A HISTORY
OF
ALFRED HOLT AND COMPANY

OCEAN STEAM SHIP COMPANY

NEDERLANDSCHE STOOMVAART MAATSCHAPPIJ OCEAAN

THE CHINA MUTUAL STEAM NAVIGATION COMPANY

THE BLUE FUNNEL LINE

Alfred Holt (1829-1911) was the son of George Holt, who was a successful Liverpool businessman and a figure of some considerable importance in the cotton, banking and insurance businesses.

Alfred, who, like his father, was a man of strong moral character and mental discipline, showed an early interest in steam engines and became apprenticed to a railway engineer. When, at the age of 21 in 1851, he completed his apprenticeship, he was unable to find work in a railway industry that was suffering a depression, and so he took employment as a clerk in the shipping firm of Lamport and Holt that had been founded by his elder brother George in partnership with William James Lamport. Later that same year, 1851, Alfred assisted with the fitting of the steam engine to the new steamship *Orontes* and then sailed as supernumerary engineer in her on her maiden voyage to Sicily, Egypt and Syria. In January 1852, after his return from the Mediterranean, Alfred, at his father's suggestion, set himself up as a consulting engineer.

It was not too long before Alfred was able prove his considerable talent as a marine engineer and, as a result, in 1852 he became manager and engineer of the *Dumbarton Youth*, a steamer jointly owned by his father and Thomas Ainsworth of Cleator.

The *Dumbarton Youth* was the first ship to have a blue funnel, and, as a result of the profits made from her voyage, Alfred was able to persuade his father and Thomas Ainsworth to advance the capital for the laying down of a second ship, the *Cleator*, for the iron ore and coal trades. By the time she was delivered in 1855, the Crimean War had broken out, and so she was hired to the French government at such "an outrageous rate" that it caused Alfred to suffer a degree of moral discomfort. This did not prevent him, however, from investing the profit from the *Cleator* in the construction of a larger ship, the *Saladin*, but peace was declared in the Crimea before she was ready, and so he and his brother Philip put the *Saladin* into the West Indian trade. Success with the *Saladin* persuaded Alfred and Philip to expand the fleet and, with financial help and encouragement from their father, the *Plantagenet*, *Talisman*, *Askalon* and *Crusader* were added during the next few years. There was a depression in the ship building industry in 1857, and, by taking full advantage of this, Alfred secured excellent terms for the construction and purchase of these ships. He was to follow this pattern of ordering ships when prices were low in future years.

Success in the West Indian carrying trade was to be relatively short lived, and, largely as a result of severe competition from well established rivals, Alfred decided to abandon this operation, and so, in 1864, he sold all his ships, bar the *Cleator*, to the West India and Pacific Steamship Company.

During 1864, Alfred and Philip turned their attention to investigating the feasibility of building and operating steamships that could compete successfully with the sailing ships in the China trade. Alfred had designed a new type of compound tandem steam engine, and sea trials of this were carried out in the *Cleator* in December of that year. These trials successfully demonstrated that, with the right design of hull, the relatively low fuel consumption of this new engine should enable vessels of around 2000 gross tons to operate competitively on regular services from Liverpool to China. Accordingly Alfred and Philip placed orders, worth a total of £156,000, with Scotts of Greenock for 3 new steam ships for the China trade. They were to be called *Agamemnon*, *Ajax* and *Achilles*, and they were to be the first of many ships to be operated by the Ocean Steam Ship Company, which was registered on 11 January 1865. Details of the *Agamemnon*, *Ajax* and *Achilles*, and of all the other Blue Funnel Line ships, are in Appendix 1.

The *Agamemnon* sailed for China on 19 April 1866. She, along with the *Ajax* and *Achilles* had been designed, in accordance with Alfred's specifications, to have the latest design of iron hull with a length to beam ratio of 8:1. Driven by Alfred's revolutionary compound tandem steam engine, *Agamemnon's* performance amply demonstrated that she should be able to operate at a profit.

The Ocean Steam Ship Company began formal operations on 1 July 1866 with Alfred and Philip Holt as Managers, and so began a partnership that was to last for more than 30 years.

