, Japan.

TAIRIKUMARU

Japanese Government; 1913; *J. Crown & Sons*; 2,325 tons; 290 x 40-8x17-8; 222 n.h.p.; triple-expansion engines. The steamship *Tairiku Maru* was formerly the Greek *Kararados*, seized by the Japanese in December, 1941. She was torpedoed and sunk by the U.S. submarine *Gato* on February 21st, 1945, about 50 miles N.W. of Mokpo, Korea.

TAIRIN MARU

Taiyo Kaiun K.K.; 1,915 tons. The steamship *Tairin Maru* was torpedoed and sunk by the U.S. submarine *Silversides* 300 miles N. of Wewak, New Guinea, on October 18th, 1943.

TAIRIN MARU

Osaka Shosen K.K.; 6,862 tons. The steamship *Tairin Maru* was torpedoed and sunk by the U.S. submarine *Sturgeon* on July 3rd, 1944, about 50 miles off Wonsan, Korea.

TAIROA

Norfolk & North American S.S. Co.; 1920; *Armstrong, Whitworth & Co.*; 7,983 tons; 478x63-2x31-2; 1,011 n.h.p.; quadruple-expansion engines.

The British steamship *Tairoa*, on a voyage from Brisbane to London was sunk by a German raider on December 3rd, 1939, off the coast of S.W. Africa.

TAIRYOMARU

Japanese Government; 1919; *Kisugawa S.B. Yard*; 1,423 tons; 208-9x38-1x11-3; 155 n.h.p.; triple-expansion engines. The steamship *Tairyo Maru* was formerly the British *Tai Lee*, scuttled at Hong Kong in December, 1941, raised and repaired by the Japanese. She was bombed and sunk by U.S. land-based aircraft on July 12th, 1943, off Haiphong, Gulf of Tonkin.

TAIRYU MARU

Kuribayashi Shosen K.K.; 1907; *Swan, Hunter & Wigham Richardson*; 4,994 tons; 384-1x51'5x29-2; 339nhp.; triple-expansion engines. The steamship *Tairyu Maru* was bombed and sunk by U.S. land-based aircraft on February 19th, 1944, S.E. of Foochow.

TAIRYUMARU

Taiko Kisen K.K.; 1940; *Kawaminami Kogyo K.K.*; 1,912 tons; 271 - 6x40x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Tairyu Maru* struck a mine and sank on May 17th, 1945, off Kobe.

TAISEI MARU

Osaka Shosen K.K.; 1,957 tons. The steamship *Taisei Maru* was bombed and sunk by U.S. land-based aircraft on September 27th, 1943, off the Schouten Islands, New Guinea.

TAISEI MARU

Osaka Shosen K.K.; 1,948 tons. The steamship *Taisei Maru* was torpedoed and sunk by the U.S. submarine *Sunfish* on April 19th, 1945, S.E. of Muroan, Japan.

TAISHAN

TAISHAN

T. W. Richardson; 1888; *J. Jones & Sons*; 1,805 tons; 274-8 X 37-2x18-8; 199 n.h.p.; triple-expansion engines. The British cargo ship *Taishan* was wrecked on Sul Rock, South Namoa, on March 22nd, 1910. She was on a voyage from Hongay to Swatow carrying a cargo of coal.

TAISHAN

San Peh Steam Nav. Co.; 1906; *J. Crown & Sons*; 2,187 tons; 290 x 42 • 2 x 20 • 5; 233 n.h.p.; triple-expansion engines. The Chinese steamship *Taishan* left Tsingtao on November 26th, 1934, for Shanghai with coal. Nothing was heard of the ship or her crew after a routine wireless message on the 27th until December 2nd, when the bodies of some of her crew were found about 100 miles S. of Tsingtao.

TAISHI MARU

Osaka Shosen K.K.; 2,800 tons. The steamship *Taishi Maru* was torpedoed and sunk by the U.S. submarine *Cobia* on July 13th, 1944, about 100 miles W. of the Bonin Islands.

TAISHIN MARU

Tatsuuma Kisen K.K.; 1918; *Mitsubishi Zosensho*; 1,723 tons; 250 x 37 - 7 x 20 • 5; 138 n.h.p.; triple-expansion engines. The steamship *Taishin (Taisin) Maru* was torpedoed and sunk by the U.S. submarine *Flasher* on February 5th, 1944, off W. coast of Mindoro, Philippines.

TAISHO MARU

Osaka Shosen K.K.; 6,886 tons. The steamship *Taisho Maru* was torpedoed and sunk by the U.S. submarine *Drum* on October 26th, 1944, about 50 miles N. of Luzon Island, Philippines.

TAISHO MARU

Taisho Kisen K.K.; 1938; *Kawasaki Dkyd. Co.*; 4,815 tons; 384-4x52-5x29-4; 450 n.h.p.; turbine engines. The steamship *Taisho (Taisyo) Maru* was sunk by U.S. carrier-based aircraft on January 24th, 1944, off Rabaul, New Guinea.

TAISHO MARU

Chosen Yusosen; 1,122 tons. The steamship *Taisho Maru* struck a mine and sank on June 5th, 1945, off Shimonoseki.

TAISHU MARU

Osaka Shosen K.K.; 6,806 tons. The steamship *Taishu Maru* was torpedoed and sunk by the U.S. submarine *Cero* on April 29th, 1945, off Kamaishi, Japan.

TAISHUN MARU

Taiyo Kaiun K.K.; 2,857 tons. The steamship *Taishun Maru* struck a mine and sank on August 10th, 1945, off Seishin, Manchuria.

TAISOKU MARU

KaiMidori; 1918; *Asahi S.B. Co.*; 2,473 tons; 281x41x24-5; 175 n.h.p.; triple-expansion engines. The steamship *Taisoku Maru* was torpedoed and sunk by the U.S. submarine *Cod* on February 27th, 1944, about 80 miles W. of Halmahera, Celebes.

TAITEN MARU

Osaka Shosen K.K.; 6,442 tons. The steamship *Taiten Maru* was torpedoed and sunk by the U.S. submarine *Seadragon* on October 24th, 1944, about 150 miles N.W. of Luzon Island, Philippines.

TAITO MARU

Osaka Shosen K.K.; 1935; *Mitsubishi Jukogyo K.K.*; 4,466 tons; 357x49-2x32-8; 500 n.h.p.; turbine engines. The steamship *Taito Maru* was torpedoed and sunk by the U.S.

submarine *Flying Fish* on May 25th, 1944, about 100 miles N. of the Caroline Islands.

TAITO MARU

Taito Kisen K.K.; 1917; *Harima Dockyard Co.*; 2,726 tons; 284x44-8x24; 281 n.h.p.; triple-expansion engines. The steamship *Taito Maru* was torpedoed and sunk by the U.S. submarine *Tinosa* on June 20th, 1945, off Pohang, Korea.

TAITO MARU

Osaka Shosen K.K.; 6,850 tons. The tanker *Taito Maru* was torpedoed and sunk by U.S. carrier-based aircraft on August 9th, 1945, off Rashin, Manchuria.

TAIU MARU

Dairen Kisen K.K.; 2,220 tons. The steamship *Taiu Maru* was torpedoed and sunk by the U.S. submarine *Billfish* on June 4th, 1945, about 40 miles S.W. of Chinampo, Korea.

TAIUN MARU No. 1

Osaka Shosen K.K.; 2,220 tons. The steamship *Taiun Maru No. 1* was torpedoed and sunk by the U.S. submarine *Haddo* on July 1st, 1945, about 100 miles S.W. of Chinampo, Korea.

TAIUN MARU No. 9

Houn Kisen K.K.; 1915; *Aizawa Iwakichi*; 1,004 tons; 210 X 30 x 20; 67 n.h.p.; triple-expansion engines. The steamship *Taiun Maru No. 9* was bombed and sunk by U.S. land-based aircraft on May 5th, 1945, N.W. of Fukuoka, Japan.

TAIYABI

Allibhoy M. Jeevanjee & Co.; 1889; *Harland & Wolff*; 3,157 tons; 345-6x42-2x24-5; 271 n.h.p.; triple-expansion engines. The Indian steamship *Taiyabi* foundered in lat. 49° 50' N., long. 8° 30' W., on January 9th, 1918, while employed as an Admiralty collier. She was on a voyage from Cardiff to Malta carrying coal and a general cargo.

TAIYO MARU

Nippon Yusen K.K.; 1911; *Blohm & Voss*; 14,457 tons; 560 x 65-3x31-2; 1,180 n.h.p.; 19 knots; quadruple-expansion engines. The liner *Taiyo Mam*, was carrying 700 persons belonging to the Mitsui industrial organisation who were to undertake the industrial reorganisation of the countries of S.E. Asia seized by Japan, after her entry into the Second World War in December 1941. The ship was escorted by naval vessels. On May 8th, 1942, she was torpedoed and sunk with heavy loss of life by the U.S. submarine *Grenadier* about 200 miles S.S.W. of Nagasaki. The *Taiyo Maru* carried a crew of about 200.

TAIYO MARU

Kaoru Kikyo; 1913; *Craig, Taylor & Co.*; 4,168 tons; 370x 51 - 4x24-1; 371 n.h.p.; triple-expansion engines. The steamship *Taiyo Maru* was torpedoed and sunk by the U.S. submarine *Icefish* on October 26th, 1944, about 100 miles N.W. of Luzon Island, Philippines.

TAIYOKU MARU

Osaka Shosen K.K.; 5,244 tons. The steamship *Taiyoku Maru* was torpedoed and sunk by the U.S. submarine *Parche* on May 4th, 1944, about 250 miles S.E. of Hong Kong.

TAIYU MARU

Ube Tisso Kogyo K.K.; 1938; *Osaka Zosensho*; 1,873 tons; 271 - 7x40x20-3; 156 n.h.p.; triple-expansion engines. The steamship *Taiyu Maru* was sunk by U.S. carrier-based aircraft on September 9th, 1944, in the Sulu Sea.

TAIYU MARU

1,942 tons.

The *Taiyu Maru* was sunk by U.S. carrier-based aircraft on September 22nd, 1944, off Olongapo, Philippines.

TAIZAN MARU

Miyaji Risen K.K.; 3,528 tons.

The steamship *Taizan Mam* was sunk by U.S. carrier-based aircraft on November 11th, 1944, off the west coast of Cebu Island, Philippines.

TAJANDOEN

Stoomvaart Maats. Nederland; 1931; Nederlandsche Scheeps-bouw Maats.; 8,159 tons; 469x62-2x32-6; 2,122 n.h.p.; oil engines. The Dutch motorship *Tajandoen* was torpedoed and sunk by the German submarine *U 47* on December 7th, 1939, about 40 miles N. of Ouessant on a voyage from Amsterdam to Batavia. Six of her crew were lost.

TAKACHIHO

Japanese Navy, light cruiser; 1885; Armstrong; 3,700 tons; 300x46x20; 7,000i.h.p.; 18-5 knots; triple-expansion engines; eight 6 in. guns, two 6 pdr., 14 m.g., 4 T.T.

The Japanese light cruiser, *Takachiho*, although an old ship at the time of her loss, was the sensation of her day. She was sister ship to the *Naniwa* in which Admiral Togo made his name in the Sino-Japanese War of 1894. The two ships were of nearly the same design as the Chilean cruiser *Esmeralda*, which had been built at Elswick in 1884. The remarkable performance of this cruiser, of 18-5 knots, drew the interest of all naval men, and so impressed were the Japanese that they ordered two similar ships from Elswick in the following year. These were the *Naniwa* and the *Takachiho*.

At the outbreak of the First World War the *Takachiho* was with the Japanese forces off Tsing-Tau, the German naval base in the Far East. On August 23rd, 1914, Japan declared war against Germany and four days later the fortress was invested. When patrolling the coast on October 19th, the *Takachiho* struck a mine and blew up and sank with the loss of 243 officers and men, there being only ten survivors.

TAKACHIHO MARU

Osaka Shosen K.K.; 1934; MitsubishiZosenKaisha; 8,154 tons; 453-3x59x37; 1,430 n.h.p.; turbine engines. The steamship *Takachiho (Takatiho) Maru* was torpedoed and sunk by the U.S. submarine *Kingfish* on March 19th, 1943, about 150 miles E. of Foochow.

TAKAMISAN MARU

Mitsui Bussan Kaisha; 1928; Mitsui Bussan Kaisha; 7,992 tons; 276-5x40-7x21; 224 n.h.p.; oilengines.

The steamship *Takamisan Maru* was torpedoed and sunk by the U.S. submarine *Saury* on May 30th, 1943, about 150 miles E. of Ningho.

TAKANAMI

Japanese Navy, destroyer; 1941; Japan; 2,000 tons; 364 X 35x11; 45,000 s.h.p.; 36 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T.

The Japanese destroyer *Takanami* was one of a squadron of seven ships escorting transports to Guadalcanal on the night of November 30th, 1942. The squadron was intercepted in Savo Sound by a U.S. force comprising five large cruisers and six destroyers under Rear-Admiral C. H. Wright. Visibility was poor, favouring the Japanese destroyers which made an attack, scoring hits on the *Minneapolis*, *New Orleans*, *Pensacola* and *Northampton*. The first three were able to keep afloat but the *Northampton* had to be sunk by ships in company. The *Takanami* came under heavy fire from the *Minneapolis* and *New Orleans* and she blew up.

For further details see the U.S.S. *Northampton*.

TAKANE MARU

Nippon Kaiun K.K.; 10,021 tons.

The tanker *Takane Maru* was torpedoed and sunk by the U.S. submarines *Trigger*, *Salmon* and *Sterlet* on October 30th, 1944, about 100 miles S.E. of the Shichi-to Islands, Japan.

TAKAO MARU

Osaka Shosen K.K.; 1927; Uraga Dock Co.; 4,282 tons; 355-6x48-5x32-5; 732 n.h.p.; turbine engines. The steamship *Takao Maru*, in service as a transport, was one of a convoy of six vessels carrying 4,400 troops to make a landing at Padan in the Philippine Islands. The convoy was bombed by aircraft of the U.S. Army Air Force on December 10th, 1941, and the *Takao Maru* was set on fire and was run ashore. The sea was rough and the invading force was compelled to make a temporary withdrawal.

TAKAO MARU

Kawasaki Kisen K.K.; 1920; J. Priestman & Co.; 3,204 tons; 331-3x46-8x23-2; 358 n.h.p.; triple-expansion engines. The steamship *Takao Maru* was torpedoed and sunk by the U.S. submarine *Wahoo* on May 9th, 1943, off Ofunato, Honshu Island, Japan.

TAKAOKA MARU

Nippon Yusen K.K.; 1920; Yokohama Dock Co.; 7,006 tons; 445 X 58x34; 632 n.h.p.; triple-expansion engines. The steamship *Takaoka Maru* was torpedoed and sunk by the U.S. submarine *Shark* on June 5th, 1944, about 300 miles W. of the Ladrone Islands.

TAKAOSAN MARU

Mitsui Bussan Kaisha; 1911; J. Priestman & Co.; 2,076 tons; 275 x 42 x 18-1; 240 n.h.p.; triple-expansion engines. The steamship *Takaosan Maru* was torpedoed and sunk by the U.S. submarine *Wahoo* on March 24th, 1943, N.W. of Dairen.

TAKASAGO

Japanese Navy, protected cruiser; 1897; Vickers, Armstrong; 4,160 tons; 360x46-5 x 17; 15,967 i.h.p.; 23 knots; triple-expansion engines.

The Japanese cruiser *Takasago* was a unit of the fast cruiser squadron under command of Admiral Dewa during the Russo-Japanese War. On the night of December 12th, 1904, the *Takasago*, in company with the *Otawa*, was patrolling between Port Arthur and Chefoo when she struck a floating mine. The explosion occurred amidships and within a few minutes the vessel sank, her crew coming on deck to find themselves plunged into the bitterly cold waters of the Yellow Sea. Many died from exposure before they could be picked up by the *Otawa*. Of the 425 officers and men who formed her complement, four officers, including the captain, and 158 men were rescued.

The loss of this ship was a severe blow to the Japanese, as they possessed only three cruisers with a speed of 23 knots.

TAKASAGO MARU

*Sanpo Kisen Goshi Kaisha; 1907; Osbourne, Graham & Co.; 1,989 tons; 279x40*1 x1S-1; 175 n.h.p.; triple-expansion engines.*

The steamship *Takasago Maru*, on a voyage from Miike to Kunsan, ran into fog on March 6th, 1932, struck a rock and foundered off Kotori Island, near Mokpo, Korea.

TAKASAGO MARU

Horai Tanker K.K.; 1,116 tons.

The tanker *Takasago Maru* was torpedoed and sunk by a British submarine on April 28th, 1945, off Rakil Island, Malaya.

TAKASAKI MARU

Japanese Government; 1904; Ramage & Ferguson; 1,460 tons; 230 x 34 -1 x 14 • 8; 159 n.h.p.; triple-expansion engines. The tanker *Takasaki Maru* was formerly the British *Shinhwa*, seized by the Japanese at Kuching in January, 1942. She was torpedoed and sunk by the U.S. submarine *Puffer* on June 5th, 1944, about 300 miles S.E. of Iwojima Island.

TAKASAN MARU

1,428 tons.

The *Takasan Maru* struck a mine and sank on July 23rd, 1944, in the Tioro Strait, Celebes.

TAKASHIMA MARU

Nihon Yusen K.K.; 5,633 tons.
The steamship *Takashima Maru* was torpedoed and sunk by the U.S. submarine *Barb* on June 13th, 1944, between Sakhalin and Kamchatka.

TAKATSU MARU

Yamashita Kisen K.K.; 5,350 tons.
The steamship *Takatsu Maru* was bombed and sunk by U.S. land-based aircraft on November 10th, 1944, off the west coast of Cebu Island, Philippines.

TAKEGAWA MARU

Kawasaki Kisen K.K.; 1938; *Tsurumi Seitetsu Zosen K.K.*; 1,930 tons; 271-6x40x20-3; 228 n.h.p.; triple-expansion engines.
The steamship *Takegawa Maru* was torpedoed and sunk by the U.S. submarine *Bang* on April 29th, 1944, about 100 miles N.W. of Luzon island, Philippines.

TAKEKUN MARU

Japanese Government; 3,029 tons.
The tanker *Takekun Maru* struck a mine and sank on September 10th, 1944, off Belawan, Sumatra.

TAKETOYO MARU

Nippon Yusen K.K.; 1920; *Yokohama Dock Co.*; 6,965 tons; 445 x58x34; 632 n.h.p.; triple-expansion engines. The steamship *Taketojo Maru* was torpedoed and sunk by the U.S. submarine *Ray* on August 21st, 1944, in the Mindoro Straits, Philippines.

TAKI MARU

Iino Kisen K.K.; 1916; *Osaka Iron Works*; 1,244 tons; 220 X 33-5x18-5; 79 n.h.p.; triple-expansion engines.
The steamship *Taki Maru* was torpedoed and sunk by the U.S. submarine *Narwhal* on March 4th, 1942, off the Ryukyu Islands.

TAKSANG

Indo-China Steam Navigation Co.; 1935; *Lithgows*; 3,471 tons; 314-7x48-1x25-2; 530 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Taksang*, Capt. M. Costello, was in the Bay of Bengal on April 6th, 1942, in convoy when she was shelled and sunk by a Japanese aircraft carrier. Fifteen of the crew were lost, Capt. Costello was among the survivors.

TAKUSEI MARU

Okada Gumi K.K.; 1919; *Submarine Boat Corp.*; 3,515 tons; 324x46-2x25; turbine engines.
The steamship *Takusei Maru* was torpedoed and sunk by the U.S. submarine *Greenling* on October 14th, 1942, off Kamaishi, Japan.

TALAMBA

British India Steam Nav. Co.; 1924; *Hawthorn, Leslie & Co.*; 8,018 tons; 450-8x60-3x29-7; 1,376 n.h.p.; triple-expansion engines.
The British steamship *Talamba*, in service as a hospital ship and fully illuminated at the time, was bombed and sunk by a German aircraft at 10 p.m. on July 10th, 1943, three miles off Avola anchorage, Sicily. The 400 wounded on board were taken off by other ships and only five of the crew of 168 were killed.

TALAVERA

H.Scholefield&Son; 1886; *J. L. Thompson & Sons*; 1,628 tons; 260 X 37-1x16-4; 150 h.p.; triple-expansion engines. The British steamship *Talavera* was wrecked near Cape Finisterre on October 20th, 1888, while on a voyage from Braila to Antwerp carrying a cargo of grain.

TALCA

Pacific Steam Navigation Co.; 1900; *W. Beardmore & Co.*; 1,018 tons; 209-9x35-1x15-6; 100 r.h.p.; triple-expansion engines.
The British steamship *Talca* was wrecked on Puchoco Reef, near Coronel, on July 13th, 1901. She was on a voyage from Corral to Valparaiso.

TAKU

German Navy, destroyer; 1899; *Germany*; 280 tons; 8 ft. draught; 6,000 i.h.p.; 30 knots; triple-expansion engines; two 4pr., 2 T.T.
The German destroyer *Taku* was one of a flotilla of vessels blown up and abandoned by the Germans on the fall of the fortress of Tsingtau on November 7th, 1914. The ship carried a complement of 50 and was of little fighting value. A full account of the ships lost at Tsingtau will be found under the light cruiser *Cormoran*, which was also destroyed by the Germans before surrendering.

TALISMAN

Mississippi River steamboat.
The Mississippi river steamboat *Talisman* was sunk by collision with another steamboat on the night of November 19th, 1847. The collision took place on the lower Mississippi when the *Talisman* was crossing the stream. She sank with the loss of over 50 lives.

TALLEYRAND

W. Wilhelmsen; 1927; *Deutsche Werke A.G.*; 6,732 tons; 461-4x60-6x29; 1,352 n.h.p.; oilengines. The Norwegian motorship *Talleyrand* was intercepted by a German raider on August 1st, 1940, about 800 miles S.E. of Mauritius on a voyage from Sydney, N.S.W., to Table Bay.
The crew were taken aboard the motorship *Tirranna*, a supply ship accompanying the raider, and the *Talleyrand* sunk by explosive charges.

On September 22nd the *Tirranna* was torpedoed and sunk by a British submarine ten miles S. of Bordeaux, three of the crew of the *Talleyrand*, together with men taken off other captured ships, were killed.

Oddly enough the *Tirranna* was owned by the same owners as the *Talleyrand*.

TALLINN

U.S.S.R.; 1918; *Skinner & Eddy Corp.*; 5,996 tons; 409-6X 54-2x27-1; turbine engines.
The steamship *Tallinn* was formerly the *West Cressey*, one of the many ships lent by the American Government to Russia in the Second World War. She foundered during a severe storm in September, 1946, near Cape Kamtschatsky.

TALOOKDAR

T. & J. Brocklebank; 1885; *Harland & Wolff*; 2,120 tons; 292-6x39-7x23-5.
The sailing ship *Talookdar*, on a voyage from Calcutta to London, was sunk by collision with the German steamship *Libussa*, 1,781 tons, outward bound to South America, on December 13th, 1890. Twenty-two lives were lost, eight survivors were landed at Pernambuco by the *Libussa* ten days later.

TALTAL

R. Torres y Cia.; 1889; *W. B. Thompson & Co.*; 1,196 tons; 243x33-7x15-9; 258 n.h.p.; triple-expansion engines. The Chilean steamship *Taltal*, on a voyage from Puerto Bonio to Corral, foundered in heavy weather on July 13th, 1942, near Huafo Island, South Chile. All on board were lost, 40 crew and seven passengers.

TAMA

Japanese Navy, light cruiser; 1920; *Mitsubishi*; 5,100 tons; 535x46-7x15-7; 70,000s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in., 2 m.g., 8 T.T. 80 mines, 1 aircraft.
The light cruiser *Tama* was a unit of the Japanese Northern Force in the action off Cape Engano which was part of the battle of Leyte Gulf, October 23rd-26th, 1944. The Northern Force comprised two battleships, four aircraft carriers, five cruisers and six destroyers. In the action, which was mainly fought out between ships and aircraft, the four aircraft carriers were sunk as well as the *Tama*. The light cruiser was sunk by torpedoes from the U.S. submarine *Jallao*, the other vessels sunk were lost by bombing.

The normal complement of the *Tama* was 439.
For further details of the Cape Engano action, see the aircraft carrier *Zuikaku*. The full story of the battle of Leyte Gulf is told under the battleship *Musashi*.

TAMA MARU

Nippon Yusen K.K.; 1918; Matsuo Iron Works & Dockyard; 3,052 tons; 311 x 44 - 2 X 27; 262 n.h.p.; triple-expansion engines. The steamship *Tama Maru* was torpedoed and sunk by the U.S. submarine *Guavina* on July 4th, 1944, off Angaur Island, Caroline Islands.

TAMAGAWA MARU

Toyo Kaiun K.K.; 1938; Mitsubishi Jukogyo K.K.; 6,441 tons; 439-4x58-3x32; 1,167n.h.p.; oilengines. The steamship *Tamagawa Maru* was torpedoed and sunk by the U.S. submarine *Seadragon* on February 2nd, 1942, W. of Luzon Island,

TAMAHIME MARU

Hamane Shoten K.K.; 1918; R. Thompson & Sons; 3,080 tons; 331 - 3X46 - 8X23 - 2; 429n.h.p.; triple-expansion engines. The steamship *Tamahime Maru* was torpedoed and sunk by the U.S. submarine *Shark* on June 5th, 1944, about 300 miles W. of the Ladrone Islands.

TAMAHOKO MARU

Kaiyo Risen K.K.; 1919; Harima Dockyard Co.; 6,780 tons; 425x53-6x37-5; 555 n.h.p.; triple-expansion engines. The steamship *Tamahoko Maru* was torpedoed and sunk by the U.S. submarine *Tang* on June 24th, 1944, off Shimodo, Japan.

TAMANAMI

Japanese Navy, destroyer; 1942; Japan; 2,200 tons; 415 x 35X—; 34 knots; turbine engines; six 5 in. guns, eight 25mmAA, 15 T.T.

The Japanese destroyer *Tamanami* was torpedoed and sunk off the island of Mindoro in the Philippines by the U.S. submarine *Mingo* on July 7th, 1944. The destroyer carried a complement of over 200.

TAMANDARE

Lloyd Brasileiro; 1919; American International S.B. Corp.; 4,942 tons; 390x54-2x27-6; turbine engines. The Brazilian steamship *Tamandare* was torpedoed and sunk by a German submarine on July 26th, 1942, on a voyage from Pernambuco to La Guaira.

TAMASHIMA MARU

Iino Risen K.K.; 1940; Mitsubishi Jukogyo K.K.; 3,560 tons; 343-9x48-2x27-9; steam engines. The steamship *Tamashima (Tamasimd) Maru* was torpedoed and sunk by the U.S. submarine *Spearfish* on January 30th, 1944, about 200 miles N.E. of the Ladrone Islands.

TAMATSUMARU

Osaka Shosen K.K.; 9,589 tons. The steamship *Tamatsu Maru* was torpedoed and sunk by the U.S. submarine *Spadefish* on August 19th, 1944, about 150 miles W. of Negra Point, Luzon Island, Philippines.

TAMAULIPAS

Mexico Shipping & Trading Co.; 1919; Bethlehem S.B. Corp.; 6,943 tons; 434'8x56-2x31-7; 422 n.h.p.; triple-expansion engines.

The American tanker *Tamaulipas* was torpedoed and sunk by a German submarine at 12.29 a.m. on April 10th, 1942, on a voyage from Tampico to New York with 10,000 tons of gas oil.

TAMBOUR

U.S. Maritime Commission; 1918; Fredrikstad Mek. Verksted; 1,811 tons; 264-6x42-1x17-7; 150 n.h.p.; triple-expansion engines.

The Panamanian steamship *Tambour* was torpedoed and sunk by a German submarine on September 26th, 1942, between Paramaribo and Trinidad. The captain and seven others were lost.

TAMISHIMA MARU

Iino Kisen K.K.; 1939; Tsurumi Seitetsu Zosen; 1,931 tons; 269x40x20-3; 228 n.h.p.; triple-expansion engines. The steamship *Tamishima (Tamisima) Maru* was bombed and sunk by U.S. land-based aircraft on July 28th, 1943, 50 miles N.W. of Tavoy Island, Burma.

TAMON MARU

Hachiuma Kisen K.K.; 1919; Asano S.B. Co.; 8,156 tons; 445 x 58x40; 703 n.h.p.; triple-expansion engines. The steamship *Tamon Maru* was torpedoed and sunk by the U.S. submarine *Stingray* on May 2nd, 1943, about 100 miles off Santua, China.

TAMON MARU No. 5

Hachiuma Kisen K.K.; 1911; Mitsubishi Dockyard & Engineering Works; 5,260 tons; 400 X51x32-4; 578 n.h.p.; triple-expansion engines. The steamship *Tamon Maru No. 5* was torpedoed and sunk by the U.S. submarine *Wahoo* on May 7th, 1943, off Tamagawa, Japan.

TAMON MARU No. 6

Hachiuma Kisen K.K.; 4,994 tons. The steamship *Tamon Maru No. 6* was torpedoed and sunk by the U.S. submarine *Nautilus* on September 28th, 1942, off the north east coast of Honshu Island, Japan.

TAMON MARU No. 8

Hachiuma Kisen K.K.; 2,705 tons. The steamship *Tamon Maru No. 8* was torpedoed and sunk by the U.S. submarine *Cabrilla* on January 4th, 1944, off Cap Padaran, Indo-China.

TAMON MARU No. 12

Hachiuma Kisen K.K.; 2,220 tons. The steamship *Tamon Maru No. 12* struck a mine and sank on April 8th, 1945, off Shanghai.

TAMON MARU No. 15

Hachiuma Kisen K.K.; 6,925 tons. The steamship *Tamon Maru No. 15* struck a mine and sank on January 26th, 1945, off Hone Cape, Indo-China.

TAMON MARU No. 16

Hachiuma Kisen K.K.; 6,886 tons. The steamship *Tamon Maru No. 16* struck a mine and sank on August 12th, 1945, about 100 miles N.W. of Iki Retto Island, Japan.

TAMPA

United States Navy, revenue cutter; 1912; United States; 1,181 tons; 190x32x13; 13 knots; single screw engines; three 6 pdr. guns. The United States coastguard cruising cutter *Tampa* was engaged in convoy duty in the English Channel on September 26th, 1918, when she was torpedoed and sunk by a German submarine.

TAMSUI

China Navigation Co.; 1880; Scott & Co.; 1,424 tons; 250-2 x 31 - 3x23 - 1; 169 n.h.p.; compound engines. The British steamship *Tamsui* was wrecked in Huknang Channel, Yangtze River, on August 24th, 1919, while carrying a cargo of beancake from Hankow to Swatow.

TANDA

Eastern & Australian S.S. Co.; 1914; A. Stephen & Sons; 7,174 tons; 430-5x58-2x28-6; 843 n.h.p.; triple-expansion engines.

The British steamship *Tanda*, on a voyage from Melbourne to Bombay, was torpedoed and sunk by a Japanese submarine on July 15th, 1944, E. of the Laccadive Islands. Eighteen of the crew and one passenger were lost.

TANDA MARU

Tanda Shokai K.K.; 1941; Osaka Zosenho; 1,339 tons; 226 - 8x35 - 9x11 - 8; triple-expansion engines. The steamship *Tanda Maru*, on a voyage from Hokkaido Island to Tokyo, was driven ashore and sunk in a gale on December 27th, 1955, off Hachinoe, near Otaru. Ten of her crew of 31 were lost.

TANGIER

Sir T. V. S. Angler; 1888; W. Doxford & Sons; 1,863 tons; 265 x 37 x 17-4; 171 n.h.p.; triple-expansion engines. The British steamship *Tangier* was wrecked on September 11th, 1904, near Bayonne while on a voyage from the Tyne to Boucau with a cargo of coal.

TANGISTAN

S trick Line; 1906; W. Gray & Co.; 3,738 tons; 350x49-2x 16-3; 341 n.h.p.; 12 knots; triple-expansion engines. The steamship *Tang is tan* was torpedoed by a German submarine nine miles N. of Flamborough Head at just after midnight on March 9th, 1915. The ship carried a crew of 38, of whom only one survivor was picked up.

TANGO MARU

2,046 tons.

The tanker *Tango Mam* was torpedoed and sunk by the U.S. submarine *Rasher* on November 8th, 1943, in the Straits of Macassar.

TANGO MARU

Nippon Yusen K.K.; 1905; Mitsubishi Dockyard & Engineering Works; 6,893 tons; 445-9x51-8x33-5; 789 n.h.p.; triple-expansion engines.

The steamship *Tango Maru* was sunk by war causes on November 13th, 1943, in the East China Sea.

TANGO MARU

Japanese Government; 6,200 tons.

The steamship *Tango Maru* was torpedoed and sunk by the U.S. submarine *Rasher* on February 25th, 1944, about 150 miles N.W. of Kudat, North Borneo.

TANGYANG MARU

Toa Kaiun K.K.; 1,573 tons.

The steamship *Tangyang Maru* was bombed and sunk by U.S. land-based aircraft on March 8th, 1945, in the Yangtze River.

TANIMBAR

Stoomvaart Maats. Nederland; 1930; Caledon S.B. & E. Co.; 8,169 tons; 468-7x62-2x32-5; 1,450 n.h.p.; oilengines. The Dutch motorship *Tanimbar* was torpedoed, bombed and sunk by German aircraft on June 14th, 1942, S. of Sardinia on a voyage from the Clyde to Malta. Twenty-three of her crew were lost.

TANIKAZE

Japanese Navy, destroyer; 1940; Fujinagata; 2,000 tons; 364 x 35 x 11; 45,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g.; 8 T.T.

The Japanese destroyer *Tanikaze* was patrolling in the Sibutu Passage, Philippine Islands, on June 9th, 1944, when she was attacked and sunk by the U.S. submarine *Harder*. The destroyer carried a complement of over 200.

TANKEXPRESS

S. Herlofson & Co.; 1937; Gotaverken A/B; 10,095 tons; 496-1x64-4x38-7; 1,025 n.h.p.; oilengines. The Norwegian motorship *Tankeexpress* was torpedoed and sunk by a German submarine on July 25th, 1942, about 600 miles W. of Sierra Leone.

TANNENBERG

German Government; 1935; Stettiner Oderwerke A.G.; 5,504 tons; 398x51x24-2; 2,000 n.h.p.; turbine engines. The steamship *Tannenberg* was in a convoy attacked by Russian warships on July 11th, 1941. In taking evasive action the convoy ran into a minefield off the south east coast of Sweden and the *Tannenberg* struck a mine and sank.

TANNHAUSER

H. Vogemann; 1944; 1,923 tons.

The German *Tannhauser* was bombed and sunk by British aircraft on July 8th, 1944, S.W. of Heligoland.

TANTALLON CASTLE

Union-Castle Mail S.S. Co.; 1894; Fair field Co.; 5,636 tons; 440'3x50-5x23-9; 1,129 n.h.p.; quadruple-expansion engines. The British steamship *Tantallon Castle* was wrecked in fog on Robben Island, at the entrance to Table Bay, on May 7th, 1901. She was on a voyage from Southampton to Table Bay carrying a general cargo.

TAORMINA

Navigazione Generale Italiana; 1873; Gour lay Bros.; 1,594 tons; 264-4x32-7x24-1; 412 h.p.; compound engines. The Italian steamship *Taormina* on a voyage from Constantinople to Italy, was sunk by collision with the Greek steamship *Thessalia*, 2,400 tons, off Cape Sunion, Greece, at 2 a.m. on September 12th, 1891. Thirteen of the crew and 27 passengers were lost.

TARA

The Admiralty; 1900; W. Denny & Bros.; 1,862 tons; 329 x 39x15; 21 knots; triple-expansion engines; three 6 pdr. guns. The armed boarding ship *Tara*, Capt. R. S. Gwatkin-Williams, was formerly the *Hibernia* of the London & North Western Railway Co., taken over by the Admiralty in 1914. After serving at home for some months she was sent to the Mediterranean where she was attached to the Western Section of the Egyptian Coast Patrol.

On November 5th, 1915, when making for Soilum she was torpedoed and sunk by the German submarine *U 35*, Lt. Cdr. W. Kophamel. Of her complement of 109, a party of 95, including Capt. Gwatkin-Williams, took to the boats and was towed to Bardia by the *U 35*, where they became prisoners of the Turks. Ten of the crew were lost.

TARAKAN MARU

Mitsubishi Kisen K.K.; 5,135 tons.

The tanker *Tarakan Maru* was torpedoed and sunk by the U.S. submarine *Sea Robin* on January 6th, 1945, 75 miles N.E. of Lokwei, Hainan Island.

TARAMUNG

J. Pater son & Co.; 1880; Russell & Co.; 1,281 tons; 246-5 x 33-6x16-5; 130 n.h.p.; compound engines. The Australian steamship *Taramung* left Newcastle, N.S.W., on May 30th, 1891, for Melbourne. Nothing more was ever heard of the ship or her crew of 23 and she was considered to have been lost, probably off Cape Gabo, in a gale which developed on the 31st.

TARANGER

Westfall Larsen & Co.; 1930; Burmeister & Wain; 4,873 tons; 398-1x54-8x26-1; 624 n.h.p.; oilengines. The Norwegian motorship *Taranger* was torpedoed and sunk by a German submarine on May 2nd, 1941, about 800 miles E. of Cape Farewell on a voyage from Liverpool to Los Angeles.

TARAPACA

Ant. Dom. Bordes & Fils; 1886; W.S. Thompson; 2,506 tons; 305x44-6x23-3.

The French sailing ship *Tarapaca* was sunk by a German submarine in the Bay of Biscay on September 1st, 1917.

TARARUA

Union Steamship Co. of New Zealand; 1864; Gour lay Bros.; 828 tons; 222-6x28x16-2; 155 n.h.p.; 11 knots; compound engines.

On April 29th, 1881, the steamship *Tararua* was wrecked on the Waipapapa Reef, between Dunedin and the Bluff, at the southern extremity of South Island. The ship carried 122 persons, of whom only 20 were saved, being 11 crew and nine steerage passengers. The breakers on the Reef had scarcely been seen before the vessel struck, her bow protruding high out of the water and her stern submerged. The seas were very heavy and many people were washed overboard soon after the wreck. The steamship *Kakanui* appeared at about seven in the evening, but although she stood by she could do nothing and eventually steamed off to bring help.

In the middle of the night those on shore heard the cracking of the *Tararua's* structure and by daybreak the ship had disappeared.

TARIFA

W. Wilhelmsen; 1936; F. Schichau G.m.b.H.; 7,229 tons; 493-6x63-3x29; 1,827 n.h.p.; oilengines.

The Norwegian motorship *Tarifa* was torpedoed and sunk by a submarine on March 7th, 1944, about 500 miles E. of Cape Gardafui.

TARRAGONA

Naviara delNalon, Soc. Anon.; 1920; V. de Kuy & V. de Rees; 825 tons; 180-9x28-4x14-6; triple-expansion engines. The Spanish steamship *Tarragona*, on a voyage from Gijon to Bordeaux with pyrites, sank after an explosion in the engine room on September 6th, 1959, near Royan in the Gironde Estuary. Thirteen of her crew of 20 were lost.

TARSUS

Turkish Government; 1931; New York S.B. Co.; 9,451 tons; 475-4x61-8x27-9; turbine engines.

On December 14th, 1960, the tanker *World Harmony* collided with the tanker *Petar Zoranic* in the Bosphorus. Both ships, locked together and burning fiercely, drifted onto the passenger steamship *Tarsus*, lying at anchor near Istinye, and set her on fire. The ship burned for most of the day, and smoldered for some days afterwards, by which time she was completely burnt out. Altogether 52 lives were lost from the three ships, including some Customs officials on board the *Tarsus*, and many persons badly burned.

TARTAR PRINCE

Prince Line; 1895; Short Bros.; 3,272 tons; 342-7x43-2x18-8; 376 n.h.p.; triple-expansion engines.

The British steamship *Tartar Prince* was destroyed by fire on November 25th, 1902, two days out from St. Vincent, C.V., on a voyage from New York to East London carrying cattle and a general cargo.

TARUSHIMA MARU

Hamane Shoten K.K.; 1938; Osaka Iron Works; 4,865 tons; 369-8x54-1x29-2; turbine engines.

The steamship *Tarushima (Tarusim) Maru* was torpedoed and sunk by the U.S. submarines *Whale* and *Seawolf* January 17th, 1944, about 400 miles S.W. of Iwojima Island.

TARUYASU MARU

Japanese Government; 1912; Scot ts'S.B. &E. Co.; 10,254 tons; 506x60-3x39-5; 586 n.h.p.; triple-expansion engines. The steamship *Taruyasu Maru* was formerly the British *Talhybius*, captured by the Japanese at Singapore. She struck a mine and sank on July 30th, 1945, off Toyama, Japan.

TASKER H. BLISS

U.S. Navy; 1921; Newport News S.B. &D.D. Co.; 12,568 tons; 517x72-2x27-8; 3,105 n.h.p.; turbine engines. The United States steamship *Tasker H. Bliss* was formerly the liner *President Cleveland*, taken over by the U.S. Navy for use as a transport. She was torpedoed and sunk by the German submarine *U-130* on November 12th, 1942. The attack took place in the Fedhala Roads, Casablanca, where several other American vessels were sunk at, or about, the same time.

For full story see *Joseph Hewes*.

TASMAN

The Shipping Controller (Federal Steam Navigation Co.); 1912; Earless Co.; 5,023 tons; 392x49x26; 470 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Tasman* was torpedoed and sunk by a German submarine on September 16th, 1918, when 220 miles N. by W. of Cape Villano. The captain and 13 of the crew were lost.

TASMANIA

Peninsular & Oriental Steam Navigation Co.; 1884; J. Caird & Co.; 4,488 tons; 400-3x45-2x28-9; 4J95 i.h.p.; 14-5 knots; inverted compound engines.

The P. & O. liner *Tasmania*, Capt. Perrin, was on her homeward voyage from Bombay to London with 120 passengers and a crew of 161. On March 12th, 1887, the ship left Port Said for Marseilles, and on Sunday the 17th was off the coast of Corsica. At about

4 a.m., when steaming at 13 knots, she struck with terrific force on a group of rocks known as Les Moines off Point Roccapina. The fore part of the vessel up to within a few yards of the mizzen mast plunged under water and the passengers and crew were forced to seek refuge right aft. There was a heavy sea running and four of the eight boats were stove in but between six o'clock and 9.30 most of the women and children were got away. During this time the captain and the first officer, Mr. Newman, were washed overboard and drowned. The remaining passengers, some 80 in number, took refuge in the smoking room, which was only 18 feet square.

At daybreak on the morning of the 18th the steam yacht *Norseman* and the French ship *Perseverant* came to the rescue. These vessels managed to get most of the survivors ashore in safety. The total number lost was 34, including Capt. Perrin.

TASMANIA

Huddart, Parker & Co.; 1892; C. S. Swan & Hunter; 2,252 tons; 286x38-5x20-9; 362 n.h.p.; 14 knots; triple-expansion engines.

The Australian steamship *Tasmania*, Capt. T. McGee, was one of the finest vessels engaged in the Australia—New Zealand east coast trade. She was, for those waters, a fast vessel, and contemporary opinion judged the accommodation for her 200 passengers to be on a handsome scale. All this drew much attention to the ship.

Her usual run was from Sydney to Auckland, Gisborne, Napier, Wellington, Lyttelton and Dunedin. On the afternoon of July 29th, 1897, she arrived in Gisborne roadstead, having experienced a southerly gale all the way from Australia, despite which she had made a fast run. High seas in Poverty Bay made it impossible to call at Gisborne and she continued to Napier, attended by thick weather. The captain, who had been on the bridge all day, had gone below leaving the third officer in charge, and no misgiving was felt as to the ship's position and she continued on her course at full speed.

At just before 11 p.m. the third officer notified the captain that land was in sight, and the captain coming on to the bridge ordered the ship's course to be changed to seaward. This order came too late and she grounded, but without any great force.

The boats were at once lowered, those on the weather side being difficult to launch as the ship lay broadside on to the sea. In all six boats were got out and pulled away from the wreck without incident, but the two small boats, one in charge of the carpenter and one in charge of the quartermaster, capsized in the surf when attempting a landing. The remaining four, which were large lifeboats, came ashore safely along the coast near Gisborne.

In all 12 members of the crew and one passenger were drowned.

TASMANIA

Soc. Anon. Ilva; 1900; W. Doxford & Sons; 3,662 tons; 342-3X46-7x25; 286 n.h.p.; triple-expansion engines. The Italian steamship *Tasmania* was torpedoed and sunk by a German submarine in the English Channel on October 3rd, 1917.

TASMANIA MARU

Okada Gumi K.K.; 1919; Kawasaki Dockyard Co.; 4,106 tons; 345 x48x 30; 356 n.h.p.; triple-expansion engines. The steamship *Tasmania Maru* was bombed and sunk by U.S. land-based aircraft on December 11th, 1944, off the west coast of Leyte Island, Philippines.

TASSO

R. MacAndrew & Co.; 1874; J. Readhead & Co.; 1,669 tons; 260 x 33 - 9 x 22 • 6; 140 h.p.; compound-inverted engines. The British steamship *Tasso* was wrecked on the He de Sein, near Brest, on March 5th, 1886, while on a voyage from Antwerp to the River Plate carrying a cargo of sugar and iron.

TASSO

Bolivian General Enterprise; 1904; Campbeltown S.B. Co.; 1,859 tons; 272x40x19-3; 264 n.h.p.; 10 knots; triple-expansion engines. The British steamship *Tasso* was torpedoed and sunk by a German submarine five miles S. from Groix Island on March 17th, 1917, on a voyage from Manchester to La Pallice with munitions. The captain and 18 men were lost.

TASSO

Ellermari's Wilson Line; 1938; Swan, Hunter & Wigham Richardson; 1,586 tons; 283-9x40-2x15-8; 335 n.h.p.; triple-expansion engines & L.P. turbine.

The British steamship *Tasso*, on a voyage from Demerara to Oban with greenheart logs, was torpedoed and sunk by a German submarine on December 2nd, 1940, about 450 miles W. of Inish-trahull. Five of the crew were lost.

TATARRAX

Standard Transportation Co.; 1914; Scotts S.B. & E. Co.; 6,216 tons; 420x55-2x33; 570 n.h.p.; quadruple-expansion engines.*

The British tanker *Tatarrax* sank after an explosion in lat. 32° N., long. 30° 45' E., on August 11th, 1918. She was on a voyage from Port Said to Alexandria carrying a cargo of benzole.

TATEBE MARU

Japanese Government; 1911; Nederlandsche Scheepsbouw. Maats.; 4,519 tons; 383-6x48-6x26-8; 436 n.h.p.; triple-expansion engines.

The steamship *Tatebe Mam* was formerly the Dutch *Van Cloon*, seized by the Japanese. She was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles N.E. of Binh-Dinh, Indo-China.

TATEBU MARU

Japanese Government; 6,816 tons.

The steamship *Tatebu Maru* was bombed and sunk by U.S. carrier-based aircraft on December 5th, 1943, off Lae Island, Marshall Islands.

TATEISHI MARU

Ukon Shoji K.K.; 1922; Yokohama Dock Co.; 3,801 tons; 345 x 50x29; 351 n.h.p.; triple-expansion engines. The steamship *Tateishi (Tateisi) Maru* was bombed and sunk by U.S. land-based aircraft on October 3rd, 1944, 25 miles N.W. of Jolo Island, Philippines.

TATEKAWA MARU

Kawasaki Risen K.K.; 1935; Kawasaki Dkyd. Co.; 10,090 tons; 503x65x37-1; 2,115 n.h.p.; oilengines.

The tanker *Tatekawa Maru* was torpedoed and sunk by the U.S. submarine *Gurnard* on May 24th, 1944, off the southern extremity of Mindanao Island, Philippines.

TATEKAWA MARU No. 2

Kawasaki Risen K.K.; 10,045 tons.

The tanker *Tatekawa Maru No. 2* was bombed and sunk by U.S. land-based aircraft on February 22nd, 1945, about 80 miles S.E. of Cana, Indo-China.

TATEYAMA MARU

Kita Nippon Kisen K.K.; 1937; Hakodate Dock Co.; 1,990 tons; 272 -3x40-0x21-0; compound engines & L.P. turbine.

The steamship *Tateyama Maru* was torpedoed and sunk by the U.S. submarine *Pickrel* on February 15th, 1943, off Ofunato, Japan.

TATEYAMA MARU

Baba Shoji K.K.; 1937; Mitsui Bussan Kaisha; 3,787 tons; 340-4x48-2x26-2; triple-expansion engines.

The steamship *Tateyama Maru* was bombed and sunk by U.S. carrier-based aircraft on December 5th, 1943, off Lae Island, Marshall Islands.

TATEYAMA MARU

Nishi Nippon Kisen; 1,148 tons.

The steamship *Tateyama Maru* was torpedoed and sunk by the U.S. submarine *Sterlet* on March 1st, 1945, 25 miles S.W. of Yokosuka.

TATHRA

Illawarra & South Coast S.N. Co.; 1907; Scott of Kinghorn; 483 tons; 170-3x27-1x9-4; 90r.h.p.; triple-expansion engines.

The Australian steamship *Tathra* was bound from Sydney, N.S.W. to the New Hebrides. During the voyage she encountered extremely rough weather and became unmanageable. On January 4th, 1912, when off Ambryn Island, New Hebrides, she foundered with the loss of 24 persons.

TATSUTA

*Japanese Navy, light cruiser; 1918; Sasebo; 3,230 tons; 468 X 40-7x13; 51,000 s.h.p.; 31 knots; turbine engines; Kanpon boilers; four 5-5 in. guns, one 3 in.A.A., 2 m.g., 6 T.T. The light cruiser *Tatsuta* was torpedoed and sunk S.W. of Haehijo by the U.S. submarine *Sandlance* on March 13th, 1944. The normal complement of the *Tatsuta* was 332.*

TATSUAKIMARU

Tatsuuma Kisen K.K.; 2,766 tons.

The steamship *Tatsuaki Maru* was torpedoed and sunk by the U.S. submarine *Peto* on November 12th, 1944, about 200 miles E. of Shanghai.

TATSUBATOMARU

Tatsuuma Kisen K.K.; 5,396 tons.

The steamship *Tatsubato Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles N.E. of Binh-Dinh, Indo-China.

TATSUCHIYOMARU

Tatsuuma Kisen K.K.; 6,873 tons.

The steamship *Tatsuchiyo Maru* was bombed and sunk by U.S. land-based aircraft on May 6th, 1945, S.W. of Mokpo, Korea.

TATSUEIMARU

Tatsuuma Kisen K.K.; 1,942 tons.

The steamship *Tatsuei Maru* was sunk by U.S. carrier-based aircraft on July 4th, 1944, off the Bonin Islands.

TATSUFUKUMARU

Tatsuuma Kisen K.K.; 1939; Kawaminami Kogyo K.K.; 1,946 tons; 271-7x40x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Tatsufuku (Tatuhuku) Maru* was torpedoed and sunk by the U.S. submarine *Seal* on May 28th, 1942, off Kudat, North Borneo.

TATSUHA MARU

Tatsuuma Kisen K.K.; 1918; Russell & Co.; 5,784 tons; 423 -3 x 56x28-7; 550 n.h.p.; triple-expansion engines. The steamship *Tatsuha (Tatuha) Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

TATSUJU MARU

Tatsuuma Kisen K.K.; 1,944 tons.

The steamship *Tatsuju Maru* was torpedoed and sunk by the U.S. submarine *Tang* on October 23rd, 1944, about 80 miles W. of Hsinchu, Formosa.

TATSUKAMIMARU

Tatsuuma Kisen K.K.; 1939; Mitsubishi Jukogyo K.K.; 7,064 tons; 441 -5x58-5x32-8; turbine engines. The Japanese transport *Tatsukami Maru* was torpedoed and sunk by U.S. destroyers in the action off Balikpapan on January 24th, 1942. She blew up and sank immediately. The story of the action is told under the *Kuretake Maru*.

TATSUMIYA MARU

Tatsuuma Kisen K.K.; 1938; Mitsubishi Jukogyo K.K.; 6,343 tons; 410-9x56-1x30-7; 750 n.h.p.; turbine engines. The steamship *Tatsumiya (Tatumiyd) Maru* was sunk by U.S. carrier-based aircraft on July 30th, 1945, in the Korea Strait.

TATSUNAN MARU

Tatsuuma Risen K.K.; 6,417 tons.
The steamship *Tatsunan Maru* struck a mine and sank on April 17th, 1943, S.W. of Bougainville Island, Solomon Islands.

TATSUNO MARU

Nippon Yusen K.K.; 1916; *Kawasaki Dockyard Co.*; 6,960 tons; 445 X 55 x 34; 628 n.h.p.; triple-expansion engines. The steamship *Tatsuno (Tatuno) Maru* was torpedoed and sunk by the U.S. submarine *Thresher* on January 15th, 1944, about 50 miles N. of Luzon Island, Philippines.

TATSUSHIRO MARU

Tatsuuma Risen K.K.; 6,886 tons.
The steamship *Tatsushiro Maru* was torpedoed and sunk by the U.S. submarine *Cod* on October 5th, 1944, in the Mindoro Strait, 30 miles N. of Busuanga Island, Philippines.

TATSUTA MARU

Nippon Yusen K.K.; 1930; *Mitsubishi Zosen Kaisha*; 16,975 tons; 560 x 72x42 -5; 4,008 n.h.p.; oil engines. The liner *Tatsuta (Tatutd) Maru*, serving as a transport, was torpedoed and sunk by the U.S. submarine *Tarpon* on February 8th, 1943, about 200 miles S. of Yokohama.

TATSUTAGAWA MARU

Toyo Kaiun K.K.; 1,923 tons.
The steamship *Tatsutagawa Maru* was bombed by U.S. carrier-based aircraft and sunk by gunfire on June 12th, 1944, about 200 miles E. of Iwojima Island.

TATSUTAKE MARU

Tatsuuma Goshi Kaisya; 1939; *Mitsubishi Jukogyo K.K.*; 7,068 tons; 441 -5x58-5x32-8; 600 n.h.p.; turbine engines. The steamship *Tatsutake (Tatutake) Maru* was torpedoed and sunk by the U.S. submarine *Plunger* on May 10th, 1943, N.E. of Guam Island.

TATSUTSUYUMARU

Naigai Kisen K.K.; 2,220 tons.
The steamship *Tatsutsuyu Maru* struck a mine and sank on June 28th, 1945, off Shimonoseki.

TATSUURA MARU

Tatsuuma Kisen K.K.; 6,420 tons.
The steamship *Tatsuura Maru* was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

TATSUWA MARU

Shimihon Kisen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 6,313 tons; 410-8x56x30-7; turbine engines.
The steamship *Tatsuwa Maru* left Maulmain on May 2nd, 1954, for Kobe with a cargo of rice. On the 10th she sent a distress signal stating that her hatches had been stove in during a typhoon and that she was waterlogged, giving a position near Parcel Island. A widespread search by ships and U.S. naval aircraft failed to find any trace of the ship or her crew.

TATSUWA MARU

Tatsuuma Goshi Kaisha; 1937; *Mitsubishi Jukogyo K.K.*; 6,335 tons; 410-9x56x30-7; 750 n.h.p.; turbine engines. The steamship *Tatsuwa (Tatuwa) Maru* struck a mine and sank on May 10th, 1945, in the Inland Sea of Japan.

TAURANGA

7567; *H.Niccol*; 95tons; 116x17-1x7-6; 75 h.p.; 9-5 knots; compound engines.
The New Zealand steamship *Tauranga*, Capt. Colger, was in the Hauraki Gulf, between Point Rodney and Sail Rock on the night of July 23rd, 1870, when she was sunk by collision with the schooner *Enterprise*, Mr. Willis, with a cargo of coal.

The schooner struck the steamship near the engine room and sank her immediately. The violence of the collision so damaged the

schooner that she also sank within a short time. Her crew escaped in the boat, which was without rowlocks; this hampered them in their search for survivors but they eventually reached land.

No news of either vessel came to hand for many days, but eventually the ship *Kenilworth* took off a dog from Sail Rock and identified it as having come from the steamship. From this it was concluded that she had foundered.

TAURUS

Bergenske Dampskibsselskab; 1902; *Campbeltown S.B. Co.*; 1,238 tons; 230-1x32-8x16-3; 120 n.h.p.; triple-expansion engines.

The Norwegian steamship *Taurus* was torpedoed and sunk by a German submarine in the North Sea on September 8th, 1918.

TAURUS

W. Wilhelmsen; 1935; *Akers Mek. Verksted*; 4,767 tons; 408-6x55-3x25-2; 748 n.h.p.; oilengines. The Norwegian motorship *Taurus* was bombed and sunk by German aircraft on June 6th, 1941, in the Firth of Forth.

TAY

Antwerp Steamship Co.; 1875; *Barclay, Curie & Co.*; 656 tons; 194-3x28-1x16-1; 127 n.h.p.; compound engines. The steamship *Tay*, Capt. Fegan, left Antwerp on March 19th, 1901, for London, and put into Flushing to shelter from heavy weather. On the 21st, while at anchor, she was sunk by collision with the German steamship *Chemnitz*, 2,758 tons. Capt. Fegan and most of the crew were lost, two survivors were picked up by a pilot boat.

TAYLEUR

Pilkington & Wilson's White Star Line; 1853; *Bank-quay Foundry Co.*; 1,977 tons; 250x40x21.
The sailing vessel *Tayleur*, Capt. Noble, sailed from Liverpool for Melbourne on her maiden voyage with a company of 652 persons, of whom 71 were crew. Many of the passengers were bound for the goldfields of Australia.

The vessel was the largest sailing ship ever built in Britain up to that time. She left port on Thursday, January 19th, 1854, and encountered rough weather as soon as she emerged into the Irish Sea. The weather grew worse during the night and on Friday it was too thick for observations to be taken; it was also discovered that the compasses were inaccurate and the steering gear defective. Added to these troubles was the fact that the crew was largely composed of Chinese and Lascar seamen who were far from satisfactory.

The captain failed to exercise sufficient care in working the vessel down the Irish Sea and by Saturday morning at about 11.30 in thick weather she was on a dead lee shore. With visibility reduced to a few yards the *Tayleur* dropped two anchors and attempted to ride out the gale. Both cables snapped almost immediately, and no other anchors being available the ship drifted onto the rocks. The difficulties of the situation were now increased by the panic of the Chinese and Lascar members of the crew. The boats could not be launched owing to the broken water, but one passenger managed to swim to the shore with a line. By clinging to this a number of people were saved, but many were drowned in the attempt. Finally the *Tayleur* was washed back by a heavy sea and sank in deep water, taking with her 380 persons.

TAZAN MARU

Kokoku Kisen K.K.; 1919; *Columbia River S.B. Corp.*; 5,478 tons; 410-5x54x30-2; 579 n.h.p.; turbine engines.
The steamship *Tazan Maru* was torpedoed and sunk by the U.S. submarine *Skipjack* on May 17th, 1942, in Camranh Bay, Indo-China.

TEA

Soc. Commerciale Italiana; 1914; *Cantieri Navali Riuniti*; 5,395 tons; 394-7x51-7x27-4; 336n.h.p.; triple-expansion engines.
The Italian steamship *Tea* was torpedoed and sunk by a German submarine off the N.W. coast of Africa on February 16th, 1918.

TEANE

Turner Edwards & Co.; 1911; Sunderland Shipbuilding Co.; 884 tons; 205x30-5x12-8; 129 n.h.p.; 9-5 knots; tricompound inverted direct-acting engines.

The steamship *Teane*, Capt. A. F. Newbury, left Swansea for Oporto on January 25th, 1928, with a cargo of 999 tons of coal. She carried a crew of 15. On the same afternoon as she left port the *Teane* passed Lundy Island and that was the last seen of her. No information of any kind came to hand regarding her and she was eventually posted as missing.

TEDDINGTON

William Milburn & Co.; 1880; Swan & Hunter; 2,017 tons; 287x36-1x23-9; 235 h.p.; compound engines. The British cargo ship *Teddington* struck a rock and sank on June 9th, 1887, near Avocet Rock, Aden. She was on a voyage from Bombay to the U.K. carrying a cargo of wheat.

TEELIN HEAD

Ulster Steamship Co.; 1883; Workman, Clark & Co.; 1,718 tons; 275-4x35-3x18-1; 187 n.h.p.; 8-5 knots; compound engines. The steamship *Teelin Head* was torpedoed and sunk by a German submarine 12 miles SSW. of the Owers Light vessel on January 21st, 1918. The captain and 12 of the crew were lost.

TEESBRIDGE

North of England Steamship Co.; 1905; R. Stephenson & Co.; 3,898 tons; 340-6x47-2x20; 291 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Teesbridge* sailed from South Shields on December 20th, 1928, and loaded china clay at Fowey for Philadelphia. She was under command of Capt. R. E. Laws and carried a crew of 30. Nothing of note was heard of her after leaving England until January 20th, 1929, when she sent out an S.O.S. call from a position some 300 miles E. of Cape Race. The call was picked up by the British steamship *Maine*, Capt. Hutchinson, which at once went to her assistance. The position given was lat. 48°31' N., long. 48°W., but after cruising in this area for some time Capt. Hutchinson decided that the *Teesbridge* must have foundered, and he continued on his course.

TEESDALE

Sir R. Ropner & Co.; 1904; Ropner & Son; 2,470 tons; 310x44-2x20-4; 258 n.h.p.; triple-expansion engines. The British steamship *Teesdale* foundered three miles N. of Salt-burn pier on August 2nd, 1917. She had previously arrived at Plymouth on a voyage from the Tyne to Gibraltar, but was proceeding to the Tees for repairs. She was carrying a cargo of coal.

TEIA MARU

Japanese Government; 1932; Forges et Chantiers de la Mediterranee; 17,537 tons; 543-5x69-6x33-6; 2,490 n.h.p.; oil engines. The motorship *Teia Maru* was formerly the French liner *Aramis*, taken over by the Japanese for use as a transport. She was torpedoed and sunk by the U.S. submarine *Rasher* on August 19th, 1944, about 150 miles W. of Negra Point, Luzon Island, Philippines.

TEIAN MARU

Japanese Government; 1928; R. Duncan & Co.; 5,387 tons; 403 x 52 • 4 x 27 • 5; 512 n.h.p.; triple-expansion engines. The steamship *Teian Maru* was formerly the Yugoslav *Tomislav*, seized by the Italians and renamed *Venezia Giulia*, later taken over by the Japanese. She was torpedoed and sunk by the U.S. submarine *Pollack* on January 9th, 1942, off Tateyama, Japan.

TEIBI MARU

Japanese Government; 1926; J. C. Tecklenborg A.G.; 10,086 tons; 455-8x60-8x41; turbine engines. The steamship *Teibi Maru* was formerly the French liner *Bernardin de St. Pierre*, taken over by the Japanese for use as a transport. She was torpedoed and sunk by the U.S. submarine *Bonfish* on October 10th, 1943, off the coast of Indo-China.

TEIBO MARU

Japanese Government; 1923; Burmeister & Wain; 4,472 tons; 380x53-9x25-3; 629 n.h.p.; oil engines.

The motor vessel *Teibo Maru* was formerly the Danish *Nordbo*, taken over by the Japanese at Kobe on July 13th, 1942. She was torpedoed and sunk by the U.S. submarine *Sargo* on September 25th, 1942, about 100 miles off Cap St Jacques, Indo-China.

TEIFU MARU

Japanese Government; 1913; Forges et Chantiers de la Mediterranee; 7,110 tons; 414x53-8x34-8; 416 n.h.p.; triple-expansion engines.

The steamship *Teifu Maru* was formerly the French *Bougainville* taken over by the Japanese. She was sunk by U.S. carrier-based aircraft on January 21st, 1945, off Kaohsiung, Formosa.

TEIFUKU MARU

Japanese Government; 1921; Norddeutscher Werft; 5,198 tons; 401-5x53-2x27-5; 400 n.h.p.; triple-expansion engines. The steamship *Teifuku Maru* was formerly the German *R. C. Rickmers*, chartered by the Japanese. She was torpedoed and sunk by the U.S. submarine *Trigger* on December 22nd, 1942, off Tateyama, Japan.

TEIHOKU MARU

Japanese Government; 1935; Ateliers & Chantiers de France; 5,795 tons; 446-9 x 57-1x25-7; 793 n.h.p.; oil engines. The motorship *Teihoku Maru* was formerly the French *Persee*, taken over by the Japanese. She was torpedoed and sunk by the U.S. submarine *Jallao* on August 11th, 1945, in the Sea of Japan.

TEIKA MARU

Japanese Government; 8,009 tons. The steamship *Teika Maru* was formerly the French *Cap Varella*, taken over by the Japanese. On May 7th, 1945, she struck a mine and sank off Karatsu, Japan.

TEIKAI MARU

Japanese Government; 1924; A.G. Weser; 7,691 tons; 458-8 x 57-6x31-3; 1,493 n.h.p.; oil engines. The *Teikai Maru* was formerly the German *Fulda*, taken over by the Japanese. She was bombed and sunk by U.S. land-based aircraft on December 30th, 1944, 50 miles S.W. of Cape Bolinao, Philippines.

TEIKIN MARU

Japanese Government; 1919; Napier & Miller; 1,972 tons; 270-1x37-8x15-9; 196 n.h.p.; triple-expansion engines. The steamship *Teikin Maru* was formerly the French *Kindia*, chartered by the Japanese. On July 27th, 1943, she struck a mine and sank off the north west coast of Hainan.

TEIKO MARU

Japanese Government; 1924; Chantiers & Ateliers de la Gironde; 15,105 tons; 543-5x65x41-4; 1,044 n.h.p.; triple-expansion engines.

The steamship *Teiko Maru* was formerly the French liner *D'Artagnan*, chartered by the Japanese for use as a transport. She was torpedoed and sunk by the U.S. submarine *Puffer* on February 22nd, 1944, off the Natuna Islands.

TEIKON MARU

Japanese Government; 1913; Howaldtswerke A.G.; 5,113 tons; 385-9x52-4x28-5; 331 n.h.p.; quadruple-expansion engines. The tanker *Teikon Maru* was formerly the German *Winnnetou*, taken over by the Japanese. She was torpedoed and sunk by the U.S. submarine *Puffer* on August 12th, 1944, off the west coast of Mindoro Island, Philippines.

TEIKYU MARU

Japanese Government; 1930; Howaldtswerke A.G.; 2,332 tons; 281-2x41-9x21-9; 227 n.h.p.; triple-expansion engines. The steamship *Teikyu Maru* was formerly the Danish *Gustav*

Diederichsen, seized by the Japanese. She was torpedoed and sunk by the U.S. submarine *Guardfish* on September 2nd, 1942, off Hakodate, Japan.

TEIREN MARU

Japanese Government; 1909; Nederlandsche Scheepsbouw Maats.; 3,044 tons; 328-5x43-9x22-6; 233 n.h.p.; triple-expansion engines.

The *Teiren Maru* was formerly the French *Gouverneur General A. Varenne*, chartered by the Japanese Government on May 16th, 1942. She was bombed and sunk by U.S. land-based aircraft on December 1st, 1943, off Hong Kong.

TEIRITSU MARU

Japanese Government; 1922; Soc. Provengale de Constructions Navales; 9,877 tons; 454-7x61x37-4; 596 n.h.p.; triple-expansion engines.

The steamship *Teiritsu Maru* was formerly the French liner *Leconte de Lisle*, taken over by the Japanese for use as a transport. She struck a mine and sank on July 28th, 1945, off Maizuru, Japan.

TEIRYU MARU

Japanese Government; 1915; Northumberland S.B. Co.; 6,512 tons; 419-8x53-4x36-1; 682 n.h.p.; triple-expansion engines. The steamship *Teiryu Maru* was formerly the German *Augsburg*, taken over by the Japanese. She was torpedoed and sunk by the U.S. submarine *Guardfish* on July 19th, 1944, about 200 miles off the north-west coast of Luzon Island, Philippines.

TEISEN MARU

Japanese Government; 1917; Irvine's S.B. & D.D. Co.; 5,050 tons; 418-7x53-4x27-7; 686 n.h.p.; triple-expansion engines. The steamship *Teisen Maru* was formerly the German *Ursula Rickmers*, taken over by the Japanese. She was torpedoed and sunk by the U.S. submarine *Flasher* on May 3rd, 1944, about 200 miles E. of Hone Cohe, Indo-China.

TEISHO MARU

Hamburg Amerika Linie; 1921; Flensburger Schiffsbau. Ges.; 7,974 tons; 471-2x58-2x32-4; 558 n.h.p.; triple-expansion engines.

The steamship *Teisho Maru* was formerly the German *Havenstein*, chartered by the Japanese. On October 12th, 1944, she was sunk by U.S. carrier-based aircraft off Kaohsiung, Formosa.

TEISHU MARU

Japanese Government; 1938; Schiffsbau Ges. Unterweser; 1,230 tons; 249 x 34-7x14; 322 n.h.p.; oil engines. The motorship *Teishu Maru* was formerly the German *Quito*, taken over by the Japanese Navy for use as a submarine tender. On April 29th, 1945, she was torpedoed and sunk by the U.S. submarine *Bream* in the Java Sea.

TEISHUN MARU

Japanese Government; 1902; Schiffswerft v. Henry Koch; 2,251 tons; 297-6x39-5x20; 167 n.h.p.; triple-expansion engines.

The steamship *Teishun Maru* was formerly the French *Tai Seun Hong*, chartered by the Japanese. She was torpedoed and sunk by the U.S. submarine *Haddock* on August 26th, 1942, about 100 miles from Foochow.

TEISON MARU

Teikoku Sempaku; 7,007 tons. The transport *Teison Maru* was torpedoed and sunk by the U.S. submarine *Finback* on October 14th, 1942, about 100 miles W. of Keelung, Formosa.

TEIUN MARU

Teikoku Kisen K.K.; 1920; Bremer Vulkan; 1,615 tons; 237-8 x 35-9x19-5; 106 n.h.p.; triple-expansion engines. The steamship *Teiun Maru* struck a mine and sank on January 1st, 1942, off the west coast of Luzon Island, Philippines.

TEIYO MARU

Teikoku Sempaku K.K.; 1924; Blohm & Voss; 6,869 tons; 449-1x58-3x26-8; turbine engines.

The steamship *Teiyo Maru* was bombed and sunk by U.S. and Australian land-based aircraft on March 3rd, 1943, in the Straits of Macassar.

TEIYO MARU

Nippon Tanker K.K.; 1931; Yokohama Dock Co.; 9,849 tons; 492-2x64x 39-2; 2,340 n.h.p.; oil engines. The tanker *Teiyo Maru* was torpedoed and sunk by the U.S. submarine *Rasher* on August 18th, 1944, about 150 miles W. of Negra Point, Luzon Island, Philippines.

TEIYU MARU

Japanese Government; 1918; Ropner & Sons; 5,753 tons; 395-5x52-2x27-8; 490 n.h.p.; triple-expansion engines. The steamship *Teiyu Maru* was formerly the Italian *Carignano*, taken over by the Japanese. She was sunk by U.S. carrier-based aircraft on November 13th, 1944, in Manila Bay.

TEIZUI MARU

Japanese Government; 1927; A.G. Weser; 5,428 tons; 508-5 x 63-7x30-2; 7,000 n.h.p.; triple-expansion engines & L.P. turbine.

The steamship *Teizui Maru* was formerly the German *Mosel*, taken over by the Japanese on November 2nd, 1942. She struck a mine and sank on April 18th, 1945, off Yawata, Japan.

TEJA

A.Haverbeck; 1877; Palmers'Co.; 1,249 tons; 220-6x31-1x 17; 119 n.h.p.; triple-expansion engines.

The Chilean steamship *Teja*, on a voyage from Tocopilla to Punta de Lobos, struck a rock and sank on April 25th, 1923, 50 miles S. of Iquique.

TEKAPO

Union S.S. Co. of New Zealand; 1881; R. Steele & Co.; 2,439 tons; 291-5x38-1x26-2; 283 n.h.p.; compound engines. The New Zealand steamship *Tekapo* was wrecked at Maroubra Bay, N.S.W., on May 16th, 1899. She was on a voyage in ballast from Sydney to Port Kembla, N.S.W.

TEKKAI MARU

Harada Kisen K.K.; 1939; Kawaminami Kogyo K.K.; 1,925 tons; 271-7x40-0x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Tekkai Maru* was torpedoed and sunk by the U.S. submarine *Haddock* on November 3rd, 1942, about 200 miles off Nagasaki.

TEKLA

Dampsk. Torm A/S; 1920; Helsingors Jernkib & Maskin.; 1,469 tons; 249-5x38-1x15; 158 n.h.p.; triple-expansion engines.

The Danish steamship *Tekla* was torpedoed and sunk by a German submarine on January 21st, 1940, on a voyage from Burntisland to Aarhus. Nine of the crew were lost and nine saved.

TELA

Empresa Hondurena de Nav. 1927; Workman, Clark & Co.; 3,882 tons; 342 x48x28-2; 406 n.h.p.; triple-expansion engines. The Honduran steamship *Tela* was torpedoed and sunk by a German submarine on June 8th, 1942, between New Orleans and Port Limon. Eleven of the crew were lost.

TELAMON

Koninklijke Nederlandsche Stoomb. Maats. 1928; A. G. Neptun; 2,078 tons; 285-7x44-7x17-7; 156 n.h.p.; triple-expansion engines.

The Dutch steamship *Telamon* was torpedoed and sunk by the German submarine *U-160* on July 24th, 1942, between Demerara and Trinidad. The captain and 22 others were lost.

TELEGRAPH

McIndoe & Co.; 1841; Hedderwick & Ransome; 100 tons; 118-6x14-9x4-6; 15 knots; compound engines. The passenger steamship *Telegraph* was a new and very fast vessel

TELESILLA

built at a time when rivalry between steamboat owners was very keen. She was equipped with a high pressure engine and was advertised to run between Glasgow and Greenock in record time. On March 21st, 1842, three months after coming into service, she was casting off from the quay at Helensburgh when her boiler exploded. The boiler and engine were hurled bodily out of the hull. The hull itself disintegrated so that there was scarcely a plank of more than a few feet remaining. Eighteen of the crew and passengers were killed outright, including the captain and Mr. Hedderwick, whose firm constructed the vessel. Seven other people died later from their injuries and there were a number of minor casualties.

TELESILLA

R. Gordon & Co.; 1877; E. Withy & Co.; 1,174 tons; 230X 31-6x17-3; 145 n.h.p.; compound engines.

The British cargo ship *Telesilla* was wrecked near North Queensferry at 10 p.m. on September 14th, 1896, while on a voyage from Grangemouth to Hamburg carrying a cargo of coal.

TELL

Cie. de Nav. Mixte; 1938; Kaldnes Mek. Verksted; 1,349 tons; 294-4x42-2x15-7; compound engines & LP. turbine. The

Norwegian steamship *Tell* was torpedoed and sunk by a German submarine on July 11th, 1943, S.E. of Corsica.

TELMA

Abo Shipping A/B; 1883; Short Bros.; 1,865 tons; 275x38-6X—; 224 n.h.p.; compound engines. The Finnish steamship *Telma* was sunk by ice on December 30th, 1939, outside Oulu.

TELNES

D/S A/S Nor; 1936; Rosenbergs Mek. Verksted; 1,694 tons; 260-8x41-2x17-4; 145 n.h.p.; compound engines & L.P. turbine. The Norwegian steamship *Telnes* left New York on January 9th,

1940, for Antwerp and Rotterdam. Nothing more was heard of the ship or her crew of 18 and she was considered to have probably been lost by war causes.

TEMBIEN

I. Messina & C.; 1914; Rickmers Werft; 5,584 tons; 417x53-2x27-5; 500 n.h.p.; triple-expansion engines. The Italian steamship *Tembien* was torpedoed and sunk by a German submarine on February 27th, 1942, 24 miles from Tripoli.

TEMBIEN I

Chinese Italian Nav. Co.; 1913; Hong Kong & Whampoa Dock Co.; 3,439 tons; 291-6x53-1x10; 424 n.h.p.; triple-expansion engines.

The Italian steamship *Tembien I* was bombed and sunk on June 30th, 1945, near Tatung, Yangtze River.

TEMPLE BAR

Lambert Bros.; 1928; W. Hamilton & Co.; 4,291 tons; 390X 52x24-6; 436 n.h.p.; triple-expansion engines. The British cargo ship *Temple Bar* struck a rock and sank off Carroll Island, 20 miles S. of Cape Flattery, on April 8th, 1939, while carrying a cargo of scrap iron from Miami to Yokohama.

TEMPLE MEAD

Temple S.S. Co.; 1928; W. Pickersgill & Sons; 4,427 tons; 391-2x53x24-8; 445 n.h.p.; triple-expansion engines. The British steamship *Temple Mead*, on a voyage from Rosario to the U.K. with grain, was bombed and sunk by German aircraft on January 21st, 1941, about 300 miles W. of Inishtrahull. Fourteen of the crew were lost.

TEMPLE MOAT

Temple S.S. Co.; 1928; W. Pickersgill & Sons; 4,427 tons; 391-2x53x24-8; 445 n.h.p.; triple-expansion engines. The British cargo ship *Temple Moat*, carrying a crew of 42 and a cargo of coal, sailed from Blyth on December 24th, 1940, on a voyage to Buenos Aires. She was damaged in an attack by a German aircraft on January 5th, 1941, which killed one of the

crew, and she put in to the Gareloch on January 9th. After repairs the *Temple Moat* resumed her voyage from the Clyde on February 19th, but four days later she reported that she had sighted a German submarine in lat. 59° IT N., long. 20° 20' W. Nothing more was ever heard of the ship.

TENACE

I. Messina & C.; 1881; J. Laing; 1,142 tons; 239-8x32-6x 14-3; 161 n.h.p.; compound engines.

The Italian steamship *Tenace* was shelled and sunk by British warships on May 8th, 1941, three and a half miles off Benghazi.

TENBY

R. Ropner & Co.; 1898; Ropner & Son; 3,969 tons; 336-5X 46-5x25-6; 319 n.h.p.; triple-expansion engines.

The British steamship *Tenby* was wrecked off Emmahaven, Sumatra, on August 14th, 1904, while on a voyage from Cheribon to Port Said carrying a cargo of sugar.

TENEDOS

British Navy, destroyer; 1918; Hawthorn Leslie; 905 tons; 276x26-7x10-9; 27,000 s.h.p.; 36 knots; turbine engines;

Yarrow boilers; three 4 in. guns, 6 m.g., 4 T.T. The destroyer *Tenedos* was lying off Colombo on April 5th, 1942, when she was bombed and sunk by Japanese dive-bombers. She carried a complement of about 100.

TENEI MARU

Nitto Risen K.K.; 10,241 tons.

The tanker *Tenet Maru* was sunk by U.S. carrier-based aircraft on January 16th, 1945, about 50 miles S. of Hong Kong.

TENKAI MARU

Shimatani Kisen K.K.; 1917; Mitsubishi Dockyard & E. Works; 3,203 tons; 305x43-7x27-2; 261 n.h.p.; triple-expansion engines.

The steamship *Tenkai Maru* was torpedoed and sunk by the U.S. submarine *Swordfish* on September 5th, 1943, 300 miles off the north coast of New Guinea.

TENMEI MARU

Hakuyo Kisen Kabushiki Kaisha; 1889; Harland & Wolff; 3,360 tons; 345-6x42-2x24-5; 271 n.h.p.; triple-expansion engines.

The Japanese steamship *Tenmei Maru* was shelled and sunk by a submarine in the Mediterranean on August 10th, 1916.

TENNAN MARU

Nippon Seitetsu K.K.; 5,407 tons.

The steamship *Tennan Maru* was torpedoed and sunk by the U.S. submarine *Silver sides* on October 24th, 1943, 400 miles N. of the Schouten Islands, New Guinea.

TENNESSEE

Ministry of War Transport (Common Bros.); 1921; A/S Baitica Vcerft; 2,342 tons; 302x44-2x20-3; 212 n.h.p.; triple-expansion engines.

The British steamship *Tennessee*, on a voyage from the St. Lawrence to the Tyne with wheat, was torpedoed and sunk by a German submarine on September 22nd, 1942, about 500 miles E.S.E. of Cape Farewell. Ten of the crew and five gunners were lost.

TENPEI MARU

Hakuyo Kisen K.K.; 1918; Osaka Iron Works; 6,094 tons; 407-2x50-8x32-5; 553 n.h.p.; triple-expansion engines. The steamship *Tenpei (Tempei) Maru* was torpedoed and sunk by the U.S. submarine *Ray* on May 22nd, 1944, S.W. of Basilan Island, Philippines.

TENPOSAN MARU

Sngaya Shoji K.K.; 1,970 tons.

The steamship *Tenposan Maru* was torpedoed and sunk by the U.S. submarine *Silver sides* on December 29th, 1943, N.W. of the Palau Islands.

TENRYOMARU

Tatsunami Shosen K.K.; 1938; *Kawaminami Kogyo K.K.*; 2,231 tons; 257-1x40-4x23; 294n.h.p.; triple-expansion engines.

The steamship *Tenryo Mam* was torpedoed and sunk by the U.S. submarine *Sterlet* on May 29th, 1945, in the La Perouse Strait, Japan.

TENRYU

Japanese Navy, light cruiser; 1918; *Yokosuka*; 3,230 tons; 468x40-7x13; 51,000 s.h.p.; 31 knots; turbine engines; *Kanpon boilers*; four 5-5 in. guns, one 3 in., 2 m.g., 6 T.T. The old Japanese light cruiser *Tenryu* was torpedoed and sunk in the Bismarck Sea by the U.S. submarine *Albacore* on December 18th, 1942. The cruiser's normal complement was 332.

TENRYUMARU

Naigai Risen K.K.; 1936; *Osaka Iron Works*; 4,861 tons; 365-8x54-1x29-2; 433 n.h.p.; turbine engines. The steamship *Tenryu Maru* was bombed and sunk by U.S. carrier-based aircraft on December 25th, 1943, off the north west coast of New Ireland.

TENRYUGAWA MARU

Toyokaiun K.K.; 3,883 tons. The steamship *Tenryugawa Mam* was sunk by U.S. carrier-based aircraft on June 12th, 1944, about 150 miles W. of the Ladrone Islands.

TENSHA MARU No. 11

Kambara Risen R.R.; 1958; *Tsuneishi Zosen*; 499 tons; 161-6x27-3x12-9; oilengines. The motorship *Tensha Maru No. 11* capsized and sank during a storm on December 27th, 1958, off Shiraishi, Aichi Prefecture, Japan. Twelve of the crew of 13 were lost.

TENSHIN MARU

7,500 tons. The *Tenshin Maru* was bombed and sunk by U.S. land-based aircraft on January 17th, 1944, off the north west coast of New Guinea.

TENSHIN MARU

Nippon Yusosen R.R.; 5,061 tons. The tanker *Tenshin Maru* was torpedoed and sunk by the U.S. submarine *Lapon* on July 31st, 1944, off the south west coast of Palawan Island, Philippines.

TENSHINMARU

Zuiko Shosen R.R.; 1918; *Canadian Vickers*; 4,236 tons; 380-5x48-6x29-7; 474 n.h.p.; triple-expansion engines. The steamship *Tenshin (Tensin) Maru* was torpedoed and sunk by the U.S. submarine *Icefish* on October 24th, 1944, about 150 miles N.W. of Luzon Island, Philippines.

TENSHINZAN MARU

Mitsui Sempaku R.R.; 6,886 tons. The steamship *Tenshinzan Maru* was torpedoed and sunk by the U.S. submarine *Gurnard* on May 6th, 1944, 50 miles N.W. of Menado, Celebes.

TENSHOMARU

Shako Shosen R.R.; 1914; *D. & W. Render son & Co.*; 5,013 tons; 402-3x52x29-8; 435 n.h.p.; triple-expansion engines. The steamship *Tensho (Tensyo) Maru* was sunk by U.S. carrier-based aircraft on November 11th, 1944, off the west coast of Cebu Island, Philippines.

TENSHOMARU

Sugaya R.R.; 1910; *Blyth S.B. & D.D. Co.*; 3,035 tons; 314-0x 45-7x21-1; 272n.h.p.; triple-expansion engines. The steamship *Tensho Maru* was sunk by U.S. carrier-based aircraft on August 9th, 1945, about 50 miles S. of Seishin, Manchuria.

TENTERDEN

Australasian United S.N. Co.; 1883; *Campbell, Macintosh & JBowstead*; 1,339 tons; 246-5x33-5x19-9; 140 h.p.; compound engines.

The Australian steamship *Tenterden* was wrecked on December 23rd, 1893, at MacDonnell Bay, S. Australia.

TENYO MARU

Toyo Kisen K.K.; 1935; *Mitsubishi Jukogyo K.K.*; 6,843 tons; 435x58-5x32-8; 839 n.h.p.; oilengines. The motorship *Tenyo Maru* was taken over by the Japanese Navy for use as a minesweeper. On March 10th, 1942, she was destroyed by U.S. carrier-based aircraft off Lae, New Guinea.

TENYU MARU

Dairen Sugaya Keitei Shokai; 1905; *R. Stephenson & Co.*; 3,738 tons; 340-1x47-1x20; 340 n.h.p.; triple-expansion engines.

The steamship *Tenyu Maru* was torpedoed and sunk by the U.S. submarine *Guardfish* on September 4th, 1942, off Tamagawa, Japan.

TENZAN MARU

Dairen Kisen K.K.; 2,776 tons. The steamship *Tenzan Maru* was torpedoed and sunk by the U.S. submarine *S 37* on July 8th, 1942, off Rabaul.

TENZAN MARU

Nippon Yusen K.K.; 1920; *Burntisland S.B. Co.*; 3,142 tons; 331-6x46-7x24-8; 433 n.h.p.; triple-expansion engines. The steamship *Tenzan Maru* was sunk by collision with the steamship *Kobe Maru*, 7,938 tons, on November 11th, 1942, 90 miles E. of the Yangtze estuary.

TERAMO

Italian Government; 1920; *Grangemouth Dockyard Co.*; 1,599 tons; 253-3x37-4x18-4; 192 n.h.p.; triple-expansion engines. The steamship *Teramo* was formerly the French *Marie Therese le Borgne*, taken over by the Italians. On April 28th, 1943, she was bombed and sunk by British aircraft off Cap Bon.

TERGESTEA

G. L. Premuda Soc. Anon, di Nav.; 1926; *Cantiere Navale Triestino*; 5,890 tons; 416-7x53-1x24-7; 369 n.h.p.; triple-expansion engines. The Italian steamship *Tergeste* was torpedoed and sunk by a British submarine on October 26th, 1942, near Tobruk.

TERJE VIKEN

W. Wilhelmsen; 1902; *Tyne Iron S.B. Co.*; 3,579 tons; 335x 48x25-4; 292 n.h.p.; triple-expansion engines. The Norwegian steamship *Terje Viken* struck a mine and sank off the coast of Portugal on April 17th, 1916.

TERJE VIKEN

United Whalers; 1936; *Deutsche Schiff-u. Maschinenbau A.G.*; 20,638 tons; 607-3x80-2x40-4; 1,248 n.h.p.; triple-expansion engines & L.P. turbine. The British whale oil refinery tanker *Terje Viken*, on a voyage from Glasgow to Curacao in ballast, was torpedoed by a German submarine at 4.5 a.m. on March 7th, 1941, and again at 4.50 a.m., about 400 miles W. of the Shetland Islands. The ship turned turtle and remained afloat for some days before sinking. No lives were lost.

TERKOELEI

Nederlandsch-Indische Maats. voor Zeevaart I; 1923; *Blohm & Voss*; 5,158 tons; 407x56x25-9; 634 n.h.p.; turbine engines. The Dutch steamship *Terkoelei* was torpedoed and sunk by a German submarine on March 17th, 1943, on a voyage from New York to Swansea. Thirty-four of the crew and two gunners were lost.

TERLINGS

Lambert Bros.; 1937; *Lithgows*; 2,318 tons; 283-5x44-4x21-6; 179 n.h.p.; triple-expansion engines. The British steamship *Terlings*, on a voyage from London to

TERMINI

Sydney, N.S., in ballast, was bombed and sunk by German aircraft on July 21st, 1940, ten miles S.W. of St. Catherine's Point. Ten of the crew were lost.

TERMINI

Italian Government; 1906; Scheepswerfvoorheen Jan Smit, Czn.; 1,523 tons; 265-9x36x18-3; 169n.h.p.; triple-expansion engines.

The German steamship *Termini*, which had been requisitioned by the Italian Government, struck a mine and sank in the Mediterranean on March 21st, 1918.

TERM

Italian Government; 1931; Ateliers & Chantiers de Bretagne; 2,998 tons; 330'6x43-1x23-4; turbine engines. The steamship *Termi* was formerly the French *Azrou*, taken over by the Italians. On June 16th, 1943, she was torpedoed and sunk by an Allied submarine off Augusta.

TERRA

Vulcan Shipping Co.; 1888; Ropner & Son; 2,801 tons; 314x40-5x20-1; 303 n.h.p.; triple-expansion engines. The British cargo ship *Terra* was wrecked at Chateau Letoc, Alderney on June 11th, 1910, while on a voyage from the Tyne to Genoa carrying a cargo of coal.

TERROR

British Navy, survey vessel; 1813; Topsham; 326 tons; 102-3x27-2x12-9; 20 n.h.p.; 6 knots; steam engines. The *Terror* was one of two ships comprising Sir John Franklin's expedition to the Arctic in 1845, the other being *Erebus*.

In 1838 *Terror*, then commanded by Capt. George Back, was badly crushed in the ice in Hudson's Bay and made a remarkable passage home in a badly damaged condition. She was thoroughly overhauled and sent to sea again with the Antarctic Expedition of Sir James Ross, 1839-43.

The *Terror* was commanded by Capt. Francis R. M. Crozier, who was second in command to Franklin, and assumed the leadership after the death of the latter in 1847. Her crew comprised 67 officers and men and she left Greenhithe in company with her consort on May 19th, 1845.

The ships were last sighted by the whaler *Prince of Wales* on July 26th, 1845, in about lat. 74° 48' N, long. 66° 13' W. It became known later that they were caught in the ice in September, 1846, and were abandoned in April, 1848. Not one man of the whole expedition survived.

For the full account of this expedition see *Erebus*.

TERROR

Spanish Navy, destroyer; 1896; Clydebank; 300 tons; 220 x 22x5-6; 6,000 i.h.p.; 28 knots; two 12 pdr. guns, two 6 pdr., two 1 pdr., 2 T.T.

The Spanish destroyer *Terror* was a unit of the Spanish Atlantic Squadron under Admiral Cervera in the Spanish-American War of 1898. She developed engine trouble on the voyage across the Atlantic to Cuba, and left the squadron for Martinique, where she effected repairs. Later, on June 22nd, 1898, in company with the light cruiser *Infanta Isabel*, she was off San Juan, Puerto Rico, when she fell in with the U.S. auxiliary cruiser *St. Paul*, 11,629 tons, 5 in. guns, and a sharp action developed. The Spanish ships were forced to run for harbour, and the *Terror* was hit in the engine room, severely damaging the engines and killing the Engineer-Lt. and many men. She ran aground under the guns of the shore batteries, where she became a total wreck.

TERROR

British Navy, monitor; 1916; Harland & Wolff; 7,200 tons; 405 x 88 x 11; 6,000 i.h.p.; 12 knots; triple-expansion engines; Babcock boilers; two 15 in. guns, eight 4 in., two 3 in., 10 smaller. The monitor *Terror*, Cdr. H. J. Haynes, D.S.C., was a veteran of the First World War. She was sent to the Mediterranean during the Second World War to operate off the coast of Libya, where her two 15 in. guns were of great service in supporting the right flank of the

British army against the Italian forces. On February 22nd, 1941, she was attacked off Derna by German dive-bombers and badly damaged, sinking on the following day.

TERUKAWA MARU

Kawasaki Risen K.K.; 1934; Odense Staalskibsverft A. P. Moller; 6,429 tons; 458-2x58x29-9; 1,026 n.h.p.; oil engines. The motorship *Terukawa Maru* was torpedoed and sunk by the U.S. submarine *Skate* on December 21st, 1943, N. of Hall Island, Caroline Islands.

TERUKUNIMARU

Nippon Yusen K.K.; 1930; Mitsubishi Zosei Kaisha; 11,930 tons; 507x64x37; 2,492 n.h.p.; 16 knots; oil engines. The liner *Terukuni Maru*, Capt. Matsukura, with 28 passengers and a crew of 177 struck a mine one and a half miles off the Sunk Lightship on Tuesday, November 21st, 1939. The explosion occurred in Nos. 2 and 3 holds and the vessel began to sink. Eight boats were lowered and 206 persons, including the pilot, were safely landed. The *Terukuni Maru* sank in 45 minutes.

TERUKUNIMARU

Harada Risen K.K.; 1899; R. Napier & Sons; 3,588 tons; 352x42-2x19-8; 469 n.h.p.; triple-expansion engines. The steamship *Terukuni Maru* was sunk by U.S. carrier-based aircraft on October 18th, 1944, about 40 miles N. of Luzon Island, Philippines.

TERUSHIMAMARU

Iino Risen R.R.; 1937; Harima S.B. & Eng. Co.; 3,110 tons; 323-4x46x25; turbine engines. The steamship *Terushima (Terusima) Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On May 18th, 1943, she was torpedoed and sunk by the U.S. submarine *Pollack*.

TERUTSUKI

Japanese Navy, destroyer; 1941; Japan; 2,500 tons; 435 x 38 x—; 34 knots; turbine engines; eight 5 in. guns, 4 T.T. The Japanese destroyer *Terutsuki* was one of a flotilla of 11 destroyers steaming toward Guadalcanal on the night of December 11th, 1942. The flotilla was dive-bombed by U.S. planes and five destroyers were hit, the remainder held on their course. Shortly after midnight American light naval craft, including motor torpedo boats attacked the flotilla and the *Terutsuki* was torpedoed and sunk off New Georgia. Two other destroyers were damaged. The Americans lost one motor torpedo boat. The *Terutsuki* carried a complement of over 200.

TESHIO MARU

Ohi Sempaku; 2,840 tons. On March 30th, 1944, the steamship *Teshio Maru* was attacked by U.S. carrier-based aircraft and sunk off Babelthua, Palau Islands.

TESTBANK

Bank Line; 1937; J. Readhead & Sons; 5,083 tons; 423-7x56-7x24-8; 524 n.h.p.; triple-expansion engines. The British steamship *Testbank* was lying alongside the mole at Bari when, on December 2nd, 1943, the port was attacked by German aircraft. Another ship lying close by was hit and blew up, this explosion destroyed the *Testbank*. Seventy of her crew of 75 were lost.

TETI

SocietdltalianadiNav.Lucania; 1921; Bacini & Scali Napoletani; 5,396 tons; 385-1x51-7x27-2; turbine engines. The Italian steamship *Teti*, on a voyage from Huelva to Baltimore with iron ore, foundered in heavy weather on October 31st, 1922, 14 miles S. of Ponta Delgado.

TETI NOMICOU

Loucas Nomicos; 1902; Schiffswerftv. Henry Koch; 1,882 tons; 281 x 40 • 4 X18 • 1; 180 n.h.p.; triple-expansion engines. The Greek steamship *Teti Nomicou* was bombed and sunk by German aircraft on April 19th, 1941, at Chalkis, during the invasion of Greece.

TETSUWA MARU

Nitto Risen K.K.; 1,951 tons.
The steamship *Tetsuwa Maru* was bombed and sunk by U.S. land-based aircraft on November 16th, 1943, off Canton.

TETSUZAN MARU

Osaka Shosen K.K.; 1939; *Kawaminami Kogyo K.K.*; 1,922 tons; 271-7x40x20-3; 150n.h.p.; triple-expansion engines. The steamship *Tetsuzan (Tetzuzan) Maru* was bombed and sunk by U.S. land-based aircraft on January 22nd, 1943, off Rabaul.

TETSUZAN MARU

Hashimoto Risen K.K.; 1919; *Hashimoto Shipyard*; 2,018 tons; 285x38x22; 150 n.h.p.; triple-expansion engines. The steamship *Tetsuzan (Tetzuzari) Maru* was sunk by U.S. carrier-based aircraft on October 10th, 1944, off the Ryukyu Islands.

TEUCER

Ocean S.S. Co.; 1877; *Scott & Co.*; 2,057 tons; 316-1x35-2x26; 300 h.p.; compound-inverted engines.
The British steamship *Teucer*, Capt. Power, was wrecked off Ushant on May 31st, 1885, while on a voyage from Singapore to Amsterdam carrying a general cargo.

TEUTON

Union Line; 1869; *W. Denny & Bros.*; 2,313 tons; 332-9x34-3x25; 300 h.p.; 10 knots; compound engines. The *Teuton* Capt. Manning, left Cape Town at 10 a.m. on August 30th, 1881, on her voyage from England to Algoa Bay with 272 persons on board. At 7 p.m. on the same day she was four miles off Quoin Point, near Cape Agulhas. Twenty minutes later in a calm sea the *Teuton* struck on a rock quite clearly charted and known to all navigators.

An examination of the ship's hull showed that although a considerable amount of water was flowing in, the situation was not desperate. The vessel was divided into six watertight compartments and this was held to render her sufficiently seaworthy to reach Simons town. Passengers were assembled aft and volunteers were called for from among the men to work the pumps, and the boats were swung out and lowered to the rail and provisioned. Meanwhile the ship continued slowly under steam, but settling by the head till, by 10 p.m., she could make no further progress as her propeller was out of the water. Steam was therefore shut off and passengers and crew ordered to the boats.

At 10.30 p.m. the first boat, filled with women and children was ready to go away and the second boat was nearly ready. There was no hurry and no apparent cause for undue alarm when, with terrible suddenness the bulkheads burst causing the *Teuton* to fling her stern wildly in the air and then plunge beneath the sea. So rapid was the sinking that the boat which had just been lowered was dragged down in the vortex.

In all 236 persons were drowned, including Capt. Manning.

TEVIOTDALE

J. & A. Roxburg; 1882; *A. Stephen & Sons*; 1,623 tons; 266*3 x 38-6x22-7.

The British sailing ship *Teviotdale*, Capt. Smith, on a voyage from Cardiff to Bombay, was wrecked in heavy weather on October 15th, 1886, off the coast of Carmarthen. Capt. Smith and most of the crew were drowned, a few survivors were picked up by the Ferryside lifeboat.

TEWFIKIEH

Khedivial Mail Steamship Co.; 1893; *R. Napier & Sons*; 2,490 tons; 320-5x38-2x23-1; 307 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Tewfikieh* was torpedoed and sunk by a German submarine 115 miles WNW. of Alexandria on June 9th, 1918. Five men were killed. The captain was among the survivors.

TEWKESBURY

Capper, Alexander & Co.; 1907; *J. L. Thompson & Sons*; 4,260 tons; 370-8x49-5x25-3; 343 n.h.p.; triple-expansion engines. The British steamship *Tewkesbury* was wrecked seven miles W. of

Cape Pine, St. Mary's Bay, N.F.L., on March 17th, 1920. She was on a voyage from Antofagasta, via Louisburg, to Liverpool, and Hamburg carrying a cargo of nitrate.

TEXAS

Mississippi & Dominion S.S. Co.; 1872; *A. McMillan & Son*; 2,853 tons; 325-5x36-3x25-4; 320 h.p.; triple-expansion engines.

The British steamship *Texas* was wrecked at St. Shotts, near Cape Race, on June 4th, 1894. She was on a voyage from Montreal to Avonmouth carrying cattle and a general cargo.

TEXAN

American-Hawaiian Steamship Co.; 1902; *New York S.B. Co.*; 7,005 tons; 471x57-2x31-8; 615 n.h.p.; 12knots; quadruple-expansion engines.

The American liner *Texan*, Capt. R. H. Murphy, on a voyage from New York to Trinidad, was torpedoed and sunk by a German submarine 40 miles E. of Nuevitas, Cuba, at 12.37 a.m. on March 12th, 1942. Nine men were killed and one wounded, Capt. Murphy, was among the survivors.

TEXELSTROOM

N.V. Hollandsche Stoomb. Maats.; 1914; *Maats. Fyenoord*; 1,601 tons; 273-6x40-2x16-8; 162 n.h.p.; triple-expansion engines.

The Dutch steamship *Texelstroom* struck a mine and sank in the North Sea on October 6th, 1915.

TEXELSTROOM

N.V. Hollandsche Stoomb. Maats.; 1918; *Maats. Fyenoord*; 1,617 tons; 273-6x40-2x16-8; 162 n.h.p.; triple-expansion engines.

The Dutch steamship *Texelstroom* left Reykjavik on February 22nd, 1941, for Grimsby with a crew of 25 and two passengers. Nothing more was ever heard of her. A German submarine reported having sunk a ship of comparable size on the 22nd, 200 miles SSW. of the Vestmann Islands.

THALA

F. C. Strick & Co.; 1928; *J. Readhead & Sons*; 4,399 tons; 370 x 52 • 3 x 25 • 9; 341 n.h.p.; triple-expansion engines. The British cargo ship *Thala* was wrecked at Hartmeal, South Uist, Outer Hebrides, on February 8th, 1941, while on a voyage from Peipel to the Tees carrying a general cargo.

THALIA

Xilas Bros. & A. Constantinidis; 1917; *Kawasaki Dockyard Co.*; 5,875 tons; 385-3x51-2x25-5; 440 n.h.p.; triple-expansion engines.

The Greek steamship *Thalia* was torpedoed and sunk by a German submarine on September 16th, 1940, on a voyage from Montreal to Garston.

THALIA

Panama Transport Co.; 1926; *Howaldtswerke*; 8,329 tons; 470-1x63-2x35-3; 776 n.h.p.; oilengines. The Panamanian tanker *Thalia* was torpedoed and sunk by a German submarine on February 23rd, 1942, 50 miles N.W. of Aruba on a voyage from New York to Aruba.

THAMES

City of Dublin Steam Packet Co.; 500 tons.

The steamship *Thames*, on a voyage from Dublin to London with passengers, was wrecked in a gale on January 4th, 1841, on the Brow of Ponds Reef, Scilly Isles. Only four persons of the 66 on board were saved.

THAMES MARU

Kawasaki Kisen K.K.; 1920; *Kawasaki Dockyard Co.*; 5,871 tons; 385x51x36; 440 n.h.p.; triple-expansion engines.

The steamship *Thames Maru* was torpedoed and sunk by the U.S. submarine *Pompon* on July 25th, 1943, S. of the Caroline Islands.

THANEMORE

THANEMORE

W. Johnston & Co.; 1867; Tod & McGregor; 3,032 tons; 332 x 39 - 4 x 25 - 9; 270 n.h.p.; 12 knots; compound engines. The Johnston liner *Thanemore*, Capt. G. F. Butcher, left Baltimore on November 28th, 1890, for London with 38 crew, ten cattlemen and 430 head of cattle and 1,692 tons of general cargo, chiefly cotton.

On December 1st the British steamship *Nero*, Capt. Chisholm, sighted a large vessel on fire from stem to stern at a position near Flemish Gap. There was a terrific storm raging and although the *Nero* lay-to for 24 hours it was impossible for a small boat to live in the sea during that time. The captain reported the happening upon his arrival at Philadelphia and as time passed with no news of the *Thanemore* it was at last assumed that she was the vessel that the *Nero* had sighted.

THANET

British Navy, destroyer; 1918; Hawthorn, Leslie & Co.; 905 tons; 276x26-7x10-9; 27,000 s.h.p.; 31 knots; turbine engines;

Yarrow boilers; three 4 in. guns, 5 smaller, 4 T.T. The destroyer *Thanet*, Cdr. B. S. Davies, in company with the Australian destroyer *Vampire*, supported by shore-based bombers of the R.A.F., opposed a Japanese landing at Endau on the east coast of Malaya, 80 miles from Singapore. The enemy force consisted of a cruiser and three destroyers. The *Thanet* was sunk in the action, which took place on January 27th, 1942, but the *Vampire* suffered neither damage nor casualties.

THANN

German Government; 1926; Nederlandsche Scheepsbouw Maats.; 7,412 tons; 440-4x59-4x32-7; 602 n.h.p.; oil engines. The motorship *Thann* was formerly the Dutch *Phobos*, taken over by the Germans. She struck a mine and sank on December 29th, 1944, in the Baltic.

THASSOS

Th. L. Teryazos; 1919; TheNittaCo.; 1,565 tons; 240x36x21; 109 n.h.p.; triple-expansion engines.

The Greek steamship *Thassos* was bombed and sunk by German aircraft on April 22nd, 1941, at Megara, during the invasion of Greece.

THE MONARCH

J. Hay & Sons; 1930; Ailsa S.B. Co.; 824 tons; 195-1 x30-3 x 12-1; 137 n.h.p.; triple-expansion engines.

The British steamship *The Monarch* was torpedoed and sunk by a German submarine on the night of June 19th, 1940, soon after leaving Tonny Charente Roads for Falmouth. All her crew of 12 were lost.

THEANO

German Government; 1920; N.V. Boele's Scheepswerven & Maschinfabriek; 1,059 tons; 231-9x36-2x13-2; 138 n.h.p.; triple-expansion engines.

The steamship *Theano* was formerly Dutch, taken over by the Germans. She was bombed and sunk by British aircraft on December 13th, 1942, off Stavanger.

THEDOL 2

T. N. Epiphaniades; 1910; Howaldtswerke; 657 tons; 188x 31-2x10-5; 44 n.h.p.; triple-expansion engines. The Greek coastal tanker *Thedol 2*, loaded with petrol, was bombed and set on fire by German aircraft on April 22nd, 1941, at Antikyra, Gulf of Corinth. The tanker eventually exploded and sank. *See also Theodora.*

THELMA

W. Wilhelmsen; 1906; Laxevaags Maskin & Jernskibs.; 1,350 tons; 260 X 38 -1 x 16 • 7; 156 n.h.p.; triple-expansion engines. The Norwegian steamship *Thelma* struck a mine and sank in the English Channel on April 6th, 1917.

THEMIS

Koninklijke Nederlandsehe Stoomb. Maats.; 1903; Rijkee & Co.; 897 tons; 213 x30-6x13-3; 96 n.h.p.; triple-expansion engines. The Dutch steamship *Themis* left Newcastle for Amsterdam on

December 21st, 1916, with a crew of 19. She was never heard of again, and is listed by the Dutch authorities as a probable war casualty.

THEMIS

W. Wilhelmsen; 1911; W. Doxford & Sons; 7,402 tons; 445X 60x29-2; 412 n.h.p.; triple-expansion engines. The Norwegian steamship *Themis* was torpedoed and sunk by a submarine in the Mediterranean on October 12th, 1917.

THEMISTOCLIS

S.Spiridonou&Co.; 1880; T. & W. Smith; 1,895 tons; 285X 35x23-1; 250 n.h.p.; compound engines.

The Greek steamship *Themistoclis* was sunk by a German submarine in the Bay of Biscay on April 9th, 1917.

THEMONI

Kassos Steam Nav. Co.; 1938; W. Doxford & Sons; 5,719 tons; 431-9x57-5x26-7; 474 n.h.p.; triple-expansion engines. The Greek steamship *Themoni* was bombed by German aircraft on May 17th, 1941, caught fire and sank, in Suda Bay, during the invasion of Greece.

THEODORA

Theodora E. Pappa; 1917; Government Dockyard, Nicolaeff; 1,054 tons; 240-6x33-3x13-2; 38 n.h.p.; triple-expansion engines.

The Greek tanker *Theodora*, loaded with petrol, was bombed by German aircraft on April 22nd, 1941, at Antikyra, Gulf of Corinth. The captain and 12 of the crew were killed. Soon afterwards the tanker *Thedol 2*, lying nearby, was bombed and set on fire, whereupon the remaining crew of the *Theodora* tried to move their ship away. Unfortunately the ship went aground and her cargo of petrol began to leak away. Soon petrol on the sea caught fire from the burning *Thedol 2* and the *Theodora* was completely burnt out.

THEODORE DWIGHT WELD

U.S. War Shipping Administration; 1943; California S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The tanker *Theodore Dwight Weld* was torpedoed and sunk by a German submarine on September 20th, 1943, on a voyage from Manchester to New York. Twenty of the crew and 13 gunners were lost.

THEOFANO

N. G. Livanos; 1929; W. Gray & Co.; 4,720 tons; 405-5X 54-2x24-9; 438 n.h.p.; triple-expansion engines. The Greek steamship *Theofano*, on a voyage from Montevideo to Cruz Grande, in ballast, was wrecked on Huamblin Island, off the mouth of the River Plate, on December 31st, 1929.

THEOPHILE GAUTIER

Soc. Anon. Services Contractuels des Messageries Maritimes; 1926; Chantiers & Ateliers de France; 8,195 tons; 426-7x 56-3x22-5; 1,164 n.h.p.; oilengines.

The French liner *Theophile Gautier* was torpedoed and sunk by a British submarine on October 4th, 1941, off the island of Euboea, Aegean.

THEOSKEPASTI

A. M. Coulouthros & J. M. Kessarlis; 1889; Bar tram, Haswell & Co.; 2,461 tons; 300x38-6x19-5; 238 n.h.p.; triple-expansion engines.

The Greek steamship *Theoskepasti* was sunk by a submarine in the Black Sea on February 5th, 1916.

THEOTOKOS

S.Polemis; 1898; C. Cornell & Co.; 4,018 tons; 365x47-lx 26-6; 430 n.h.p.; triple-expansion engines.

The Greek steamship *Theotokos*, on a voyage from Cardiff to Salamis with 5,000 tons of coal, was sunk by collision with the French steamship *P. L. M. 14*, 3,754 tons, on February 18th, 1931, ten miles W. of the Longships Light.

THERAPIA

Hall Bros.; 1900; *Richardson, Duck & Co.*; 3,12 3 tons; 325-5x45-5x23-6; 256 n.h.p.; triple-expansion engines. The British cargo ship *Therapia* was wrecked in the Gulf of Bothnia on September 25th, 1913, while on a voyage from Rahja to Cardiff carrying a cargo of pit props.

THERESE ET MARIE

Worms & Cie.; 1893; *A. McMillan & Son*; 1,615 tons; 255 X 35-5x22; 189 n.h.p.; triple-expansion engines. The French steamship *Therese et Marie* was torpedoed and sunk by a German submarine in the Bay of Biscay on August 19th, 1917.

THERMOPYLAE

W. Wilhelmsen; 1930; *Burmeister & Wain*; 6,655 tons; 461 -4 x 60-6x29; 979 n.h.p.; oilengines. The Norwegian motorship *Thermopylce* was bombed and sunk by German aircraft on January 19th, 1942, S.W. of Crete. The ship was carrying 336 troops, 30 of whom were killed together with three of the crew.

THESSALIA

G. Bock & Co.; 1921; *Schiffs. u. Dockbauwerft Flender*; 2,875 tons; 3377x48-5x19-9; 262 n.h.p.; triple-expansion engines. The German steamship *Thessalia* was bombed and sunk by British aircraft on November 11th, 1942, 20 miles S.W. of Benghazi.

THESSALY

Birkenhead Shipping Co.; 1877; *Laird Bros.*; 1,925 tons; 291 -1 x 34 - 3 x 24 - 6; 220 h.p.; compound engines. The British steamship *Thessaly* was destroyed by fire off Borkum on December 29th, 1890, while on a voyage from New Orleans to Hamburg carrying a cargo of cotton.

THETFORD

R. Gordon & Co.; 1881; *R. Thompson & Sons*; 1,301 tons; 240 x34x 17; 140 h.p.; compound engines. The British cargo ship *Thetford* sank after a collision with the Dutch steamship *Dordrecht*, 1,798 tons, in Kjoeg Bay on October 17th, 1892, while on a voyage from the Tyne to Stettin carrying a cargo of coal.

THETIS

British Navy, light cruiser; 1891; *British Isles*; 3,440 tons; 300x43-7x18; 7,000 h.p.; 18-5 knots; triple-expansion engines; two 6 in. guns, six 4 - 7 in., eight 6 pdr., 4 T.T. The old light cruiser *Thetis*, Cdr. R. S. Sneyd, had been turned over to minelaying duties prior to the outbreak of the First World War. In 1918 she was taken over for refitting in order to make an attack upon the German submarine bases at Zeebrugge and Ostend. The menace of these bases to Allied communications in the narrow seas moved the Admiralty to action and Vice-Admiral Sir Roger Keyes, commanding the Dover Patrol, was entrusted with the task of blocking the entrances to both ports.

The force employed consisted mainly of six old light cruisers, for use as assault craft and block ships, 28 British and three French destroyers, with seven monitors and a number of British and French torpedo boats and motor launches, with the Liverpool-Birkenhead passenger steamships, *Daffodil* and *Iris*.

The attack upon Zeebrugge took place in the early hours of April 23rd, 1918. The cruiser *Vindictive* ran alongside the Mole, over one and a half miles in length, and lowered her gangways. Meanwhile the submarine *C 3*, loaded with explosives, came down the Mole nearer the shore where there was an iron railway viaduct. The submarine was in all probability mistaken for a U-boat by the enemy in the darkness and confusion and her approach was not seriously challenged. At a speed of ten knots she drove into the piles of the viaduct as far as her conning-tower. The time-fuse was fired and the crew, Lt. Cdr. R. D. Sandford and five others abandoned ship in a motor-skiff. Shortly afterwards the submarine blew up and effectively wrecked the viaduct.

The main object of the expedition was the blocking of the canal connecting the port with the city of Bruges about eight miles inland. Here an artificial harbour of locks, basins and waterways provided extensive accommodation for submarines, while huge concrete shelters, built during the German occupation, gave protection from

aerial attack. At 12.20 a.m. *Thetis*, *Intrepid* and *Iphigenia* sighted the Mole, round which they steered to the mouth of the canal. Guns from a shore battery opened out and the ship replied. All was going according to plan when *Thetis* was caught by an easterly current which swept her on to the entanglement nets of the defensive boom. Her propellers were fouled by the nets and she drifted until within 300 yards of the canal entrance where she grounded. By great efforts her engineers managed to get her under way again and she moved nearer to her objective but grounded for the second time. She was therefore abandoned and her bottom blown out so that she might sink at once. Her consorts which had passed her while aground were now within the canal where they were scuttled to block the channel. The whole operation was conducted under heavy enemy shell and machine-gun fire but there were no fatal casualties.

The British loss in the whole operation consisted of the destroyer *North Star* and two motor launches. Of the personnel 170 officers and men were killed, 400 wounded and 45 missing, some of whom became prisoners of war.

THETIS A.

G. F. Andreadis; 1910; *Northumberland S.B. Co.*; 4,111 tons; 365 X 51 - 4 X 25 - 9; 335 n.h.p.; triple-expansion engines. The Greek steamship *Thetis A.* was torpedoed and sunk by a German submarine on July 14th, 1940, off the Bay of Biscay, on a voyage from Rosario to Limerick. Nine of the crew were killed.

THIARA

Anglo-Saxon Petroleum Co.; 1939; *Swan, Hunter & Wigham Richardson*; 10,364 tons; 505-8x64-6x36-9; 628 n.h.p.; 12 knots; oil engines.

The motor tanker *Thiara*, Capt. R. W. Thompson, was torpedoed and sunk by a German submarine on July 27th, 1940, about 150 miles W. by S. of Rockall. Twenty-five of the crew were killed. Capt. Thompson was among the survivors.

THISBE

Soc. Navale Caennaise; 1910; *Sunderland S.B. Co.*; 1,091 tons; 223 x 33x13-7; 127 n.h.p.; triple-expansion engines. The French steamship *Thisbe* was torpedoed and sunk by a German submarine in the English Channel on September 6th, 1917.

THISBE

German Government; 1925; *Blyth S.B. & D.D. Co.*; 1,782 tons; 260 -1 X 37 - 7 X16 - 4; 244 n.h.p.; triple-expansion engines. The steamship *Thisbe* was a former French ship taken over by the Germans. She was torpedoed and sunk by a Russian submarine on August 30th, 1943, soon after entering the Black Sea. Her entire complement of 40 were lost.

THISTLEBEN

Allan, Black & Co.; 1924; *W. Pickersgill & Sons*; 4,589 tons; 401 x53-6x23-8; 430 n.h.p.; triple-expansion engines. The British steamship *Thistleben* sank after a collision with the American steamship *Hanley*, 7,583 tons, off the coast of Florida, 150 miles E.N.E. of Abaco Lighthouse, on October 4th, 1928. She was on a voyage in ballast from Sunderland to Galveston.

THISTLEGARTH

Albyn Line; 1929; *Sir J. Laing & Sons*; 4,747 tons; 405-8 X 56x23-1; 430 n.h.p.; triple-expansion engines. The British steamship *Thistlegarth*, on a voyage from Scapa Flow to the St. Lawrence, was torpedoed and sunk by a German submarine on October 15th, 1940, 250 miles W. of the Butt of Lewis. Twenty-nine of her crew and one gunner were lost.

THISTLEGORM

Albyn Line; 1940; *J. L. Thompson & Sons*; 4,898 tons; 415 -1X58-2x24-8; 365 n.h.p.; triple-expansion engines. The British steamship *Thistlegorm*, on a voyage from Glasgow to Suez, was bombed and sunk by German aircraft at 1.30 a.m. on October 6th, 1941, while at anchor in the Strait of Jubal, Gulf of Suez. Four of the crew and five gunners were lost.

THISTLEMOR

THISTLEMOR

Allan, Black & Co.; 1906; Craig, Taylor & Co.; 4,008 tons; 350 x 51 x 25 • 5; 316 n.h.p.; triple-expansion engines. The British cargo ship *Thistlemor* foundered in a gale on December 2nd, 1909, off Clovelly in the Bristol Channel. She had left Cardiff with a cargo of coal for Table Bay. The chief officer and eight men were picked up by the steamship *Arndale*. These were the only survivors.

THISTLEROY

Allan, Black & Co.; 1902; Irvine's S.B. & D.D. Co.; 4,027 tons; 345 • 2X47 • 8X19 • 4; 314 n.h.p.; triple-expansion engines. The British steamship *Thistleroy* was wrecked on December 28th, 1911, at Cape Lookout, N. Carolina, while on a voyage from Galveston to Cork and Liverpool with a cargo of cotton and phosphate.

THODE FAGELLUND

W. Wilhelmsen; 1904; J. Priestman & Co.; 4,352 tons; 355 x 50x20; 344 n.h.p.; triple-expansion engines. The Norwegian steamship *Thode Fagellund* was torpedoed and sunk by a German submarine in the North Sea on March 11th, 1917.

THOMAS MCKEAN

U.S. War Shipping Administration; 1942; Bethlehem Fairfield Shipyard; 7,191 tons; 423x57-1x34-8; 339 n.h.p.; triple-expansion engines. The steamship *Thomas McKean* was torpedoed and sunk by a German submarine on June 29th, 1942, about 350 miles N.W. of Puerto Rico. Three gunners were killed on board, one gunner and one member of the crew died in the boats.

THOMAS W. LAWSON

Coastwise Transportation Co.; 1902; Fore River Ship & Engineering Co.; 5,218 tons; 375-6x50x22-9. The American schooner *Thomas W. Lawson* had seven masts and 43,000 square feet of canvas when all sail was set. She was rigged as a schooner in order to economise in crew, as it required only 19 men to sail her, the running gear being worked by steam winches. On the afternoon of December 13th, 1907, the vessel arrived off St. Mary's Island, Scilly Isles, on her voyage from Philadelphia to London. The weather was rough, but the captain thought to ride out the storm at anchor between St. Mary's and the Bishop Light-house.

Shortly after dark the St. Agnes lifeboat came alongside and put Mr. Hicks, a channel pilot, on board. During the night the storm increased in violence and the *Thomas W. Lawson* was driven on to the Westward Rocks, where she capsized.

The drowned numbered 17, including Pilot Hicks, and one of the three survivors died shortly after reaching shore.

THOMAS WALTON

Coronation S.S. Co.; 1917; W. Gray & Co.; 4,460 tons; 380-3X52x26; 434 n.h.p.; 10 • 5 knots; triple-expansion engines. The steamship *Thomas Walt on*, Capt. P. D. Townsend, was torpedoed and sunk by a German submarine off the Lofoten Islands, Norway, on December 7th, 1939. Thirteen men were killed. Capt. Townsend was among the survivors.

THOR

German Navy; 1938; Deutsche Werft; 3,862 tons; 379-7x54-8x23-8; 18 knots; turbine engines; six 5-9 in. guns, 7 smaller, 4 T.T., 1 aircraft, 60 mines.

The German commerce raider *Thor*, Capt. O. Kahler, was formerly the *Santa Cruz*. At the outbreak of the Second World War she was taken over by the German Admiralty and fitted out as an auxiliary cruiser.

On June 6th, 1940, she left Kiel and passed through European waters without incident, aided by almost continuous fog, and with a powerful escort of destroyers, minesweepers and aircraft. By July 1st she had reached her operational area in the South Atlantic and captured a Dutch vessel on that day. Her cruise was marked by three engagements with British auxiliary cruisers. The first took place on July 28th, when she met the *Alcantara*, 22,209 tons, 6 in. guns. The fight lasted for just over half an hour, and the raider, thanks to a lucky shot which reduced her antagonist's speed, was

able to take advantage of the strong sun which hampered the British gunners while their target was left hidden in mist. The *Alcantara* received damage to her machinery and the *Thor*, which wished to avoid damage which might destroy her usefulness as a raider, steamed away.

Her next encounter took place on December 5th when she met the *Carnarvon Castle*, 20,100 tons, 6 in. guns. The British ship, which received heavy punishment, was compelled to break off the action.

In her third and final engagement with a British auxiliary cruiser she was the victor. On April 4th, 1941, she met the *Voltaire* (which see) 13,245 tons, 6 in. guns of old pattern. She out-steamed and out-gunned her antagonist and sank her in 55 minutes, receiving only one hit throughout the action.

The *Thors* first cruise lasted for 329 days, and she put into Hamburg on April 30th, 1941. After a general overhaul and refit the raider left the Gironde on her second cruise on January 14th, 1942. This time she was commanded by Capt. Gumprich, who later commanded the *Michel* (which see) for a time, and again she got safely into open sea aided by bad weather. Her second cruise was much less sensational than her first, and after ten months at sea she was lying in Yokohama harbour alongside the German tanker *Uckermark*, when, on November 30th, the latter blew up and sank owing to a spark igniting the petrol tanks. The *Thor* was wrecked by the explosion and sank shortly afterwards with the loss of 13 men. Thus ended a career in which she destroyed 152,443 tons of Allied shipping (including the auxiliary cruiser *Voltaire*).

The vessels captured by the *Thor* were as follows:—

FIRST VOYAGE			
<i>Kertosono</i>	9,289 tons	Dutch	1. 7.40
<i>Delambre</i>	7,032	British	8. 7.40
<i>Bruzes</i>	4,983	Belgian	9. 7.40
<i>Gracefield</i>	4,631	British	14. 7.40
<i>Wendover</i>	5,489	British	16. 7.40
<i>Tela</i>	3,777	Dutch	17. 7.40
<i>Kosmos</i>	17,662	Norwegian	12. 9.40
<i>Natia</i>	8,715	British	8 10.40
<i>Britannia</i>	8,799	British	25. 3.41
<i>Trolleholm</i>	5,047	Norwegian	25. 3.41
<i>Voltaire</i>	13,245	British	4. 4.41
<i>Sir Ernest Cassel</i>	7,739	Swedish	16. 4.41
..			
sunk in action			
sunk in action			
SECOND VOYAGE			
<i>Pagasitikos</i>	3,942 tons	Greek	23. 3.42
<i>Wellpark</i>	4,649	British	25. 3.42
<i>Willesden</i>	4,563	British	1. 4.42
<i>Aust</i>	5,630	Norwegian	3. 4.42
<i>Kirkpool</i>	4,842	British	10. 4.42
<i>Nankin</i>	7,131	British	10. 5.42
<i>Olivia</i>	6,307	Dutch	16. 6.42
<i>Herborg</i>	7,892	Norwegian	19. 6.42
<i>Madrono</i>	5,894	Norwegian	4. 7.42
<i>Indus</i>	5,187	British	20. 7.42

THOR

Seerederei Frigga A.G.; 1922; Deutsche Werft; 2,526 tons; 291 • 8 x 44 - 3 x 22 • 7; 162 n.h.p.; triple-expansion engines. The German steamship *Thor* was torpedoed and sunk by a British submarine on March 2nd, 1944, off Stadlandet, Norway.

THORN

German Government; 1932; A/B Gotaverken; 5,486 tons; 381x55-2x30-1; 543 n.h.p.; oilengines.

The motorship *Thorn* was formerly the Norwegian *Ruth*, taken over by the Germans. On April 2nd, 1941, she was torpedoed and sunk by a British submarine 100 miles W. of St. Nazaire.

THORNABY

Ropner Shipping Co.; 1889; Ropner & Son; 1,782 tons; 258X36x17; 152 n.h.p.; 9 knots; compound engines. The steamship *Thornaby* struck a mine and sank two miles N.E. of the Shipwash Light vessel on February 28th, 1916. The captain and 18 others were killed.

THORNHILL

Taylor & Sanderson S.S. Co.; 1897; Short Bros.; 3,231 tons; 351 x 45 x 16-2; 307 n.h.p.; triple-expansion engines. The British steamship *Thornhill* was destroyed by fire 800 miles off Barbados on April 16th, 1907. She was on a voyage from New York to Pernambuco carrying a general cargo.

THORNLIBANK

Andrew Weir & Co.; 1939; J. Readhead & Sons; 5,569 tons; 435-2x56-7x26; 524 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Thornlibank* was on a voyage from Barry to the Middle East on November 29th, 1941, when she was torpedoed by a German submarine, blew up and sank. The vessel carried a crew of 66 and nine gunners, all of whom were lost.

THOROLD

R. S. Dalgliesh; 1922; Swan Hunter, Wigham Richardson; 1,689 tons; 250x43-1x16-9; 106 n.h.p.; 9 knots; triple-expansion engines.
The steamship *Thorold*, Capt. H. Jackson, on a voyage from Cardiff to London with coal, was two and a half miles S. of the Smalls on August 22nd, 1940, when she was bombed and sunk by German aircraft. Ten men, including Capt. Jackson, were lost, and five were wounded.

THORPEHALL

Westdiff Shipping Co.; 1910; Sunderland S.B. Co.; 1,251 tons; 245 X36x15-9; 170 n.h.p.; triple-expansion engines. The British steamship *Thorpehall* was bombed and sunk by insurgent aircraft one mile off Valencia on May 25th, 1938, during the Spanish Civil War. She was on a voyage from Marseilles to Valencia carrying a cargo of wheat.

THORPENESS

Westdiff Shipping Co.; 1914; Bartram & Sons; 4,798 tons; 405x51-5x26-9; 435 n.h.p.; triple-expansion engines. The British steamship *Thorpeness* was bombed and sunk by insurgent aircraft one mile off Valencia on June 21st, 1938, during the Spanish Civil War. She was on a voyage from Marseilles to Valencia carrying a cargo of wheat. The ship had been damaged during an air raid on Tarragona on January 20th, some of the crew being killed.

THORSDAL

J. Johanson & Co.; 1890; R. Thompson & Sons; 2,200 tons; 280-1x38-8x18-3; 203 n.h.p.; triple-expansion engines. The Norwegian steamship *Thorsdal* was torpedoed and sunk by a German submarine off the W. coast of Scotland on July 24th, 1917.

THORSHAVET

A/S Thor Dahl; 1938; Deutsche Werft A.G.; 11,015 tons; 508-1x69-2x36-5; 1,362 n.h.p.; oil engines. The Norwegian tanker *Thorshavet* was torpedoed and sunk by a German submarine on November 3rd, 1942, N. of Margarita Island, Caribbean, on a voyage from Trinidad to New York. Three of her crew were killed.

THORSHEIMER

German Government; 1935; Deutsche Werft A.G.; 9,955 tons; 492-9x66-1x36-4; 1,163 n.h.p.; oil engines. The tanker *Thorsheimer* was a former Norwegian ship, seized by the Italians in June, 1940, and later taken over by the Germans. On February 21st, 1943, she was bombed and sunk by British aircraft 50 miles S.W. of Marsala.

THORSTRAND

A/S Thor Dahl; 1938; Framnes Mek. Verksted; 3,041 tons; 321-6x46-2x26-1; 775 n.h.p.; oil engines. The Norwegian motorship *Thor strand* was torpedoed and sunk by a German submarine on March 6th, 1943, about 500 miles S.E. of Cape Race on a voyage from Liverpool to St. John, N.B. Four of the crew and one passenger were lost.

THORVALDSEN

Brix-Hansen & Co.; 1871; Burmeister & Wain; 1,220 tons; 220-7x30-1x16-2; 177 n.h.p.; compound engines. The Danish steamship *Thorvaldsen* was sunk by a German submarine in the North Sea on September 20th, 1915.

THRACIA

International S.S. Co.; 1892; J. L. Thompson & Sons; 3,015 tons; 322 x 41 • 5 x 21 - 5; 250 h.p.; triple-expansion engines. The British steamship *Thracia* was wrecked at Rabbit Islands, Tenedos Channel, Turkey, on January 19th, 1893. She was carrying petroleum from Batoum to Calcutta.

THRACIA

Cunard Line; 1898; Sir R. Dixon & Co.; 2,891 tons; 310x44-1x15-7; 258 n.h.p.; 9-5 knots; triple-expansion engines. The cargo steamship *Thracia* was torpedoed and sunk by a German submarine 12 miles N. of Belle Isle on March 27th, 1917. Thirty-six men, including the captain, were lost.

THRACIAN

William Thompson & Co.; 1892; Clyde; 2,000 tons. The *Thracian*, Capt. H. Brown, was a new four-masted barque being towed by the tug *Sarah Jolliffe* to Liverpool to finish fitting out and load her first cargo.

She carried a party of Liverpool riggers in addition to a few sailors. On gaining open water she met a stiff gale and became unhandy. At about 11 p.m. on August 14th, 1892, when about three miles off Port Erin, Isle of Man, those on board the tug saw the *Thracian* heel over to a squall. The ship did not recover and the crew of the tug cut the tow rope to prevent their being drawn down as the ship capsized.

The tug steamed back across the intervening space, but saw nothing except a momentary glimpse of the barque, keel upward. Another squall of wind and rain came down and when it passed there was no sign of the *Thracian*. After cruising about until 6 a.m. on the 15th without sighting any survivors the *Sarah Jolliffe* made for Douglas.

The ship sank with Capt. Brown, his wife and 17 men, mostly ship riggers.

THRAKI

Hellenic Mediterranean Lines Co.; 1913; W. Dobson & Co.; 1,532 tons; 212 n.h.p.; triple-expansion engines. The Greek steamship *Thraki* was bombed and sunk by German or Italian aircraft on April 22nd, 1941, near Dombraina, Gulf of Corinth.

THRASYVOULOS

T. L. Boyatzides & Co.; 1912; Tyne Iron S.B. Co.; 3,693 tons; 348-5x50-1x23-5; 307 n.h.p.; triple-expansion engines. The Greek steamship *Thrasylvoulos* was torpedoed and sunk by a German submarine on October 30th, 1939, 160 miles W. of Ireland, with the loss of 23 lives.

THRUNSCOE

Bennetts & Co.; 1896; Furness, Withy & Co.; 3,345 tons; 330 x 43 • 1 X19 • 7; 263 n.h.p.; triple-expansion engines. The British cargo ship *Thrunscoe* was wrecked on Minicoy Island on April 18th, 1899, while carrying a cargo of rice from Akyab to Port Said.

THULE

Stockholms Rederi-AfB Svea; 1930; Fredrikstad Mek. Verksted; 2,533 tons; 269-2x42-1x17-6; 173 n.h.p.; compound engines. The Swedish steamship *Thule* was torpedoed and sunk by a British motor torpedo boat on September 30th, 1942, off the Dutch coast on a voyage from Lulea to Rotterdam. Nine of her crew were lost.

THURSO

Ellerman's Wilson Line; 1919; S. P. Austin & Sons; 2,436 tons; 303-2x43x20-8; 266 n.h.p.; triple-expansion engines. The British steamship *Thurso*, on a voyage from Lisbon to Liverpool was torpedoed and sunk by a German submarine at 4.20 a.m. on June 15th, 1942, about 350 miles W.S.W. of Cape Finisterre. Thirteen of the crew were lost.

THURSOBANK

THURSOBANK

Bank Line; 1940; J. Readhead & Sons; 5,575 tons; 435-2 x 56-7x26; 542 n.h.p.; triple-expansion engines. The British steamship *Thursobank*, on a voyage from New York to Alexandria via the Cape, was torpedoed and sunk by a German submarine at 2.40 a.m. on March 22nd, 1942. Twenty-three of her crew and seven gunners were lost.

THURSTON

Murrell S.S. Co.; 1918; J. Blumer & Co.; 3,072 tons; 331-3 x 46-8x23-2; 429 n.h.p.; triple-expansion engines. The British steamship *Thurston*, on a voyage from Takoradi to Workington, struck a mine and sank on March 4th, 1940, 19 miles from the Longships. Thirty-four of the crew were lost.

THYRA

B. Ingelsson; 1917; Sorlands Skibsbyggeri; 2,635 tons; 300-4 x 47-1x20-9; 225 n.h.p.; triple-expansion engines. The Swedish steamship *Thyra*, on a voyage from Caibarien to New York with sugar, was sunk by collision on March 19th, 1925, 125 miles S. of Sandy Hook.

TIA JUANA

Lago Shipping Co.; 1928; Harland & Wolff; 2,395 tons; 305-7x 50-2x14-3; 196 n.h.p.; triple-expansion engines. The British tanker *Tia Juana* was torpedoed and sunk by a German submarine on February 16th, 1942, about 25 miles S.W. of Punta Macolla on a voyage from Lake Maracaibo to Aruba. Seventeen of the crew of 26 were lost.

TIBER

Royal Mail Steam Packet Co.; 1866; C. Lungley; 1,591 tons; 272-4x34-1x25-2; 350 h.p.; compound engines. The British steamship *Tiber* was wrecked at Haiti on February 10th, 1882, while on a voyage from Havana to Southampton carrying a general cargo.

TIBER

Tiber Steamship Co.; 1870; London & Glasgow Shipbuilding Co.; 1,736 tons; 253-6x33x17-4; 140 n.h.p.; compound engines. The steamship *Tiber*, Capt. Belanger, on a voyage from Louisburg, C.B., to Halifax, N.S., with coal, was wrecked about 80 miles E. of Halifax on or before March 4th, 1902. Capt. Belanger and his crew of 20 were lost.

TIBERMEDE

D. & T. G. Adams; 1918; Ropner & Sons; 3,119 tons; 331-2 x 46-8x23-2; 433 n.h.p.; triple-expansion engines. The British steamship *Tibermede* was wrecked on May 10th, 1920, near Cape Carvoeiro lighthouse while on a voyage from the Tees to Savona.

TIBERTON

R. Chapman & Son; 1920; Richardson, Duck & Co.; 5,225 tons; 400-1x52-4x28-4; 397 n.h.p.; triple-expansion engines. The British cargo ship *Tiberton* was lost without trace after sailing from Narvik on February 14th, 1940, for Middlesbrough. She carried a crew of 32 and 2 gunners, and a cargo of iron ore.

TICINO

Cambiaghi, Rossi & Ci.; 1902; Officine e Cantieri Liguri Anconitani; 3,897 tons; 335x44-5x26-7; 321 n.h.p.; triple-expansion engines.

The Italian steamship *Ticino* was sunk by a submarine in the Mediterranean on November 6th, 1915.

TICINO

Italian Navy; 1924; A. G. Vulcan; 1,470 tons; 243-3x36-1 x 14-9; 222 n.h.p.; oil engines.
The tanker *Ticino* was torpedoed and sunk by a British submarine on March 26th, 1941, N. of Trapani.

TIDE

United States Navy, minesweeper; 1943; Savannah Machine & Foundry Co.; 890 tons; 221-5x32x10-5; 2,976 h.p.; 18 knots; oil engines; one 3 in. gun, four 40 mm. A.A. The United States minesweeper *Tide* was one of a flotilla engaged

in clearing a German minefield off Utah Beach during the Normandy landings in June, 1944. On the 7th, when working off the Cardonnet Bank, she ran into a mine which exploded and caused vital damage. The *Tide* was taken in tow, but sank a few hours later. Her normal complement was 105.

TIEN LEE

Ching Kee S.N. Co.; 1919; Uchida S.B. & E. Co.; 2,184 tons; 270x39-1x21-6; 168 n.h.p.; triple-expansion engines. The former Chinese steamship *Tien Lee*, seized by the Japanese, struck a mine and sank on February 12th, 1943, off the north east coast of Honshu Island.

TIENTSIN

China Navigation Co.; 1876; Scott & Co.; 1,087 tons; 233-6x 27-3x22-1; 98 h.p.; compound engines.
The British cargo ship *Tientsin* was wrecked on Rees Island on August 25th, 1887, while on a voyage from Swatow to Shanghai carrying a general cargo.

TIENTSIN MARU

Dairen Risen K.K.; 1927; Mitsubishi Zosen Kaisha; 2,349 tons; 275 x 42 • 5 x 21; 197 n.h.p.; triple-expansion engines. The steamship *Tientsin Maru* struck a mine and sank on August 29th, 1944, off Hangchow.

TIEIE

Companhia Comer do e Navegacao; 1918; Detroit S.B. Co.; 2,025 tons; 251 X43-8x18-5; triple-expansion engines. The Brazilian steamship *Tiete*, on a voyage from Imbituba to Rio de Janeiro with coal, was sunk by collision with the motorship *Chuiloido*, 1,659 tons, off Santa Catharina Island on August 7th, 1944.

TIGER

British Navy, steam frigate; 1849; Chatham Dockyard; 1,221 tons; 200x36x24; 400 i.h.p.; 12 knots; 16 guns. The paddle frigate *Tiger* was one of a small blockading force keeping watch over the port of Odessa during the Crimean War. The ship was under command of Capt. H. W. Giffard and carried a complement of 226. On May 12th, 1854, in thick weather, *Tiger* was steaming in chase of a Russian schooner when she ran heavily aground on the rocks off a point of land about four and a half miles from Odessa. During the chase the fog had increased in density. She grounded at about 6 a.m. and began to fire signals of distress which were heard by H.M. ships *Vesuvius* and *Niger*, both of which set course by the sound of the guns.

Later in the morning the fog cleared sufficiently to allow the Russians to obtain a good view of *Tiger* and they brought up two field guns and opened fire on her at a fairly easy range. To this bombardment the ship, from her awkward position on the rocks, could make no effective reply from the one gun which it was possible to bring into action. Capt. Giffard had one leg smashed by a shell. The first lieutenant, upon whom the command now devolved seeing the hopelessness of the situation and not expecting any assistance from *Vesuvius* and *Niger*, hauled down his flag and surrendered the ship which by this time was heavily on fire.

The Russians treated the captured sailors with great kindness. Of the wounded men a midshipman, one seaman and a ship's boy died of wounds. The *Tiger's* ensign was presented to the Czar and some of her guns were carried in triumph to Odessa as trophies of war.

TIGER

British Navy, destroyer; 1901; Glasgow; 300 tons; 210x21x 5-5; 6,000 i.h.p.; 30 knots; triple-expansion engines; one!2pdr. gun, five 6pdr., 2 T.T.

The destroyer *Tiger*, Lt. Cdr. W. E. Middleton, was a unit of the Portsmouth flotilla and on Thursday, April 2nd, 1908, she left Spithead with the rest of the Home Fleet to carry out night exercises off St. Catherine's Point. Her complement was 57. At 8.5 p.m. there was an attack by destroyers on the squadron commanded by Rear-Admiral Farquhar, who was in charge of the operations. The ships were then 18¹ miles S. of St. Catherine's Point and steaming at ten

knots with lights screened. It was dark but clear when *Tiger*, following her next ahead, altered course to port and steamed across the bows of the armoured cruiser *Berwick*, 9,800 tons, Capt. W. C. M. Nicholson. The *Tiger* was struck amidships on the starboard side and sank almost at once, but the after part remained afloat long enough for 13 men to be rescued.

The survivors totalled 22, Lt. Cdr. Middleton was among those lost.

TIGER

German Navy, gunboat; 1899; Danzig Dockyard; 900 tons; 203'5x30x11; 1,350 i.h.p.; 14knots; triple-expansion engines; Thorny croft boilers; two 4-1 in. guns, six 1 pdr., 2 m.g. The gunboat *Tiger* was one of a flotilla of four such vessels blown up and abandoned by the Germans on the fall of the fortress of Tsingtau on November 7th, 1914. The ship carried a complement of 121 and was of little fighting value. A full account of the ships lost at Tsingtau will be found under the light cruiser *Cormoran*, which was also destroyed by the Germans before surrendering.

TIGRE

Italian Navy, destroyer; 1923; Ansaldo; 1,526 tons; 372 x 34x11-5; 40,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; eight 4-7 in. guns, two 40 mm., 4 m.g., 4 T.T., 100 mines. The destroyer *Tigre*, with her sister ship the *Pant era*, left Massawa, Eritrea, on the approach of the British army on April 1st, 1941, and crossed the Red Sea to the coast of Saudi Arabia. Here the ships were no safer from British aircraft than they had been in their former anchorage and on April 4th it was decided to scuttle them and put the crews ashore.

For full details see under the destroyer *Leone*.

TIJUCA

Cia. Comercio e Navegacao; 1883; A. Leslie & Co.; 2,304 tons; 302 x37-3x24-5; 251 n.h.p.; compound engines. The Brazilian steamship *Tijuca* was sunk by a German submarine off Ushant on May 20th, 1917.

TILAWA

British India Steam Navigation Co.; 1924; Hawthorn Leslie & Co.; 10,006 tons; 451x59-3x36-8; 900 n.h.p.; 12 knots; quadruple-expansion engines.

The liner *Tilawa*, Capt. F. Robinson, left Bombay on November 20th, 1942, for Mombasa and Durban with 6,472 tons of cargo. On the morning of the 23rd, in bright moonlight, the liner was hit by a torpedo. The damage was not vital but the noise of the explosion created panic among the native passengers who rushed the boats and thereby caused a wholly unnecessary loss of life. About an hour later, when the remaining boats and rafts were assembling around the vessel to return on board, a second torpedo exploded on the port side and the *Tilawa* heeled over and sank.

The ship carried a crew of 222, four gunners and 732 passengers. Twenty-eight of the crew and 252 passengers were lost.

TILIA GORTHON

Red.-A/B. Activ; 1930; FredrikstadMek. Verksted; 1,776 tons; 269-1x42-2x17-6; 188 n.h.p.; triple-expansion engines. The Swedish steamship *Tilia Gorthon* was torpedoed and sunk by a German submarine on June 20th, 1940, 80 miles S. of the Scilly Islands on a voyage from Garston to Nantes. Ten of the crew were lost.

TILLIE LYKES

Lykes Bros. S.S. Co.; 1920; McDougall Duluth & Co.; 2,572 tons; 251 X 43 • 7 X 25 • 8; 352 n.h.p.; triple-expansion engines. The American steamship *Tillie Lykes* left Galveston on June 13th, 1942, for San Juan, Puerto Rico. She was never seen again and it was considered probable that she was sunk by a German submarine on or about the 18th E. of the Cayman Islands.

TIMARU

Turnbull & Co.; 1887; Borsius & v. d. Leije; 407 tons; 131-7X 30x14-4. The iron barque *Timaru*, Capt. A. Johansen, left Lyttelton, New Zealand, for *Kaipara* on August 16th, 1902. She was sighted by the

schooner *Morning Light* off Kaikoura, in Cook Strait, on the 24th. This was the last that was seen of her. She carried a crew of 11.

TIME

Howard Smith & Co.; 1890; Tyne Iron S.B. Co.; 2,575 tons; 300 x 41 x 19 • 6; 251 n.h.p.; triple-expansion engines. The Australian steamship *Time* was wrecked 40 miles N.W. by W. of Cape Martin, South Australia, on January 13th, 1911. She was on a voyage from Port Pirie to Melbourne carrying a general cargo.

TIMIOS STAVROS

N.Pappas; 1880; T. Turnbull & Son; 1,368 tons; 240x34x 17-9; 156 n.h.p.; compound engines. The Greek steamship *Timios Stavros*, on a voyage from Huelva to Lisahally with ore, foundered during heavy weather on February 1st, 1921, between Cape Roca and the Burlings.

TIMIRIAZEV

U.S.S.R.; 1931; States S.B. Yard "61 Communar"; 2,151 tons; 270-4x39-8x22-5; 358 n.h.p.; oilengines. The Russian motorship *Timiriazev* was torpedoed and sunk by an Insurgent submarine on August 30th, 1937, in the Mediterranean, during the Spanish Civil War.

TIMLAT

U.S.S.R.; 1921; C. Hill & Sons; 2,699 tons; 310x44x21-5; triple-expansion engines. The steamship *Timlat*, on a voyage from Vladivostock to Portland, Oregon, ran into heavy pack ice in bad weather on January 11th, 1944, and sank near Cape Shipunski. There were 14 survivors.

TIMOTHY BICKERING

U.S. War Shipping Administration; 1942; Richmond S.B. Corp.; 7,181 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *Timothy Pickering* was lying at anchor off Avola, Sicily, on July 13th, 1943, when she was bombed and set on fire by German aircraft. Shortly afterwards she was blown up by an internal explosion. There were only 23 survivors out of the 192 on board, crew and military personnel.

TINDEFJELL

German Government; 1936; Nylands Verksted; 1,337 tons; 250-9x41-3x14-8; 107n.h.p.; compound engines & L.P. turbine.

The steamship *Tindeffjell* was a former Norwegian ship taken over by the Germans. On May 28th, 1942, she struck a mine and sank off Dunkirk.

TING CHU

China Merchants Steam Nav. Co.; 1943; Walter Butler Ship-builders; 1,873 tons; 250-6x42-1x18-4; triple-expansion engines. The Chinese steamship *Ting Chu*, on a voyage from Kaohsiung to Inemoy with rice, was shelled and sunk by Communist shore batteries near Chienchow on November 13th, 1950.

TING SANG

Indo-China S.N. Co.; 1900; Craig, Taylor & Co.; 1,650 tons; 265-3x35-2x13-5; 225 n.h.p.; triple-expansion engines. The British steamship *Ting Sang* was wrecked off South Kerr Island, Haitan Straits, on November 7th, 1913. She was on a voyage from Hong Kong to Shanghai carrying wood, sugar and a general cargo.

TING-YUEN

Chinese Navy, battleship; 1881; Stettin; 7,280 tons; 308 X 59x20; 6,200 i.h.p.; 14-5 knots; triple-expansion engines; four 12 in. guns, four 6 in., several smaller.

The Chinese battleship *Ting-Yuen* was the flagship of Admiral Ting at the battle of the Yalu against the Japanese on September 17th, 1894. This ended in a heavy defeat for the Chinese with the loss of three cruisers sunk and two by desertion from the line (one of which was wrecked later).

TINHOW

For full story of the battle of the Yalu, see *Chi-Yuen*.

The remainder of the fleet, consisting of two battleships, five cruisers and 12 torpedo boats with a few gunboats, retired to the fortified base of Wei-hai-wei where it was blockaded for some months by the Japanese fleet under Vice-Admiral Ito. On February 5th and 6th, 1895, the Japanese sent in several flotillas of torpedo boats which torpedoed the *Ting-Yuen*, forcing her to run ashore, and sank the cruiser *Lai-Yuen*, 2,850 tons, with very many of her complement (which see). From the 7th to the 11th the Japanese main fleet bombarded the Chinese ships and forts, causing the destruction of all but one vessel and silencing the forts. On the 12th, Admiral Ting surrendered.

At the conclusion of the fighting Admiral Ting committed suicide. He had been badly served by the Chinese Admiralty, in which there was much corruption, and the supply of ammunition for his guns had been inadequate and of unsuitable type, he was short of high-explosive shells, which were the most needed.

Thus ended the Chinese fleet which at the commencement of hostilities seemed to be a most formidable force, until its deficiencies became apparent. The contest at sea also demonstrated for the first time the tremendous power of the quick-firing gun, with which most of the Japanese cruisers were equipped.

After the conclusion of the war several of the Chinese warships were refloated and repaired by the Japanese and added to their navy. One of such vessels was the battleship *Chen-Yuen*, sister ship of the *Ting-Yuen*, which served under the Rising Sun flag for another 20 years.

TINHOW

Andrew Weir & Co.; 1913; A.G. Neptun; 5,232 tons; 356-5 x 50-9 x 29-7; 516 n.h.p.; 10 knots; triple-expansion engines. The British steamship *Tinhow*, on a voyage from Durban to Calcutta, was torpedoed and sunk by a submarine on May 11th, 1943, about 25 miles from the Limpopo Light, River Limpopo. Twenty-five of the crew and 50 passengers were lost.

TINOMBO

Koninklijke Paketvaart Maats.; 1930; Burgerhouts Maschinefabriek; 872 tons; 188-9 x 34-2 x 12-6; 164 n.h.p.; 9-5 knots; oil engines.

The Dutch motor vessel *Tinombo* was lying in Bombay harbour on April 14th, 1944, not far from the British ammunition ship *Fort Stikine* when the latter caught fire and blew up. The *Tinombo* was heavily damaged by the explosion and sank later with the loss of eight of the crew.

TINOS

G. Bock & Co.; 1914; J. Blumer & Co.; 2,826 tons; 332-5 x 48-7 x 19-7; 282 n.h.p.; triple-expansion engines.

The German steamship *Tinos* was bombed and sunk by British aircraft on November 26th, 1941, at Benghazi.

TIPPECANOE

United States Government; 1914; A. McMillan & Son; 5,649 tons; 415-3 x 56 x 28-1; 597 n.h.p.; triple-expansion engines. The German steamship *Holsatia* was requisitioned by the American Government and renamed *Tippecanoe*. Subsequently she was torpedoed and sunk by a German submarine in the Atlantic on July 25th, 1918.

TIPPERARY

British Navy, destroyer; 1913; J. S. White & Co.; 1,737 tons; 331 x 33 x 11-6; 30,000 s.h.p.; 32 knots; turbine engines; White-Foster boilers; two 4-7 in. guns, two 4 in., two 2 pdr., 4 T.T.

The flotilla leader *Tipperary*, Capt. C. J. Wintour, was one of four destroyers built for the Chilean Navy. At the beginning of the First World War the Admiralty purchased these vessels from Chile and changed their names, the *Almirante Riveros* becoming the *Tipperary*.

At the battle of Jutland the ship led the 1st division of the 4th Flotilla which was destined to play a great part in the destroyer actions of the battle, in which it lost five out of its 15 units. During the day it occupied a somewhat detached position, but with the

coming of darkness its opportunity arrived. The German High Seas Fleet was by that time running for the Horns Reef and was preoccupied with making its escape. At 11.20 p.m. *Tipperary* ran into a line of enemy ships on her starboard bow. The distance between the opposing forces was 1,000 yards, or thereabouts, when the *Tipperary* flashed her challenge which immediately brought a storm of shell upon her, destroying the bridge and killing Capt. Wintour and putting her completely out of action. Amid this devastation she fired two torpedoes. Four destroyers following also fired and between them got home several hits on the *Elbing* which attempted to avoid the attack by running through the battleship line. In this she was not successful and was rammed by the battleship *Posen*. She sank some hours later.

The *Tipperary* sank almost at once with the loss of 11 officers and 174 ratings killed, two ratings wounded and eight taken prisoners of war.

TIRO

Christensen & Paulsen; 1910; Sunderland S.B. Co.; 1,442 tons; 234-9 x 37-5 x 15-6; 138 n.h.p.; triple-expansion engines. The Norwegian steamship *Tiro* was torpedoed and sunk by a German submarine in the English Channel on December 29th, 1917.

TIRPITZ

Hamburg-Amerika Linie; 1921; Flensburger Schiffsbau Ges.; 7,970 tons; 471-2 x 58-2 x 32-2; 558 n.h.p.; triple-expansion engines.

The steamship *Tirpitz* struck a mine and sank on July 23rd, 1941, off San Remo.

TIRPITZ

German Navy, dreadnought battleship; 1940; Wilhelmshaven; 42,500 tons; 792-5 x 118 x 26; 30 knots; turbine engines; water tube boilers; eight 15 in. guns, twelve 5-9 in., six 4-1 in., four aircraft.

The German battleship *Tirpitz* was completed in the autumn of 1941, and from that time constituted a grave menace to Allied convoys. Her influence upon the movements of the British Home Fleet was also profound, as at that moment Britain's strength in battleships was very low indeed. It was therefore essential to destroy the *Tirpitz* as soon as possible.

To this end she was repeatedly bombed when lying at Trondheim, Norway, but with little effect. The raid on St. Nazaire (see *Campbeltown*) was partly to destroy the dock there, which was the only one in which the *Tirpitz* could berth.

On September 6th, 1943, she was at sea in company with the *Scharnhorst*, and escorted by ten destroyers. Nothing of consequence happened and after bombarding the Allied installations on the island of Spitzbergen the force returned to Norway. This was the only occasion that the *Tirpitz* fired her heavy guns in action.

On September 20th, four midget submarines carrying crews of four men each, and escorted by the submarine *Stubbhorn*, entered Soroy Sound, Altenfjord. The large submarine remained outside the sound. These vessels were the *X5*, Lt. H. Henty-Creer, *X6*, Lt. D. Cameron, *X7*, Lt. B. C. G. Place and *X10*, Lt. K. R. Hudspeth. Their attack was only partially successful. Explosive charges fixed by the *X6* and *X7* exploded and did much damage, but not sufficient to sink the *Tirpitz*. All the midget submarines were lost from one cause or another, the *X5* with all her crew and the *X7* with two of hers. The *Tirpitz* was immobilised for six months.

In February, 1944, Russian bombers attacked the battleship, causing little damage. On April 3rd a much heavier assault was made by bombers of the Fleet Air Arm which caused severe, but not vital damage. In this attack the *Tirpitz* lost 122 killed and 316 wounded.

From July onwards there was a series of air attacks terminating on November 12th, 1944, with a raid by 32 bombers of the Royal Air Force. These Lancasters carried bombs of 12,000 lb. weight, which penetrated the battleship's armoured deck; tore a hole 100 feet long in her side and exploded the after magazine. The *Tirpitz* then capsized, going down with about 1,000 of her crew. Eighty-five survivors escaped next day through a hole cut in that part of the hull which still remained above water.

TIRRANNA

W. Withelmsen; 1938; F. Schichau; 7,230 tons; 493 -6x63 -3 x 29-9; 1,819 n.h.p.; oilengines.

The Norwegian motorship *Tirranna*, on a voyage from Sydney, N.S.W., to England, was captured by a German raider on June 9th, 1940, about 400 miles W.S.W. of the Chagos Archipelago. The raider put a prize crew on board and from time to time returned to her with prisoners taken from ships she had sunk. On August 4th the *Tirranna* was sent off in an attempt to reach a German controlled port, with 293 prisoners on board. On September 22nd, when only ten miles from Bordeaux, she was torpedoed by the British submarine *Tuna* and sank in two minutes, with the loss of 87 lives.

TITAN

Ocean S.S. Co.; 1906; D. & W. Render son & Co.; 9,035 tons; 485-8x58-3x39-3; 585 n.h.p.; triple-expansion engines. The British steamship *Titan*, on a voyage from London to Sydney, was torpedoed and sunk by a German submarine at midnight on September 3rd, 1940, about 300 miles W. of the Hebrides. Six of the crew were lost.

TITANIA

Soc. Anon. di Nov. Cooperativa Garibaldi; 1918; Bar tram & Sons; 5,397 tons; 414-2x52-3x28-5; 369 n.h.p.; triple-expansion engines. The Italian steamship *Titania* was torpedoed and sunk by a British submarine on October 20th, 1942, about 50 miles S. of Lampedusa.

TITANIC

White Star Line; 1912; Harland & Wolff; 46,329 tons; 852-5 x 92-5x59-5; 6,906 r.h.p.; 22 knots; triple-expansion engines & L.P. turbine.

The loss of the *Titanic*, Capt. E. C. Smith, is, from all the circumstances surrounding it, as well as from the vast number whom it involved, the outstanding disaster in the whole chronicle of maritime happenings. The ship had been hailed by the press of the world as a wonderful achievement in size, power and luxury. Her maiden voyage provided an attractive feature for the press of Britain and America.

The vessel had eight steel decks, with watertight bulkheads, and had a double bottom, which, if the outer skin were ripped away, was calculated to be of sufficient stability to keep her afloat. In the popular press she was described as unsinkable, and this illusion persisted in the minds of many of her unfortunate passengers until within a short time of her foundering. She was provided with 14 lifeboats, each 30 feet long, on Welin double-acting davits, two cutters and four collapsible boats. These provided accommodation for 1,178 persons, or about one third of those on board when the ship was full to capacity.

At a little after midday on Wednesday, April 10th, 1912, the *Titanic* left Southampton for New York, via Cherbourg and Queenstown. When she left the last named port for her run across the Atlantic she had on board 1,348 passengers and 860 crew.

The voyage was uneventful and the weather was cold but fine, the cold intensifying on Sunday, April 14th, when wireless messages reporting the presence of icebergs began to come in. The receipt of this information did not cause Capt. Smith to reduce speed, though by nightfall it was well established that there was ice in the vicinity. It was, however, assumed that there were only a few bergs which could be detected by the lookout long before they were near enough to constitute a danger. What was not suspected by the captain and officers was that a huge field of broken ice, some 70 miles long by 12 miles broad, was drifting across the *Titanic's* course.

Soon after 11.30 p.m., when about 400 miles S.S.W. of Cape Race, the lookout in the crow's nest signalled to the bridge that ice lay ahead, and Mr. Murdoch, the first officer, who was on watch, ordered the quartermaster to starboard his helm. The time necessary to swing a vessel of the *Titanic's* proportions off her course was considerably more than that required in the case of a ship of ordinary size, and she was not sufficiently quick in answering to her helm to prevent striking a glancing blow on a large iceberg drifting by.

The shock was not severe, the ship having been struck on the starboard bow, about 20 feet from the stem, causing a rent which ran along the bilge and tore open the double bottom so badly as to send a torrent of water in upon the stokers as they toiled at the fires. The seriousness of the position was at once obvious to the officers, and wireless calls for aid were sent out. Meanwhile the passengers were, for the greater part, unaware of the collision. The engines were reversed, all watertight doors were closed and an examination of the full extent of the damage was undertaken. The steerage compartments, the mail room, containing 3,418 bags of mail, and the boiler rooms were all flooded and the ship was slowly beginning to sink. Mr. Andrews, one of the designers of the vessel, was on board and helped to make the survey, at the end of which it became clear that the vital question was how long the *Titanic* would remain afloat. No indications of the seriousness of the damage were permitted to filter through to the passengers and, even when they were ordered to come on deck with lifebelts on and the boats were got ready, most of them accepted the affair as an exciting incident. Many were so assured that they neglected to observe the most elementary precautions, and some went back to their berths. The boats were swung out and lowered to the level of the decks and the order, "Women and children only", was passed to the waiting passengers. The dynamos were still running and the ship's lights were all on, which greatly facilitated the ordered business of filling the boats. The matter was treated calmly and with no urgency, for in the minds of the captain and officers was the knowledge that out of all their charges only little more than half, at best could hope to be saved.

Many of the lifeboats left the side only half filled, partly due to the prevailing opinion that the ship would not sink, or that help would arrive soon enough to avoid the necessity of having to suffer exposure in open boats.

At 2.15 a.m. the vast bulk of the liner heaved itself upright, the after portion standing starkly out of the water like a huge pillar. The lights, brightly burning, went out, flashed on for a moment, and were then finally extinguished. With a tremendous roar as engines and other heavy standing gear broke loose from their fixings, the *Titanic* slid rather than plunged beneath the calm and oily sea, taking with her 1,503 persons.

That excellent discipline obtained to the very last is borne out by an analysis of the figures given above. Of the crew 688 members perished, showing that a great number were at their posts when the ship sank. Of passengers 815 were drowned. The saved numbered 711, of whom 189 were crew. Capt. Smith, Mr. Murdoch, the first officer, and all the engineers went down with the ship.

During the long hours before the *Titanic* sank there had been a constant succession of wireless messages to ships within call. Replies were received from the *Frankfurt*, a German ship 140 miles distant; the *Carpathia*, a Cunard liner 58 miles distant; the *Olympic*, a White Star liner 560 miles distant, and the *Virginian*, 170 miles distant. Of these the *Carpathia*, 13,603 tons, Capt. Arthur Rostron, a ship of 14 knots, managed by hard steaming to cover the distance in four hours and a half, at an average speed of 16 knots, despite the ice. She reached the scene at about 3.30 a.m., one hour and a quarter after the *Titanic* had sunk. This ship collected all boats and within four hours was carrying the survivors to New York.

One circumstance which added poignancy to the tragedy was the presence only ten miles away, of the Leyland liner, *Californian*; 6,223 tons. This ship remained hove-to for the greater part of the night owing to the presence of ice. Her wireless operator had gone to his berth after 16 hours of duty, and the wireless cabin was closed down. The watch saw the rockets sent up by the *Titanic* from time to time, but these were assumed to be signals from fishing smacks on the Newfoundland Banks. No action was taken, and the only ship near enough to have rescued the whole of the *Titanic's* company eventually steamed away unaware of the tragedy.

TITO SPERI

Italian Government; 1910; W. Doxford & Sons; 3,892 tons; 360 X 50 - 3 x 25 • 6; 300 n.h.p.; triple-expansion engines. The Austrian steamship *Izabran* was requisitioned by the Italian Government and renamed *Tito Spери*. Subsequently she was torpedoed and sunk by a submarine in the Mediterranean on August 10th, 1917.

TIZIANO

Tirrenia Soc. Anon. di Nav.; 1903; *Grangemouth & Greenock Dockyard Co.*; 1,333 tons; 267-4x36-2x22-3; 208 n.h.p.; triple-expansion engines.

The Italian steamship *Tiziano* was bombed and sunk by Allied aircraft on May 28th, 1943, at Leghorn.

TJILEBOET

Java-China-Japan Lijn; 1918; *Maats. Fyenoord*; 5,760 tons; 420 -3x54-3x27-5; 544 n.h.p.; triple-expansion engines.

The Dutch steamship *Tjileboet* left Swansea on November 7th, 1942, for Bahia and the Middle East. She was last seen by other ships in the convoy on the 28th, about 600 miles W.S.W. of Freetown. A German broadcast some weeks later claimed that she had been sunk by a submarine.

TJISALAK

Java-China-Japan Lijn; 1917; *Nederlandsche Scheepsbouw Maats.*; 5,787 tons; 419-9x54-2x27-3; 536 n.h.p.; triple-expansion engines.

The Dutch steamship *Tjisalak* was torpedoed and sunk by a Japanese submarine on March 26th, 1944, about 600 miles S. of Ceylon, on a voyage from Melbourne to Colombo. There were 103 persons on board including 22 Lascar survivors from another ship. The Japanese opened fire on the boats after taking five prisoners of war and there were only five other survivors picked up some days later.

TJOMO

Samuelsen-Olserfs Rederi; 1892; *Wood, Skinner & Co.*; 1,453 tons; 250x35x15-4; 138 n.h.p.; triple-expansion engines.

The Norwegian steamship *Tjomo* was sunk by a submarine in the Mediterranean on May 21st, 1916.

TOA MARU

Osaka Shosen K.K.; 1939; *KawaminamiKogyo K.K.*; 6,732 tons; 446-2x58-1x32-8; 982 n.h.p.; oilengines. The motorship *To a Maru* was sunk by U.S. land-based aircraft on January 31st, 1943, S. of Bougainville.

TOA MARU

Iino ShojiK.K.; 1934; *Kawasaki Dockyard Co.*; 10,052 tons; 502-3x65x37; 2,115 n.h.p.; oilengines.

The tanker *Toa Maru* was torpedoed and sunk by the U.S. submarine *Searaven* on November 25th, 1943, about 100 miles N. of Seniavina Island.

TOAN MARU

Chosen Yusen K.K.; 2,110 tons.

The steamship *Toan Maru* was torpedoed and sunk by the U.S. submarine *Sailfish* on August 24th, 1944, about 50 miles S. of Formosa.

TOBOL

Russian Volunteer Fleet Association; 1901; *W. Doxford & Sons*; 3,741 tons; 342-4x46-6x24-9; 301 n.h.p.; triple-expansion engines.

The Russian steamship *Tobol* was torpedoed and sunk by a German submarine in the North Sea on September 11th, 1917.

TOCANTINS

LloydBrasileiro; 1901; *J. Blumer & Co.*; 4,113 tons; 350x46-5x18-8; 350 n.h.p.; triple-expansion engines.

The Brazilian steamship *Tocantins*, on a voyage from Sao Francisco to Santos with timber, struck a rock and sank in fog on August 30th, 1933, at Queimada Grande.

TOCKWITH

William S. Maclean; 1887; *J. Readhead & Co.*; 2,051 tons; 280x38-7x17-5; 215 n.h.p.; triple-expansion engines.

The British steamship *Tockwith* was wrecked near Jaffa on February 23rd, 1911, while carrying oil from Philadelphia to the Levant.

TOEI MARU

Nitto Kogyo Kisen K.K.; 1938; *Kawasaki Dockyard Co.*; 10,023 tons; 503-3x65x37-1; 2,250 n.h.p.; oilengines. The tanker *Toei Maru* was torpedoed and sunk by the U.S. submarine *Silversides* on January 18th, 1943, S. of the Marshall Islands.

TOEI MARU

Yamamoto Kisen K.K.; 1937; *KawasakiDkyd. Co.*; 4,004 tons; 353-6x50x27-6; turbine engines.

The steamship *Toei Maru* was torpedoed and sunk by the U.S. submarine *Seahorse* on February 1st, 1944, 500 miles N. of the Schouten Islands.

TOEI MARU

Ogino Kaisho K.K.; 1901; *W. Denny & Bros.*; 2,323 tons; 301-0x42-2x13-2; 224 n.h.p.; triple-expansion engines.

The steamship *Toei Maru* was torpedoed and sunk by the U.S. submarine *Tambor* on August 13th, 1944, about 200 miles E. of Sakhalin.

TOEN MARU

Okada Gumi K.K.; 1917; *Palmers* Co.*; 5,232 tons; 350-4x 50-1x34-5; 446 n.h.p.; triple-expansion engines.

The tanker *Toen Maru* was torpedoed and sunk by the U.S. submarine *Thresher* on March 2nd, 1943, in the Straits of Macassar.

TOFUKU MARU

Daiko Shosen K.K.; 1919; *Kawasaki Dockyard Co.*; 5,857 tons; 385 x 57 x 36; 436 n.h.p.; triple-expansion engines.

The steamship *Tofuku (Tohuku) Maru* was torpedoed and sunk by the U.S. submarine *Gurnard* on December 24th, 1943, 20 miles S. of Nagashima, Japan.

TOGIAN

Koninklijke Paketvaart Maats.; 1930; *N.V. Werf Gusto*; 979 tons; 203 -2x34-1x11-5; 144 n.h.p.; oil engines. The Dutch motorship *Togian* was sunk by the Japanese on February 4th, 1942, in the Sulu Sea, with the loss of all on board.

TOGO

Soc. Anon. Ilva; 1882; *R. Thompson & Sons*; 1,484 tons; 258 -2x34-7x17-1; 208 n.h.p.; compound engines.

The Italian steamship *Togo* was torpedoed and sunk by a submarine in the Mediterranean on May 12th, 1918.

TOGO MARU

Toko ShojiK.K.; 1920; *Toledo S.B. Co.*; 2,514 tons; 251-1 x 43-8x26; 315 n.h.p.; triple-expansion engines.

The steamship *Togo Maru* was torn from her moorings during a typhoon on September 14th, 1940, and wrecked at Tinian, Mariana Islands.

TOGSTON

South Metropolitan Gas Co.; 1909; *Osbourne, Graham & Co.*; 1,057 tons; 210-5x33-2x13-6; 106 n.h.p.; 8 knots; triple-expansion engines.

The steamship *Togston* was torpedoed and sunk by a German submarine 20 miles S. by E. -J- E. of Flamborough Head on October 18th, 1917. Five men were killed. The captain was among the survivors.

TOGSTON

Broomhill Steamships; 1924; *Furness S.B. Co.*; 1,547 tons; 245-4x38-6x15-5; 166 n.h.p.; triple-expansion engines.

The British steamship *Togston*, on a voyage from Blyth to London with coal, was torpedoed and sunk by a German motor torpedo boat on March 8th, 1941, two miles from Smith's Knoll. Eight of the crew of 19 were lost.

TOHO MARU

Iino Shoji K.K.; 1936; *Kawasaki Dockyard Co.*; 9,987 tons; 500x65x37; 2,115 n.h.p.; oilengines.

The tanker *Toho Maru* was torpedoed and sunk by the U.S. submarine *Gudgeon* on March 29th, 1943, off Samarinda, Borneo.

TOHO MARU

Dairen Kisen K.K.; 1918; *Russell & Co.*; 4,716 tons; 385X 52x26-5; 500 n.h.p.; triple-expansion engines. The steamship *Toho Maru* was torpedoed and sunk by the U.S. submarine *Pintado* on June 1st, 1944, about 250 miles W. of the Ladrone Islands.

TOHO MARU

Toho Kisen K.K.; 1938; *Kawasaki Dockyard Co.*; 4,092 tons; 354-4x50x27-6; 500 n.h.p.; turbine engines. The steamship *Toho Maru* was torpedoed and sunk by the U.S. submarine *Thresher* on January 15th, 1944, about 50 miles N. of Luzon Island, Philippines.

TOHO MARU

Iino Kaiun K.K.; 10,238 tons. The tanker *Toho Maru* (or *Shitoho Maru*) was bombed and sunk by U.S. land-based aircraft on June 15th, 1945, S. of Ko Samui, Malay Peninsula.

TOKACHIMARU

Hokkaido Tanko Kisen K.K.; 1939; *Tsurumi Seitetsu Zosen K.K.*; 1,932 tons; 278-2x40x21-3; 263n.h.p.; triple-expansion engines.

The steamship *Tokachi (Tokati) Maru* struck a mine and sank on January 18th, 1943, off Semarang, Java.

TOKAI MARU

Nippon Yusen K.K.; 1868; *J.G. Lawrie*; 1J 21 tons; 242 -5 X 26-8x16-8; 150 n.h.p.; compound engines. The Japanese steamship *Tokai Maru* was sunk by collision with the Russian steamship *Progress*, 1,214 tons, on October 29th, 1903. Forty-eight of those on board were drowned.

TOKAI MARU

Osaka Shosen K.K.; 1930; *Mitsubishi Zosen Kaisha*; 8,358 tons; 446x60-5x40-7; 1,495 n.h.p.; oil engines.

The motorship *Tokai Maru* was torpedoed and sunk by the U.S. submarines *Snapper* and *Flying Fish* on January 26th, 1943, S. of Guam.

TOKAI MARU

Taito Kisen Goshi Kaisha; 1905; *Grangemouth & Greenock Dockyard Co.*; 3,099 tons; 330-6x48x22; 283 n.h.p.; triple-expansion engines.

The steamship *Tokai Maru* was sunk by U.S. carrier-based aircraft on July 15th, 1945, off Iwanai, Japan.

TOKITSUKAZE

Japanese Navy, destroyer; 1939; *Uruga*; 2,000 tons; 364 x 35x11; 45,000 s.h.p.; 36 knots; turbine engines; *Kanpon boilers*; six 5 in. guns, 2 m.g., 8 T.T.

The Japanese destroyers *Arashio* and *Asashio*, both of 1,500 tons, with the *Shirayuki*, 1,700 tons, and *Tokitsukaze* were sunk in the Huon Gulf while on convoy duty. The convoy, which was a very large one carrying the Japanese 20th and 51st Divisions, left Rabaul, New Britain, on February 28th, 1943, for New Guinea. It proceeded in small groups by devious routes in order to reduce the likelihood of discovery by aircraft reconnaissance. The first group was sighted by U.S. planes on the evening of March 1st, and consisted of seven transports escorted by seven warships. The group was then off the Willaumez Peninsula, steering west, and during the hours of darkness it was reinforced by five transports and three warships, making 22 in all. An Allied air force began an attack shortly after daylight on the 2nd and continued all day until nearly all the transports and the four destroyers were sunk. By the 3rd the Japanese had scuttled the remainder of their transports and were making for shore in boats and rafts, but most of these were destroyed by Allied bombers.

The number of troops carried by the convoy approximated to 15,000, of whom only 92 landed on New Guinea, but a number of rafts and boats reached neighbouring islands without further loss.

All the lost destroyers carried complements of over 200.

The number of aircraft of all classes employed by the Allies was 136, of which only three were lost. The Japanese lost 63 aircraft.

TOKIWA MARU

Shimatani Kisen K.K.; 1918; *OnoSeikichi*; 1,203 tons; 220 -1 x 32x18; 88 n.h.p.; triple-expansion engines. The steamship *Tokiwa Maru* was bombed and sunk by U.S. land-based aircraft on December 13th, 1943, off New Ireland.

TOKIWA MARU

Kaburagi Kisen K.K.; 1916; *Mitsubishi Dockyard & E. Works*; 6,971 tons; 445x58x34; 816 n.h.p.; turbine engines. The steamship *Tokiwa Maru* was torpedoed and sunk by the U.S. submarine *Gunnel* on June 19th, 1943, in the East China Sea.

TOKIWASAN MARU

Mitsui Bussan Kaisha; 1937; *Tama Zosensho*; 1,804 tons; 264-5x38x20; 110 n.h.p.; triple-expansion engines. The steamship *Tokiwasan Maru* was torpedoed and sunk by the U.S. submarine *Bang* on September 9th, 1944, about 200 miles N.W. of the Bonin Islands.

TOKO MARU

Okada Gumi K.K.; 1940; *Osaka Iron Works*; 2,747 tons; 307-9x45x24-9; steam engines.

The steamship *Toko Maru* was torpedoed and sunk by the U.S. submarine *Seahorse* on January 30th, 1944, about 350 miles E. of the Palau Islands.

TOKOMARU

Dairen Kisen K.K.; 1908; *Rickmers Akt. Ges.*; 4,180 tons; 367-2x47-5x30; 253 n.h.p.; triple-expansion engines. The steamship *Toko Maru* was torpedoed and sunk by the U.S. submarine *Ray* on October 12th, 1944, 25 miles S. of Lubang Island.

TOKUHEIMARU

Japanese Government; 3,439 tons.

The steamship *Tokuhei Maru* was bombed and sunk by U.S. land-based aircraft on August 31st, 1944, near Kiukiang, Yangtze River.

TOKUSHIMAMARU

Nippon Yusen K.K.; 1913; *Russell & Co.*; 5,975 tons; 423X 56x28-7; 555 n.h.p.; triple-expansion engines. The steamship *Tokushima Maru* was torpedoed and sunk by the U.S. submarine *Piluda* on September 16th, 1944, about 100 miles S. of Formosa.

TOKUWA MARU

Nitto Kisen K.K.; 1,943 tons.

The steamship *Tokuwa Maru* was torpedoed and sunk by the U.S. submarines *Hawkbill* and *Becuna* on October 9th, 1944, 80 miles W. of Busuanga Island, Philippines.

TOKUYAMA MARU

Nippon Yusen K.K.; 1915; *Kawasaki Dockyard Co.*; 7,029 tons; 445 x 58 x 34; 628 n.h.p.; triple-expansion engines. The Japanese steamship *Tokuyama Maru* was torpedoed and sunk by a German submarine in the Western Atlantic on August 1st, 1918.

TOKUZANMARU

Tomoe Gumi K.K.; 1899; *A. & J. Inglis*; 5,449 tons; 410x 50-7x28-8; 387n.h.p.; triple-expansion engines. The steamship *Tokuzan Maru* was sunk by collision with the steamship *Koki Maru*, 5,291 tons, on September 4th, 1941, off Soya Kaikyo, La Perouse Strait. Seventeen of the crew were lost.

TOKWA MARU

Kawasaki Kisen K.K.; 1918; *Mitsui Bussan K.K.*; 2,503 tons; 284-5x42-5x23; 74 n.h.p.; triple-expansion engines. The steamship *Tokwa Maru*, on a voyage from Otomari to Otaru, was wrecked on December 23rd, 1928, 14 miles N. of Teshuwo, Hokkaido.