Although the Holts' steam ships were undoubtedly superior to sailing ships with regard to speed and carrying capacity, several years were to pass before the Holts gained the upper hand. Whilst the sailing ships were slower, this disadvantage was offset by their lower freight rates. Also merchants in the China trade exhibited a marked reluctance, born of prejudice, to move away from the known environment of the sailing ship.

The opening of the Suez Canal in 1869 was undoubtedly the deciding factor that swung the advantage from sail to steam. The passage through the Canal reduced the distance to China by as much as 3,300 miles – a reduction in voyage time of 10 to 12 days. At this time the most important cargo from China was tea, and the race to bring the new season's crop to London was an intensely competitive one. In 1869 the Holt ships were undoubtedly the winners. The *Agamemnon*, for example, carrying a massive cargo of 2,516,000 pounds of tea from Hankow, passed Gravesend in-bound to London after only 77 days at sea.

Alfred and Philip Holt were, however, quick to recognise that, whilst the Canal guaranteed success of steam over sail on the China trade, it also heralded the beginning of serious competition from other steamship companies. Always keen to improve the design and carrying capacity of his fleet, Alfred placed orders for more ships, and, by the end of 1872, the Holt fleet had increased to 14 ships. Alfred's technical skill and close supervision of the construction and operation of his ships ensured that the Holt fleet could compete effectively with its rivals on the China trade, the biggest of which was the Peninsular and Oriental Steam Navigation Company. The Holt ships now provided a regular service to and from China, carrying mixed cargos of cotton and woollen goods on the outward voyage from Liverpool and mainly tea, tin and tobacco on the homeward voyage to London.

Nevertheless, continual improvements in the speed and efficiency of the Holt ships were, in themselves, not enough to ensure success in an increasingly competitive market. It was also necessary to find the right agents to secure sufficient cargos for the Holt fleet. In this Alfred Holt was supremely successful, and he formed lasting partnerships with 'Butterfield and Swire' and 'Mansfield, Bogaardt and Company'. The former looked after Holt's interest on the China coast and in Japan whilst the latter took care of business from Singapore. John Swire, in particular, played a major role in the Holt's fortunes. He was a man of great vision, particularly with respect to the development of sea-borne trade with China, and in 1872 he formed the China Navigation Company.

The years between 1875 and 1885 were to prove to be very difficult ones for the Ocean Steam Ship Company: more ships, both Foreign and British, competed for the China trade; some, like those operated by the Peninsular and Oriental Steam Navigation Company, had the advantage of government subsidy; there were several economic depressions; and, to cap it all, the Holt fleet suffered from a series of mishaps.

In 1875, the Blue Funnel fleet suffered its first total loss when the *Hector* struck a reef and sank. This and a succession of collisions, groundings and breakdowns, all contributed to a reduction in earnings through lost freight. It is worth noting here that, from this point onwards, Alfred and Philip Holt decided that the Ocean Steam Ship Company would cease insuring its ships and that the Company would assume the whole of the risk on its vessels.

Competition became so intense in 1878 and 1879 that the Ocean Steam Ship Company's financial stability was threatened. John Swire proposed a practical plan for a Far Eastern Conference to produce a working agreement with other competing lines as to freight rates and a fair division of cargoes. He argued that shippers did not want the uncertainties brought about by cutthroat competition, but, instead, sought stable freight rates and regular, reliable services. Despite initial reluctance by the Holts, full agreement to the Conference was reached in August 1879.

The growing demand within Europe for tobacco from the Far East, particularly North Sumatra, led the ever-resourceful Holt brothers to decide in 1880 that the Ocean Steam Ship Company should invest in this trade. As a result a sizeable business, in which the Ocean Steam Ship Company was the controlling shareholder, was developed with its main base in Singapore. It comprised a fleet of coastal ships and storage facilities to be used to feed tobacco and other commodities into the Holt fleet for transhipment to Europe. This operation was run by Theodore Bogaardt of 'Mansfield, Bogaardt and Company', Holt's Singapore agents. It played a significant part in the Ocean Steam Ship Company's prosperity.

During the 1880s an increasingly bitter argument developed between John Swire and the Holts. Swire argued that faster ships would earn higher freight rates whereas the Holts held stubbornly to the opinion that the speed of their ships, in relation to economy of fuel consumption and general reliability, was satisfactory for their purposes. Alfred and Philip's intransigence led, in 1882, to John Swire's resignation as Chairman of the Conference, although the Ocean Steam Ship Company remained within the Conference system for several more years.