TOKYO MARU

TOKYO MARU

Settsu Shosen K.K.; 1936; *Mitsui Bussan Kaisha*; 6,486 tons; 424-7x57-4x36-1; 1,231 n.h.p.; oilengines. The steamship *Tokyo Mam* was torpedoed and sunk by the U.S. submarine *Scamp* on November 10th, 1943, N. of the Admiralty Islands.

TOLEDO

John Tully; 1882; *J. L. Thompson & Sons*; 2,843 tons; 301 x 42-1x28-9; 283 n.h.p.; compound engines. The British steamship *Toledo* was wrecked on the Crim rock, Scilly Isles, on August 20th, 1898, in fog, while on a voyage from Galveston to Rotterdam carrying a general cargo.

TOLESBY

R. Ropner & Co.; 1901; *Ropner & Son*; 3,967 tons; 336-3x 46-6x25-5; 300 n.h.p.; triple-expansion engines. The British steamship *Tolesby* was wrecked at Freshwater Point, Cape Race, on January 14th, 1908, while carrying a cargo of cotton on a voyage from Galveston to Havre.

TOLOSA

Fearnley & Eger; 1915; *Fredrikstads Mek. Verksted*; 1,833 tons; 265x42-1x17-9; 216 n.h.p.; triple-expansion engines. The Norwegian steamship *Tolosa* was sunk by a German submarine in the English Channel on September 13th, 1916.

TOLOSA

Fearnley & Eger; 1930; *Smith's Dock Co.*; 1,974 tons; 270-7 x 43 X18 • 7; 182 n.h.p.; triple-expansion engines. The Norwegian steamship *Tolosa* was torpedoed and sunk by a German submarine on February 9th, 1942, about 400 miles W. of the Bermudas. Twenty-two of the crew were lost.

TOLTEN

Chilean Government; 1938; *Aalborg Veer ft A/S*; 1,858 tons; 280-7x43-6x17-5; 231 n.h.p.; compound engines & L.P. turbine.

The steamship *Tolten* was formerly the Danish *Lotta*, taken over by the Chilean Government after the German invasion of Denmark. She was torpedoed and sunk by a German submarine on March 13th, 1942, off Barnegat on a voyage from Baltimore to New York. Twenty-four of the crew of 27 were lost.

TOM

Cia. Nav. Bachi; 1896; *W. Gray & Co.*; 2,413 tons; 290x 42-1x17-4; 224 n.h.p.; triple-expansion engines. The Spanish steamship *Tom* was torpedoed and sunk by a German submarine in the Bay of Biscay on April 14th, 1917.

TOMI MARU

Nippon Kaiun K.K.; 1949; *Sanko Zosensho K.K.*; 725 tons; 194-5x31-5x15-1; oilengines.

The motorship *Tomi Maru*, on a voyage from Nagasaki to Tokyo with sheet iron, foundered in heavy weather on December 10th, 1950, off the north west coast of Kyushu, with the loss of 26 lives.

TOMITSU MARU

Japanese Navy; 1937; *Mitsubishi Jukogyo K.K.*; 2,933 tons; 305-2x45-3x26-2; 233 n.h.p.; turbine engines. The steamship *Tomitsu Maru* was taken over by the Japanese Navy for use as an auxiliary gunboat. She was torpedoed and sunk by the U.S. submarine *Sea Dog* on October 22nd, 1944, N. of the Ryukyu Islands.

TOMIURA MARU

Nippon Yusen K.K.; 1918; *Mitsubishi Zosen Kaisha*; 3,821 tons; 345x50x29; 342 n.h.p.; triple-expansion engines. The steamship *Tomamura Maru* was bombed and sunk by U.S. land-based aircraft on December 20th, 1942, off Rabaul.

TOMODURU

Japanese Navy, torpedo boat; 1933; *Maizuru*; 527 tons; 254 x 24x6; 7,000 h.p.; 26knots; turbine engines; three 4-7 in. guns, 1 m.g. & 2 T.T. The Japanese torpedo boat *Tomoduru*, Lt. Cdr. Iwase, was rated as

a second class destroyer by the Japanese Admiralty. On March 6th, 1934, the vessel left Sasebo to take part in manoeuvres with the 21st Flotilla and the cruiser *Tatsuta*. The exercises lasted until the 11th when a gale sprang up and the force became separated in thick fog. At 2 a.m. on the 12th the fog lifted and it was then discovered that the *Tomoduru* was missing. A search was carried out over a wide area and 12 hours later she was found floating capsized. The hull, from the interior of which faint hammerings could be heard, was taken in tow by the *Tatsuta* and brought to Sasebo. Here rescuers were able to bore a hole in the side and to pump in fresh air and milk and also to pass waterproof electric lights for the assistance of those within. By the afternoon of the 13th it was known that of the 113 officers and ratings on board only 13 were alive and were brought out through the hole. One officer and two ratings had been picked up by the vessels engaged in the search, leaving 97 as the number lost.

TONAN MARU

Nippon Suisan K.K.; 1906; *Denny & Bros.*; 9,866 tons; 460-4X 60-2x31-2; 943 n.h.p.; triple-expansion engines.

The tanker *Tonan Maru* was torpedoed and sunk by the U.S. submarine *Bowfin* on November 28th, 1943, off the east coast of Indo-China.

TONAN MARU No. 2

Nippon Suisan K.K.; 1937; *Osaka Iron Works*; 19,262 tons; 534-8x74x56-8; triple-expansion engines & L.P. turbines. The tanker *To nan Maru No. 2* was torpedoed and sunk by the U.S. submarine *Pintado* on August 22nd, 1944, about 200 miles E. of Ningpo.

TONAN MARU No. 3

Nippon Suisan K.K.; 1938; *Osaka Iron Works*; 19,209 tons; 534-8x74x56-8; triple-expansion engines & L.P. turbines. The tanker *Tonan Maru No. 3* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

TONBRIDGE

Southern Railway; 1924; *D. & W. Henderson*; 683 tons; 220-4x33-6x14-1; 166 n.h.p.; 15 knots; triple-expansion engines.

The cross-channel steamship *Tonbridge* was taken over by the Admiralty during the Second World War for service as an auxiliary netlayer. The vessel was bombed and sunk off Great Yarmouth by German aircraft on August 22nd, 1941. She carried a complement of about 40.

STONE

Japanese Navy, heavy cruiser; 1937; *Mitsubishi*; 14,000 tons; 640x63x14-7; 90,000 s.h.p.; 33 knots; turbine engines; Kanponboilers; eight 8 in. guns, eight 5 in., many 47mm., 12 T.T., 6 aircraft.

The Japanese heavy cruiser *Tone* was one of a group comprising three battleships, two heavy cruisers and one light cruiser, lying in Kure harbour on July 24th, 1945, when a concentrated attack was made upon shipping by British and American naval aircraft. Every ship was sent to the bottom, the *Tone* being reduced to a complete wreck and sinking in flames. This was the last large scale air attack prior to the cessation of hostilities between Japan and the Allies on August 15th, 1945.

The full story of the attack is told under the battleship *Haruna*.

STONE MARU

Tamai Shosen K.K.; 1920; *Mitsui Bussan Kaisha*; 4,070 tons; 345 x50x26-6; 350 n.h.p.; triple-expansion engines. The steamship *Stone Maru* was torpedoed and sunk by the U.S. submarine *Grouper* on September 21st, 1942, about 100 miles from Shanghai.

STONEGAWA MARU

Matsuoka Kisen K.K.; 1913; *A. McMillan & Son*; 4,996 tons; 400-8x52-1x27-3; 458 n.h.p.; triple-expansion engines. The steamship *Stonegawa Mam* was bombed by U.S. carrier-based aircraft and sunk by gunfire on August 4th, 1944, N. of the Bonin Islands.

TONEI MARU

Dairen Risen K.K.; 4,930 tons.
The steamship *Tonei Mam* was torpedoed and sunk by the U.S. submarine *Peto* on October 1st, 1943, S. of the Caroline Islands.

TONGAN

Shawhsing S.S. Co.; 1891; *Fleming & Ferguson*; 1,141 tons; 220 X 30 -1 X15 - 5; 123 n.h.p.; quadruple-expansion engines. The Chinese steamship *Tongan*, on a voyage from Tsingtao to Newchwang with coal, was sunk by collision with the Chinese steamship *Lienhsing*, 1,562 tons, on August 12th, 1930, off the Shantung Promontory. Seven of the crew and about 70 passengers were lost.

TONGARIRO

New Zealand Shipping Co.; 1901; *Hawthorn, Leslie & Co.*; 8,895 tons; 457X 58x38-4; 883 n.h.p.; triple-expansion engines. The British steamship *Tongariro* was wrecked on Bull Rocks, off Portland Island, N.Z., on August 30th, 1916. She was on a voyage from London, via Newport News, to Wellington, N.Z., carrying a general cargo.

TONGSHAN

T.W. Richardson; 1890; *Harvey & Co.*; 1,750 tons; 266x 36-8x13-6; 156 h.p.; triple-expansion engines. The British cargo ship *Tongshan* was wrecked at Swatow on December 17th, 1891, while on a voyage from Sourabaya to Swatow carrying a general cargo.

TOONAN

China Merchants Steam Nav. Co.; 1881; *Palmers' Co.*; 1,482 tons; 253-2x36-1x27-3; 172 n.h.p.; triple-expansion engines. The Chinese steamship *Toonan*, on a voyage from Newchwang to Shanghai with passengers and a consignment of silver valued at \$1,500,000, was sunk by collision with the Japanese steamship *Choshun Mam*, 4,026 tons, at 3 a.m. on July 10th, 1933, in fog 13-J- miles off the South East Promontory, Shantung. One hundred and sixty-eight passengers and crew were lost and 89 saved.

TOPA TOPA

Waterman S.S. Corp.; 1920; *Los Angeles S.B. & D.D. Corp.*; 5,356 tons; 410x54-4x27-2; 421 n.h.p.; triple-expansion engines. The American steamship *Topa Topa* was torpedoed and set on fire by a German submarine at 1 a.m. on August 29th, 1942, on a voyage from New York to Takoradi. The ship burned for 90 minutes and sank. The captain, 18 of the crew and seven gunners were lost.

TORCELLO

Soc. Italiana Petroliere d'Oriente; 1892; *Palmers' Co.*; 3,336 tons; 338-8x42-1x28-7; 265 n.h.p.; triple-expansion engines. The Italian tanker *Torcello* was torpedoed and sunk by a Russian submarine on November 5th, 1941, 18 miles from Liman Burnu, Black Sea.

TORDENSKJOLD

Norwegian Navy, coastal defence ship; 1897; *Armstrong*; 3,858 tons; 304x48-5x17-7; 4,500 h.p.; 16-9 knots; triple-expansion engines; two 8-2 in. guns, six 4-7 in., eight 3 in., two 1 pdr. The coastal defence ship *Tordenskjold* fell into the hands of the Germans when they invaded Norway in April, 1940. She proved a most useful prize to her captors who manned her with a German crew and rearmed her as an anti-aircraft ship, giving her the name of *Nymphe*. In the Spring of 1945 she was bombed and sunk by British aircraft.

TORDENVORE

Lundegaard & Stray; 1884; *J. Readhead & Co.*; 1,565 tons; 259 x36-1x17-6; 161 n.h.p.; compound engines. The Norwegian steamship *Tordenvore* was sunk by a German submarine off the north-west coast of Spain on June 9th, 1917.

TORE JARL

Nordenfjeldske Dampskibsselskab; 1903; *Irvine S.B. & E. Co.*; 1,256 tons; 230-1x34-2x14-6; 209 n.h.p.; triple-expansion engines. The Norwegian steamship *Tore Jarl* was torpedoed and sunk by a German submarine in the North Sea on May 7th, 1917.

TOREFJELL

A/SLukseffjell; 1902; *Grangemouth & Greenock Dockyard Co.*; 2,483 tons; 299-8x44-6x20; 228 n.h.p.; triple-expansion engines. The Norwegian steamship *Torefjell* left Gdynia on December 24th, 1930, for Harstad with coal. Nothing was heard of the ship after passing Elsinore on the 26th. until bodies of some of the crew and wreckage were washed up some days later. She was assumed to have been wrecked in a storm off Egersund on the 27th.

TORHAMVAN

Wilson & Reid; 1921; *Midland S.B. Co.*; 2,429 tons; 251 x43-6x23-5; 184 n.h.p.; triple-expansion engines. The Canadian cargo ship *Torhamvan* was wrecked at Ferryland, N.F.L., on October 29th, 1926, while on a voyage from St. John's, N.F.L., to Halifax, N.S.

TORINIA

Anglo-Saxon Petroleum Co.; 1939; *Swan, Hunter & Wigham Richardson*; 10,364 tons; 505-8x64-6x36-9; 628 n.h.p. 12 knots; oil engines. The motor tanker *Torinia*, Capt. H. Jackson, on a voyage from Curasao to the Clyde with 13,815 tons of fuel oil, was torpedoed and sunk by a German submarine on September 21st, 1940, about 400 miles W.N.W. of Inishtrahull. Five of the crew were lost.

TORINO

Soc. Italiana di Servizi Marittimi; 1913; *Soc. Esercizio Bacini*; 4,159 tons; 360-6x44-8x24-4; 454 n.h.p.; triple-expansion engines. The Italian steamship *Torino* was torpedoed and sunk by a submarine in the Mediterranean on February 14th, 1917.

TORMES

P. M. Tintore & Co.; 1877; *W. Gray & Co.*; 1,644 tons; 261 x 33-6x23-4; 170 h.p.; compound engines. The Spanish steamship *Tormes* was on a voyage from Malaga to Liverpool when she was wrecked off the Crow Rock, near Pembroke, on October 30th, 1894, with the loss of 21 lives. Seven survivors reached land.

TORNADE

French Navy, destroyer; 1925; *Dyle & Bacalan*; 1,319 tons; 347x33x13-7; 33,000 s.h.p.; 33 knots; turbine engines; four 5-1 in. guns, two 37 mm.A.A., 6 T.T. The French destroyers *Tornade*, *Tramontane* and *Typhon*, all of 1,319 tons, and the *Epervier*, 2,441 tons, were lying at Oran when the Allies made their landing on November 8th-9th, 1942. The destroyers, assisted by the shore batteries, sank the British cutters *Hart land* and *Walney*, which had forced the entrance to the harbour, with heavy loss of life. They then sallied out against the British cruisers supporting the landing. Here they were not so successful and all of them were sunk or forced ashore. The *Tornade*, badly damaged and on fire, was beached outside the harbour. For full story of the landing at Oran see under the cutter *Hartland*.

TORNADO

British Navy, destroyer; 1917; *A. Stephen & Son*; 1,091 tons; 276x26x11; 27,000 s.h.p.; 36 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T. On the night of December 22nd, 1917, the destroyers *Tornado* and *Torrent* were patrolling in company in the North Sea. When off the Maas light-vessel they were attacked by enemy submarines and both were sunk. The destroyers were sister ships and each carried an official complement of 82.

TORNE

Trafik-AjB. Grangesberg-Oxelosund; 1913; Lindholmens Varv; 3,792 tons; 359-5x50-2x23-7; 292 n.h.p.; triple-expansion engines.

The Swedish steamship *Tome* was sunk in a naval action at Narvik on April 14th, 1940, during the German invasion of Norway.

TORO

Wilson Line; 1904; Earless Shipbuilding Co.; 3,066 tons; 330 x 48 - 3 X 22 - 5; 265 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Toro* was torpedoed and sunk by a German submarine 200 miles W.N.W. of Ushant on April 12th, 1917. Fourteen persons were killed. The captain and the ship's gunner were taken prisoner by the submarine.

TORO

Rederi-A/B. Rex; 1924; Kockums Mek. Verkstad; 1,467 tons; 254 3x38-3x16-5; 156 n.h.p.; triple-expansion engines.

The Swedish steamship *Toro* struck a mine and sank on December 12th, 1939, near Falsterbo on a voyage from Malmo to Ronnskar.

TORO

Compania Argentina de Nav. Dodero; 1922; Werft Nobiskrug G.m.b.H.; 1,405 tons; 250x37-5x12-8; 110 n.h.p.; triple-expansion engines.

The Argentine steamship *Toro*, on a voyage from San Francisco to Buenos Aires, was sunk by collision with the American steamship *Atlanta City*, 5,686 tons, at midnight on October 3rd, 1945, 40 miles off Albardao.

TORO MARU

Kita Nippon Kisen K.K.; 1939; Kawaminami Kogyo K.K.; 1,939 tons; 271-6x40x20-3; 150 n.h.p.; triple-expansion engines.

The steamship *Toro Mam* was torpedoed and sunk by the Dutch submarine *K. 12* on December 12th, 1941, off Cape Beroe, Malaya.

TOROA

T.M.Lane; 1898; Lane & Brown; 164 tons; 110x24-4x8; auxiliary engines.

The three masted auxiliary schooner *Toroa*, Capt. O. Jarman, left Grey-mouth, New Zealand, on August 10th, 1903, for Wanganui. She carried a cargo of 205 tons of coal and several tons of bricks. She encountered very bad weather in Cook Strait and was believed to have foundered in the neighbourhood of Cape Farewell. Her crew numbered seven.

TORONDOC

Pater son Steamships; 1927; Swan, Hunter & Wigham Richardson; 1,927 tons; 252-9x43-4x17-8; 92 n.h.p.; triple-expansion engines.

The Canadian steamship *Torondoc* left St. Thomas, Virgin Islands, for Trinidad on May 18th, 1942. Nothing more was heard of the ship or her crew of 21 until a German broadcast in October, 1942, claimed that she had been sunk by a submarine.

TORONTO CITY

Chas. Hill & Sons; 1925; Barclay, Curie & Co.; 2,486 tons; 321-8x46-2x19-7; 279 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Toronto City*, Capt. E. J. Garlick, was taken over by the Admiralty in September 1940 for meteorological service. The vessel operated in the North Atlantic and on July 1st, 1941, reported herself in a position about 1000 miles E. of Cape Race bound for St. John's, N.F. Nothing more was heard of the ship until a German broadcast on August 29th, claimed that she had been sunk by a submarine.

TORPEDO BOAT No. 11

British Navy, torpedo boat; 1907; Yarrow; 225 tons; 172 x 18x5-5; 3,750 i.h.p.; 26 knots; turbine engines; two 12 pdr. > guns, 3 T.T.

The *Torpedo Boat No. 11*, Lt. J. A. P. Legh, was patrolling in the North Sea on March 10th, 1916, when she struck a mine. She sank very rapidly taking with her three officers and 20 ratings of her

complement of 35. Lt. Legh was among the survivors. At the same time the destroyer *Coquette* (which see) struck a mine not far away and sank with the loss of many lives.

TORPEDO BOAT No. 48

Japanese Navy, torpedo boat; 1900; Schichau; 82 tons; 1,200 i.h.p.; 24 knots; triple-expansion engines; one 3 pdr. gun, 2 T.T.

The Japanese *Torpedo Boat No. 48*, was one of a flotilla blockading Port Arthur during the Russo-Japanese War. On May 12th, 1904, the flotilla was engaged in minesweeping operations in Kerr Bay. In the course of this duty the *No. 48* struck a mine and was blown up with a loss of 14 men killed and wounded.

TORPEDO BOAT No. 53

Japanese Navy, torpedo boat; 1900; Kure Dockyard; 53 tons; 700 i.h.p.; 20 knots; triple-expansion engines; one 3 pdr. gun, 2 T.T.

The Japanese *Torpedo Boat No. 53*, under command of Lt. Nagata, was one of a flotilla which attacked the Russian battleship *Sevastopol* in a snowstorm off Port Arthur, on December 14th, 1904. The night was very dark and the boats had great difficulty in locating the battleship. Two torpedoes were discharged without doing much damage. On the return to her base *No. 53* struck a floating mine and foundered with all hands, 16 in number.

TORPEDO BOAT No. 56

British Navy, torpedo boat; 1886; Thorny croft; 60 tons; 127-Sx 12-5 x 6 - 2; 700 i.h.p.; 21 knots; triple-expansion engines; two 3 pdr. guns, 4 T. T.

Torpedo Boat No. 56 was one of a small flotilla engaged on patrol duty in and around the Mediterranean entrance to the Suez Canal during the Turkish crisis of 1906. At the termination of the crisis the boats were withdrawn, the *No. 56* being taken in tow by the cruiser *Arrogant*. The weather was rough and when off Damietta, on Friday, May 18th, 1906, the torpedo boat suddenly capsized, going down with the loss of seven of her complement of 15.

TORPEDO BOAT No. 84

British Navy, torpedo boat; 1889; Yarrow; 85 tons; 130x 13-5 x 5 - 5; 1,100 i.h.p.; 23 knots; triple-expansion engines; three 3pdr. guns, 3 T.T.

Torpedo Boat No. 84 was engaged in manoeuvres, which included a night attack on Malta. On April 18th, 1906, the destroyer *Ardent* ran down the torpedo boat, which sank immediately. Of her complement of 19 no lives were lost at the time, but Gunner T. Courtis died subsequently from injuries received when the ships collided.

The *Ardent* was badly damaged, but was towed into Malta and docked.

TORQUATO GENNARI

U.Gennarifu.T.; 1890; W. Dobson & Co.; 1,012 tons; 247x 28 - 4 x 12 - 7; 98 n.h.p.; triple-expansion engines.

The Italian steamship *Torquato Gennari* was torpedoed and sunk by a British submarine on December 29th, 1942, about 16 miles from the Kerkenna Islands.

TORRE DEL ORO

Hijos de Jose Taya; 1888; Craig, Taylor & Co.; 1,321 tons; 243-8x31 '3x17-2; 138 n.h.p.; triple-expansion engines.

The Spanish steamship *Tone del Oro*, on a voyage from Barcelona to Marseilles, was wrecked on October 27th, 1921, at Gala Morell on the north coast of Minorca. Only two of her crew were saved.

TORRENT

British Navy, destroyer; 1916; Swan Hunter, Wigham Richardson; 1,069 tons; 274x26x11; 27,000 s.h.p.; 36knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T. On the night of December 22nd, 1917, the destroyers *Tornado* and *Torrent* were patrolling in company in the North Sea. When off the Maas light-vessel they were attacked by enemy submarines and both were sunk. The destroyers were sister ships and each carried an official complement of 82.

TORRIDAL

I. Bjorneboe's Rederi-A/S; 1930; Langesunds Mek. Verksted; 1,501 tons; 249-1x38-1x15-2; 152 n.h.p.; compound engines. The Norwegian steamship *Torridal*, under German control, was torpedoed and sunk by a Norwegian submarine on April 5th, 1945, off Folia, on a voyage from Bodo to Trondheim. Fifteen of the crew were lost.

TORRIDGE

Tatem S.N. Co.; 1902; Richardson, Duck & Co.; 3,838 tons; 340 x 48 • 1 X 25 - 9; 349 n.h.p.; triple-expansion engines. The British steamship *Torridge* was wrecked on Farquhar Island on April 18th, 1910, while on a voyage in ballast from Natal to Galle, Ceylon.

TORRINGTON

Tatem Steam Nav. Co.; 1905; W. Doxford & Sons; 5,597 tons; 390-3x55-2x27-2; 359 n.h.p.; 10 knots; triple-expansion engines. The steamship *Torrington* was torpedoed and sunk by a German submarine on April 8th, 1917. Thirty-four men were killed. The captain was taken prisoner.

TORTUGUERO

Elders & Fyffes; 1909; A. Stephen & Sons; 4,175 tons; 374-7X 47-7x29-8; 413 n.h.p.; 13-5 knots; triple-expansion engines. The steamship *Tortuguero* was torpedoed and sunk by a German submarine 205 miles N.W. i N. of Eagle Island, off Co. Mayo, on June 26th, 1918. Twelve men were killed. The captain was among the survivors.

TORUNGEN

Skibs-Ajs. Remonstrant; 1931; Trondhjenfs Mek. Verksted; 1,948 tons; 276-3x43-1x18-1; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Torungen* was torpedoed and sunk by a German submarine on February 22nd, 1942, on a voyage from Halifax to Charleston. A lifeboat with the body of the chief engineer was picked up off Nova Scotia on March 2nd, but nothing more was heard of her crew.

TORVANGER

Westfal-Larsen & Co. AIS; 1920; W. Doxford & Sons; 6,568 tons; 420 • 1x54x34-4; 582 n.h.p.; triple-expansion engines. The Norwegian steamship *Torvanger* was torpedoed and sunk by a German submarine on June 23rd, 1942, about 700 miles E.N.E. of the Azores, on a voyage from New York to Alexandria.

TORYU MARU

Yamamoto Shoten GoshiKaisha; 1889; W. B. Thompson & Co.; 1,992 tons; 275x37-2x15-8; 182 n.h.p.; triple-expansion engines. The steamship *Toryu Mam* was torpedoed and sunk by the U.S. submarine *Raton* on May 2nd, 1945, in the Yellow Sea.

TOSAN MARU

Settsu Shosen K.K.; 1938; Mitsubishi Jukogyo K.K.; 8,666 tons; 465-9x62-3x41; 1,960 n.h.p.; oilengines. The motorship *Tosan Maru* was torpedoed and sunk by the U.S. submarines *Crevalle* and *Flasher* on July 26th, 1944, about 175 miles W. of Negra Point, Luzon Island, Philippines.

TOSEI MARU

Okada Gumi K.K.; 1920; Collingwood S.B. Co.; 2,432 tons; 251 x 43- 6x23- 6; 150 n.h.p.; triple-expansion engines. The steamship *Tosei Maru* was torpedoed and sunk by the U.S. submarine *Nautilus* on October 1st, 1942, in the Tsugaru Straits.

TOSEI MARU

Kihara Shosen K.K.; 1919; Osaka Iron Works; 4,363 tons; 345x49'8x28-2; 382 n.h.p.; triple-expansion engines. The steamship *Tosei Maru* was torpedoed and sunk by the U.S. submarine *Snook* on May 7th, 1943, in the Yellow Sea.

TOSEI MARU

Yamashita Risen K.K.; 1926; Uruga Dock Co.; 5,484 tons; 400 x 53x32; turbine engines. The steamship *Tosei Maru* was torpedoed and sunk by the U.S. submarine *Tuna* on December 12th, 1943, E. of Sangi Island, Celebes.

TOSEI MARU

Osaka Shosen K.K.; 2,814 tons. The steamship *Tosei Maru* was torpedoed and sunk by the U.S. submarine *Pollack* on April 3rd, 1944, about 475 miles S. of Yokohama.

TOSHIN MARU

Osaka Shosen K.K.; 1,917 tons. The steamship *Toshin Maru* was torpedoed and sunk by the U.S. submarine *Gray back* on February 19th, 1944, about 100 miles W. of Batan Islands, Philippines.

TOSHO MARU

Tanaka Goshi Kaisha; 1894; Ropner&Son; 3,038 tons; 315 x 40-5x20-2; 236 n.h.p.; triple-expansion engines. The Japanese steamship *Tosho Maru* was torpedoed and sunk by a submarine in the Mediterranean on January 29th, 1918.

TOSHO MARU

Kita Kyushu Shosen K.K.; 1918; 1,236 tons; 225x33x18-7; triple-expansion engines. The steamship *Tosho (Tosyo) Maru* was bombed and sunk by U.S. land-based aircraft on August 14th, 1944, about 100 miles S.W. of Buru Island, Celebes.

TOSHO MARU

KonanKisen K.K.; 1937; Namura Zosensho K.K.; 1,289 tons; 219-3x35-8x18-5; steam engines. The steamship *Tosho (Tosyo) Maru* was bombed and sunk by U.S. land-based aircraft on September 23rd, 1944, in the Gulf of Bone, Celebes.

TOSTO

B. Stolt-Nielsen; 1904; J. Priestman & Co.; 1,234 tons; 240x 35-5x17-9; 147 n.h.p.; triple-expansion engines. The Norwegian steamship *Tosto* struck a mine and sank off the north coast of Scotland on June 16th, 1917.

TOTAI MARU

ToaKaiunK.K.; 1918; Osaka Iron Works; 3,195 tons; 305 x 43-7x27-2; 288 n.h.p.; triple-expansion engines. The steamship *Total Maru* was torpedoed and sunk by the U.S. submarine *Sailfish* on December 13th, 1943, 100 miles S.E. of Shibushi, Japan.

TOTEN MARU

Nippon Suisan K.K.; 1900; Sunder land S.B. Co.; 3,823 tons; 356 x 45 - 2 x 18 • 7; 288 n.h.p.; triple-expansion engines. The steamship *Toten Maru* was torpedoed and sunk by the U.S. submarine *Barb* on June 11th, 1944, off Sakhalin.

TOTTENHAM

Watts, Watts & Co.; 1901; Ropner&Son; 4,494 tons; 370 x 50-5x19-2; 429 n.h.p.; triple-expansion engines. The British steamship *Tottenham* was wrecked on Juan de Nova, Mozambique Channel, on February 2nd, 1911. She was on a voyage in ballast from Delagoa Bay to Calcutta.

TOTTENHAM

Watts, Watts & Co.; 1940; Caledon S.B. & E. Co.; 4J62 tons; 417-6x56-8x25; 393 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Tottenham*, Capt. A. E. Woodcock, was intercepted and sunk by the German raider *Tamesis* about 300 miles N.W. of Ascension Island on June 17th, 1941. Seventeen of the crew were picked up by the British steamship *Mahronda* on the 24th; the remainder were taken prisoners of war.

TOTTORIMARU

TOTTORIMARU

Nippon Yusen K.K.; 1913; *Russell & Co.*; 5,973 tons; 423 -4 x 56x28-7; 556 n.h.p.; triple-expansion engines. The steamship *Tottori Mam* was torpedoed and sunk by the U.S. submarine *Hammerhead* on May 15th, 1945, in the Gulf of Siam.

TOUCHET

U.S. War Shipping Administration; 1943; *Alabama D.D. & S.B. Co.*; 10,172 tons; 504x68-2x39-2; turbo-electric engines. The American tanker *Touchet*, bound from Baytown to New York with 16,500 tons of heating oil, was torpedoed, set on fire and sunk by a German submarine on December 3rd, 1943. Ten of the gunners were lost.

TOUN MARU

7,975 tons.
The steamship *Toun Mam* was torpedoed and sunk by the U.S. submarine *Tang* on October 23rd, 1944, about 80 miles W. of Hsinchu, Formosa.

TOURCOING

W. Wilhelmsen; 1924; *Odense Staalskibsværft*; 5,798 tons; 435-9x56-2x27-8; 951 n.h.p.; oilengines. The Norwegian motorship *Tourcoing*, under German control, struck a mine and sank on August 24th, 1942, off Swinemunde.

TOURNY

Etablissements Maurel & Prom; 1920; *The Pusey & Jones Co.*; 2,769 tons; 300x44-1x22-9; 305 n.h.p.; triple-expansion engines.
The French steamship *Tourny* was torpedoed and sunk by a German submarine on January 25th, 1940, off the Bay of Biscay, on a voyage from Zighinkor to Bordeaux.

TOWA

Maats. N.V. Vrachtvaart; 1930; *P. Smit Jr.*; 5,419 tons; 420-3x55-2x26-5; 500 n.h.p.; triple-expansion engines. The Dutch steamship *Towa* was torpedoed, shelled and sunk by the German submarine *U-96* on December 11th, 1940, about 100 miles S. of Rockall, on a voyage from Montreal to Oban. Eighteen of her crew of 35 were lost.

TOWA MARU

Towa Kisen K.K.; 1949; *Mitsubishi Jukogyo K.K.*; 2,768 tons; 308-4x44-9x24-9; compound engines.
The steamship *Towa Mam*, on a voyage from Mindanao to Osaka with a cargo of logs, sprang a leak in heavy weather early in the morning of November 27th, 1956, about 340 miles S.S.E. of Okinawa. The ship became waterlogged and called for assistance, stating that the crew were taking to the boats. Aircraft from Manila sighted these boats but ships answering the S.O.S. calls could not find them in the heavy rainstorms. Wreckage of boats was found later but none of the crew of 42 was ever seen again.

TOWARD

Clyde Shipping Co.; 1923; *A. Stephen & Sons*; 7,577 tons; 270-2x37-2x17-2; 196n.h.p.; 12-5 knots; triple-expansion engines.
The steamship *Toward*, Capt. George K. Hudson, was acting as rescue ship to a convoy when, on February 7th, 1943, she was torpedoed and sunk by a German submarine about 700 miles W. of Ireland. Capt. Hudson and 26 of the crew, 11 gunners, a surgeon, a sick-bay attendant, a signalman and two men transferred from other ships were lost.

TOWER GRANGE

Tower S.S. Co.; 1940; *W. Doxford & Sons*; 5,226 tons; 427-6X 56-5x26-5; 516 n.h.p.; oilengines.
The British motorship *Tower Grange*, on a voyage from Calcutta to Trinidad, was torpedoed and sunk by a German submarine on November 18th, 1942, about 200 miles E. of Cayenne. Four of her crew and two gunners were lost.

TOWNELEY

Burnett Steamship Co.; 1910; *Wood Skinner & Co.*; 2,476 tons; 305-5x42-2x18-6; 254 n.h.p.; 10-5 knots; triple-expansion engines.
The steamship *Towneley* was torpedoed and sunk by a German submarine 18 miles N.E. of Trevoise Head on January 31st, 1918. The captain and five of the crew were killed.

TOYA MARU

Japanese Government; 1947; *Mitsubishi Jukogyo K.K.*; 4,337 tons; 372-9x52x22-3; turbine engines.
The train ferry *Toya Maru*, on a voyage from Aomori to Hokkaido with passengers and freight cars, dragged her anchors during a typhoon on September 26th, 1954, in the Tsugaru Strait. The ferry capsized and was driven ashore and wrecked outside Hakodate. Seven hundred and ninety-four persons were lost and 196 saved.

TOYAMA MARU

Ono Shoji Gomei Kaisha; 1915; *Mitsubishi Dockyard & E. Works*; 7,089 tons; 445x58x34; 922 n.h.p.; turbine engines. The steamship *Toyama Maru* was torpedoed and sunk by the U.S. submarine *Sturgeon* on June 29th, 1944, off Okinawa Island.

TOYO MARU

Kusaba Senpakuha O.K.; 1892; *Furness, Withy & Co.*; 3,019 tons; 314x40-5x21-2; 259 n.h.p.; triple-expansion engines.
The steamship *Toyo Maru*, on a voyage from Fusan to Sakito in ballast, was wrecked on December 28th, 1927, at Kotsuki, Tsushima Island.

TOYO MARU

Osaka Shosen K.K.; 1,916 tons.
The steamship *Toyo Maru* was torpedoed and sunk by the U.S. submarine *Haddock* on April 8th, 1943, N. of the Caroline Islands.

TOYO MARU

Sawayama Kisen K.K.; 1937; *Harima S.B. & Eng. Co.*; 4,163 tons; 360 x 50 x29; 450 n.h.p.; turbine engines.
The steamship *Toyo Maru* was torpedoed and sunk by the U.S. submarine *Jack* on June 26th, 1943, about 150 miles S. of Shimoda, Japan.

TOYO MARU

Japanese Government; 1937; *Kawasaki Dockyard Co.*; 3,718 tons; 335-4x46-2x28-7; 500 n.h.p.; turbine engines.
The cable ship *Toyo Mam* struck a mine and sank on July 6th, 1945, off Shimonoseki.

TOYO MARU No. 2

Sawayama Kisen K.K.; 1937; *Harima S.B. & Eng. Co.*; 4J63 tons; 363 -6x50x29; 383 n.h.p.; turbine engines. The steamship *Toyo Maru No. 2* was torpedoed and sunk by the U.S. submarine *Tunny* on April 2nd, 1943, S. of Arawe, New Britain.

TOYO MARU No. 5

Sawayama Kisen K.K.; 1918; *Poison Iron Works Co.*; 2J93 tons; 251 -4x43-5x21; 175 n.h.p.; triple-expansion engines. The steamship *Toyo Maru No. 5* was torpedoed and sunk by the U.S. submarine *Plunger* on February 2nd, 1944, ten miles S. of Shingu, Japan.

TOYO MARU No. 8

Sawayama Kisen K.K.; 1918; *Globe S.B. Co.*; 2,797 tons; 251 x 43 - 7 X 21 • 5; 274 n.h.p.; triple-expansion engines. The steamship *Toyo Maru No. 8* was torpedoed and sunk by the U.S. submarine *Plunger* on February 2nd, 1944, ten miles S. of Shingu, Japan.

TOYOHASHI MARU

Nippon Yusen K.K.; 1915; *Kawasaki Dockyard Co.*; 7,031 tons; 445 x 58 x 34; 628 n.h.p.; triple-expansion engines. The steamship *Toyohashi (Toyohasi) Maru* was torpedoed and sunk by a British submarine on June 4th, 1942, at the northern end of the Straits of Malacca.

TOYOHIMARU

Daido Kaiun K.K.; 6,436 tons.
The steamship *Toyohi Mam* was torpedoed and sunk by the U.S. submarine *Tinosa* on May 4th, 1944, about 250 miles S.E. of Hong Kong.

TOYOHIMEMARU

Hamane Shoten K.K.; 1919; *Detroit S.B. Co.*; 2,549 tons; 251 x43-5x28-2; 352 n.h.p.; triple-expansion engines. The steamship *Toyohime Maru* was sunk by collision with the steamship *Ryutoh Mam*, 3,305 tons, on July 3rd, 1933, off Tadosaki, Rikuchu Province. She was on a voyage from Saghalien to Yokohama with lumber.

TOYOKAWA MARU

Matsuoka Kisen K.K.; 1911; *Wood Skinner & Co.*; 5,123 tons; 385 x 54x27-8; 516 n.h.p.; triple-expansion engines. The steamship *Toyokawa Maru* struck a mine and sank on July 5th, 1945, off Shimonoseki.

TOYOKUNIMARU

Nippon Seitetsu K.K.; 5,792 tons.
The steamship *Toyokuni Maru* was torpedoed and sunk by the U.S. submarine *Lapon* on March 8th, 1944, about 200 miles S.E. of Hong Kong.

TOYOOKA MARU

Kaburagi Kisen K.K.; 1915; *Mitsubishi Dockyard & Eng. Works*; 7,097 tons; 445x58x34; 922 n.h.p.; turbine engines. The steamship *Toyooka Maru* was torpedoed and sunk by the U.S. submarine *Queenfish* on September 9th, 1944, about 100 miles N. of Luzon Island, Philippines.

TOYOSAKA MARU

Hamane Shoten K.K.; 1940; *Mukaishima Dock K.K.*; 1,966 tons; 278-8x39-4x21-1; triple-expansion engines. The steamship *Toyosaka Maru* was sunk by U.S. carrier-based aircraft on March 1st, 1945, off the south Ryukyu Islands.

TOYOTSUMARU

Settsu Shosen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 2,930 tons; 305-2x45-3x26-2; turbine engines.
The steamship *Toyotsu (Toyotu) Maru* was taken over by the Japanese Navy for use as an auxiliary gunboat. On February 1st, 1942, she was sunk by gunfire from U.S. warships in the Marshall Islands.

TOYOURA MARU

Nippon Yusen K.K.; 1913; *Napier & Miller*; 2,510 tons; 302-3 x 46-3x20-4; 278 n.h.p.; triple-expansion engines.
The steamship *Toyoura Maru* was torpedoed and sunk by the U.S. submarine *Spearfish* on May 6th, 1944, in the East China Sea.

TOYU MARU

Okada Shosen; 4,532 tons.
The steamship *Toyu Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles S.E. of Phanrang, Indo-China.

TOYU MARU

Iino Kisen K.K.; 1918; *Osaka Iron Works*; 1,256 tons; 225 x 33x18-7; 97 n.h.p.; triple-expansion engines. The steamship *Toyu Maru* was sunk by U.S. carrier-based aircraft on July 14th, 1945, off Nemuro, Japan.

TRADE WIND

W. Plan & Son; 1851; *Jacob Bell, New York*; 2,018 tons. The American ship *Trade Wind*, Capt. Smith, left Mobile for Liverpool with 62 persons, 34 of whom were crew, and a cargo of 4,657 bales of cotton, together with other goods. On the night of June 20th, 1854, it being very dark with a fresh S.W. by S. wind and somewhat squally, the *Trade Wind* sighted a large sailing ship on an opposite course under press of sail. Shortly afterwards the lights of this ship were lost to sight and did not reappear until both vessels

were in close proximity to each other. The *Trade Wind*, which was sailing at great speed, struck the stranger, which afterwards proved to be the sailing ship *Olympus*, between the main and foremast, cutting her down to the water's edge. Both ships sustained vital damage and a number of persons from the *Olympus* jumped on to the deck of the *Trade Wind*. One of these was Capt. Wallace who, at daybreak, put off in the *Trade Wind's* gig with a few of his own crew to try and save any who might still be on board his ship. He found the *Olympus* about five miles to the eastward in a sinking condition, and managed to board her and get away his boats with most of the passengers and crew. The *Olympus* then foundered at about 6 a.m., some 250 miles S.E. of Sable Island.

Meanwhile the *Trade Wind* was kept afloat by her cargo of cotton and began to get out her boats, one of which was swamped by three or four panic-stricken passengers who jumped into her from the deck as she was being lowered. The cotton in the hold now began to swell and so great was the pressure that the vessel burst asunder and sank. Boats and rafts from both vessels were sighted ten hours later by the Belgian barque *Stadt Antwerpen*, Capt. Wyterhoven, and were picked up without further loss.

Eighteen persons from the *Trade Wind* were drowned and six from the *Olympus*.

TRAFALGAR

D.Dunbar; 1845; *Sunderland*; 717 tons; 133x31-5x21-2. The wooden barque *Trafalgar* was bound from Australia to London in May, 1860. When in the Atlantic, just N. of the Tropic of Cancer, she sprang a leak. The pumps failed to keep the water under control and the ship foundered. One boat with a few men was picked up, but nothing was ever heard of the others.

TRAFALGAR

Nelson, Donkin & Co.; 1871; *Mitchell*; 1,514 tons; 248-3X32-3x17-7; 120 h.p.; compound-inverted engines. The British steamship *Trafalgar* was wrecked on Haisborough Sand on January 14th, 1881, while on a voyage from the Tyne to Bombay carrying a cargo of coal.

TRAFALGAR

Glasgow Shipowners Co.; 1924; *Lithgows*; 4,530 tons; 385X 52x26-8; 488 n.h.p.; triple-expansion engines. The British steamship *Trafalgar*, on a voyage from Newport to Alexandria via the Cape, with coal, was shelled and sunk by a German raider on May 24th, 1941, about 650 miles W. of Luderitz Bay. Twelve of the crew were killed, the remaining 32 were taken prisoner aboard the raider. These men, among others, were rescued from the German motorship *Alstertor* when that ship was intercepted by British warships off Cape Finisterre on June 23rd. The *Alstertor* had been serving as supply and prison ship to the raider, and was scuttled by her crew when intercepted.

TRAFARIA

Portuguese Government; 1904; *Bremer Vulkan*; 1,144 tons; 247-7x35-6x21-9; 139 n.h.p.; triple-expansion engines. The German steamship *Mazagan* was requisitioned by the Portuguese Government and renamed *Trafaria*. Subsequently she was sunk by a German submarine in the Atlantic on October 2nd, 1917.

TRAIN FERRY No. 2

London & North Eastern Railway; 1917; *Armstrong, Whitworth & Co.*; 2,678 tons; 350-5x58-7x15-5; 403 n.h.p.; triple-expansion engines.
The steamship *Train Ferry No. 2* was destroyed by gunfire from shore batteries at Havre on June 12th-13th, 1940, during the evacuation of British forces from France. Fourteen of the crew were lost.

TRAK

Turkish Government; 1938; *Fried. Krupp Germaniawerft*; 1,414 tons; 249-1x36-1x13; 695 n.h.p.; turbine engines. The steamship *Trak*, on a voyage from Gelibolu to Bandirma in ballast, ran ashore during a snowstorm on January 18th, 1944, on the Mola Islands, eight miles from Bandirma. The ship capsized and sank.

TRAMONTANE

TRAMONTANE

French Navy, destroyer; 1924; Chantiers de la Gironde; 1,319 tons; 347x33x13-7; 33,000 s.h.p.; 33knots; turbine engines; four 5-1 in. guns, two 37 mm.A.A., 6 T.T.

The French destroyer *Tramontane*, with others, was lying at Oran when the Allies made their landing on November 8th-9th, 1942. At 3 a.m. on the morning of the 8th the British cutters *Hartland* and *Walney* forced an entrance to the harbour and the latter vessel was engaged by the *Tramontane* and the *Epervier* lying alongside the mole. Both French ships fired into the *Walney* at point blank range and disabled her, killing and wounding three-quarters of the seamen and troops on board. The *Walney* finally capsized.

Later the two destroyers, accompanied by the *Typhon*, *Tornado* and the minesweeper *La Surprise* made sorties from the harbour, but in the ensuing fighting with British cruisers, notably the *Aurora*, 5,270 tons, six 6 in. guns, and *Jamaica*, 8,000 tons, twelve 6 in. guns, they were sunk or forced ashore.

For full story of the landing at Oran see under the cutter *Hartland*.

TRANNNINH

*Compagnie Cdtidre deVAnnam; 1928; P. Smit, Jr.; 1,463 tons; 265-7x38-6x16-1; 258 n.h.p.; triple-expansion engines. The French steamship *Tranninh* was sunk by collision with a Japanese warship on August 18th, 1943, in Cap St. Jacques Roads, Indo-China.*

TRANSBALT

*U.S.S.R.; 1899; Blohm&Voss; 11,439 tons; 501-1x62-2X 45-3; 612 n.h.p.; quadruple-expansion engines. The Russian steamship *Transbalt*, on a voyage from Seattle to Vladivostok, was torpedoed and sunk by an unidentified submarine on June 13th, 1945, at the western end of La Perouse Strait. The crew were picked up by Japanese ships.*

TRANSPORTEUR

Cie. Fran^aaise de Marine & de Commerce; 1904; Schiffswerft von Henry Koch; 1,812 tons; 250-2x37-2x21-9; 152 n.h.p.; triple-expansion engines.

The French steamship *Transporter* was torpedoed and sunk by a submarine in the Mediterranean on October 11th, 1917.

TRANSYLVANIA

*Anchor Line; 1914; Scotfs Shipbuilding Co.; 14,348 tons; 548 -3x66-5x42; 17-5 knots; turbine engines. The liner *Transylvania*, Lt. S. Brennell, R.N.R., completed just before the outbreak of the First World War, was taken over for service as a transport on completion. She was designed to accommodate 1,379 passengers but the Admiralty fixed her capacity at 200 officers and 2,860 men, besides crew. She was carrying nearly this number when she left Marseilles for Alexandria on May 3rd, 1917, with an escort of two Japanese destroyers, the *Matsu* and the *Sakaki*. At 10 a.m. on the 4th the *Transylvania* was struck in the port engine room by a torpedo from a submarine.*

At the time the ship was on a zig-zag course at a speed of 14 knots, being two and a half miles S. of Cape Vado, Gulf of Genoa. She at once headed for the land two miles distant, while the *Matsu* came alongside to take off the troops, the *Sakaki* meanwhile steaming around to keep the submarine submerged. Twenty minutes later a torpedo was seen coming straight for the destroyer alongside, which saved herself by going astern at full speed. The torpedo then struck the *Transylvania* and she sank very quickly, less than an hour having elapsed since she was first hit.

Lt. Brennell, one other officer and ten men of the crew, 29 military officers and 373 other ranks were killed.

TRANSYLVANIA

Anchor Line; 1925; The Fair field Co.; 16,923 tons; 552-4 X 70-3x38-8; 17knots; turbine engines.

The liner *Transylvania* was taken over by the Admiralty early in the Second World War for service as an auxiliary cruiser. On August 10th, 1940, the ship was attacked by an enemy submarine off Malin Head. She was damaged by a torpedo and was taken in tow but foundered before she reached harbour. Some 300 of her complement were taken off by trawlers, the task of launching the boats being extremely hazardous owing to the rough seas.

Two officers and 20 ratings were killed.

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TRAPANI

*Rob.M.Sloman, Jr.; 1926; A.G.Neptun; 1,855 tons; 287-5X 41-2x16-7; 191 n.h.p.; triple-expansion engines. The German steamship *Trapani* was sunk by British warships on November 10th, 1943, at Kalymnos Island, Greece.*

TRAUTENFELS

Deutsche Dampfs. Ges. Hansa; 1921; Flensburger Schiffsbau. Ges.; 6,418 tons; 430>5x56-5x30>5; 608 n.h.p.; triple-expansion engines & L.P. turbine.

The German steamship *Trautenfels* struck a mine and sank on December 11th, 1942, off Terschelling.

TRAVANCORE

*Peninsular & Oriental S.N. Co.; 1867; 1,903 tons; 281-6x 35-5x27-8; 350 h.p.; compound-inverted engines. The British steamship *Travancore* was wrecked off Cape Otranto on March 8th, 1880, in fog, while carrying a general cargo on a voyage from Bombay to London.*

TRAVELLER

*CharenteS.S.Co.; 1922; C. Cornell & Co.; 3,963 tons; 365 x 46-9x27-7; 390 n.h.p.; 11 knots; triple-expansion engines. The steamship *Traveller*, Capt. H. M. Fitzsimons, left Hampton Roads for Halifax and Liverpool on January 23rd, 1942, with general cargo including 600 tons of explosives. Nothing more was heard of the ship or her crew of 56 until a German broadcast on September 30th, claimed that she had been torpedoed and sunk on January 26th, about 500 miles E. of Philadelphia.*

TRECARRELL

*Hain Steamship Co.; 1907; J. Readhead & Sons; 3,875 tons; 346 X 49 - 6 X 26 - 5; 328 n.h.p.; triple-expansion engines. The British steamship *Trecarrell* was wrecked on Black Fish Shoal, Virginia, on February 24th, 1916. She was carrying a cargo of pyrites from Huelva to Philadelphia.*

TREDINNICK

Hain Steamship Co.; 1921; J. Readhead & Sons; 4,589 tons; 400'lx52-1x25'9; 425 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Tredinnick*, Capt. G. G. Barrett, left New York on March 18th, 1942, for Table Bay and Bombay with Government stores. Nothing more was ever heard of the ship or her crew of 40 and six gunners. She was considered to have been probably lost by enemy action on about March 25th.

TREGARTHEN

Hain Steamship Co.; 1936; Lithgows; 5,201 tons; 432-3x 56-2x24-8; 469 n.h.p.; 11 knots; triple-expansion engines & L.P. turbine.

The steamship *Tregarthen*, Capt. L. Daniel, was torpedoed and sunk by a German submarine on June 6th, 1941, about 900 miles E. of Cape Race. All the crew of 45 were lost. Capt* Daniel commanded the *Trewellard* at the time of her destruction by the *Admiral Scheer* in November 1940.

TREGASTEL

*Compagnie France-Navigation Soc. Anon.; 1901; W. Dobson & Co.; 966 tons; 209-8x29-8x15-4; 100 n.h.p.; compound engines. The French steamship *Tregastel*, on a voyage from Valencia to Marseilles in ballast, was wrecked on September 28th, 1938, on Massina Island, off Cadaques.*

TREGENNA

*Hain Steamship Co.; 1919; W. Gray & Co.; 5,242 tons; 400-1x 52-3x28-4; 517 n.h.p.; 11 knots; triple-expansion engines. The steamship *Tregenna*, Capt. W. T. Care, was in convoy about 300 miles N.W. of the island of Lewis in the Hebrides on September 17th, 1940, when she was torpedoed and sunk by a German submarine. Capt. Care and 32 men were lost, four survivors were picked up.*

TREHATA

Hain Steamship Co.; 1928; *W. Gray & Co.*; 4,817 tons; 413-2x54-2x25-1; 494 n.h.p.; 12 knots; triple-expansion engines. The steamship *Trehata*, Capt. J. Lawrie, was torpedoed and sunk by a German submarine on August 8th, 1942, about 900 miles W. of Ireland. Capt. Lawrie and 21 of the crew were lost.

TREKIEVE

Edward Hain & Son; 1883; *J. Readhead & Co.*; 1,489 tons; 259 x 36 -1 x 17 - 6; 161 n.h.p.; compound engines. The British steamship *Trekieve* was wrecked in Mostyn Gut on July 31st, 1897. She was on a voyage from Carthagen to Mostyn carrying a cargo of iron ore.

TRELAWNY

Hain Steamship Co.; 1907; *J. Readhead & Sons*; 3,877 tons; 346 X 49 - 6 x 26 - 5; 328 n.h.p.; triple-expansion engines. The steamship *Tretawny*, on a voyage from Rotterdam to Hampton Roads in ballast, was sunk by collision with the steamship *Gaelic Prince*, 8,634 tons, at 2 a.m. in hazy weather on July 15th, 1926, about 400 miles W. of the Bishop Rock.

TREMODA

Hain Steamship Co.; 1928; *Harland & Wolff*; 4,736 tons; 409 x 55 • 8 x 25; 495 n.h.p.; 12 knots; triple-expansion engines. The steamship *Tremoda*, Capt. J. S. Bastian, was torpedoed and sunk by a German submarine about 200 miles W. of Ireland. Capt. Bastian, 25 of the crew and six gunners were lost, 20 crew and one gunner were picked up later.

TRENEGLOS

Edward Hain & Son; 1882; *J. Readhead & Co.*; 1,513 tons; 249 X 36 -1 x 17 • 5; 125 h.p.; compound-inverted engines. The British steamship *Treneglos* was wrecked on Bridge Rock, Limerick, on July 30th, 1883, while on a voyage from Galatz to Limerick.

TRENT

Fisher, Renwick & Co.; 1870; *London & Glasgow Co.*; 1,734 tons; 253 -4x33x17-4; 150 h.p.; compound engines. The British steamship *Trent* was wrecked near Otrantp on January 27th, 1891, while on a voyage from Cardiff to Brindisi carrying a cargo of coal.

TRENTHAMHALL

EllermanLines; 1897; *Palmers' Co.*; 4,173 tons; 380x45-2x29-2; 402 n.h.p.; triple-expansion engines. The British steamship *Trentham Hall* was wrecked on Pluckington Bank on May 26th, 1917, while on a voyage from Bombay to Liverpool carrying a cargo of grain.

TRENTON

United States Navy, wooden corvette; 1873; *New York Navy Yard*; 3,900 tons; 252-6x49-2x20-3; 2,414 i.h.p.; 12-6 knots; compound engines; ten 8 in. m.l.r. guns, 6 smaller. In March 1889 there were lying in the harbour of Apia Upolu, Samoa Islands, seven ships of war and several merchant vessels. A dispute involving the possession of the islands had arisen between the United States and Germany and these powers were represented by the U.S. ships *Trenton*, flagship of Rear-Admiral Kimberley, *Nipsic*, 1,375 tons, Cdr. D. W. Mullen, and *Vandalia*, 981 tons, Capt. C. M. Schoonmaker, and the German ships *Olga*, 2,169 tons, Capt. von Ehrhardt, *Adler*, 884 tons, Capt. Fritze, and *Eber*, 570 tons, Capt. Lt. Wallis, together with H.M.S. *Calliope*, 2,770 tons, Capt. Kane, which had been sent there to watch over British interests. On Friday, March 15th, the glass fell alarmingly and all the ships prepared to weather a hurricane. Unfortunately mutual distrust prevented the Germans and Americans from putting to sea, though the harbour of Apia was a most unsafe place in which to ride out a storm*

At about 5 a.m. on the 16th the German gunboat *Eber* was thrown broadside-on to a reef with such force that her side was opened up and she sank immediately, taking with her 76 of her crew of 80. It was now breaking daylight and the U.S.S. *Nipsic*, which was in a bad way, was drifting toward the reef at the upper end of the harbour. In order to save life Cdr. D. W. Mullen ran her onto the beach, losing only seven men in one of the ship's boats. At 8 a.m. the steering gear of the other German gunboat, the *Adler*, broke down and she was lifted by a gigantic sea on to the ridge of the reef where she lay on her beam ends. The *Olga*, senior German ship, the U.S.S. *Vandalia* and H.M.S. *Calliope* were now dangerously close. The *Calliope* had previously sent down all her topmasts and yards, her foreyard being lashed athwartships to act as a fender. The *Olga* drifted down on the British ship but was warded off by the foreyard. The *Calliope* then came into collision with the *Vandalia*, losing her bowsprit, but suffering no other damage. Having raised steam in all six boilers the previous evening Capt. Kane decided to steam out of harbour. He passed between the narrow waterway separating the helpless *Vandalia* from the reef, scraped by the U.S. flagship *Trenton* at the harbour mouth and gained the open sea. Some idea of the violence of the hurricane may be realised from the fact that it took the ship an hour to travel half a mile. Once in open water, with six of his boats smashed and his ship crippled Capt. Kane rode out the storm.

As the *Calliope* passed the doomed *Trenton* the American seamen, led by their Admiral, crowded the bulwarks and gave her three cheers.

The *Vandalia* foundered with a loss of 43 officers and men, the *Trenton* followed, but lost only one man of a complement of 450. The Americans mustered the ship's band and played the "Star-spangled Banner". The last ship to go was the *Olga* which, after twice ramming the *Trenton*, ran ashore without loss of life. The disaster cost the United States and German navies six ships of war and 147 lives all told, being distributed as follows:—

Trenton 1 *Nipsic* 1 *Vandalia* 43 *Eber* 76 and *Adler* 20.

TRENTONIAN

Canadian Navy, corvette; 1943; *Canada*; 925 tons; 193x32x 16; 17knots; quadruple-expansion engines; one 4 in. gun, several smaller.

The corvette *Trentonian*, Lt. Colin Glassco, was torpedoed by a German submarine off Falmouth on February 22nd, 1945. One officer and six ratings were killed. Naval motor launches picked up 95 officers and ratings.

TRESILLIAN

Edward Hain & Son; 1890; *J. Readhead & Sons*; 2,429 tons; 290-5x40x19-8; 234 n.h.p.; triple-expansion engines. The British steamship *Tresillian* was wrecked near Otrantp on January 23rd, 1896, while on a voyage from Cardiff to Brindisi carrying a cargo of coal.

TRESILLIAN

Peninsular & Oriental Steam Nav. Co.; 1944; *W. Doxford & Sons*; 7,373 tons; 431x56-5x35-5; oilengines. The motorship *Tresillian*, on a voyage from Montreal to Avon-mouth with grain, took a heavy list to port on November 30th, 1954, when her cargo shifted in heavy weather, about 150 miles N.W. of the Bishop Rock. Her call for help was answered by the tanker *Liparus* which, however, could not get near enough to take off her crew, but put out oil to reduce the heavy seas. The crew of the *Tresillian* abandoned her in a sinking condition and the *Liparus* launched a motor lifeboat to pick up the survivors on rafts and in a boat. Thirteen men were saved, one of whom died afterwards from swallowing oil. Another four men were picked up by the motorship *Ardglen*, making a total of 16 survivors from the *Tresillian*'s crew of 40.

TREVANION

Hain Steamship Co.; 1937; *Lithgows*; 5,299 tons; 432-3x56-2x24-8; 449 n.h.p.; oil engines. The British motorship *Trevanion*, on a voyage from Port Pirie to Swansea, was sunk by the German raider *Graf Spec* on October 22nd, 1939, about 600 miles W. of Luderitz Bay.

TREVARRACK

TREVARRACK

Hain Steamship Co.; 1919; D. & W. Render son & Co.; 5,270 tons; 400x52-3x28-4; 517n.h.p.; 11 knots; triple-expansion engines.
The steamship *Trevarrack*, Capt. W. H. Freeman, left the Clyde on June 1st, 1941, for Montreal in ballast. Nothing more was heard of the ship or the crew of 37 and seven passengers. She was considered to have been lost by enemy action on about June 8th.

TREVEAL

Hain Steamship Co.; 1909; J. Readhead & Sons; 4,160 tons; 363-4x51x26-1; 374 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Treveal*, from Algiers to Glasgow with ore, was torpedoed and sunk off the Skerries on February 4th, 1918. Thirty-three men, including the captain, lost their lives, the *Treveal* sinking so rapidly that there was no opportunity to launch the boats. Three men managed to cling to a raft, from which they were rescued eight hours afterwards by the steamship *Agnes Ellen* which brought them to Newry.

TREVEAL

Hain Steamship Co.; 1918; J. Readhead & Sons; 5,200 tons; 400-7x52-3x28-5; 517 n.h.p.; 11 knots; triple-expansion engines.
The steamship *Treveal*, Capt. C. Paynter, was bound for Dundee from Calcutta with a cargo of jute and manganese ore. She carried a crew of 43 all told. On January 9th, 1920, she called at Portland for a pilot but none was available and the captain was instructed by the agents to proceed without one. Leaving again in heavy weather the *Treveal* was driven off her course when off St. Alban's Head. At about 9 p.m. she struck the Kimmeridge Ledge, off Weymouth, and lay helpless to the seas which broke over her with terrific force. The Weymouth lifeboat put out and stood by all night but could not approach the wreck owing to the seas.

At 9 a.m. on the 10th Capt. Paynter signalled the lifeboat that he was abandoning ship. Two boats were launched containing all the crew and an attempt was made to reach the shore which hereabouts was very rocky. Both boats were swamped before they got very far and most of the occupants were drowned. In all 36 men, including the captain, lost their lives.

TREVEAN

Edward Hain & Son; 1885; J. Readhead & Co.; 1,567 tons; 259 x 36 -1 x 17 - 8; 160 n.h.p.; compound engines. The British cargo ship *Trevean* was wrecked near St. Nazaire on November 14th, 1899. She was carrying a cargo of coal from Cardiff to St. Nazaire.

TREVERBYN

Hain Steamship Co.; 1910; J. Readhead & Sons; 4J63 tons; 363-2x51x26-1; 374 n.h.p.; 10 knots; triple-expansion engines.
The steamship *Treverbyn*, from North Russia to Manchester with ore, struck a mine two miles E.S.E. of Ushinish Lighthouse on the night of September 3rd, 1917, and sank in a few minutes. The explosion was witnessed by the Ushinish lighthouse keeper who sent a messenger to summon help. A fishing boat went to the scene and picked up seven survivors. Twenty-seven men, including the captain, were killed.

TREVERBYN

Hain Steamship Co.; 1920; Harland & Wolff; 5,281 tons; 400-7x52-3x28-5; 517 n.h.p.; triple-expansion engines. The steamship *Treverbyn*, on a voyage from Pepel to Cardiff with iron ore, left Freetown on October 15th, 1941. Nothing more was heard of the ship or the crew of 38 and ten gunners until a German broadcast in December, 1942, claimed that she had been sunk by a submarine.

TREVESSA

Hain Steamship Co.; 1909; Flensburg; 5,004 tons; 401 x 52-5x28-2; 2,400 i.h.p.; 11-5 knots; triple-expansion engines. The steamship *Trevessa*, Capt. C. Foster, had been built at Flensburg as the *Imkenturm*, and was taken over from Germany at the close of the First World War. On June 4th, 1923, when eleven days out from Fremantle, Australia, loaded with a cargo of zinc

concentrates for Antwerp she foundered in a heavy S.S.W. gale. The first news of her plight came in wireless messages picked up by the s.s. *Tregenna*, another Hain steamship, 350 miles E., and the s.s. *Trevean*, also of the Hain Line, 272 miles S. Both steamships proceeded to the spot given in the messages as lat, 28 45' S., long. 85 42' E. Before they reached the area the *Trevessa* had foundered and all that could be ascertained regarding her fate was an empty boat, the discovery of which two days later gave reason to believe that she had been lost with all hands.

Meanwhile the crew of the *Trevessa* had abandoned ship at the orders of Capt. Foster. The crew numbered 43 all told, of whom the captain and 16 crew went into one boat and the first officer and 25 others in the second boat. Despite the violence of the gale the boats managed to remain together until the 10th, when it was decided that the captain's boat, which was less deeply loaded and could proceed faster, should make for the nearest land and send on assistance to the first officer's boat. The spot where the *Trevessa* had foundered was roughly 1,728 miles from Mauritius. Before parting the officers decided to make for the island of Rodriguez, which was somewhat nearer, being 344 miles W. of Mauritius. On June 26th, after a voyage of twenty-two days in an open boat, Capt. Foster sighted Rodriguez. Of those who left the *Trevessa* on the 4th two had died on the voyage, the remainder, who had subsisted on a ration of a third of a cigarette tin of water and one biscuit per day, and a tablespoonful of condensed milk twice a day, although very weak from their privations managed to recover.

The second boat under Mr. J. C. Stewart Smith, performed an equally brilliant feat of navigation and arrived at Mauritius on the 29th. Her voyage had, however, been accompanied by greater tragedy, for nine of the occupants had either died or been drowned. Of this number several Indian members of the crew, unable to endure the agonies of thirst, had given way to drinking sea water, as a result of which they died. The second engineer, Mr. David Mordecai, fell overboard in rough weather and was drowned. The ship's cook died shortly after reaching the island.

The Board of Trade made presentations to the captain and officers. The Hain Steamship Co. presented pieces of plate to Capt. Foster, Mr. Stewart Smith and Mr. N. V. Robson, chief engineer. Lloyd's awarded the Silver Medal for saving life at sea to the captain and first officer.

TREVIDER

Hain Steamship Co.; 1902; J. Readhead & Sons; 3,082 tons; 323x47x23-6; 281 n.h.p.; triple-expansion engines. The British cargo ship *Trevider* was wrecked near Cape Villano on April 29th, 1911. She was on a voyage from Newport to Palermo carrying a cargo of coal.

TREVIER

Lloyd Royal Beige; 1907; Irvine's S.B. & D.D. Co.; 3,006 tons; 325 x47x13-8; 287 n.h.p.; triple-expansion engines. The Belgian steamship *Trevier* was sunk by a German submarine in the North Sea on April 4th, 1917.

TREVISIA

Canadian Lake Carriers; 1915; North of Ireland S.B. Co.; 1,813 tons; 250x42-5x17-4; 153 n.h.p.; triple-expansion engines.
The Canadian steamship *Trevisia*, on a voyage from Parrsboro, N.S., to Aberdeen with lumber, was torpedoed and sunk by a German submarine on October 16th, 1940, about 500 miles W. of the Hebrides. Seven of the crew were lost.

TREVORIAN

Hain Steamship Co.; 1889; J. Readhead & Co.; 2,270 tons; 290 x 39 x 18 - 8; 234 n.h.p.; triple-expansion engines. The British steamship *Trevorian* foundered in heavy weather in the Bay of Biscay on January 25th, 1910, while on a voyage from Barry to Taranto carrying a cargo of coal.

TREVOSE

Hain Steamship Co.; 1896; J. Readhead & Sons; 3J12 tons; 323 x47x 25; 1,200 i.h.p.; 10 knots; triple-expansion engines. The steamship *Trevose* was torpedoed and sunk by a German submarine 230 miles W. by N. of Ushant on March 18th, 1917. Two firemen were killed by the explosion but the remainder of the

crew got away without loss and were picked up the same night by the Union-Castle liner *Alnwick Castle* (which see) outward bound from London to Table Bay. At about 6.10 on the following morning the *Castle* liner was torpedoed and sank in 30 minutes. The boats were launched without mishap but the weather changed for the worse and two of them were never seen again.

In this second disaster three more of the crew of the *Trevoise* lost their lives.

TREWELLARD

Hain Steamship Co.; 1936; *Lithgows*; 5,201 tons; 432-3x56 - 2 x 24 - 8; 469 n.h.p.; 11 knots; triple-expansion engines & L.P. turbine.

The steamship *Trewellard*, Capt. L. Daniel, was a unit of the famous *Jervis Bay* convoy which was attacked in mid-Atlantic on November 5th, 1940, by the German pocket battleship *Admiral Scheer*. The convoy was ordered to scatter under cover of a smokescreen while the raider was engaged by the *Jervis Bay*. The *Trewellard* was overhauled and sunk by the enemy some hours later, going down with the loss of 14 men. Capt. Daniel was among the survivors, of whom 25 in three boats were picked up by the steamship *Gloucester City*, Capt. Smith, O.B.E.

For full story of the action, see the *Jervis Bay*.

TREWORLAS

Hain Steamship Co.; 1922; *J. Readhead & Sons*; 4,692 tons; 400-4x53-1x26-3; 457 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Treworlas*, Capt. T. H. Stanbury, was about 50 miles E. of Port of Spain, Trinidad, on December 28th, 1942, when she was torpedoed and sunk by a German submarine. Capt. Stanbury, 33 of the crew and five gunners were lost. Nine survivors were picked up from rafts.

TREWYN

Hain Steamship Co.; 1903; *J. Readhead & Sons*; 3,084 tons; 323x47x25; 1,200i.h.p.; 10 knots; triple-expansion engines. The steamship *Trewyn*, with a cargo of ore from Algiers for Middlesbrough, passed Gibraltar on March 25th, 1916, and was never heard of again. The steamship *Governor* sighted some wreckage and a lifebuoy bearing the names *Trewyn*—St. Ives about a week later, from which it was assumed that the ship had probably been sunk by a German submarine.

TRIADIC

The British Phosphate Commissioners; 1938; *Lithgows*; 6,378 tons; 442-3x60x25; 653 n.h.p.; oilengines. The British motorship *Triadic* was shelled and set on fire by a German raider on December 8th, 1940, while lying off Nauru. The ship sank some time later.

TRIASTER

The British Phosphate Commissioners; 1935; *Lithgows*; 6,032 tons; 423-2x58-2x25-7; 653 n.h.p.; oilengines. The British motorship *Triaster* was shelled and sunk by a German raider on December 8th, 1940, while lying off Nauru.

TRIBESMAN

Charente S.S. Co.; 1937; *Lithgows*; 6,242 tons, 437-3x56x29-4; 582 n.h.p.; triple-expansion engines.

The British steamship *Tribesman*, on a voyage from Liverpool to Durban and Calcutta, was intercepted by the German battleship *Admiral Scheer* at 9 p.m. on December 1st, 1940, about 200 miles S.W. of the Cape Verde Islands. The crew and passengers took to the boats, two of which reached the raider and the occupants were taken aboard. The other two boats, with the majority of the ships' officers and crew, escaped in the darkness and were never seen again. After taking what stores she needed the raider sank the *Tribesman* by gunfire.

TRICOLOR

W. Wilhelmsen; 1925; *Deutsche Werft A.G.*; 6,119 tons; 442-6x58-2x27-6; 988 n.h.p.; oilengines. The Norwegian motorship *Tricolor*, on a voyage from Oslo and Hamburg to Yokohama with general cargo including large consignments of chemical products, was sunk by internal explosions on

January 5th, 1931. The ship had just left Colombo and was four miles out when a tremendous explosion occurred in a hold amidships, followed by other smaller explosions. The ship was enveloped in flames and sank within five minutes. Thirty-six of the 42 persons on board were picked up by the French liner *Porthos*, some from the two boats that had been launched and some from floating wreckage. The captain, 3rd officer, wireless operator, two of the crew and one passenger were lost.

TRICULA

Anglo-Saxon Petroleum Co.; 1936; *Howaldtswerke*; 6,221 tons; 430-1x54-5x30-7; 377 n.h.p.; 11-5 knots; oilengines. The tanker *Tricula*, Capt. O. E. Sparrow, was torpedoed and sunk by a German submarine on August 3rd, 1942, about 250 miles N.N.E. of Trinidad. Capt. Sparrow, 42 of the crew, three gunners and one passenger were lost.

TRIESTE

James Mitchell & Sons; 1883; *Whitehaven S.B. Co.*; 1,505 tons; 255-7x34-3x20-7; 178 n.h.p.; compound engines. The British steamship *Trieste* was wrecked half a mile N. of Peterhead on July 16th, 1918. She was on a voyage from Swansea to Sarpborg carrying a cargo of coal.

TRIESTE

Italian Navy, heavy cruiser; 1926; *Stabilimento Tecnico*; 10,000 tons; 645x67-5x19; 150,000 s.h.p.; 35 knots; turbine engines; 3-drum boilers; eight 8 in. guns, twelve 3-9 in., four 40 mm., eight 13 mm., 8 T.T., 2 aircraft.

The heavy cruisers *Trieste* and *Gorizia* were lying in the harbour of Maddalena, near the straits of Bonifacio, when they were attacked by a force of U.S. bombers on April 10th, 1943. The *Trieste* was hit and sunk, but the *Gorizia*, though badly damaged, escaped for a time, but was scuttled by the Germans in the following year. The normal complement of the *Trieste* was 723, but it is not known how many were on board at the time.

TRIFELS

Deutsche Dampfs. Ges. Hansa; 1922; *J. C. Tecklenborg A.G.*; 6,198 tons; 430-3x56-5x30-2; 608 n.h.p.; triple-expansion engines & L.P. turbine.

The German steamship *Trifels* was captured by the French on November 16th, 1939, and renamed *Sainte Louise*. She was re-possessed by the Germans after the fall of France. On the night of September 8th, 1941, she was sunk by British motor torpedo boats off Calais.

TRIFOLIUM

I. E. Olserfs Rederi-AjB.; 1857; *A. Stephen & Sons*; 593 tons; 173-4x28x17-6.

The Swedish barque *Trifolium* was wrecked off Sennen Cove, Cornwall, on March 15th, 1914. The captain and four others were drowned, five men were saved.

TRIGLAV

Austrian Navy, destroyer; 1913; *Austria*; 800 tons; 265-7x25-7x8-2; 17,000 i.h.p.; 32 knots; turbine engines; Yarrow boilers; two 4 in. guns, six 12 pdr., 4 T.T.

The destroyer *Triglav* took part in the raid on the Albanian port of Durazzo on December 29th, 1915. When leaving the harbour after the bombardment the *Triglav* struck a mine and was disabled. An attempt was made to tow her but this had to be abandoned when Allied forces intercepted and chased the raiders. The *Triglav*, which had suffered a few casualties, was abandoned and sunk by her crew.

The full story of the raid is told under the *Lika*, a sister ship to the *Triglav*, which was blown up in the same minefield.

TRIGLAV

Jugoslavenski Lloyd; 1929; *W. Doxford & Sons*; 6,363 tons; 425x58-2x28-6; 573 n.h.p.; triple-expansion engines. The Yugoslav steamship *Triglav* was torpedoed and sunk by a German submarine on July 9th, 1942, about 800 miles E.S.E. of the Bermudas. Twenty-three of the crew and one gunner were lost

TRIGNAC

Soc. Anon. des Chargeurs de VOuest; 1903; Chantiers Nantais de Constructions Maritimes; 2,375 tons; 282-6x40-6x19-6; 228 n.h.p.; triple-expansion engines.

The French steamship *Trignac* struck a mine and sank in the North Sea on February 24th, 1916.

TRINACRIA

Anchor Line; 1871; R. Duncan & Co.; 2,107 tons; 306 x 34-4 x 22; 424i.h.p.; 12 knots; compound engines. The Anchor liner, *Trinacria*, Capt. S. Murray, left Greenock on February 2nd, 1893, for Mediterranean ports with four passengers and 37 crew. The weather was very bad and the ship experienced heavy seas down the Irish Sea and across to the Bay of Biscay. By the morning of the 8th the *Trinacria* had reached Cape Vilano on the coast of Spain, with a lessening wind and poor visibility. At about 6 a.m. the vessel struck on the rocks off Cape Vilano with great force, and so heavy were the seas that she began to break up. The disaster was so sudden and so overwhelming that very few on board had any opportunity to save themselves. The passengers, three of whom were women missionaries bound for Gibraltar to work among the garrison there, and one young girl, were put into a boat which capsized shortly after leaving the ship. Shortly after striking the *Trinacria* was swept by a huge wave which burst her asunder, the funnel and the ventilators falling inside the ship.

Capt. Murray, 29 of the crew and the four passengers were drowned. Mr. John Rust, chief engineer, two seamen and four stokers managed to swim to the shore; these were the only survivors.

TRINCULO

British Navy, gunboat; 273 tons; 60 n.h.p.; steam engines; one 68 pdr. gun, one 32 pdr.

The gunboat *Trinculo*, Lt. The Hon. F. G. Crofton, was wrecked off Gibraltar on September 5th, 1870. Two of the crew were drowned.

TRINGA

British & Continental Steamship Co.; 1925; Van der Giessen & Zonen; 1,930 tons; 290-5x43-1x19-1; 335 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Tringa*, Capt. Hugh Conway, on a voyage from Antwerp to Glasgow, struck a mine and sank on May 11th, 1940, one and a half miles from the West Hinder buoy at the mouth of the Scheldt. Capt. Conway, 15 of the crew and the pilot were lost.

TRINIDAD

A. W. Duckett & Co.; 1884; Sir J. Laing & Sons; 2,592 tons; 310x37'1x19-8; 583 n.h.p.; 12 knots; compound engines. The steamship *Trinidad*, on a voyage from Havre to Liverpool, was torpedoed and sunk by a German submarine 12 miles E of Codling Light vessel on March 22nd, 1918. The captain and 38 others were killed.

TRINIDAD

British Navy, cruiser; 1939; Devonport Dockyard; 8,000 tons; 549x62x16-5; 72,500 s.h.p.; 33 knots; turbine engines; 3-drum boilers; twelve 6 in. guns, eight 4 in., 16 smaller, 3 aircraft.

The cruiser *Trinidad*, Capt. L. S. Saunders, D.S.O., escorting a convoy to North Russia, was torpedoed by a German aircraft in the Barents Sea on March 29th, 1942. She effected temporary repairs and put about for home but was attacked by over 20 German Ju 88's which scored several hits and set her on fire. It proved impossible to get the fire under control and she became unmanageable. Her crew were taken off by British destroyers which then sunk her with torpedoes on May 15th, 1942.

One officer and 59 ratings were killed, as well as 20 merchant seamen. Two officers were wounded.

TRIONA

The British Phosphate Commissioners; 1931; Harland & Wolff; 4,413 tons; 389-5x54-1x24-5; 534 n.h.p.; triple-expansion engines.

The British steamship *Triona*, on a voyage from Melbourne to Ocean Island, was sunk by a German raider on December 8th, 1940, 220 miles S. of Nauru.

TRIPOLI

Soc. Italiana di Servizi Marittimi; 1912; Cantieri Navail Riuniti; 1,743 tons; 277-2x36-4x18-2; 191 n.h.p.; triple-expansion engines.

The Italian steamship *Tripoli* was torpedoed and sunk by a submarine in the Mediterranean on March 17th, 1918*

TRIPOLI

Italian Navy; 1921; N. Odero & Co.; 1,166 tons; 207-2x 32x19-5; 78 n.h.p.; triple-expansion engines. The steamship *Tripoli* was torpedoed and sunk by a submarine on July 6th, 1943, S. of Capraia.

TRIPOLINO

D. Tripicovich & Ci.; 1912; Ramage & Ferguson; 1,071 tons; 249-9x34-1 X16; 175 n.h.p.; triple-expansion engines. The Italian steamship *Tripolino* was torpedoed and sunk by British aircraft on November 1st, 1942, in the Gulf of Bomba.

TRITO

N.V. Maats. Zeevaart; 1921; N.V. Soele's Scheepswerven & Machinefabriek; 7,057 tons; 231-1x36-2x13-3; 138 n.h.p.; triple-expansion engines.

The British steamship *Trito* was bombed and sunk by German aircraft on the night of September 20th, 1940, on a voyage from Port Talbot to Shoreham. There were only two survivors of her crew of 23.

TRITON

Koninklijke Nederlandsche Stoomb. Maats.; 1913; Dunlop, Bremner & Co.; 1,883 tons; 295x43-2x15-4; 217 n.h.p.; triple-expansion engines.

The Dutch steamship *Triton*, on a voyage from Hamburg to West African ports, was wrecked on April 20th, 1923, off Addah.

TRITON

Koninklijke Nederlandsche Stoomb. Maats.; 1928; A.G. Neptun; 2,078 tons; 285-7x44-7x17-7; 155 n.h.p.; triple-expansion engines.

The Dutch steamship *Triton* was torpedoed, shelled and sunk by the German submarine *U-558* on June 1st, 1942, on a voyage from Demerara to Chesapeake Bay for orders. Six of the crew were lost.

TRITON

W. Wilhelmsen; 1930; Kockums Mek. Verkstad; 6,607 tons; 461-9x60-6x28-9; 1J69 n.h.p.; oilengines. The Norwegian steamship *Triton* was torpedoed and sunk by a German submarine on August 17th, 1942, off the Azores, on a voyage from Sydney, N.S.W., to Avonmouth.

TRITONICA

Dingwall Shipping Co.; 1956; Sir J. Laing & Sons; 12,863 tons; 527-9x70-9x31-9; oilengines.

The steamship *Tritonica*, Capt. J. G. Swanson, with a cargo of ore and a crew of 49, was sunk by collision with the steamship *Roonagh Head*, 6,100 tons, on July 20th, 1963. The collision took place on the St. Lawrence about 20 miles from Quebec in dense fog, the *Tritonica* sinking very quickly.

The steamship *Irish Willow* picked up ten survivors and the *Roonagh Head* another six. Small numbers of men were also picked up by other vessels. Upwards of 22 members of the crew were drowned.

TRIMPH

*British Navy, 1st class battleship; 1903; Vickers; 11,985 tons; 470x71x24*7; 14,000 i.h.p.; 20-1 knots; triple-expansion engines; Yarrow boilers; four 10 in. guns, fourteen 7-5 in., fourteen 14pdr., 4 m.g., 2 T.T.*

The battleship *Triumph* was present at the fall of the German Far Eastern base of Tsingtau on November 7th, 1914, after which she proceeded to the Mediterranean, joining the fleet under Admiral Garden off the Dardanelles in February, 1915. During that month she took part in the preliminary shelling of the forts by the British and French squadrons and was also present at the landing on Gallipoli on April 25th.

On May 25th, shortly after taking up her firing position off Gaba Tepe, the battleship was attacked by a German submarine. At the time she had her torpedo nets spread and all watertight doors closed, being guarded by the destroyer *Chelmer*, which was steaming around her at a mean speed of 15 knots. At 12.25 p.m. the destroyer saw the wash of a periscope some 500 yards on the *Triumph's* starboard beam, and at once steamed toward it, the battleship opening fire at the same time. The torpedo had been discharged, however, and struck the ship fairly, throwing up a column of water mixed with coal from the bunkers. Within ten minutes the *Triumph* had capsized and sunk, going down by the bows with her stern high in the air. Of her ship's company over 500 were rescued by the *Chelmer* and other vessels, but three officers and 70 men lost their lives.

TROCAS

Anglo-Saxon Petroleum Co.; 1893; *J. Laing*; 4,129 tons; 347'5x45-7x27-3; 341 n.h.p.; 9-5 knots; triple-expansion engines.

The tanker *Trocas* was torpedoed and sunk by a German submarine ten miles N.E. of Skyros Lighthouse, Greece, on January 19th, 1918. Twenty-four men were killed, the captain was among the survivors.

TROILUS

China Mutual Steam Nav. Co.; 1921; *Scaffs S.B. & E. Co.*; 7,423 tons; 459-1x56-2x32-5; turbine engines. The British steamship *Troilus*, on a voyage from Colombo to Aden and Liverpool, was torpedoed and sunk by a submarine on August 31st, 1944, about 250 miles E. of Socotra Island. Four of her crew and two passengers were lost.

TROLLA

Karl Torkildsen; 1923; *Laxevaags Maskin & Jernskib.*; 1,598 tons; 245'9x37-9x15-7; 138 n.h.p.; triple-expansion engines. The Norwegian steamship *Trolla* was torpedoed and sunk by a German submarine on August 24th, 1942, about 800 miles E.N.E. of Cape Race on a voyage from Garston to Sydney, N.S. Six of the crew were lost.

TROMOSUND

A/S Arendals D/S; 1928; *Nylands Verksted*; 732 tons; 172-9 x 28-9 X 18-9; 67 n.h.p.; compound engines. On the night of February 28th, 1943, while anchored in a Norwegian fjord, the Norwegian steamship *Tromosund*, Capt. Ramund Jakobson, was boarded by 12 British agents who overpowered the German armed guards. The ship then sailed in an attempt to escape to England. On the following day, however, she was bombed and sunk by German aircraft, with the loss of 28 lives.

TROMP

C. K. Christoffersen; 1898; *Craig, Taylor & Co.*; 2,751 tons; 320 x 46-2 x 21-1; 259 n.h.p.; triple-expansion engines. The Norwegian steamship *Tromp* was sunk by a German submarine off the north-west coast of Spain on May 4th, 1917.

TRONDHIEMSFJORD

A/S den Norske Amerika Linje; 1922; *Napier & Miller*; 6,753 tons; 421-7x55-8x26-5; turbine engines. The Norwegian steamship *Trondhjemsfjord*, under German control, was bombed and sunk by a British aircraft on April 27th, 1943, off Ryvingen. The crew were saved but some of the German armed guard were lost.

TRONOH

Straits S.S. Co.; 1926; *Straits S.S. Co.*; 208 tons; 125-7X 23x8-2; 40 r.h.p.; triple-expansion engines. The British steamship *Tronoh* foundered during a storm off Singapore in the early hours of October 22nd, 1933, with the loss of nine lives. She was carrying a cargo of rubber and copra from Muar to Singapore.

TROPIC SEA

Rederiet Vindeggen A/S; 1920; *A/S Nakskov Skibsvterf*; 5J81 tons; 390-8x53-3x34-3; 717n.h.p.; oilengines. The motorship *Tropic Sea*, Sydney, N.S.W., to Philadelphia with wheat, was captured by the German raider *Orion* on June 18th, 1940, in lat. 28° 48' S., long 160° 38' W.

A prize crew was put on board and the survivors from the *Haxby* (which see) transferred to her.

On September 3rd, she was intercepted by the British submarine *Truant* about 500 miles W. of Bordeaux, whereupon she was scuttled by the prize crew.

The captain of *Tropic Sea*, his wife, together with the captain of *Haxby* and 23 of her crew were taken on board the submarine. Ten others were taken off by flying boat and the remaining 21 in the boats were picked up by a fishing vessel and landed at Corunna.

TROSTBURG

The Admiralty; 1914; *Howaldtswerke*; 6,342 tons; 469-6x 62-1x25-3; 732 n.h.p.; quadruple-expansion engines. The steamship *Trostburg* was formerly German, captured early in the First World War. On March 26th, 1915, she was wrecked in heavy weather six miles S. of Cape Spartel, on a voyage from Cardiff to Gibraltar with coal.

TROUTPOOL

Sir R. Ropner & Co.; 1903; *Ropner & Son*; 3,281 tons; 325X 48x22-9; 302 n.h.p.; triple-expansion engines. The British cargo ship *Troutpool* was wrecked on September 30th, 1923, S. of St. Pierre, Miquelon, while on a voyage in ballast from Las Palmas to St. John's, N.F.L.

TROUTPOOL

The Pool Shipping Co.; 1927; *W. Gray & Co.*; 4,886 tons; 390 x55x26-4; 439 n.h.p.; 11 knots; triple-expansion engines. The steamship *Troutpool*, on a voyage from Rosario to Glasgow with grain, left Belfast Lough on July 20th, 1940. She had just cleared the anchorage when she struck a mine and sank off Bangor Pier Light, with the loss of 11 lives.

TROYBURG

Flensburger Dampfercomp. H. Schuldt & Co.; 1923; *J. Frerichs & Co.*; 2,288 tons; 290-2x42-8x19-6; 180 n.h.p.; triple-expansion engines. The German steamship *Troyburg* was wrecked on August 25th, 1941, off Farsund, Norway.

TRUWOR

G. W. Schroder; 1889; *E. Withy & Co.*; 2,462 tons; 290x 40-1x19-3; 220 n.h.p.; triple-expansion engines. The Russian steamship *Truwor* was torpedoed and sunk by a German submarine in the Arctic on May 3rd, 1917.

TRUXTON

United States Navy, destroyer; 1920; *W. Cramp & Sons*; 1,193 tons; 314-3x30-7x13-5; 26,000 s.h.p.; 35 knots; turbine engines; four 4 in. guns, 12 T T.

The U.S. destroyer *Truxton* ran aground off St. Lawrence, Newfoundland, on February 23rd, 1942, in a violent gale. The crew of the ship made several attempts to swim through icy seas to shore with lines. In some cases the attempts succeeded but the lines were soaked with oil from the wrecked destroyer and could not be handled. A breeches buoy was rigged at sea level but when survivors landed on the rocks they were swept away by the seas before they could scale the cliffs.

Nearly 100 officers and ratings were lost.

TRYM

H. Roed & Co.; 1906; *Osbourne, Graham & Co.*; 1,801 tons; 279 x 40-1 x 18-1; 182 n.h.p.; triple-expansion engines. The Norwegian steamship *Trym* was sunk by a German submarine off Ushant on November 22nd, 1916.

TSIEH FA

Chi Yuang S.S. Co.; 1894; *R. Thompson & Sons*; 2,914 tons; 309-1x42-5x19; 249 n.h.p.; triple-expansion engines. The Chinese steamship *Tsieh Fa*, on a voyage from Shanghai to

TSINGTAO MARU

Lungkow, ran on to an uncharted rock about 22 miles N.E. of Lungkow Lighthouse on April 13th, 1932. Fire broke out in one of the holds containing 10,000 small drums of petrol and the ship was completely destroyed.

TSINGTAO MARU

Dairen Kisen K.K.; 1930; *Mitsubishi Zosen Kaisha*; 4,017 tons; 360x46x28-5; turbine engines. The steamship *Tsingtao Maru* was sunk by U.S. carrier-based aircraft on October 18th, 1944, about 40 miles N. of Luzon Island, Philippines.

TSIOLKOVSKY

U.S.S.R.; 1935; *N.V. Nederlandsche Scheepsbouw Maats.*; 2,847 tons; 285-1x49x20-5; 472n.h.p.; oilengines. The motorship *Tsiolkovsky* was torpedoed and sunk by German surface craft on May 1st, 1942, off the North Cape on a voyage from Murmansk to England. Twenty-seven lives were lost.

TSIROPINAS

C. A. Tsiropinas & Sons; 1905; *Richardson, Duck & Co.*; 3,015 tons; 325 x47x22-4; 280 n.h.p.; triple-expansion engines. The Greek steamship *Tsiropinas* was sunk by a German submarine off the north-west coast of Spain on January 1st, 1917.

TSUGA

Japanese Navy, destroyer; 1920; *Ishikawajima*; 770 tons; 275x26x8; 17,500 s.h.p.; 31-5 knots; turbine engines; *Kanpon boilers*; three 4-7 in. guns, 2 m.g., 4 T.T. The Japanese destroyer *Tsuga* was bombed and sunk by U.S. naval aircraft off the Pescadores on January 15th, 1945. Her normal complement was 110.

TSUGARU MARU

Japanese Government; 1924; *Mitsubishi Zosen K.K.*; 3,484 tons; 350 X 52x22; turbine engines. The ferry *Tsugaru (Tugarii) Maru* was sunk by U.S. carrier-based aircraft on July 14th, 1945, off the Tsugaru Strait.

TSUKIKAWA MARU

Kawasaki Kisen K.K.; 4,673 tons. The steamship *Tsukikawa Maru* was torpedoed and sunk by the U.S. submarine *Bowfin* on March 10th, 1944, off the southern tip of Halmahera Island, Celebes.

TSUKUBA

Japanese Navy, 1st class battleship; 1905; *Kure Dockyard*; 13,750 tons; 475x75x26; 20,000 i.h.p.; 20-5 knots; triple-expansion engines; *Miyabara boilers*; four 12 in. guns, twelve 6 in., twelve 4-7 in., two 14pdr., three 3 pdr., 6 m.g., 3 T.T. The Japanese battleship *Tsukuba* was lying at anchor in Yokosuka Harbour on January 14th, 1917, when her fore magazine exploded, killing about 200 of those on board and setting the ship on fire. Efforts to extinguish the flames proved unavailing and the *Tsukuba* sank in twenty minutes. The loss of life was much less than would have been the case had all the crew been on board, as nearly one half were on leave ashore. The *Tsukuba* carried a complement of 817 officers and men.

TSUKUBA MARU

Toa Kaiun K.K.; 1923; *Yokohama Dock Co.*; 3,172 tons; 315 x46x27; 284 n.h.p.; triple-expansion engines. The steamship *Tsukuba (Tukuba) Maru* was torpedoed by the U.S. submarine *Picuda* and bombed and sunk by land-based aircraft on May 22nd, 1944, about 200 miles S.E. of Hong Kong.

TSUKUBASAN MARU

Mitsui Sempaku K.K.; 1,937 tons. The steamship *Tsukubasan Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Corregidor.

TSUKUSHI MARU

Mitsui Sempaku K.K.; 8,135 tons. The transport *Tsukushi Maru* was torpedoed and sunk by the U.S. submarine *Tang* on August 23rd, 1944, about 100 miles S. of Shimizu, Japan.

TSUKUSHI MARU No. 2

Kaijima Tanko K.K.; 1926; *Uraga Dock Co.*; 2,417 tons; 300-4x43-5x22-2; 264 n.h.p.; triple-expansion engines. The steamship *Tsukushi (Tukusi) Maru No. 2* was torpedoed and sunk by the U.S. submarine *Sealion II* on July 11th, 1944, about 150 miles W. of Inchon, Korea.

TSUKUSHI MARU No. 3

Kaijima Tanko K.K.; 1927; *Kobe Steel Works*; 1,012 tons; 225-3x33-5x16-7; 88 n.h.p.; triple-expansion engines. The steamship *Tsukushi (Tukusi) Maru No. 3* was torpedoed and sunk by the U.S. submarine *Trigger* on March 18th, 1945, W. of the Ryukyu Islands.

TSUNESHIMA MARU

Iino Kaiun K.K.; 2,926 tons. The steamship *Tsuneshima Maru* was torpedoed and sunk by the U.S. submarine *Gato* on December 20th, 1943, 350 miles N.E. of Manus Island.

TSURUGA MARU

Nippon Yusen K.K.; 1916; *Mitsubishi Dockyard & E. Works*; 6,988 tons; 445x58x34; 620 n.h.p.; triple-expansion engines. The steamship *Tsuruga (Turugd) Maru* was sunk by gunfire from U.S. warships on January 24th, 1942, S. of Gorontalo, Celebes.

TSURUGISAN MARU

Awanokuni Kyodo Kisen K.K.; 1905; *Irvine's S.B. & D.D. Co.*; 3,108 tons; 325x47-1x13-8; 275 n.h.p.; triple-expansion engines. The steamship *Tsurugisan (Turugisari) Maru* was bombed and sunk by U.S. land-based aircraft on December 27th, 1942, E. of New Ireland.

TSURUMI

Japanese Government; 6,500 tons (approx.). The tanker *Tsurumi* was torpedoed and sunk by the U.S. submarine *Cero* on August 5th, 1944, off the south coast of Mindanao Island, Philippines.

TSURUSHIMA MARU

Uwajima Unyu K.K.; 1919; *Uraga Dock Co.*; 4,645 tons; 600 x 51 - 2 x 26 -1; 377 n.h.p.; triple-expansion engines. The steamship *Tsurushima (Turusima) Maru* was torpedoed and sunk by the U.S. submarine *Jack* on June 30th, 1944, about 50 miles W. of Batangan, Philippines.

TSUSHIMA MARU

Nippon Yusen K.K.; 1914; *Russell & Co.*; 6,754 tons; 444-4 x 58-2x31-3; 619 n.h.p.; triple-expansion engines. The steamship *Tsushima (Tusimd) Maru* was torpedoed and sunk by the U.S. submarine *Bowfin* on August 22nd, 1944, about 100 miles S.W. of Shichi-to Islands, Japan.

TSUYAMA MARU

Nippon Yusen K.K.; 1916; *Mitsubishi Dockyard & E. Works*; 6,962 tons; 445x58x34; 620 n.h.p.; triple-expansion engines. The steamship *Tsuyama (Tuyamd) Maru* was torpedoed and sunk by the U.S. submarine *Pomfret* on October 2nd, 1944, 85 miles W. of Basco, Batan Islands.

TUAPSE

U.S.S.R.; 1931; *Swan, Hunter & Wigham Richardson*; 6,320 tons; 420-5x57-3x32-3; 687n.h.p.; oilengines. The motorship *Tuapse* was torpedoed and sunk by a German submarine on July 4th, 1942, N.W. of Havana on a voyage from Durban to New Orleans, in ballast. Eight of the crew were lost.

TUBANTIA

Koninklijke Hollandsche Lloyd; 1913; *A. Stephen & Sons*; 13,911 tons; 540-4x65-8x35-3; 1,725 n.h.p.; 17-5 knots; quadruple-expansion engines. The Dutch liner *Tubantia* bound from Amsterdam to Buenos Aires with a company of 376 persons, of whom 82 were passengers. On March 16th, 1916, when four miles E.N.E. of the North Hinder

Lightship the liner was about to anchor owing to fog coming up when she was torpedoed by a German submarine.

The torpedo blew a large hole amidships and wrecked the engine room. Fortunately the ship did not sink at once and Dutch torpedo boats came on the scene and took of all on board, several of whom had been badly injured.

TUBINGEN

German Government; 1922; Forges et Chan tiers de la Mediterranee; 3,509 tons; 346'4x44-6x21-8; 486 n.h.p.; triple-expansion engines.

The steamship *Tubingen* was formerly the French *Gouverneur General Tirman*, taken over by the Germans for use as a hospital ship. On November 18th, 1944, she was bombed and sunk by Allied aircraft off Pola.

TUBINGEN

Hamburg-Bremer-Afrika Linie; 1929; Furness S.B. Co.; 5,453 tons; 401-5x52-2x31; 538 n.h.p.; triple-expansion engines.

The German steamship *Tubingen* was bombed and sunk by British aircraft on April 23rd, 1945, in the Kattegat.

TUCAPEL

Compania Sud Americana de Vapores; 1900; J. Reid & Co.; 2,967 tons; 380-5x44-2x19-9; 596 nh.p.; 12 knots; triple-expansion engines.

The Chilean steamship *Tucapel*, Capt. Collins, was wrecked on September 4th, 1911, at Camana Beach, N. of Quiloa, near Mollendo, Capt. Collins and about 30 others were lost but the majority of passengers and crew were saved.

TUCKWO

Indo-China Steam Nav. Co.; 1904; London & Glasgow Eng. & Iron S.B. Co.; 3,770 tons; 330x46-1x14-2; 228 n.h.p.; triple-expansion engines.

The British steamship *Tuck-Wo* was bombed and set on fire by Japanese aircraft on December 5th, 1937, at Wuhu, during the Sino-Japanese hostilities. The ship was completely gutted.

TUCKER

United States Navy, destroyer; 1937; Norfolk Navy Yard; 1,500 tons; 341-3x34-7x9-7; 42,800 s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, several smaller, 12 T.T.

The United States destroyer *Tucker* struck a mine and sank off Espiritu Santo Island, New Hebrides, on August 4th, 1942. The vessel's normal complement was 200.

TUCUMAN

Hamburg-Sudamerikanische Dampfs. Ges.; 1918; Russell & Co.; 4,621 tons; 384-1 x 51-8 x 26-3; 488 n.h.p.; triple-expansion engines.

The German steamship *Tucuman* was bombed and sunk by British aircraft on April 19th, 1945, in the Kattegat.

TUDDAL

W. Wilhelmsen; 1895; Ropner & Son; 3,510 tons; 330x45x 18-6; 289 n.h.p.; triple-expansion engines.

The Norwegian steamship *Tuddal* was sunk by a German submarine off Ushant on August 14th, 1917.

TUGGERAH

Wallarah Coal Co.; 1912; Clyde S.B. & E. Co.; 749 tons; 186'3x28-9x12-6; 93 r.h.p.; triple-expansion engines.

The Australian steamship *Tuggerah*, on a voyage from Bulli to Sydney, foundered off Port Hacking, Australia, in a southerly gale on May 17th, 1919. The captain and five others were lost, 11 men were saved.

TULAGI

Burns, Philp & Co.; 1939; Hong Kong & Whampoa Dock Co.; 2,281 tons; 241-8x44-2x24-8; 396 n.h.p.; oil engines.

The Australian motorship *Tulagi*, on a voyage from Sydney, N.S.W., to Colombo with flour, was torpedoed and sunk by a

Japanese submarine on March 27th, 1944, about 400 miles E. of Diego Garcia Island. Nothing was heard of the crew until seven men on a raft landed on a small island in the Seychelles on May 25th, having drifted some 1,500 miles in 59 days.

TULIP

British Navy, sloop; 1916; Richardson, Duck & Co.; 1,250 tons; 267-7x33-5x11'7; 2,400 i.h.p.; 17 knots; triple-expansion engines; two 4-7 in. guns, two 3 pdr.

The sloop *Tulip* was disguised as a Q-ship and was operating in the Atlantic when she was torpedoed and sunk by the German submarine *U-62*. The attack took place on April 30th, 1917, and 80 of those on board took to the boats, being picked up by the British destroyer *Mary Rose* and landed at Queenstown. The commander was taken to Germany by the submarine as a prisoner of war.

TUMMEL

E. P. Hutchinson; 1912; Goole S.B. & R. Co.; 531 tons; 165-2x 26-1 x 10-5; 78 r.h.p.; triple-expansion engines. The British ship *Tummel* struck a mine and sank seven miles S. of Kentish Knock on February 24th, 1916. Nine men were killed.

TUNEHICO MARU

Ishizaki Hikogoro; 1900; Maryland Steel Co.; 3,973 tons;

331-5x47x25; 203 n.h.p.; triple-expansion engines. The Japanese steamship *Tinehiko Mam*, on a voyage from Moji to Kawasaki with iron ore, was sunk by collision with the steamship *Kankyo Mam*, 3,204 tons, on May 21st, 1939, off Shimonoseki.

TUNG FOO

TungAnS.S.Co.; 1911; G. Seebeck A.G.; 1,783 tons; 250-1 x 38-

1x17-9; 179 n.h.p.; triple-expansion engines. The Chinese steamship *Tung Foo*, on a voyage from Hokkaido to China, foundered during a typhoon on November 2nd, 1934, near Mokpo, Korea. All on board were lost.

TUNG NAN

Tung Nan S.S. Co.; 1906; Caledon S.B. & E. Co.; 1,613 tons;

246'4x36-6x21-7; triple-expansion engines. The Chinese steamship *Tung Nan* was bombed and sunk by Chinese Nationalist aircraft on July 14th, 1949, at Wenchow.

TUNG SHAN

HoongOnCo.; 1919; C. Hill & Sons; 2,787 tons; 303x43x

20-8; 270 n.h.p.; triple-expansion engines.

The Chinese steamship *Tung Shan* was bombed and sunk by Chinese Nationalist aircraft on August 15th, 1949, in the Yangtze River about 60 miles from Shanghai.

TUNG SHUN

Ta Tung Hsing S.S. Co.; 1896; Sir R. Dixon & Co.; 2,346 tons;

290 x 40 - 3 x 24; 203 n.h.p.; triple-expansion engines. The Chinese

steamship *Tung Shun*, on a voyage from Foochow to Haiphong, was wrecked on February 8th, 1936, three miles S. of Mofu Point, on the north-east coast of Hainan Island.

TUNGUE

Portuguese Government; 1902; F. Schichau; 8,021 tons;

449-2x55-4x35-8; 690 n.h.p.; triple-expansion engines. The

German steamship *Zieten* was requisitioned by the Portuguese Government and renamed *Tungue*. Subsequently she was torpedoed and sunk by a submarine in the Mediterranean on November 27th, 1917.

TUNISIA

La Tunisienne Steam Nav. Co.; 1927; J. Readhead & Sons;

4,337 tons; 370-2x52-3x25-9; 341 n.h.p.; 10-5 knots;

triple-expansion engines.

The steamship *Tunisia*, Capt. W. A. Shute, O.B.E., was bombed and sunk by German aircraft about 350 miles due W. of Achill Head, Co. Mayo, on August 4th, 1941. The crew took to the boats but 38 of them were lost. Capt. Shute was among the five survivors.

TUNISIE

TUNISIE

Cie. des Bateaux a Vapeur du Nord; 1907; Ateliers & Chantiers de France; 3246 tons; 319-8x42-4x17-5; 261 n.h.p.; triple-expansion engines.

The French steamship *Tunisie* was lost off the west coast of Ireland on or about June 19th, 1917. It is probable that she was sunk by a German submarine.

TUNSBURG CASTLE

*Norwegian Navy, corvette; 1943; British Isles; 1,010 tons; 252x36-6x15-7; 2,880 i.h.p.; 16-5 knots; triple-expansion engines; 3-drum boilers; one 4 in. gun, six 20 mm. The corvette *Tunbsberg Castle* was formerly the *Shrewsbury Castle*, lent to the Norwegian navy by the Admiralty. On December 12th, 1944 when off the coast of north Russia she struck a mine and sank. She carried a complement of about 120.*

TURAKINA

*New Zealand Shipping Co.; 1923; W. Hamilton & Co.; 9,691 tons; 460-5x62-7x35-2; 1,194 n.h.p.; turbine engines. The steamship *Turakina*, Capt. J. B. Laird, was bound from Sydney to Wellington where she was to complete her cargo with a shipment of frozen meat for England. On the evening of August 20th, 1940, when in the Tasman Sea about 260 miles N. by W. of Cape Egmont and 400 miles from Wellington, she was intercepted by the German raider *Orion*; six 5-9 in. guns, one 3 in., 6 AA. and 6 T.T. Against this formidable armament the New Zealand vessel could only oppose one 4 • 7 in. gun mounted, aft.*

Nevertheless she put up a most spirited fight against her antagonist, who opened fire at two and a half miles. In about 20 minutes about half the *Turakina's* crew of 56 were killed or wounded, and the ship herself heavily on fire and badly battered.

Early in the action the merchant ship's range-finder was smashed but her gun continued to fire until the last, and scored some hits.

The *Orion* approached to within one mile and discharged two torpedoes, both of which hit; the second causing such vital damage that the *Turakina* sank within two minutes. Twenty-one survivors, one of whom died later, were picked up by the enemy.

Capt. Laird and 33 officers and men went down with the ship, having fought a very gallant action and maintained the highest traditions of the Merchant Navy.

The New Zealand cruiser *Achilles* from Wellington, and a flying boat from Auckland made an exhaustive search of the area, but failed to find any wreckage or make contact with the raider.

TURBINE

Italian Navy, destroyer; 1901; Pattison; 330 tons; 6,000 i.h.p.; 30 knots; turbine engines; Thornycroft boilers; five 6 pdr. guns, 4 T.T.

The Italian destroyer *Turbine*, Cdr. Bianchi, cruising in the Adriatic in company with other units on May 24th, 1915, when an Austrian destroyer was sighted. The *Turbine* at once went in chase and after half an hour ran into an enemy raiding force consisting of the Austrian light cruiser *Helgoland* and several destroyers. As she was now some distance away from her consorts she turned to rejoin them, but came under a heavy fire which exploded her boilers and set her on fire. After an hour's fighting in which the whole of her ammunition was expended Cdr. Bianchi ordered the ship to be scuttled. Nine of the crew of 53, including the commander, were picked up by the Austrians. The near approach of the Italian forces prevented any further saving of life and the Austrians recalled their boats and steamed away.

TURBINE

Italian Navy, destroyer; 1927; Odero; 1,092 tons; 307-5x 30-5x10-7; 40,000 s.h.p.; 36 knots; turbine engines; Express boilers; four 4-7 in. guns, four 37 mm.A.A., two 13 mm.A.A., 6 T.T.

The Italian destroyer *Turbine* fell into the hands of the Germans at the capitulation of Italy in September 1943, and was recommissioned by them as the *TA-14*. On September 15th, 1944, when lying off Salamina she was bombed and set on fire by aircraft of the R.A.F. and became a total loss. She carried a complement of over 150.

TURBO

*Lane & Macandrew; 1892; J. Laing; 4,134 tons; 347-5X 45-7x27-3; 341 n.h.p.; triple-expansion engines. The British tanker *Turbo* was wrecked at Nieuwe Diep on January 7th, 1908, while carrying petroleum from Batum to Hamburg.*

TURBULENT

British Navy, destroyer; 1916; Hawthorn, Leslie & Co.; 1,080 tons; 309x28-5x9-5; 25,000 s.h.p.; 32knots; turbine engines; Yarrow boilers; five 4 in. guns, 4 T.T.

The destroyer *Turbulent*, Lt. Cdr. D. Stuart, was under construction for the Turkish navy at the outbreak of the First World War. She was taken over by the Admiralty as soon as completed and saw service with the Grand Fleet. She took part in the battle of Jutland as a unit of the 10th Flotilla. On the night of May 31st, 1916, she was with a destroyer force made up of units from several flotillas which had lost touch or had been separated in the course of the day's fighting. At 12.30 on the morning of June 1st *Turbulent* was the last in line of 12 ships following the light cruiser *Champion*, Capt. J. U. Farie, when they encountered four German battleships in line ahead. The British force was drawing clear across the bows of the Germans when the leading battleship rammed *Turbulent* and cut her in two.

Five officers and 85 ratings of the destroyer's complement were drowned and 13 ratings were picked up by the Germans and became prisoners of war.

TURID

*Bachke & Co.; 1904; Trondhjems Mek. Vcerksted; 1,148 tons; 230-6x35-2x15-8; 132 n.h.p.; triple-expansion engines. The Norwegian steamship *Turid* struck a mine and sank in the North Sea on May 28th, 1917.*

TURKHEIM

*German Government; 1901; Osbourne, Graham & Co.; 1,912 tons; 275 x 40 - 2 x 17 • 8; 180 n.h.p.; triple-expansion engines. The steamship *Turkheim* was formerly the Swedish *Fagervik*, taken over by the Germans. On January 14th, 1942, she was torpedoed and sunk by a Russian submarine off North Norway.*

TURKISH PRINCE

Prince S.S. Co.; 1879; C. Mitchell & Co.; 1,931 tons; 286x 35-1x24-2; 197 n.h.p.; compound engines.

The British steamship *Turkish Prince* was wrecked on Contoy Island, Yucatan Channel, on September 15th, 1897, while on a voyage from Genoa to New Orleans carrying a general cargo.

TURKSIB

U.S.S.R.; 1922; A. Vuijk & Zonen; 3,160 tons; 325-9x 48-4x23; 356 n.h.p.; turbine engines.

The Russian steamship *Turksib*, on a voyage from Portland, Oregon, to Vladivostock, was wrecked on November 21st, 1942, at Scotch Cap, Unimak Island.

TURNER

United States Navy, destroyer; 1943; United States; 1,700 tons; 348-5 x 3 6 x —; 50,000 s.h.p.; 36-5 knots; turbine engines;

*four 5 in. guns, four 40 mm., four 20 mm., 5 T.T. The United States destroyer *Turner* carrying a complement of over 200 blew up and sank off Sandy Hook on January 3rd, 1944. One hundred and sixty-three survivors, many of whom were injured, were picked up. The commander was among the missing.*

TURRET

Peter sen, Tate & Co.; 1892; W. Doxford & Sons; 1,970 tons; 280-2x38x20-3; 203 n.h.p.; triple-expansion engines. The

*British steamship *Turret* was wrecked eight miles from Cape Villano Lighthouse, off the north-west coast of Spain, on January 27th, 1900. She was on a voyage from the Tyne to Leghorn carrying a cargo of coal.*

TURRET BAY

Canadian Ocean & Inland Nav. Co.; 1894; W. Doxford & Sons; 2,211 tons; 297x40x21-7; 233 n.h.p.; triple-expansion engines.

The British steamship *Turret Bay* ran on to a submerged rock off

St. Paul's Island, in the River St. Lawrence, backed off and sank in deep water on May 21st, 1904. She was on a voyage from the Tyne to Montreal carrying a cargo of coal. The captain and 11 others were drowned.

TUSCAN PRINCE

Prince Line; 1913; W. Doxford & Sons; 5,275 tons; 420 X 54-1x26-3; 577 n.h.p.; triple-expansion engines.

The British cargo ship *Tuscan Prince* was wrecked on Village Island, Barclay Sound, on February 15th, 1923, while on a voyage from the Tyne, via Antwerp, to Vancouver carrying a general cargo.

TUSCAN STAR

F. Leyland & Co.; 1930; Palmers' Co.; 11,449 tons; 47lx68-3x35-1; 1,994 n.h.p.; 15knots; oilengines. The liner *Tuscan Star*, Capt. E. N. Rhodes, was torpedoed and sunk by a German submarine on September 6th, 1942, about 300 miles S.W. of Cape Palmas. Forty-one of the crew, eight gunners and three passengers were lost. Capt. Rhodes was among the survivors.

TUSCANIA

Anchor Line; 1914; A. Stephen & Sons; 14,348 tons; 549 -3 X 66-5x41-7; 17-5 knots; turbine engines.

The Anchor liner *Tuscania*, Capt. P. McLean, O.B.E., was taken over as a government transport in the First World War. At the time of her loss she was carrying 2,235 persons, of whom 113 officers and 1917 other ranks belonged to the United States Army, the remainder consisting of six passengers and two naval ratings, besides crew. On the night of February 5th, 1918, when seven miles north of Rathlin Island the *Tuscania* was torpedoed by a German submarine and sank with the loss of 166 lives.

TUSKAR

Farrar, Groves & Co.; 1889; Richardson, Duck & Co.; 2,390 tons; 297X 40 -1 x 19; 200 h.p.; triple-expansion engines. The British steamship *Tuskar* was wrecked near Nieuwe Diep on December 30th, 1891, while on a voyage from Savannah to Bremen carrying a cargo of cotton.

TUSKAR

Clyde Shipping Co.; 1890; W. B. Thompson & Co.; 1,159 tons; 243x33-7x15-9; 253 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Tuskar* struck a mine and sank three miles W. of Eagle Island, off Co. Mayo, on September 6th, 1917. Ten men were killed, the captain was among the survivors.

TUSNASTABB

Kristiansunds Dampskibs. Rederi Akties.; 1916; Fredrikstads Mek Vaerksted; 1,140 tons; 230x36x16-7; 106 n.h.p.; triple-expansion engines.

The Norwegian steamship *Tusnastabb* struck a mine and sank in the North Sea on March 5th, 1918.

TUTOYA

LloydBrasileiro; 1913; W. Dobson & Co.; 1,125 tons; 220-4x 35x13-6; 187 n.h.p.; triple-expansion engines.

The steamship *Tutoya* was torpedoed and sunk by a German submarine at 1 a.m. on July 1st, 1943, between Paranagua and Santos. The captain and six others were killed.

TUVA

O.Banck; 1889; Schlesinger, Davis & Co.; 2,270 tons; 282 -2 x 39-1x19-7; 195 n.h.p.; triple-expansion engines.

The Swedish steamship *Tuva* was sunk by a German submarine in the North Sea on October 6th, 1916.

TUXPAM

Petroleos Mexicanos; 1903; Palmers' Co.; 7,008 tons; 435-lx 54-6x30-3; 564 n.h.p.; triple-expansion engines. The Mexican tanker *Tuxpam* was torpedoed and sunk by a German submarine on the night of June 26th, 1942, between Tampico and Veracruz, with the loss of eight lives.

TWEED

Royal Mail Steam Packet Co.; 1841; Thompson & Spiers; 1,800 tons; 230x — x—; 450 h.p.; 9 knots; side-lever engines. The paddle steamer *Tweed*, Capt. Parsons, was one of the fine ships with which the Royal Mail Steam Packet Co. carried out its con tract with the Admiralty for the delivery of mails to the West Indies and the Gulf of Mexico in the 1840's. No fewer than six of these ships were lost in the first eight years, a most unfortunate record for any company.

The vessel left Southampton on December 17th, 1846, for the West Indies and on February 9th, 1847, left Havana for Vera Cruz, Mexico, with 62 passengers and 89 crew. The weather was bad with a northerly wind and heavy rain, and the vessel's position could not be checked owing to the cloudy sky. The captain therefore proceeded by dead reckoning and set a course which he believed would take him between the coast of Yucatan and the Alecrane Reef—a cluster of coral rocks some 14 miles long by eight wide—68 miles from shore.

On the morning of February 12th at about half-past three, when making seven knots under steam and sail, the *Tweed* struck on the Alecranes. The damage was fatal; the ship's bottom was badly holed, her main steampipe broken and her bunkers brought down upon the engines. Orders were given for the masts and funnel to be cut away and for the port boats to be got out, those on the starboard side having been smashed. The boats capsized on launching and their occupants were drowned. The force of the seas was tremendous and the ship broke up very rapidly.

Capt. Parsons and a number of others managed to reach the reef on floating wreckage and once ashore they made every effort to rescue the others. In all 79 persons were saved.

The place on which the shipwrecked people found themselves was a barren and desolate reef of rocks offering nothing but bare security from the violence of the seas. A raft was constructed to accommodate all the survivors and moored to the rocks, so that when the tide rose everyone was assured of safety. A certain amount of the ship's stores was salvaged and provided sufficient food for the time being. Later one of the boats was patched with canvas and in it Mr. Ellison, the first officer, together with the Naval Agent and seven men set out for the Campeachy coast. Fortunately they fell in with the Mexican brig *Emilio* which took everyone safely off the raft and brought them to the port of Sisal.

TWEED

W. Sloan & Co.; 1892; D. J. Dunlop & Co.; 1,025 tons; 230x 32-1x15-5 ; 224 n.h.p.; 10 knots; triple-expansion engines. The steamship *Tweed* was torpedoed and sunk by a German submarine ten miles S. by W. i W. of St. Catherine's Point on March 13th, 1918. Seven men were killed, the captain was among the survivors.

TWEED

British Navy, frigate; 1942; A. & J. Inglis; 1,445 tons; 306x 37-5 x—; 21 knots; turbine engines; 3-drum boilers; two 4 in. A.A. guns, several smaller.

The frigate *Tweed*, Lt. Cdr. R. S. Miller, D.S.C., R.D., R.N.R., was torpedoed and sunk by a German submarine in mid-Atlantic on January 7th, 1944. The vessel carried a complement of about 150.

TWI APRILE

Soc. Anon. Cooperativa di Nav. Garibaldi; 1919; Standard S.B. Corp.; 4,787 tons; 395-7x52-2x27-4; 339 n.h.p.; triple-expansion engines.

The Italian steamship *Twi Aprile* was torpedoed and sunk by a submarine on February 17th, 1943, about three miles N.E. of Cape San Vito, Sicily.

TWIGGS

United States Navy, destroyer; 1943; Charleston Navy Yard; 2,050 tons; 376-5x39-5x—; 60,000 s.h.p.; 35-5 knots; turbine engines; five 5 in. guns, four 40 mm., four 20 mm., 10 T.T. The United States destroyer *Twiggs* was attacked by Japanese aircraft off Okinawa on June 16th, 1945. The vessel, which carried a complement of over 250 was hit and sunk with heavy loss of life.

TWILIGHT

TWILIGHT

John Wood & Co.; 1889; *Grangemouth Dockyard Co.*; 1,506 tons; 250 x 35 - 2 x 16 - 8; 120 h.p.; triple-expansion engines. The British steamship *Twilight* sank after a collision with the steamship *Ada*, 876 tons, near Corton Lightship on February 1st, 1893, while on a voyage from Blyth to Genoa carrying a cargo of coal.

TWIZELL

I. Fenwick & Son; 1901; *S. P. Austin & Son*; 1,717 tons; 268 x 37 - 7 x 17; 194 n.h.p.; triple-expansion engines. The British steamship *Twizell* was wrecked on the Robbenplatte, near Cuxhaven, on November 21st, 1903. She was on a voyage from South Shields to Hamburg carrying a cargo of coal.

TYCHO

Ellermarfs Wilson Line; 1904; *Earless S.B. & E. Co.*; 3,216 tons; 335x47x22-9; 189 n.h.p.; 9 knots; triple-expansion engines. The steamship *Tycho* was torpedoed and sunk by a German submarine 16 miles W. i S. of Beachy Head on May 20th, 1917. The captain and 14 others were killed.

TYLER

Old Dominion S.S. Co.; 1913; *New York S.B. Co.*; 3,928 tons; 322-2x47-2x15-5; 218 n.h.p.; triple-expansion engines. The American steamship *Tyler* was torpedoed and sunk by a submarine in the Mediterranean on May 2nd, 1918.

TYMERIC

Bank Line; 1919; *Hawthorn, Leslie & Co.*; 5,228 tons; 400-1 x 52-3x28-5; 517 n.h.p.; 11 knots; triple-expansion engines. The steamship *Tymeric*, on a voyage from Hull to Buenos Aires, was torpedoed and sunk by a German submarine on November 23rd, 1940, about 600 miles W. of the Hebrides. Seventy-two of her complement were lost, three survivors were picked up some time later.

TYNE MARU

Kawasaki Risen K.K.; 1920; *Kawasaki Dockyard Co.*; 5,873 tons; 385 x 51 x 36; 440 n.h.p.; triple-expansion engines. The steamship *Tyne Maru*, on a voyage from Dairen to Yokohama with cereals and pig iron, collided with the steamship *Kirin Maru No. 1* on May 2nd, 1932, in dense fog off Cape Shantung, near Dairen. The *Tyne Maru* sank in five minutes with the loss of five lives. The *Kirin Maru*, although badly damaged, was able to reach port.

TYNE DALE

British Navy, destroyer; 1940; *A. Stephen & Sons*; 904 tons; 272-5x28-2x7-7; 19,000 s.h.p.; 27-5 knots; turbine engines; 3-drum boilers; four 4 in. A.A. guns, 8 smaller. The destroyer *Tynedale*, Lt. Cdr. J. J. S. Yorke, D.S.C., was torpedoed and sunk by the German submarine *U-593* off Bougie on December 12th, 1943. Seven officers and 66 ratings were killed.

TYNEFIELD

Hunting S.S. Co.; 1926; *Sir J. Laing & Sons*; 5,856 tons; 395 x 54-5x32; 640 n.h.p.; 11 knots; oil engines. The tanker *Tynefield*, Capt. L. B. Carr, struck a mine and sank in the Suez Canal on October 5th, 1941. Eight men were killed, Capt. Carr was among the survivors.

TYNWALD

Isle of Man Steam Packet Co.; 1937; *Vickers Armstrongs*; 2,376 tons; 314-6x46-1x17-1; 1,379 n.h.p.; 21 knots; turbine engines.

The steamship *Tynwald* was taken over by the Admiralty during the Second World War in which she served as an anti-aircraft escort ship. During the Allied landings in North Africa she struck a mine and sank near Bougie Bay, Algeria, on November 12th, 1942.

TYPHON

French Navy, destroyer; 1924; *Chantiers de la Gironde*; 1,319 tons; 347x33x13-7; 33,000 s.h.p.; 33 knots; turbine engines; four 5-1 in. guns, two 37 mm.A.A., 6 T.T.

The French destroyers *Tornado*, *Tramontane* and *Typhon*, all of 1,319 tons, and the *Epervier*, 2,441 tons, were lying at Oran when the Allies made their landing on November 8th-9th, 1942. The destroyers, assisted by the shore batteries, sank the British cutters *Hartland* and *Walney*, which had forced the entrance to the harbour, with heavy loss of life. The *Typhon*, moored to the mole, fired at the *Hartland* at little over 100 yards range and created dreadful havoc on that ship. Later, in company with the *Epervier*, she made a sortie against the British cruisers covering the landing and came under a hot fire from the *Jamaica*, 8,000 tons, 12 6in. guns, and *Aurora*, 5,270 tons, six 6 in. guns. The *Typhon* returned to port in a sinking condition and was scuttled across the mouth of the harbour.

For full story of the landing at Oran see under the cutter *Hartland*.

TYR

D/S AJSBjdrn; 1927; *A/B Gotaverken*; 4,265 tons; 357 x 51-3x25-4; 355 n.h.p.; oil engines.

The Norwegian motorship *Tyr* was torpedoed and sunk by a German submarine on March 9th, 1942, about 100 miles from Halifax on a voyage from Hull to Halifax. The captain and 12 of the crew were lost.

TYRONE

New Zealand Shipping Co.; 1901; *Workman, Clark & Co.*; 6,664 tons; 450-5x55-2x30-6; 662 n.h.p.; triple-expansion engines.

The British steamship *Tyrone* was wrecked in fog one mile S. of Otago Head on September 27th, 1913. She was on a voyage from Avonmouth, the Clyde and Manchester to New Zealand carrying a general cargo.

TYSLA

W. Wilhelmsen & Fearnley & Eger; 1911; *W. Doxford & Sons*; 4,676 tons; 390x53-5x26-1; 436 n.h.p.; triple-expansion engines.

The Norwegian steamship *Tysla* struck a mine and sank in the North Sea on August 7th, 1914.

TZAR FERDINAND

Societe Commerciale Bulgare de Nav. a Vap.; 1913; *Fratelli Orlando & Co.*; 1,994 tons; 262-1x37-9x20-3; 293 n.h.p.; triple-expansion engines.

The Bulgarian steamship *Tzar Ferdinand*, bound from Piraeus to the Black Sea, was torpedoed and sunk by a French submarine on October 2nd, 1944, off Skiathos, Greece.

UCHIDE MARU

TaiheiKisen K.K.; 1919; *J. Brown & Co.*; 5,275 tons; 400-8 x 52-3 x 28-5; 517 n.h.p.; triple-expansion engines. The steamship *Uchide (Utide) Mam* was torpedoed and sunk by the U.S. submarine *Sargo* on February 29th, 1944, W. of the Caroline Islands.

UCKERMARK

German Navy; *abt. 12,000 tons.*

The tanker *Uckermark* was sent out to Japan in 1942 to act as supply ship to German armed commerce raiders operating in the Indian Ocean. She arrived at Yokohama on November 25th and was berthed near the former British steamship *Nankin*, which had been captured by the Germans and renamed *Leuthen*. On the 30th the *Uckermark* blew up and sank; the explosion completely wrecking the *Leuthen* (which see).

UDO MARU

Nippon Seitetsu K.K.; 3,936 tons.

The steamship *Udo Maru* was torpedoed and sunk by the U.S. submarine *Harder* on November 19th, 1943, about 200 miles N. of the Ladrone Islands.

UFA

U.S.S.R.; 1917; *Superior S.B. Co.*; 1,892 tons; 251 - 1 x 43-6 x 18-3; triple-expansion engines.

The Russian steamship *Ufa* left the Kola Inlet on January 23rd, 1943, for Iceland and the U.S.A. Nothing more was heard of the ship until a German broadcast claimed that a Russian ship of about 2,300 tons had been sunk on January 29th 500 miles N.W. of the North Cape. This was probably the *Ufa*.

UGA MARU

Matsuoka Risen K.K.; 1909; *Greenock & Grangemouth Dockyard Co.*; 4,433 tons; 375-5 x 52-2 x 25-5; 320 n.h.p.; triple-expansion engines.

The steamship *Uga Maru* was torpedoed and sunk by the U.S. submarine *Guitarro* on August 21st, 1944, in the Mindoro Straits, Philippines.

UGO BASSI

Tirrenia Soc. Anon, di Nav.; 1902; *W. Dobson & Co.*; 2,900 tons; 337-6 x 45 x 14-4; 294 n.h.p.; triple-expansion engines. The Italian steamship *Ugo Bassi* was torpedoed and sunk by a British submarine on June 28th, 1941, five miles off Cape Monte Santo, Sardinia.

UGO MARU

Kita Nippon Risen K.K.; 1920; *Uraga Dock Co.*; -3,684 tons; 330 x 46 X 27-7; 390 n.h.p.; triple-expansion engines. The steamship *Ugo Maru* was torpedoed and sunk by the U.S. submarine *Hammerhead* on October 20th, 1944, about 100 miles W. of Brunei, North Borneo.

UGOLINO VIVALDI

Italian Navy, destroyer; 1929; *Odero*; 1,628 tons; 352 X 33-5 x 16-7; 50,000 s.h.p.; 38 knots; turbine engines; *Odero boilers*; six 4-7 in. guns, four 37 mm.A.A., eight 13 mm.A.A., 4 T.T. The Italian destroyer *Ugolino Vivaldi* was proceeding through the strait of Bonifacio on her way to surrender to the Allies on September 9th, 1943, the day after her country had capitulated, when she was bombed and disabled by German aircraft. The damage was so extensive that she had to be abandoned and sunk by her crew.

UJINA MARU

2,275 tons.

The steamship *Ujina Maru* struck a mine and sank on July 6th, 1945, off the west coast of Honshu Island, Japan.

ULABRAND

Hjalmar Roed & Co.; 1899; *Burmeister & Wain*; 2,011 tons; 286'5 x 40-2 x 19-2; 203 n.h.p.; triple-expansion engines. The Norwegian steamship *Ulabrand* was torpedoed and sunk by a German submarine in the Irish Channel on February 22nd, 1918.

ULEA

Scottish Navigation Co.; 1936; *Burntisland S.B. Co.*; 1,574 tons; 265 x 40'5 x 16-3; 111 n.h.p.; triple-expansion engines. The British steamship *Ulea*, on a voyage from Huelva to Oban with copper pyrites, was torpedoed and sunk by a German submarine on October 28th, 1941, about 200 miles N.E. of the Azores. Thirteen of her crew of 21, four gunners and three passengers were lost.

ULF

Det Forenede D/S; 1905; *Sunderland S.B. Co.*; 1,344 tons; 240 x 36-5 x 16-7; 145 n.h.p.; triple-expansion engines. The Danish steamship *Ulf*, on a voyage from Bordeaux to Copenhagen, was sunk by collision on March 2nd, 1930, near Norderney Lightship.

ULF JARL

Det Nordenfjeldske D/S; 1907; *Grangemouth & Greenock Dockyard Co.*; 1,266 tons; 230-8 x 33-1 x 13-3; 200 n.h.p.; triple-expansion engines.

The Norwegian steamship *Ulf Jar I*, on a voyage from Mantyluoto to Glasgow with plywood, struck a mine and sank on September 21st, 1924, ten miles W. of Kallbadgrund Lightship.

ULFSBORG

C.K.Hansen; 1894; *Irvine & Co.*; 2,040 tons; 275 X 38-5 X 19; 192 n.h.p.; triple-expansion engines.

The Danish steamship *Ulfsborg* struck a mine and sank in the North Sea on October 24th, 1917.

ULLA

Rederi-AjB.Tertia; 1899; *Howaldtswerke*; 1,254 tons; 243-4 X 35-3 x 14-8; 98 n.h.p.; triple-expansion engines. The Swedish steamship *Vila*, on a voyage from Elsinore to Methil, struck a mine and sank about 150 miles W. of Hanstbolm on November 9th, 1920.

ULLAPOOL

Pool Shipping Co.; 1927; *W. Gray & Co.*; 4,891 tons; 405-lx 53-5 x 26-5; 505 n.h.p.; 11 knots; triple-expansion engines. The steamship *Ullapool*, Capt. Thwaites, was lying off Princes Stage in the Mersey on March 13th, 1941, when she was struck by a parachute mine dropped from a German aircraft. The vessel broke in two and sank with the loss of 16 lives, including Capt. Thwaites.

ULLESWATER

British Navy, destroyer; 1917; *Yarrow*; 923 tons; 271-5 x 25-7 x 10-5; 23,000 s.h.p.; 36 knots; turbine engines; *Yarrow boilers*; three 4 in. guns, one 2 pdr., 1 m.g., 4 T.T. The destroyer *Ulleswater* was torpedoed and sunk by a German submarine off the coast of Holland on August 15th, 1918. Her official complement was 80.

ULM

German Navy; 1938; *International S.B. & E. Co.*; 3,071 tons; 321-4 x 45-7 x 26-6; 1,170 n.h.p.; oil engines. The German mptorship *Ulm* was taken over by the German Navy for use as a minelayer. On August 25th, 1942, she was sunk by British warships 210 miles N. of the North Cape.

ULPIO TRAIANO

Italian Navy, light cruiser; 1939; *Cantieri Navali Riuniti*; 3,362 tons; 444-2 x 44-7 x 13; 120,000 s.h.p.; 41 knots; turbine engines; 3-drum boilers; eight 5-3 in. guns, six 65 mm., 14 m.g., 8 T.T.

On the night of January 2nd, 1943, the *Ulpio Traiano* was completing for sea at Palermo, Sicily, when she was attacked by a form of submarine recently introduced into the British Navy and known as the "human torpedo". Most of the first-class naval powers had been experimenting with midget submarines of various kinds for several years. The idea was not new, for it was a reversion to the tiny submarines used by the Confederates in the American Civil War with, of course, the tremendous advantage which the internal combustion engine and the electric motor conferred over the earlier types. The attack on Palermo was carried out by several of these craft which had a crew of two men apiece clad in diving suits

ULRIKEN

equipped with oxygen breathing apparatus and sitting astride the tiny vessel. The speed was very low and to be successful darkness and secrecy were prime essentials. Arrived at the target the explosive charge was detached from the nose of the craft and fixed to the bottom of the ship, time fuses were set and the "human torpedo" went about and made for the parent-ship* In the case of the *Ulpio Traiano* all these operations were carried out and the ensuing explosion sank the vessel. At the same time the Lloyd Triestino liner *Viminale*, 8,700 tons, acting as an auxiliary transport, was badly damaged by a second of the "human torpedoes".

For this exploit Lt. R. T. G. Greenland, R.N.V.R., and Sub-Lt. R. G. Dove, R.N.V.R., were each awarded the D.S.O. and two ratings received the Conspicuous Gallantry Medal, and two others were mentioned in despatches. The crews of the "human torpedoes" were forced to land in Sicily where they became prisoners of war.

ULRIKEN

Andr. Olsen; 1891; *R. Thompson & Sons*; 2,379 tons; 290 X 38-6x19-7; 209 n.h.p.; triple-expansion engines. The Norwegian steamship *Ulriken* struck a mine and sank in the North Sea on November 17th, 1915.

ULSTERMORE

Wm. Johnston & Co.; 1894; *Harland & Wolff*; 6,411 tons; 451 X 48-3x27-3; 627 n.h.p.; triple-expansion engines. The British steamship *Ulstermore* was wrecked on Taylor's Bank Revetment, Crosby Channel, on January 22nd, 1913. She was on a voyage from Baltimore to Liverpool carrying a general cargo.

ULYSSES

Ocean S.S. Co.; 1871; *A. Leslie & Co.*; 1,992 tons; 312X 33-6x25-5; 225 h.p.; compound engines. The British steamship *Ulysses* was wrecked on Jubal Island, Gulf of Suez, on August 17th, 1887. She was carrying a general cargo from London to Penang.

ULYSSES

Ocean S.S. Co.; 1888; *Scott & Co.*; 2,353 tons; 320-8x36-3x25-8; 450 h.p.; triple-expansion engines. The British steamship *Ulysses* was wrecked near Tanabe, Japan, on April 23rd, 1890, while on a voyage from Liverpool to Kobe carrying a general cargo.

ULYSSES

British Navy destroyer; 1917; *W. Doxford & Sons*; 1,090 tons; 276x26x11; 27,000 s.h.p.; 36 knots; turbine engines; Yarrow boilers; three 4 in. guns, 4 T.T. The *Ulysses*, one of the new and fast destroyers of the First World War, was sunk by collision with a merchantman in the Clyde on October 29th, 1918. Her official complement was 82.

ULYSSES

China Mutual Steam Nav. Co.; 1913; *Workman Clark & Co.*; 14,647 tons; 563-2x68-4x40-2; 782 n.h.p.; 13-5 knots; triple-expansion engines. The liner *Ulysses*, Capt. J. A. Russell, on a voyage from Sydney, N.S.W., to Halifax and Liverpool, was torpedoed and sunk by a German submarine on April 11th, 1942, off Cape Lookout, North Carolina. There were no casualties among the passengers and crew.

UMARIA

British India Steam Nav. Co.; 1914; *A. Stephen & Sons*; 5,317 tons; 410x52-2x28; 468 n.h.p.; triple-expansion engines. The British ship *Umaria* was torpedoed and sunk by a submarine 20 miles S.W. by S. from Policastro, Italy, on May 26th, 1917. The chief engineer, second officer and one cadet were taken prisoner. Five members of the crew were killed.

UMBA

The Shipping Controller (Ellermarfs Wilson Line); 1903; *A. G. Neptun*; 2,042 tons; 291-2x41-2x18-8; 180 n.h.p.; 9 knots; triple-expansion engines. The steamship *Umba* was formerly the German *Utgard*, taken as a prize of war. On April 30th, 1918, when one mile S. of the Royal Sovereign Light vessel she was torpedoed and sunk by a German submarine. Twenty men, including the captain, were killed.

UMBALLA

British India Steam Navigation Co.; 1898; *W. Denny & Bros.*; 5,310 tons; 410 x 50-7x29; 390 n.h.p.; 10-5 knots; triple-expansion engines. The British India liner *Umballa* was torpedoed eight miles S.W. by W. of Cape Scalea, Gulf of Policastro by an enemy submarine on December 25th, 1917. Fifteen men were killed, the captain was among the survivors.

UMBERTO I

G. Orlando; 1878; *A. McMillan & Sons*; 2,766 tons; 359-7X 37-9x23; 692 n.h.p.; triple-expansion engines. The Italian steamship *Umberto I* was torpedoed by a submarine in the Mediterranean on August 14th, 1917.

UME

Japanese Navy, destroyer; 1943; *Japan*; 2,100 tons; 415x 35 X—; 34 knots; turbine engines; six 5 in. guns, eight 25 mm. A A 15 T.T. The Japanese destroyer *Ume* was bombed and sunk by U.S. army aircraft, S.W. of Takao, Formosa, July 31st, 1945. The vessel carried a complement of over 200.

UME MARU

TochigiShojiK.K.; 1919; *Kawasaki Dockyard Co.*; 5,859 tons; 385 X 51 X 36; 437 n.h.p.; triple-expansion engines. The steamship *Ume Mam* was torpedoed and sunk by the U.S. submarine *Seahorse* on November 2nd, 1943, about 300 miles E. of the Ryukyu Islands.

UMGENI

Bullard, King & Co.; 1898; *Sir J. Laing & Sons*; 2,662 tons; 330'2x41'2x14-9; 1,900 i.h.p.; 12 knots; triple-expansion engines.

At the outbreak of the First World War the *Umgeni* was taken over by the Admiralty for service as a supply ship. On November 7th, 1917, she left the Clyde in convoy for Lagos. Two days later the convoy ran into foul weather and became dispersed. The *Umgeni* was never seen again, but bodies and wreckage from her were washed up along the west coast of Ireland.

UMHLALI

Bullard, King & Co.; 1904; *Sir J. Laing & Sons*; 3,388 tons; 348 x 43'3x17-2; 444 n.h.p.; triple-expansion engines. The British steamship *Umhlali* was wrecked in fog near Cape Point on September 16th, 1909, while on a voyage from London to Natal carrying a general cargo.

UMIKAZE

Japanese Navy, destroyer; 1936; *Maizuru*; 1,368 tons; 335 -5 X 31 - 8 X 9 • 3; 38,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g.

The Japanese destroyer *Umikaze* was torpedoed and sunk S.E. of Truk in the Carolines Group, by the U.S. submarine *Guardfish* on February 1st, 1944. The destroyer's normal complement was 180.

UMONA

Bullard, King & Co.; 1890; *J. Laing*; 2,031 tons; 281-5X 38-9x 16-3; 215 n.h.p.; triple-expansion engines. The British steamship *Umona* was wrecked at Suadiva Atoll, Maldive Islands, on May 15th, 1903. She was on a voyage from Calcutta to Natal with a cargo of jute and rice.

UMONA

Bullard, King & Co.; 1910; *Sir J. Laing & Sons*; 3,767 tons; 356x44-3x26; 497 n.h.p.; 12 knots; triple-expansion engines. The liner *Umona*, Capt. F. A. Peckham, on a voyage from Durban to London, was about 90 miles S.W. of Freetown, West Africa, on March 30th, 1941, when she was torpedoed and sunk by a German submarine. Capt. Peckham and 82 of the crew, two gunners and 15 passengers were lost, three survivors were picked up.

UMTATA

Bullard, King & Co.; 1883; *W. Doxford & Sons*; 1,789 tons; 260 X 36x23-2; 180 h.p.; compound engines. The British steamship *Umtata* was wrecked near Madras on December 23rd, 1891, while on a voyage from Calcutta to Natal.

UMVOLOSI

Bullard, King & Co.; 1889; *J. Laing*; 1,775 tons; 260 X 36-6 X 16-2; 250 h.p.; triple-expansion engines.

The British cargo ship *Umvolosi* was wrecked near Grahamstown on April 12th, 1890, while on a voyage from London to Port Natal carrying a general cargo.

UMVUMA

Bullard, King & Co.; 1914; *Sir J. Laing & Sons*; 4,419 tons; 365 X 49 - 2 x 28 • 1; 504 n.h.p.; 13 knots; triple-expansion engines.

The liner *Umvuma*, Capt. J. N. Gibson, on a voyage from London to Mauritius, was torpedoed and sunk by a German submarine on August 8th, 1943, ten miles S. of Mauritius. Seventeen of the crew, one gunner and four passengers were lost.

UNA

Italian Government; 1904; *Sir R. Dixon & Co.*; 1,397 tons; 238x35-7x12-2; 165 n.h.p.; triple-expansion engines. The steamship *Una* was a former Yugoslav ship seized by the Italians. On October 11th, 1942, she was torpedoed and sunk by a British submarine five miles S. of Capri.

UNDERHILL

United States Navy, destroyer; 1944; U.S.A.; 1,400 tons; 306x36-9x~; 12,000 s.h.p.; 28 knots; turbine engines; three 3 in. guns, two 40 mm.A.A., six 40 mm.A.A., 3 T.T. The United States destroyer *Underhill* was torpedoed by a Japanese submarine E. of Cape Engano on July 24th, 1945. The vessel carried a complement of 220.

UNDERWOOD

Ministry of War Transport (Union S.S. Co. of New Zealand); 1941; *Henry Robb*; 1,990 tons; 263x45-2x19-1; 250 n.h.p.; 9 - 5 knots; oil engines.

The motorship *Underwood*, Capt. McNeil, on a voyage from Liverpool to Portsmouth, was torpedoed and sunk by a German motor torpedo boat on January 6th, 1944, off the Scilly Isles, Capt. McNeil, 14 of the crew and three gunners were lost.

UNDINE

German Navy, light cruiser; 1902; *Howaldt*; 2,715 tons; 328 X 40x17-2; 8,500 i.h.p.; 21-5 knots; triple-expansion engines; Schulz-Thorny craft boilers; ten 4-1 in. guns, ten 1 pdr., 4 m.g. 2 T.T.

The German light cruiser, *Undine*, was torpedoed and sunk by the submarine *E-19*, Lt. Cdr. F. N. Cromie, which was one of the British submarines despatched to the Baltic in October, 1915. At 1.45 a.m. on November 7th, in foggy weather, the *Undine*, in company with two destroyers on convoy duty, was struck on the starboard side by a torpedo from the *E-19* fired at a range of a little over 1,000 yards. This was followed some time later by a second torpedo from port which exploded the fore magazine and blew up the ship.

The *Undine* carried a complement of 264, most of whom were killed by the explosion, a few survivors being picked up by the two destroyers.

UNEBI

Japanese Navy, protected cruiser; 1886; *Havre*; 3,650 tons; 321 x43x18-5; 7,000 i.h.p.; 18•5 knots; triple-expansion engines; four 9-25 in. guns, four 6 in., 12 m.g., 4 T.T. The Japanese protected cruiser *Unebi* was one of the finest vessels of her class when she left the builder's yard at Havre in 1886. On her steam trials she attained a speed of 18-5 knots; her engines working up to 7,000 indicated horse power, which was greater than originally designed.

As a type the protected cruiser was being widely developed by all the naval powers in the 1880's. The ships were not intended to carry a heavy armament; speed being more important than gun power. The Japanese, however, aimed at both; and the *Unebi* carried a heavy main and secondary armament, together with powerful engines.

The cruiser left France in the autumn of 1886 with a navigating crew, as she would not be fully commissioned until after arrival in

Japan. She reached Singapore without incident, and left that port for Yokohama on December 3rd, 1886.

From that date the *Unebi* was never heard of again. What happened to her will never be known. Two other protected cruisers of the Japanese navy which were of similar tonnage, but not so heavily armed, did service for 30 years without mishap. It can be assumed, therefore, that the four heavy 9-25 in. guns carried on a ship of only moderate tonnage contributed to the disaster. The Japanese Admiralty did not attempt to place such large guns on protected cruisers in any subsequent designs.

UNGVAR

Hungarian Navy; 1941; *Budapester Werf Ganz Danubius*; 1,031 tons; oilengines.

The Hungarian motorship *Ungvar* was taken over for use as an auxiliary cruiser during the Second World War. On November 1941, she struck a mine and sank in the Black Sea. Twelve of the crew were killed.

UNION RELIANCE

China Union Lines; 1940; *Sun S.B. & D.D. Co.*; 7,638 tons; 492x69-8x29-1; oilengines.

The Chinese motorship *Union Reliance*, on a voyage from Los Angeles to New Orleans with general cargo including vegetable oil in barrels, collided with the Norwegian tanker *Berean*, 9,003 tons, on the night of November 7th, 1961, in the Houston Ship Channel. Explosive chemicals in the fore part of the tanker burst into flames and, as the ships were locked bow to bow, the fire spread to the oil barrels on the deck of the *Union Reliance*. The fire on the tanker was extinguished and she made port under her own power but the *Union Reliance* continued to burn and had to be abandoned. Ten of the crew and the pilot were killed. Not until the 10th could the burning ship be towed out of the fairway and she continued to burn until the 20th, by which time she was completely gutted.

UNIONE

Flli. Sanguinetifu G.; 1895; *Irvine & Co.*; 2,367 tons; 296x39-1x19-2; 217 n.h.p.; triple-expansion engines. The Italian steamship *Unione* was torpedoed and sunk by a German submarine in the English Channel on April 10th, 1916.

UNITY

Lancashire & Yorkshire Railway Co.; 1902; *Murdoch & Murray*; 1,091 tons; 246-8x36-3x13-5; 302 n.h.p.; 12 knots; triple-expansion engines.

The steamship *Unity* was torpedoed and sunk by a German submarine three miles W.S.W. of the Varne Light vessel on May 2nd, 1918. Twelve men were killed, the captain was among the survivors.

UNIWALECO

Union Whaling Co.; 1905; *Harland & Wolff*; 9,755 tons; 470-3x58-4x31-3; 658 n.h.p.; quadruple-expansion engines. The South African whale oil refinery tanker *Uniwaleco*, on a voyage from Curacao to Freetown with fuel oil, was torpedoed and sunk by a German submarine on March 7th, 1942, about 20 miles E. of St. Vincent, W.I. Thirteen of the crew of 51 were lost.

UNKAI MARU No. 1

Nakamura Risen K.K.; 1932; *Mitsui Bussan Kaisha*; 2,225 tons; 275x40-7x23; 168 n.h.p.; triple-expansion engines. The steamship *Unkai Maru No. 1* was torpedoed and sunk by the U.S. submarine *Pollack* on January 7th, 1942, S. of Shimizu.

UNKAI MARU No. 5

Sato Kuni Risen K.K.; 1900; *Russell & Co.*; 3,282 tons; 330-5 x 48-1x15-9; 290 n.h.p.; triple-expansion engines. The steamship *Unkai Maru No. 5* was torpedoed and sunk by the U.S. submarine *Plunger* on June 30th, 1942, off Ningpo.

UNKAI MARU No. 5

Nakamura Kisen K.K.; 2,841 tons. The tanker *Unkai Maru No. 5* was torpedoed and sunk by the U.S. submarine *Rat* on November 14th, 1944, about 150 miles W. of Negra Point, Luzon Island, Philippines.

UNKAI MARU No. 6

Nakamura Kisen K.K.; 1905; *W. Gray & Co.*; 3,220 tons; 331 x 49 - 2 x 21 - 8; 288 n.h.p.; triple-expansion engines. The steamship *Unkai Maru No. 6* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

UNKAI MARU No. 7

S. Nakamura; 1916; *Uraga Dock Co.*; 2,143 tons; 268x40-7x23-6; 169 n.h.p.; triple-expansion engines. The Japanese steamship *Unkai Maru No. 7* struck a mine and sank in the Persian Gulf on June 16th, 1917.

UNKAI MARU No. 7

Nakamura Kisen K.K.; 1919; *Osaka Yogyo K.K.*; 2J82 tons; 268-7x40x23-2; 205 n.h.p.; triple-expansion engines. The steamship *Unkai Maru No. 7* was bombed and sunk by U.S. carrier-based aircraft on August 4th, 1944, N. of the Bonin Islands.

UNKAI MARU No. 8

Nakamura Kisen K.K.; 1924; *Aizawa Zosen Tekko K.K.*; 1,293 tons; 218x32x19; triple-expansion engines. The steamship *Unkai Maru No. 8* was torpedoed and sunk by the U.S. submarine *Spadefish* on June 10th, 1945, off Yoichi, Japan.

UNKAI MARU No. 12

Nakamura Kisen K.K.; 2J45 tons. The steamship *Unkai Maru No. 12* was torpedoed and sunk by the U.S. submarine *Blackfin* on November 1st, 1944, off the north-west coast of Mindoro Island, Philippines.

UNKAI MARU No. 15

Nakamura Kisen K.K.; 1,208 tons. The steamship *Unkai Maru No. 15* was torpedoed and sunk by the U.S. submarine *Sennet* on July 28th, 1945, off Funakawa, Japan.

UNNAN MARU

Osaka Shosen K.K.; 1917; *Ishikawajima S.B. Co.*; 2,201 tons; 268 x 40 - 7 x 23 • 5; 169 n.h.p.; triple-expansion engines. The steamship *Unnan Maru* left Dairen on January 31st, 1936, for Yokohama with a cargo of soya beans and beancake. On February 5th she sent distress calls giving a position off Oshima Island and reporting that she was in danger of sinking with holds flooded in heavy weather. Nothing more was heard of the ship until one of her boats, empty, was sighted on the 20th and later the body of one of the crew was washed ashore.

UNRYU

Japanese Navy, aircraft carrier; 1943; *Japan*; 22,500 tons; 745 x88x —; 28 knots; turbine engines; sixteen 5 in.A.A. guns, many 47 mm., 60 aircraft. The Japanese aircraft carrier *Unryu* was torpedoed and sunk by the U.S. submarine *Redfish* on December 19th, 1944, about 100 miles E. of Ningpo. The normal complement of the *Unryu* was 1,600.

UNRYU MARU

Japanese Government; 1935; *Taikoo Dock & Engineering Co.*; 2,515 tons; 249x50x9-4; 349 n.h.p.; oilengines. The motorship *Unryu Maru* was formerly the British *Wulin*, bombed and sunk off Muar Island in January, 1942, raised and repaired by the Japanese. She was torpedoed and sunk by a British submarine on December 31st, 1944, 80 miles E. of Port Blair, Andaman Islands.

UNTEN MARU

Osaka Shosen K.K.; 1,025 tons. The steamship *Unten Maru* struck a mine and sank on July 27th, 1945, off Yawata, Japan.

UNYO

Japanese Navy, escort carrier; 1939; *Japan*; 16,500 tons; 590x73x28-5; 21,000 i.h.p.; 22 knots; turbine engines; twelve 5 in. A.A. guns, many 47 mm., 30 aircraft. The Japanese escort carrier *Unyo* was completing as the Nippon Yusen liner *Yawata Maru* when Japan entered the Second World War on December 7th, 1941. She was taken over by the Japanese

Admiralty and converted into an escort carrier. She was torpedoed and sunk in the South China Sea by the U.S. submarine *Barb* on September 16th, 1944. See also the escort carrier *Chuyo*.

UNYO MARU

Toa Kaiun K.K.; 1,037 tons. The steamship *Unyo Maru* was bombed and sunk by U.S. land-based aircraft on December 28th, 1943, near Anking, Yangtze River.

UNYO MARU No. 1

Nakamura Kisen K.K.; 2,039 tons. The steamship *Unyo Maru No. 1* was sunk by U.S. carrier-based aircraft on July 14th, 1945, off Hakodate. V

UNYO MARU No. 2

Nakamura Kisen K.K.; 1937; *Mitsui Bussan Kaisha*; 2,827 tons; 309-9x44-9x23-6; 240 n.h.p.; triple-expansion engines. The steamship *Unyo Maru No. 2* was taken over by the Japanese Navy and converted into a salvage vessel. On December 26th, 1941, she was bombed and sunk by Dutch aircraft off Kuching, Sarawak.

UNYO MARU No. 3

Sankyu Unyu K.K.; 1918; *Yokohama Dock Co.*; 2,997 tons; 310 x43x26; 241 n.h.p.; triple-expansion engines. The steamship *Unyo Maru No. 3* was torpedoed and sunk by the U.S. submarine *Plunger* on July 2nd, 1942, off Hangchow.

UNYO MARU No. 8

Nakamura Kisen K.K.; 1,942 tons. The steamship *Unyo Maru No. 8* was sunk by U.S. carrier-based aircraft on July 4th, 1944, off the Bonin Islands.

UPCERNE

Mint erne Steamship Co.; 1906; *Ropner & Son*; 2,984 tons; 331 x47x22-2; 284 n.h.p.; 9 knots; triple-expansion engines. The steamship *Upcerne* was torpedoed and sunk by a German submarine four miles S.E. by S. of Coquet Island, off Northumberland, on April 28th, 1918. Sixteen men were killed, the captain was among the survivors.

UPMINSTER

Hudson S.S. Co.; 1917; *Osbourne, Graham & Co.*; 2J76 tons; 280 X 40 - 5 X18 - 5; 215 n.h.p.; triple-expansion engines. The British cargo ship *Upminster* sank after a collision with the steamship *Lanrick*, 1,283 tons, off Flamborough Head on May 2nd, 1928, while on a voyage in ballast from London to Methil.

UPPINGHAM

Galbraith, Pembroke & Co.; 1881; *R. Dixon & Co.*; 2,203 tons; 290 -4x38-2x25-8; 250 h.p.; compound engines. The British cargo ship *Uppingham* was wrecked near Hartland Quay on November 23rd, 1890, while on a voyage from Cardiff to Port Said carrying a cargo of coal. Six of the crew were lost.

UPPLAND

Angf.-A/B. Tirfing; 1919; *Eriksbergs Mek. Verkstad*; 2,287 tons; 283- 1x41-3x23-2; 274 n.h.p.; triple-expansion engines. The Swedish steamship *Uppland*, on a voyage from Constantza to Gothenburg, was sunk by collision on September 25th, 1926, ten miles S.E. of Europa Point.

UPWEY GRANGE

Houlder Line; 1925; *Fairfield S.B. & E. Co.*; 9J30 tons; 431x62-5x35-3; 1,648 n.h.p.; 15 knots; oilengines. The motorship *Upwey Grange*, Capt. W. E. Williams, on a voyage from Buenos Aires to London, was approximately 200 miles W. of Achill Head, Co. Mayo, on August 8th, 1940, when she was attacked by a German submarine. At about 9.50 a.m. she was struck by two torpedoes in quick succession, both on the port side, the first exploding in the engine room and the second in way of No. 6 hatch. The vessel settled by the stern with a list to port and orders were given to abandon ship. The boats were got away with some difficulty, the submarine surfacing and a member of her crew taking photographs. The weather was bad with a rough sea, the

boats became separated and the captain's boat was never seen again. The boat under charge of Mr. Ellis, the first officer, after sailing about 150 miles in three days, was picked up by the trawler *Naniwa*, Skpr. J. Nightingale, about 50 miles from Achill Head. Capt. Williams, 33 of the crew and three passengers were lost.

URAGANO

Italian Navy, torpedo boat; 1941; Italy; 860 tons; 274-5 x 31 x 8; 16,000 s.h.p.; 28 knots; turbine engines; 3-drum boilers; three 3-9 in. guns, six 20 mm. A. A., 2 T.T.

The Italian torpedo boat *Uragano* struck a mine and sank off Cap Bon on February 3rd, 1943. The vessel carried a complement of about 140.

URAJIO MARU

Kawasaki Risen K.K.; 1919; Sir Ray It on Dixon & Co.; 3,110 tons; 331 x 46 • 5 x 25 -5; 310 n.h.p.; triple-expansion engines.

The steamship *Urajio (Urazio) Mam* was bombed and sunk by U.S. land-based aircraft on December 30th, 1942, S.W. of the Aleutian Islands.

URAKAMI MARU

Fukuyo Risen K.K.; 4,317 tons.

The steamship *Urakami Maru* was taken over by the Japanese Navy for use as a submarine tender. On March 30th, 1944, she was sunk by U.S. carrier-based aircraft off Babelthuap, Palau Islands.

URAKAZE

Japanese Navy, destroyer; 1940; Fujinagata S.B. Co.; 2,000 tons; 364 X 35 X 11; 45,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g., 8 T.T. The Japanese destroyer *Urakaze* was at the northern end of the Formosa Strait on November 21st, 1944, when she was torpedoed and sunk by the U.S. submarine *Sealion II*. The destroyer carried a complement of over 200.

URAL

Russian Navy, auxiliary cruiser; 1890; Stettin; 13,600 tons; 560 X — X —; 17,300 i.h.p.; 20 knots; triple-expansion engines; 16 light q.f. and m. guns.

The Russian auxiliary cruiser *Ural* was originally the North German Lloyd liner, *Konigin Maria Theresa*. She had been purchased from the Germans with a view to her serving as a fast scout and was equipped with a very powerful wireless installation.

During the battle of Tsu-Shima, May 27th, 1905, the *Ural* was ordered to escort the transports, repair ships and tugs, which were making their way to Vladivostock. Unfortunately these and their escorts, about 20 vessels in all, were involved in the main action when the Russian battle division circled round them between 4 and 5 o'clock in the afternoon. For a time the utmost confusion prevailed and the *Ural*, coming under fire of the big Japanese ships, was hit below the waterline and badly damaged. She remained afloat until about 5.30 p.m., by which time she had been abandoned by her crew, when she was sunk by Admiral Togo's battle division.

The ship might well have played a much more important part in the battle, had she been permitted to make full use of her powerful wireless for the interception and jamming of Japanese messages. The importance of wireless was not, however, fully appreciated by the Russians, and on the night of the 25th a request from *Ural* for permission to interfere with the Japanese transmission was promptly refused.

Of the *Ural's* complement of 490 officers and men, ten officers and 326 men were taken to Diego Suarez, Madagascar, on board the *Anaduir* where they were interned.

See *Kniaz Suvaroff*, Russian flagship, which was among those lost.

URAL MARU

Osaka Shosen K.K.; 1929; Mitsubishi Zosen Kaisha; 6,374 tons; 405-2 x 55 x 33; 1,158 n.h.p.; turbine engines. The transport *Ural Maru* was torpedoed and sunk by the U.S. submarine *Flasher* on September 27th, 1944, about 150 miles W. of Masinlok, Philippines.

URANAMI

Japanese Navy, destroyer; 1928; Sasebo; 1,700 tons; 371-5 x 33-8 x 9-8; 40,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A.m.g., 9 T.T.

The Japanese destroyer *Uranami* was one of nine such vessels sunk at the battle of Leyte Gulf, October 23rd-27th, 1944. The *Uranami* was bombed and sunk S.W. of Masbate on the 26th, by U.S. carrier-borne aircraft, when the Japanese fleet was retiring after disastrous losses. Her normal complement was 197.

For full story of the battle of Leyte Gulf see the battleship *Musashi*.

URANIA

L.Krogius; 1897; Sunderland S.B. Co.; 1,934 tons; 281-5x 37x25-7; 377 n.h.p.; triple-expansion engines. The Finnish steamship *Urania* struck a mine and sank in the Arctic on July 25th, 1915.

URANIA

S.Leovold; 1891; A. Stephen & Sons; 1,688 tons; 255x39-1x 22-3.

The Norwegian sailing ship *Urania* struck a mine and sank in the North Sea on March 28th, 1917.

URANUS

Dampfs. Ges. Neptun; 1939; Schiffbau Ges. Unterweser; 1,127 tons; 229-6x34-4x15-3; 157n.h.p.; oilengines. The German motorship *Uranus* was bombed and sunk by British aircraft on July 30th, 1942, ten miles N.E. of Tie de Batz.

URATO MARU

Japanese Government; 1918; Napier & Miller; 6,042 tons; 419-6x54-5x29; 381 n.h.p.; triple-expansion engines. The steamship *Urato Maru* was formerly the Greek *Erato* seized by the Japanese at Hong Kong. She was sunk by U.S. carrier-based aircraft on October 18th, 1944, off Manila.

URSA

B. Ingelsson; 1902; Grangemouth & Greenock Dockyard Co.; 1,740 tons; 270-3x37x18-5; 234 n.h.p.; triple-expansion engines.

The Swedish steamship *Ursa* was torpedoed and sunk by a German submarine in the English Channel on September 17th, 1918.

URSUS

Rederi A/B. Ursus; 1902; A. G. Neptun; 1,499 tons; 260-6X 37-2x17-1; 136 n.h.p.; triple-expansion engines. The Swedish steamship *Ursus* struck a mine and sank on December 15th, 1939, about seven miles off the Thames estuary on a voyage from Uddevalla to Rochester. Nine of the crew were killed.

URUGUAY

Compania Trasatlantica; 1913; W. Denny & Bros.; 10,348 tons; 481-9x61-3x32-7; 1,570 n.h.p.; triple-expansion engines & L.P. turbine.

The Spanish liner *Uruguay* was used as a prison-ship at Barcelona during the Spanish Civil War. She was bombed and sunk by the insurgents in January, 1939, shortly before their capture of Barcelona.

URUGUAY

Compania Argentina de Nav. Mihanovich; 1921; N. V. Scheepsbouwerf De Maas; 3,425 tons; 359-4x50-2x30; 388 n.h.p.; triple-expansion engines.

The Argentine steamship *Uruguay* was sunk by a German submarine on May 27th, 1940, about 160 miles off Cape Villano on a voyage from Rosario to Limerick. Fifteen of the crew were lost.

URUMEA

Compania Naviera Bidassoa; 1892; Osbourne, Graham & Co.; 2,500 tons; 290-4x38-1x20; 217 n.h.p.; triple-expansion engines.

The Spanish steamship *Urumea*, on a voyage from Huelva to Bordeaux with copper pyrites, was sunk by collision on August 12th, 1924, off Cabo Roca.

USA MARU

USA MARU

Nippon Seitetsu K.K.; 3,943 tons.

The steamship *Usa Mam* was torpedoed and sunk by the U.S. submarine *Tautog* on January 4th, 1944, E. of Katsuura, Japan.

USAMBARA

Deutsche Ost-Afrika Linie; 1922; *Blohm & Voss*; 8,690 tons; 433-5x58-2x37-4; turbine engines.

The liner *Usambara* was bombed and sunk by Allied aircraft on March 20th, 1945, at Stettin. The ship was being used as a military barracks at the time.

USHER

A. W. Bruton; 1901; *Russell & Co.*; 3,594 tons; 340x46x18; 304 n.h.p.; triple-expansion engines.

The British steamship *Usher* sank after a collision in lat. 47° 07' N., long. 10° 59' W., on October 27th, 1917. She was on a voyage from Algiers to Cardiff carrying a cargo of iron ore.

USKUDAR

Denizcilik Bankasi; 1927; *F. Schichau*; 148 tons; 100 x 21 -6x7-6; triple-expansion engines.

The Turkish ferry *Uskudar* left Izmit just before noon on March 1st, 1958, for Karamursel with some 400 passengers. Soon after she left port a sudden violent westerly gale overwhelmed her and she rolled over and sank in Izmit Bay at 12.20 p.m. Warships and other vessels rescued 40 persons but 300-400 lives were lost. The ferry was subsequently raised but was found to be only fit for scrap.

USSURI MARU

Osaka Shosen K.K.; 1932; *Mitsubishi Zosen Kaisha*; 6,386 tons; 406-6x55x33; 1,157 n.h.p.; turbine engines. The steamship *Ussuri Maru* was bombed and sunk by U.S. land-based aircraft on June 28th, 1944, about 50 miles W. of Tainan, Formosa.

USUGUMO

Japanese Navy, destroyer; 1927; *Ishikawajima*; 1,700 tons; 371-5x33-8x9-8; 40,000 s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; six 5 in. guns, 4 A.A.m.g., 9 T.T. The Japanese destroyer *Usugumo* was torpedoed and sunk in the Sea of Okhotsk by the U.S. submarine *Skate* on July 7th, 1944. The destroyer's normal complement was 197.

USWORTH

Dagliesh S.S. Co.; 1926; *J. Blumer & Co.*; 3,535 tons; 356-3 X 48-7x23-9; 301 n.h.p.; 11 knots; triple-expansion engines. The steamship *Usworth*, Capt. J. J. Reed, left Sydney, Nova Scotia, for Queenstown on December 6th, 1934, with a full cargo of wheat. She encountered rough weather from the outset and on the night of the 10th, when some 1,000 miles from Newfoundland, a wave of exceptional magnitude broke over the ship and smashed her steering gear causing much havoc in addition. The captain sent out an S.O.S. which brought the Belgian steamship *Jean Jadot* to the spot by 9 a.m. on the 11th. At daybreak on the 12th a line was passed to the *Usworth* and a hawser made fast. The two ships then got under way, the *Usworth* being able to steam but not to steer. About three hours later the tow rope parted and the *Usworth*, which had effected temporary repairs to her steering gear, set course for Queenstown. She managed to achieve eight knots for some hours but the gale again attained hurricane force and at 6 p.m. on the 13th another gigantic wave broke over her causing her cargo of wheat to shift so that she developed a list of 25 degrees. Water from successive seas commenced to come below and 24 hours later her fires were put out.

During the night the Cunard liner *Ascania*, Capt. J. G. Bisset, arrived, and the *Jean Jadot* which had been forced to part company with the derelict owing to the gale, also returned. A boat from the *Jean Jadot* took off 14 of the crew, but capsized drowning two of the rescuers and 12 from the *Usworth*.

By this time the *Usworth* was in immediate danger of sinking and on the 14th a 30 foot lifeboat from the *Ascania* made the hazardous journey of a few hundred yards without mishap. Capt. Reed, the Chief Engineer who had carried on with his duties despite several

broken ribs, the third engineer and six others were taken off. These nine, together with the two on board the *Jean Jadot*, were the sole survivors of a crew of 26 and to the 15 lost must be added two of the *Jean Jadot's* crew making a total of 17.

UTAH

United States Navy, ex-battleship; 1909; *New York Shipbuilding Corp.*; 19,800 tons; 512x106x22-5; 21 knots; turbine engines. The old U.S. demilitarised battleship *Utah* was serving as a gunnery training ship at the naval base at Pearl Harbour when the Japanese aircraft made their surprise attack on the morning of December 7th, 1941. She was hit and sunk close by one of the quays, the Japanese pressing home their attacks on her under the impression that she was a modern battleship. A certain amount of her gear, machinery and armament was afterwards salvaged.

The full story of the attack on Pearl Harbour is told under the U.S. battleship *Arizona*.

UTILITAS

Soc. Anon. Industria Armamento; 1918; *G. Ansaldo & Co.*; 5,342 tons; 393-2x51-6x28-4; turbine engines. The Italian steamship *Utilitas* was torpedoed and sunk by an Allied submarine on February 5th, 1943, outside Palermo.

UTKLIPPAN

Carlbon & Co.; 1883; *Palmers' Co.*; 1,599 tons; 260x 36-2x17; 99 n.h.p.; compound engines.

The Swedish steamship *Utklippan*, on a voyage from Vesteras to Lubeck with iron ore, was sunk by collision with the German steamship *Oldenburg* on December 13th, 1942, off the Gedders Lightship, near Kiel.

UTOPIA

Anchor Line; 1874; *R. Duncan & Co.*; 2,731 tons; 350-2X 35-2x29-5; 250 h.p.; 12-5 knots; triple-expansion engines. The Anchor liner, *Utopia*, Capt. J. M'Keague, left Naples on March 12th, 1891, bound for New York with three saloon passengers, 815 Italian emigrants, of whom 661 were men, 85 women and 67 children, together with a crew of 59 and three stowaways, making 880 persons all told. At about 7 o'clock on the evening of March 17th, it being very dark with a full gale blowing and a strong current setting, the ship was in the Bay of Gibraltar close to the Mediterranean Fleet which was riding at anchor. By a grave error of judgment, the captain brought his vessel across the bows of the battleship *Anson*, making no allowance for the warship's underwater ram. This tore a hole 26 feet long by 15 feet wide in her side close to the stern. Bulkheads and engines were torn away and the vessel began to settle by the stern. The terrified emigrants rushed to the bows and began to jump, or were thrown, into the sea. The ships of the fleet sent their boats with all speed, but the night was pitch black and there was stark terror on board the liner. Many acts of heroism were performed by the naval men, two of whom were drowned when the pinnacle of the *Immortalite* was smashed. The liner sank in a very short time with the loss of 520 emigrants, one saloon passenger and 12 of the crew.

The *Anson* received only trifling damage, her ram showing no signs of injury.

The *Utopia* had sunk in about nine fathoms and her masts and funnel were showing above water. Divers were sent down and reported the ship to be in 43 feet of water forward and 56 feet aft. Her position constituted a hindrance and a possible danger to navigation and the question of raising her was considered at once. Mr. Thomas Napier Armit, a Scottish engineer, undertook the task and built a cofferdam, then an unusual form of salvage engineering, and managed to bring the ship to the surface within the short period of 17 weeks from the date of the disaster. On July 8th, 1891, the *Utopia* was once more afloat.

UTRECHT

Rotterdamsche Lloyd; 1880; *R. Dixon & Co.*; 2,174 tons; 300x36-2x25-5; 245 n.h.p.; compound engines. The Dutch steamship *Utrecht* was bound from Rotterdam to Java when she struck the rocks off Ushant on the night of March 4th, 1897. She sank with the loss of all on board.

UYO MARU

Toyo Risen K.K.; 6,376 tons.

The steamship *Uyo Maru* was torpedoed and sunk by the U.S. submarine *Sailfish* on December 21st, 1943, in the Bungo Channel, Japan.

UZAN MARU

Japanese Government; 1909; Northumberland S.B. Co.; 5,014 tons; 380x52-3x25; 427 n.h.p.; triple-expansion engines. The steamship *Uzan Maru* was formerly the British *Deslock*, seized

by the Japanese. She was torpedoed and sunk by the U.S. submarine *Trout* on May 2nd, 1942, off Tokushima, Japan.

UZUKI

Japanese Navy, destroyer; 1925; Isikawajima; 1,315 tons; 320x30-8x9-9; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 A.A.m.g., 6 T.T. The Japanese destroyer *Uzuki* was torpedoed and sunk off Leyte Island, Philippines, by a U.S. motor torpedo boat on December 12th, 1944. The destroyer's normal complement was 150.

V 187

German Navy, destroyer; 1911; Vulkan Co.; 650 tons; 16,000 i.h.p.; 32-5 knots; turbine engines; Schulz-Thomycroft boilers; two 24pdr. guns, 2 m.g., 3 T.T.

The destroyer, V187, was the leader of the German 1st Flotilla at the battle of Heligoland Bight on August 28th, 1914. She carried the officer in charge of the flotilla, Cdr. Wallis, and was steaming for Heligoland, totally unaware that a strong British force was in her vicinity, although the news should have been wirelessly to her by her flagship, the *Koln*.

At 8.20 a.m. the British light cruisers *Fearless*, *Nottingham* and *Lowestoft* hove in sight from different points of the compass. The unfortunate destroyer found herself in a desperate position with no opportunity of reply to the concentrated fire which opened upon her. Orders were therefore given to sink her with explosive charges and for the crew to save themselves as best they could.

Of the 85 officers and men on board the V187 only Cdr. Wallis and 32 others survived, all of whom were picked up by the boats of the British ships and taken to England.

V AALAREN

Rederi-A/B. Transatlantic; 1936; Eriksbergs Mek. Verkstad; 3,406 tons; 367-9x51-7x20-3; 810 n.h.p.; oilengines. The Swedish motorship *Vaalaren* left New York on March 25th, 1943, in convoy for Belfast Lough. On April 4th the convoy was heavily attacked by submarines and when darkness fell the *Vaalaren* and two other ships broke from convoy. The other two ships rejoined the convoy on the following day but the *Vaalaren* was never seen again.

V AAREN

Carl Traae A/S; 1914; Bergens Mek. Vcerksted; 1,090 tons; 226-3 x 36-5 x 15-8; 116 n.h.p.; triple-expansion engines. The Norwegian steamship *Vaaren* struck a mine and sank in the North Sea on December 16th, 1914.

V AARLI

E. Lindoe; 1882; Strand Slipway Co.; 1,312 tons; 244x33-8x17-2; 146 n.h.p.; compound engines. The Norwegian steamship *Vaarli* struck a mine and sank in the North Sea on February 9th, 1915.

V ACUUM

Vacuum Oil Co.; 1912; Great Lakes Engineering Works; 2,551 tons; 247x43-7x29-3; 303 n.h.p.; triple-expansion engines. The American steamship *Vacuum* was torpedoed and sunk by a German submarine off the N.W. coast of Ireland on April 28th, 1917.

V AERING

Det Helsingorske Dmpsk. Selsk.; 1888; Murdoch & Murray; 2,157 tons; 279x37-7x19-1; 218 n.h.p.; triple-expansion engines.

The Danish steamship *Veering* was torpedoed and sunk by a German submarine off Ushant on June 18th, 1917.

V AFOS

Thor Thoresen, Jr. Akties.; 1906; Fredrikstads Mek. Vcerksted; 1,322 tons; 246-6x36-6x16-8; 132 n.h.p.; triple-expansion engines.

The Norwegian steamship *Vafos* was torpedoed and sunk by a German submarine in the North Sea on March 30th, 1918.

V AGA

Det Bergenske D/S; 1924; Laxevaags Maskin & Jernskibs.; 1,615 tons; 246-2x37-9x15-6; 133 n.h.p.; triple-expansion engines.

The Norwegian steamship *Vaga*, under German control, was torpedoed and sunk by British aircraft on January 13th, 1945, outside Homborsund, with the loss of five lives.

V ALA

O. Hillerstrom; 1901; Grangemouth & Greenock Dockyard Co.; 2,129 tons; 285-5 x 43-1 x 19-1; 222 n.h.p.; triple-expansion engines.

The Swedish steamship *Vala* struck a mine and sank in the Kattegat on December 13th, 1916.

730**VALDES**

R. Mac Andrew & Co.; 1914; Craig, Taylor & Co.; 2,233 tons; 265 x 40 X16-7; 232 n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Valdes* was torpedoed and sunk by a German submarine seven miles S. of Portland Bill on February 17th, 1917. Eleven men were killed, the captain was among the survivors.

VALDIERI

Lloyd Sabaudo Soc. Anon, per Azioni; 1906; Officine e Cantieri Liguri Anconitani; 4,637 tons; 355-2x44-1x25-8; 381 n.h.p.; triple-expansion engines.

The Italian steamship *Valdieri* was torpedoed and sunk by a German submarine W. of Gibraltar on June 8th, 1917.

VALDIVAGNA

Azienda Italiani Carboni; 1913; Cantiere San Rocco; 5,400 tons; 404-1x54x28-8; 499 n.h.p.; triple-expansion engines. The Italian steamship *Valdivagna* was torpedoed and sunk by a British submarine on January 9th, 1941, off Cape Carbonara, Sardinia.

VALDIVIA

Pacific Steam Navigation Co.; 1870; 1,861 tons; 287x38-3x22-8; 300 h.p.; compound inverted engines.

The British steamship *Valdivia* was wrecked near Huacho on July 6th, 1884, while on a voyage from Callao to Huacho carrying a general cargo.

VALDIVIA

7905; W. Harkess & Son; 1,794 tons; 280x36x19-8; 260 n.h.p.; triple-expansion engines.

The French steamship *Valdivia* was torpedoed and sunk by a German submarine W. of Gibraltar on May 2nd, 1918.

VALDIVIA

Braun y Blanchard; 1890; Reiherstieg Schiffswerft; 3,278 tons; 327-3x41-6x29-2; 302 n.h.p.; triple-expansion engines. The Chilean steamship *Valdivia*, on a voyage from Antofagasta to Taltal, struck a rock in fog and foundered on October 4th, 1933, about 20 miles N. of Taltal.

VALE OF PICKERING

Vale Shipping Co.; 1924; Furness S.B.Co.; 1,551 tons; 245-4 X38-6x15-5; 176 n.h.p.; triple-expansion engines.

The British cargo ship *Vale of Pickering* sank after a collision with the steamship *Rotha*, 1,699 tons, off Dieppe on July 24th, 1929. She was on a voyage from Rotterdam to Caen carrying a cargo of coal.

VALENTINE

British Navy, destroyer; 1917; Cammell Laird & Co.; 1,090 tons; 312x29-5x10-8; 27,000 s.h.p.; 34 knots; turbine engines;

Yarrow boilers; four 4 in. guns, one 2pdr., 5 m.g., 5 T.T. The destroyer *Valentine*, Cdr. H. J. Buchanan, R.A.N., was engaged in supporting the left flank of the Allied armies in Holland by anti-aircraft gunfire when she was attacked by German dive-bombers and severely damaged. The ship began to sink and was beached in the river Scheldt and abandoned on May 15th, 1940. Of her complement of about 150 nearly all were saved.

The full story of the invasion of the Low Countries and the Dunkirk evacuation is told under H.M. destroyer *Grafton*.

VALENTINO CODA

Corrado Soc. Anon, di Nav.; 1924; Lithgows; 4,486 tons; 397-5x52x26-6; 437 n.h.p.; triple-expansion engines. The Italian steamship *Valentino Coda* was torpedoed and sunk by a British submarine on June 14th, 1943, about 30 miles N. of Messina.

VALERIA

Reederei A. Kirsten; 1937; Lubecker Maschinenbau Ges.; 1,450 tons; 268-9x39-4x14-6; 200 n.h.p.; compound engines.

The German steamship *Valeria* was bombed and sunk by British aircraft on August 29th, 1944, S.W. of Heligoland.

VALERIAN

British Navy, sloop; 1916; C. Rennoldson & Sons; 1,250 tons; 257'7x33-5x11-7; 2,000 i.h.p.; 16-5 knots; triple-expansion engines; two 4 - 7 in. guns, two 3 pdr.

The sloop *Valerian*, Cdr. W. A. Usher, was on her way from Nassau, Bahamas, to Bermuda after having taken the Acting Governor of the Bahamas on a round of visits to the outlying islands of the group. The sloop had left Nassau, where there was a shortage of coal, with just sufficient to bring her to her destination at an economical speed. On Thursday, October 21st, 1926, she was some 200 miles from Bermuda steaming at 9 • 5 knots on one boiler. At midnight steam was raised in the second boiler and speed was increased to 11 • 5 knots. At 8 a.m. on Friday, the 22nd, the *Valerian* was five miles from Gibbs Hill, Bermuda, with no indication of stormy weather. Shortly after this a hurricane of an estimated force of 136 miles per hour swept over the area and the engines of the sloop proved altogether too feeble to maintain her steerage way. Her engines stopped and a succession of squalls laid her over until her funnels became submerged, the water flooding down and exploding the boilers, after which she sank.

Cdr. Usher went down on the bridge, receiving a blow on the head, but eventually coming to the surface near one of the rafts was pulled on board and saved. The number drowned was four officers and 82 ratings.

VALERIE

Thomas Berg; 1887; Russell & Co.; 2,140 tons; 283-5x40-5x24-5.

The Norwegian sailing ship *Valerie* was sunk by a German submarine in the Bay of Biscay on April 22nd, 1917.

VALETTA

Sir William Gray; 1875; W. Gray & Co.; 1,382 tons; 247-6x32-5x18-5; 120 h.p.; compound engines.

The British cargo ship *Valetta* foundered after being damaged by ice 50 miles from St. John's, N.F.L., on April 18th, 1894. She was on a voyage from Penarth to St. John's carrying a cargo of coal.

VALFIORITA

Industrie Navali Soc. Anon.; 1942; Italy; 6,200 tons; oil engines.

The Italian motorship *Valfiorita* was torpedoed and sunk by a British submarine on July 8th, 1943, near Rasocolmo, Sicily.

VALHALLA

F. Baudoin; 1892; Ramage & Ferguson; 1,170 tons; 239-6x37-2x20-7; 146 n.h.p.; triple-expansion engines. The French auxiliary full rigged ship *Valhalla*, on a voyage from Valencia to Dunkirk, foundered in heavy weather, after her stokehold had been flooded, on December 2nd, 1921, off Cape St. Vincent.

VALLE

Cia. Cantabrica de Nav.; 1888; E. Withy & Co.; 2,365 tons; 290 X 38 -1 x 19 - 2; 212 n.h.p.; triple-expansion engines.

The Spanish steamship *Valle* was sunk by a German submarine off Ushant on January 17th, 1917.

VALLE DE MENA

Vasco Madrilena de Navegacion; 1957; Astilleros de T. Ruiz de Velasco; 999 tons; 221-5x32-4x15-9; oil engines. The Spanish motorship *Valle de Mena*, on a voyage from Bilbao to Emden with 800 tons of steel, reported herself in a position about 100 miles from Bordeaux with engine breakdown and in need of assistance on April 3rd, 1962. Nothing more was heard of the ship or her crew of 18 until the following day when wreckage was sighted and one survivor picked up from a boat.

VALLEYFIELD

Canadian Navy, frigate; 1943; Quebec; 1,445 tons; 303 x 37-5x—; 21 knots; turbine engines; 3-drum boilers; two 4 in. guns, several smaller.

The Canadian frigate *Valleyfield*, Lt. Cdr. D. T. English, was on escort duty off Cape Race on May 7th, 1944, when she was torpedoed and sunk by a German submarine. The *Valleyfield* carried a complement of 164 of whom 126, including Cdr. English, were lost.

VALPARAISO

Pacific Steam Navigation Co.; 1873; J. Elder & Co.; 3,575 tons; 379'2x41-8x33-2; 550 h.p.; compound inverted engines. ~ The British steamship *Valparaiso* was wrecked in Vigo Bay at 9.50 p.m. on February 28th, 1887, while on a voyage from Liverpool to Valparaiso carrying a general cargo.

VALPARAISO

Soc. Anon. Lloyd del Pacifico; 1890; Fair field Co.; 4,930 tons; 430-1x47-9x21; 506 n.h.p.; triple-expansion engines. The Italian steamship *Valparaiso* was torpedoed by a submarine in the Mediterranean on October 14th, 1917.

VALPARAISO

Rederi-AjB Nordstjernen; 1917; Burmeister & Wain; 4,979 tons; 364 -5x51-4x22-1; 629 n.h.p.; oil engines. The Swedish motorship *Valparaiso*, with a crew of 35 and an unknown number of passengers, left Montreal on December 3rd, 1940, for Glasgow. Nothing was ever heard of the ship after she sailed from Halifax on the 18th, and she was considered to have been probably lost by war causes.

VALSAVOIA

Industrie Navali Soc. Anon.; 1919; Societa Esercizio Bacini; 5,733 tons; 385'9x51-5x27-4; 336 n.h.p.; triple-expansion engines.

The Italian steamship *Valsavoia* was torpedoed and sunk by a British submarine on February 2nd, 1943, eight miles from Capri.

VALVERDE

Industrie Navali Soc. Anon.; 1910; W. Doxford & Sons; 4,463 tons; 378-9x50-1 x26-1; 310 n.h.p.; triple-expansion engines.

The Italian steamship *Valverde* was bombed and sunk by German aircraft on September 9th, 1943, at Loughorn.

VAMPIRE

Australian Navy, destroyer; 1917; J.S. White & Co.; 1,090 tons; 312x29-5x10-9; 27,000 s.h.p.; 34 knots; turbine engines; White-Forster boilers; four 4 in. guns, one 2 pdr., 3 m.g., 5 T.T. The Australian destroyer *Vampire*, Cdr. W. T. A. Moran, left Trincomalee in company with the aircraft carrier *Hermes* on April 8th, 1942. On the following day both ships were located by Japanese carrier-borne aircraft some 80 miles S. of Trincomalee and attacked by 70 dive-bombers. Both ships were sunk in a very short time. Of the *Vampire's* complement eight were killed, including Cdr. Moran, and one died of wounds.

For fuller details see *Hermes*.

VAN DER WIJK

Koninklijke Paketvaart Maats.; 1921; Maats. Fyenoord; 2,633 tons; 320x44x27-7; 362 n.h.p.; triple-expansion engines. The Dutch steamship *Van der Wijk*, on a voyage from Sourabaya to Tandjong Priok with passengers and general cargo, capsized and sank in heavy weather on October 20th, 1936, near Tandjong Pakis, between Sourabaya and Samarang. Flying boats and naval craft, summoned by her S.O.S. call, picked up 167 survivors from boats and floating wreckage but 34 lives were lost, passengers and crew.

VAN GHENT

Netherlands Navy, destroyer; 1926; Koninklijke Maats. de Schelde; 1,310 tons; 322x31-2x10-5; 31,000 s.h.p.; 36 knots; turbine engines; Yarrow boilers; four 4 - 7 in. guns, two 3 in.A.A., four 12-7 mm., 6 T.T., 24 mines.

The Dutch destroyer *Van Ghent* was wrecked on Lima Island in the Java Sea between Banka and Billiton on February 15th, 1942. The vessel was a unit of the ill-fated Allied East Indies Squadron which was almost entirely destroyed by the Japanese in February and the early days of March 1942. Her normal complement was 129.

VAN LANSBERGE

Koninklijke Paketvaart Maats.; 1913; Maats. Fyenoord; 1,937 tons; 278-4x41-2x16-8; 166 n.h.p.; 10 knots; triple-expansion engines. The Dutch steamship *Van Lansberge* was bound from Sourabaya to Macassar when she was bombed by Japanese aircraft and heavily

damaged. Later she was torpedoed and sunk by the Japanese submarine /-55. The attack took place near Briibank in the Java Sea on February 4th, 1942, the steamship sinking with 20 of the crew.

VAN NES

Netherlands Navy, destroyer; 1930; Burgerhouts; 1,316 tons; 322 x 31 - 2 x 10; 31,000 s.h.p.; 36 knots; turbine engines; Yarrow boilers; four 4 - 7 in. guns, one 3 in.A.A., four 40 mm.A.A., four 12-7 mm., 6 T.T.

The Dutch destroyer *Van Nes* was bombed and sunk by Japanese aircraft off Banka Island, Sumatra, on February 17th, 1942. She was a unit of the ill-fated Allied East Indies Squadron which was almost entirely destroyed by the Japanese in February and the early days of March 1942. Her normal complement was 120.

VAN OVERSTRATEN

Koninklijke Paketvaart Maats.; 1912; Maats. Fyenoord; 4,482 tons; 383 - 2x48-3x27-3; 436 n.h.p.; triple-expansion engines. The Dutch steamship Van Overstraten was shelled and sunk by a Japanese submarine on January 22nd, 1942, 600-700 miles W. of Sumatra on a voyage from Bombay to Telok Betong. There were no survivors.

VAN REES

Koninklijke Paketvaart Maats.; 1913; Rijkee & Co.; 3,000 tons; 325-6x43-1x22-7; 233 n.h.p.; triple-expansion engines. The Dutch steamship Van Rees was bound from Tjilatjap to Emmahaven when she was torpedoed and sunk by the Japanese submarine I-56, 80 miles S. of Tjilatjap, on January 9th, 1942, the steamship sinking with six of the crew.

VAN RENNELAER

KoninklijkeNederlandscheStoomb.Maats.; 1920; Nederlandsche Scheepsbouw Maats.; 4,241 tons; 342x47-7x24-3; 330 n.h.p.; triple-expansion engines. The Dutch steamship Van Rensselaer, outward bound from Amsterdam with 150 passengers, struck a mine outside Ymuiden on May 12th, 1940, two days after the commencement of the German invasion. The ship ran ashore and was wrecked. The captain and five passengers were killed, 43 of the survivors in boats made for England and eventually landed at Ramsgate.

VAN RIEBEECK

Koninklijke Paketvaart Maats.; 1902; Nederlandsche Scheep- bouw Maats.; 2,263 tons; 316-9x41 - 7x19-4; 249 n.h.p.; 12 knots; triple-expansion engines. The Dutch steamship Van Riebeeck was bound from Pasaroean to Singapore when she was intercepted by the Japanese submarine I-56 which sank her by gunfire. The attack took place in the Java Sea on January 8th, 1942, the steamship sinking with 12 of the crew.

VAN STABEL

Societe des Voiliers Dunckerquois; 1901; Ateliers & Chantiers de laLoire; 2,349 tons; 276-7x40-3x22-5. The French barque Van Stabel, on a voyage from Glasgow to San Francisco, was wrecked off Monarch Island, Hebrides, prior to February 3rd, 1903. Twenty-seven of the crew were drowned.

VANCOUVER

Gow Harrison & Co.; 1928; Greenock Dockyard Co.; 5,729 tons; 410-3x54-5x30-1; 565 n.h.p.; 11 knots; triple-expansion engines. The tanker Vancouver, Capt. H. Farquhar, on a voyage from Halifax to Shell Haven with 7,500 tons of gasoline, struck a mine, broke in two and caught fire two miles from the Sunk Lightship, Thames Estuary, on September 21st, 1941. The ship burned for several days and could not be approached because of the burning petrol on the water. Thirty-four of the crew of 36 and five of the six gunners were lost.

VANCOUVER ISLAND

Canadian Government; 1929-34; Deutsche Werke; 9,472 tons; 487-3x60-6x39'5; 2,775 n.h.p.; oil engines. The Canadian motorship Vancouver Island, on a voyage from Montreal to Cardiff, was torpedoed and sunk by a German submarine on October 15th, 1941, about 750 miles W. of the Fastnet.

All on board were lost, 65 crew, eight gunners and 32 passengers. The *Vancouver Island* was formerly the German *Weser*, captured by the Canadian auxiliary cruiser *Prince Robert* on September 26th, 1940, soon after leaving Manzanillo, Mexico.

VANDA

H. Uner, Aktieb.; 1882; Palmers" Co.; 1,646 tons; 250X 36-2x20; 157 n.h.p.; compound engines. The Swedish steamship Vanda was torpedoed and sunk by a German submarine in the North Sea on July 11th, 1917.

VANDALIA

*United States Navy, wooden steam frigate; 1874; Boston Navy Yard; 2,100 tons; 216-5x39-3x17-3; 1,176 i.h.p.; 12 knots; compound engines; six 9 in. m.l.r. guns, one 60 pdr., 3 smaller, 3 m.g. The Vandalia, Capt. C. M. Schoonmaker, was one of a squadron of three ships under command of Rear-Admiral Kimberley, lying in the harbour of Apia, Samoan Islands, on the night of the hurricane of March 15th-16th, 1889. The other nations whose ships were present were Britain, one ship, the *Calliope*, and Germany three ships. The full story of the hurricane is told under the name of the U.S. flagship, the *Trenton*.*

The harbour of Apia was far too small for the purpose of riding out a storm and the ships would have been safer at sea. The acute tension existing at that time between the U.S. and German prevented this sensible course being followed, and the two squadrons remained in harbour, the *Calliope* being the only vessel to seek open sea.

The *Vandalia* was flung ashore by the hurricane and became a total wreck. Four officers, including the captain, and 39 ratings lost their lives.

VANDIEMAN

G.H.Lovitt; 1878; Groscoques, N.S.; 1,347 tons; 200x38x 23 (approx.). The Canadian sailing ship Vandiemman was on passage from Liverpool to Sandy Hook in ballast in February, 1879, when she was sunk by collision with a barque off Cape Clear, Ireland. Seventeen members of the crew were drowned, as were the crew of the barque.

VANDYCK

*Lamport & Holt; 1911; Workman, Clark & Co.; 10,328 tons; 495 - 5x60-8x28-7; 614 n.h.p.; 15 knots; quadruple-expansion engines. The liner Vandyck was one of the largest and best appointed vessels in the Lamport & Holt fleet and on October 26th, 1914, was on a voyage from Buenos Aires to New York. The vessel was carrying over 200 passengers, chiefly U.S. citizens, and a large and valuable cargo. On the morning of the 26th she had the misfortune to be sighted by the German light cruiser *Karlsruhe* which chased and captured her just before noon. The passengers and crew were placed on the steamship *Asuncion*, previously captured, with many other prisoners, and sent to Para, which they reached on November 1st. The *Karlsruhe* sank the liner next day off Maranhao, Brazil, after taking all that she required from the cargo. She was particularly fortunate in this capture as the *Vandyck* was carrying, among other items, 1,000 tons of frozen meat.*

For full story of the raider, see *Karlsruhe*.

VANDYCK

Lamport & Holt Line; 1921; Workman, Clark & Co.; 13,241 tons; 510'6x64-3x39-3; 800 n.h.p.; 15 knots; turbine engines. The liner Vandyck was taken over by the Admiralty early in the Second World War. She took part in the operations off Norway and on June 10th, 1940, in convoy₅ was attacked by German dive-bombers and sunk. Two officers and five ratings were killed and 29 officers and 132 ratings were taken prisoner by the Germans.

VANGUARD

British Navy, ironclad; 1870; Laird's; 6,034 tons; 280x54x 23-5; 5,812 ih.p.; 14 knots; compound engines; ten 9 in. m.l.r. guns, four 40 pdr., 20 smaller, 4 T. T. The ironclad Vanguard, Capt. R. Dawkins, was a unit of the Reserve Squadron of the Channel Fleet, under command of Vice-Admiral Sir W. Tarleton, which left Kingstown on September 1st,

1875, for Cork. When off the Kish Lightship, six miles from Kingstown, the squadron encountered fog and by 12.30 p.m. visibility was reduced to a bare 50 yards. Speed was reduced from 14 knots to seven, but even this was too great for such thick weather. At about 12.50 p.m. *Vanguard*, which was next ahead to *Iron Duke*, 6,024 tons, put her helm hard a port to avoid a large sailing vessel which had suddenly loomed up out of the fog. This caused her to swing out of line and immediately across the bows of *Iron Duke*. Capt. H. D. Hickley of the latter vessel reversed his engines, but not in time to prevent his ship from striking *Vanguard* a frightful blow with her ram on the port quarter between the main and mizzen-masts, some four feet below the armour belt and just abaft the engine room. The *Vanguard* began to sink by the stern, but very slowly.

Owing to the preoccupation of Capt. Dawkins and his officers with the problem of saving the crew certain measures for saving, or attempting to save, the vessel were not put in hand. As a result of this the ship's engine room became flooded and the engines ceased to work. Good discipline was maintained and everyone on board was saved, either by the boats of *Vanguard* herself or those of *Iron Duke*.

After remaining afloat for exactly 59 minutes from the moment of the collision *Vanguard* sank by the stern, her position at the time being eight miles E.S.E. of the Kish Lightship, and 14 miles from Kingstown.

The *Vanguard's* full complement was 450, but at the time she carried only 300.

BRITISH

British Navy, dreadnought battleship; 1909; Vickers; 19,250 tons; 536 x84x 27; 24,500 i.h.p.; 22 knots; turbine engines; Babcock boilers; ten 12 in. guns, eighteen 4 in., four 3pdr., 3 T.T. The battleship *Vanguard*, Capt. J. D. Dick, served with the Grand Fleet during the First World War until the time of her destruction. She was present at the battle of Jutland as a unit of the 4th Battle Squadron. On July 9th, 1917, *Vanguard* was lying in Scapa Flow when she blew up with the loss of nearly every man on board. The ship's normal complement was 670, of which number one officer and two seamen were saved. The officer died later of his wounds* Thirty-seven officers, including Capt. Dick, were lost in the disaster.

During the First World War battleships, and large cruisers were destroyed by internal explosion when lying in harbour with alarming frequency, the following vessels being lost in this manner.

BRITISH

Bulwark, pre-dreadnought *Vanguard*, dreadnought *Natal*, armoured cruiser *Princess Irene*, auxiliary minelayer

JAPANESE

Kawachi, dreadnought *Tsukuba*, battle cruiser.

ITALIAN

Benedetto Brin, pre-dreadnought *Leonardo da Vinci*, dreadnought *Basilicata*, cruiser *Etruria*, cruiser

RUSSIAN

Imperatzia Maria, dreadnought

Such disasters served to emphasise for naval officers and designers the dangers arising from deterioration of the stocks of high explosives carried on board modern men-of-war.

VANLAND

H.Metcalfe; 1893; Campbeltown S.B. Co.; 1,285 tons; 227 x 32-7x16-3; 112 n.h.p.; triple-expansion engines. The Swedish steamship *Vanland* was shelled and sunk by a German submarine in the North Sea on July 24th, 1917.

VARANGBERG

A/S. Malmfart; 1915; Great Lakes Engineering Works; 2,842 tons; 282-8x46-3x25-2; 284 n.h.p.; triple-expansion engines. The Norwegian steamship *Varangberg* was torpedoed and sunk on

September 25th, 1941, about 900 miles W. of Vigo on a voyage from Melilla to Belfast with 4,100 tons of iron ore. Twenty-one of the crew were lost.

VARDULIA

Donaldson Line; 1917; Russell & Co.; 5,735 tons; 423-3x 56x28- 7; 564 n.h.p.; triple-expansion engines. The steamship *Vardulia* left Hartlepool on October 12th, 1935, for Botwood, N.F.L., with coal and general cargo. On the 18th a distress call was received from the ship, asking for assistance in a heavy gale, giving a position about 700 miles W. of Malm Head. A second call on the following morning announced that the ship was to be abandoned. Nothing more was ever heard of the *Vardulia* or the crew of 37.

VARIA

Rederi-AjB Svenska Lloyd; 1908; Helsingborgs Varfs A/JB; 929 tons; 197-4x33-1x13-8; 101 n.h.p.; triple-expansion engines.

The Swedish steamship *Varia*, on a voyage from Falmouth to Belfast in ballast, was bombed and sunk by a German aircraft on August 10th, 1940, 60 miles S.E. of the Fastnet. Seven of the crew of 19 were lost.

VARIAG

Russian Navy, protected cruiser; 1899; W. Cramp & Son; 6,500 tons; 420x52x20-7; 19,185 i.h.p.; 23 knots; triple-expansion engines; twelve 6 in. guns, twelve 12 pdr., eight 3 pdr., two 2pdr., 6 T.T.

At the commencement of the Russo-Japanese War in February, 1904, the Russian protected cruiser *Variag*, Capt. Roudneff, with the gunboat *Korietz*, was lying in the harbour at Chemulpo, Korea. The international situation was extremely delicate for, although the Russian expected hostilities to break out at any moment, they were deprived of authentic news by the action of the Japanese, who had held up all cables at Nagasaki.

At midnight on February 7th the Japanese light cruiser *Chiyoda*, Capt. Murakami, weighed anchor and left the harbour to join the squadron under Admiral Uriu, which was convoying transports from Sasebo. On the previous day Capt. Roudneff had ordered the *Korietz* to proceed to Port Arthur with mails and dispatches from the Russian minister at Seoul, but she was fired on by the Japanese ships as she was leaving harbour and forced to turn back. These two events should have been sufficient to warn the Russians yet they suffered the Japanese to enter the harbour on the 8th and land their troops and supplies without interference, and then to withdraw. The *Chiyoda* was sent in next day with a letter from Admiral Uriu informing the neutral men-of-war that hostilities had commenced and, in the case of the Russians, demanding that they quit the harbour by noon. To this Capt. L. Bayly of H.M.S. *Talbot*, senior naval officer, replied with a vigorous protest against Japan's violation of a neutral port, a strong and perfectly correct action, all the more commendable when we reflect that at that time Britain and Japan were allies.

Capt. Roudneff asked the advice of Capt. Bayly, who suggested that the 23 knot *Variag* should make a dash for Port Arthur, leaving the *Korietz* to be scuttled. After several hours the *Variag* and the *Korietz* weighed anchor and proceeded to sea, the cruiser's band playing and her men standing to the guns.

There was a great disparity in favour of the Japanese, as the list of ships engaged reveals:—

RUSSIAN

	tons	knots	guns
<i>Variag</i>	6,500	23	12-6 in.
<i>Korietz</i>	1,270	13-5	2-8 in., 1-6 in.

JAPANESE

<i>Naniwa</i> (flagship)	3,650	18	2-12 in., 6-5-9 in.
<i>Takachiho</i>	3,709	..	..
<i>Asama</i>	9,750	22	4-8 in., 14-6 in.
<i>Niitaka</i>	3,420	20	6-6 in.
<i>Akashi</i>	2,700	..	2 .. 6-4-7 in.
<i>Chiyoda</i>	2,439	19	10 ..

VARILD

At 11.45 a.m. the Japanese opened fire at a range of about 7,500 yards, using shrapnel as well as high explosive. The reason for the former being that the *Variag's* 6 in. guns were not protected by shields and her gunners were dangerously exposed. In the first 15 minutes the *Variag* had half her guns put out of action, her own fire being rapid but inaccurate. By noon her steering gear was no longer functioning, she was on fire in several places, had been holed below the waterline and had a heavy list. In this parlous state she returned to harbour with only two of her 12 6 in. guns in action. The Japanese now ceased firing and remained at a distance of some three and a half miles outside the harbour. The foreign warships at once lowered boats and began the work of rescue, taking off the wounded first and then embarking the rest of the crew before the ship foundered, the Russians opening her sea cocks before the last party left.

One officer and 30 men of the *Variag's* complement of 553 were killed and six officers and 185 men wounded.

The gunboat *Korietz* had conformed to her consort's movements and, as her fire was ineffectual owing to the range at which the action was fought, she returned to harbour and was blown up by her crew.

VARILD

E. Ncesheim A/S; 1910; Bergens Mek. Verksted; 1,086 tons; 223'9x33-2x15-2; 116 n.h.p.; triple-expansion engines. The Norwegian steamship *Varild* left Horten on January 22nd, 1940, for Sunderland in ballast. She was never seen again and was considered to have been sunk by mine or torpedo.

VARMDO

Rederi-AIB.Rex; 1901; A. Rodger & Co.; 2,956 tons; 318-6x 46 -1 x 21 - 3; 254 n.h.p.; triple-expansion engines. The Swedish steamship *Varmdo* was bombed and sunk by British aircraft on the night of May 30th, 1942, off Terschelling, with the loss of five lives.

VARNA

Soc. Commerciale Bulgare de Nav. a Vap.; 1902; Wood, Skinner & Co.; 1,820 tons; 270x39-5x18-6; 206 n.h.p.; triple-expansion engines.

The Bulgarian steamship *Varna*, on a voyage from Varna to Piraeus with general cargo, was sunk by collision on December 25th, 1929, in the Sea of Marmara. Twenty-two of the crew and five passengers were drowned, five of the crew were saved.

VARNA

Soc. Commerciale Bulgare de Nav. a Vap.; 1937; Neptunwerft; 2,143 tons; 303x43-6x 16-3; 307n.h.p.; compound engines & L.P. turbine.

The Bulgarian steamship *Varna* was torpedoed and sunk by a Russian submarine on August 24th, 194?, in the Black Sea, with the loss of the crew of 32.

VARVARA

D. Pavlatos & Co.; 1872; Barclay, Curie & Co.; 1,316 tons; 250 - 3x30x21-7; 130 n.h.p.; compound engines. The Greek steamship *Varvara* was shelled and sunk by a submarine in the Mediterranean on July 19th, 1917.

VASCO

T. Wilson, Sons & Co.; 1895; Furness, Withy & Co.; 1,914 tons; 280x40x19-2; 188 n.h.p.; 9-5 knots; triple-expansion engines. The steamship *Vasco* struck a mine and sank ten miles W. by S. of Beachy Head on November 16th, 1916. The captain and 16 others were killed.

VASCONIA

O.Berg; 1899; Russell & Co.; 3,052 tons; 325-3x45-3x15-4; 289 n.h.p.; triple-expansion engines. The Norwegian steamship *Vasconia* struck a mine and sank in the Mediterranean on April 9th, 1918.

VASILEFS CONSTANTINOS

S.G.Embiricos; 1913; Short Bros.; 4,070 tons; 374x52x22-1; 353 n.h.p.; triple-expansion engines. The Greek steamship *Vasilefs Constantinos* was torpedoed and sunk by a submarine in the Mediterranean on April 3rd, 1917.

VASILEFS GEORGIOS

O. Tetenes; 1904; R. Craggs & Sons; 3,651 tons; 340x47-1x 24-9; 342 n.h.p.; triple-expansion engines. The Greek steamship *Vasilefs Georgios* was torpedoed and sunk by a German submarine in the Bristol Channel on May 3rd, 1918.

VASILISSA OLGA

Greek Navy .destroyer; 1938; Yarrow; 1,3 50 tons; 320x33x 8-5; 34,000 s.h.p.; 36 knots; turbine engines; Yarrow boilers; four 5 in. guns, four 37 mm., 3 m.g., 8 T.T. The Greek destroyer *Vasilissa Olga* was torpedoed and sunk in the Mediterranean in September 1943. The vessel carried a complement of about 160.

VASSILIOS A. POLEMIS

I. G. Goumas; 1907; Chantiers Navals Anversois; 3,425 tons; 347-2x48-3x23; 320 n.h.p.; triple-expansion engines. The Greek steamship *Vassilios A. Polemis* was torpedoed and sunk by a German submarine on January 22nd, 1942, on a voyage from Cardiff to St. John, N.B. Twenty-one of the crew were lost.

VASSILIOS T.

E. M. Tricoglu; 1920; Nitta Shipyard; 3,673 tons; 315-9X 45-8x26-3; 400 n.h.p.; triple-expansion engines. The Greek steamship *Vassilios T.*, on a voyage from Swansea to Venice with coal, struck a rock and foundered on March 19th, 1939, near Point Stupisce, Vis Island, Adriatic.

VAV

Dampsk. Akties. Vestheim; 1916; Fredrikstads Mek. Verksted; 1,255 tons; 235x33-5x21-2; 188 n.h.p.; triple-expansion engines. The Norwegian steamship *Vav* was torpedoed and sunk by a German submarine in the English Channel on December 4th, 1917.

VECHT

Naam. Venn. Houtvaart; 1917; A. Vuijk & Zonen; 7,965 tons; 281 - 3x40-2x19-2; 225 n.h.p.; triple-expansion engines. The Dutch steamship *Vecht* left Rotterdam on March 6th, 1940, for Lobito in ballast, and was never seen again. Wreckage was found the next day near the Schouwenbank and it was considered probable that the ship had been sunk by striking a mine.

VEDAMORE

Johnston Line; 1896; Harland & Wolff; 6,330 tons; 451x 48-3x27-3; 627 n.h.p.; 13-5knots; triple-expansion engines. The steamship *Vedamore* was torpedoed and sunk by a German submarine 20 miles W. of the Fastnet on February 7th, 1917. Thirty-nine of the crew of 63 managed to get away in the boats in bitterly cold weather. Two men died from exposure before the boats were picked up ten hours later.

VEDRA

Associated Oil Carriers; 1893; J. Laing; 4,057 tons; 345 X 44-7x22; 362 n.h.p.; 9-5 knots; triple-expansion engines. The tanker *Vedra* was bound from Sabine, Texas, to Barrow with 6,000 tons of benzine. She was commanded by Capt. Brewster and carried a crew of 36. On December 7th, 1914, she was approaching Barrow in a wild gale and making signals for a pilot. Before one could reach her she stranded on Walney Island, off Barrow, at 8.30 p.m., and began to bump heavily on the rocks. The guardship *Furness*, Capt. Hill, put out to her assistance and passed two hawsers in succession but both parted. Two tugs and the Piel Island and Fleetwood lifeboats came on the scene, but the efforts of the tugs failed to move the tanker as her engines were disabled and the lifeboats could not approach because of the gale. At 3 a.m. on the 8th, after continuous pounding by the seas, there was an explosion and the ship burst into flames. Only two men, the second and fourth engineers, both badly burned, were rescued. The remaining 34 of the crew being either burned or drowned.

VEGA

Italian Navy, torpedo boat; 1936; Quarnaro; 642 tons; 269 x 27x7; 19,000 s.h.p.; 34knots; turbine engines; 3-drum boilers; three 3 - 9 in. guns, six 37 mm., 4 T. T. On January 11th, 1941, a British convoy with supplies for Greece

was running through the Sicilian Channel when it sighted the Italian torpedo boats *Vega* and *Cigno*, both small ships of 642 tons. Action was at once joined and the *Vega* put up a very gallant fight in the face of overwhelming fire from British cruisers and destroyers. The cruiser *Southampton*, 9,100 tons, Capt. B. C. Brooke, scored hits on her and she finally sank with most of her complement of about 100. The *Cigno*, which tried to escape, was badly damaged and had to be beached. For full story of the convoy see under the cruiser *Southampton*.

VEGHTSTROOM

Hollandsche Stoomboot Maats.; 1901; *Rijkee & Co.*; 1,339 tons; 230 x 33 x 17 - 6; 122 n.h.p.; triple-expansion engines. The Dutch steamship *Veghtstroom*, was seven miles N.W. of Godrevy Lighthouse, Cornwall, on August 23rd, 1917, when she was torpedoed and sunk by the German submarine *UC-47*. At the time of the attack the steamship was sailing under the British flag. She sank with the loss of five lives.

VEHEMENT

British Navy, destroyer; 1917; *W. Denny & Bros.*; 1,367 tons; 312 x 29 x 11; 27,000 s.h.p.; 34 knots; turbine engines; *Yarrow boilers*; four 4 in. guns, one 3 in., 4 T.T.

The destroyer *Vehement* struck a mine and sank in the North Sea on August 2nd, 1918. Her official complement was 110.

VELASQUEZ

Lampart & Holt; 1906; *Sir Raylton Dixon & Co.*; 7,542 tons; 465-5 x 59-3 x 29-9; 458 n.h.p.; triple-expansion engines. The British steamship *Velasquez* was wrecked at Sao Sebastiao on October 17th, 1908, while on a voyage from Buenos Aires to New York. She was carrying passengers and a general cargo.

VELEBIT

Jugoslavenska Oceanska Plovidba; 1911; *Armstrong, Whitworth & Co.*; 4,195 tons; 378-2 x 52-3 x 23-9; 391 n.h.p.; triple-expansion engines.

The Yugoslav steamship *Velebit* was shelled and sunk by the German raider *Kormoran* on the night of June 25th, 1941, in the Bay of Bengal on a voyage from Bombay to Maulmain. Twenty-eight of the crew were killed.

VELMA LYKES

Lykes Bros. S.S. Co.; 1920; *McDougall Duluth Co.*; 2,572 tons; 251 x 43 • 7 x 26 - 2; 352 n.h.p.; triple-expansion engines. The American steamship *Velma Lykes* was torpedoed and sunk by a German submarine on June 4th, 1942, about 80 miles S. of the western tip of Cuba on a voyage from Galveston to Cristobal. Fifteen of the crew were lost.

VELOCE

A. Lauro; 1911; *A. Stephen & Sons*; 5,464 tons; 424-4 x 53-2 x 30; 424 n.h.p.; triple-expansion engines.

The Italian steamship *VeLoce* was torpedoed by a British aircraft and sunk by gunfire from warships on December 2nd, 1942, 20 miles S. of the Kerkenna Islands.

VENBORG

Brummences & Torgersen; 1904; *Fevigs Jernskibsbyggeri*; 1,065 tons; 200-5 x 32 x 14-6; 111 n.h.p.; triple-expansion engines.

The Norwegian steamship *Venborg* was torpedoed and sunk by a German submarine off Ushant on March 23rd, 1918.

VENDIA

Det Forenede Kulimporterer; 1924; *Howaldtswerke*; 1,150 tons; 226 x 36-1 x 10-6; 113 n.h.p.; triple-expansion engines. The Danish steamship *Vendia* was torpedoed and sunk by a German submarine on September 30th, 1939, about 35 miles N.W. of Hanstholmen, on a voyage from Faaborg to the Clyde. Eleven of the crew were lost.

VENERSBORG

Stockholms Rederi-A/B Svea; 1914; *Trondhjems Mek. Verksted*; 1,044 tons; 226-2 x 35 x 13-5; 139 n.h.p.; triple-expansion engines.

The Swedish steamship *Venersborg* sank after an explosion on December 29th, 1944, about 20 miles S.W. of Utklippan. There was only one survivor of the crew of 20.

VENETIA

British Navy, destroyer; 1918; *Fairfield Shipbuilding Co.*; 1,090 tons; 312 x 29-5 x 10-9; 27,000 s.h.p.; 34 knots; turbine engines; *Yarrow boilers*; four 4 in. guns, 6 smaller, 6 T.T. The destroyer *Venetia*, Lt. Cdr. D. L. C. Craig, struck a mine and sank on October 19th, 1940, in the Thames estuary. Cdr. Craig, four other officers and 30 ratings were killed.

VENETIAN

F. Leyland & Co.; 1882; *Palmers' Co.*; 4,055 tons; 423-6 x 41 x 29; 450 h.p.; compound engines.

The British steamship *Venetian* was wrecked on State Ledge, Boston Bay, on March 3rd, 1895, in fog, while on a voyage from Boston to London carrying a general cargo.

VENEZIA

Italian Government; 1914; *J. Readhead & Sons*; 4,207 tons; 369-9 x 51-1 x 25 • 3; 386 n.h.p.; triple-expansion engines. The steamship *Venezia* was formerly the Greek *Mount Ithome*, seized by the French and renamed *Monrovia*, later taken over by the Italians. On July 14th, 1943, she was bombed and sunk by British aircraft at Messina.

VENEZUELA

Rederi-A/B. Nordstjeman; 1939; *A/B Gotaverken*; 6,991 tons; 420-8 x 55-9 x 24; 945 n.h.p.; oil engines.

The Swedish motorship *Venezuela* was torpedoed and sunk by a German submarine on April 17th, 1941, about 300 miles W. of the Fastnet on a voyage from Gothenburg to Rio de Janeiro. There were no survivors.

VENICE MARU

Kawasaki Kisen K.K.; 1921; *Kawasaki Dockyard Co.*; 6,571 tons; 405-0 x 53-0 x 37-0; 578 n.h.p.; triple-expansion engines.

The steamship *Venice Maru* was torpedoed and sunk by the U.S. submarine *Haddock* on November 11th, 1942, in the Yellow Sea.

VENORE

Ore S.S. Corp.; 1921; *Bethlehem S.B. Corp.*; 8,017 tons; 550-3 x 72-2 x 43-7; 928 n.h.p.; triple-expansion engines.

The American steamship *Venore*, Capt. Fritz Duurloo, was torpedoed and sunk by a German submarine on January 23rd, 1942, off Cape Hatteras, on a voyage from Cruz Grande to Baltimore with iron ore. Capt. Duurloo and 21 of the crew were lost.

VENTMOOR

W. Runciman & Co.; 1900; *Ropner & Son*; 3,456 tons; 330-5 x 46-6 x 24-4; 281 n.h.p.; 8-5 knots; triple-expansion engines.

The steamship *Ventmoor* was torpedoed and sunk by a German submarine eight miles S.W. by W. of Skyros Lighthouse, Greece, on February 14th, 1918. The captain and 20 others were killed.

VENTNOR

Gow, Harrison & Co.; 1901; *Russell & Co.*; 3,961 tons; 344-7 x 49-8 x 18; 346 n.h.p.; 10 knots; triple-expansion engines. The steamship *Ventnor*, Capt. H. G. Ferry, left Wellington on October 26th, 1902, for Hong Kong with a most unusual cargo, having on board 499 coffins containing the bodies of Chinamen who had died in New Zealand. The Chong Shing Tong Society of China was responsible for collecting the bodies, some of which had rested in New Zealand for 20 years, and arranging their conveyance to China. Nine aged Chinese were carried to act as "body attendants". The ship also carried 5,357 tons of coal. Her crew numbered 31.

At 12.40 a.m. on the 27th in fine weather and a smooth sea with her engines running at full speed the *Ventnor* ran on a reef to the southward of Cape Egmont. The engines were at once reversed and

she backed off the rocks and away, but with increasing difficulty. Eventually the pumps gave out and she filled and sank by the bows at 9 p.m. on the 28th.

The boats, of which there were four, were launched without mishap and pulled away, taking the light on Hokianga Heads, ten miles distant, as their guide. Two of them reached Omapere Beach, and one was picked up by a passing ship. The fourth boat containing the captain, two officers and 13 men was washed up in a smashed condition to the N. of Hukatere on November 11th, its occupants having perished.

VENUS

A/S D/S Orion; 1920; Wood, Skinner & Co.; 2,456 tons; 303 x 43 X 20 - 8; 265 n.h.p.; triple-expansion engines. The Danish steamship *Venus*, under German control, struck a mine and sank on August 7th, 1941, off Schleimunde.

VERA

W. S. Bailey; 1881; Blumer & Co.; 2,019 tons; 280-2x37-2 x 24 - 2; 200 h.p.; compound engines. The British cargo ship *Vera* was wrecked ten miles W. of Portland on March 8th, 1889, while on a voyage from Venice to London carrying a general cargo.

VERA

J. P. Jonsson; 1897; Ropner & Son; 2,308 tons; 300x43x 19-5; 226n.h.p.; triple-expansion engines. The Swedish steamship *Vera* was sunk by a submarine in the Mediterranean on October 5th, 1916.

VERACE

J. Messina & C.; 1884; L.Smit & Zpon; 1,219 tons; 257-5 x 33x15-2; 151 n.h.p.; compound engines. The Italian steamship *Verace* struck a mine and sank on October 16th, 1940, off Benghazi.

VERCELLI

Italian Government; 1919; R. Thompson & Sons; 3,094 tons; 331 -3x46-8x23-2; 358 n.h.p.; triple-expansion engines. The steamship *Vercelli* was formerly the French *Brestois*, seized by the Italians. On January 29th, 1943, she was bombed and sunk by British aircraft 50 miles N.E. of Bizerta.

VERDI

Liverpool, Brazil & River Plate S.N. Co.; 1907; Workman Clark & Co.; 7,120 tons; 430-4x53-3x28-8; 460 n.h.p.; 10-5 knots; triple-expansion engines. The steamship *Verdi* was torpedoed and sunk by a German submarine 115 miles N.W. by N. from Eagle Island, off Co. Mayo, on August 22nd, 1917. Six men were killed, the captain was among the survivors.

VERDUN

7902; J. Blumer & Co.; 2,769 tons; 319-6x46x21 -2; 263 n.h.p. triple-expansion engines. The French steamship *Verdun* was torpedoed and sunk by a submarine in the Mediterranean on April 28th, 1918.

VERJO

Jacob Rabes Dampsk.; 1903; Stavanger Stoberi & Dok; 1,002 tons; 221 -6x32-1 x 12-1; 103 n.h.p.; triple-expansion engines. The Norwegian steamship *Verjo* was torpedoed and sunk by a German submarine off Ushant on April 27th, 1917.

VERONA

Leith, Hull & Hamburg Steam Packet Co.; 1865; R. Napier & Sons; 1,016 tons; 253-6x31-5x16; 150 h.p.; compound inverted engines. The British cargo ship *Verona* was wrecked off Wangeroog on December 12th, 1883, while on a voyage from Leith to Bremerhaven carrying a general cargo.

VERONA

Gow, Harrison & Co.; 1897; Short Bros.; 3,463 tons; 352x45-2x25-1; 292 n.h.p.; triple-expansion engines. The British cargo ship *Verona* sank after a collision with the

steamship *Dunstaffnage*, 1,393 tons, in lat. 2° N., long. 29° W., on March 6th, 1900. She was carrying a cargo of produce from Buenos Aires to Hamburg. All the crew were saved but some Italian cattlemen were drowned.

VERONA

Navigazione Generale Italiana; 1908; Workman, Clark & Co.; 8,261 tons; 482-3x58-3x26-2; 1,221 n.h.p.; triple-expansion engines.

The Italian steamship *Verona* was torpedoed and sunk by a submarine in the Mediterranean on May 11th, 1918.

VERONA

Italian Government; 1920; Napier & Miller; 4,459 tons; 364-6x49-1x24-1; 330 n.h.p.; triple-expansion engines. The steamship *Verona* was formerly the French *Carimare*, seized by the Italians. On January 23rd, 1943, she was torpedoed and sunk by British aircraft N.N.W. of Ustica.

VERONESE

Liverpool, Brazil & River Plate S.N. Co.; 1906; Workman, Clark & Co.; 7,877 tons; 465x59-2x29-9; 458 n.h.p.; 13 knots, triple-expansion engines.

The steamship *Veronese*, Capt. Charles Turner, left Liverpool on January 12th, 1913, for Buenos Aires with 20 passengers and 97 crew, and 5,288 tons of cargo. On arrival at Vigo the *Veronese* embarked 97 emigrants, leaving that port on the 15th with 234 persons all told. In the early morning of January 16th, in hazy weather with occasional rain squalls, the liner stranded on the Boa Nova rocks, off Leixoes, Portugal. The enormous seas running at the time prevented any aid from the local lifeboat, but rocket lines were thrown over the ship and at 7 p.m. the sea abated sufficiently for the breeches-buoy to be used, and by this means most of the passengers were hauled ashore. Meanwhile the Portuguese government despatched gunboats to the wreck and did all in its power to assist. At 2.40 p.m. on the 18th, when everyone had been removed, Capt. Turner left the wreck.

Six of the crew and 21 passengers lost their lives.

VERONICA

Rederi-A/B. Activ; 1918; Limhamn's Skeppsvarv A/B.; 1,316 tons; 238x37-6x16-2; 129 n.h.p.; triple-expansion engines. The Swedish steamship *Veronica* was torpedoed and sunk by a German submarine on November 17th, 1940, 35 miles N.N.W. of Tory Island on a voyage from Aguilas to Barrow with iron ore. Seventeen of the crew of 20 were lost.

VERULAM

British Navy, destroyer; 1917; Hawthorn, Leslie & Co.; 1,367 tons; 312x29x11; 27,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4 in. guns, one 3 in., 4 T.T. The *Verulam* was a unit of a flotilla of destroyers operating against the Russian Bolsheviks in the Baltic in 1919. On the night of September 3rd, when off Seskaer Island in the Gulf of Finland, the ship struck a mine and sank. Her official complement was 110.

VERVAIN

British Navy, corvette; 1942; Harland & Wolff; 925 tons; 193x32x16; 2,750 i.h.p.; 17 knots; quadruple-expansion engines; one 4 in. gun, six 20 mm.

The corvette *Vervain*, Lt. Cdr. R. A. Howell, R.N.V.R., was torpedoed and sunk by a German submarine on February 20th, 1945, off South Ireland. Four officers, including Lt. Cdr. Howell, and 45 ratings were lost.

VESPASIAN

H. Reksten; 1935; Porsgrund Mek. Verksted; 1,570 tons; 246-6x37-9x18-2; 63 n.h.p.; compound engines & L.P. turbine.

The Norwegian steamship *Vespasian* left the Tyne on January 9th, 1941, and Oban on the 21st for Demerara in ballast. Nothing more was ever heard of the ship or the crew of 18 and it was considered probable that she was sunk by German aircraft on about the 23rd, off the west coast of Ireland.

VESTA

T. & J. Harrison; 1881; Scott & Co.; 3,055 tons; 367-8x 39-3x27-4; 354 n.h.p.; compound engines. The British cargo ship *Vesta* was wrecked on Catalinita Island, San Domingo, on September 26th, 1898. She was on a voyage from Liverpool to Colon and Vera Cruz carrying coal and a general cargo.

VESTA

Det Forende Dampskibs Selsk.; 1879; Palmers'Co.; 1,122 tons; 223 4x29-6x15-2; 192 n.h.p.; compound engines. The Danish steamship *Vesta* was torpedoed and sunk by a German submarine off the north coast of Scotland on July 16th, 1917.

VESTA

Koninklijke Nederlandsche Stoomb. Maats.; 1907; Rotterdam DrvogdokMaats.; 1,854 tons; 270-3x38-1x18-8; 156 n.h.p.; triple-expansion engines. The German steamship *Vesta* was bombed and sunk by Allied aircraft on May 14th, 1944, off Ameland, Holland.

VESTA

Finska Angf.-A/B.; 1889; Tyne Iron S.B. Co.; 1,015 tons; 218 x 31 - 5 x 12 - 9; triple-expansion engines. The Finnish steamship *Vesta*, on a voyage from Norrköping to Finland with grain, ran into a heavy gale on January 15th, 1945. Her cargo shifted and she capsized and sank.

VESTAL

British Navy, fleet minesweeper; 1943; Harland & Wolff; 950 tons; 235x35-5x11-5; 2,000h.p.; 16-5 knots; one 4 in.A.A. gun, four 20 mm. The fleet minesweeper *Vestal* was operating off Pucket, Siam, on July 26th, 1945, when she was sunk by a Japanese bomber crashing on to the deck. The vessel carried a complement of about 120.

VESTERLAND

AxelBrostrom & Son; 1907; W. Doxford & Sons; 3,832 tons; 347x50x22-2; 310 n.h.p.; triple-expansion engines. The Swedish steamship *Vesterland* was torpedoed and sunk by a German submarine in the North Sea on May 17th, 1917.

VESTFOLD

Vest/old Corp.; 1931; Furness S.B. Co.; 14,547 tons; 538-lx 74-3x33-3; 997nhp. The Panamanian tanker *Vestfold*, loaded with 17,000 tons of fuel oil, was torpedoed and sunk by a German submarine on January 17th, 1943, about 800 miles E. of Cape Farewell. Nineteen of the crew were lost.

VESTFOSS

Skibs-AT'S. Thor Thoresen's Linje; 1909; Nylands Verksted; 1,388 tons; 254 x 38x16-4; 152 n.h.p.; triple-expansion engines. The Norwegian steamship *Vestfoss* was bombed and sunk by German aircraft on March 1st, 1940, 12 miles S.E. of Copinsay on a voyage from Partington to Oslo with coal. A few survivors landed at Oslo five days later.

VESTRIS

Liverpool, Brazil & River Plate S.N. Co.; 1912; Workman, Clark & Co.; 10,494 tons; 495-5x60-8x28-7; 1,243 n.h.p.; 15 knots; quadruple-expansion engines. On November 10th, 1928, the steamship *Vestris*, Capt. W. J. Carey, with 128 passengers and 197 crew, left New York for Barbados and Buenos Aires. Some 24 hours after sailing the ship encountered heavy weather, and at 7.30 p.m. on the 11th, two waves of exceptional size struck the vessel with terrific force, flooding the boat deck, washing two boats from their chocks and causing other damage. Some of the cargo and bunker coal shifted to starboard and the ship took a heavy list from which she did not recover, taking water beyond the capacity of the pumps.

By the following morning Capt. Carey was in a grave dilemma. His ship was in a bad way, but in his opinion scarcely bad enough to warrant his sending out an S.O.S. On the other hand he had to consider the safety of his passengers. At 9.45 a.m. he saw that his chances of safety would be gravely prejudiced if he delayed longer

and the S.O.S. was sent out. Shortly afterwards the coloured firemen, who had been working under great difficulties, came on deck and refused to return. The performance of their duties fell upon the engineers, but about an hour later they also had to give up as the ship had a list of 32°. Capt. Carey decided to abandon the ship and soon after the last serviceable boat got away the *Vestris* sank, at 2 p.m., about 300 miles from Hampton Roads. Ships coming to the rescue had great difficulty in finding the boats because of the bad weather conditions but eventually the s.s. *American Shipper*, 7,430 tons, picked up three boats, the s.s. *Miriam*, 1,237 tons, two, and the s.s. *Berlin*, 15,286 tons, and the U.S. battleship *Wyoming* rescued others. Capt. Carey, 43 of the crew and 68 passengers were drowned.

VESUVIO

General Steam Nav. Co.; 1879; J.Laing; 1,391 tons; 243x 32-5 x 17-8; 145 n.h.p.; compound engines. The British ship *Vesuvio* struck a mine and sank six miles E. of the Owers lightship on April 6th, 1916. The captain and six of his crew were killed.

VETERAN

J. Wilson; 1856; Quebec; 1,104 tons; 176x36-9x22-6. The sailing ship *Veteran* of South Shields struck on the pier at Balaclava Harbour, Fraserburgh, on November 29th, 1874. The vessel became a total wreck and 11 of the crew of 21 were drowned.

VETERAN

British Navy, destroyer; 1919; John Brown & Co.; 1,120 tons; 312x29x10; 27,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4-7 in. guns, two 2pdr., 5 rn.g., 6 T.T. The destroyer *Veteran*, Lt. Cdr. T. H. Garwood, was torpedoed and sunk by a German submarine in the North Atlantic on September 26th, 1942. Nine officers, including Lt. Cdr. Garwood, and 150 ratings were killed.

VETURIA

Gow, Harrison & Co.; 1912; Russell & Co.; 5,554 tons; 424x 56x28-1; 391 n.h.p.; triple-expansion engines. The British cargo ship *Veturia* was wrecked on Diamond Shoal, Cape Hatteras, on February 20th, 1918, while carrying a cargo of nitrate from Colon to Hampton Roads.

VIBRAN

Skibs-AJS Ogeka; 1935; Helsingors Jemskib & Maskin.; 2,993 tons; 322-5x45-8x26-7; 606 n.h.p.; oil engines. The Norwegian motorship *Vibrant* left Cardiff on September 18th, 1942, for Halifax. Nothing was heard of the ship after she passed Barry Island. A German news agency report stated that she was sunk by a submarine on the 24th.

VICENTE LA RODA

Compania Trasmediterranea; 1899; J. Scott & Co.; 1,508 tons; 237-2x34-2x16'6; 274 n.h.p.; triple-expansion engines. The Spanish steamship *Vicente la Roda* was bombed and sunk by insurgent aircraft during the Spanish Civil War.

VICENZA

Italian Government; 1909; A.G.Neptun; 1,833 tons; 273-2x 39-1 x 19-9; 192 n.h.p.; triple-expansion engines. The German steamship *Tunis* was requisitioned by the Italian Government and renamed *Vicenza*. Subsequently she was torpedoed and sunk by a submarine in the Mediterranean on September 7th, 1918.

VICEROY

Gow, Harrison & Co.; 1887; W. Doxford & Sons; 2,138 tons; 275 X 39 - 4 x 18 - 6; 205 n.h.p.; triple-expansion engines. The British cargo ship *Viceroy* was wrecked at Abacop, Bahamas, on September 17th, 1896, while on a voyage from Philadelphia to Havana carrying a cargo of coal.

VICEROY OF INDIA

Peninsular & Oriental Steam Navigation Co.; 1929; A. Stephen & Sons; 19,627 tons; 586-1x76-2x41-5; 3,565nhp.; 20knots; turbo-electric engines. The liner *Viceroy of India*, Capt. S. H. French, was serving as an

auxiliary transport during the Allied landings in French North Africa in November, 1942. At 4.15 a.m. on the 11th, after having disembarked her troops at Algiers, the vessel was returning with only 22 passengers on board when she was torpedoed and sunk by a submarine 34 miles off Oran. Four persons were killed.

VICKSBURG

Dominion Line; 1872; Macmillan & Co.; 2,484 tons; 326 -9 x 38-3x25-4; 300 n.h.p.; 12 knots; compound engines. The Dominion liner *Vicksburg* left Quebec for Liverpool on May 27th, 1875, with seven saloon and 25 steerage passengers and a crew of 59, making 91 persons all told. On May 30th the ship encountered masses of floating ice and lay-to all night. On the following morning she endeavoured to get away as the icefloes had increased in number and size and she was in imminent peri). Between 11 and 12 on the night of the 31st her sides were crushed, a large hole being knocked through her plates on the port quarter, and in backing away her propeller blades were broken by floating ice. The steam pumps were set going, but the water in the hold continued to gain and by 6 a.m. on June 1st the engine room was flooded.

All hope of saving the ship was now abandoned and the captain ordered out the boats, of which the *Vicksburg* carried seven, four being lifeboats. They were well provisioned, and five of them got away in safety, but shortly afterwards the first officer's boat capsized and all its occupants were drowned. The position of the ship when she sank was 120 miles S.E. of Cape Race.

One boat, with five of the crew, was picked up by the liner *State of Georgia* which took them to New York. A fishing smack picked up another boat and ultimately 44 persons were saved. The number drowned was 47, including the captain.

VICKY

Compania Naviera Lanena; 1930; J. Lewis & Sons; 760 tons; 171-5x36-7x12; triple-expansion engines. The Panamanian steamship *Vicky* left Sydney, N.S.W., on June 21st, 1956, for Melbourne with coal. On the evening of the 24th her engines were stopped to allow boiler repairs to be effected, but these proved to be beyond repair and the *Vicky* called for assistance as the weather was deteriorating. The British motorship *King David* arrived some four hours later and tried to take the *Vicky* in tow but the sea was too rough. By 5 a.m. on the 25th the *Vicky* was waterlogged and rolling badly, her lifeboat was smashed as soon as it was launched, as was a motor boat launched by the *King David*. Eventually 15 of the crew of 23 were saved by the use of lines just before she foundered about 60 miles from Wilson's Promontory.

VICTOLITE

Imperial Oil; 1928; A. Stephen & Sons; 11,410 tons; 510 -2 x 68-2x38; 995 n.h.p.; 11 knots; oil engines. The Canadian tanker *Victolite*, on a voyage from Halifax to Las Piedras, in ballast, was torpedoed and sunk by a German submarine on February 10th, 1942, about 400 miles W. of Hampton Roads. All the crew of 45 and both gunners were lost.

VICTOR DE CHAVARRI

Altos Homos de Vizcaya; 1891; E. Withy & Co.; 2,957 tons; 314-3x40-6x21 -1; 270 n.h.p.; triple-expansion engines. The Spanish steamship *Victor de Chavarri* was torpedoed and sunk by a German submarine in the English Channel on January 22nd, 1918.

VICTOR ROSS

British Mexican Petroleum Co.; 1933; Bremer Vulkan; 12,247 tons; 522x70-3x38-7; 1,560 n.h.p.; 12 knots; oilengines. The British tanker *Victor Ross*, on a voyage from Liverpool to New York, in ballast, was torpedoed and sunk by a German submarine on December 2nd, 1940, about 250 miles S.W. of Rockall. All the crew of 43 and the gunner were lost.

VICTORIA

London, Brighton & South Coast Railway Co.; 1878; John Elder & Co.; 534 tons; 221 •3x27-7x10-~6; 300 h.p.; 16 knots; compound inverted engines.

The paddle steamer *Victoria*, Capt. J. S. Clark, was employed on the run between Newhaven and Dieppe. On April 12th, 1887, she

left Newhaven with 94 passengers and a crew of 30 and on approaching the French coast ran into thick fog. From the distance he had travelled Capt. Clark was aware that he must be in the neighbourhood of the dangerous Pointe d'Ailly. He listened for the fog siren which he knew was on the lighthouse, but no sound reached him. He then checked his position as best he could be ascertaining from the engine room the number of revolutions the engines had made since entering the fog belt. The result convinced him that he was perilously close to shore, and he decided that he must be east of Dieppe. On that assumption he put about, but had scarcely proceeded on his fresh course when the vessel crashed on the rocks.

There was a certain amount of panic at first but the captain and ship's officers managed to restore order and to save most of the passengers on board. The total number of lives lost was 19.

It was revealed that the assistant lighthouse keeper at Pointe d'Ailly had neglected to light the boiler fires at the first approach of fog in order to provide steam for the fog siren. An hour was thus lost and it was during this time that the *Victoria* struck.

VICTORIA

Taylor & Sander son; 1882; Short Bros.; 2 J 28 tons; 290 -6X 40-1x20-2; 200 h.p.; compound engines.

The British steamship *Victoria* was wrecked at Scarfsferry, Pentland Firth, on March 4th, 1891, while on a voyage from Hamburg to New York carrying sugar and a general cargo.

VICTORIA

British Navy, 1st class battleship; 1887; Armstrong, Mitchell & Co.; 10,470 tons; 340x70x27-7; 14,244 i.h.p.; 17-2 knots; triple-expansion engines; two 16-25 in. guns, one 10 in., twelve 6 in., nine 6pdr., twelve 3 pdr., 6 m.g.

The *Victoria* was first laid down as the *Renown*, this name being later changed to *Victoria*. In June, 1893, she became the flagship of the Commander-in-Chief of the Mediterranean Fleet, Vice-Admiral Sir George Tryon, K.C.B. Tryon was an energetic and extremely scientific officer, who by reason of his resolute character, ability and tact in delicate situations had come to be looked upon as the outstanding British naval officer of his day.

At 10 a.m. on the morning of June 22nd the fleet left Beyrout for Tripoli. At 3.27 p.m., the fleet being disposed in two divisions line ahead, with six cables distance between the two columns, the Commander-in-Chief made the signal to invert the course of the columns by altering course 16 points inwards. The evolution was to be carried out by the leaders together, *Victoria* and *Camperdown*, flagship of Rear-Admiral Sir Albert Hastings Markham, followed by the rest in succession. The known distance at which it was possible for ships steaming in columns to execute this evolution was eight cables. The probability of disaster was therefore present in the minds of all the officers commanding ships. At the same time the frequent practices under what was known as the T.A. system had the effect of inducing the belief that Tryon's masterly seamanship would unfold to them some hitherto unpractised evolution.

Prior to this, at 2 p.m., the Admiral had sent for the Staff-Commander to bring the chart to his cabin, the Flag-Captain also being present. A short discussion on the course the ships were then steering took place, during which, on the Admiral's stating his intention to invert the columns at six cables distance, it was pointed out to him that this evolution should be carried out at eight cables. He accepted the correction, replying, "Yes, it shall be eight cables".

At 2.45 p.m. the Staff-Commander noticed that a signal had been made for the fleet to proceed with columns at six cables apart. Thinking that the Admiral had forgotten the previous decision he questioned the Flag-Lieutenant who showed him the order in the Admiral's writing. The Staff-Commander then asked the Flag-Lieutenant to seek further confirmation from the Admiral, which was done immediately, the reply being, "Keep the six cables up".

As previously stated the exact time when the fatal turn was ordered was 3.27 p.m. Rear-Admiral Markham leading the second division received the signal with deep misgiving, instructing his Flag-Lieutenant to delay acknowledgement. A further signal was then flown from the flagship, enquiring somewhat peremptorily, "What are you waiting for?". The reception of this on board *Camperdown* decided for Rear-Admiral Markham his course of action and he at once acknowledged both signals and prepared to obey.

The other ships in the fleet made a cautious attempt to follow the dangerous course of their leaders, but keeping instantly ready to avoid collision. In the meantime *Victoria* and *Camperdown* steaming at 8-8 knots endeavoured to carry out the evolution, *Victoria* turning in a slightly smaller circle than her opposite number. Both ships were of much the same tonnage and dimensions, *Camperdown* being 10,000 tons, with four heavy guns mounted in barbets, two fore and two aft.

At about 3.34 p.m. *Camperdown* struck *Victoria* on the starboard bow, about ten feet abaft the anchor, the angle between the lines of keel of the two ships being about 68°. The order to close watertight doors and to make ready the collision mat was given when collision was seen to be inevitable, but the volume of water rushing into *Victoria* was too great to be stemmed. The ship filled rapidly forward and refused to answer to her helm, though she managed to turn toward the shore and to proceed for a few minutes at a speed of seven knots.

The total length of time that the vessel remained afloat after the fatal collision was ten and a half minutes, and she sank in approximately 70 fathoms, being then about five miles from the shore. The weight of water, together with her heavy forward turret and guns caused her to sink rapidly by the head with a heavy list to starboard. She then turned completely over and went down, her propellers still revolving in the air.

The Admiral, 22 officers and 336 men were drowned and 25 officers and 259 men were saved, among the latter officers being Lt. Cdr. John Jellicoe afterwards commander-in-chief of the Grand Fleet at Jutland. Capt. the Hon. Maurice Archibald Bourke, R.N., in command, and Staff-Commander Hawkins-Smith were also saved. Before *Victoria* sank Admiral Tryon stated in the presence of the Staff-Commander and the Flag-Lieutenant that he accepted all blame for the disaster.

VICTORIA

G. Angelidis; 1881; M. Pearse & Co.; 1,388 tons; 250x34x19-5; 145 n.h.p.; compound engines.
The Greek steamship *Victoria* was sunk by a submarine in the Mediterranean on February 26th, 1917.

VICTORIA

Ch. N. Pateras & Co.; 1914; J. Readhead & Sons; 4,202 tons; 370-2x51-6x25; 386 n.h.p.; triple-expansion engines. The Greek steamship *Victoria* was bombed and sunk by German aircraft on October 30th, 1940, about 100 miles W. of the Fastnet on a voyage from Durban to Belfast.

VICTORIA

Lloyd Triestino Soc. Anon. di Nav.; 1931; Cantieri Riuniti DelVAdriatico; 13,098 tons; 540-6x69-9x30-9; 4,025 n.h.p.; oil engines.
The Italian liner *Victoria* was torpedoed and sunk by British aircraft on January 24th, 1942, off the Gulf of Sirte, Libya.

VICTORIA CITY

Reardon Smith Line; 1929; W. Gray & Co.; 4,739 tons; 400-4x54-2x25-6; 258 n.h.p.; quadruple-expansion engines. The British cargo ship *Victoria City* sailed from New York on November 17th, 1940, with a crew of 43 and a cargo of steel on a voyage to London. She called at Halifax, N.S., and left there on November 21st. The *Victoria City* was sighted N. of Ireland on December 2nd, but nothing more was heard of the ship until wreckage identified with her was found on December 8th off Portstewart.

VICTORIA DE LARRINAGA

Larrinaga & Co.; 1909; Russell & Co.; 4,648 tons; 405-1x52x25-6; 470 n.h.p.; triple-expansion engines. The British cargo ship *Victoria de Larrinaga* was wrecked on Mouchoir Bank, Turk's Island, on April 30th, 1922, while on a voyage from Cienfuegos to the United Kingdom carrying a cargo of sugar.

VIDAR

Det Forenede D/S; 1915; Burmeister & Wain; 1,353 tons; 252-7x37x16-9; 233 n.h.p.; triple-expansion engines. The Danish steamship *Vidar* was bombed and sunk by German

aircraft on January 31st, 1940, about 100 miles E. of the Moray Firth on a voyage from Grimsby to Esbjerg. Sixteen of the crew were lost.

VIENNA

Gow, Harrison & Co.; 1899; Barclay, Curie & Co.; 4,170 tons; 376-2x48x26-2; 311 n.h.p.; 9-5 knots; triple-expansion engines.
The steamship *Vienna* was torpedoed and sunk by a German submarine 340 miles W. i N. of Ushant on September 11th, 1917. Twenty-five men were killed. The captain was taken prisoner.

VIGILANCIA

Gas ton, Williams & Wigmore Inc.; 1890; Delaware River Co.; 4,115 tons; 321-8x45-2x26-5; 339 n.h.p.; triple-expansion engines.
The American steamship *Vigilancia* was torpedoed and sunk by a German submarine off Ushant on March 16th, 1917.

VIGO

Hamburg Sud-Amerika Linie; 1922; Howaldtswerke; 7,358 tons; 413-3x60x36-1; 585 n.h.p.; triple-expansion engines & L.P. turbine.
The German steamship *Vigo* struck a mine and sank on March 6th, 1944, in the River Weser.

VIGRID

A. van der Lippe; 1915; Bergens Mek. Vcerksted; 1,617 tons; 244'5x37-6x15-8; 116 n.h.p.; triple-expansion engines. The Norwegian steamship *Vigrad* was torpedoed and sunk by a German submarine in the English Channel on December 31st, 1917.

VIGRID

Skibs-A/S Gdynia; 1923; Deutsche Werft A.G.; 4,765 tons; 400-6x54-2x26-3; 717 n.h.p.; oil engines. The Norwegian motorship *Vigrad* was torpedoed and sunk by a German submarine on June 24th, 1941, about 400 miles S.E. of Cape Farewell on a voyage from New Orleans to Belfast. Twenty-two of the crew and four passengers were lost.

VIIU

A. Inkapool and others; 1917; Wood, Skinner & Co.; 1,908 tons; 270-6x38-2x14-5; 202 n.h.p.; triple-expansion engines. The Estonian steamship *Viiu* struck a mine and sank on May 11th, 1940, near the West Hinder Buoy soon after leaving Antwerp for Miami. Five survivors landed in Holland.

VIKEN

J.M. Dannberg; 1916; Lindholmens Mek. Verkstad; 1,825 tons; 262 x 42 - 7 x 18 -1; 214 n.h.p.; triple-expansion engines. The Swedish steamship *Viken* was torpedoed and sunk by a German submarine off the N. coast of Scotland on May 17th, 1917.

VIKING

British Navy, destroyer; 1909; Hawthorn Leslie & Co.; 1,000 tons; 15,500 i.h.p.; 33 knots; turbine engines; Yarrow boilers; two 4 in. guns, 2 T. T.
The destroyer *Viking*, Cdr. T. C. H. Williams, was convoying troops to France on January 29th, 1916, when she struck a mine and sank with many of her complement of about 90, including Cdr. Williams.

VIKING

Inter-Island S.S. Co.; 1920; Rolph S.B. Co.; 1,210 tons; 214x 44-9x17-1; 106 n.h.p.; triple-expansion engines. The American wooden steamship *Viking*, Capt. Charles Ohlsen, on a voyage from Manila to Davao with a cargo of petrol in drums, caught fire and was completely destroyed on April 28th, 1929, between Masbate and Cebu. Capt. Ohlsen and 16 of the crew were killed, 12 survivors, some badly burned, were picked up some time later.

VIKING

Bowring Bros.; 1881; Arendal; 586 tons; 154-3x31-8x17-7; 86 r.h.p.; compound engines.
The Canadian wooden barquentine *Viking*, Capt. Abram Kean, was on a sealing expedition off the north coast of Newfoundland,

with a crew of 138, two stowaways and a film unit with an unspecified number of technicians. At 9 p.m. on March 15th, 1931, the after part of the ship was wrecked by the explosion of gunpowder carried in the after hold, and she began to sink. Boats could not be used as the ship was surrounded by ice floes and a storm was in progress, so the crew disembarked on to the ice. Some made their way to Horse Island, ten miles away in White Bay, which, however, offered scarcely more shelter than the ice. During the next three days the steamships *Prospero* and *Sagona* forced a passage through the ice and took off 126 survivors, many of them suffering from frostbite.

VIKING

Aabenraa Rederi-A/S.; 1893; *Flensburger Schiffsbau Ges.*; 1,153 tons; 231-3x34-3x13*7; 106 n.h.p.; triple-expansion engines.

The Danish steamship *Viking* was torpedoed and sunk by a German submarine on March 20th, 1940, about 28 miles from Wick on a voyage from Frederikshavn to Blyth. Fifteen of the crew of 17 were lost.

VIKING STAR

Blue Star Line; 1920; *Napier & Miller*; 6,445 tons; 400-3x 52-3x28-5; 517 n.h.p.; 13 knots; triple-expansion engines. The steamship *Viking Star*, Capt. J. E. Mills, on a voyage from Buenos Aires to the U.K., was torpedoed and sunk by a German submarine on August 25th, 1942, 160 miles S.S.W. of Freetown. Capt. Mills and 32 of the crew were lost.

VIKNOR

The Admiralty; 1888; *Napier & Miller*; 5,386 tons; 421-2 X 50x25; 647 n.h.p.; 14 knots; triple-expansion engines. The auxiliary cruiser *Viknor* was formerly *The Viking*, owned by the Viking Cruising Co., and in January 1915 was a unit of the 10th Cruiser Squadron. The ship carried a complement of 22 officers and 273 ratings and was commanded by Cdr. E. p. Ballantyne. She was lost off Tory Island on January 13th, 1915, in very rough weather, all those on board being drowned. Large quantities of wreckage and many dead bodies were washed ashore along the North coast of Ireland. No details of the disaster could be obtained by the Admiralty, although it was known that the *Viknor* was in the vicinity of a freshly sown German minefield.

VILJA

H. Ditlev-Simonsen & Co.; 1915; *Stavanger Stoberi & Dok*; 1,149 tons; 237x33-2x14-5; 127 n.h.p.; triple-expansion engines.

The Norwegian steamship *Vilja* was torpedoed and sunk by a German submarine off the south west coast of Ireland on April 5th, 1917.

VILLAREAL

McNabb, Rougier & Co.; 1903; *Schiffswerft von Henry Koch*; 2,110 tons; 261-6x38-7x17-2; 151 n.h.p.; triple-expansion engines.

The British cargo ship *Villareal* suddenly capsized and sank eight miles E. of Norderney on July 26th, 1923, while on a voyage from Trangsund to London carrying a cargo of timber. The ship had run ashore on the previous day and was towed off by two tugs.

VILLE D'ARLON

Societe Maritime Anversoise; 1920; *American International Shipbuilding Corp.*; 7,555 tons; 436-9x58-2x26-4; 6,000s.h.p.; 13-5 knots; turbine engines.

The Belgian steamship *Ville d'Arlon*, Capt. Albert Wilding, left New York on November 15th, 1940, and Halifax on the 21st for Liverpool. At 1.30 a.m. on December 2nd, she was observed showing "not under control" lights and dropped astern of the convoy. Nothing more was ever heard of the ship or her crew of 52.

VILLE DE BORDEAUX

Cie. Havraise Peninsulaire de Nav. a Vapeur; 1911; *Forges & Chantiers de la Mediterranee*; 4,857 tons; 351-5x46-6x24-9; 331 n.h.p.; triple-expansion engines.

The French steamship *Ville de Bordeaux* was torpedoed and sunk by a submarine in the Mediterranean on January 18th, 1918.

VILLE DE BRUGES

Societe Maritime Anversoise; 1921; *New York S.B. Corp.*; 13,869 tons; 516-5x72*2x27-8; turbine engines. The Belgian liner *Ville de Bruges* was bombed and set on fire by German aircraft on May 14th, 1940, in the Scheldt, during the German invasion of the Netherlands. The ship was bound for New York with a large number of refugees on board, many of whom were killed. One member of the crew was shot by the Germans as a spy.

VILLE DE CALAIS

P.Paix & Co.; 1887; *W.G.Armstrong*; 1,221 tons; 260x 37x20-5; 160 n.h.p. The steamship *Ville de Calais*, with a cargo of petroleum from America, blew up at 7 p.m. on Tuesday, October 16th, 1888, in the dock basin at Calais. Four men were killed and many injured. Capt. Blondel was in his cabin at the time and was unhurt.

VILLE DE DIEPPE

Acties. Union; 1888; *Oswald, Mordaunt & Co.*; 1,254 tons; 217-2x36-4x21.

The Norwegian sailing ship *Ville de Dieppe* was sunk by a German submarine off Ushant on April 21st, 1917.

VILLE DE DJIBOUTI

Compagnie Havraise Peninsulaire de Nav. a Vap.; 1914; *Russell & Co.*; 4,377 tons; 387-9x54x25-9; 428 n.h.p.; triple-expansion engines.

The French steamship *Ville de Djibouti*, on a voyage from Havre to Tamatave, was wrecked on April 19th, 1928, at Mananjary, Madagascar.

VILLE DE GAND

Societe Maritime Anversoise; 1920; *American International S.B. Corp.*; 7,590 tons; 436-9x58-2x26-4; 1,259 n.h.p.; turbine engines.

The Belgian steamship *Ville de Gand*, Capt. Raoul Carlier, was torpedoed and sunk by a German submarine on August 18th, 1940, about 200 miles W. of Ireland on a voyage from Liverpool to New York. Capt. Carlier and 14 others were lost.

VILLE DE LA CIOTAT

Messageries Maritimes; 1892; *Messageries Maritimes*; 6,431 tons; 485-8x49-9x36-8; 819 n.h.p.; 13knots; triple-expansion engines.

The liner *Ville de la Ciotat* was built in 1892 for the Australian trade in which her three sister ships, the *Armand JBehic*, *Australien* (which see) and *Polynesian* had already established a reputation. During the First World War the vessel went on the Far Eastern run and on December 24th, 1915, was returning from Japan to Marseilles when she was torpedoed by an Austrian submarine off Crete. The attack took place at about 10 a.m. and the liner sank very rapidly. She had 135 passengers on board with a crew of 181. Thirty-five passengers, 22 European members of the crew and 23 lascars, a total of 80, were either killed by the explosion or drowned.

Most of the survivors were picked up by the British steamship *Meroe* which cruised around for about an hour and a half, finally landing 208 persons at Malta. The remainder were rescued by other vessels.

VILLE DE LIEGE

Societe Maritime Anversoise; 1920; *American International Shipbuilding Corp.*; 7,430 tons; 436-9x58-2x35-9; 1,295 n.h.p.; 13-5 knots; turbine engines.

The Belgian steamship *Ville de Liege*, Capt. C. P. Peterson, was torpedoed and sunk by a German submarine on April 13th, 1941, about 700 miles E. of Cape Farewell on a voyage from New York to Liverpool. Capt. Peterson and ten of the crew were the only survivors.

VILLE DE MALAGA

E.Hulin; 1882; *Blumer & Co.*; 1,464 tons; 240x34-1x15-1; 175 n.h.p.; compound engines.

The French steamship *Ville de Malaga* was wrecked on the Casquets, Channel Islands, on August 14th, 1897. Seven of the crew were drowned.

VILLE DE NAMUR

Societe Maritime Anversoise; 1921; American International S.B. Corp.; 7,463 tons; 436-9x58-2x35-9; 1,290 n.h.p.; turbine engines.

The Belgian steamship *Ville de Namur* was torpedoed and sunk by a German submarine on June 19th, 1940, on a voyage from New York to Bordeaux. Twenty-five of the crew were lost.

VILLE DE ROUEN

Soc. Anon. de Vapeur Longs Courriers; 1903; Forges & Chantiers de la Mediterranee; 4,721 tons; 354-4x47-6x27-3; 348 n.h.p.; triple-expansion engines.

The French steamship *Ville de Rouen* was torpedoed and sunk by a submarine in the Mediterranean on July 18th, 1916.

VILLE DE ST. NAZAIRE

Compagnie Generale Transatlantique; 1870; Chantiers de VOcean; 2,640 tons; 285-4x41-6x19-9; SOOn.h.p.; 11-5 knots; compound engines.

The French liner *Ville de St. Nazaire*, Capt. Jaqueneau, left New York on March 6th, 1897, for the West Indies with nine passengers and 74 crew. On the first day out the vessel sprang a small leak but it was not considered sufficiently serious to warrant a return to port and the voyage was continued. The following day the water increased in volume and at nightfall on the 8th the liner encountered a hurricane off Cape Hatteras. After some hours the captain gave orders to abandon ship and several boats got away. One of these, containing the third engineer, the doctor, Inspector Barri of the Transatlantique company and one passenger, was picked up seven days later by the American schooner *Hilda*, which brought them to New York. Thirty-four other occupants of the boat had died from thirst and exposure. At about the same time the steamship *Yanariva* picked up another boat containing 14 people.

VILLE DE STRASBOURG

Cie. des Bateaux a Vapeur du Nord; 1889; J. de Decker Cz.; 2,167 tons; 247-5x32x22-5; 142 n.h.p.; triple-expansion engines.

The French steamship *Ville de Strasbourg* was torpedoed and sunk by a submarine in the Mediterranean on September 6th, 1917.

VILLE DE TAMATAVE

Ministry of War Transport (A. Holt & Co.); 1931; Ateliers et Chantiers de la Seine; 6,276 tons; 392 - 9 x 53 - 6 x 27 - 6; 370 n.h.p. 11 knots; triple-expansion engines.

The French liner *Ville de Tamatave*, Capt. G. Dault, was taken over by the Ministry of War Transport in June, 1940, after the capitulation of France. She left Cardiff in ballast on January 7th, 1943, for New York but early on January 24th reported from lat. 50° 17' N., long. 40° 55' W. that her rudder had broken during a gale and that she was sinking. She carried a crew of 71 and 17 passengers.

VILLE DE THANN

Groupement Industrie! de Charbons & de Transports; 1880; R. Duncan & Co.; 1,416 tons; 244-6x34-1x 15-7; 153 n.h.p.; compound engines.

The French steamship *Ville de Thann* struck a mine and sank in the English Channel on November 27th, 1917.

VILLE DE VALENCIENNES

Cie. des Bateaux a Vapeur du Nord; 1897; J. Readhead & Sons; 1,734 tons; 274 X 35 -1 x 16-1; 234 n.h.p.; triple-expansion engines.

The French steamship *Ville de Valenciennes* was torpedoed and sunk by a German submarine in the North Sea on September 22nd, 1917.

VILLE DE VERDUN

Cie. Havraise Peninsulaire de Nav. a Vapeur; 1917; North of Ireland S.B. Co.; 4,576 tons; 350-4x51-3x25-8; 462 n.h.p.; triple-expansion engines.

The French steamship *Ville de Verdun* was torpedoed and sunk by a submarine in the Mediterranean on February 6th, 1918.

VILLE DE VICTORIA

Chargeurs Reunis; 1883; Ateliers & Chantiers de la Loire; 2,548 tons; 310x37-3x27; 1,400h.p.; compound engines. The French liner *Ville de Victoria*, with passengers, was lying at anchor off Lisbon on the night of December 23rd, 1886. At 5 a.m. on the 24th the British ironclad warship *Sultan*, moored nearby, parted from her anchors and was carried by the ebb tide on to the *Ville de Victoria*. The liner sank with the loss of 32 lives, the ironclad suffered no appreciable damage.

VILLE DU HAVRE

Compagnie Generale Transatlantique; 1866; Thames Ironworks; 3,950 tons; 363-4x46x32-7; 3,570 i.h.p.; 13-12 knots; side-lever engines (as paddle steamer); 5,100 tons; 413 X — X —;(as screw steamer).

The French liner *Ville du Havre*, Capt. M. Surmonte, was built as the *Napoleon III*, a paddle steamer. In 1872 she was rebuilt as a screw steamship by Andrew Leslie & Co., Tyne, and her length was increased by 50 feet. She sailed from New York on November 15th, 1873, with 313 persons on board. After a week's steaming, when well across the Atlantic, she collided with the iron clipper *Loch Earn*, 1,200 tons, Capt. Robertson, at about 2 o'clock on the morning of the 22nd, it being dark but clear. At the time the French vessel was proceeding under steam and canvas at about 12 knots. The steamship's main and mizzen masts snapped off smashing two of the liner's boats and killing several people. There was a considerable amount of panic on board as the passengers, suddenly roused from sleep, rushed on deck. The time for saving life was very short as the ship was in a bad way. Capt. Robertson did all he possibly could to rescue the drowning and eventually 61 passengers and 26 of the crew were taken on board the *Loch Earn*.

The *Ville du Havre* sank some 12 minutes after the collision, taking with her 226 persons.

The *Loch Earn* was badly damaged and next day the survivors were transferred to the American vessel, *Tremontain*, Capt. Urquhart, and taken to Cardiff. The *Loch Earn* continued her voyage but on November 28th she was in a sinking condition and was abandoned by her crew. Her boats were later picked up by the *British Queen* with no loss of life.

VIMEIRA

Gow, Harrison & Co.; 1927; R. Duncan & Co.; 5,728 tons; 410-1x54 -5x30-1; 567 n.h.p.; 11 knots; triple-expansion engines.

The tanker *Vimeira*, Capt. N. R. Caird, was torpedoed by a German submarine on August 11th, 1942, approximately 500 miles S.W. of the Cape Verde Islands, and then sunk by gunfire. One lifeboat under charge of the second officer, Mr. Duncan Campbell, containing 16 men was picked up by the British steamship *Sylvia de Larrinaga* two days later, but this vessel was torpedoed shortly afterwards and the *Vimeira's* men got away in the same lifeboat. After a voyage of 29 days, during which time they suffered great hardship from exposure and lack of drinking water, they were picked up by the Norwegian motorship *Stranger* and landed at Takoradi without loss. A further four survivors landed at Takoradi, but 19 of the crew and four gunners were lost.

Mr. Campbell was awarded the M.B.E. for his fine seamanship while in charge of the boat and Apprentice Ian MacKinnon was commended for his cheerfulness and unselfish example during the 29 days adrift.

Capt. Caird, who commanded the *Virgilia* when she was torpedoed by a motor torpedo boat in November, 1941, was taken prisoner and spent 52 days on board the submarine before reaching Germany.

VIMIERA

British Navy, destroyer; 1917; Swan, Hunter & Wigham Richardson; 900 tons; 312x29-5x10-9; 27,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4 in. guns, one 2pdr., 5 m.g. The destroyer *Vimiera*, Lt. Cdr. Mackenzie, R.N.R., struck a mine and sank off the Nore on January 9th, 1942. One officer and 90 ratings were killed and one officer wounded.

VINAES

S. & J. Lothe; 1916; Helsingors Jernskibs & Maskin.; 1107 tons; 230 x 35-5 x—; 83n.h.p.; triple-expansion engines. The Norwegian steamship *Viruses* was torpedoed and sunk by a German submarine in the English Channel on June 8th, 1917.

VINCENNES

United States Navy, heavy cruiser; 1936; Bethlehem Steel Co., Quincy; 9,400 tons; 588x61-9x18-7; 107,000 s.h.p.; 32 knots-turbine engines; Babcock & Wilcox boilers; nine 8 in. guns, eight 5 in., two 3 pdr., 10 smaller, 4 aircraft.

The U.S. heavy cruiser *Vincennes* was one of a group of three such warships covering the transports disembarking troops on the island of Guadalcanal, in the Solomons, on August 7th-9th, 1942. In the early morning of the 9th Japanese naval forces from the vicinity of Savo Island made a determined attack on the transports, assisted by flares dropped from aircraft. The attack upon the first Allied group was repelled, although the Australian heavy cruiser *Canberra* was sunk. The Japanese then took avoiding action, making for the N.E. passage past Savo Island. Here they met the U.S. heavy cruisers *Astoria*, *Quincy* and *Vincennes* and a brisk action at torpedo range and a little beyond took place. The Japanese were again driven off but the three American cruisers were so badly damaged that they sank during the night or the next morning.

The *Vincennes* carried a complement of about 700, most of whom were saved. The transports suffered neither damage or casualties.

The full story of the action, which was known as the battle of Savo Island, is told under the U.S. heavy cruiser *Astoria*.

VINCENT

New England Ship Co.; 1894; A. McMillan & Son; 1,904 tons; 267x40-1x23-6.

The American sailing ship *Vincent* struck a mine and sank in the Arctic on September 27th, 1915.

VINCENT

U.S. Maritime Commission; 1919; Federal S.B. Co.; 6,210 tons; 395-5x55x31-4; 619 n.h.p.; turbine engines. The American steamship *Vincent* was sunk by two Japanese raiders in 25° 41' S., 118° 19' W., on December 12th, 1941.

VINCENZO GIOBERTI

Italian Navy, destroyer; 1936; Odero-Temi-Orlando; 1,729 tons; 350-5x33-5x12; 48,000 s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 37 mm.A.A., four 13 mm.A.A., 6 T.T.

The destroyer *Vincenzo Gioberti* was off Spezia on August 9th, 1943, when she was torpedoed and sunk by the British submarine *Simoon*. The vessel carried a complement of about 200.

VINCENZO ORSINI

Italian Navy, torpedo boat; 1916; Odero; 669 tons; 238x24x 9-2; 15,500 s.h.p.; 30 knots; turbine engines; Thornycroft boilers; six 4 in. guns, two 40 mm.A.A., 4 m.g., 4 T.T., 10 mines.

The torpedo boat *Vincenzo Orsini* was a unit of the flotilla of destroyers and torpedo boats which Italy maintained to defend her East African colony of Eritrea. When the British army marched into the colony and occupied the capital the flotilla scattered but was eventually located by air reconnaissance and destroyed ship by ship. The *Vincenzo Orsini* was scuttled by her crew off Massawa on April 10th, 1941. She carried a complement of just over 100.

VINDEGGEN

Jens Folkman; 1895; Tyne Iron S.B. Co.; 2,610 tons; 306x 42x18-8; 257 n.h.p.; triple-expansion engines. The Norwegian steamship *Vindeggen* was sunk by a submarine in the Mediterranean on September 27th, 1916.

VINDOMORA

William Monroe; 1873; J. L. Thompson & Sons; 1,054 tons; 219'8x30'4x16-8; 99 r.h.p.; compound engines. The British steamship *Vindomora* sank after a collision with the steamship *St. Simon*, whose rudder had jammed, near Rouen on November 27th, 1899, while on a voyage from Swansea to Rouen carrying a cargo of coal.

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VINE BRANCH

Nautilus Steam Shipping Co.; 1896; W. Doxford & Sons; 3,442 tons; 340-2x45-6x24-5; 300 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Vine Branch* was torpedoed and sunk by a German submarine on, or about, April 11th, 1917. All the crew, numbering 44, were lost with the vessel.

VINGALAND

Angf./A/BTirfing; 1935; Eriksbergs Mek. Verkstad; 2,734 tons; 339-1x48-6x19-6; 644 n.h.p.; oilengines. The Swedish motorship *Vingaland* was bombed, set on fire and sunk by a German aircraft on November 8th, 1940, about 400 miles N.W. of Ireland, with the loss of six lives.

VINGORLA

British India Steam Navigation Co.; 1875; Caird; 578 tons; 201 X 25 -1 X14 - 3; 120 h.p.; 10 knots; compound inverted engines.

The British India steamship *Vingorla* was employed in the Indian coastal trade. At about noon on February 28th, 1879, she left Bombay for Karachi with some 190 persons on board under Capt. Stewart. When 70 miles N. of Bombay she sprang a leak in the main hold, the sea being calm. After remaining afloat for two hours, during which time the water continued to gain despite the pumps, the *Vingorla* sank in 20 fathoms. The time was 9.30 p.m. and prior to the foundering of the ship the native crew showed signs of panic and some of them rushed the boats.

The loss of life amounted to 68 persons, including the captain, deck officers and all the engineers. One boat was lost in launching but others, containing first and second class passengers for the most part, got away in safety.

VINIFREDA

"LaFlecha"; 1889; J. Blumer & Co.; 1,441 tons; 250x32-2x 13; 163 n.h.p.; triple-expansion engines.

The Spanish steamship *Vinifreda* was torpedoed and sunk by a German submarine in the Bay of Biscay on April 30th, 1916.

VINLAND

O. & A. Irgens; 1906; Bergens Mek. Vcerksted; 1,143 tons; 228'8x35-2x15-1; 144 n.h.p.; triple-expansion engines.

The Norwegian steamship *Vinland* was sunk by a German submarine in the Western Atlantic on June 7th, 1918. *

VINOVI

Cunard S.S. Co.; 1906; Short Bros.; 7,046 tons; 418-2X 54-4x37-2; 539 n.h.p.; 12 knots; quadruple-expansion engines.

The steamship *Vinovia* was torpedoed and sunk by a German submarine eight miles S. of the Wolf Rock on December 19th, 1917. Nine men were killed, the captain was among the survivors.

VIOLA

W. Coupland & Co.; 1879; Tyne Iron S.B. Co.; 1,900 tons; 280 x 35x24- 7; 185 n.h.p.; compound engines. The British steamship *Viola* was wrecked at Kettleless Point, near Whitby, on September 19th, 1903, in thick fog. She was carrying a cargo of iron ore on a voyage from Carthage to the Tees.

VIOLANDO N. GOULANDRIS

Goulandris Bros.; 1919; Rotterdam Droogdok Maats.; 3,598 tons; 361-4x49-8x22; 310 n.h.p.; triple-expansion engines. The Greek steamship *Violando N. Goulandris* was torpedoed and sunk by a German submarine on June 10th, 1940, off Cape Finisterre on a voyage from Rosario to Waterford, with wheat. Six of the crew were killed.

VIOLET

Royal Dover Steam Packet Co.; 1843; British Isles; 292 tons; 139 x 21x11; 128 h.p.; 12 - 75 knots; oscillating engines. The cross-channel paddle steamer *Violet*, Capt. Lynes, left Ostend in a gale on Monday, January 5th, 1857. She carried the mail and one passenger, the others leaving the ship before she started owing to the rough weather. All told she had 19 persons on board, all of whom were drowned when the *Violet* struck on the Goodwin Sands

and was pounded to pieces. The mail was thrown overboard and was recovered later.

The next day a passing ship descried the wreck almost buried in the sands, only her paddle boxes showing at low water.

VIPER

British Navy, destroyer; Hawthorn Leslie & Co.; 350 tons; 210X21x12-5; 10,000 i.h.p.; 36-58 knots; turbine engines; one 12 pdr. gun, five 6 pdr., 2 T. T.

The destroyer *Viper*, under command of Lt. Cdr. Speke, was engaged in scouting off Alderney during naval manoeuvres. On Saturday, August 3rd, 1901, she ran into thick fog and reduced speed, but did not stop. Shortly afterwards she struck on the Renoquet Rock, Alderney, and broke in two amidships, the bow portion swinging round at right angles to the stern, and the stern portion rolling over from the force of the impact. The crew had a miraculous escape, no lives being lost.

VIRENT

James Westoll; 1880; Short Bros.; 1,676 tons; 260x36-1x19; 160 h.p.; compound engines.

The British steamship *Virent* left Sulina on March 6th, 1890, for Liverpool, with a crew of 24 and a cargo of wheat. On the 20th her propeller shaft broke during a heavy gale in the Bay of Biscay. The British steamship *Trekieve*, which happened to be near by, took her in tow and made for Ferrol. When nearing that port on the 22nd, however, the towing hawser parted, and the *Virent* sank soon afterwards. The crew put off in two boats, the captain and eight men in one boat landed safely but the other boat with the mate and 14 men capsized on landing and nine men were drowned.

VIRGILIA

Gow, Harrison & Co.; 1927; Greenock Dockyard Co.; 5,723 tons; 410-3x54-5x30-1; 565 n.h.p.; 11 knots; triple-expansion engines.

The tanker *Virgilia*, Capt. N. R. Caird, was torpedoed, set on fire and sunk by a German motor torpedo boat three miles N.E. of Hearty Knoll Buoy on November 24th, 1941. Twenty-three of the crew were killed. The survivors numbered 22, including Capt. Caird.

VIRGINIA

F. Hoods; 1888; Russell & Co.; 2,314 tons; 289-8x38-1 x 19-4; 228 n.h.p.; triple-expansion engines.

The British steamship *Virginia* was wrecked on Diamond Shoals, Cape Hatteras, on May 2nd, 1900, while on a voyage from Santiago, Cuba, to Baltimore carrying a cargo of iron ore. The crew put off in two boats, one of which was swamped and six men drowned, the remaining five men managed to get back on to the wreck and were eventually rescued by breeches buoy. The other boat with 15 men was picked up a day or so later.

VIRGINIA

A. Fokias; 1874; M. Pearse & Co.; 1,159 tons; 235x31-1x 17-5; 124 n.h.p.; triple-expansion engines.

The Greek steamship *Virginia* struck a mine and sank in the Mediterranean in June, 1915.

VIRGINIA

National Bulk Carriers; 1941; Welding Shipyards Inc.; 10,731 tons; 501-2x70x38-5; turbine engines.

The American tanker *Virginia*, bound from Baytown for Baton Rouge with 180,000 barrels of gasoline, was torpedoed and sunk by a German submarine on May 12th, 1942. Fourteen of the crew were lost.

VIRGINIA S.

German Government; 1905; W. Pickersgill & Sons; 3,885 tons; 392 X 47 - 4 X 23 - 5; 423 n.h.p.; triple-expansion engines.

The steamship *Virginia S.* was formerly Greek, seized by the Italians and later taken over by the Germans. On October 23rd, 1941, she was torpedoed and sunk by a British submarine N. of Corfu.

VIRGINIA SINCLAIR

Sinclair Refining Co.; 1930; Bethlehem S.B. Corp.; 6,151 tons; 416-5x57-1x31-9; 996 n.h.p.; turbine engines. The American tanker *Virginia Sinclair*, outward bound from Galveston with 66,000 barrels of gasoline, was torpedoed and sunk by a German submarine on March 10th, 1943. Seven of the crew were lost.

VIRIBUS UNITIS

Austrian Navy, dreadnought battleship; 1911, Stabilimento Tecnico; 20,000 tons; 500x89-5x27; 25,000 i.h.p.; 21 knots; turbine engines; Yarrow boilers; twelve 12 in. guns, twelve 6 in., eighteen 12pdr., 4 T.T.

The Austrian dreadnought *Viribus Unitis* was lying off Pola on the night of October 31st, 1918. The Austrian High Command had petitioned the Italians for an armistice and there was every sign that constituted authority within the Austrian Empire was dissolving. Under these conditions the Italians assumed that discipline in the Austrian navy would be relaxed, if not entirely non-existent. Two Italian naval officers therefore made an entry into Pola harbour on a strange craft. This was nothing less than a torpedo, contrived so that it would carry two men in inflated rubber suits. The officers were favoured by the weather which was very dark with frequent heavy rain, and they reached the battleship *Viribus Unitis* without discovery. Here they attached a large bomb to the hull of the ship, but were discovered and captured. Their captors informed them that the Austrian navy had been transferred to Jugo-Slavia and that for them the war was over. The Italians in turn divulged the presence of the bomb, which was timed to explode before morning. The battleship was hurriedly abandoned and soon after she blew up and sank, but without loss of life.

VIS

Brodarsko Akcionarsko Društvo Oceania; 1921; Dunlop, Bremner & Co.; 1,772 tons; 260-4x41-2x18-5; 182 n.h.p.; triple-expansion engines. The Yugoslav steamship *Vis* struck a mine and sank on February 13th, 1946, off the coast of Yugoslavia.

VISCAYA

Spanish Navy, armoured cruiser; 1891; Bilbao Dockyard; 6,889 tons; 340 x65x21-5; 13,000 i.h.p.; 21 knots; triple-expansion engines; two 11 in. guns, ten 5-5 in., two 2-7 in., eight 2-2 in., four 1-4 in., 2 m.g., 6 T.T.

The armoured cruiser *Viscaya*, Capt. A. Eulate, was a unit of the Spanish Atlantic Squadron, under Admiral Cervera, during the American-Spanish War. The ship had a complement of 491. In April 1898 she accompanied the squadron, which consisted of four armoured cruisers and two destroyers, to Santiago, Cuba. Here the ships lay inactive for a period of six weeks while a very powerful American fleet waited outside. By July 3rd the Spaniards could no longer count their anchorage secure owing to the approach of enemy troops, and a sortie was made at 9.30 on the morning of that day in the hope of reaching Havana.

In the fight which ensued the *Viscaya* came under the heavy fire of the U.S. battleship *Iowa* and the armoured cruiser *Brooklyn*. Her coal bunkers were set on fire and she was badly knocked about, but turned to torpedo the *Brooklyn*, the fastest American ship, in the hope of holding up the pursuit and enabling her consort, the *Cristobal Colon*, to escape. The attempt ended in disaster, for a shell struck the torpedo tube as the torpedo was about to be discharged, blowing up the whole of the fore part of the ship. Capt. Eulate was compelled to run his blazing ship, ashore having sustained a loss of life approximating to 200 officers and men. The position of the ship when she struck was off Aserradores, 15 miles from Santiago, and her destruction had been completed in one hour and forty-five minutes from the commencement of the action. The full story of the battle is told under the *Infanta Maria Teresa*, the flagship, which was destroyed with the rest of the Atlantic Squadron.

VISTULA

Rederi-A/B Sylvia; 1919; De Haan & Oerlemans; 1,018 tons; 214 x34-8x13-1; 90 n.h.p.; triple-expansion engines. The Swedish steamship *Vistula* was torpedoed and sunk by a German submarine on October 8th, 1939, 45 miles from Muckle

Flugga on a voyage from Gothenburg to Hull. Nine of the crew were lost.

VISURGIS

ArgoReederei; 1926; *G. Seebeck A.G.*; 1,306 tons; 231 -2 x 37-8x15; 115 n.h.p.; triple-expansion engines. The German steamship *Visurgis*, on a voyage from Rotterdam to Riga, was sunk by collision with the Italian steamship *Siena*, 3,222 tons, on May 20th, 1937, off Terschelling

VITAL DE OLIVEIRA

Brazilian Government, survey vessel; 1910; *Ailsa Shipbuilding Co*; 1,300 tons; 270 x 42x14; 540 h.p.; 9 knots; triple-expansion engines; two 4 in. guns, two 6pdr. The survey vessel *Vital de Oliveira* was employed as a naval auxiliary in the Second World War. On July 20th, 1944, she was torpedoed and sunk by a German submarine off Cabo Frio. Some 70 men, the greater part of the complement, were saved.

VITTORIA

British Navy, destroyer; 1917; *Swan, Hunter & Wigham Richardson*; 1,367 tons; 312x29x11; 27,000 s.h.p.; 34 knots; turbine engines; *Yarrow* boilers; four 4 in. guns, one 3 in., 4 T.T. The *Vittoria* was a unit of a destroyer flotilla operating against the Russian Bolsheviks in the Baltic in 1919. On September 1st the ship was torpedoed and sunk by a Russian submarine in the Gulf of Finland. Her official complement was 110.

VITTORIA CLAUDIA

Januense Societa di Navigazione; 1905; *A. G. Neptun*; 2,745 tons; 292 -1 x 41 - 3 X18 - 5; triple-expansion engines. The Italian steamship *Vittoria Claudia*, on a voyage from Bourgas to Hamburg with 4,000 tons of ore, was sunk by collision with the French motorship *Perou*, 7,264 tons, at 3.12 a.m. on November 16th, 1953, two miles S.E. of Dungeness. Five survivors were picked up by the pilot cutter *Pelorus* three hours later but the remaining 20 of the crew were lost.

VITTORIO ALFIERI

Italian Navy, destroyer; 1936; *Odero-Terni-Orlando*; 1,729 tons; 350-3x33-3x12; 48,000 s.h.p.; 39 knots; turbine engines; 3-drum boilers; four 4-7 in. guns, four 13 mm., 6 T.T. The Italian destroyer *Vittorio Alfieri* was lost in a night action which concluded the operations known as the battle of Cape Matapan. In the early hours of March 29th, 1941, an Italian force of cruisers and destroyers was discovered running across the bows of the British battleship line at a distance of 4,000 yards. Searchlights were turned upon these vessels and the battleships reduced two 10,000 tons cruisers to wreckage in four minutes. The Italian destroyers made a torpedo attack which completely failed. They were engaged by British destroyers as they turned away and the *Vittorio Alfieri* and her sister ship, the *Giosue Carducci*, were sunk by gunfire. The full story of the battle is told under the cruiser *Fiume*.

VITTORIO LOCCHI

4,573 tons; oil engines. The motorship *Vittorio Locchi* was taken over by the Italian Navy for use as a minelayer. On February 24th, 1945, she was bombed and sunk at Fiume.

VIVINA

Linea de Vapores Serra; 1885; *M. Pearse & Co.*; 3,034 tons; 325-5x40x27-5; 308 n.h.p.; triple-expansion engines. The Spanish steamship *Vivina* was torpedoed and sunk by a German submarine in the Bay of Biscay on March 13th, 1917.

VIZCAYA

Compania Trasatlantica; 1872; *J. & W. Dudgeon*; 2,458 tons; 287 -5x38x27; 350 h.p.; compound engines. The Spanish steamship *Vizcaya*, with 73 persons on board, passengers and crew, was sunk by collision with the American schooner *Cornelius Hargreaves*, 1,332 tons, on October 30th, 1890, off New Jersey. Twelve of the crew were rescued from the rigging by the steamship *Humboldt* early on the following day, these were the only survivors. The *Cornelius Hargreaves* also sank but without loss of life.

VLADIMIR

Russian Steam Nav. & Trading Co.; 1858; *R. Napier & Sons*; 1,600 tons; 243 x 31x21; compound engines. The Russian steamship *Vladimir*, on a voyage from Sevastopol to Odessa with passengers, was sunk by collision with the Italian steamship *Columbia*, 2,079 tons, on July 9th, 1894. About 100 lives were lost.

VLADIMIR MONOMACH

Russian Navy, armoured cruiser; 1882; *Baltic Works*; 5,796 tons; 296-5x52x24-9; 7,044 i.h.p.; 17-5 knots; triple-expansion engines; five 6 in. guns, six 4-7 in., two 2 in., sixteen 3pdr., 8m.g., 3 T.T.

The Russian armoured cruiser *Vladimir Monomach*, was one of the old ships included in the Baltic Fleet, which was despatched to join the remnants of the Pacific Squadron at Port Arthur, during the Russo-Japanese War. At that time the vessel had seen 20 years service and, although she was reconstructed and re-armed in 1898, her speed was very poor. The squadron of which she was a unit was composed of three coastal defence ships with an ancient battleship as flagship. On February 15th, 1905, the ships sailed from Libau for the Far East, joining the rest of the fleet off Cochin China in the following May, about a fortnight before the battle of Tsushima. On joining the Baltic Fleet the *Vladimir Monomach* was transferred to the cruiser force, commanded by Rear-Admiral Enquist. Here she was assigned the duty of escorting the fleet transports, her speed precluding her from anything more useful. On the day of the battle the ship appears to have received little damage and at night was steaming on a course for Vladivostok. At about 2 a.m. a flotilla of Japanese destroyers, led by Cdr. Suzuki, attacked four of these old warships, sinking one, the *Navarin* (which see) and damaging the *Vladimir Monomach* and two others. During the night the destroyer *Iromki* stood by in order to take off the crew, if necessary, and at dawn the stricken cruiser was labouring along with small hope of survival.

Meanwhile the Japanese were sweeping the seas with a view to making an end of these sorely damaged ships. Just about 10 a.m. one of their auxiliary cruisers, the *Sadu Maru*, accompanied by the destroyer *Shiranui*, sighted the *Vladimir Monomach* and the *Admiral Nakhimoff*. Both the Russian warships were rapidly sinking, the Japanese being in time to pick up the crews.

The full story of the battle of Tsushima is told under the *Kniaz Suvaroff*, flagship of the Baltic Fleet.

VOGESEN

H. Vogemann; 1904; *Furness, Withy & Co.*; 4,240 tons; 359-7x 47-9x27-8; 400 n.h.p.; triple-expansion engines. The German steamship *Vogesen* struck a mine and sank on May 6th or 7th, 1940, off Vinga lighthouse, near the entrance to the Kattegat.

VOJVODA PUTNIK

Jugoslavenki Lloyd; 1916; *Northumberland S.B. Co.*; 5,879 tons; 400x52x35-4; 535 n.h.p.; triple-expansion engines. The Yugoslav steamship *Vojvoda Putnik* left Bahia Blanca on December 13th, 1942, and New York on February 23rd, 1943, for Loch Ewe with a crew of 38 and six gunners, and 7,900 tons of wheat. On March 8th a wireless message from the ship stated that she was sinking, giving a position about 600 miles E.S.E. of Cape Farewell. Nothing more was ever heard of the ship or the crew.

VOLGA

Danubio Soc. Anon, di Nav.; 1901; *Maryland Steel Co.*; 3,542 tons; 293 x 52 - 5 x 21 • 1; 222 n.h.p.; triple-expansion engines. The Italian tanker *Volga*, on a voyage from Abadan to Italy, was destroyed by fire on January 12th, 1926, about 100 miles N.N.E. of Masirah Island.

VOLO

Strong, Reid & Page; 1880; *R. Duncan & Co.*; 1,371 tons; 250-4x33-3x16-5; 170 h.p.; compound engines. The British cargo ship *Volo* was wrecked outside Huelva on January 5th, 1894, while carrying an ore cargo from Huelva to Liverpool.

VOLO

Ellermarks Wilson Line; 1938; Swan, Hunter & Wigham Richardson; 1,587 tons; 283-9x40-2x15-8; 335n.h.p.; triple-expansion engines & L.P. turbine.

The British steamship *Volo*, on a voyage from Tobruk to Alexandria was torpedoed and sunk by a submarine at 2.50 a.m. on December 28th, 1941, about 45 miles N.W. of Mersa Matruh. Twenty-one of the crew and three gunners were lost.

VOLODIA

Cunard S.S. Co.; 1913; Russell & Co.; 5,689 tons; 423-5 x 56x28-7; 585 n.h.p.; 11 knots; triple-expansion engines. The steamship *Vplodia* was torpedoed and sunk by a German submarine 285 miles W. i S. of Ushant on August 21st, 1917. Ten men were killed, the captain was among the survivors.

VOLTA

Eastern Telegraph Co.; 1882; London & Glasgow Ship Building Co.; 844 tons; 200-2x29x20-3; 95 h.p.; compound inverted engines.

The British steamship *Volt a*, Capt. Richardson, was wrecked on April 18th, 1887 on Mykoni Island, Grecian Archipelago, while carrying telegraph cables and stores from London to Syra. Eleven of the crew were drowned, Capt. Richardson and 12 others were saved.

VOLTA

Merluzzo Italiano Soc. Anon.; 1919; A/S Kjobenhavns Flydedok & Skibsværft; 1,191 tons; 235-4x36-2x13-7; 83 n.h.p.; triple-expansion engines.

The Italian steamship *Volta* was bombed and sunk by Allied aircraft on March 22nd, 1943, at Palermo.

VOLTAIRE

Delmas Freres; 1896; J. Readhead & Sons; 2,651 tons; 304 X 44-1 x 21 - 9; 240 n.h.p.; triple-expansion engines. The French steamship *Voltaire* was torpedoed and sunk by a German submarine in the Bay of Biscay on January 11th, 1918.

VOLTAIRE

Lamport & Holt Line, auxiliary cruiser; 1923; Workman, Clark & Co.; 13,301 tons; 510-5x64-3x39-3; 806 n.h.p.; 15 knots; quadruple-expansion engines; 6 in. guns.

The auxiliary cruiser *Voltaire*, Capt. J. A. P. Blackburn, was on passage from Trinidad to Freetown when she encountered the German commerce raider *Thor*, known to the British Admiralty as "Raider E". about 700 miles W.S.W. of the Cape Verde Islands, on April 4th, 1941. The British ship was three knots slower than her adversary and her guns were not equal in range or power. She put up a most determined resistance, however, and it was not until two hours after the action commenced that she sank.

Thirteen officers and 62 ratings were killed, Capt. Blackburn, 21 officers and 173 ratings were taken prisoners of war.

VOLTURNO

Canadian Northern Steamships; 1906; Fair field Co.; 3,602 tons; 340 x 43x20- 7; 324 n.h.p.; 12 knots; triple-expansion engines. The steamship *Volturno*, Capt. G. D. Inch, was proceeding from Rotterdam to New York with a company of 654 persons, of whom 561 were passengers, being for the most part Polish, Rumanian and Serbian emigrants. Among her cargo was a quantity of barium oxide and various other chemicals, together with peat moss, rags and straw bottle covers, the whole making a dangerous collection of inflammable goods in the event of fire. The voyage across the Atlantic was uneventful until the early morning of October 9th, 1913, when smoke was seen coming out of No. 1 hatch. The *Volturno* at once reduced speed and the crew went to fire stations, investigation revealing that the forecandle was on fire and that four of the crew were already dead. Not long after this came a violent explosion which wrecked part of the forward portion of the ship and jammed the steering gear and engine room telegraph.

Meanwhile a S.O.S. had been sent out saying that the ship was on fire and giving her position as lat. 48° 25' N., long. 34° 33' W. In response to this the Cunard liner *Car mania*, 19,524 tons, Capt. Barr, at once proceeded to the rescue, working up to about two knots above designed speed. She also sent out wireless calls which were answered by various ships so that within a few hours a total

of eight large steamships had arrived. This fleet of rescue ships was compelled to lie idly round the burning *Volturno* in almost complete impotence, the wind and the seas making the launching of lifeboats a hazardous business, although the *Carmania* and the *Minneapolis* both attempted it, but failed to take off any people. The arrival of the tanker *Narragansett* after some hours helped the situation to a certain degree, as she was able to pour a quantity of oil on the sea.

Prior to the arrival of the *Carmania*, Capt. Inch had ordered out his boats, of which six were launched out of 19. Of these four were capsized, and the remaining two were lost to sight and never heard of again. In the circumstances the order to take to the boats was reasonable as both captain and officers fully expected another explosion, probably destroying the ship. Nevertheless had it not been for this order the lives of nearly all on board might have been saved. Next day the women and children were taken off by the surrounding ships, the men following.

The loss of life amounted to 103 passengers and 30 crew. Capt. Inch was among the survivors.

The burning hull of the *Volturno* continued to float for six days when a boat's crew from the Dutch steamship *Charlois* boarded her and opened her sea cocks and she filled and sank on October 80th.

VOLTURNO

Transoceanica Soc. Italiana di Nav.; 1916; Soc. Fiat San Giorgio; 11,496 tons; 492-7x65-6x33-8; 458 n.h.p.; quadruple expansion engines.

The Italian tanker *Volturno* was torpedoed and sunk by a submarine in the Mediterranean on March 26th, 1918.

VOORWAARTS

G. B. Lararello; 1874; J. Elder & Co.; 2,801 tons; 368x 37-2x25-5; 315 n.h.p.; compound engines. The Italian steamship *Voorwaarts*, recently bought from Dutch owners, left Cardiff on January 1st, 1899, for Genoa with coal. Soon after leaving port, in bad weather, she sprang a leak. By the next day she had six feet of water in the stokehold and the captain and 12 men left the ship in two boats, which were soon swamped and the occupants drowned. Nine men elected to stay on board the ship, which was then at anchor, and were taken off on the 3rd by the Newquay lifeboat. On the 4th the ship was still afloat and the nine men asked to be put aboard and the ship was taken in tow. When about 15 miles S.W. of Lundy Island, however, the waterlogged ship became unmanageable. The nine men were taken off again and the tow was cast off. The *Voorwaarts* then drove ashore and broke in two.

VORDINGBORG

C. K. Hansen; 1908; Fevigs Jernskibsbygeri; 2,157 tons; 290x42x19-6; 234 n.h.p.; triple-expansion engines. The Danish steamship *Vordingborg* was sunk by a German submarine off Ushant on July 11th, 1917.

VORMA

Ingvar Jansen; 1918; Toba Shipyard; 1,192 tons; 228-1 x 33-3x16-6; 102 n.h.p.; triple-expansion engines. The Norwegian steamship *Vorma* left Goole on December 12th, 1936, for Sundsvall with coal. Nothing more was ever heard of the ship until wreckage, including the ship's bell, was found some time later. The situation of the wreckage suggested that the ship was probably lost near Raaspe, near Stromstad, Sweden.

VORTIGERN

British Navy, destroyer; 1917; J. S. White & Co.; 1,090 tons; 312 x 29 • 5 x 10 - 9; 27,000 s.h.p.; 34 knots; turbine engines; White-Forster boilers; four 4 in. guns, one 2 pdr., 3 m.g., 5 T.T. On the night of March 14th, 1942, German motor torpedo boats attacked a British convoy in the North Sea. No ships of the convoy suffered loss or damage, but one of the escorting vessels, the destroyer *Vortigern*, Lt. Cdr. R. S. Howlett, was hit by two torpedoes and sunk. Seven officers, including Cdr. Howlett, and 140 ratings were killed and two officers wounded.

VOSTOK

U.S.S.R.; 1901; J. Blumer & Co.; 2,787 tons; 319-6x46-1x 21-2; 262 n.h.p.; triple-expansion engines. The Russian steamship *Vostok* was torpedoed and sunk by German aircraft about January 15th, 1943, near Theodosia, Crimea.

VOYAGER

Australian Navy, destroyer; 1918; Palmer & Co.; 1,100 tons; 312x29-5x10-9; 27,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4 in. guns, two 2pdr., 5 m.g., 6 T.T. The Australian destroyer *Voyager*, Lt. Cdr. R. C. Robinson, R.A.N., ran aground off the south coast of Timor on September 25th, 1942, when carrying troops and stores for the combined Australian-Dutch force operating on the island. All on board were taken off in safety after which the *Voyager* was destroyed by ships in company.

VOYAGER

Australian Navy, destroyer; 1958; Cockatoo Island Dockyard; 2,800 tons; 388-5x43x12-25; 54,000 s.h.p.; 30-5 knots; turbine engines; six 4-5 in. guns, six 40 mm.A.A., 5 T.T. The destroyer *Voyager*, Capt. D. H. Stevens, was engaged in a training exercise some miles S. of Sydney on the night of February 10th, 1964, when she was struck on the port side amidships by the aircraft carrier *Melbourne*, 16,000 tons, Capt. R. J. Robertson. The exercise group consisted of an aircraft carrier, a destroyer and three minesweepers, all belonging to the Australian navy. The destroyer had the duty of rescue ship in case any of the aircraft practising night landings on the *Melbourne* dropped into the sea.

The night was dark but clear and calm, and the ships were blacked out save for port and starboard lights, and were proceeding at almost full speed. Capt. Robertson was on the bridge of the *Melbourne* at the moment that his ship struck the *Voyager* and there was no warning of the collision. About 80 men of the watch below on the destroyer were in the canteen, situated in the forward portion of the ship, playing bingo, and it was among these that the heaviest casualties occurred.

The impact was so violent that the destroyer was cut completely in half, her forward portion drifting past the aircraft carrier's port side and the after portion drifting past to starboard. The forward portion remained afloat for ten minutes and the after portion for three hours, and then sank in 80 fathoms.

The *Voyager* carried a complement of 319, of whom 79 were missing, presumed drowned, and three were killed, Capt. Stevens was among the survivors. It was the greatest peacetime disaster ever sustained by the Australian Navy.

VRONTADOS

G.F. Andreadis; 1891; Tyne Iron S.B. Co.; 2,598 tons; 300-5 x 38-6x20-6; 246 n.h.p.; triple-expansion engines. The Greek steamship *Vrontados* was torpedoed and sunk by a submarine in the Mediterranean on June 30th, 1917.

VSADNIK

Russian Navy, torpedo gunboat; 1893; W. Crichton & Co.; 432 tons; 192x24x7-5; 3,300 i.h.p.; 20 knots; triple-expansion engines; six 3pdr. guns, 3 m.g., 2 T.T. The Russian torpedo gunboat *Vsadnik* was attached to the Pacific Squadron at Port Arthur. The vessel, which carried a complement of 65 officers and men, served throughout the siege of the fortress,

and was useful in operations necessitating light draught craft for inshore work. Towards the end of the siege the *Vsadnik* was badly damaged by the heavy shells of the Japanese investing army. On December 15th, 1904, she suffered a number of vital hits and sank at her moorings.

VUINOSLIVI

Russian Navy, destroyer; 1901; Chantiers Normand; 312 tons; 186x20-8x10-3; 4,750 i.h.p.; 27 knots; triple-expansion engines; one 12pdr. gun, five 3pdr., 2 T.T. The Russian destroyer *Vuinoslivi*, in company with the destroyer *Razyashchi*, was engaged in minesweeping operations outside Port Arthur on the night of August 24th, 1904. The *Razyashchi* struck a mine soon after her arrival. The *Vuinoslivi* proceeded to the assistance of her consort and took off some of the crew, leaving the remainder to work the ship into harbour, which they eventually did. Shortly afterwards the *Vuinoslivi* herself struck a mine and foundered, with her captain, one officer and several men of the crew of 57.

VULCANO

G. Ravano; 1913; Cantieri Navali Riuniti; 5,398 tons; 394-4 x 51-8x27-4; 335 n.h.p.; triple-expansion engines. The Italian steamship *Vulcano*, on a voyage from Quebec to Italy with grain, was sunk by collision on October 18th, 1927, off Father Point, River St. Lawrence.

VULCANUS

Ch. Schiaffino, A. Jouvet & Co.; 1883; Palmers' Co.; 1,450 tons; 251x35-2x17-8; 173 n.h.p.; compound engines. The French steamship *Vulcanus* was torpedoed and sunk by a submarine in the Mediterranean on June 3rd, 1917.

VULCAIN

E. R. Management Co.; 1911; Ateliers et Chantiers de France; 4,362 tons; 362x49x25; 383 n.h.p.; 11 knots; triple-expansion engines. The steamship *Vulcain*, Capt. J. R. Lewis, was taken over from the Cargo Algeriens company at the capitulation of France in June, 1940. On May 23rd, 1941, 160 miles N.W. of Freetown she was torpedoed and sunk by a German submarine. Seven men were killed, Capt. Lewis was among the survivors.

VYNER BROOKE

Sarawak S.S. Co.; 1928; Ramage & Ferguson; 1,670 tons; 240-7x41'3x16-1; 297 n.h.p.; triple-expansion engines. The steamship *Vyner Brooke* left Singapore for Australia on February 12th, 1942, with a crew of 47 and some 200 passengers, mostly women and children. On the following day she was bombed and sunk by Japanese aircraft 15 miles N. of Muntok, Banka Island. Some survivors, including 35 nurses landed on Banka Island and were interned by the Japanese, but 125 persons were not accounted for.

W. A. SCHOLTEN

Nederlandsch-Amerikaansche Stoomv. Maats.; 1874; R. Napier & Sons; 2,589 tons; 351x38-2x19-4; 360 h.p.; 10 knots; compound inverted engines.

The Dutch liner *W. A. Scholten*, Capt. J. H. Taat, was bound from Rotterdam to New York with 156 passengers, mostly Dutch and German emigrants and a crew of 54. On the night of November 19th, 1887, the weather being hazy at the time, the ship was some four miles E. of the Admiralty Pier, Dover, when she collided with the collier *Rosa Mary* of West Hartlepool. The collier was lying at anchor waiting for better visibility and the first intimation she had of her danger was the appearance of the *W. A. Scholterfs* light on her starboard bow. There was little time in which to take action and the Dutch liner crashed into the bows of the collier with terrific force. The *Rosa Mary* was badly damaged but managed to keep afloat until daybreak when she made for Dover Harbour where she docked.

The plight of the *W. A. Scholten* was far worse. A hole eight feet wide had been torn in her port bow and she was making water rapidly. Twenty minutes after the collision she foundered, going down by the head with a heavy list to port which made it impossible to launch all her boats. Two of them got clear, however, and many passengers were provided with lifebelts so that it was possible for them to be rescued from the water by lines thrown overboard from the Sunderland steamship *Ebro*. A longshoreman named Ball also took his boat to the rescue and by these various means 78 persons were saved. The drowned numbered 132, including Capt. Taat and the first officer.

The collision occurred between 10.20 and 10.30p.m., just as the haze was beginning to lift.

W. B. WALKER

Oriental Tankers; 1935; Fried. Krupp Germaniawerft; D,468 tons; 490-2x68-2x37; 912n.h.p.; 12knots; oilengines. The tanker *W. B. Walker*, on a voyage from Aruba and Halifax to Avonmouth with 13,000 tons of petrol, was torpedoed by a German submarine on January 29th, 1941, about 150 miles S.W. of Rockall. Four of her crew of 47 were killed. The tanker broke in two and both parts remained afloat. The fore part was sunk by gunfire on February 6th. Attempts were made to take the after part in tow but weather conditions would not permit and the derelict sank some time after February 13th.

W. C. FRANZ

Algoma Central & Hudson Bay R.R. Co.; 1901; Detroit S.B. Co.; 3,429 tons; 346 X 48 X 24 -1; 218 n.h.p.; triple-expansion engines. The Canadian steamship *W. C. Franz* sank after a collision with the *Edward E. Loomis* 30 miles S.E. of Thunderbay Island, Lake Huron, on November 21st, 1934.

W. C. TEAGLE

Panama Transport Co.; 1917; Bethlehem Steel Co.; 9,552 tons; 499 • 1 x 68 - 2 X 35 - 9; 652 n.h.p.; triple-expansion engines. The Panamanian tanker *W. C. Teagle*, flying the British flag on a voyage from Aruba and Sydney, N.S., to Swansea with 15,000 tons of fuel oil, was torpedoed and sunk by a German submarine on October 16th, 1941, about 900 miles E. of the Hebrides. Nine survivors of her crew of 40 and one gunner were picked up by the British destroyer *Broadwater*. All but one of these, the first wireless operator, were lost when the destroyer was sunk soon afterwards.

W. D. ANDERSON

Atlantic Refining Co.; 1921; W. Cramp & Sons; 10,227 tons; 500 x 71 - 2 x 31 - 2; 544 n.h.p.; quadruple-expansion engines. The American tanker *W. D. Anderson* was torpedoed and sunk by a German submarine on February 22nd, 1942, 15 miles E. of Stewart Florida. There was only one survivor of her crew of 35*

W. D. C. BALLS

William D.C. Balls & Son; 1879; J.Readhead&Co.; 1,251 tons; 225X33-1 X19-3; 125h.p.; compound-inverted engines. The British cargo ship *W. D. C. Balls* was wrecked off Cabo de Gata on June 11th, 1882, while on a voyage from the Tyne to Leghorn carrying a cargo of coal.

W. E. MUTTON

Pure Oil Co.; 1920; Bethlehem S.B. Corp.; 7,076 tons; 435x56 x 32; 422 n.h.p.; triple-expansion engines. The American tanker *W. E. Hutton*, bound from Beaumont to Philadelphia with 65,000 barrels of fuel oil, was torpedoed and sunk by a German submarine on March 18th, 1942, about 100 miles S. of Cape Lookout, with the loss of 13 lives.

W. HENDRIK

Euxine Shipping Co.; 1925; Furness S.B. Co.; 4,360 tons; 360'5x52-2x27-6; 376 n.h.p.; triple-expansion engines. The British steamship *W. Hendrik*, on a voyage from Halifax to the Tyne, was bombed and sunk by German aircraft on December 3rd, 1940, about 200 miles W. of the Hebrides. Five of her crew of 35 were lost.

W. L. STEED

Standard Oil Co. of New Jersey; 1918; Bethlehem Shipbuilding Corp.; 6,182 tons; 416-8x56-1x32-7; 642 n.h.p.; 10-2knots; triple-expansion engines.

The American tanker *W. L. Steed*, Capt. H. G. McAvenia, left Cartagena, Colombia, on January 23rd, 1942, with a cargo of 63,936 barrels of crude oil. On February 2nd at about 12.45 p.m., when 80 miles off the Delaware Capes, the vessel was struck by a torpedo on the starboard side forward of the bridge. She remained afloat for some time and all the crew, numbering 38, got away in the boats. The submarine then surfaced and sank the tanker by gunfire.

The weather was bad with heavy snow squalls and many of the men in the boats died during the next few days. Lifeboat No. 2 with the chief officer, Mr. E. A. Nilsson, and the second officer, Mr. Sydney Wayland, was picked up by the s.s. *Hartlepool* on the morning of the 6th, all the other occupants of the boat having perished. Mr. Nilsson died in hospital a few days later. Three other men were rescued from various boats, a total of four survivors.

W. M. TUPPER

M.Nemazee; 1917; Merrill-Stevens Co.; 1,756 tons; 217-6x38x25; 93 n.h.p.; triple-expansion engines. The Panamanian steamship *W. M. Tupper* was bombed and sunk by Japanese aircraft on March 1st, 1942, at Sourabaya.

WAAHAVEN

Gebr.vanUden; 1916; RotterdamDroogdokMaats.; 3,551 tons; 361 -4x49-9x22-1; 301 n.h.p.; triple-expansion engines. The Dutch steamship *Waalhaven* on a voyage from Lulea to Germany with iron ore, was wrecked on Pinggrund, off Ronnskar, about September 16th, 1942.

WAAALSTROOM

Hollandsche Stoomb. Maats.; 1913; A. Vuijk & Zonen; 1,441 tons; 266-9x37-2x17-5; 162 n.h.p.; triple-expansion engines. The Dutch steamship *Waalstroom* struck a mine and sank in the North Sea on June 27th, 1916.

WACHTFELS

Deutsche Dampfs. Ges. Hansa; 1928; J. C. Tecklenborg A.G.; 8,467 tons; 490-7x62-2x32-3; 785n.h.p.; triple-expansion engines & L.P. turbine. The German steamship *Wachtfels* was torpedoed and sunk by a British submarine on August 7th, 1942, ten miles N.W. of Milo, Greece.

WACOUSTA

Waterman S.S. Corp.; 1920; Merchant S.B. Corp.; 5,432 tons; 400-7x54-2x30-2; 785 n.h.p.; triple-expansion engines & L.P. turbine.

The American steamship *Wacosta* was torpedoed and sunk by German aircraft on September 13th, 1942, S. of Spitsbergen on a voyage from the Clyde to North Russia.

WACOUSTA

Christensen & S' tenseth; 1908; A. McMillan & Son; 3,521 tons; 340-4x46x24-8; 310 n.h.p.; triple-expansion engines. The Norwegian steamship *Wacosta* was sunk by a submarine in the Mediterranean on November 8th, 1915.

WADE HAMPTON

U.S. War Shipping Administration; 1942; Delta S.B. Co.; 7,176 tons; 422 -8x57x34-8; 339 n.h.p.; triple-expansion engines. The steamship *Wade Hampton*, on a voyage from New York to North Russia, straggled from convoy and was torpedoed and sunk by a German submarine on February 28th, 1943, about 400 miles E. of Cape Farewell. Thirty of the complement of 71 were picked up by the British steamship *Bayano* and on March 3rd one other survivor was picked up from a raft.

WAIKARE

Union S.S. Co. of New Zealand; 1897; W. Denny & Bros.; 3,071 tons; 310 -1 x 41 • 1 x 21 - 5; 306 n.h.p.; triple-expansion engines. The New Zealand steamship *Waikare* was wrecked in Dusky Sound, N.Z., on January 4th, 1910. She was on a voyage in ballast but was carrying passengers from Milford, N.Z., to Dunedin.

WAIMARAMA

Shaw Savill & Albion Co.; 1938; Harland & Wolff; 12,843 tons; 516-9x70-4x32-3; 2,463 n.h.p.; 17 knots; oilengines. The liner *Waimarama*, Capt. R. S. Pearce, was a unit of the famous convoy which fought its way to Malta in the first weeks of August, 1942. The ships, which were escorted by a powerful squadron under Vice-Admiral Syfret in the battleship *Nelson* passed Gibraltar on the night of the 9th and continued unmolested until the 11th when the aircraft carrier *Eagle* was hit by several torpedoes from a submarine and sunk. From that time forward a continuous and savage action was maintained in which, besides two cruisers and one destroyer, two other ships of the Shaw Savill line, the *Wairangi* and the *Empire Hope* were sunk.

The *Waimarama* survived the fighting until the day that the convoy reached Malta, the 13th, when she was hit by three or four bombs which fell near the bridge in quick succession and killed everyone on duty there. The explosion set fire to the part cargo of petrol in drums and soon the ship was in flames from end to end. Within four minutes she had vanished from sight.

Eighty-seven of her crew were lost, including all the officers; 12 of the crew, two gunners and four naval ratings were saved.

WAIMATE

F. Gregorini; 1896; Hawthorn, Leslie & Co.; 5,817 tons; 420x 54x28-6; 491 n.h.p.; triple-expansion engines. The Italian steamship *Waimate*, on a voyage from the Clyde to Genoa with coal, was wrecked on June 18th, 1925, five miles from Cape St. Vincent.

WAIOTIRA

Shaw Savill & Albion Co.; 1939; Harland & Wolff; 12,823 tons; 516-9x70'4x32'3; 2,463 n.h.p.; 17 knots; oilengines. The liner *Waiotira*, Capt. A. V. Richardson, on a voyage from Sydney, N.S.W., to the U.K., was torpedoed and sunk by a German submarine on December 26th, 1940, about 150 miles N. by W. of Rockall. She was abandoned but did not sink until 5.30 a.m. on the 27th. One member of the crew was killed.

WAIKARE

Shaw, Savill & Albion Co.; 1935; Harland & Wolff; 12,436 tons; 516-3x70'4x32-4; 1,631 n.h.p.; 17 knots; oilengines. The liner *Wairangi*, Capt. H. Gordon, was one of the vessels comprising the famous Malta convoy of August 1942. At 12.15 a.m. on the 13th, when about one-and-a-half miles off Cap Bon, she was hit by a torpedo from a motor torpedo boat which flooded the engine room. As it was not possible to take her in tow in face of the fierce and sustained attacks of the enemy her crew was transferred without loss of life to the destroyer *Eskimo* and she was scuttled.

In recognition of their efforts to save the vessel, Capt. Gordon and Mr. A. Chalmers, the Chief Engineer, were each awarded the D.S.C. At a later date a knighthood was conferred on Capt. Gordon.

The full story of the Malta convoy is told under the aircraft carrier *Eagle*.

WAIKARE

Union Steamship Co. of New Zealand; 1882; W. Denny & Bros.; 1,786 tons; 285-2x36-3x23-7; 292h.p.; 10 knots; compound engines. The *Wairarapa* left Sydney for Auckland on October 24th, 1894. At

about midnight on October 28th, in thick fog, the captain being on the bridge, the *Wairarapa* crashed into the cliffs of Great Barrier Island. The ship heeled over to an angle of 45° and many of those on the deck were flung into the sea and drowned. The engines were kept running to thrust the ship further on to the rocks and attempts were made to save the passengers. All of these were in their berths below when the ship struck and hastened on deck half clothed; many of them were swept overboard by the seas. The bridge with about 40 persons on it was washed away, and a large party huddled on deck suffered the same fate. Sixteen horses were being transported and the presence of these added greatly to the confusion and loss of life.

At daybreak an attempt was made to reach land and a line was eventually run ashore from the ship, about 50 persons escaping by this means. Two of the port lifeboats were smashed, but two rafts were successful in reaching the shore. After some 36 hours the survivors, 119 in all, were rescued and taken to Auckland.

Capt. Mackintosh, 20 crew and 58 passengers were drowned.

WAITARA

New Zealand Shipping Co.; 1863; J. Reid & Co.; 883 tons; 191-3x31-4x20-9.

The sailing ship *Waitara*, Capt. K. Webster, left Gravesend on June 19th, 1883, for Wellington with 16 passengers and a crew of 25. At 10 p.m. on the 22nd, when abeam of Portland, she collided with the sailing ship *Hirunui*, 1,054 tons, owned by the same company and which had left Gravesend on the same day as the *Waitara*. The *Waitara* sank before any boats could be lowered, some passengers and crew were able to scramble over the bows and jump on to the *Hirunui*, which lowered boats and picked up other survivors from the water. Capt. Webster, ten crew and four passengers were saved.

WAIWERA

Shaw, Savill & Albion Co.; 1934; Harland & Wolff; 12,435 tons; 516-2x70-4x32-4; 1,631 n.h.p.; 17 knots; oilengines. The liner *Waiwera*, Capt. C. M. Andrews, was torpedoed and sunk by a German submarine 450 miles N. of the Azores on June 29th, 1942. Eight persons were killed, Capt. Andrews was among the 97 survivors.

WAKABA

Japanese Navy, destroyer; 1934; Sasebo; 1,368 tons; 337-7X 32-5x8-7; 37,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 6 T.T.

The destroyer *Wakaba* was one of nine such vessels sunk at the battle of Leyte Gulf, October 23rd-27th, 1944. The *Wakaba* was attached to the Central Force which was heavily engaged in a night action in the San Bernardino Strait on the 24th-25th. The *Wakaba* was bombed and sunk S. of Mindoro on the 24th. Her normal complement was 180.

For full story of the battle of Leyte Gulf see the battleship *Musashi*.

WAKAMATSU MARU

Toyo Risen K.K.; 2,722 tons. The steamship *Wakamatsa Maru* struck a mine and sank on June 24th, 1945, off Shimonoseki.

WAKAMIYA MARU

Shimatani Kisen K.K.; 1919; Ono S.B. Yard; 2,217 tons; 270 x39x23-9; 144 n.h.p.; triple-expansion engines. The steamship *Wakamiya Mam*, on a voyage from Otaru to Osaka with timber, was wrecked on March 20th, 1927, at Yatabe, outside Tokyo Bay.

WAKAMIYASANMARU

Kaburagi Kisen K.K.; 2,211 tons. The steamship *Wakamiyasan Mam* was torpedoed and sunk by the U.S. submarine *Sea Devil* on June 14th, 1945, E. of the Shantung Peninsula.

WAKANOURA MARU

Nippon Suisan K.K.; 1885; R. Dixon & Co.; 2,411 tons; 320x38x25-7; 282n.h.p.; triple-expansion engines. The steamship *Wakanoura Maru* was torpedoed and sunk by the U.S. submarine *Salmon* on August 10th, 1943, off the south-east coast of Sakhalin.

WAKATAKE

Japanese Navy, destroyer; 1922; Kawasaki; 820 tons; 275 x 26-5 X8 -2; 21,000 s.h.p.; 31-5 knots; turbine engines; Kanpon boilers; three 4 - 7 in. guns, 2 m.g., 4 T. T.

The destroyer *Wakatake* was bombed and sunk off the Palau Islands on March 30th, 1944, in an attack by battleships and aircraft carriers of the U.S. Fifth Fleet under Admiral R. A. Spruance. The Japanese loss in merchant ships and aircraft was also very heavy, 27 vessels and 114 planes being destroyed.

The normal complement of the *Wakatake* was 110.

WAKATAKE MARU

Nippon Yusen K.K.; 1938; Kawaminami Kogyo K.K.; 1920; 271 -7x40x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Wakatake Maru* was torpedoed and sunk by the U.S. submarine *Tang* on October 23rd, 1944, about 80 miles W. of Hsinchu, Formosa.

WAKATAMA MARU

Tamami Shosen K.K.; 2,211 tons. The steamship *Wakatama Maru* was torpedoed and sunk by the U.S. submarine *Tinosa* on June 9th, 1945, off the east coast of Korea.

WAKATSU MARU

Shimatani Risen K.K.; 1917; C. Cornell & Co. Ltd.; 5,123 tons; 400-3x52x27-3; 510n.h.p.; triple-expansion engines. The steamship *Wakatsu Maru* was bombed and sunk by a Dutch aircraft on December 16th, 1943, off the north coast of Timor Island.

WAKATSUKI

Japanese Navy, destroyer; 1942; Japan; 2,500 tons; 435 x38x —; 34 knots; turbine engines; eight 5 in. guns, several A.A., 4 T.T. The destroyer *Wakatsuki* with others was escorting a convoy of four troopships bound for Leyte, Philippine Islands, on November 11th, 1944. When in Ormoc Bay the ships were attacked by aircraft from fast carriers of the U.S. Third Fleet and *Wakatsuki*, three other destroyers and the four transports were sent to the bottom.

The *Wakatsuki* carried a complement of over 200.

For further details see the destroyer *Hamanami*.

WAKEFUL

British Navy, destroyer; 1915; John Brown & Co.; 1,100 tons; 312x29-5x10-9; 27,000s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4 in. guns, two 2 pdr., 5 m.g., 6 T.T. The destroyer *Wakeful*, Cdr. R. L. Fisher, took part in the operations off the Flanders coast terminating in the evacuation of the British Army from Dunkirk. At about 11 p.m. on May 28th, 1940, *Wakeful* in company with the destroyer *Grafton*, the danlayer *Comfort* and the minesweeper *Lydd* left for Dover crowded with troops, of whom *Wakeful* carried over 600. At 12.45 a.m. on the 29th, the vessels were attacked by German motor torpedo boats which torpedoed *Wakeful* amidships, breaking her in two and causing her to sink in 15 seconds with most of the 600 troops. The *Grafton* stopped and was torpedoed as she was lowering her boats. The *Comfort* was lifted into the air by the force of the explosion and Cdr. Fisher who was on board her was thrown overboard. Later *Comfort* approached the sinking *Grafton* at high speed, but was mistaken for an enemy by the destroyer which opened fire on her and killed all but one of her crew.

The full story of the Dunkirk Evacuation is told under the *Grafton*.

WAKIVA

United States Navy, armed yacht; 1907; Ramage & Ferguson; 853 tons; 239 x 30 -5 x 18; 230 n.h.p.; triple-expansion engines; several small guns.

The United States armed yacht *Wakiva* was lost by collision in the Bay of Biscay, on May 22nd, 1918.

WALES MARU

Kawasaki Kisen K.K.; 1921; Kawasaki Dockyard Co.; 6,586 tons; 405 x53x 37; 578 n.h.p.; triple-expansion engines. The steamship *Wales Maru* was torpedoed and sunk by the U.S.

submarine *Lapon* on May 24th, 1944, about 200 miles S.S.E. of Cap St. Jacques, Indo-China.

WALKE

United States Navy, destroyer; 1939; Boston Navy Yard; 1,570 tons; 341x35x10; 44,000s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns; 8 T.T.

The destroyer *Walke* was torpedoed in action against the Japanese at the battle of Guadalcanal on November 15th, 1942. The ship was one of a division of four destroyers, three of which were lost in a torpedo attack.

The full story of the battle is told under the *Atlanta* and the Japanese battleship *Kirishima*. The details of the operation in which the *Walke* was lost are given under the *Preston*.

WALLA WALLA

Pacific Coast Co.; 1881; J. Roach & Son; 3,070 tons; 310x 40-6x22; 336 n.h.p.; compound engines.

The American steamship *Walla Walla*, on a voyage from San Francisco to Puget Sound with 142 on board, passengers and crew, was in collision with the French barque *Max*, 2,075 tons, at 2.4 a.m. on January 2nd, 1902, 11 miles N. of Mendocino. She sank in 15 minutes with the loss of 42 lives.

WALLARAH

WilhelmLund; 1891; Sunderland S.B. Co.; 3,505 tons; 360x 43-5x26-1; 500 h.p.; triple-expansion engines. The British steamship *Wallarah* was wrecked on Dassen Island, Cape of Good Hope, on August 1st, 1891. She was on a voyage from London to Sydney, N.S.W., carrying a general cargo.

WALLAROO

Australian Navy, fleet minesweeper; 1940; Australia; 733 tons; 186x31x8-5; 1,800i.h.p.; 16 knots; triple-expansion engines; one 3 in. gun, one 20 m.m., 4 m.g.

The fleet minesweeper *Wallaroo*, Lt. E. S. Ross, R.A.N.R.(S.), was sunk by collision with the U.S. merchantman *N. G. Costin* off Fremantle, Western Australia, on June 11th, 1943. Fifteen of the crew were injured. The vessel's normal complement was 70.

WALMER CASTLE

Union-Castle Mail S.S. Co.; 1936; Harland & Wolff; 906 tons; 236-2x39-3x12-5; 539n.h.p.; oilengines. The motorship *Walmer Castle*, Capt. G. L. Clarke, was serving as a rescue ship in a convoy from Glasgow to Gibraltar. On September 21st, 1941, she was bombed and set on fire by German aircraft about 750 miles W.N. W. of Cape Finisterre. The derelict had to be sunk by gunfire. The captain and ten of the crew were killed. The ship had on board 81 survivors from other ships sunk, 29 of these were lost. The wireless officer was awarded the George Medal for rescuing three men trapped in a cabin.

WALNEY

British Navy, cutter; 1930; General Engineering Co.; 1,975 tons; 250x42x16; 3,220s.h.p.; 16 knots; turbo-electric engines; one 5 in. gun, one 3 in.A.A., two 6 pdr.

The cutter *Walney*, Lt. Cdr. P. C. Meyrick, was formerly the U.S.S. *Sebago* and was acquired by the Royal Navy under the Lend-Lease agreement. On the morning of November 8th, 1942, *Walney* in company with *Hartland*, another ex-U.S. cutter, was conveying a mixed force of British and American troops into the North African harbour of Oran under cover of a smoke screen laid by both vessels.

The *Walney*'s objective was the far end of the harbour where she was to land the troops who were to seize the French Naval Headquarters. At the outset the vessels came under heavy fire and *Hartland* was sunk after ramming the boom defence. The *Walney*, though damaged, continued on her course down the harbour but was overwhelmed by the fire of the shore batteries and the destroyers *Epervier* and *Tramontane*.

The number of crew killed was five officers, including Lt. Cdr. Meyrick, and 75 ratings. Two officers were wounded. The losses among the troops were extremely heavy, only a small number actually making a landing.

For full story of the attack see under *Hartland*.

WALTER HOOD

WALTER HOOD

Aberdeen White Star Line (G. Thompson & Co.); 1852; W. Hood; 937 tons; 172-2x30-2x20-9.

The sailing ship *Walter Hood* left London for Sydney early in 1870 with a general cargo. On April 27th, when near Jervis Bay lighthouse, New South Wales, she struck the rocks and sank in a very short time. The captain and 12 men were drowned.

WALTER OHLROGGE

German Government; 1914; Ateliers & Chantiers de la Loire; 1,912 tons; 280-3x38-1 x21-4; 224n.h.p.; triple-expansion engines.

The steamship *Walter Ohlrogge* was formerly the French *Chateau Palmer*, taken over by the Germans. She was sunk by mine or torpedo on February 1st, 1942, off the west coast of Norway.

WALTER Q. GRESHAM

U.S. War Shipping Administration; 1943; Delta S.B. Corp.; 7,191 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines.

The American steamship *Walter Q. Ores ham* was torpedoed and sunk by a German submarine on March 18th, 1943, on a voyage from New York to the Clyde. Six of the crew were lost.

WALTER THOMAS

Evan Thomas Raddiffe & Co.; 1884; Palmers' Co.; 2,213 tons; 287x37-4x24-6; 225 n.h.p.; compound engines. The British steamship *Walter Thomas* sank after a collision off Europa Point, Gibraltar, on July 12th, 1901. She was on a voyage from Penarth to Derindje carrying a cargo of coal.

WAN LEE

Foo Ming S.S. Co.; 1944; Blyth D.D. & S.B. Co.; 1,305 tons; 235-9x36-6x14-9; triple-expansion engines. The Chinese steamship *Wan Lee*, on a voyage from Tientsin to Shanghai with some 400 passengers and general cargo, was wrecked on April 12th, 1945, off the Shantung Peninsula.

WANDLE

Steel, Young & Co.; 1883; E. Withy & Co.; 1,783 tons; 258-5x34-5x19-5; 150 h.p.; compound engines. The British steamship *Wandle* was wrecked on North Haaks, Holland, on December 7th, 1893, while on a voyage from Tampa to Stettin carrying a cargo of phosphate.

WANDSWORTH

Watts, Watts & Co.; 1888; W. Gray & Co.; 1,754 tons; 261 x 36-6x17-2; 152 n.h.p.; triple-expansion engines. The British steamship *Wandsworth* was wrecked on Battery Rocks, Tynemouth, on January 7th, 1897. She was carrying a cargo of iron ore from Benisaf to Jarrow.

WANETA

Tank Storage & Carriage Co.; 1910; Greenock & Grangemouth Dockyard Co.; 1,683 tons; 242x40-1x18-8; 223n.h.p.; 9 knots triple-expansion engines.

The tanker *Waneta* was torpedoed and sunk by a German submarine 42 miles S.S.E. of Kinsale Head on May 30th, 1918. Eight were killed, the captain was among the survivors.

WANGEROOGE

Norddeutscher Lloyd; 1944; 2,819 tons.

The German ship *Wangerooge* struck a mine and sank on October 25th, 1944, off Stadlant, Norway.

WANLI

Toong Yue, Liangkee & Co.; 1883; Ramage & Ferguson; 1,082 tons; 209-4x31-6x20-7; 175n.h.p.; triple-expansion engines. The Chinese steamship *Wanli*, on a voyage from Dairen to Shanghai with beans and cereals, was sunk by collision on May 21st, 1923, at Tsin Shan Tei, Shantung Peninsula, with the loss of 16 lives, passengers and crew.

WAR BALLOON

The Shipping Controller (John Glynn & Son); 1918; Wood, Skinner & Co.; 2,341 tons; 285x42-1x18-9; 410 n.h.p.; triple-expansion engines.

The British cargo ship *War Balloon* was wrecked near Pointe de St. Mathieu on September 16th, 1918. She was carrying a cargo of iron ore from Bilbao to Newport.

WAR CAPTAIN

The Shipping Controller (Rankin & Gilmour & Co.); 1917; States Island S.B. Co.; 2,385 tons; 264x42-2x21-9; 160n.h.p.; triple-expansion engines.

The British steamship *War Captain* was wrecked on the lies de Gienan on September 9th, 1917, while carrying a cargo of coal from the Clyde, via Brest, to Biaye.

WAR CLOVER

The Shipping Controller (T. Dixon & Sons); 1917; Harland & Wolff; 5,174 tons; 400-4x52-3x28-4; 490n.h.p.; 10 knots; triple-expansion engines.

The steamship *War Clover* was torpedoed and sunk by a German submarine on October 19th, 1917, 25 miles E. by N.f.N. of Pantelaria. Fourteen men were killed, the captain was among the survivors.

WAR EDENSAW

The Shipping Controller (John Cook & Son); 1918; New Westminster Construction Co.; 2,336 tons; 249-6x43-5x22-8; 322 n.h.p.; triple-expansion engines.

The British steamship *War Edensaw* was destroyed by fire 94 miles E. of the St. Elmo lighthouse, Malta, on June 25th, 1919.

She was carrying Admiralty stores from Constantinople to Malta.

WAR FIRTH

The Shipping Controller (J. Chadwick & Sons); 1918; J. L. Thompson & Sons; 3,112 tons; 331x46-8x23-2; 298 n.h.p.; 10 knots; triple-expansion engines.

The steamship *War Firth* was torpedoed and sunk by a German submarine on September 4th, 1918, 33 miles S.f.W. of the Lizard. Eleven men were killed, the captain was among the survivors.

WAR PATROL

The Shipping Controller (J. Chambers & Co.); 1917; Detroit Shipbuilding Co.; 1,884 tons; 251x43-8x18-2; 274 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *War Patrol* struck a mine and sank one mile W. of Penmarch on August 10th, 1917. The captain and 12 others were killed.

WAR PUFFIN

The Shipping Controller (Turner, Brightman & Co.); 1918; W. Picker sgirl & Sons; 5,205 tons; 400-2x52-3x28-4; 517 n.h.p.; triple-expansion engines.

The British steamship *War Puffin* was wrecked on Longstones Reef, Amherst Roads, at the mouth of the Maulmain River, on June 30th, 1919. She was on a voyage from Maulmain to Calcutta carrying a cargo of rice.

WAR ROMAN

The Shipping Controller (John L Jacobs & Co.); 1919; D. & W. Render son & Co. 5,240 tons; 400-6x52-3x28-5; 517 n.h.p.; triple-expansion engines.

The British steamship *War Roman* was wrecked six miles S.W. of Ras Hafun, Somalia, on July 14th, 1919. She was on a voyage from Batavia to Falmouth carrying a cargo of sugar.

WAR SEPOY

The Admiralty; 1919; W.Gray&Co.; 5,575 tons; 400x52-3x28-4; 517 n.h.p.; 10 knots; triple-expansion engines.

The British naval tanker *War Sepoy* was attacked by German bombers in Dover Harbour on July 19th, 1940. She was damaged beyond repair and was sunk as a blockship outside Dover Harbour.

WAR SONG

The Shipping Controller (W. France, Fenwick & Co.); 1917; Detroit Shipbuilding Co.; 2,535 tons; 251x43-8x26-3; 278 n.h.p.; 9 knots; triple-expansion engines.

The steamship *War Song* was shelled and sunk by a German submarine on January 15th, 1918, 12 miles W. of He de Sein. The captain and 15 others were killed.

WAR SWALLOW

The Shipping Controller (Charlton McAllum & Co.); 1918; J. Readhead & Sons; 5,216 tons; 400-2x52-4x28-5; 517 n.h.p.; 10 knots; triple-expansion engines.

The steamship *War Swallow* was torpedoed and sunk by a German submarine on July 16th, 1918, 72 miles S.W. by S. AS. of Malta. Seven men were killed, the captain was among the survivors.

WAR VALLEY

The Shipping Controller (W. H. Cocker line & Co.); 1918; W. Gray & Co.; 3,104 tons; 331x46-7x23-1; 430 n.h.p.; triple-expansion engines.

The British steamship *War Valley* was wrecked on North Scroby Sands on February 16th, 1919. She was on a voyage from Leith to Savona carrying a cargo of coal.

WARABI

Japanese Navy, destroyer; 1921; Japan; 770 tons; 275x26x8; 17,500 s.h.p.; 31-5 knots; turbine engines; Kanpon boilers; three 4-1 in. guns, 2 m.g.A.A., 4 T.T.

The destroyer *Warabi* was a unit of a flotilla operating with a fleet commanded by Admiral Kanji Kato, which had been carrying out exercises in the Bungo Channel. On the night of August 24th, 1927, when on the way back to its base the fleet practised a night destroyer attack, during which the cruiser *Zintu* rammed the *Warabi* which was crossing her bows in the darkness at over 30 knots. At the same time the cruiser *Naka* rammed the destroyer *Asi* but did not sink her. The *Warabi* remained afloat for 15 minutes before she sank in 60 fathoms with the loss of 12 officers and 90 ratings.

The *Asi*, which lost 18 all told, was towed back to dock.

WARATAH

*Volum & Co.; 1846; Dundee; 438 tons; 150 (approx.) x — x —. The barque *War at ah* was bound from England to Sydney, N.S.W. When off Ushant on February 16th, 1848, she was wrecked with the loss of 13 lives.*

WARATAH

Blue Anchor Line; 1908; Barclay, Curie & Co.; 9,339 tons; 465x59-4x27; 1,003 n.h.p.; 13 knots; quadruple-expansion engines.

The loss of the *Waratah*, Capt. J. F. Ilbery, is accounted one of the great mysteries of the sea. The ship was employed on Messrs Lund's service running between England and Australia by way of the Cape, and she was bound from Sydney to London on her second voyage when the disaster occurred. From his experiences on the first voyage, Capt. Ilbery had formed the opinion that she was not so "stiff" in standing up to the sea as he would have wished; he did not, however, make a report on the matter. It was known that it was inadvisable to move the vessel in dock without ballast, and this, though it caused the captain some concern, was also not thought sufficient to call for an examination.

On Sunday, July 25th, 1909, the *Waratah* put in at Durban, leaving again on the 26th. While at this port Mr. Claud Sawyer, a first-class passenger from Australia to England, relinquished his claim to be carried further on the *Waratah* and booked a passage on another vessel. The reason he gave for this action was that he considered the ship unseaworthy, as she took a long time to recover when rolling, there being a distinct 'hang' after every roll.

At Durban the ship coaled and took on board cargo and passengers, having on board a total of 211 persons, of whom 119 were crew. At 6 a.m. on the 27th the *Waratah* exchanged signals with the *Clan Machtyre*, also bound for England, the ships remaining in sight of each other for about three hours. At 9.30 a.m. the *Waratah*, being the faster ship, was lost to view by the *Clan Machtyre*; this was the last seen of her.

Preparations were made at Cape Town for the arrival of the ship, it being assumed that she would arrive during the forenoon of July

29th. This day was Thursday and no anxiety was felt for a few days as bad weather was held to be responsible for the ship's non-appearance. Vessels entering Cape Town and Durban reported a violent gale, the steamship *flovo* entering Cape Town 24 hours late and the Norwegian steamship *Solveig* entering Durban in a damaged condition. The *Clan Machtyre*, which was following the same course as the *Waratah*, reported very heavy weather off the Cape on July 28th, with squalls of hurricane force. None of the ships above, including the *Waratah*, was equipped with wireless.

On July 31st the tug *T. E. Fuller* and on August 1st the tug *Harry Escombe* and the cruisers *Forte* and *Pandora* left Durban to search for the missing steamship, followed later by the cruiser *Hermes*. The search proved unsuccessful and by the end of the week very little hope remained.

In order that the loss should be proved beyond a doubt the owners, in conjunction with the Australian government and the underwriters, chartered the Union-Castle cargo steamship *Sabine* to make a careful search of the southern ocean. She left Cape Town on September 11th having on board searchlights, towing apparatus, stores and an officer and 75 ratings of the Royal Navy. On December 7th she returned without news of the missing liner, having covered 14,000 miles of sea.

On December 15th, 1909, the *Waratah* was Posted Missing at Lloyds.

In February 1910, as a result of a public meeting at Melbourne, the steamship *Wakefield* was sent out on a systematic search lasting three months, but failed to make any discovery.

WARD

United States Navy, destroyer; 1919; Navy Yard, Mare Island; 1,060 tons; 314-5x30-5x8-5; 25,000 h.p.; 35 knots; six 3 in. guns, 2 m.g.A.A., 12 T.T.

The United States destroyer transport *Ward*, Lt. R. E. Farwell, was engaged in the operations in Ormoc Bay on December 7th, 1944, during the American landing on Leyte, Philippine Islands. The destroyer was attacked by three Japanese bombers which hit her just above the waterline on the port side. The explosion which followed completely wrecked the ship, but there was no loss of life, though several of the crew were badly burned. Later the *Ward* was sunk by gunfire of ships in company.

WARILDA

Adelaide Steamship Co.; 1912; W. Beardmore & Co.; 7,713 tons; 411-6x56-7x34-1; 762 n.h.p.; 16 knots; quadruple-expansion engines.

The *Warilda* was taken over for government service as a troopship during the First World War. After several voyages she was fitted out as a hospital ship and engaged upon the Southampton-Havre run. On August 3rd, 1918, when returning from France with about 700 wounded she was torpedoed and sunk with a very heavy loss of life. The weather was thick but the white hull and red crosses of the ship were fairly discernable.

The *Warilda* remained afloat for about two hours and then sank, taking with her 123 persons. The number saved was 678, including the commander, Capt. Sim, who was later decorated with the O.B.E. by King George V.

Up to the time of her sinking the vessel had carried over 70,000 troops and wounded.

WARKWORTH

Dagleish S.S. Co.; 1924; Blythswood Shipbuilding Co.; 4,941 tons; 401-4x53-2x26-9; 425 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Warkworth*, Capt. T. Wilson, in convoy from the Tyne to Halifax, was sunk by collision with the British steamship *Selvestan* about 500 miles S.S.W. of the Vestmann Islands on October 10th, 1941. Thirteen men lost their lives, Capt. Wilson was among the survivors.

WARLABY

Ropner Shipping Co.; 1927; W. Gray & Co.; 4,876 tons; 390-1x55x26-5; 439 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Warlabby*, Capt. S. H. Murray, in convoy from Alexandra to Oban with cottonseed, was shelled and sunk by a German cruiser of the *Bliicher* class on February 12th, 1941, about

WARNOW

200 miles S.E. of St. Michaels, Azores. Capt. Murray, eight officers and 27 men were lost.

WARNOW

J. Mitchell & Sons; 1883; J. Readhead & Co.; 1,593 tons; 257 x 34-7x19-6; 173 n.h.p.; 9 knots; compound engines.
The steamship *Warnow* was torpedoed and sunk by a German submarine six miles W. of Trevoise Head on May 2nd, 1917. The captain and 13 others were killed.

WAROONGA

British India Steam Nav. Co.; 1914; W. Denny & Bros.; 9,365 tons; 511-1x64-2x32; 800n.h.p.; quadruple-expansion engines.
The British steamship *Waroonga*, in convoy from New York to Liverpool, was torpedoed by a German submarine at 1.3 a.m. on April 5th, 1943, about 500 miles S.E. of Cape Farewell. The ship sank at 8 a.m. on the 6th. Eleven of the crew and six passengers were lost, 113 survivors were landed.

WARRIAN

United Africa Co.; 1929; Porsgrund Mek. Vcerks; 1,057 tons; 210-2x34-2x15-5; 66 n.h.p.; compound engines. The British cargo ship *Warrian* sank after a collision with the *Pierre Loti* off the entrance to the Bonny River on December 20th, 1941. She was on a voyage from Lagos to Port Harcourt carrying a general cargo.

WARRIMOO

Tan Kah Kee; 1892; C. S. Swan & Hunter; 3,528; 345 x42-2 x 25-1; 722 n.h.p.; triple-expansion engines. The British steamship *Warrimoo* sank after a collision off Bona on May 17th, 1918, while carrying troops from Bizerta to Marseilles.

WARRINGTON

United States Navy, destroyer; 1937; Federal Shipbuilding Co.; 1,850 tons; 371x36-2x10-2; 52,000s.h.p.; 37-5 knots; turbine engines; Babcock & Wilcox boilers; eight 5 in. guns, 10 smaller, 12 T.T.
The destroyer *Warrington* was off the Bahamas on September 13th, 1944, in company with four small U.S. vessels, when she was overwhelmed by a hurricane. All the ships were sunk, with the loss of 344 officers and ratings.

WARRIOR

British Navy, armoured cruiser; 1905; Pembroke Dockyard; 13,550 tons; 480x73-5x27-5; 23,500 i.h.p.; 22-9 knots; triple-expansion engines; Yarrow boilers; six 9-2 in. guns, four 7-5 in., twenty-four 3 pdr., 4m.g.; 3 T.T.
The powerful armoured cruiser *Warrior*, Capt. V. B. Molteno, was a unit of the 1st Cruiser Squadron at the battle of Jutland, May 31st, 1916, and carried a complement of 850. At 5.30 on the afternoon of the battle the squadron consisting of *Defence* (which see), flagship of Rear-Admiral Sir R. Arbuthnot, *Warrior*, *Duke of Edinburgh* and *Black Prince* (which see) was rapidly approaching the German battle cruisers of Admiral Hipper's Scouting Force. Twenty minutes later two of the ships, *Defence* and *Warrior*, saw the Germans ahead of them, with Admiral Beatty in *Lion* coming up from westward. A race ensued, with the two cruisers in the most advantageous position for ranging on the target. The first German ship to be sighted was the light cruiser *Wiesbaden* (which see), which was already in flames. Bearing down on this ship Admiral Arbuthnot poured in his salvoes despite the heavy fire of the German battle cruisers. The *Defence* was then hit by two salvoes in quick succession and blew up with the loss of all on board.
In this brief action *Warrior's* engines were badly damaged and but for the timely arrival of the battleship *War spite* she would no doubt have been sunk. Later she fell in with the seaplane carrier *Engadine*, which towed her more than 100 miles toward Cromarty, but early on the morning of June 1st she was in a sinking condition. Capt. Molteno ordered the ship's company to transfer to *Engadine* and *Warrior* was left to sink. Her casualties amounted to one officer and 70 ratings killed and two officers and 25 ratings wounded.

WARRIOR

Waterman S.S. Corp.; 1920; Pusey & Jones Co.; 7,551 tons; 439'6x60-2x33-7; 492n.h.p.; triple-expansion engines. The American steamship *Warrior* was torpedoed and sunk by a German submarine on July 1st, 1942, N. of Trinidad, with the loss of seven lives.

WARSAW

*Leith, Hull & Hamburg Steam Packet Co.; 1864; McNab & Co.; 608 tons; 2Q9-8x25*3x14'4; 90r.h.p.; 8 knots; compound engines.*
The steamship *Warsaw* was torpedoed and sunk by a German submarine four miles S.E. by E. of Start Point on December 20th, 1917. The captain and 16 others were killed.

WARZAWA

Polish-British S.S. Co.; 1916; W. Doxford & Sons; 2,487 tons; 286-7x40-6x26; 233 n.h.p.; triple-expansion engines. The Polish steamship *Warszawa*, with a crew of 47, five gunners and about 416 passengers, was torpedoed and sunk by a submarine on December 26th, 1941, on a voyage from Alexandria to Tobruk. Three of her crew and about 20 passengers were killed.

WARWICK

Donaldson Bros.; 1882; Wigham Richardson & Co.; 2,527 tons; 316x41-2x24-4; 313n.h.p.; compound engines. The British cargo ship *Warwick* was wrecked on Grand Manan Island, Bay of Fundy, on December 31st, 1896. She was on a voyage from the Clyde to St. John, N.B., carrying coal and a general cargo.

WARWICK

British Navy, destroyer; 1917; Hawthorn Leslie; 900 tons; 312x20-5x10-9; 27,000 s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4 in. guns, one 2pdr., 5 m.g. The destroyer *Warwick*, Cdr. D. A. Rayner, D.S.C., V.D., R.N.R., was torpedoed and sunk by a German submarine off Trevoise Head on February 20th, 1944. Three officers and 64 ratings were killed.

WARWICK CASTLE

Union-Castle Mail S.S. Co.; 1930; Harland & Wolff; 20,107 tons; 651'5x76'5x37-4; 4,100n.h.p.; 11knots; oilengines. The liner *Warwick Castle*, Capt. H. L. Shaw, was torpedoed and sunk by a German submarine about 200 miles off the coast of Portugal on November 14th, 1942. The vessel was serving as a troopship and was homeward bound after landing her troops to take part in the North African campaign. Capt. Shaw and 62 officers and men were killed.

WASHIN MARU

Morihei Kisen K.K.; 1918; Mitsubishi Zosen Kaisha; 1,870 tons; 250-0x37-7x20-5; 138 n.h.p.; triple-expansion engines. The steamship *Washin Mam* (*Wasin Maru*) struck a mine and sank on May 26th, 1945, off Shimonoseki.

WASHINGTONIAN

American-Hawaiian S.S. Co.; 1919; Osaka Iron Works; 6,617 tons; 415-1x55-7x32; 553 n.h.p.; triple-expansion engines. The American steamship *Washingtonian* was torpedoed and sunk by a submarine on April 6th, 1942, about 200 miles W. of Cape Comorin.

WASP

British Navy, gunboat; 1881; British Isles; 465 tons; 125x23x 10; 360 i.h.p.; 9-5 knots; compound engines; two 64pdr. guns, two 20 pdr. (all ml.r.), 2 m.g.
The gunboat *Wasp*, Lt. J. D. Nicholls, with a crew of 58 officers and men was employed to convey the Irish Harbours and Fisheries Commissioners on their various occasions around the Irish coast. On the morning of September 22nd, 1884, she was on her way from Westport, Co. Mayo, to Moville in Lough Foyle, where she was to embark the Commissioners. The *Wasp* was proceeding under sail only when at about 3.30 a.m., off Tory Island, in clear weather, she struck on an isolated rock north of the extreme west of the island.
Lt. Nicholls ordered full steam as it was impossible to get away from the coast under sail but the order could not be obeyed as the

fires were banked and there was not sufficient steam. Seeing the position to be hopeless Lt. Nicholls then ordered out the boats, of which there were four, but the seas were pounding the sinking vessel with such violence that they were smashed as they hung from the davits. A heavy sea then struck the bridge and washed Lt. Nicholls and two other officers overboard, while at the same time the ship slipped off the rocks into deep water and foundered.

Those lost numbered 52, including all the officers, the saved being four seamen and two marines.

WASP

British Navy, gunboat; 1887; Armstrong & Co.; 715 tons; 165x29x11-9; 1,000 i.h.p.; 13 knots; triple-expansion engines; six 4 in. guns, 4 m.g.

The gunboat *Wasp*, Lt. Cdr. B. J. H. Adamson, was the second vessel of the same name and type to be lost by the Royal Navy within three years. She carried a complement of 73 officers and men and left Sheerness on May 21st, 1887, for Shanghai to serve on the China Station. On September 10th she left Singapore on the final run of her voyage, her expected date of arrival at Shanghai being September 26th, or thereabouts. She was never heard of again and in October the Admiralty announced her as having been lost.

WASP

United States Navy, aircraft carrier; 1939; Bethlehem Steel Co.; Quincy; 14,700 tons; 739X — X-; 55,000s.h.p.; 30 knots; turbine engines; Yarrow boilers; eight 5 in. guns, eighteen 1-1 in.; 77 aircraft.

Soon after the entry of the United States into the Second World War in December, 1941, the American aircraft carrier *Wasp* joined forces with the British Mediterranean Fleet and assisted in escorting convoys to Malta. Reinforcements of fighter aircraft for the island were flown off from her decks. On the commencement of the American offensive in Far Eastern waters the *Wasp*, then commanded by Capt. Forrest P. Sherman, was transferred there and took part in the operations which led to the occupation of Guadalcanal in the Solomon Islands. On the afternoon of September 15th, 1942, when south of the islands, the aircraft carrier was attacked by a Japanese submarine which scored three hits with torpedoes. She took a heavy list to starboard, caught fire and sank.

The *Wasp* carried a complement of about 2,000 of whom 193 went down with the vessel.

WATERHEN

Australian Navy, destroyer; 1918; Palmer & Co.; 1,090 tons; 312x29-5x10-9; 27,000s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4 in. guns, two 2pdr., 5 m.g., 6 T.T. The destroyer *Waterhen*, Lt. Cdr. J. H. Swain, R.A.N., was attacked and disabled by German bombers off Sidi Barani on June 30th, 1941. She was taken in tow but foundered on the way to port. The normal complement of the *Waterhen* was 134.

At the time of the attack the vessel was engaged in ferrying troops and supplies to Tobruk. There were no casualties among those on board.

WATERLAND

Shipping & Coal Co.; 1915; Rijke Co.; 1,107 tons; 225-2x33-1 x14-1; 164 n.h.p.; triple-expansion engines. The British steamship *Waterland*, on a voyage from Sunderland to Cowes with coal, struck a mine and sank on March 10th, 1941, off Dungeness. Five of her crew and two gunners were lost.

WATERLOO

Convict ship; 1815; Bristol; 414 tons.

The convict ship *Waterloo*, Capt. Agar, was built at Bristol in the year of the famous battle from which she took her name. In June 1842 the *Waterloo* left England for Sydney having on board 219 male convicts, Lt. Hext of the 4th Regt. and Ensign Leigh of the 99th, with 49 men from both regiments as guard, five women, 22 children and 33 crew, making 330 persons all told. The ship arrived at Simon's Bay, the Cape, late in August and lay at anchor for some days taking in provisions. On the 27th there was a gale which was of no particular violence, but from her position off shore the *Waterloo* showed sufficient distress to attract a large crowd along the beach who watched her during the hours of daylight. At about 10 p.m. the

convict ship parted from her anchors and drifted ashore, breaking in two within half an hour of stranding. On striking she commenced to roll violently and after this had happened three or four times her masts went by the board.

There was no chance for the boats, either from the ship or from the shore, and the only hope for those on board was to swim, or drift, the short distance which separated the ship from the beach. The hatches were thrown open and the unfortunate convicts were allowed to avail themselves of whatever chances there were of saving themselves. Immediately they mustered on deck, however, a huge wave swept many of them overboard. So heavy were the breakers that in 90 minutes few vestiges of her remained.

The number drowned was 190. Capt. Agar was among the survivors.

WATERVILLE

R. Mackie & Co.; 1891; J. Readhead & Sons; 1,968 tons; 271-2x38x17-5; 181 n.h.p.; triple-expansion engines. The British steamship *Waterville* was wrecked off Lerwick on November 26th, 1918, while on a voyage from Archangel to Aberdeen.

WATHFIELD

Doughty Shipping Co.; 1905; J. Readhead & Sons; 3,012 tons; 322x47-6x23-5; 293 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Wathfield* was torpedoed and sunk by a German submarine 15 miles N. of Cape Carbon on February 21st, 1917. The captain and 17 others were killed.

WAVELET

Chr. Salvesen & Co.; 1905; W. Gray & Co.; 2,992 tons; 330-7 x 46-1x21-9; 280 n.h.p.; triple-expansion engines.

The British steamship *Wavelet* was wrecked near Bjugna Rock, Norway, on August 27th, 1916, while on a voyage from Narvik! to the Tees carrying a cargo of iron ore.

WAVERLEY

Pymon Steamship Co.; 1901; Bar tram & Sons; 3,853 tons; 365x46x17-9; 313 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Waverley* was torpedoed and sunk by a German submarine 33 miles N.E.-J-N. of Cape Ivi on December 20th, 1917. Twenty-two men were killed, the captain was among the survivors.

WAVERLEY

London, Midland & Scottish Railway Co.; 1899; A. & J. Inglis; 537 tons; 235x26x8-5; 304n.h.p.; 19-75 knots; compound engines.

The paddle steamship *Waverley* was taken over by the Admiralty at the beginning of the Second World War for service as a minesweeper. On May 29th, 1940, when assisting in the evacuation of the British Army from the Dunkirk beaches, she was hit by a bomb and rendered unmanageable. She was carrying approximately 600 troops and orders were given to abandon ship, as she was sinking rapidly. It was not possible for many of those on board to be saved and she went down with about 350 officers and men.

The full story of the Dunkirk Evacuation is told under the destroyer *Grafton*.

WAYFARER

Charente S.S. Co.; 1925; C. Cornell & Co.; 5,068 tons; 395-5x52-5x28; 464n.h.p.; 12 knots; triple-expansion engines.

The steamship *Wayfarer*, Capt. J. Wales, was torpedoed and sunk by submarine on August 19th, 1944, about 150 miles E. of Mozambique. The vessel carried a crew of 53, seven gunners and one passenger. Capt. Wales, 44 of the crew, five gunners and the passenger were lost.

WAYO MARU

Toyo Risen K.K.; 2,762 tons.

The steamship *Wayo Maru* was bombed and sunk by U.S. land-based aircraft on March 11th, 1945, about 150 miles E. of the Batan Islands, Philippines.

WAZAN MARU

WAZAN MARU

Japanese Government; 1918; Seattle Construction & Dry dock Co.; 4,851 tons; 380-6x53-2x27; 472 n.h.p.; triple-expansion engines.

The steamship *Wazan Maru* was formerly the British *Vitorlock*, captured by the Japanese in December, 1941. She was torpedoed and sunk by the U.S. submarine *Sargo* on April 26th, 1944, S. of Katsuura, Japan.

WAZIRISTAN

Hindustan S.S. Co.; 1924; Short Bros.; 5,135 tons; 390 x 53-5 x 28-6; 363 n.h.p.; triple-expansion engines.

The British steamship *Waziristan* left New York on November 23rd, 1941, and Reykjavik on December 26th, for Murmansk, in convoy. She was last seen at 4p.m. on January 1st by the Panamanian steamship *Cold Harbor*, about 300 miles N.W. of Jan Mayen Island. The captain of the *Cold Harbor* reported strong easterly gales and thick ice and considered it possible that the *Waziristan* may have been crushed in the ice. Nothing more was heard of the ship or her crew of 37 and ten gunners.

WEAR

Witherington & Everett; 1905; S. P. Austin & Son; 1,076 tons; 222'2x33-2x14-3; 145 n.h.p.; triple-expansion engines.

The British steamship *Wear* sank after striking a rock off the west coast of Guernsey on May 15th, 1910. She was on a voyage from the Tyne to St. Servan carrying a cargo of coal.

WEAR

James Pater son & Co. Pty.; 1911JL; J. Crown & Sons; 1,892 tons; 268x37-9 x 17-6; 205 n.h.p.; triple-expansion engines. The Australian cargo ship *Wear* sank after a collision with the Norwegian motorship *Anatina*, 4,986 tons, ten miles S. of Montagu Island, N.S.W., on September 8th, 1944, while on a voyage in ballast from Melbourne to Newcastle, N.S.W.

WEGA

The Admiralty (Everett & Newbiggin); 1885; Flensburger Schiffsbau-Ges.; 839 tons; 200-4x30x14; 100n.h.p.; 10-5 knots; compound engines.

The steamship *Wega* was a German ship taken prize. On June 14th, 1917, she was torpedoed and sunk by a German submarine 20 miles W. by S. of the Royal Sovereign Light-vessel. Five men were killed, the captain was among the survivors.

WEICHELLELAND

German Government; 1906; Tyne Iron S.B. Co.; 3,583 tons; 348-8x50x23-2; 311 n.h.p.; triple-expansion engines. The steamship *Weichselland* was formerly the Latvian *Gundega*, seized by the Germans. On December 21st, 1944, she struck a mine and sank W. of Christiansand.

WEILBURG

Fried. Krupp A.G.; 1944; 1,923 tons.

The German ship *Weilburg* struck a mine and sank on September 2nd, 1944, in Kiel Bay.

WEISSENBURG

German Government; 1940; Odense Staalskibsverft; 6,316 tons; 431-5x54-6x30-8; oil engines.

The tanker *Weissenburg* was under construction in Denmark as the *Ovatella*, for British owners, and was taken over by the Germans on completion. On November 23rd, 1943, she was bombed and sunk by British aircraft off Texel.

WELBURY

E.R. Care; 1882; W. Gray & Co.; 1,847 tons; 262-1x35-6x20; 198 n.h.p.; compound engines.

The British cargo ship *Welbury* was wrecked at Hartland Point on April 30th, 1900, while on a voyage from Bilbao to Cardiff carrying a cargo of iron ore.

WELCOMBE

W. R. Corfield & E. B. Robson; 1883; R. Dixon & Co.; 2,166 tons; 275 x 38x22-6; 170 h.p.; compound inverted engines. The British cargo ship *Welcombe* was wrecked near Great Fish

River on November 17th, 1885, while on a voyage from East London to Port Elizabeth carrying a cargo of wool and hides.

WELCOMBE

Stanhope Steamship Co.; 1930; W. Gray & Co.; 5,122 tons; 421-8x55x25-5; 421 n.h.p.; 10 knots; quadruple-expansion engines.

The steamship *Welcombe*, Capt. Johnson, was in convoy in the North Atlantic on April 4th, 1941, when she was torpedoed and sunk by an enemy submarine. Fifteen of her crew of 41 were lost, 26 survivors, including Capt. Johnson, were landed at Liverpool.

WELHEIM

Hugo Stinnes G.m.b.H.; 1939; Flensburger Schiffsbau. Ges.; 5,455 tons; 415-8x60-2x21-6; 1180 n.h.p.; oil engines.

The German motorship *Welheim* was torpedoed and sunk by British motor torpedo boats on November 28th, 1944, off Bergen.

WELLAMO

L. Krogius; 1898; Gourlay Bros. & Co.; 1,050 tons; 200x31-2x13-6; 280 n.h.p.; triple-expansion engines.

The Finnish steamship *Wellamo* was sunk by a German submarine in the Baltic on August 30th, 1916.

WELLINGTON

Atlantic Shipping & Trading Co.; 1905; W. Doxford & Sons; 5,600 tons; 390-3x55-2x27-2; 359 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Wellington* was torpedoed and sunk by a German submarine 175 miles N. by W. of Cape Villano on September 16th, 1918. The captain and four others were killed.

WELLINGTON STAR

Union Cold Storage Co.; 1939; Harland & Wolff; 13,212 tons; 535-5x70-4x32'1; 2,463n.h.p.; 16knots; oil engines.

The liner *Wellington Star*, Capt. T. Williams, was torpedoed, shelled and sunk by a German submarine on June 16th, 1940, some 400 miles W. of Vigo. The crew took to the boats and after eight days adrift, during which time they suffered considerably, Capt. Williams and 51 men reached Casablanca on the 24th and a boat containing the remaining 17 reached Figuera da Foz on the same day.

WELLPARK

Denholm Line Steamers; 1938; C. Connell & Co.; 4,649 tons; 407-4X54-7x24-5; 431 n.h.p.; triple-expansion engines.

The British steamship *Wellpark*, on a voyage from St. John, N.B., to Alexandria via the Cape, was sunk by the German raider *Santa Cruz* on March 30th, 1942, about 500 miles S.S.W. of St. Helena. Seven of the crew of 48 were killed, the remainder were taken prisoner.

WELSHMAN

British Navy, minelayer; 1940; British Isles; 2,650 tons; 410x39x11; 72,000s.h.p.; 40 knots; turbine engines; 3-dmm boilers; six 4-7 in. guns, several smaller, 100 mines. The minelayer *Welshman*, Capt. William H. D. Friedberger, D.S.O., with her sister ship, *Manxman*, was employed in minelaying off Brest and the neighbourhood in February 1942, as the German battleships *Gneisenau* and *Scharnhorst* were sheltering in that port. Their effort to mine the enemy ships proved unsuccessful, however, and in the spring they were ordered to the Mediterranean. On February 1st, 1943, *Welshman* was off Tobruk when she was torpedoed and sunk by a German submarine. Nine officers and 139 ratings were killed.

WELSFORD

1856; McMorran & Dunn; 1,292 tons; 193x38-2x22-7. The Canadian sailing ship *Welsford*, left St. John, N.B., for Liverpool in December 1856, with a cargo of deals. She was on her maiden voyage and carried a crew of 23. On the 25th, in bad weather, the vessel drove ashore on Cape Race, the captain and crew being drowned.

WENDOUREE

Huddart, Parker & Co. Pty.; 1882; S. & H. Morton & Co.; 1,640 tons; 273-8x36-3x19-3; 251 n.h.p.; compound engines.
The Australian steamship *Wendouree* was wrecked on Oyster Bank, Newcastle, N.S.W., on July 20th, 1898. She was carrying a cargo of coal from Newcastle, N.S.W., to Port Adelaide.

WENTWORTH

Dalgliesh S.S. Co.; 1919; Richardson, Duck & Co.; 5,213 tons; 400-6x52-4x28-4; 517 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Wentworth*, Capt. R. G. Phillips, was about 500 miles E. of Domino, Labrador, in convoy on May 5th, 1943, when she was torpedoed and sunk by a German submarine. Five men were killed, Capt. Phillips was among the survivors.

WESERGAU

Norddeutscher Lloyd; 1943; 1,923.
The German *Wesergau* was torpedoed and sunk by a Norwegian submarine on April 6th, 1944, off Stadlandet, Norway.

WESERLAND

Hamburg-Amerika Linie; 1922; Blohm & Voss; 6,528 tons; 449-1x58-4x25-6; 935n.h.p.; oil engines. The German motorship *Weserland*, on a voyage from Japan to a German controlled port, was intercepted by U.S. warships and sunk by gunfire on January 2nd, 1944, about 900 miles W. of St. Helena. One hundred and thirty-four survivors were picked up by the Americans.

WESSEX

British Navy, destroyer; 1918; Hawthorn, Leslie & Co.; 1,100 tons; 312x29-5x10-9; 27,000s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4 in. guns, one 2pdr., 3 m.g., 5T.T.
The destroyer *Wessex*, Lt. Cdr. W. A. R. Cartwright, was bombed and sunk off Calais by German aircraft on May 25th, 1940, during the retreat of the British Army to Dunkirk. The destroyer carried a complement of 134, of whom six ratings were killed and 15 wounded.

WEST CELINA

U.S. Maritime Commission; 1919; Northwest Steel Co.; 5,722 tons; 409-8x54-2x27-2; 583 n.h.p.; turbine engines.
The steamship *West Celina* was torpedoed and sunk by a German submarine on August 19th, 1942, on a voyage from Trinidad to Boston. The ship sank in three minutes.

WEST CHETAC

U.S. Maritime Commission; 1919; South Western S.B. Co.; 5,627 tons; 410-5x54-3x27-2; 359 n.h.p.; triple-expansion engines.
The steamship *West Chelae* was torpedoed and sunk by a German submarine on September 24th, 1942, about 300 miles E. of Trinidad on a voyage from New York to the Persian Gulf. The captain and 30 of the crew were lost.

WEST CUMBERLAND

Nine Bros.; 1879; J. L. Thompson & Sons; 1,387 tons; 240-5 X 34x18-3; 150 h.p.; compound engines.
The British steamship *West Cumberland* sank after a collision with the British barque *Minero*, 478 tons, 60 miles N. of Cape Finisterre at midnight on June 10th, 1890, while on a voyage from Carthage to Mostyn carrying a cargo of ore.

WEST IVIS

Pope & Talbot; 1919; Ames S.B. & D.D. Co.; 5,666 tons; 410-5x54-2x29-2; 369 n.h.p.; triple-expansion engines. The American steamship *West Ivis* left New York on January 24th, 1942, for Buenos Aires. Nothing more was ever heard of the ship and she was considered to have been lost, probably by war causes, on February 16th about 150 miles S. of Barahona, Dominica.

WEST KEBAR

American West Africa Line; 1920; Long Beach S.B. Co.; 5,620 tons; 410-5x54-2x27-2; 359n.h.p.; triple-expansion engines.
The steamship *West Kebar* was torpedoed and sunk by a German

submarine on October 29th, 1942, about 500 miles E. of Martinique on a voyage from Freetown to St. Thomas and New York. Fourteen lives were lost.

WEST LASHAWAY

American West Africa Line; 1918; Skinner & Eddy Corp.; 5,637 tons; 409-6x54-2x27-1; turbine engines. The steamship *West Lashaway*, with a complement of 56 including some passengers, was torpedoed and sunk by a German submarine on August 30th, 1942, about 350 miles E. of Trinidad on a voyage from Takoradi to Trinidad. The ship sank in two minutes, and 17 survivors were later picked up from a raft.

WEST MAXIMUS

U.S. Maritime Commission; 1919; Skinner & Eddy Corp.; 5,561 tons; 409-6x54-2x27-2; turbine engines. The steamship *West Maximus* was torpedoed and sunk by a German submarine on May 5th, 1943, on a voyage from Newport to Boston. Five of the crew were killed.

WEST NOTUS

Pope & Talbot; 1920; South Western S.B. Co.; 5,492 tons; 410-5x54-3x27-2; 359n.h.p.; triple-expansion engines. The American steamship *West Notus* was torpedoed, shelled and sunk by a German submarine on June 1st, 1942, about 300 miles N.W. of the Bermudas, on a voyage from Buenos Aires to New York. The captain and four of the crew were killed.

WEST POINT

Norfolk & North American Steamship Co.; 1912; Irvine's S.B. & D.D. Co.; 3,847 tons; 375 X50x24-6; 340 n.h.p.; 10-5 knots; triple-expansion engines.
The steamship *West Point* was one of five ships sunk off Newport, Rhode Island, by the German submarine *U-53* on October 8th, 1916.

On the afternoon of October 7th, the *U-53*, Lt. Cdr. Rose, entered the harbour at Newport, Rhode Island, and made enquiries about the German commercial submarine *Bremen* which had left Germany for the United States some weeks previously, but was never heard of again. The commander then paid a visit to Admiral Knight, U.S.N., in accordance with naval etiquette, after which he interviewed newspaper correspondents and left after a stay of some three hours.

During the night the weather thickened and early on the morning of the 8th, having taken up a position off the Nantucket Lightship, the *U-53* stopped the American-Hawaiian liner *Kansas*. The liner sent out a S.O.S. at 5.30 a.m., but she was allowed to proceed on her way without molestation. At 1 p.m. a second S.O.S. came from the *West Point* and Admiral Cleaves, commanding U.S. destroyer flotillas in the neighbourhood, sent out 17 destroyers, despite the fog. Meanwhile the *West Point* had been sunk and her crew set adrift in the boats. Previously, at about 6 a.m., the s.s. *Strathdene*, 4,321 tons, had been sent to the bottom. Two American destroyers, the *Benham* and the *McDougall*, came on the scene and witnessed the destruction of the hospital ship *Stephano*. Later the *Benham* in her search for the boats made contact with the *U-53* again as she was about to sink the Holland-Amerika liner *Blommersdijk*, 4,850 tons, with time-bombs.

Finally the Norwegian steamship *Christian Knudsen* was destroyed, but thanks to the American navy which did its job in the fog with great skill, all the people adrift were found and safely landed.

These attacks, carried out not far beyond the three mile limit, caused intense feeling in the United States.

WEST PORTAL

Pope & Talbot; 1920; Merchant S.B. Corp.; 5,376 tons; 400-7x54-2x30-2; 645 n.h.p.; turbine engines. The American steamship *West Portal* was torpedoed and sunk by a German submarine on February 5th, 1943, on a voyage from New York to Liverpool.

WEST WALES

West Wales S.S. Co.; 1925; W. Dobson & Co.; 4,354 tons; 400x53X25-3; 490 n.h.p.; triple-expansion engines. The British steamship *West Wales*, on a voyage from New York and Halifax to Newport, was torpedoed and sunk by a German

WESTBOURNE

submarine on January 29th, 1941, about 350 miles W. of the Hebrides. Sixteen of the crew of 37 were lost.

WESTBOURNE

Cammell, Woolf & Haigh; 1879; R. Thompson, Jnr.; 1,886 tons; 275-8x34-1 X24-1; 160n.h.p.; compound engines. The British steamship *Westbourne* left Theodosia, Crimea, on November 24th, 1890, for Dunkirk, in bitterly cold and stormy weather. That same night the ship got into difficulties and foundered. The crew took to the boats but only one of these, with the captain and eight men, reached land and four of the eight men died soon afterwards from exposure.

WESTBURY

Capper, Alexander & Co.; 1901; Gourlay Bros. & Co.; 4,202 tons; 377 x 47 -1 x 26 - 5; 417 n.h.p.; triple-expansion engines. The British steamship *Westbury* was driven ashore during a hurricane and wrecked 22 miles W. of Quequen on April 1st, 1924, while on a voyage from Rio Grande to Bahia Blanca.

WESTBURY

Alexander Shipping Co.; 1928; Burntisland S.B.Co.; 4,712 tons; tons; 405x54-3x25-3; 493 n.h.p.; 11 knots; triple-expansion engines.

The steamship *Westbury*, Capt. W. Embleton, was in convoy about 200 miles E. of the Azores on February 12th, 1941, when she was attacked by the German heavy cruiser *Admiral Nipper*. The vessel was sunk with the loss of five of her crew, including Capt. Embleton. For further details see *Oswestry Grange*.

WESTERGATE

Franco-British S.S. Co.; 1881; Short Bros.; 1,760 tons; 260 x 36-1x20; 198 n.h.p.; 9-5 knots, compound engines.

The steamship *Westergate* was torpedoed and sunk by a German submarine 22 miles E.[^]S. of Start Point on April 21st, 1918. The captain and 23 others were lost.

WESTERN CHIEF

Douglas & Ramsey; 1918; Northwest Steel Co.; 5,760 tons; 409-8x54-2x27-7; 508 n.h.p.; turbine engines. The British steamship *Western Chief*, on a voyage from New York Halifax to Newport, was torpedoed and sunk by a German submarine on March 14th, 1941, about 500 miles S.S.W. of the Vest-mann Islands. Only one of the ship's four boats was floated and 22 of the crew were drowned.

WESTERN COAST

Coast Lines; 1916; Dublin Dockyard Co.; 1,394 tons; 240 - 3 X 36-1x18-3; 172 n.h.p.; 8-5 knots; triple-expansion engines. The steamship *Western Coast* was torpedoed and sunk by a German submarine ten miles W.S.W. of the Eddystone on November 17th, 1917. Seventeen men were killed, the captain was among the survivors.

WESTERN EMPIRE

G. Cairns; 1862; Baldwin, Quebec; 1,245 tons; 190-8x38-lx 22-9.

The sailing ship *Western Empire* sprang a leak in the Gulf of Mexico. Despite the efforts of the crew the vessel became water-logged, and had to be abandoned on September 18th, 1876. Ten persons were drowned.

WESTERN HEAD

Maritime Navigation Co.; 1919; American S.B. Co.; 2,599 tons; 251 X 43 -6 x 26-1; 352 n.h.p.; triple-expansion engines. The British steamship *Western Head*, on a voyage from Jamaica to Sydney, N.S., with sugar, was torpedoed and sunk by a German submarine on May 28th, 1942, in the Windward Passage. Twenty-four of her crew of 30 were lost.

WESTERN KNIGHT

American South African Line; 1919; Ames S.B. & D.D. Co.; 5,779 tons; 409-8x54-2x29-2; 714n.h.p.; triple-expansion engines. The American steamship *Western Knight*, on a voyage from New

York to Delagoa Bay, was wrecked on April 8th, 1929, at Chelsea Point, three miles from Cape Recife, South Africa.

WESTERN PRINCE

Prince Line; 1929; Napier & Miller; 10,926 tons; 496-2x64-8x 35-4; 2,200n.h.p.; oilengines.

The British motorship *Western Prince*, Capt. Reid, on a voyage from New York to Liverpool, was torpedoed and sunk by a German submarine at 8.5 a.m. on December 14th, 1940, about 500 miles W. of the Orkney Islands. Capt. Reid, eight of the crew and six passengers were lost, 99 crew and 55 passengers were saved.

WESTFALEN

Deutsche Lufthansa A.G.; 1906; / C. Tecklenborg; 5,367 tons; 409-4x52-8x28; 386n.h.p.; quadruples-expansion engines. The steamship *Westfalen* struck a mine and sank on September 8th, 1944, off Stora Polsan, Gothenburg, on a voyage from Norway to Germany. She was carrying some 200 German military personnel and 50 Norwegian prisoners. There were only 78 survivors, including five of the prisoners.

WESTFALIA

Hugh Hogarth; 1882; W. Hamilton & Co.; 1J35 tons; 241 x 33-4x13-9; 130h.p.; compound engines.

The British steamship *West/alia* was wrecked near Santander on February 5th, 1889, while on a voyage from Huelva to Liverpool carrying a cargo of esparto grass.

WESTFALIA

Kolner Reederei A.G.; 1911; A.G.Neptun; 945 tons; 220-8 x 33-6x12-2; 57n.h.p.; triple-expansion engines. The German steamship *WestfaUa*, on a voyage from Rotterdam to Kolberg with grain, was sunk by collision with the steamship *Schwalbe*, 842 tons, on October 20th, 1937, off Ymuiden.

WESTLAND

Scheepvaart & Steenkolen Maats; 1906; Werf. voorheen Rijkee & Co.; 1,283 tons; 231-2x34-4x14-8; 146n.h.p.; triple-expansion engines. The Dutch steamship *Westland* was torpedoed and sunk by a German submarine in the North Sea on May 25th, 1917.

WESTLAND

German Government; 1926; Jan Smit. Czn.; 1,259 tons; 250-2X36-2x16; 304n.h.p.; triple-expansion engines.

The steamship *Westland* was a former Dutch ship taken over by the Germans. On May 23rd, 1943, she struck a mine and sank N. of Terschelling.

WESTMINSTER

Westminster Shipping Co.; 1905; Swan, Hunter & Wigham Richardson; 4,342 tons; 375-5x47-3x18-9; 397n.h.p.; 10-5 knots; triple-expansion engines.

The steamship *Westminster* was proceeding in ballast from Torre Annunziata to Port Said when she was attacked by a German submarine 196 miles E. by S. of Malta on December 14th, 1916. The vessel sank in very few minutes. There was just enough time to launch the boats but these were shelled by the submarine at a range of 3,000 yards. The captain and chief engineer were killed and two engineers and three seamen drowned when one boat sank* In addition to these four men had been killed by the explosion of the torpedoes. Altogether 15 men lost their lives.

WESTOVER

*United States Shipping Board; 1918; J. F. Duthie & Co.; 5,770 tons; 409-5x54*2x27-6; turbine engines.* The American steamship *Westover* was torpedoed and sunk by a German submarine in the Atlantic on July 11th, 1918.

WESTPOLDER

Naam. Venn. Westpolder; 1917; J. & A. Van der Schuyt; 749 tons; 181 x28-3x12-3; 83 n.h.p.; triple-expansion engines.

The Dutch steamship *Westpolder* was bound from Rotterdam to Methil on January 15th, 1918, when she struck a mine and sank some 60 miles W.N.W. of the Hook of Holland. Six of the crew were lost.

WESTPOOL

Ministry of Shipping (N. Campbell & Co.); 1918; J. F. Duthie & Co.; 5,724 tons; 409'5x54'2x27-6; 601 n.h.p.; triple-expansion engines.

The British steamship *Westpool*, on a voyage from Baltimore and Halifax to Leith, was torpedoed and sunk by a German submarine on April 3rd, 1941, about 650 miles E.S.E. of Cape Farewell. The ship sank in less than a minute with the loss of 35 of the crew of 43,

WESTSEE

W. Schuchmann; 1914; A.G. Weser; 5,911 tons; 421-6x56-2x29-6; 420 n.h.p.; triple-expansion engines.

The German steamship *Westsee* was disabled by striking a mine on November 30th, 1942, off the entrance to Petsamo, and was destroyed by gunfire from Russian shore batteries.

WESTSEE II

W. Schuchmann; 1893; Sir R. Dixon & Co.; 2,935 tons; 315X41-8x26; 273 n.h.p.; triple-expansion engines. The German steamship *Westsee II*, on a voyage from Narvik to Rotterdam with iron ore, was wrecked on January 6th, 1927, at Arnoy, Norway,

WETHERBY

Furness, Withy & Co.; 1883; W. Gray & Co.; 2,129 tons; 285-5X36-1x24-2; 220 h.p.; compound engines. The British steamship *Wetherby* was wrecked off Cape Hatteras on December 3rd, 1893, bound for Newport News to coal, on a voyage from Fernandina to Rotterdam carrying a cargo of phosphate.

WEXFORD

Western S.S. Co.; 1883; W. Doxford & Sons; 2,104 tons; 250 x 40 • 1 x 16 - 7; 210 n.h.p.; triple-expansion engines. The Canadian steamship *Wexford* foundered in Lake Huron on November 9th, 1913, while on a voyage from Fort William to Goderick carrying a cargo of grain.

WEYBURN

Canadian Navy, corvette; 1941; Canada; 925 tons; 193x32x16; 17 knots; quadruple-expansion engines; one 4 in. A.A. gun, several smaller.

The Canadian corvette *Weyburn*, Lt Cdr. T. M. W. Goldby, was returning to Britain from the Mediterranean where she had been participating in the North African fighting from the beginning when she struck a mine and sank in the straits of Gibraltar. The disaster took place on February 22nd, 1943, the force of the explosion severing the steam pipes and rendering the vessel helpless. Lt. Cdr. Goldby was knocked unconscious and an attempt to rescue him was made by Sub. Lt. Bark, but before that officer could accomplish his purpose the corvette sank by the stern. In addition to the two officers already mentioned five ratings lost their lives and five ratings were wounded. British destroyers picked up the survivors and took them to Gibraltar.

WHIRLWIND

British Navy, destroyer; 1917; Swan, Hunter, Wigham Richardson; 1,100 tons; 312x29-5x10-8; 27,000s.h.p.; 34 knots; turbine engines; Yarrow Boilers; four 4 in. guns, two 2pdr., 5m.g.; 6T.T. The destroyer *Whirlwind*, Lt. Cdr. J. M. Rodgers, built in 1917, had been converted into an escort vessel, her torpedo tubes and some of her lighter guns being removed. On July 5th, 1940, the vessel was escorting a convoy off S.W. Ireland when she was torpedoed and sunk by a German submarine. Lt. Cdr. Rodgers, another officer and 57 ratings were killed.

WHITBURN

Macintyre Bros. & Co.; 1872; Palmer's Co.; 1,270 tons; 241 X32 • 1 x 18-2; 120 h.p.; compound inverted engines. The British steamship *Whitburn* was wrecked near Cape Cavallo on November 21st, 1886, while on a voyage in ballast from Naples to Barletta.

WHITE CREST

Hall Bros. S.S. Co.; 1928; W. Dobson & Co.; 4,365 tons; 400-4x53x25-3; 410 n.h.p.; triple-expansion engines. The British steamship *White Crest* left Cardiff on February 12th, 1942, and Belfast Lough on the 15th for Buenos Aires with coal. On the 19th she lost contact with her convoy during a heavy gale about 900 miles W. of Inishtrahull and was never seen again. The ship carried a crew of 47.

WHITE HEAD

Ulster Steamship Co.; 1880; Harland & Wolff; 1,172 tons; 249-7x31-2x15-5; 140 n.h.p.; 9-5 knots; compound engines. The steamship *White Head* was torpedoed and sunk by a German submarine 40 miles N.N.E. of Suda Bay, Crete, on October 15th, 1917. Twenty-three men were killed, the captain was among the survivors.

WHITE SEA

Sea Transport Co.; 1904; Craig, Taylor & Co.; 1,923 tons; 280 x 42 - 4 x 19 • 5; 210 n.h.p.; triple-expansion engines. The British steamship *White Sea* was wrecked on Shag Rock, St. Mary's Bay, N.F.L., on August 29th, 1916. She was carrying a cargo of matchlogs from Montreal to Sharpness.

WHITE SWAN

Dixon, Sample & Co.; 1903; Blyth S.B. Co.; 2,173 tons; 287-3x43-2x19-5; 219 n.h.p.; triple-expansion engines. The British cargo ship *White Swan* was wrecked near Yarmouth on November 17th, 1916.

WHITEMANTLE

Gas, Light & Coke Co.; 1920; Wood, Skinner Co.; 1,692 tons; 260'1x37-7x16-4; 208 n.h.p.; triple-expansion engines. The British steamship *Whitemantle*, on a voyage from the Tyne to London with coal, struck a mine and sank on October 22nd, 1939, about 50 miles S.S.E. of Flamborough Head, with the loss of 14 lives.

WHITFORD POINT

Gowan Shipping Co.; 1928; R. Duncan & Co.; 5,026 tons; 407x53-5x26-7; 545 n.h.p.; triple-expansion engines. The British steamship *Whitford Point*, on a voyage from Baltimore and Halifax to London with 7,840 tons of steel, was torpedoed and sunk on October 19th, 1940, about 400 miles W. of the Hebrides. Thirty-six of her crew and a gunner were lost, three survivors were landed.

WHITGIFT

Westminster Shipping Co.; 1901; Northumberland Shipbuilding Co.; 4,397 tons; 381-5x48x28-1; 376n.h.p.; 11 knots; triple-expansion engines. The steamship *Whitgift* was torpedoed and sunk by a German submarine off Ushant on April 20th, 1916. The captain and 31 others were killed.

WHITLEY

British Navy, destroyer; 1918; W. Doxford & Sons; 1,100 tons; 312x29-5x10-9; 27,000s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4 in. guns, two 2pdr., 5 m.g., 6 T.T. The destroyer *Whitley*, Lt. Cdr. G. N. Rolfe, acting as an anti-aircraft ship, was bombed and badly damaged off the Dutch coast on May 19th, 1940. The ship began to sink and had to be beached and abandoned. There were four casualties among her complement of 98. At the time of her loss *Whitley* was supporting the left flank of the Allied armies by anti-aircraft gunfire from the sea. The full story of the invasion of the Low Countries and the Dunkirk evacuation is told under H.M. destroyer *Grafton*.

WICKER

Polish Navy, destroyer; 1927; Chantiers Navals Français; 1,540 tons; 351x29x9-9; 35,000i.h.p.; 33 knots; turbine engines; four 5 • 1 in. guns, two 47 m.m., 4 m.g., 6 T.T. The Polish destroyer *Wicher* was sunk in the first fighting of the Second World War. The vessel was attacked by German destroyers and aircraft off Hel on September 3rd, 1939. She carried a complement of about 160.

WICHITA

U.S. Maritime Commission; 1921; Doullut & Williams S.B. Co.; 6,174 tons; 395-5x55x31-4; 934 n.h.p.; oilengines. The motorship Wichita left Takoradi on September 1st, 1942, for Trinidad. Nothing more was ever heard of the ship and she was considered to have been sunk by a submarine on the 19th about 100 miles N.E. of Barbados.

WICKLOW

R.M.Hudson; 1882; R. Thompson & Sons; 2,967 tons; 330-2x 40-1x29-6; triple-expansion engines. The British steamship Wicklow was wrecked near Calais on January 7th, 1893, while on a voyage from Buenos Aires to Dunkirk carrying a cargo of wool and maize.

WIDAR

SeeredereiFriggaA.G.; 1935; Nordseewerke Emden; 5,972 tons; 437-1x58-9x23-6; 313 n.h.p.; compound engines & L.P. turbine. The German steamship Widar was torpedoed and sunk by British aircraft on March 18th, 1941, in Borkum Roads.

WIDESTONE

A. E. Furst & F. G. Browne; 1920; Tidewater Shipbuilders; 3J92 tons; 331-2x46-8x23-3; 470 n.h.p.; triple-expansion engines. The British steamship Widestone, on a voyage from Cardiff to St. John, N.B., with coal, was torpedoed and sunk by a German submarine on November 17th, 1942, about 500 miles S.E. of Cape Farewell. All on board were lost, 35 crew and seven gunners.

WIDNES

British Navy fleet minesweeper; 1918; Napier & Miller; 710 tons; 231 x 28 x 7 - 5; 2,200 i.h.p.; 16 knots; triple-expansion engines; Yarrow boilers; one 4 in. gun, 1 smaller. The fleet minesweeper Widnes was bombed and sunk by enemy aircraft in Suda Bay, Crete, on May 20th, 1941. The vessel's normal complement was 73.

WIEN

Austrian Navy, 2nd class battleship; 1895; Stabilimento Tecnico; 5,600tons; 323x56x21; 8,500i.h.p.; 17knots; triple-expansion engines; cylindrical boilers; four 9-4 in. guns, six 6 in., fourteen 3pdr.,2T.T. The Austrian battleship Wien was a unit of the squadron of old battleships commanded by Vice-Admiral Fielder. She was long past her prime as a fighting unit and for that reason saw very little of the spasmodic fighting in the Adriatic during the First World War. On the night of December 9th, 1917, the ship was lying off the port of Muggia, near Trieste, when she was attacked by an Italian motor torpedo boat under command of Cdr. Luigi Rizzo. This officer had previously cut through the wire obstructions to the harbour and up to the big ship unobserved, followed by a second torpedo boat commanded by Lt. Ferrarini. The small craft carried two torpedoes each and these they discharged at close range, those fired by Cdr. Rizzo striking the Wien and sinking her. The torpedoes fired by Lt. Ferrarini struck another large man-of-war lying astern of the Wien but did not sink her. There was much confusion among the Austrians accompanied by wild and ineffective firing, under cover of which the two Italian craft got away in safety.

The official complement of the *Wien* was 400, most of whom were saved.

WIESBADEN

German Navy, light cruiser; 1913; Kiel Dockyard; 4,900 tons; 456x45x17; 25,500i.h.p.; 27-5 knots; turbine engines; Schulz-Thornycroft boilers; seven 5-9 in. guns, 2 T.T. The light cruiser Wiesbaden, Capt. Reiss, with a complement of 27 officers and 544 men, served as a unit of the German 2nd Scouting Group in the Battle of Jutland.

At 5.27p.m. on May 31st, 1916, the 2nd Scouting Group was sighted by the British cruiser *Chester* steering N.N.W. The leading ship, *Frankfurt*, flagship of Rear-Admiral Boedicker, knew the British challenge signal and by promptly replying to *Chester* was able to approach to within 6,000 yards before opening fire. *Chester* was badly damaged but was able to gain the protection of the 3rd Battle cruiser Squadron.

The pursuit of *Chester* brought the Germans to within 8,000 yards of the British battle cruisers and *Frankfurt*, *Wiesbaden* and *Pillau* received an avalanche of 12 in. shells. The *Wiesbaden* suffered most, being hit by full salvos which put both main engines out of action and reduced her to a wreck. She remained afloat, however, and during the course of the day and night came under fire successively from the 1st Cruiser Squadron, the Battle Fleet and the destroyer *Onslow*, which hit her with a torpedo. Despite all this she did not sink until three o'clock on the morning of June 1st.

The only survivor was a stoker petty officer. He stated that the *Wiesbaden* was on fire in several places, her decks were a shambles and piled with twisted ironwork. No other vessels were at hand and she sank with the loss of 570 officers and men.

WIGBERT

*Hamburg-Bremer Afrika Linie; 1921; J. Frericks & Co.; 3,648 tons; 361x49-9x22-5; 320 n.h.p.; triple-expansion engines. The German steamship Wigbert was torpedoed and sunk by the British submarine *Triton* on April 10th, 1940, in the Skagerrak.*

WIGRY

Polish Government; 1912; Sir R. Dixon & Co.; 1,859 tons; 265 x 38 - 7 x 17 - 6; 228 n.h.p.; triple-expansion engines. The Polish steamship Wigry, on a voyage from Reykjavik to New York, was wrecked in heavy weather on January 15th, 1942, on the S.W. coast of Iceland. Only two of her crew of 27 were saved.

WILD SWAN

*British Navy, destroyer; 1919; Swan, Hunter & Wigham Richardson; 1,120 tons; 312x29-5x10-9; 27,000s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4-7in. guns, two 2pdr., 5m.g.,6T.T. The destroyer Wild Swan, Lt. Cdr. C. E. L. Sclater, was attacked by a force of 12 German Ju 88 bombers on June 17th, 1942, some 100 miles W. of the coast of Brittany. The ship put up a vigorous defence and brought down four of the bombers, and two others damaged by her fire collided in mid-air and fell into the sea. A fleet of Spanish trawlers was fishing in the vicinity and three of them were sunk by German bombs and a fourth badly damaged. The *Wild Swan* received a hit which rendered her unmanageable and she collided with the damaged trawler, sinking her immediately. The skipper and ten men of the trawler's crew were picked up by the destroyer, which was then in a parlous condition. The arrival of another British destroyer enabled the survivors of the action to be taken off before *Wild Swan* sank. Thirty-one ratings were killed or drowned.*

WILDFANG

Austrian Navy, destroyer; 1906; Austria; 390 tons; 6,000 i.h.p.; 28 knots; turbine engines; Yarrow boilers; six 12pdr. guns, 2 T.T. The Austrian destroyer Wildfang struck a mine and sank in the Upper Adriatic about the middle of June, 1917.

WILFORD

Borge's Rederi A/S; 1921; Nylands Verksted; 2,158 tons; 289-5x44-1x19-3; 225 n.h.p.; triple-expansion engines. The Norwegian steamship Wilford was torpedoed, shelled and sunk by a Japanese submarine on June 7th, 1942, in the Mozambique Channel, with the loss of nine lives.

WILFRED

A/S Det. Selmerske Rederi; 1905; Trondhjems Mek. Verksted; 1,121 tons; 231-2x34-3x13-6; 106 n.h.p.; triple-expansion engines. The Norwegian steamship Wilfred was sunk by a German submarine off Ushant on March 15th, 1917.

WILHELM GUSTLOFF

Deutsche Arbeitsfront; 1937; Blohm & Voss; 25,484 tons; 650-4x77-4x26-5; 2,360n.h.p.; oilengines. The Wilhelm Gustloff was one of several ships built under the auspices of the German National Socialist Government to provide cheap cruising holidays for the workers.

Towards the end of January, 1945, she embarked some 5,000 refugees, mostly women and children, together with 3,700 submarine personnel, at Danzig, then threatened by the advance of the Russian army, and sailed from that port on the 30th.

At about 9 p.m. on the same day she was torpedoed by a Russian submarine and sank within 40 minutes.

There were about 1,000 survivors.

WILHELM HEIDKAMP

German Navy, destroyer; 1937; Deschimag A.G.; 1,811 tons; 384x38-3x9-5; 55,000s.h.p.; 36 knots; turbine engines; five 5 in. guns, four 37 nun., 8 T.T.

The *Wilhelm Heidkamp* was one of the flotilla of German destroyers sunk in the first battle of Narvik on April 10th, 1940. A full account of both battles is given under the British flotilla leader *Hardy*, which was sunk in the first action. There is also a short account under the Norwegian coastal defence ship *Norge*.

WILHELMINA

Ministry of Shipping (Douglas & Ramsey); 1909; Newport News S.B.&D.D. Co.; 7,135 tons; 426-1 X54-1 x33-5; 976n.h.p.; triple-expansion engines. The British steamship *Wilhelmina*, on a voyage from New Westminster, B.C., to Liverpool, was torpedoed and sunk by a German submarine on December 2nd, 1940, about 350 miles W. of the Hebrides. Four of her crew and one gunner were lost.

WILHEMSBURG

German Government; 1914; Sir J. Laing & Sons; 7,020 tons; 425-1x57x33-1; 592n.h.p.; triple-expansion engines. The tanker *Wilhelmsburg* was formerly the Greek *Petrakis Nomikos*, badly damaged by bombing and beached near Piraeus in April, 1941, during the invasion of Greece. On July 7th, 1943, she was torpedoed and sunk by a British submarine five miles W. of Tenedos on a voyage from the Black Sea to Greece, with 8,000 tons of oil.

WILL O' THE WISP

Cookson; 1854; Newcastle; 384 tons; 70h.p.; 9 knots; compound engines.

The auxiliary schooner *Will o' the Wisp* was on a voyage from Newcastle to Dublin with a cargo of coal and a few passengers, all of whom were ship masters whose vessels were discharging at Dublin. At about 3 o'clock on the morning of February 9th, 1855, the *Will o' the Wisp* ran onto the Burn Rock, 300 yards off Lambay Island. The sea was very rough and although there seems to have been an attempt to launch the boats, only one, carrying a canister containing the ship's papers, drifted ashore at Portrane, all its occupants having apparently been swept overboard.

At daybreak coastguards from Portrane Station located the wreck but were unable to render assistance owing to the fury of the seas. All the 18 persons on board were lost.

WILLAMETTE VALLEY

Reardon Smith Line Ltd.; 1928; Napier & Miller; 4,724 tons; 401-1x54-2x25-8; 488 n.h.p.; 12-5 knots; oilengines. The steamship *Willamette Valley* was requisitioned by the Admiralty early in the Second World War for the conveyance of naval stores. On June 29th, 1940, when in the S.W. Approaches she was torpedoed and sunk by a German submarine.

WILLEDEN

Watt Shipping Co.; 1925; Workman, Clark & Co.; 4,562 tons; 401'6x54-3x25-3; 423 n.h.p.; triple-expansion engines. The British steamship *Willessden*, on a voyage from New York to Alexandria via the Cape, was sunk by the German raider *Santa Cruz* on April 1st, 1942, about 400 miles S. of St. Helena Island. Five of her crew were killed, the remainder were taken prisoner.

WILLIAM ACKERS

1836; Cumberland; 299 tons; 101-7x25x17-3. The wooden barque *William Ackers*, Capt. D. Lindsay, was on a voyage to Lyttleton, New Zealand, with a cargo of 185,000 feet of sawn timber. She carried 11 persons, one of whom was a passenger. Early on the morning of December 12th, 1876, when off Waipapa Point, she touched on a reef, but managed to regain deep water.

Later in trying to come about she missed stays and drifted on to the reef where she broke into two parts. Her heavy deck cargo of planks impeded the crew in their efforts to launch the lifeboat, but eventually they succeeded, only to see the boat smashed by the seas.

The wreck lay within 200 yards of the shore, and the mate, a seaman and the passenger managed to swim to safety. Others tried to reach land on floating planks, but were either swept out to sea and drowned or were washed off the planks.

In all eight persons, including the captain, lost their lives.

WILLIAM AND MARY

J. Herring & Co.; 1849; Sunderland; 257 tons. The emigrant ship *William and Mary*, Capt. Stinson, left Liverpool for New Orleans on March 24th, 1853, with 208 emigrants, chiefly Irish, Scottish and German. The voyage was uneventful until May 3rd when she arrived off the island of Abaco in the Bahamas. From this place the captain set a course which would take him near to Stirrup Key some 12 miles away. Just before sunset he lost sight of the Key and changed his course W. by S. which brought him into a dangerous rock-strewn area where his ship struck at about 8.30 p.m. Fifteen minutes later she struck again and the water gained so fast that the pumps had to be abandoned. The emigrants gave way to panic and three out of the five boats were overcrowded and swamped. Two boats were at last got clear with about 30 persons, including the captain. The *William and Mary* then foundered, the loss of life being about 170 persons.

One boat containing Capt. Stinson, the first and second officers and six seamen was picked up by the brig *Rueben Carver*, Capt. E. S. Cobb, bound for New York. The other boat was picked up by a British ship.

WILLIAM R. DAVOCK

Inter lake S.S. Co.; 1907; Great Lakes Engineering Works; 4,220 tons; 420x52x23; 211 n.h.p.; triple-expansion engines. The American steamship *William B. Davock* was wrecked during a storm on November 12th, 1940, off Pentwater, Lake Michigan. Twenty-two of the crew were drowned.

WILLIAM B. WOODS

U.S. War Shipping Administration; 1943; J. A. Jones Construction Co.; 7,176 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines. The American steamship *William B. Woods*, carrying 400 U.S. Army and Navy personnel as passengers, was torpedoed and sunk by a German submarine on March 10th, 1944, 35 miles out on a voyage from Palermo to Naples. Fifty-seven lives were lost.

WILLIAM BALLS

William D.C. Balls & Son; 1883; J. Readhead & Co.; 1,612 tons; 259x37x17-8; ISO h.p.; compound engines. The British cargo ship *William Balls* sank after a collision off the Humber on July 5th, 1893. She was on a voyage from the Tyne to Smyrna carrying a cargo of coal.

WILLIAM BROWN

American emigrant ship; 1830 (circa); 300 tons (circa). The American sailing ship *William Brown*, Capt. G. L. Harris, left Liverpool on March 13th, 1841, for Philadelphia with a crew of 18 and 65 passengers, nearly all Irish emigrants. The ship met with rough and squally weather which carried away several of her sails. On the evening of April 19th, when sailing at ten knots, she struck an iceberg and sustained severe damage. Shortly after 9 o'clock she struck another berg and this time the damage was fatal. Capt. Harris ordered out the boats, one of which, the long boat, was crowded to capacity, having no fewer than 42 persons in her. The jolly-boat, in which were the captain, two passengers and five seamen, was much better off for room, although a smaller boat. No other boats could be got away in time and the *William Brown* sank at about midnight with 33 persons, 30 of whom were passengers. The two boats which survived remained tied together until 5 a.m., when the captain decided to make for Newfoundland with his boat.

The captain's boat was picked up six days later off Cape Breton by a French lugger, all eight occupants surviving.

The overcrowded first officer's boat, however, was less fortunate, having been continually swamped in heavy weather. By the time the boat was picked up by the sailing ship *Crescent* it had been necessary

WILLIAM C. GORGAS

to put overboard 16 persons dead or dying from exposure, in order that the remainder might have some chance of survival.

WILLIAM C. GORGAS

U.S. War Shipping Administration; 1943; Alabama D.D. & S.B. Co.; 7,197 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines.

The steamship *William C. Gorgas* was torpedoed and sunk by a German submarine on March 11th, 1943, about 1,200 miles W. of Lands End on a voyage from Mobile to Swansea. Seven of the crew were lost.

WILLIAM CLARK

U.S. Maritime Commission; 1942; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines. The steamship *William Clark* was torpedoed and sunk by a German submarine on November 4th, 1942, off Jan Mayen Island on a voyage from Iceland to North Russia. Thirty of her complement of 71 were killed.

WM. CORY

William Cory & Son; 1909; S. P. Austin & Son; 2,660 tons; 314x45-2x20-7; 264 n.h.p.; triple-expansion engines. The British cargo ship *Wm. Cory* was wrecked at Pendeen, Cornwall, on September 5th, 1910. She was on a voyage from Uleaborg to Newport carrying a cargo of timber.

WILLIAM D. BURNHAM

U.S. War Shipping Administration; 1943; Permanente Metals Corp.; 7,176 tons; 422-8x57x34-8; 339 n.h.p.; triple-expansion engines. The steamship *William D. Burnham*, on a voyage from St. Helen's Roads to Cherbourg with military stores and vehicles, was sunk by mine or torpedo on November 23rd, 1944, off Cherbourg. Twelve of her crew were lost.

WILLIAM D. PORTER

United States Navy; destroyer; 1942; Consolidated Steel Corp., 2,050 tons; 376-5x39-5x—; 60,000s.h.p.; 35-5 knots; turbine engines; five 5 in. guns, four 40 m.m., four 20 m.m., 10T.T. The United States destroyer *William D. Porter* was bombed and sunk by Japanese aircraft off Okinawa on June 10th, 1945. The vessel carried a complement of over 250.

WILLIAM DAWES

U.S. Maritime Commission; 1942; Oregon S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines. The steamship *William Dawes* was torpedoed and sunk by a Japanese submarine on July 20th, 1942, off the coast of New South Wales on a voyage from San Francisco to Brisbane. Five of the crew were killed.

WILLIAM F. HUMPHREY

Tide Water Associated Oil Co.; 1921; Bethlehem S.B. Corp.; 7,983 tons; 468-3x62-7x32; 636 n.h.p.; quadruple-expansion engines. The American steamship *William F. Humphrey* was sunk by a German raider accompanied by two motor torpedo boats on July 16th, 1943, about 500 miles E. of Pointe Noire, West Africa, on a voyage from Table Bay to Trinidad. Some 19 or 20 of her crew of 46 were taken prisoner, the captain and ten men were landed at Freetown after five days in a boat. The remainder of the crew were lost.

WM. H. CLIFFORD

Percy & Small; 1895; Percy & Small; 1,594 tons; 221-6x43-5X 19-6. The American sailing ship *Wm. H. Clifford* was sunk by a German submarine in the Atlantic on September 8th, 1917.

WILLIAM H. MACHEN

Pocahontas S.S. Co.; 1916; New York S.B. Co.; 3,922 tons; 359-5x49-2x25-6; 390n.h.p.; triple-expansion engines. The American steamship *William H. Machen* was sunk by collision

with the steamship *Maid of Stirling*, 1,247 tons, on July 7th, 1942, about 50 miles E. of Boston, Mass.

WILLIAM H. WELCH

U.S. War Shipping Administration; 1943; Bethlehem Fairfield Shipyard; 7,200 tons; 423x57-1x34-8; 339n.h.p.; triple-expansion engines. The American steamship *William H. Welch*, on a voyage from London to New York in ballast, ran aground in Black Bay, Loch Ewe, on February 26th, 1944, broke in two and sank. Sixty-two of her complement of 74 were lost.

WILLIAM HANSEN

AskelMolvig'sRederiA/S.; 1939; Nylands Verksted; 1,344 tons; 250-9x41-3x14-8; 54 n.h.p.; compound engines & L.P. turbine. The Norwegian steamship *William Hansen* was torpedoed and sunk by a German submarine on January 21st, 1942, off Newfoundland, with the loss of 14 lives.

WILLIAM J. SALMAN

Canadian Gulf Line; 1919; American S.B. Co.; 2,616 tons; 251 x43-6x26-1; 230 n.h.p.; triple-expansion engines. The American steamship *William J. Salman* was torpedoed and sunk by a German submarine on May 18th, 1942, about 200 miles S.W. of Cienfuegos, Cuba, on a voyage from New Orleans to Antigua. Six of the crew were killed.

WILLIAM KING

U.S. War Shipping Administration; 1942; South Portland S.B. Corp.; 7,176 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines. The steamship *William King* was torpedoed and sunk by a submarine on June 6th, 1943, on a voyage from Busreh to Bombay. Six of the crew were killed, the captain was taken prisoner.

WILLIAM PIERCE FRYE

U.S. War Shipping Administration; 1943; South Portland Shipbuilding Corp.; 7,176 tons; 422-8x57x34-8; 339n.h.p.; 11-5 knots; triple-expansion engines. The American steamship *William Pierce Frye*, Capt. Meinhard Scherf, on a voyage from New York to Barry, straggled from convoy and was torpedoed and sunk by a German submarine about 600 miles S.S.W. of the Vestmann Islands. Capt. Scherf, 34 of the crew and 22 gunners were lost.

WILLIAM ROCKEFELLER

Standard Oil Co. (New Jersey); 1916; Wm. Cramp & Sons Ship & Eng. Bldg. Co.; 7,157 tons; 430x58-2x33-3; 565n.h.p.; triple-expansion engines. The American tanker *William Rockefeller* was torpedoed and sunk by a German submarine in the North Sea on May 18th, 1918.

WM. ROCKEFELLER

Standard Oil Co. of New Jersey; 1921; Newport News S.B. & D.D. Co.; 14,055 tons; 554-9x75-3x43; 621 n.h.p.; triple-expansion engines. The American tanker *Wm. Rockefeller* was torpedoed, set on fire and sunk by a German submarine on June 28th, 1942, on a voyage from Aruba to New York with 135,000 barrels of fuel oil. There were no casualties.

WILLIAM RUSHTON

Worrall & Co.; 1832; Liverpool; 214 tons. The brig *William Rushton*, Capt. G. Foster, bound from Laguira to Liverpool, was sunk by collision with the steamship *Minerva* off Orme's Head at about one o'clock on the morning of Tuesday, August 20th, 1850. The captain and three men of the crew of 11 were saved.

WILLIAM S. THAYER

U.S. War Shipping Administration; 1943; Bethlehem Fairfield Shipyard; 7,176 tons; 422-8x57x34-8; 339n.h.p.; triple-expansion engines. The American steamship *William S. Thayer*, with a crew of 41, eight gunners and 165 Russian naval personnel as passengers, was torpedoed and sunk by a German submarine on April 30th, 1944,

S. of Bear Island on a voyage from Murmansk to Loch Ewe. Thirty of the crew were killed and 13 passengers died of exposure after being picked up.

WILLIMANTIC

Ministry of War Transport (Lamport & Holt Line); 1918; Todd Dry Dock and Construction Co.; 4,858 tons; 379-4x53x27'; 339 n.h.p.; triple-expansion engines. The British steamship *Willimantic*, on a voyage from Durban to Baltimore, was shelled and sunk by a German submarine at 3.50 a.m. on June 24th, 1942, about 700 miles S.E. of the Bermudas. Six of the crew were killed, the captain was taken prisoner.

WILLODALE

Bromage Shipping Co.; 1909; R. Thompson & Sons; 7,777 tons; 268x38-5x17'; 218n.h.p.; triple-expansion engines. The British steamship *Willodale* left Bordeaux on April 3rd, 1947, for Cardiff with a cargo of pit props. The weather was bad and soon developed into a full gale and the ship put into Verdon Roads for shelter. At 9.30p.m. the ship wirelessed for help, stating that her steering gear had broken, bulwarks washed away and that she was making water in No. 2 hold. A French pilot boat went to her assistance and was able to save ten of her crew before the ship foundered at about 5 a.m. on the 4th, but six men went down with the ship and six more were drowned during the rescue operations.

WILLOWPOOL

Pool Shipping Co.; 1925; Ropner S.B. & R. Co.; 4,815 tons; 390x55-5x26'4"; 437n.h.p.; triple-expansion engines. The British steamship *Willowpool*, on a voyage from Bona to the Tees with iron ore, struck a mine and sank on December 10th, 1939, three miles E. of Newark Lightship.

WILLYAMA

Adelaide S.S. Co.; 1897; W. Dobson & Co.; 2,705 tons; 325-5x45-1x21'; 251 n.h.p.; triple-expansion engines. The Australian cargo ship *Willyama* was wrecked on April 13th, 1907, off Rhino Head, Marion Bay, Queensland, while on a voyage from Newcastle, N.S.W., to Port Pirie with a cargo of coal.

WILMORE

Berwind-White Coal Co.; 1914; Fore River S.B. Corp.; 5,399 tons; 387-7x54-3x27-7'; 448 n.h.p.; triple-expansion engines. The American steamship *Wilmore* was torpedoed and sunk by a submarine in the Mediterranean on September 12th, 1917.

WILSON B. KEENE

U.S. War Shipping Administration; 1944; New England S.B. Corp.; 7,176 tons; 422-8x57x34-8'; triple-expansion engines. The steamship *Wilson B. Keene*, lying at her berth in Texas City, was completely destroyed when the steamship *Highflyer*, lying alongside, blew up on April 16th, 1947. For the full story see *Grandcamp*.

WILSTON

W. S. Miller & Co.; 1909; R. Duncan & Co.; 2,611 tons; 310 x 46 -1 x 20 - 4; 253 n.h.p.; 10 knots; triple-expansion engines. The steamship *Wilston* struck a mine and sank 20 miles E.N.E. of Wick on February 15th, 1916. The captain and seven others were killed.

WILTSHIRE

Federal S.N. Co.; 1912; John Brown & Co.; 12,160 tons; 526-5x61-4x33-3'; 1,264n.h.p.; triple-expansion engines. The liner *Wiltshire*, Capt. G. B. Hayward, on a voyage from Liverpool to Auckland, ran on to the rocks at Rosalie Bay, Great Barrier Island, on the night of May 31st, 1922, in a violent storm, and broke her back.

Several ships and tugs put out from Auckland but were not able to get near enough to take off the crew. Fortunately the wreck was held fast on the rocks and on June 2nd the ship managed to get a line to the shore whereby the crew of 104 were rescued by breeches buoy.

WIMBORNE

Evan Thomas Radcliffe & Co.; 1898; Richardson, Duck & Co.; 3,466 tons; 339 x 46x24- 6; 281 n.h.p.; triple-expansion engines. The British steamship *Wimborne* was wrecked at Tolpedu, Cornwall, on November 7th, 1910. She was on a voyage in ballast from Rotterdam to Barry.

WIMMERA

Huddart, Parker, Ltd.; 1904; Caird & Co.; 3,022 tons; 335-3x43'2x20-6; 522n.h.p.; 14 knots; triple-expansion engines. The *Wimmera*, Capt. Kell, left Auckland at 10 a.m. on June 25th, 1918, bound for Sydney with 152 persons on board, of whom 76 were passengers. Early the following morning while still in sight of the coast the ship struck two mines at intervals of a few seconds. The ship's saloon was wrecked, the mainmast broken and the wireless apparatus smashed. The passengers were asleep in their cabins and woke to find the ship in complete darkness owing to the failure of the electric light. Heavy seas began to wash over the *Wimmera's* decks and she was helpless and sinking. Five lifeboats were lowered, one being smashed in the process, and the greater part of passengers and crew got away in safety. Twenty-six lives were lost, the captain, the first officer and the chief steward being among the drowned. The wireless operator managed to repair the damage to his apparatus and send put a S.O.S. at the sacrifice of his life.

The mines had been laid by the German raider *Wolf*, and instructions had been given not to navigate in that vicinity as another vessel, the *Port Kembla*, had been a victim some months previously.

WINAMAC

Socony-Vacuum Transportation Co.; 1926; Lithgows Ltd.; 8,621 tons; 460x62-8x36-4; 666 n.h.p.; 11 knots; triple-expansion engines. The tanker *Winamac*, Capt. Edgar Harrison, left Trinidad for the Azores on August 28th, 1942, with 12,500 tons of fuel oil. On the 31st she was torpedoed and sunk by a German submarine. Capt. Harrison, 26 of the crew and three gunners were lost.

WINCHESTER

Liverpool & Boston Packet; 1845 (circa); 600 tons (circa). The Liverpool and Boston sailing packet *Winchester* left the former port for Boston on April 9th, 1854, with 447 passengers and crew. When eight days out on the 17th she was dismasted and three days later fell in with the *Edward* of Liverpool which took off 50 passengers. For 12 more days she was tossed about in a derelict condition, many of those on board dying from hardship and lack of food. On May 3rd the steamship *Washington* sighted her when she was almost sinking. The *Washington* by good seamanship managed to take off every living member of her company without mishap. So timely was the rescue that only a bare 20 minutes later the *Winchester* sank, taking with her the bodies of 25 persons who had died during the last stages of the voyage.

WINDERMERE

Cardiff Steamship Co.; 1904; Irvine S.B. & D.D.; 2,292 tons; 300x44x19-7; 244n.h.p.; 10 knots; triple-expansion engines. The steamship *Windermere* was intercepted by a submarine 58 miles S.S.E. of Port Mahon, Minorca, on June 27th, 1916. The vessel was shelled from the surface and 12 men, including the captain, were killed. The submarine then sent a party to the *Windermere* and scuttled her.

WINDFLOWER

Canadian Navy, corvette; 1940; British Isles; 925 tons; 205 x 33x14-5; 2,800 i.h.p.; 16 knots; triple-expansion engines; 3-drum boilers; one 4 in.A.A. guns, several smaller. The Canadian corvette *Windflower* was escorting a convoy in the West Atlantic when she was sunk by collision with one of the ships in company in a dense fog on December 7th, 1941. Twenty-three officers and ratings were drowned.

The *Windflower* was lent to the Canadian government by the Admiralty.

WINDSOR

WINDSOR

Watts, Watts & Co.; 1890; W. Gray & Co.; 2,892 tons; 314-6X 40-6 x20-5; 235 n.h.p.; triple-expansion engines. The British steamship *Windsor* was wrecked on Abruholos Island, Western Australia, on February 2nd, 1908, while carrying a cargo of sandalwood from Fremantle to Hong Kong.

WINDSOR CASTLE

Union-Castle Mail S.S. Co.; 1922; John Brown & Co.; 19,141 tons; 661-3x72'5x41-6; 14,500s.h.p.; 18 knots; turbine engines. The liner *Windsor Castle*, Capt. J. C. Brown, was torpedoed by German aircraft about 110 miles N.W. of Algiers on March 23rd, 1943, and sank 13 hours later. The vessel was carrying troops at the time but the only casualty was one member of the crew killed.

WINDSOR HALL

Hansen Bros.; 1910; W. Doxford & Sons; 3,693 tons; 345 x 48-2x24-6; 277 n.h.p.; 9 knots; triple-expansion engines. The steamship *Windsor Hall* was torpedoed and sunk by a German submarine 45 miles N.W. of Alexandria on January 17th, 1918.

Twenty-seven men were killed, the captain was taken prisoner on the submarine.

WING SHING

Man Chuen S.S. Co.; 1890; W. Denny & Bros.; 5,206 tons; 410-5x48-2x30-5; 666 n.h.p.; quadruple-expansion engines. The Chinese steamship *Wing Shing* was driven ashore and wrecked off Hong Kong on August 18th, 1923, during a typhoon.

WINGA

Corten & Co.; 1906; W. Hamilton & Co.; 1,174 tons; 239-9x 33x15-6; 139 n.h.p.; triple-expansion engines. The British steamship *Winga* sank after a collision six miles N.E. of Spurn Point on January 29th, 1918. She was on a voyage in ballast from Hull to Sunderland.

WINGA

Clydesdale Shipowners Co.; 1924; New Waterway S.B. Co.; 1,478 tons; 250 X37-1x16-3; 144 n.h.p.; triple-expansion engines.

The British cargo ship *Winga* sank with the loss of 14 lives after a collision with the Norwegian steamship *Jernland*, 1,289 tons, five miles E. of West Hartlepool on June 2nd, 1940. She was on a voyage from Santander to the Tyne carrying a cargo of iron ore.

WINKFIELD

British India Steam Nav. Co.; 1919; W. Picker sgill & Sons; 5,279 tons; 400x52-2x28-5; 517 n.h.p.; triple-expansion engines.

The British steamship *Winkfield*, on a voyage from Bombay to London, struck a mine and sank on May 19th, 1941, in the Thames estuary. Ten of the crew were lost.

WINKLEIGH

Tatem Steam Nav. Co.; 1927; W. Picker sgill & Sons; 5,055 tons; 403X55-4x25-8; 402 n.h.p.; triple-expansion engines. The British steamship *Winkleigh*, on a voyage from Vancouver to Manchester with grain and lumber, was torpedoed and sunk by a German submarine on September 8th, 1939, about 500 miles W. of the Bishop Rock.

WINKLER

Atlantic Refining Co.; 1930; Scott's S.B. & E. Co.; 6,907 tons; 421'2x58-3x34-9; 888 n.h.p.; diesel-electric engines. The Panamanian tanker *Winkler* was torpedoed and sunk by a German submarine on February 23rd, 1943, on a voyage from Avonmouth to New York. Fifteen of her crew and five gunners were lost.

WINNEBA

Elder, Dempster & Co.; 1909; Irvine's S.B. & D.D. Co.; 3,040 tons; 340-1x46x23; 335 n.h.p.; triple-expansion engines. The British steamship *Winneba* was wrecked on Basha Point Rock, Ivory Coast, on July 26th, 1913. She was carrying a cargo of palm kernels and oil from West African ports to Hamburg.

WINNIE

Ferguson & Reid; 1896; J. Blumer & Co.; 2,532 tons; 304x44x 20-6; 245 n.h.p.; triple-expansion engines.

The British steamship *Winnie* was wrecked in Busso Sound, Vardo, on November 10th, 1917. She was on a voyage from Archangel to Lerwick carrying a cargo of pit props.

WINTERSWIJK

N. V. Stoomv. Maats. Wijklijn; 1914; Jan Smit, Czn.; 3,205 tons; 320x47-5x22-9; 282 n.h.p.; triple-expansion engines. The Dutch steamship *Winterswijk* was torpedoed and sunk by the German submarine *U-432* at 2.30 a.m. on September 10th, 1941, off Cape Farewell on a voyage from Tampa and Sydney, N.S., to Methil. The ship sank in two minutes, with the loss of 20 lives.

WINTHORPE

Thos. Appleby & Co.; 1876; W. Gray & Co.; 1,307 tons; 247-6x32-2x18-4; 134 n.h.p.; compound engines. The British steamship *Winthorpe* was wrecked on August 5th, 1899, near Corunna while carrying a cargo of ore from Huelva to Antwerp.

WINTON

Chapman & Miller; 1880; A. Leslie & Co.; 1913; 271x35-8x 23-5; 200 h.p.; compound-inverted engines.

The British cargo ship *Winton* foundered after her cargo shifted 30 miles N.W. of Ushant on November 16th, 1882, while on a voyage from Odessa to Rotterdam carrying a cargo of grain. Twenty-four of the crew were drowned, only one man survived.

WISCONSIN

Goodrich Transit Co.; 1881; Detroit Dry Dock Co.; 1,921 tons; 209 x 40x20-7; 104 n.h.p.; compound engines. The American steamship *Wisconsin*, on a voyage from Chicago to Milwaukee, foundered during a storm on October 29th, 1929, four miles from Kenosha, Wisconsin. The captain and eight others were lost.

WISTOW HALL

Hall Line; 1890; Caird & Co.; 3,314 tons; 349-5x42-1x26-7; 307 n.h.p.; 10 knots; triple-expansion engines. The steamship *Wistow Hall*, Capt. W. H. Stoddart, left Jarrow on Monday, January 15th, 1912, with 500 tons of cargo to take on a further consignment at Glasgow and finally to complete loading at Birkenhead. The weather was very bad and on Wednesday, the 17th, the steamship's funnel was washed away, two of the crew were killed by falling gear and the first officer injured. This was followed by an accident to the captain who received injuries to his spine and had his right arm broken and was rendered unconscious. To add to these misfortunes the boiler room was flooded and the fires extinguished. It was decided to drop anchor somewhere off Bucha Ness but the cable parted and the steamship drifted ashore.

She was seen by the coastguards at Port Errol who followed her along the coast. At 8 a.m. on the 18th she struck on the Tampion Rock, North Haven, close to some stone quarries, the quarrymen from which came to the shore in the hope of assisting in the rescue. Unfortunately the place where the *Wistow Hall* had gone ashore was at the foot of some high and inaccessible cliffs where it was impossible for the lifeboats to approach. As the steamship's boats had been smashed in the gale the crew were without means of escape and could only cling to the rigging from which they were swept away by successive seas in full view of the impotent coastguards and quarrymen.

The crew numbered 14 Europeans and 43 Lascars, of whom Capt. Stoddart and three Lascars were saved.

WITTEKIND

Ender Dampfercompagnie A.G.; 1906; Tyne Iron S.B. Co.; 4,029 tons; 351 X 50 x 25 - 7; 368 n.h.p.; triple-expansion engines. The German steamship *Wittekind* was bombed and sunk by British aircraft on January 14th, 1944, off Lister on a voyage from Narvik to Germany, with the loss of 29 lives.

WIZARD

British Navy, sloop; 231 tons; 6 guns. The brig-rigged sloop *Wizard*, Lt. A. P. Helby, was wrecked on the

Seal Rock, Berehaven, on February 8th, 1859. There was no loss of life.

WLADIMIR REITZ

Dansk-Russiske Dampskibsselskab; 1905; Clyde S.B. & E. Co.; 2,128 tons; 295 x 42x19-5; 225 n.h.p.; triple-expansion engines. The Danish steamship *Wladimir Reitz* was torpedoed and sunk by a German submarine in the North Sea on April 4th, 1917.

WO KWANG

1927; 350 tons. The British tug *Wo Kwang* was taken over for service as a mine-sweeper on the entry of Japan into the Second World War. On February 25th, 1942, she was sunk by Japanese destroyers soon after leaving Batavia for Tjilatjap. Two survivors were later picked up from a boat.

WOLF

German Navy, torpedo boat; 1927; Wilhelmshaven Yard; 800 tons; 304x28x9; 25,000s.h.p.; 34 knots; turbine engines; Schulz-Thornycroft boilers; three 4-1 in. guns, two 1 pdr., 6 T.T. The German torpedo boat *Wo If* struck a mine and sank off Dunkirk on January 8th, 1941. The vessel's normal complement was 123.

WOLFGANG L.-M. RUSS

Ernst Russ; 1939; Lubecker Flenderwerke A.G.; 5,750 tons; 341'2x52'5x18-2; 482n.h.p.; oilengines. The German motorship *Wolfgang L.-M. Russ* was bombed and sunk by Allied aircraft on May 4th, 1945, S.E. of Aarhus on a voyage from Norway to Germany.

WOLFGANG ZENKER

German Navy, destroyer; 1936; Germania Werft; 1,625 tons; 374x37x9-3; 40,000s.h.p.; 36 knots; turbine engines; five 5 in. guns; four 37 mm., 8 T.T. The *Wolfgang Zenker* was one of the flotilla of German destroyers sunk in the second battle of Narvik on April 13th, 1940. A full account of both battles is given under the British flotilla leader *Hardy*, which was sunk in the first action on April 10th. There is also a short account under the Norwegian coastal defence ship, *Norge*.

WOLFRAM

Hamburg-Bremer-Afrika Linie; 1921; J. Frerichs & Co.; 3,648 tons; 362-7x50-3x22-2; 318n.h.p.; triple-expansion engines. The German steamship *Wolfram* struck a mine and sank on November 9th, 1942, N. of Vlieland.

WOLLONGBAR

North Coast Steam Nav. Co.; 1922; Lithgows, Ltd.; 2,240 tons; 285 • 1 x 42 -1 x 23 • 9; 218 n.h.p.; triple-expansion engines. The Australian steamship *Wollongbar*, on a voyage from Byron Bay to Newcastle, N.S.W., was torpedoed and sunk by a Japanese submarine on April 29th, 1943, near Coff's Harbour, N.S.W. Thirty-two of her crew of 37 were lost.

WOLSUM

German Government; 1921; A. Vuijk & Zonen; 3,668 tons; 359-9x48-3x23; 443 n.h.p.; triple-expansion engines. The steamship *Wolsum* was a former Dutch ship seized by the Germans in May, 1940. On September 16th, 1944, she was bombed and sunk by Russian aircraft off Kirkenes, Norway.

WOLVERINE

British Navy, destroyer; 1910; Cammell, Laird & Co.; 986 tons; 274 X 28x10; 12,500 i.h.p.; 27 knots; turbine engines; Yarrow boilers; one 4 in. gun, three 12 pdr., one 3pdr. A. A., 1 m.g., 2 T.T. The destroyer *Wolverine* was sunk in collision off the N.W. coast of Ireland on December 12th, 1917. Her official complement was 80.

WOLVISTON

West Hartlepool Steam Nav. Co.; 1879; W. Gray & Co.; 1,670 tons; 256-5x34-6x19-7; 150h.p.; compound engines. The steamship *Wolviston* left Bristol on September 11th, 1891, for New York in ballast. On the 22nd, about 700 miles E. of Cape Race, in very bad weather, she sprang a leak in way of her bunkers.

The pumps became choked with coal dust and the ship was abandoned in a sinking condition. One of the boats with nine men eventually landed at Harbour Grace, N.F.L., but the other with the captain and 11 men was never seen again.

WOODBIDGE

Malford Shipping Co.; 1900; Irvine's S.B. & D.D. Co.; 3,605 tons; 340x48-lx25; 308 n.h.p.; triple-expansion engines. The British steamship *Woodbridge* was wrecked near Christians-sand on December 10th, 1917, while carrying a cargo of timber from Archangel to Sharpness.

WOODBURN

Macintyre Bros. & Co.; 1874; Palmer's Co.; 1,788 tons; 280'2x33-5x24-9; 140 h.p.; compound-inverted engines. The British steamship *Woodburn*, Capt. Hull, on a voyage from Madras to London, broke her propeller shaft on August 1st, 1883, 12 miles off Cape St. Vincent and was towed into Lisbon by a passing ship. It was decided to tow her to England for repairs. At 3 a.m. on the 26th, 45 miles S.W. of the Eddystone Lighthouse in tow of the tug *Recovery*, she came into collision with the French liner *St. Germain*, 3,659 tons. The *Woodburn* sank within five minutes, Capt. Hull, 16 of the crew and one passenger were drowned, 11 persons were rescued by the *Recovery*.

WOODBURY

United States Navy, destroyer; 1919; Bethlehem Shipbuilding Corp.; 1,215 tons; 310x30-9x9-3; 27,500s.h.p.; 35 knots; turbine engines; Yarrow boilers; four 4 in. guns, one 3 in.A.A., 12 T.T. The United States destroyer *Woodbury* was one of a flotilla of seven such vessels steaming through a dense fog at high speed near the island of Santa Barbara, off the coast of California, on September 8th, 1923. All the ships ran upon the rocks and became total wrecks, but most of the crews got away in safety. The full story of the disaster is told under the *Delphy*, leading ship of the flotilla.

WOODFIELD

Woods, Tylor & Brown; 1905; J. Priestman & Co.; 3,584 tons; 350x49x25-3; 387n.h.p.; 11 knots; triple-expansion engines. The steamship *Woodfield* was intercepted, shelled and sunk by a German submarine 40 miles E.S.E. of Ceuta on November 3rd, 1915. Eight men were killed, the captain was among the survivors.

WOODFORD

Finchley S.S. Co.; 1913; Sir J. Laing & Sons Ltd.; 6,987 tons; 425 - 5 x 57 -1 x 33 • 1; 555 n.h.p.; triple-expansion engines. The British tanker *Woodford* was torpedoed and sunk by a submarine during the Spanish Civil War on September 1st, 1937, when 24 miles off Benicarlo, Spain. She was carrying petroleum from Constantza to Barcelona and Valencia.

WOODLEIGH

Fisher, Renwick & Co.; 1894; J. L. Thompson & Sons; 2,664 tons; 300 X 41 - 3 x 19 • 3; 222 n.h.p.; triple-expansion engines. The British cargo ship *Woodleigh* was wrecked at Tregardock on August 28th, 1917. She was on a voyage from Boulogne to Barry carrying a cargo of stone.

WOODPECKER

British Navy, sloop; 1942; W. Denny & Bros.; 1,250 tons; 229-5x38x8-7; 4,300 s.h.p.; 20 knots; turbine engines; 3-drum boilers; six 4 in. guns, 2pom-poms. The sloop *Woodpecker*, Cdr. H. L. Pryse, R.D., R.N.R., was on anti-submarine duty in the North Atlantic. On February 20th, 1944, she was hit by a torpedo from a German submarine which blew off her stern. The *Woodpecker* was taken in tow but capsized and sank on the 27th. There was no loss of life.

WOODTOWN

Woodtown Shipping Co.; 1915; R. Williamson & Son; 794 tons; 186'3x29'4x12-4; 95n.h.p.; triple-expansion engines. The British steamship *Woodtown*, on a voyage from Newlyn to London, struck a mine and sank on November 15th, 1939, near Margate. Eight of her crew were lost.

WOOLER

WOOLER

Steel, Young & Co.; 1891; E. Withy & Co.; 2,403 tons; 290 x 38 - 1X 20; 221 n.h.p.; triple-expansion engines. The British steamship *Wooler* foundered off Ushant in a gale on January 2nd, 1899, while on a voyage from Cardiff to Las Palmas carrying a cargo of coal. Nineteen of the crew were drowned, four survivors in a boat were picked up by the steamship *Loch Etive* on the 4th.

WOOLGAR

Borge's RederiAJS; 1914; Swan, Hunter & Wigham Richardson; 3,060 tons; 350x47-1x12-1; 385 n.h.p.; triple-expansion engines.

The Norwegian steamship *Woolgar* was bombed and sunk by Japanese aircraft on March 7th, 1942, 150 miles S.W. of Tjilatjap. Thirty-eight of her crew were killed or lost at sea. The captain was taken prisoner and four officers and two men reached Port Blair, Andaman Islands, after 88 days in a boat; one of these died after landing.

WOOLSTON

5. Instone & Co.; 1900; J. Blumer & Co.; 2,986 tons; 325-4x 46-5x22-6; 292 n.h.p.; 9knots; triple-expansion engines. The steamship *Woolston* was torpedoed and sunk by a German submarine one and a half miles from Syracuse harbour on May 14th, 1918. The captain and 18 of the crew were killed.

WORDEN

United States Navy, destroyer; 1934; Puget Sound Navy Yard; 1,500 tons; 341-2x34-7x9-7; 42,800s.h.p.; 36-5 knots; turbine engines; Express boilers; four 5 in. guns, several smaller, 12T.

The United States destroyer *Warden* was a unit of the American force operating around the Aleutian Islands against the Japanese, who had occupied Kiska and Attu in June, 1942. The islands are mountainous, with rock-strewn foreshores, and are cloaked in fog for a great part of the year. On January 12th, 1943, the Americans were carrying out a landing on Amchitka when the *Worden* ran heavily ashore and became a total loss.

WORDSWORTH

Soc. Anon, de Nav. Royale Beige Sud-Americaine; 1882; A. Leslie & Co.; 3,339 tons; 367x39-1x19-4; 441 n.h.p.; compound engines.

The Belgian steamship *Wordsworth* was wrecked at Assu Torre, 45 miles N. of Bahia, on August 5th, 1902. She was carrying a general cargo from New York to Bahia.

WORDSWORTH

Shakespeare Shipping Co.; 1915; W. Gray & Co.; 3,509 tons; 343 x49x22-9; 299 n.h.p.; 9-5 knots; triple-expansion engines.

The steamship *Wordsworth* was captured by the German commerce-destroyer *Wolf west of* the Chagos Archipelago on March 11th, 1917. The vessel carried a cargo of rice which was a welcome find to the raider. After stripping the prize she was sunk on the 16th. The *Wolf* (ex- *Wachfels*) left Germany toward the end of November 1916. She was a ship of 5,809 tons and carried an armament of two 5-9 in. and four 4-1 in. guns, with two quick-firers and two machine guns. She was also equipped with two torpedo tubes and a small aeroplane and carried 500 mines. Her commander was Capt. Karl Nerger and he managed to keep at sea for 14 months without being caught by Allied warships, returning to Germany on February 19th, 1918.

During that time he laid minefields off Dassen Island; Cape Agulhas; Colombo; Bombay; Three Kings Island; Wellington, N.Z.; Gabo Island and off Singapore.

The ships lost through the activities of this raider were:—

January	26th, 1917	s.s. <i>Matheran</i> , 7,654, mined
February	17th ..	s.s. <i>Worcestershire</i> , 7,175, mined
..	21st ..	s.s. <i>Perseus</i> , 6,728 tons, mined
..	27th ..	s.s. <i>Turritella</i> , 5,528 tons, scuttled by German crew, March 5th
March	1st ..	s.s. <i>Jumna</i> , 4,152 tons, sunk March 4th

March	11th ..	s.s. <i>Wordsworth</i> , 3,509 tons, sunk March 16th
	31st	<i>Dee</i> , barque, 1,169 tons, sunk
May	26th	s.s. <i>C. de Eizaguirre</i> , Spanish, 4,367 tons, mined
June	2 nd	s.s. <i>Wairuna</i> , 3,947 tons, sunk June, 17th
..	16 th	<i>Winslow</i> , U.S. schooner, burned June 22nd
July	6th	s.s. <i>Cumberland</i> , 9,471 tons, mined
..	9th	<i>Belunga</i> , U.S. barque, sunk July 11th
..	13th	<i>Encore</i> , sailing ship, burned
August	6th	s.s. <i>Matunga</i> , 1,608 tons, sunk August 26th
..	10th	s.s. <i>City of Athens</i> , 5,604 tons, mined
..	..	s.s. <i>Bahamo</i> , mined
September	26th	s.s. <i>Hitachi Mam</i> , 6,716 tons, retained as supply ship, (sunk Nov. 7th)
November	10th	s.s. <i>Igotz Mendi</i> , Spanish, wrecked (Feb. 24th, 1918)
..	..	<i>John H. Kirby</i> , U.S. barque, sunk
December	..	<i>Marechal Davout</i> , French barque, sunk
January	4th, 1918	<i>Storebror</i> , Norwegian barque, sunk

WORKFIELD

W.R.Rea; 1901; Craig, Taylor & Co.; 4,257tons; 360x48>5x 20 - 3; 350 n.h.p.; triple-expansion engines.

The British steamship *Workfield* struck an unchartered rock and foundered off Turtle Rock, Sarawak, on December 24th, 1904. She was on a voyage from Cardiff, via the Cape of Good Hope, to Sasebo, Japan, carrying a cargo of coal.

WORKMAN

T. & J. Harrison; 1898; Workman, Clark & Co.; 6,116 tons; 450x52-5x30-6; 585n.h.p.; triple-expansion engines. The British steamship *Workman* was wrecked off Lago Mapudy, 15 miles from Rio de Janeiro, on December 26th, 1912. She was on a voyage from Vancouver, via Sars Francisco to London carrying a general cargo.

WORLD HARMONY

World Tankers Corp.; 1954; Vickers Armstrongs; 20,992 tons; 663 x 86 • 4 x 34 - 6; turbine engines.

The Greek tanker *World Harmony*, bound for Novorossisk in ballast, collided with the Yugoslav tanker *Petar Zoranic*, loaded with benzine and petrol, in the Bosphorus on December 14th, 1960. Both ships caught fire and drifted on to the Turkish steamship *Tarsus*, anchored near Istinye. All three ships were eventually destroyed by fire, with the total loss of 52 lives. Many of the survivors were badly burned.

WORLD SKY

S. S. Niarchos; 1953; Kockums Mek. Verkstad; 12,862 tons; 556-5x72-2x30-8; turbine engines.

The Liberian tanker *World Sky*, on a voyage from Port Sudan to Mena al Ahmadi, struck a reef in the Kuria Muria Islands off the coast of Oman on August 2nd, 1960, and sank. Sixteen of her crew were lost and 19, including the captain, saved.

WORLD SPLENDOUR

Merchant Tanker Corp.; 1957; Kockums Mek. Verkstad; 25,583 tons; 699-6x97-3x36-3; turbine engines. The Liberian tanker *World Splendour*, on a voyage from Fawley to Mena al Ahmadi, caught fire following two internal explosions on August 20th, 1957, 40-50 miles E. of Gibraltar. Sixty-one of the crew were taken off by other ships but the captain and eight men remained on board. The fire was eventually extinguished and on the 21st the tanker was taken in tow by two tugs, but sank before reaching port. Seven of her crew were lost.

WORON

West Russian S.S. Co.; 1906; Irvine's S'B. & D.D. Co.; 3,342 tons; 325x47-1x13-8; 275n.h.p.; triple-expansion engines.

The Russian steamship *Woron* was torpedoed and sunk by a German submarine in the North Sea on October 24th, 1917.

WREN

British Navy, destroyer; 1919; Yarrow & Co.; 1,9120 tons; 312x29-5x10-9; 27,000s.h.p.; 34 knots; turbine engines; Yarrow boilers; four 4-7 in. guns, two 2 pdr., 5 m.g., 6 T.T. The destroyers *Wren* and *Montrose* were in the North Sea on July 27th, 1941, when they were attacked by German bombers. The *Wren*, under command of Lt. Cdr. F. W. G. Marker, was hit and sunk off Aldeburgh, Suffolk. Four officers and 31 ratings were killed and two officers and six ratings wounded. Lt. Cdr. Harker was among the survivors.

The *Montrose* was more fortunate and succeeded in bringing down two of the bombers.

WREXHAM

Great Central Railway Co.; 1902; Sir Raylton Dixon & Co.; 1,414 tons; 239-9x35-3x20-8; 217n.h.p.; triple-expansion engines.

The British steamship *Wrexham*, from Murmansk with general cargo, was wrecked at the entrance to the Gulf of Archangel on June 19th, 1918.

WRYNECK

British Navy, destroyer; 1918; Palmer & Co.; 900 tons; 312x29-5x10; 18,000s.h.p.; 28 knots; turbine engines; Yarrow boilers; four 4 in. guns, 2 m.g.

The destroyer *Wryneck*, Cdr. R. H. D. Lane, in company with the destroyer *Diamond* took off 700 soldiers from the transport *Slamat* which had been bombed and set on fire in the Gulf of Nauplia on April 26th, 1941, during the evacuation of the British army from Greece. Next day both destroyers were bombed and sunk by German dive-bombers, with heavy loss of life. The *Wryneck* carried a complement of about 120, of whom seven officers, including Cdr. Lane, and 98 ratings were lost in addition to the soldiers, bringing the total to approximately 950 for both ships. Only about 50 of all services were saved.

For further particulars see *Diamond*.

WUHU

China Navigation Co.; 1879; 3,051 tons; 289-4x50-3x12; 300 h.p.; compound-inverted engines.

The British cargo ship *Wuhu* was wrecked in the Yangtze River on January 6th, 1883, while carrying a general cargo from Shanghai to Hankow.

WUHU MARU

Toa Kaiun K.K.; 3,222 tons.

The steamship *Wuhu Maru* was torpedoed and sunk by the U.S. submarine *Seawolf* on October 29th, 1943, about 100 miles S.E. of Hong Kong.

WYE

Royal Mail Steam Packet Co.; 1853; J. Caird & Co.; 819 tons; 210x—x—; 10 knots; compound engines. The small R.M.S.P.Co's steamship *Wye* was lying in the harbour of St. Thomas, Virgin Islands, on the morning of the great hurricane of October 29th, 1867. The story of the catastrophe, and of the loss of many of the R.M.S.P.Co's fleet, is told under the *Rhone*. At the moment when the hurricane descended upon the islands the *Wye* was without her captain, he being on a visit to the captain of the *Tyne*. The vessel, under charge of Mr. Hodgson, the first officer, slipped her anchor at the first sign of danger and got away westward out of the crowded harbour. She experienced fearful seas which washed away her binnacle, one of her masts went by the board and she became unmanageable. In this state she was flung broadside-on to the rocks of Buck Island and became a total wreck.

Of the 69 officers and men on the *Wye*—she was fortunately without passengers—41 were drowned. Among the survivors was Mr. Hodgson who, despite a broken arm, had made valiant efforts to save the ship.

WYKEHAM

Robinson & Rowland; 1882; T. Turnbull & Son; 1,474 tons; 243 x34x17-9; 130 h.p.; compound-inverted engines. The steamship *Wykeham* left Cardiff on March 25th, 1883, for Port Said. At some time prior to April 8th she foundered in a severe gale, probably in the neighbourhood of the River Tagus, with the loss of all on board.

WYNDHURST

Cleves Western Valleys Anthracite Collieries; 1917; J. Lewis & Sons; 570 tons; 165-1x27x11!'; 96r.h.p.; 8-5 knots; triple-expansion engines.

The collier *Wyndhurst* was torpedoed and sunk by a German submarine 30 miles S. of St. Catherine's Point on December 6th, 1917. The captain and ten of the crew were killed.

WYNNSTAY

County Shipping Co.; 1884; Russell & Co.; 1,674 tons; 258-8x38-2x23-1.

The British sailing ship *Wynnstay*, Capt. W. Thomas, on a voyage from Swansea to Iquique, was wrecked on the island of Serrana, Iquique, on July 30th, 1910. Five of the crew were drowned.

WYTHBURN

Walton S.S. Co.; 1911; R. Williamson & Son; 420 tons; 141-6x24-3x11; 83 r.h.p.; compound engines. The British steamship *Wythburn*, on a voyage from Bucarra to Bristol, struck a mine and sank on October 28th, 1940, in the Bristol Channel. Five of her crew of eight were lost.

XALAPA

XALAPA

Transportes Maritimos Mexicanos; 1945; *Chicago Bridge & Iron Co.*; 3,989 tons; 328x50-9x16-6; oil engines. The Mexican motorship *Xalapa* was driven ashore and wrecked off Manzanillo on October 27th, 1959, during a hurricane.

XANTHO

T. Wilson, Sons & Co.; 1871; *C. & W. Earle*; 1,826 tons; 282x34-8x19-6; 250h.p.; compound-inverted engines. The British steamship *Xantho*, on a voyage from Cronstadt to Hull with grain, was sunk by collision with the German steamship *Valuta*, 1,034 tons, on June 24th, 1884, near Faro Light, Gotland Island.

YAE MARU

Kokusai Kisen K.K.; 1919; *Harima Dockyard Co.*; 6,781 tons; 425 x 53 - 6 x 37 - 5; 556 n.h.p.; triple-expansion engines. The steamship *Yae Maru* was torpedoed and sunk by a British submarine on April 1st, 1942, in the Straits of Malacca.

YAEI MARU

Nihonkai Kisen K.K.; 1941. The steamship *Yaei Maru* was torpedoed and sunk by the U.S. submarine *Kingfish* on January 3rd, 1945, 400 miles S.E. of Nagoya.

YAGI MARU

NanyoKaiunK.K.; 1937. The steamship *Yagi Maru* was torpedoed and sunk by the U.S. submarine *Barbel* on August 9th, 1944, off the west coast of Tokunoshima, Ryukyu Islands,

YAHAGI

Japanese Navy, light cruiser; 1942; *Japan*; 6,000 tons; 560 X 49-5x—; 34 knots; turbine engines; six 6-1 in. guns, many 47 mm., 2 aircraft.

The light cruiser *Yahagi* was one of a squadron in the East China Sea, cruising about 50 miles S.W. of Kyushu. On April 7th, 1945, this force was attacked by U.S. naval aircraft from the Fifth Fleet carriers and was severely handled. The *Yahagi* was bombed and sunk as well as the battleship *Yamato* and four destroyers.

The full story of the fighting around Okinawa is told under the battleship *Yamato*.

YAHIKO MARU

Kobe Kisen Shintaku K.K.; 1888; *C. Cornell & Co.*; 2,653 tons; 305-6x39x24; 251 n.h.p.; triple-expansion engines. The steamship *Yahiko Maru*, on a voyage from Haiphong to Hong Kong, with limestone, was wrecked about ten miles S.E. of Hainan Head, during a storm on June 6th, 1924. About 32 lives were lost, three survivors were picked up by a Japanese naval vessel.

YAHIKO MARU

ItayaMiyakichi; 1926; *Kobe Steel Works*; 5,747 tons; 417-2 x 54-5x31-5; 776 n.h.p.; oil engines. The motor vessel *Yahiko Maru* was torpedoed and sunk by the U.S. submarine *Seawolf* on January 11th, 1944, about 50 miles W. of Oki no Erabu, Ryukyu Islands.

YAKUMO MARU

Osaka Shosen K.K.; 1919; *Ishikawajima S.B. & E. Co.*; 3,198 tons; 305x43-9x27-3; 279n.h.p.; triple-expansion engines. The steamship *Yakumo Maru* was bombed and sunk by U.S. land-based aircraft on March 19th, 1944, N. of the Schouten Islands, off north east New Guinea.

YALOVA

Deutsche Levante Linie; 1920; *Frerichs & Co.*; 3,750 tons; 362-7x50-3x22-2; 316n.h.p.; triple-expansion engines. The German steamship *Yalova* was torpedoed and sunk by a British submarine on September 28th, 1941, S. of San Giorgio Island, Italy.

YALTA

AzoffS.N.Co.; 1896; *J.Laing*; 1,361 tons; 235-8x34-2x9; 182n.h.p.; triple-expansion engines. The Russian steamship *Yalta* struck a mine and sank in the Black Sea on October 29th, 1914.

YAMABATO MARU

Yamashita Kisen K.K.; 1937; *Uraga Dock Co.*; 2,556 tons; 297-9x45x23-8; 165 n.h.p.; compound engines & L.P. turbine. The steamship *Yamabato Maru* was torpedoed and sunk by the U.S. submarine *Wahoo* on March 29th, 1943, W. of Shichi-to Island, South Japan.

YAMABIKO MARU

Yamashita Kisen K.K.; 1937; *Uraga Dock Co.*; 6,795 tons; 441-7x59x33-7; 833 n.h.p.; turbine engines. The steamship *Yamabiko Maru* was taken over by the Japanese Navy for service as a salvage vessel. On January 10th, 1944, she was

torpedoed and sunk by the U.S. submarine *Steelhead* about 150 miles E. of Kyushu Island, Japan.

YAMABUKI MARU

Yamashita Kisen K.K.; 1930; *W. Doxford & Sons*; 5,081 tons; 404 - 5x55-2x27-7; 441 n.h.p.; triple-expansion engines. The steamship *Yamabuki Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, about 100 miles S. of Olongapo, Philippines.

YAMAFUJI MARU

Yamashita Kisen K.K.; 1920; *J. Coughlan & Sons*; 5,359 tons; 400x52-4x28-8; 520 n.h.p.; triple-expansion engines. The steamship *Yamafuji (Yamahuzi) Maru* was torpedoed and sunk by the U.S. submarine *Finback* on October 20th, 1942, off the west coast of Formosa.

YAMAFUKU MARU

Yamashita Kisen K.K.; 1940; *Osaka Iron Works*; 4,928 tons; 365-7x54-1x29-1; 436n.h.p.; turbine engines. The steamship *Yamafuku Maru* was torpedoed and sunk by the U.S. submarine *Snook* on November 29th, 1943, 400 miles W. of the Ladrone Islands.

YAMAGATA MARU

Nippon YusenK.K.; 1916; *Mitsubishi Dockyard & Eng. Works*; 3,807 tons; 345x50x29-1; 342n.h.p.; triple-expansion engines. The steamship *Yamagata Maru* was torpedoed and sunk by the U.S. submarine *Redfin* on April 16th, 1944, in the Moro Gulf, 70 miles east of Zamboanga, Philippines.

YAMAGIKU MARU

Yamashita Kisen K.K.; 1920; *Irvine's S.B. & D.D. Co.*; 5,236 tons; 400 x 52x31; 517 n.h.p.; triple-expansion engines. The steamship *Yamagiku Maru* was torpedoed and sunk by the U.S. submarine *Par go* on June 28th, 1944, about 50 miles N. of Zamboanga, Philippines.

YAMAGIRI MARU

Yamashita Kisen K.K.; 1938; *MitsubishiJukogyo K.K.*; 6,438 tons; 439-4x58-3x32; 1,166n.h.p.; oilengines. The motor vessel *Yamagiri Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

YAMAGUMO

Japanese Navy, destroyer; 1937; *Fujinagata*; 1,500 tons; 356x33-3x9; 39,000s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 2 m.g.; 8 T.T. The destroyer *Yamagumo* was one of nine such vessels sunk at the battle of Leyte Gulf, October 23rd-27th, 1944. The particular action in which the *Yamagumo* was sunk was that fought in the Surigao Strait on the night of the 25th. An advance group of the Japanese Southern Force, consisting of two battleships, one heavy cruiser and four destroyers encountered an American fleet of five battleships and many cruisers and destroyers. All the Japanese ships, except one solitary destroyer, were sunk without the loss of any American vessel.

The *Yamagumo* was sunk in action with American destroyers. She carried a complement of over 200.

For details of the Surigao Strait action, see the battleship *Yamashiro*. For Leyte Gulf action see, the battleship *Musashi*.

YAMAHAGI MARU

Yamashita Kisen K.K.; 1919; *Sunder land S.B. Co.*; 5,246 tons; 400X52-4x28-4; 517n.h.p.; triple-expansion engines. The steamship *Yamahagi Maru* was sunk by U.S. carrier-based aircraft on October 12th, 1944, off Kaohsiung, Formosa.

YAMAKAZE

Japanese Navy, destroyer; 1936; *Uraga*; 1,368 tons; 335-5 x 31-7x9-2; 37,000s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2m.g.; 8 T.T. The destroyer *Yamakaze* was torpedoed and sunk off Yokosuka by the U.S. submarine *Nautilus* on June 25th, 1942. The normal complement of the destroyer was 180.

YAMAKUNI MARU

YAMAKUNI MARU

Yamashita Kisen K.K.; 6,921 tons.
The steamship *Yamakuni Maru* was torpedoed and sunk by the U.S. submarine *Swordfish* on January 14th, 1944, about 125 miles S. of Yokohama.

YAMAMICHI MARU

Yamashita Kisen K.K.; 6,850 tons.
The steamship *Yamamichi Maru* struck a mine and sank on July 1st, 1945, off Kobe.

YAMAMIYA MARU

Yamashita Kisen K.K.; 6,440 tons.
The steamship *Yamamiya Maru* was torpedoed and sunk by the U.S. submarine *Bashaw* on June 25th, 1944, off the Sangihe Islands, Celebes.

YAMAMIZU MARU

Yamashita Kisen K.K.; 5,174 tons.
The tanker *Yamamizu Maru* was torpedoed and sunk by the U.S. submarine *Hake* on March 27th, 1944, 235 miles N.E. of Djakarta.

YAMAMIZU MARU No. 2

Yamashita Kisen K.K.; 5,154 tons.
The tanker *Yamamizu Maru No. 2* was torpedoed and sunk by the U.S. submarine *Cabrilla* on October 6th, 1944, about 50 miles W. of Luzon Island, Philippines.

YAMAMIZU MARU No. 3

Yamashita Kisen K.K.; 5,244 tons.
The tanker *Yamamizu Maru No. 3* was bombed and sunk by U.S. land-based aircraft on April 22nd, 1944, 60 miles E. of Gocong, Indo-China.

YAMAOKA MARU

Yamashita Kisen K.K.; 6,932 tons.
The steamship *Yamaoka Maru* was torpedoed and sunk by the U.S. submarine *Tang* on July 4th, 1944, about 100 miles N. of Mokpo, Korea.

YAMASHIMO MARU

Yamashita Kisen K.K.; 1938; *Tsurumi Seitetsu Zosen K.K.*; 6,776 tons; 446 - 5 x 59 - 1 x 33 • 8; 398 n.h.p.; turbine-engines. The steamship *Yamashimo (Yamasimo) Maru* was torpedoed and sunk by the U.S. submarine *Tang* on February 23rd, 1944, about 50 miles W. of Rota Island, Ladrone Islands.

YAMASHIRO

Japanese Navy, dreadnought battleship; 1915; Yokosuka; 29,330 tons; 673x94x28-5; 40,000 i.h.p.; 22-5 knots; turbine engines; Kanpon boilers; twelve 14 in. guns, twelve 6 in., eight 5 in., 26 m.g., 2 T.T., 1 aircraft.

The Japanese battleship *Yamashiro* was a unit of the 'Southern Force' in action with the U.S. Seventh Fleet in the Surigao Strait in the early hours of October 25th, 1944. The whole engagement, known as the battle of Leyte Gulf, took place on the eastern coasts of the Philippines, ranging from Surigao Strait in the centre to Cape Engano in the north-east. It lasted more than four days, 23rd-27th, and embraced three separate actions fought simultaneously.

The advance portion of the 'Southern Force' which ran into the Surigao Strait comprised the following ships:—

BATTLESHIPS

<i>Yamashiro</i>	29,330 tons, twelve 14 in. guns
<i>Fuso</i>	" " " " " "

HEAVY CRUISER

<i>Mogami</i>	14,000 tons, eight 8 in. guns
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With four medium-sized destroyers.

Its objective was Leyte Gulf where the American army was disembarking, and which was covered on the eastern side by the U.S. Seventh and Third Fleets. A force of battleships, cruisers and destroyers under Rear-Admiral Jesse B. Oldendorf had already taken up positions in the strait unknown to the Japanese. The American destroyers and torpedo boats were deployed on either side, while the eastern end of the strait was sealed off by the heavy

ships. These included a battle-squadron consisting of the following:—

<i>Pennsylvania</i>	33,100 tons, twelve 14 in. guns
<i>California</i>	32,600 " " " "
<i>Tennessee</i>	" " " "
<i>West Virginia</i>	31,800 " eight 16 in. guns
<i>Maryland</i>	31,500 " " "

In the intense darkness of the early morning the 'Southern Force' steamed into this trap and was annihilated within a very few minutes. A stream of torpedoes fired at close range, mingled with salvos from the big guns of the heavy ships struck the Japanese squadron before it had any opportunity to make effective reply. The measure of this sudden onslaught may be gauged from the fact that the *Yamashiro* and her sister ship, the *Fuso*, with the destroyers *Asagumo*, *Michishio* and *Yamagumo*, all of 1,500 tons, went to the bottom and the heavy cruiser *Mogami* was disabled by gunfire and was sunk by aircraft on the following day.

The full story of the battle of Leyte Gulf is told under the battleship *Musashi*.

YAMASHIRO MARU

Nippon Yusen K.K.; 1912; *Kawasaki Dockyard Co.*; 3,429 tons; 352x44-7x25 • 9; 400 n.h.p.; triple-expansion engines. The steamship *Yamashiro (Yamasiro) Maru* was torpedoed and sunk by the U.S. submarine *Trout* on September 23rd, 1943, 200 miles S. of Iwojima.

YAMASHITA MARU

Yamashita Kisen K.K.; 10,605 tons.
The steamship *Yamashita Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1945, off Tateyama, Japan.

YAMATO

Japanese Navy, dreadnought battleship; 1940; Japan; 42,500 tons; 870x139x—; 160,000 s.h.p.; 30 knots; turbine engines; nine 16 in. guns, six 6-1 in., twelve 5 in.A.A., many 47 mm. On April 7th, 1945, a fast aircraft carrier force of the U.S. navy, under command of Vice-Admiral M. A. Mitscher, located a Japanese heavy squadron in the East China Sea, about 50 miles S.W. of Kyushu* Visibility was poor but in spite of this American airmen scored vital hits on the battleship *Yamato*, the latest and newest of her class in the Japanese navy. After sustaining many hits from bombs, aerial torpedoes and rockets the battleship sank, together with the light cruiser *Yahagi*, 6,000 tons, and the destroyers *Asashimo*, *Hamakaze* and *Isokaze* of 2,000 tons each, and the *Kasumi*, 1,500 tons.

The fighting was occasioned by the American landing on the island of Okinawa on April 1st. Although no large American unit was lost the casualties of personnel were severe.

In destroyers the loss was heavy as shown below:—

<i>Bush</i>	2,100 tons	<i>Morrison</i>	2,050 tons
<i>Colhoun</i>	2,050	<i>Oberrender</i>	1,275 "
<i>Drexler</i>	2,200	<i>Pringle</i>	2,050 "
<i>Halligan</i>	2,050	<i>Twiggs</i>	1,700 "
<i>Little</i>	2,050	<i>William D.</i>	"
<i>Luce</i>	2,100	<i>Porter</i>	1,700 "
<i>MannertL.</i>	"		
<i>Abele</i>	2,200		

All the above ships were lost between March 26th and June 16th.

YAMATO MARU

Nippon Yusen K.K.; 1915; *Soc. Esercizio Bacini*; 9,656 tons; 505 - 1 x 59 - 6 x 25 • 5; 1,512 n.h.p.; quadruple-expansion engines. The steamship *Yamato Maru*, serving as a transport, was torpedoed and sunk by the U.S. submarine *Snook* on September 13th, 1943, 200 miles S.E. of Shanghai.

YAMATO MARU

Hakuyo Kisen K.K.; 1917; *Osaka Iron Works*; 4,379 tons; 345 x 49 - 8 x 28 - 1; 390 n.h.p.; triple-expansion engines. The steamship *Yamato Maru* was torpedoed and sunk by the U.S. submarine *Tinosa* on November 22nd, 1943, off the Palau Islands.

YAMATSURUMARU

Yamashita Kisen K.K.; 2,651 tons.

The steamship *Yamatsuru Mam* was torpedoed and sunk by the U.S. submarine *Seawolf* on January 14th, 1944, about 350 miles S. of Shikoku, Japan.

YAMAURAMARU

Yamashita Kisen K.K.; 1937; *Uraga Dock Co.*; 6,798 tons; 441-7x59-1x32-7; 833n.h.p.; turbine engines. The steamship *Yamaura Mam* was sunk by U.S. land and carrier-based aircraft and gunfire from warships on November 15th, 1942, in the Solomon Islands.

YAMAYURIMARU

Yamashita Kisen K.K.; 1913; *A. McMillan & Son*; 5,028 tons; 400 • 8 x 52 • 1 x 27 • 3; 458 n.h.p.; triple-expansion engines. The steamship *Yamayuri Maru* was sunk by U.S. carrier-based aircraft on January 24th, 1944, off Rabaul.

YAMAZATOMARU

Fuso Kaiun K.K.; 1937; *Mitsui Bussan Kaisha*; 6,925 tons; 443 x 60 x 34 • 1; 962 n.h.p.; oil engines.

The motorship *Yamazato Maru* was torpedoed and sunk by a Dutch submarine on April 22nd, 1943, in the Straits of Malacca.

YAMAZAWAMARU

Yamashita Kisen K.K.; 6,889 tons. The steamship *Yamazawa Maru* was sunk by U.S. carrier-based aircraft on January 21st, 1945, off Kaohsiung, Formosa.

YAMAZUKIMARU

Yamashita Kisen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 6,439 tons; 436-4x58-3x32; 1,167h.p.; oil engines. The motorship *Yamazuki Maru* was sunk by U.S. land and carrier-based aircraft on November 15th, 1942, in the Solomon Islands.

YANAGIGAWAMARU

Dairen Kisen K.K.; 2,813 tons. The steamship *Yanagigawa Maru* was torpedoed and sunk by the U.S. submarine *Bashaw* on September 8th, 1944, in the Sulu Sea.

YANG TSZE

Lemn & Co.; 1863; *A. Hall*; 688 tons; 179-5x31x18-3. The famous China tea clipper *Yang Tsze*, Capt. W. Smith, left China for New York with a cargo of tea. On October 2nd, 1871, she was wrecked on the Paracel Islands, South China Sea. Capt. Smith and six men were lost.

YANG WEI

Imperial Chinese Navy, light cruiser; 1881; *L. Walker & Co.*; 1,350 tons; 210x32x15-8; 2,580i.h.p.; 16 knots; two 10 in. guns, four 4-7 in., 7m.g.

The small Chinese light cruiser *Yang Wei* was heavily armed for her size, and also carried many unnecessary wooden fittings and decorations. At the battle of the Yalu on September 17th, 1894, she and her sister ship, the *Chao Yung*, were outclassed by the new and fast Japanese cruisers armed with quick-firing guns. Both ships were soon in flames and were forced to haul out of the line.

The *Yang Wei*, heavily on fire, turned shorewards and ran aground. The *Chao Yung*, also in flames, rolled over and sank.

The full story of the battle of the Yalu is told under the *Chi-Yuen*.

YAR HISSAR

Turkish Navy, destroyer; 1907; *Chantiers de la Loire*; 305 tons; — x — X12-5; 6,000i.h.p.; 28 knots; turbine engines; one 12 pdr. gun, six 3 pdr., 2 T.T.

The destroyer *Yar Hissar* was a victim of the famous British submarine *E-11* in the Dardanelles campaign during the First World War. The destroyer was patrolling the waters of the Gulf of Ismid, at the eastern end of the Sea of Marmara when, on December 3rd, 1915, she was torpedoed and sunk by the *E-11*. Of her complement of 70 Turks and 15 Germans, three officers, including the commander, and 40 ratings, of whom five were German, were rescued by the *E-11*. The total number lost was 42.

Cdr. M. E. Nasmith was awarded the V.C. in recognition of his successful operations in the Sea of Marmara and the Dardanelles.

YARMOUTH

Great Eastern Railway Co.; 1903; *Gourlay Bros. & Co.*; 806 tons; 245 • 3 x 31 -1 x 15 • 3; 202 n.h.p.; 14 knots; triple-expansion engines.

The steamship *Yarmouth*, Capt. Avis left Rotterdam for Harwich at 10.30 a.m. on April 27th, 1908, with a crew of 20 and 443 tons of cargo, of which 192 tons was meat. Her deck cargo was said to be very heavy and among other items were three 3 ton pantehnicon vans filled with furniture. At about 5 p.m. on the same day observers on the Gabbard Lightship saw the *Yarmouth* rolling heavily. Witnesses from this ship stated that she rolled two or three times and was then lost to sight.

Immediately on receipt of the news the Great Eastern company sent out the steamship *Vienna* to make a search but beyond floating cases of meat she saw nothing of the missing ship. The cruiser *Blake* reported picking up the dead body of a man in a lifebuoy marked "Yarmouth, Harwich". She also sighted one of the pantehnicon vans.

From this meagre news and the evidence of those on the lightship it was assumed that the unfortunate steamship must have capsized and gone down with all hands.

YARRA

Messageries Maritimes; 1883; *Messageries Maritimes*; 4,163 tons; 416-7x41-6x30-7; 586n.h.p.; 10knots; triple-expansion engines. The liner *Yarra* was proceeding from Egypt to France with the Egyptian mail and 690 persons, of whom a large number were native passengers from Madagascar. On May 29th, 1917, the liner was torpedoed by a German submarine when passing through the Eastern Mediterranean. Eight Arab stokers and a number of Madagascar natives were killed by the explosion. The total number lost from all causes was 56.

YARRA

Australian Navy, sloop; 1935; *Cockatoo Dockyard, Sydney*; 1,060 tons; 266x36x7-5; 2,000 s.h.p.; 16-5 knots; turbine engines; 3-drum boilers; three 4 in. guns, four 3pdr., 6 m.g. The Australian sloop *Yarra*, Lt. Cdr. R. W. Rankin, R.A.N., was sunk a few days after the disastrous battle of the Java Sea. On March 4th, 1942, the sloop was convoying a number of Allied merchantmen which had sailed from Tjilatjap on the 2nd, when they were surprised by a Japanese force of three cruisers and two destroyers. The *Yarra*, which carried a complement of 152, was sunk in an attempt to ram one of the cruisers. The whole of the convoy was destroyed. Casualties on board the *Yarra* amounted to 139 killed, including Cdr. Rankin.

On February 5th the *Yarra* had rendered splendid service to the liner *Empress of Asia* which had been bombed and set on fire by Japanese aircraft off Singapore. The liner was carrying troops at the time and the *Yarra* came alongside and saved many hundreds. The sloop also drove off the raiders with her anti-aircraft guns.

For the full story of the battle of the Java Sea see under Dutch cruiser *De Ruyter*, flagship of Rear-Admiral K. Doorman.

YARRAVILLE

Standard Transportation Co.; 1928; *Lithgows Ltd.*; 8,627 tons; 460 x 62 - 8 X 36 - 4; 666 n.h.p.; 11 knots; triple-expansion engines.

The tanker *Yarraville*, Capt. W. A. Beveridge, was torpedoed and sunk by a German submarine off Gibraltar on June 21st, 1940. Five men were killed and seven were wounded, Capt. Beveridge was among the survivors. The vessel was not in convoy at the time.

YARROWDALE

Mackill Steamship Co.; 1912; *W. Dobson & Co.*; 4,652 tons; 390-2x52x26-6; 429n.h.p.; 13 knots; triple-expansion engines; (armed as *Rend*) five 5 • 9 in. guns, four 3-4 in., 2 T.T. The steamship *Yarrowdale* was captured by the German commerce-destroyer *Moewe* on December 11th, 1916, about 540 miles E.S.E. of Cape Race and taken to Germany. She was renamed *Leopard* and fitted out as a commerce raider armed with five 5-9 in. and four 3-4 in. guns and two torpedo tubes. Her appearance was altered by rigging her masts with derricks and painting her black with white upperworks, her sides carrying the Norwegian flag and the name *Rena—Norge*, on large boards. Thus disguised she left Germany

YASAKA MARU

about the middle of March, 1917, and by the 16th was 200 miles N.E. of the Faroes making for the Atlantic.

The position of the *Rena* was athwart the British patrol line running between the Shetlands and Iceland and just before noon she was sighted by the cruiser *Achilles*, 13,550 tons, six 9-2 in guns, and the armed boarding steamship *Dundee*, 2,187 tons, two 4 in. guns. The cruiser directed the *Dundee* to overhaul the stranger and carry out the usual routine enquiries, and at 2 p.m. she was signalled to stop which she did, and then to steer W. by S. and finally at 2.35 p.m. she was again ordered to stop and *Dundee* lowered a boat with a boarding party of five seamen under Lt. F. H. Lawson, R.N.R. By this time the British ships were highly suspicious of her character and Cdr. S. M. Day, R.N.R., in command of *Dundee* maneuvered his vessel to bring her on the stranger's weather quarter in order that he might rake her with his 4 in. guns. At 3.40 p.m. the *Rena* dropped her painted board from her port side and fired two torpedoes which ran to within 20 yards of *Dundee's* stern. The *Dundee* replied with her 4 in. guns causing an explosion followed by clouds of smoke from the German vessel. The engagement was fought out at close range, the enemy being slow to bring his guns into action, probably owing to the damage caused by *Dundee's* first salvo. After some 30 minutes *Achilles* came within range and completed the destruction of the raider with a torpedo which struck her in the bows. At 4.35 p.m. the *Rena* sank, being heavily on fire with her forward portion red hot. There were no survivors and Lt. Lawson and the five men of the boarding party perished as well.

YASAKA MARU

Nippon Yusen; 1914; *Kawasaki Dockyard Co.*; 10,932 tons; 516-7x61-8x34-6; 1,300 n.h.p.; triple-expansion engines. The Japanese steamship *Yasaka Maru* was torpedoed and sunk by a submarine in the Mediterranean on December 21st, 1915.

YASHIMA

Japanese Navy. 1st class battleship; 1896; *Vickers Son & Maxim*; 12,320 tons; 374x73x26-5; 13,500 i.h.p.; 18 knots; triple-expansion engines; four 12 in. guns, ten 6 in., sixteen 12 pdr., four 3pdr., four 2pdr., 5 T.T. The Japanese battleship *Yashima* was a unit of the 2nd subdivision of the 1st Battle Division during the Russo-Japanese War. On the morning of May 15th, 1904, in company with the battleships *Hatsuse* (which see), flagship of Rear-Admiral Nashiba, and the *Shikishima*, the ship was engaged in patrol duties off the fortress of Port Arthur. The Russians had observed the limits of the patrol and had plotted it with great care. As it was carried out at regular intervals they dispatched the minelayer *Amur*, Capt. Ivanov, to lay mines in the course of the squadron. The minefield was sown on the night of the 14th May, and was a violation of international law as it lay across the open sea in the course of all shipping, neutral as well as belligerent. At about 10 a.m. the flagship *Hatsuse* struck one of these mines, and some time later, when in tow, struck another and blew up with great loss of life. Shortly afterwards the *Yashima* struck one, or perhaps two mines and was badly holed. Her watertight bulkheads, however, kept her afloat and she was taken in tow for shallow water, where she might be beached and patched up sufficiently to proceed to a dockyard.

The ship was towed for many hours but the water gained on her and she gradually sank. The crew had ample time to take to the boats and were picked up by ships in company.

YASUKAWA MARU

Kawasaki Kisen K.K.; 1930; *Harland & Wolff*; 6,710 tons; 455-3x61-7x30-5; 979 n.h.p.; oilengines. The motorship *Yasukawa Maru* was bombed and sunk by U.S. land-based aircraft on November 2nd, 1942, off Buna, New Guinea.

YASUKUNI MARU

Minamimanshu Kisen K.K.; 1893; *A. Stephen & Sons*; 5,118 tons; 400x48x19-7; 362 n.h.p.; triple-expansion engines. The Japanese steamship *Yasukuni Maru* was sunk by a submarine in the Mediterranean on November 3rd, 1915.

YASUKUNI MARU

Hamane Shoten K.K.; 1920; *N. of Ireland S.B. Co. Ltd.*; 3,025 tons; 331-1 X 46-7 x 23-1; 433 n.h.p.; triple-expansion engines. The steamship *Yasukuni Maru* was torpedoed and sunk by the U.S.

submarine *Seahorse* on January 21st, 1944, about 200 miles N. of New Guinea.

YASUKUNI MARU

Nippon Yusen K.K.; 1930; *Mitsubishi Zosen Kaisha*; 11,933 tons; 507-5x64x36-8; 2,492 n.h.p.; oilengines. The motorship *Yasukuni Maru* was taken over by the Japanese Navy and converted into an auxiliary submarine tender. On January 31st, 1944, she was torpedoed and sunk by the U.S. submarine *Trigger* N.W. of Truk Island.

YASUKUNI MARU

Nippon Seitetsu K.K.; 5,794 tons. The steamship *Yasukuni Maru* was torpedoed by the U.S. submarine *Segundo* and bombed and sunk by carrier-based aircraft on December 6th, 1944, off the north coast of Luzon Island, Philippines.

YASUSHIMA MARU

Iino Kisen K.K.; 1939; *Kawaminami Kogyo K.K.*; 1,911 tons; 272-7x40x20-3; 150 n.h.p.; triple-expansion engines. The steamship *Yasushima (Yasusima) Maru* was torpedoed and sunk by a British submarine on March 28th, 1944, in the Straits of Malacca.

YATAGAN

French Navy, destroyer; 1900; *France*; 310 tons; 185-5 X 20-6x9; 5,600h.p.; 26 knots; turbine engines; Normand boilers; one 9pdr. gun, six 3 pdr., 2 T.T.

The small French destroyer *Yatagan* was lost by collision with the British steamship *Teviot*, off Dieppe on December 3rd, 1916. The destroyer carried a complement of 62.

YAWATA MARU

Hinode Kisen K.K.; 1935; *Asano S.B. Co.*; 1,852 tons; 270X 40x20-3; 156n.h.p.; triple-expansion engines.

The steamship *Yawata Maru* was torpedoed and sunk by the U.S. submarine *Trigger* on November 2nd, 1943, about 300 miles E. of the Ryukyu Islands.

YAYOI

Japanese Navy, destroyer; 1925; *Uraga Dock Co.*; 1,315 tons; 320x30x9-9; 38,500 s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; four 4-7 in. guns, 2 m.g., 6 T.T. The destroyer *Yayoi* was bombed and sunk by British and American aircraft off Normanby Island, New Guinea, on September 11th, 1942. The destroyer's normal complement was 100.

YDRA

Greek Navy, destroyer; 1931; *OdeTo-Terni-Orlando*; 1,389 tons; 303 X32x12-5; 40,000 s.h.p.; 39-5 knots; turbine engines; *Express boilers*; four 4-7 in. guns, three 40 mm., 6 T.T., 40 mines.

The destroyer *Ydra*, Cdr. Pezopoulos, was escorting a convoy of ships leaving the Piraeus on the evening of April 22nd, 1941, when she was attacked by 35 German Stuka bombers. Within three minutes the ship's guns had been put out of action and one third of her complement of 156 killed, including Cdr. Pezopoulos, the first and second lieutenants and the surgeon. Capt. Mezevisis, commanding the flotilla, who had escaped from the *Psara* on the previous day, was wounded. He gave the order to abandon ship and was later taken off a rock to which he and many of the survivors had swum, by a torpedo boat.

Such of the Greek naval and military forces as could get away were making for Alexandria to join the Allies. A more detailed account of events is given under the *Psara*.

YEIRYO MARU

Tanaka Kisen G.K.; 1905; *Irvine's S.B. & D.D. Co.*; 3,439 tons; 342-4x49-5x22-8; 312 n.h.p.; triple-expansion engines. The steamship *Yeiryo Maru* left Kushiro on October 29th, 1934, for Dairen with a cargo of railway sleepers. At 7.30 a.m. on November 2nd a distress call from the ship was picked up, giving a position off Oki Island, but nothing other than floating wreckage was ever found.

YEITOKU MARU

Nippon Godo Kosen K.K.; 1888; *London & Glasgow Eng. & Iron S.B. Co.*; 2,951 tons; 344x40x27-7; 380n.h.p.; triple-expansion engines. The steamship *Yeitoku Mam*, on a voyage from Hokkaido to Konan, Korea, with ore, sprang a leak and sank off the east coast of Korea at midnight on October 26th, 1935. There were no survivors.

YENISEI

Russian Navy, minelayer; 1900; *Baltic Works*; 3,000 tons; 4,958 i.h.p.; 18 knots; triple-expansion engines; five 12pdr. guns, seven Spdr., 1 T.T., 500 mines.

At the commencement of the Russo-Japanese War the minelayer *Yenisei* was lying at Port Arthur with the Russian Pacific Squadron. On February 10th, 1904, two days after hostilities had begun, the ship, escorted by the cruiser *Boyarin*, proceeded to lay mines at the entrance to Ta-lien Bay. On the morning following it was found that one of these mines had come adrift, and the *Yenisei* attempted to destroy it by gunfire. While engaged on this task the ship hit on another of the mines and was blown up, sinking within 20 minutes.

Of her complement of 317 officers and men, four officers, including Cdr. Stepanoff, and 89 ratings were lost.

YEOMAN

T. & J. Harrison; 1901; *C. Connell & Co.*; 7,379 tons; 470-3 x 56 - 2 X 31 • 8; 576 n.h.p.; triple-expansion engines. The British steamship *Yeoman* was wrecked at Camelle, near Cape Villano, on February 10th, 1904, while on a voyage from Liverpool to Calcutta carrying a general cargo. Five Lascars were drowned.

YESSO

W. & T. W. Pinkney; 1880; *J. Laing*; 2,104 tons; 288-8x 35 x 20; 200 h.p.; triple-expansion engines.

The British steamship *Yesso* sank after a collision with the barque *Lizzie R. Wilce*, 162 tons, seven miles N.N.E. of Ilfracombe at 3 a.m. on March 28th, 1894, while on a voyage in ballast from Newport to Baltimore.

YEWFOREST

I. Stewart & Co. Shipping; 1910; *Greenock & Grangemouth Dockyard Co.*; 815 tons; 199-3x30-1 X12-1; 99 r.h.p.; triple-expansion engines.

The British steamship *Yewforest* was sunk at 3.10 a.m. on November 19th, 1942, during an attack on the convoy by German motor torpedo boats and aircraft. Nine of the crew and two gunners were lost.

YIK SANG

Indo-China S.N. Co.; 1902; *Campbeltown S.B. Co.*; 7,967 tons; 282 x 40 X 20 - 4; 208 n.h.p.; triple-expansion engines. The British steamship *Yik Sang* was wrecked on Brothers Island, near Swatow, on January 15th, 1908, in fog, while on a voyage from Wakamatsu to Hong Kong carrying a cargo of coal. The chief engineer and five Chinese were drowned.

YIZUKI

Japanese Navy, destroyer; 1927; *Fujinagata*; 1,315 tons; 320x30x9-9; 38,500 s.h.p.; 34 knots; turbine engines; *Kanpon boilers*; four 4-7 in. guns, 2 m.g., 6 T.T. The Japanese destroyer *Yizuki* was bombed and sunk off Leyte Island, Philippines, by U.S. army and Marine Corps aircraft on December 12th, 1944. The destroyer's normal complement was 150.

YMER

I. Lund & Co.; 1910; *Lakevaags Maskin & Jernskibs.*; 1,123 tons; 228 ^5x35-2x15-9; 106 n.h.p.; triple-expansion engines.

The Norwegian steamship *Ymer* was sunk by a German submarine in the Bay of Biscay on January 23rd, 1917.

YNGAREN

Rederi-AjB Transatlantic; 1921; *W. Doxford & Sons*; 5,246 tons; 420x54x25; 640 n.h.p.; oilengines. The Swedish motorship *Yngaren* left Halifax on January 2nd, 1942, in convoy for Hull, with a crew of 34 and six passengers. The convoy became scattered in bad weather and at 4 a.m. on the 12th the

Yngaren was torpedoed and sunk by a German submarine about 600 miles W. of Ireland. Only two survivors were found.

YOCHOW

China Navigation Co.; 1901; *Scott & Co.*; 2,127 tons; 290x 40-2x20-6; 146 n.h.p.; 8• 5 knots; triple-expansion engines. The steamship *Yochow* was torpedoed and sunk by a German submarine 54 miles N. |E. of Port Said on March 20th, 1918. The captain and 49 others were killed.

YODOGAWA MARU

Toyo Kaiun K.K.; 1939; *Mitsubishi Jukogyo K.K.*; 6,441 tons; 439-4x58-3x32; 1,163 n.h.p.; oilengines.

The motorship *Yodogawa Maru* was torpedoed and sunk by the U.S. submarine *Grayback* on May 11th, 1943, N. of Manus Island.

YOJO MARU

Toa Kaiun K.K.; 2,220 tons.

The steamship *Yojo Maru* struck a mine and sank on August 14th, 1945, off Kobe.

YOKO MARU

Sanko Risen K.K.; 1938; *Nakata Zosensho*; 1,050 tons; 197-9X 32x18-3; 158 n.h.p.; oilengines.

The motorship *Yoko Maru* was torpedoed and sunk by the U.S. submarine *Harder* on September 11th, 1943, 100 miles S. of Yokohama.

YOKOHAMA MARU

Nippon Yusen K.K.; 1912; *Mitsubishi Dockyard & Eng. Works*; 6,143 tons; 399-9x49-9x37-7; 632 n.h.p.; triple-expansion engines.

The steamship *Yokohama Maru* was bombed and sunk by U.S. land-based and carrier-based aircraft on March 10th, 1942, off Lae, New Guinea.

YOLANDE

R. Gardella; 1891; *J. Laing*; 1,733 tons; 244-9x36-1x14; 149 n.h.p.; triple-expansion engines.

The French steamship *Yolande* was bombed and sunk by Insurgent aircraft on January 23rd, 1939, at Barcelona, during the Spanish Civil War.

YOMA

British & Burmese Steam Nav. Co.; 1928; *W. Denny & Bros.*; 8,131 tons; 460-3x61-2x31; 14 knots; quadruple-expansion engines & L.P. turbine.

The liner *Yoma*, Capt. George Patterson, was serving in the Mediterranean as an auxiliary transport. On June 17th, 1943, when in convoy off Benghazi she was torpedoed and sunk by a German submarine. Capt. Patterson, 29 of the crew, three gunners and 451 military personnel were lost.

YOMEI MARU

Nippon Kyodo K.K.K.; 1919; *Osaka Iron Works*; 7,151 tons; 415X55-5x34-7; 551 n.h.p.; quadruple-expansion engines.

The steamship *Yomei Maru*, on a voyage from Yokohama to Otaru in ballast, ran ashore in fog and broke in two on July 4th, 1929, at Cape Kobe, Iwate prefecture.

YOMEI MARU

Nippon Yusen K.K.; 1936; *Mitsubishi Jukogyo K.K.*; 2,860 tons; 326-2x44-3x24; 284 n.h.p.; triple-expansion engines.

The steamship *Yomei Maru* was torpedoed and sunk by the U.S. submarine *Kingfish* on October 1st, 1942, about 100 miles S. of Susami, Japan.

YONAN MARU

Nippon Kyodo K.K.K.; 1919; *Osaka Iron Works*; 7,154 tons; 415x55-5x34-7; 551 n.h.p.; quadruple-expansion engines. The steamship *Yonan Maru*, on a voyage from Portland, Oregon, to Shanghai with wheat and timber, ran into heavy weather near Sitka Island, Aleutian Islands, on October 16th, 1931. Distress calls were picked up saying that the ship was making water in the engine room and needed assistance, the last of these calls was received at 11.40 p.m. Seven ships which answered the calls for help searched

YONEYAMA MARU

in the position given but found no trace of the *Yonan Mam* other than logs from her deck cargo.

YONEYAMA MARU

Itaya Shosen K.K.; 1919; *Mitsubishi Zosen Kaisha*; 5,274 tons; 400 x 54 • 5 x 30; 490 n.h.p.; triple-expansion engines. The steamship *Yoneyama Mam* was torpedoed and sunk by the U.S. submarine *Thresher* on July 1st, 1943, in the Macassar Strait.

YONGALA

Adelaide Steamship Co.; 1903; *Armstrong, Whitworth & Co.*; 3,664 tons; 350x45-2x27-2; 690 n.h.p.; 15 knots; triple-expansion engines.

The steamship *Yongala* left Mackay, Queensland, for Townsville on the afternoon of March 23rd, 1911, having on board 142 people all told, of whom 72 were crew. At 6 o'clock on the same evening she was sighted by the lighthouse keeper at Dent Island at the entrance to the Whitsunday Passage. She was not seen again, and it can only be concluded that she encountered a hurricane, many other ships reporting severe weather on their reaching port.

A search was instituted which resulted in the finding of a mail bag and some cargo belonging to the *Yongala*, which v/as sufficient to establish her fate.

YORCK

German Navy, armoured cruiser; 1906; *Blohm & Voss*; 9,050 tons; 403-2x65-5x25-7; 19,000 i.h.p.; 21-4 knots; triple-expansion engines; *Dtirn* boilers; four 8-2 in. guns, ten 6 in., fourteen 2pdr., 4 m.g., 4 T.T.

The German armoured cruiser *Yorck* took part in the first North Sea raid upon Gorleston and Yarmouth in November 1914. At about 7 a.m. on the 3rd the British minesweeping gunboat, *Halcyon*, sent out a signal that she was engaged with heavy enemy ships which had emerged out of the mist. Eight ships were counted, of which the *Seydlitz*, *Moltke* and *Von der Tann*, were battle cruisers. The others were light cruisers with the *Yorck*, which appears to have been the mystery ship of the squadron, as the German Admiralty later endeavoured to make out that she had not been present. The results of the raid were more startling than effective, for, beyond laying a line of mines five miles long in the Smith's Knoll Passage, and dropping a number of shells along the foreshore, the squadron accomplished very little. The *Halcyon* was hit several times, but escaped without casualties.

The German ships returned as far as their bases without loss, but on the morning of November 4th, when entering Jade Bay, the *Yorck* ran into a minefield and was blown up. About 300 of her complement of 557 officers and men were drowned.

YORK

British Navy, heavy cruiser; 1928; *Palmer & Co.*; 8,250 tons; 575x57x17; 80,000 i.h.p.; 32-25 knots; turbine engines; 3-drum boilers; six 8 in. guns, eight 4 in., four 3 pdr., 14 smaller, 6 T.T., 1 aircraft.

The heavy cruiser *York*, Capt. R. H. Portal, had been badly damaged by dive-bombing attacks when serving in Cretan waters in April and May 1941. The vessel was sent to Suda Bay, the only suitable harbour in the island of Crete, to make temporary repairs, but before these had advanced sufficiently for her to proceed to sea the British forces were compelled to withdraw. This necessitated the destruction of *York* to prevent her from falling into enemy hands and this was carried out on May 29th, 1941.

Losses among her complement of over 600 amounted to two killed and five wounded.

YORKMAR

Calmar S.S. Corp.; 1919; *Ames S.B. & D.D. Co.*; 5,612 tons; 409-8x54'2x29'2; 359 n.h.p.; triple-expansion engines. The American steamship *Yorkmar*, Capt. W. A. De Puey, was torpedoed and sunk by a German submarine on October 9th, 1943, about 500 miles W. of Ireland on a voyage from Boston to Cardiff. Thirteen of the complement of 67 were lost, Capt. De Puey was among the survivors.

YORKMOOR

Walter Runciman & Co.; 1912; *J. Readhead & Sons*; 4,253 tons; 369 - 7 x 51 • / x 26 -1; 385 n.h.p.; triple-expansion engines. The British steamship *Yorkmoor* was wrecked on Lobos Island, River Plate, on July 16th, 1918. She was carrying a cargo of wheat.

YORKSHIRE

BibbyLine; 1920; *Harland & Wolff*; 10,183 tons; 482-4x 58-3 x40-4; 946 n.h.p.; 15 knots; turbine engines. The liner *Yorkshire*, Capt. V. C. P. Smalley, with 278 persons on board, of whom 160 were crew, was torpedoed by a German submarine 700 miles W. of Bordeaux on October 17th, 1939. The ship sent out a wireless call for help and the steamship *Independence Hall*, 5,753 tons, came to the rescue, but too late to save many of those on board. Fifty-eight persons lost their lives, of whom 33 were passengers and 25 crew, including Capt. Smalley.

The 220 survivors were landed at Bordeaux on the night of October 20th, together with those from the *City of Mandalay* (which see) whom the *Independence Hall* rescued at the same time, not far from the position of the *Yorkshire*.

YORKTOWN

United States Navy, aircraft carrier; 1936; *Newport Nevess Shipbuilding Co.*; 19,900 tons; 809-5x83-2x21-7; 120,000 s.h.p.; 34 knots; turbine engines; *Babcock & Wilcox* boilers; eight 5 in. guns, sixteen 1-1 in., 85 aircraft.

Early in June 1942 the U.S. Pacific Fleet was disposed between Midway Island and the Aleutians with the object of countering any forward movement upon which the Japanese Admiralty might embark. At about 9 o'clock on the morning of the 3rd American naval aircraft sighted a convoy of transports, escorted by aircraft carriers, cruisers and smaller craft, some 700 miles distant from Midway. Bombers of the U.S. army based upon Midway made an attack on the same day, scoring hits on a cruiser and several transports. At daylight on the 4th more American planes joined in the attack and made contact with a battleship and several aircraft carriers. The attacks were pressed home though at severe loss to the Americans. The Japanese had brought up the carriers *Akagi* and *Kaga*, both 26,900 tons, 60 aircraft apiece, and the *Hiryu* and *Soryu*, both 10,050 tons, 40 aircraft apiece. A large American naval force, including the aircraft carriers *Hornet*, 19,800 tons, and *York town*, 85 aircraft apiece, with one other, with Admiral Chester W. Nimitz in supreme command was known to be in the vicinity.

The fighting extended from the 3rd to the 6th, but warships of the opposing squadrons did not make contact with each other at any time, except for one U.S. submarine which torpedoed *Soryu* after she had been disabled by bombs, and two Japanese submarines which torpedoed *Yorktown* and the destroyer *Hammann*. The whole action was fought out between ships and aircraft, the rival fleets being more than 100 miles apart.

After sustaining many hits the Japanese admiral decided to withdraw from the area before his losses became severe. He therefore altered course to the north-west on the afternoon of the 4th, at which time his force was intact though damaged. The ship which had suffered most was *Soryu* and it became necessary to take her in tow. It was while this operation was in hand that the U.S. submarine *Nautilus* approached unnoticed and hit her with three torpedoes. The aircraft carrier sank during the night.

The next ships to go were *Akagi* and *Kaga*, both of which were bombed with their aircraft on the flight decks. Petrol from the planes ignited and the carriers caught fire and burned out, sinking during the night. These losses left the Japanese with only one carrier, *Hiryu*, which sent up 36 planes to attack *Yorktown*. Fourteen of these were destroyed but four came through the defences and scored hits on the American ship. A second attack made by torpedo-bombers, was more successful as the ship was hit by a torpedo and took so heavy a list that it was impossible to use her flight deck for landing or taking off. She was abandoned save for a few men and taken in tow, but on the 6th she was torpedoed again, this time by a Japanese submarine, and sank shortly afterwards.

The *Hiryu* was bombed so badly that she caught fire and sank next morning.

The weather took a turn for the worse, and the Japanese split into groups making it more difficult to maintain contact. One of these groups comprising the cruisers *Mikuma* and *Mogami*, and three destroyers was located at about 9.30 on the morning of the

6th. Constant attacks from the air sank *Mikumaju* after noon.

This concluded the battle in which the Japanese lost four aircraft carriers and one heavy cruiser, besides suffering much damage to three of their battleships. In addition it is estimated that they lost 275 aircraft and that approximately 4,800 officers and ratings were either killed or drowned.

The American losses were one aircraft carrier and one destroyer, together with 92 officers and 215 ratings.

YORKTOWN

Ministry of War Transport (Coast Lines Ltd.); 1918; Newport News S.B. & D.D. Co.; 1,547 tons; 267x46x18; 279 n.h.p.; 9 knots; triple-expansion engines.

The steamship *Yorktown*, Capt. W. P. Boylan, was torpedoed and sunk by a German submarine on September 26th, 1942, when in convoy in the North Atlantic. Sixteen of the crew and two gunners were killed and 44 wounded, Captain Boylan was among the survivors.

YORO MARU No. 2

Nippon Yusen K.K.; 1918; Fujinagata Dockyard Co.; 2,231 tons; 272 X 40 X 24 - 1; 189 n.h.p.; triple-expansion engines.

The steamship *Yoro Maru No. 2* struck a mine and sank on May 31st, 1945, off Shimonoseki.

YORUBA

Elder, Dempster & Co.; 1895; Barclay, Curie & Co.; 3,000 tons; 322x42-3x16-8; 277 n.h.p.; triple-expansion engines. The British steamship *Yoruba* was wrecked on Turtle Island, near Sierra Leone, on August 17th, 1911, while on a voyage from Libreville to Continental ports carrying a general cargo.

YOSEI MARU

Japanese Government; 1928; Nederlandsche Scheepsbouw Maats.; 2,594 tons; 305x50-1x15-1; 236 n.h.p.; triple-expansion engines.

The tanker *Yosei Maru* was formerly the Dutch *Josefina*, seized by the Japanese at Surabaya. On May 13th, 1945, she was torpedoed and sunk by the U.S. submarine *Baya* off Jesselton, North Borneo.

YOSHIDA MARU

Nippon Yusen K.K.; 2,926 tons.

The steamship *Yoshida Maru* was taken over by the Japanese Navy and converted into an auxiliary gunboat. On January 18th, 1944, she was torpedoed and sunk by the U.S. submarine *Flasher* about 500 miles E. of the Kazan Islands.

YOSHIDA MARU No. 1

Yamashita Risen K.K.; 1919; Asano S.B. Co.; 5,425 tons; 400 x 53 - 2 x 29 - 4; 513 n.h.p.; triple-expansion engines. The steamship *Yoshida (Yosidd) Maru No. 1* was torpedoed and sunk by the U.S. submarine *Jack* on April 26th, 1944, off the west coast of Luzon Island, Philippines.

YOSHIDA MARU No. 3

Yamashita Risen K.K.; 1918; Uraga Dock Co.; 4,646 tons; 360 x 51 x 28 • 4; 378 n.h.p.; triple-expansion engines. The steamship *Yoshida (Yosidd) Maru No. 3* was torpedoed and sunk by the U.S. submarine *Ronquil* on August 24th, 1944, off Keelung, Formosa.

YOSHIN MARU

Nippon Yusosen K.K.; 2,820 tons.

The steamship *Yoshin Maru* struck a mine and sank on May 26th, 1945, in the Inland Sea of Japan.

YOSHINO

*Japanese Navy, protected cruiser; 1892; Vickers Son & Co. Maxim; 4,160 tons; 350x46-5*17; 15,500 i.h.p.; 23 knots; triple-expansion engines; four 6 in. guns, eight 4 - 7 in., twenty-two 3pdr., two 2% pdr., 5 T.T.*

In May, 1904, the Japanese light cruiser *Yoshino* formed one of a squadron under command of Rear-Admiral Dewa. This squadron was engaged in the blockade of Port Arthur, and on the morning of the 15th was to the southward of the Liao-Tung peninsula. The ships were turning in thick fog at about 1.40 a.m., when the

armoured cruiser *Kasuga* struck *Yoshino* from astern, making a large hole in her port quarter just abaft the engine room. The light cruiser began to settle by the stern with a list to starboard, and within a very short time she foundered.

The fact that *Yoshino* rolled over to starboard and went down in that fashion is very remarkable, as her injuries were on the port side. Only some 90 of her complement of 419 officers and men were saved.

YOSHINO MARU

Nippon Yusen K.K.; 1906; F. Schichau; 8,990 tons; 463 - 5 x 57 - 5 x 38 - 9; 820 n.h.p.; quadruple-expansion engines.

The steamship *Yoshino (Yosind) Maru*, serving as a transport, was torpedoed and sunk by the U.S. submarines *Steelhead* and *Parche* on July 31st, 1944, off the west coast of Dalupiri Island, Philippines.

YOSHINO GAWA MARU

Toyo Kaiun K.K.; 1,430 tons.

The steamship *Yoshinogawa Maru* was torpedoed and sunk by the U.S. submarine *Nautilus* on January 9th, 1943, off Bougainville Island.

YOSHU MARU

Uwajima Unyu K.K.; 1916; Skinner & Eddy Corp.; 5,711 tons; 411' 6 x 54 - 2 x 27 - 1; 476 n.h.p.; turbine engines. The steamship *Yoshu Maru* was bombed and sunk by U.S. carrier-based aircraft on January 12th, 1945, 25 miles N.E. of Binh Dinh, Indo-China.

YOUNG

United States Navy, destroyer; 1919; Bethlehem Shipbuilding Corp.; 1,215 tons; 310x30-9x9-3; 27,500 s.h.p.; 35 knots; turbine engines; Yarrow boilers; four 4 in. guns, one 3 in. A.A., 12 T.T.

The destroyer *Young* was one of a flotilla of seven such vessels steaming through a dense fog at high speed near the island of Santa Barbara, off the coast of California, on September 8th, 1923. All the ships ran upon the rocks and became total wrecks, but most of the crews got away in safety. The full story of the disaster is told under the *Delphy*, leading ship of the flotilla.

YOWA MARU

Nittoh Kogyo K.K.; 6,435 tons.

The steamship *Yowa Maru* was torpedoed and sunk by the U.S. submarine *Trigger* on September 14th, 1943, W. of Toku no Shima, Ryukyu Island.

YOXFORD

Hunting & Son; 1880; Tyne Iron S.B. Co.; 1,878 tons; 270 x 35 - 2 x 24 - 5; 187 n.h.p.; compound engines. The British steamship *Yoxford* was wrecked on the Alacranes reefs on January 8th, 1896, while on a voyage from Genoa and Port Limon to Vera Cruz. Her cargo included wine and marble.

YOZAN MARU

Kokoku Risen K.K.; 6,487 tons.

The steamship *Yozan Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off Corregidor, Philippines.

YOZAN MARU

Yamamoto Risen K.K.; 1918; Teikoku Kisen; 1,227 tons;

228 x 33 x 18 - 7; 101 n.h.p.; triple-expansion engines. The steamship *Yozan Maru* was torpedoed and sunk by the U.S. submarine *Skate* on June 12th, 1945, near Kanazawa, Japan.

YRURAC BAT

Olana, Larrinaga & Co.; 1871; T. R. Oswald & Co.; 2,197 tons;

301 - 7 x 35 - 3 x 23 - 8; 280 h.p.; compound-inverted engines. The Spanish steamship *Yrurac Bat* was sunk by collision with the British steamship *Douro*, 2,846 tons, on April 1st, 1882, about 45 miles N. of Cape Finisterre. Thirty-six lives were lost, the 32 survivors were picked up by the steamship *Hidalgo*.

YSELHAVEN

YSELHAVEN

United States Shipping Board; 1916; Rotterdam Dry Dock; 3,558 tons; 361 - 4 x 49 - 9 x 22 • 1; 301 n.h.p.; triple-expansion engines.

The American steamship *Yselhaven* struck a mine on March 3rd, 1919, 20 miles from Coquet Island off the coast of Northumberland. She sank with the loss of ten of the crew.

YSELHAVEN

Gebr. van Uden; 1921; W. Dobson & Co.; 4,802 tons; 360 x 52 x 31 - 5; 401 n.h.p.; triple-expansion engines. The Dutch steamship *Yselhaven* was torpedoed and sunk by a German submarine on June 6th, 1941, on a voyage from Liverpool to the St. Lawrence River. The captain and eight others were killed on board and 15 men in a boat were lost.

YSER

Societe Generate cPArnement; 1919; Ateliers & Chantiers de Bretagne; 2,486 tons; 290x43-3x20-2; turbine engines. The French steamship *Yser*, on a voyage from Port Talbot to Nantes with coal, was wrecked on October 18th, 1928, on Point de l'Echelle, Belle lie.

YTERROY

Dampsk. Akties. Oy; 1914; Helsingors Jernsk. & Maskin.; 1,112 tons; 230-7x35-6x13-3; 101 n.h.p.; triple-expansion engines.

The Norwegian steamship *Ytteroy* was sunk by a German submarine off Ushant on August 19th, 1917.

YU SANG

Indo-China Steam Nav. Co.; 1934; Swan, Hunter & Wigham Richardson; 3,357 tons; 328-7x47-2x23-2; 383 n.h.p.; triple-expansion engines.

The British steamship *Yu Sang* was taken over by the U.S. Navy at Marivales Harbour, Philippines, on February 26th, 1942. On April 9th that port was attacked by Japanese aircraft. The *Yu Sang*, which was partly loaded with munitions, was hit by a bomb and blew up.

YUAN SHUN

Ta Tung Hsing S.S. Co.; 1903; C. S. Swan & Hunter; 1,759 tons; 265 X 37- 1 x 17-9; 199 n.h.p.; triple-expansion engines. The Chinese steamship *Yuan Shun* foundered at 12.45 a.m. on April 7th, 1934, 40 miles outside Woosung, with the loss of 29 lives.

YUBAE MARU

Kuribayashi Shosen K.K.; 1919; Ishikawajima S.B. Co.; 3,217 tons; 305x43-9x27-3; 279 n.h.p.; triple-expansion engines.

The steamship *Yubae Mam* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

YUBARI

Japanese Navy, light cruiser; 1923; Sasebo; 2,890 tons; 435 X 39-5x11-7; 5,700 s.h.p.; 33 knots; turbine engines; Kanpon boilers; six 5-5 in. guns, one 3 in.A.A., 2 m.g., 4 T.T., 34 mines. The Japanese light cruiser *Yubari* was torpedoed and sunk S. of Palan by the U.S. submarine *Bluegill* on April 27th, 1944. The cruiser's normal complement was 328.

YUBARI MARU

Hokkaido Tanko Kisen K.K.; 1930; Mitsubishi Kaisha; 4,109 tons; 351 - 5x49x27-7; 241 n.h.p.; triple-expansion engines. The steamship *Yubari Maru* was bombed and sunk by Dutch aircraft on March 17th, 1942, off Bandjermasin, Borneo.

YUDACHI

Japanese Navy, destroyer; 1936; Sasebo; 1,368 tons; 335-5 x 31-7x9-3; 38,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 8 T.T.

The destroyer *Yudachi* was sunk in the first phase of the battle of Guadalcanal which covered the three days November 13th-15th, 1942. On the night of the 13th a Japanese squadron steaming through the Lengo Channel, off Savo Island, ran into a squadron of U.S. cruisers and destroyers returning from escort of a convoy of transports which had disembarked their troops on Guadalcanal.

The fighting which ensued was of a very determined character and salvos were exchanged at close range. The *Yudachi* was sunk in the first 15 minutes, blown up by a salvo probably from the U.S. heavy cruiser *San Francisco*.

The destroyer's normal complement was 180.

For full story of the battle see the battleship *Kirishima* and the cruiser *Atlanta*.

YUEN WO

Indo-China S.N. Co.; 1883; S. C. Farnham & Co.; 2,522 tons; 273 - 5x40-5x13-1; 250 n.h.p.; compound engines. The British steamship *Yuen Wo* was destroyed by fire at Tungchow, Yangtze River, on April 27th, 1905, at the commencement of a voyage from Tungchow to Shanghai carrying a general cargo. Thirty Chinese were drowned.

YUENLEE

Ching Kee Steam Nav. Co.; 1906; Trondhjems Mek. Verksted; 1,216 tons; 225-4x33-5x18-6; 116 n.h.p.; triple-expansion engines.

The Chinese steamship *Yuenlee*, on a voyage from Fuchow to Shanghai with coal, was sunk by collision with the Japanese steamship *Taian Maru*, 5,650 tons, on October 20th, 1929, off Shanghai.

YUET ON

Hoong Tak S.S. Co.; 1926; Ching Ngai & Co.; 1,130 tons; 185 X 32 - 1 x 10 • 1; 86 n.h.p.; triple-expansion engines. The Chinese steamship *Yuet On*, lying in Tsun Wan Bay, Hong Kong, with a part cargo of rice, was sunk by collision with the steamship *Tin Sang*, 398 tons, during a typhoon on September 2nd, 1937.

YUGIRI

Japanese Navy, destroyer; 1930; Maizuru; 1,700 tons; 371-5 x 33-8x9-8; 40,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; six 5 in. guns, 4 A.A.m.g., 9 T.T.

The destroyers *Makinami* and *Onami*, both of 2,200 tons, and *Yugiri*, with several others, were patrolling the waters S. of New Ireland on the night of November 25th, 1943, when they ran into four U.S. destroyers engaged upon the same duty. Both sides attacked with determination but the Japanese, though in superior force, were badly mauled. The three Japanese destroyers were sent to the bottom and the remainder retired from the action. The locality in which the fight took place was between Buka and Cape St. George. No American ship was lost or damaged.

The *Makinami* and *Onami* carried complements of over 200 apiece and the normal complement of *Yugiri* was 197.

YUGUMO

Japanese Navy, destroyer; 1941; Japan; 2,200 tons; 415 x 35 X—; 34 knots; turbine engines; six 5 in. guns, eight 25 m.m. A.A., 15 T.T.

The destroyer *Yugumo* was sunk in a night action S. of Choiseul Island, Solomons Group, on October 6th, 1943. A force of eight Japanese destroyers and one cruiser encountered three American destroyers and a sharp engagement ensued in which one destroyer was sunk on each side. The Japanese force, although the stronger, was eventually compelled to retire.

The *Yuguma* carried a complement of over 200.

For further details of the action, see the U.S. destroyer *Chevalier*.

YUGURE

Japanese Navy, destroyer; 1934; Maizuru; 1,368 tons; 337-8 x 32 • 5 X 8 - 8; 37,000 s.h.p.; 34 knots; turbine engines; Kanpon boilers; five 5 in. guns, 2 m.g., 6 T.T.

The Japanese destroyers *Yugure* and *Kiyonami* were a part of a force escorting a convoy in a last desperate attempt to reinforce their troops on the island of New Georgia. The convoy took the route through the Vella Gulf on the night of July 20th, 1943, but was located by U.S. aircraft and compelled to disperse. The two destroyers were sunk and several transports were damaged.

The complement of the *Kiyonami* was over 200 and the normal complement of the *Yugure* was 180.

YUHO MARU

Kaiun K.K.; 5,226 tons.
The tanker *Yuho Maru* was torpedoed and sunk by the U.S. submarine *Pargo* on November 26th, 1944, about 50 miles W. of Brunei, North Borneo.

YUKI MARU

Dairen Risen K.K.; 1919; *Northumberland S.B. Co.*; 5,704 tons; 400x53x32-8; 619 n.h.p.; triple-expansion engines. The steamship *Yuki Maru* was torpedoed and sunk by the U.S. submarine *Bream* on June 16th, 1944, off Halmahera Island, Celebes.

YUKI MARU

Tatsuma Kisen K.K.; 1916; *Osaka Iron Works*; 3,168 tons; 305x43-7x27-2; 288 n.h.p.; triple-expansion engines. The steamship *Yuki Maru* was sunk by U.S. carrier-based aircraft on September 21st, 1944, off the west coast of Luzon Island, Philippines.

YUKON

Alaska S.S. Co.; 1899; *W. Cramp & Sons*; 5,747 tons; 360x50x32-2; triple-expansion engines.
The American steamship *Yukon*, on a voyage from Seward to Seattle, ran ashore and was wrecked on February 4th, 1946, in Johnston Bay, Prince William Sound. Thirty-two lives were lost.

YUMIHARI MARU No. 2

Marusho Kaiun K.K.; 1,186 tons.
The steamship *Yumihari Maru No. 2* struck a mine and sank on May 7th, 1945, off the north west coast of Kyushu Island, Japan.

YUMIHARI MARU No. 3

Marusho Kaiun K.K.; 1,154 tons.
The steamship *Yumihari Maru No. 3* struck a mine and sank on May 31st, 1945, off Karatsu, Japan.

YUNAGI

Japanese Navy, destroyer; 1924; *Sasebo*; 1,270 tons; 320x30x9; 38,500 s.h.p.; 34 knots; turbine engines; Kanpon boilers; four 4-7 in. guns, 2 m.g., 6 T.T.
The Japanese destroyer *Yunagi* was torpedoed and sunk N.W. of Luzon Island, Philippines, by the U.S. submarine *Picuda* on August 25th, 1944. The destroyer's normal complement was 148.

YUNGSHIN

Ningpo Shaohsing S.N. Co.; 1886; *Scott & Co.*; 1,585 tons; 256-3x34-2x20-4; 247 n.h.p.; compound engines. The Chinese steamship *Yungshin*, on a voyage from Foochow to Shanghai with passengers, struck a reef at the western end of Chusu Island on May 1st, 1933. The ship took a heavy list and, as a precaution, the 300 Chinese passengers were put ashore on Chusu Island in fog and driving rain. While on the island they were attacked by pirates who seized 13 of them for ransom and then boarded the ship to loot the passenger accommodation. The timely arrival of an armed Customs cruiser put the pirates to flight and the remaining passengers and the crew were taken off before the ship broke up. One woman passenger died of exposure.

YUNNAN

China Navigation Co.; 1890; *Scott & Co.*; 1,663 tons; 256x36-2x21-5; 200 h.p.; triple-expansion engines.
The British steamship *Yunnan* was wrecked 12 miles from Swatow on December 17th, 1891, while on a voyage from Amoy to Swatow carrying a general cargo.

YUNNAN

Messageries Maritimes; 1903; *Forges & Chantiers de la Mediterranee*; 6,474 tons; 414-4x50-6x29-5; 322 n.h.p.; triple-expansion engines.
The French steamship *Yunnan* was torpedoed and sunk by a submarine in the Mediterranean on October 11th, 1915.

YUNO MARU

Japanese Government; 1912; *Nederlandsche Scheepsbouw Maats.*; 2,345 tons; 257-6x43-1x18-6; 280 n.h.p.; oil engines.

The tanker *Yuno Maru* was formerly the Dutch *Juno*, seized by the Japanese at Sourabaya in March, 1942. She struck a mine and sank on April 30th, 1945, off Kemaman, Malaya.

YURA

Japanese Navy, light cruiser; 1922; *Sasebo*; 5,170 tons; 535x46-6x15-9; 70,000 s.h.p.; 33 knots; turbine engines; Kanpon boilers; seven 5-5 in. guns, two 3 in.A.A., 2 m.g., 8 T.T. The Japanese light cruiser *Yura* was attacked and badly damaged by U.S. navy and army aircraft, as a result of which she sank off Santa Isabel on October 25th, 1942. The normal complement of the *Yuru* was 438.

YURI MARU

Kokusai Kisen K.K.; 1919; *Harima Dockyard Co.*; 6,187 tons; 425x53-6x37-5; 557 n.h.p.; triple-expansion engines. The steamship *Yuri Maru* was torpedoed and sunk by the U.S. submarine *Raton* on November 28th, 1943, 350 miles N. of Vanimo, New Guinea.

YUTAKA MARU

Nakagawa Kisen K.K.; 2,704 tons.
The steamship *Yutaka Maru* was torpedoed by the U.S. submarine *Guavina* and sunk by carrier-based aircraft on November 14th, 1944, off the west coast of Mindoro Island, Philippines.

YUYO MARU

Morita Kisen K.K.; 10,045 tons.
The tanker *Yuyo Maru* struck a mine and sank on July 22nd, 1945, off Shikoku, Japan.

YUZAN MARU

Kokoku Kisen K.K.; 6,380 tons.
The steamship *Yuzan Maru* was torpedoed and sunk by the U.S. submarine *Scorpion* on April 27th, 1943, about 100 miles E. of Onogawa, Honshu Island, Japan.

YUZAN MARU

Kokoku Kisen K.K.; 6,039 tons.
The steamship *Yuzan Maru* was torpedoed and sunk by the U.S. submarine *Sennet* on July 30th, 1945, off Suttu, Japan.

YUZAN MARU No. 2

6,859 tons.
The steamship *Yuzan Maru No. 2* was torpedoed and sunk by the U.S. submarine *Jack* on November 15th, 1944, about 40 miles S.W. of Cana, Indo-China.

YVONNE

Armement L. Hermans S.A.; 1899; *W. Harkess & Son*; 668 tons; 184-3 X28-5x13-9; 80 n.h.p.; triple-expansion engines. The Belgian steamship *Yvonne* struck a mine and sank on June 12th, 1940, on a voyage from London to Cardiff. Ten of the crew of 12 were lost.

Z-24

German Navy, destroyer; 1941; Bremen; 2,400 tons; 385-5X38-5x9-5; 55,000 s.h.p.; 36 knots; turbine engines; five 5-9 in. guns, four 37 mm., four 20 mm., 8 T.T.

The destroyer Z-24 was attacked by rocket-firing aircraft of Coastal Command at the mouth of the Gironde on the night of August 24th, 1944. The vessel was hit and badly damaged and was compelled to run ashore, becoming a total wreck.

Z-26

German Navy, destroyer; 1941; Bremen; 2,400 tons; 385-5X55-5x9-5; 55,000 s.h.p.; 36 knots; turbine engines; five 5-9 in. guns, four 37 mm., four 20 mm., 8 T.T.

The destroyer Z-26 was part of a force which attacked a North Russian convoy on March 29th, 1942. The destroyer was sunk by the British cruiser *Trinidad* and other ships of the escort. She carried a complement of about 300.

Z-27

German Navy, destroyer; 1941; Bremen; 2,400 tons; 385-5X38-5x9-5; 55,000 s.h.p.; 36 knots; turbine engines; five 5-9 in. guns, four 37 mm., four 20 mm., 8 T.T.

The destroyer Z-27 in company with four others of the same class and six *Elbing* destroyers of 1,100 tons apiece, was engaged by the British cruisers *Enterprise* and *Glasgow* in the Bay of Biscay on the afternoon of December 28th, 1943. The Z-27 together with three of the *Elbing* boats was sent to the bottom. The *Glasgow* had a few casualties and suffered some superficial damage. The *Enterprise* was unscathed.

The full story of the action is told under the destroyer T-25.

Z-28

German Navy, destroyer; 1940; Bremen; 2,400 tons; 385-5x35-5x9-5; 55,000 s.h.p.; 36 knots; turbine engines; five 5-9 in. guns, four 37 mm., four 20 mm., 8 T.T.

The destroyer Z-28 was bombed and sunk off Sassnitz on March 6th, 1945.

Z-32

German Navy, destroyer; 1941; Bremen; 2,400 tons; 385-5X38-5x9-5; 55,000 s.h.p.; 36 knots; turbine engines; five 5-9 in. guns, four 37 mm., four 20 mm., 8 T.T.

The destroyer Z-32 was at sea off Ushant with a number of vessels of the same class at just before dawn on June 9th, 1944, on the look out for Allied transports proceeding to Normandy. The German flotilla was discovered and engaged by a similar British force on patrol comprising the destroyers *Tartar*, *Ashanti*, *Eskimo*, the Canadian destroyers *Haida* and *Huron*, all Tribal class vessels of 1,870 tons, with *Javelin*, 1,760 tons, and the Polish *Blyskawicza*, 2,145 tons, and *Piorun*, 1,690 tons. The larger number of Allied ships was counterbalanced by the heavier armament of the Germans, each of which carried 5-9 in. guns as against the 4-7 in. weapons of their opponents. In the ensuing action, which was at times fought at point-blank range, the Z-32 was sunk by the guns of *Tartar*, which ran through the German lines.

Z-35 (and Z-36)

German Navy, destroyer; 1940; Bremen; 2,400 tons; 385-5x38-5X9-5; 55,000 s.h.p.; 36 knots; turbine engines; five 5-9 in. guns, four 37 mm., four 20 mm., 8 T.T.

The destroyers Z-35 and Z-36 struck mines and sank in the Gulf of Finland on December 12th, 1944.

ZAAN

Naam Venn Houtvaart; 1918; Jonker & Stans.; 1,402 tons; 237-2x38-4x16-2; 172n.h.p.; triple-expansion engines.

The Dutch steamship *Zaan* struck a mine and sank on November 9th, 1919. She was on passage from Rotterdam to Reval. The steamship sank 25 miles E.N.E. of Terschelling, with 22 of the crew.

ZAANDAM

Nederlandsch-Amerikaansche Stoomv. Maats.; 1939; N.V. Wilton-Fyenoord; 10,909 tons; 480-7x64-4x36-2; 3,359n.h.p.; oil engines.

The Dutch liner *Zaandam*, on a voyage from Beira to New York with a total of 299 passengers and crew, was torpedoed and sunk by

a German submarine on November 2nd, 1942, about 300 miles N. of Cape Sao Roque, Brazil. Sixty-six of the crew and 69 passengers were lost.

ZAGLOBA

A. Falter; 1938; Burntisland S.B. Co.; 2,864 tons; 313-7X44-5x19-7; 244 n.h.p.; triple-expansion engines. The Polish steamship *Zagloba* left New York on January 12th, 1943, and St. John's, N.F., on the 30th for Manchester with general cargo. She straggled from convoy on the afternoon of February 5th, about 400 miles W. of Inishtrahull and was never seen again.

ZAMORA

James Currie & Co.; 1889; Ramage & Ferguson; 1,245 tons; 248-9x33-2x17; 134 n.h.p.; triple-expansion engines. The steamship *Zamora*, on a voyage from Barry to Den Helder, with coal, ran ashore off Nieuwe Diep on the evening of December 27th, 1897.

The captain, mate, engineer and a steward stayed on board to try to get the ship off, the remainder of the crew being sent ashore as a precaution. The *Zamora* was last seen from the Haaks Lightship moving in a westerly direction in darkness firing distress rockets.

ZANETTA

J. Fenwick & Son; 1878; Palmers'Co.; 1,334 tons; 242-8x33-2x20; 155 n.h.p.; compound engines.

The British cargo ship *Zanetta* dragged her anchors during a heavy N.E. gale and was wrecked in Robin Hood Bay on November 13th, 1901, while on a voyage in ballast from London to the Tyne.

ZAOSAN MARU

Kawasaki Kisen K.K.; 2,361 tons.

The steamship *Zaosan Mam* was torpedoed and sunk by the U.S. submarine *Cabezon* on June 18th, 1945, in the northern Kurile Islands.

ZARA

T. Wilson, Sons & Co.; 1897; W. Hamilton & Co.; 1,331 tons; 257x35-2x16-5; 232n.h.p.; 10 knots; triple-expansion engines.

The steamship *Zara* was torpedoed and sunk by a German submarine 90 miles W. of Helliso Island on April 13th, 1917. Twenty-seven men were killed, the captain was among the survivors.

ZARA

Italian Navy, heavy cruiser; 1930; Odero-Terni-Orlando; 10,000 tons; 599-5x67-7x19-5; 95,000s.h.p.; 32 knots; turbine engines; 3-drum boilers; eight 8 in. guns, twelve 3-9 in. eight 37 mm., eight 13 mm., 2 aircraft.

The heavy cruiser *Zara* was a unit of the Italian cruiser squadron under Admiral Cantoni which encountered British battleships off Cape Matapan in the early morning of March 29th, 1941. The ships were revealed by the searchlight of the destroyer *Greyhound*, the battleships being some 4,000 yards distant and about to change course to attack the heavy cruiser *Pola*, lying disabled about three miles away. In the short space of four minutes salvos from the battleships had reduced the *Zara*, and her sister ship the *Fiume*, to masses of blazing wreckage. Later both were torpedoed and sunk by British destroyers. The *Pola* was also sunk.

Of the *Zara's* complement of more than 700 a large proportion was lost.

For full details of the battle see *Fiume*.

ZARA

Adriatica Soc. Anon, di Nav.; 1931; Cantieri Riuniti delV Adriatico; 1,976 tons; 267-4x40-2x22-6; 654n.h.p.; oil engines. The Italian motorship *Zara* was torpedoed and sunk by British aircraft on November 2nd, 1942, N. of Tobrak.

ZARIFIS

L.Zarifi; 1901; W. Picker sg ill & Sons; 2,904 tons; 324x47-1x21-7; 282 n.h.p.; triple-expansion engines. The Greek steamship *Zarifis* was sunk by a submarine in the Mediterranean on November 29th, 1915.

ZEALAND

CurrieLine; 1936; *Barclay, Curie & Co.*; 1,433 tons; 262-2x 40-2x15-9; 97 n.h.p.; 12 knots; triple-expansion engines. The steamship *Zealand*, Capt. L. J. Branagan, in convoy from Port Said to Famagusta with aviation spirit in drums, was torpedoed and sunk by a German submarine on June 28th, 1942, S.S.W. of Haifa. Ten of the crew and four gunners were lost, Capt. Branagan was among the survivors.

ZEALANDIC

Shaw Savill & Albion Co.; 1929; *Swan, Hunter & Wigham Richardson*; 10,578 tons; 482-6x64-2x30-8; 2,020 n.h.p.; 15 knots; oil engines. The liner *Zealandic*, Capt. F. J. Ogilvie, was torpedoed and sunk by a German submarine on January 16th, 1941, 450 miles S. of the Vestmann Islands. All on board were lost, 65 crew, two gunners and six passengers.

ZEFFIRO

Corrado Soc. Anon. di Nav.; 1918; *Caledon S.B. & E. Co.*; 5,165 tons; 413-2x52-3x28-4; 369 n.h.p.; triple-expansion engines. The Italian steamship *Zeffiro* was torpedoed and sunk by the British submarine *Urge* on May 20th, 1941, about six miles from Cape Bon.

ZEFFIRO

Italian Navy, destroyer; 1927; *Ansaldo*; 1,073 tons; 307-5x 30-5x10'7; 40,000 s.h.p.; 36 knots; turbine engines; Express boilers; four 4 - 7 in. guns., four 37 mm.A.A., 6 T.T. The destroyer *Zeffiro* was torpedoed and sunk by the British submarine *Ultimatum* off Crete on June 24th, 1942. The vessel carried a complement of over 150.

ZEILA

Nafta Soc. Ital. pel Petroleo ed affini; 1898; *Armstrong Co.*; 1,834 tons; 248 • 6 X 40 - 2 x 19 - 3; 217 n.h.p.; compound engines. The Italian tanker *Zeila* was torpedoed and sunk by a British submarine on March 23rd, 1943, four miles from Cape Spartivento.

ZELEE

French Navy, gunboat; 1900; *France*; 680 tons; 900 i.h.p.; 13-4 knots; triple-expansion engines; Niclausse boilers; two 4 in. guns; four 9 pdr., four 1 pdr. The gunboat *Zelee* was lying in the harbour of Papeete, Tahiti, in September 1914. It was known that the German East Asiatic Squadron was at sea somewhere in the neighbourhood of the Society Islands. On the 22nd the armoured cruisers *Scharnhorst* and *Gneisenau* of this squadron approached the port and opened fire. They did some damage and sank the *Zelee*, but did not attempt a landing. The gunboat carried a complement of 93.

ZENA

UgoMusso; 1914; *Caledon S.B. & E. Co.*; 5,219 tons; 392-9x 51-7x29-7; 466 n.h.p.; triple-expansion engines. The Italian steamship *Zena* was torpedoed and sunk by a British submarine on October 11th, 1941, about 42 miles S. of Lampedusa.

ZENOBIA MARTINI

P. & M. Martini; 1911; *Stettiner Oderwerke*; 1,479 tons; 231 - 7x36-4x14-7'; 105 n.h.p.; triple-expansion engines. The Italian steamship *Zenobia Martini* was torpedoed and sunk by a British submarine on January 17th, 1943, off Djerba Island.

ZENT

Elders & Fyffes; 1905; *Workman Clark*; 3,890 tons; 367-3 x 46-8x29-3; 577 n.h.p.; 12-5 knots; triple-expansion engines. The steamship *Zent*, Capt. Martin, on a voyage from Garston to Santa Marta, was torpedoed and sunk by a German submarine on April 5th, 1916, 28 miles W. by S.i-S. of Fastnet. The vessel was struck twice on the starboard side, the first torpedo tearing away part of her hull and the second exploding in the engine room, killing two engineers. The number on board was 58, of whom 49 lost their lives either by the explosion of the torpedoes or by the

capsizing of the boats. The nine survivors included Capt. Martin, no other officer being saved.

Great devotion to duty was exhibited by the wireless officer, Mr. Proughton, who remained at his post sending out S.O.S. calls and went down with the ship.

ZENTA

Austrian Navy, light cruiser; 1898; *Pola Dockyard*; 2,300 tons; 303-5x39-5x17; 17,200 i.h.p.; 20-9 knots; triple-expansion engines; Yarrow boilers; eight 4 - 7 in. guns, ten 3 pdr., 2 T.T. On August 15th, 1914, the Austrian light cruiser *Zenta* was engaged in the blockade of the Montenegrin coast. The weather was foggy and the Austrian forces, which the French Admiral, de Lapeyriere, estimated to be large, were in fact very small, consisting of a few torpedo craft besides the *Zenta*. The French fleet, which was overwhelmingly strong, achieved a surprise, but even so the Austrian torpedo boats escaped, though the light cruiser was not so fortunate. Her way of retreat was cut off and she was brought to bay by the French flagship the *Courbet*, a dreadnought battleship of nearly ten times her tonnage. After the first few salvos the *Zenta* was a shambles, but gallantly refused to surrender. Within ten minutes she blew up and sank, most of her crew of 300 taking to the boats and escaping to the shore.

ZENYO MARU

Toyo Kisen K.K.; 1937; *Mitsubishi Jukogyo K.K.*; 6,441 tons; 439-4x58-3x32; 1,167 n.h.p.; oil engines. The motorship *Zenyo Maru* was torpedoed and sunk by a Dutch submarine on August 2nd, 1942, off Penang.

ZERO

Turner, B right man & Co.; 1896; *J. L. Thompson & Sons*; 3,045 tons; 320 x 42 x 21 -1; 343 n.h.p.; triple-expansion engines. The British steamship *Zero* sank after a collision with the American liner *Aeolus*, 12,642 tons, on April 20th, 1922, off Cape Polonio, Uruguay, while on a voyage from the River Plate to Liverpool carrying a cargo of frozen meat.

ZETA

Vrachtvaart Maats Bothnia; 1913; *Irvine's S.B. & D.D. Co.*; 3,053 tons; 331x48x22-1; 290 n.h.p.; triple-expansion engines. The Dutch steamship *Zeta* was torpedoed and sunk by a German submarine in the English Channel on January 22nd, 1917.

ZEUS

E. E. Hadjilias & others; 1920; *Richardson, Duck & Co.*; 5,961 tons; 400-6x52-9x33-2; 349 n.h.p.; triple-expansion engines. The Greek steamship *Zeus* left Loch Ewe on February 2nd, 1942, for Halifax in ballast. She straggled from convoy in bad weather on the 20th, and was never seen again.

ZEUS

German Government; 1928; *Stabilimento Tecnico Tries tino*; 2,423 tons; 292 -1 x 41 - 5 x 17 • 1; 880 n.h.p.; oil engines. The motorship *Zeus* was formerly the Italian *Francesco Morosini*, taken over by the Germans for service as a minelayer. On October 30th, 1944, she was bombed and sunk by British aircraft off Thessaloniki.

ZILLAH

Turner, Brightman & Co.; 1900; *Bar tram & Sons*; 3,789 tons; 340-2x48x17-9; 314 n.h.p.; 10 knots; triple-expansion engines. The steamship *Zillah* was torpedoed and sunk by a German submarine 25 miles N.E. of Kildin Island, near Murmansk, on October 22nd, 1917. Eighteen men were killed, the captain was among the survivors.

ZINNIA

Joseph Robinson & Sons; 1900; *Tyne Iron S.B. Co.*; 3,642 tons; 345x46-1x16-9; 287 n.h.p.; triple-expansion engines. The British steamship *Zinnia* was destroyed by fire off Cape Comorin on March 29th, 1912, while on a voyage from Calcutta to Karachi carrying a cargo of coal.

ZINNIA

British Navy, corvette; 1940; British Isles; 925 tons; 193x32x16; 2,750 i.h.p.; 17 knots; quadruple-expansion engines; one 4 in. gun, six 20 mm.

The corvette *Zinnia*, Lt. Cdr. C. G. Cuthbertson, was torpedoed and sunk by a German submarine in the North Atlantic on August 23rd, 1941. Three officers and 46 ratings were killed.

ZOE

Burdick & Cook; 1879; Palmer's Co.; 1,199 tons; 234x31-2x16-8; 130 b.h.p.; compound inverted engines. The British cargo ship *Zoe* sank after a collision with the barque *Dannebrog*, 248 tons, 20 miles E. of Gibraltar on February 10th, 1885. She was carrying a general cargo from London to Odessa. Six of her crew were drowned, the remainder were picked up by the steamship *City of Malaga*, together with the crew of the barque, which sank soon afterwards while in tow.

ZOE

Turner, Brightman & Co.; 1878; T. Turnbull & Son; 1,509 tons; 251 x 33 x 23; 140 h.p.; compound engines. The British steamship *Zoe* was wrecked at Posto de Fosa, Brazil, on August 26th, 1887, while on a voyage from London to Buenos Aires carrying a general cargo.

ZOGEN MARU

Japanese Government; 1896; Howaldtswerke; 1,428 tons; 238-5x32-4x20-7; 94n.h.p.; triple-expansion engines. The steamship *Zogen Maru* was formerly the Chinese *Tseng Yuan*, seized by the Japanese. She was torpedoed and sunk by the U.S. submarine *Wahoo* on March 19th, 1943, S. of Dairen.

ZONNEWIJK

German Government; 1928; Clyde S.B. & E. Co.; 4,499 tons; 383-9x52-9x25-2; 403n.h.p.; triple-expansion engines. The steamship *Zonnewijk* was formerly Dutch, seized by the Germans. She was torpedoed and sunk by a Russian submarine on October 8th, 1944, near Libau.

ZOROASTRIAN

A. & D. Bomanjee Dubash; 1899; Russell & Co.; 3,994 tons; 345x49-8x17-9; 364 n.h.p.; triple-expansion engines. The Indian steamship *Zoroastrian* was wrecked at Cape Negrais on September 26th, 1916, while on a voyage from Calcutta to Rangoon carrying a cargo of coal.

ZOUAVE

Zinal S.S. Co.; 1930, Burntisland S.B. Co.; 4,256 tons; 370-9X 51-4x25-1; 351 n.h.p.; triple-expansion engines. The British steamship *Zouave*, on a voyage from Pelpel to the Tees with 7,100 tons of iron ore, was torpedoed and sunk by a German submarine on March 17th, 1943, about 900 miles W. of the Fastnet. Twelve of the crew and one gunner were lost.

ZOVETTO

Soc. Anon. Angela Parodi fu B.; 1919; A. Stephen & Sons; 5,107 tons; 399-6x52-4x28-5; 369n.h.p.; triple-expansion engines.

The Italian steamship *Zovetto*, on a voyage from Poti to Baltimore, was wrecked off St. David's lighthouse, Bermuda, on February 12th, 1924.

ZUIHO

Japanese Navy, aircraft carrier; 1935; Japan; 12,000 tons; 690x59x17; 13,000b.h.p.; 20 knots; turbine engines; four 5 in. guns, many 47 mm., 42 aircraft.

The aircraft carrier *Zuiho* was a unit of the Northern Force of two battleships, four aircraft carriers, five cruisers and six destroyers steaming southward from Cape Engano, Luzon Island, to attack the American invasion force in Leyte Gulf. The force was intercepted by the U.S. Third Fleet and a determined air-sea action was fought on October 25th, 1944, in which the Japanese aircraft carrier squadron was completely destroyed, together with one light cruiser. By nightfall the remnants of the Northern Force, of which the larger units were all badly damaged, gave up the action and retired.

For further details of the Cape Engano action see the aircraft carrier *Zuikaku*. The full story of the battle of Leyte Gulf is told under the battleship *Musashi*.

ZUIHO MARU

Iino Kaiun K.K.; 5,135 tons.
The tanker *Zuiho Maru* was torpedoed and sunk by the U.S. submarine *Pampanito* on September 12th, 1944, about 50 miles E. of Hainan Island.

ZUIKAI MARU

Toa Kaiun K.K.; 2,872 tons.
The steamship *Zuikai Maru* was sunk by U.S. carrier-based aircraft on February 17th, 1944, in the Caroline Islands.

ZUIKAKU

Japanese Navy, aircraft carrier; 1939; Kawasaki; 29,800 tons; 800 x — x —; 30 knots; turbine engines; twelve 5 in. guns, 100 aircraft.

The Japanese aircraft carrier *Zuikaku* was the largest of a squadron of four such vessels destroyed by the Americans at the battle of Leyte Gulf, October 23rd-26th, 1944. The Northern Force, to which the *Zuikaku* belonged, comprised two battleships, the *Ise* and *Hyuga*, carrying 14 in. guns and fitted with flight-decks, one large and three medium aircraft carriers, five cruisers and six destroyers. It was sighted first of all about 200 miles off Cape Engano, at the north eastern tip of Luzon Island, Philippines, on the afternoon of the 24th by naval planes of the U.S. Third Fleet under Admiral W. F. Halsey. A fierce sea-air engagement took place, the Americans having brought a powerful aircraft carrier squadron northward on the night of the 24th. This squadron, under Vice-Admiral M. A. Mitscher, attacked with its aircraft before dawn and continued throughout the 25th with devastating effect.

At the commencement of the action the Northern Force was steaming southward with the intention of attacking the U.S. transports disembarking the American army in Leyte Gulf. It did not approach within hundreds of miles of this objective, however, and was eventually obliged to retire after losing nearly 50 per cent of its heavy units.

The aircraft carriers *Zuikaku*, 29,800 tons, *Zuiho*, 12,000 tons, *Chitose* and *Chiyoda*, both of 9,000 tons, and the light cruiser *Tama*, 5,100 tons, were sunk, and great damage was inflicted on the two battleships and the larger cruisers.

The full story of the battle of Leyte Gulf is told under the battleship *Musashi*.

ZUISHO MARU

Kyodo Kaiun K.K.; 1912; C. Connell & Co.; 5,289 tons; 408-5 x 52 • 1 x 31; 536 n.h.p.; triple-expansion engines. The steamship *Zuisho Maru* was torpedoed and sunk by the U.S. submarine *Ray* on August 14th, 1944, about 100 miles W. of Miri, Sarawak.

ZUIYO MARU

Nippon Tanker K.K.; 1917; Barclay, Curie & Co.; 7,385 tons; 450x58x35-5; 900 n.h.p.; triple-expansion engines. The tanker *Zuiyo Maru* was torpedoed and sunk by the U.S. submarine *Cabrilla* on October 1st, 1944, off Olongapo, Philippines.

ZULEIKA

T. Law & Co.; 1875; Aitken & Mansell; 1,144 tons; 211-5X 32-5x21-1.

The iron full-rigged ship *Zuleika*, Capt. J. R. Bremner, was chartered by an American firm to carry 2,000 tons of cargo from the United States to Dunedin and Wellington, New Zealand. One half of the cargo to be discharged at each port.

On the night of Friday, 16th April, 1897, having discharged the first part of her cargo at Dunedin, the ship ran into a violent gale about four miles W. of Cape Palliser. At just before 11 p.m. land was sighted on the port bow and an attempt was made to wear the ship, but she ran bow on to the rocks. The seas swept away all standing gear and smashed the boats, and the crew took refuge in the rigging. The mizzen mast went by the board during the night, and round about 3.30 a.m. the *Zuleika* rolled over into the breakers, throwing every man into the sea.

Of a crew of 21 only nine men, including the captain and second mate, were saved.

ZULU

British Navy, destroyer; 1937; A. Stephen & Sons; 1,870 tons; 35.5-5x36-5x9; 44,000s.h.p.; 36-5 knots; turbine engines; 3-drum boilers; eight 4 - 7 in. guns, 7 smaller; 4 T.T. The destroyer *Zulu*, Lt. A. R. Moore, in company with her sister ship, *Sikh*, took part in combined operations against the Libyan port of Tobruk on the night of September 13th, 1942. There were many unfortunate delays, as a result of which the enemy was enabled to muster his forces in time to repel the landing party and the attack failed in its purpose. Both destroyers came under a hot fire from the shore batteries and *Sikh* was disabled. The *Zulu* attempted to take her in tow but the enemy shot the cable away. A second attempt was made but as it was now daylight it was too dangerous for *Zulu* to remain. She was obliged, therefore, to leave *Sikh*, which sank shortly afterwards.

At about 9 o'clock in the morning of the 14th, an attack by seven German bombers disabled *Zulu*, causing her to be abandoned by her company and the troops on board, save for the guns' crews. She was then taken in tow but sank on her way to port.

The loss of life amounted to four officers, including Lt. Moore, and 35 ratings. See also *Sikh*.

ZURICH

Turner, Brightman & Co.; 1883; T. Turnbull & Son; 1,327 tons; 245 x 34x17; 152 n.h.p.; compound engines. The British steamship *Zurich*, on a voyage from Archangel to London with timber, encountered a violent storm in the early hours of October 20th, 1899, off Vigten Island, Norway. The ship's boats were stove in or washed away by the heavy seas and the crew were forced to abandon her on two improvised rafts made from timbers

of her deck cargo. One of these rafts was picked up on the 24th, its only occupant was the captain, suffering from exposure. The other raft was washed ashore on the 25th with only a dead negro on board.

ZURICHMOOR

Moor Line; 1925; J. Readhead & Sons; 4,455 tons; 371 -8x55-3x26-3; 460 n.h.p.; triple-expansion engines. The British steamship *Zurichmoor* was lost without trace on a voyage in ballast from *Halifax*, N.S., to St. Thomas. She sailed on May 21st, 1942, carrying a crew of 39 and six gunners.

ZVIR

*Prekomorska Plovidba d.d.; 1926; Clyde S.B. & E. Co.; 5,607 tons; 390 * 1 x 54 x 29 • 6; 468 n.h.p.; triple-expansion engines.* The Yugoslav steamship *Zvir*, on a voyage from Whyalla to Newcastle, N.S.W., with iron ore, was sunk by collision with the motorship *Skagerak*, 4,244 tons, on November 15th, 1942, about 100 miles S. of Port Kembla.

ZWEENA

Heap Eng. Moh S.S. Co.; 1889; J. Blumer & Co.; 1,470 tons; 242-5x34x18-3; 180 n.h.p.; triple-expansion engines. The British steamship *Zweena* was wrecked in the Madoera Straits on June 8th, 1915, while on a voyage from Bali to Sourabaya carrying a general cargo.

ZWULON

A. Rappoport; 1909; Bremer Vulkan; 2,839 tons; 3 28-9 x 4 5 - 2 x 19 - 7; 270 n.h.p.; triple-expansion engines. The British cargo ship *Zwulon* sank after a collision with the Italian warship *Roma* in lat. 36° 22' N., long. 22° 54' E., on October 15th, 1921. She was on a voyage from Braila to Antwerp carrying a cargo of grain.