The year 1882 also saw the publication of the prospectus for the China Mutual Steam Navigation Company, which, by 1889 had grown to be a significant competitor in the China Trade with a fleet of 7 steamships. The China Mutual, as it came to be known, caused particular anxiety to Alfred and Philip Holt because its ships loaded cargo from both Glasgow and Liverpool, and were thus a direct threat to the Blue Funnel ships.

By 1887 the overall level of competition between British rival companies led to a freight rate war and a complete breakdown of the Conference system. The profits of the major British rivals: P & O, Ocean Steam Ship Company, Glen Line, Castle Line, Shire Line and the China Mutual were all affected to the extent that, finally, agreements were made that led to a new Conference system being introduced in the 1890s.

This was undoubtedly a turning point for Alfred and Philip Holt who now became firmly wedded to the Conference system and the principle that equalisation of freight rates would eliminate wasteful competition. They were, nevertheless, determined to maintain competition in the provision of quality of service whereby the most efficient company was sure of receiving the largest reward.

The 1890s also saw a change in trading patterns and in the types of cargo required to be carried in the China trade. Light measurement cargos such as textiles from Yorkshire, for example, were being replaced by heavier, dead-weight cargos such as machinery from the Midlands, and the Holts took the decision to build new vessels designed to accommodate these changes.

In 1891, the Holts created two new shipping companies in order to strengthen their competitive position against Dutch shipping lines. The first, Nederlandsche Stoomvaart Maatschappij Oceaan was founded in Amsterdam, and its fleet consisted of a number of older Blue Funnel ships but now under the Dutch flag. The second, the East India Ocean Steam Ship Company comprised a part of the Bogaardt fleet together with other vessels already purchased by the Holts for the East Indies trade. This latter company was to be operated from Singapore but under the control of the Ocean Steam Ship Company Managers.

In 1895, Richard Durning Holt, Maurice Llewelyn Davies and George Holt junior joined Alfred and Philip Holt and Albert Crompton as Managers of the Ocean Steam Ship Company. Albert Crompton had become a Manager in 1882. The new Managers undoubtedly made a major contribution to the improvements in the profitability of the Ocean Steam Ship Company. Significant operating economies were made, even to the extent of reducing salaries and wages of Ocean Steam Ship Company employees by 15%. New markets were identified, and operating practices revised. Old ships were disposed of, and, between

1894 and 1902, twenty-two new, large steam ships were added to the Blue Funnel fleet. Agreements were made with the Dutch lines, and relations were markedly improved with the China Mutual. Overall, a combination of shrewd financial management and a willingness to exploit any business opportunity saw the Ocean Steam Ship Company Managers take net profits from £27,500 in 1892 to £266,100 in 1902.

The East India Ocean Steam Ship Company was sold as a going concern in 1899 to North German Lloyd as part of a policy to cut wasteful expenditure and increase the Ocean Steam Ship Company's earning capacity.

In the late 1890s, the Holts began to open up the Western Australian trade route from Singapore, and, in 1898 the Holts were approached by a powerful group of Australian shipping agents, known as the 'Syndicate', to start a direct service to Australia from the United Kingdom. As a result, the Holts began a monthly direct service in 1901 between Glasgow, Adelaide, Melbourne, Sydney and Brisbane, and *Sarpedon*, *Nestor* and *Orestes* were fitted with refrigeration holds to accommodate perishable cargoes. These ships were first of the Blue Funnel fleet to be so equipped. The first 5 years of this direct service produced little in the way of profit, but, largely due to the efforts of the Syndicate to secure freight for the Blue Funnel ships, the Holts persevered with a venture that was to prove to be highly successful.

The China Mutual got into financial difficulty during a recession in 1901 and 1902. As a result, an agreement was reached in 1902 that led to Holts acquiring a controlling interest in the China Mutual. This astute move on behalf of the Ocean Steam Ship Company Managers meant that the Blue Funnel fleet increased in size by 13 modern and well-equipped ships, enabling considerable economies of scale. It also meant that the Ocean Steam Ship Company no longer had a serious competitor in trade from Glasgow and Liverpool.

Thus, in the very early years of the 20th Century, the Holts presided over a much-enlarged fleet of ships and a business that was expanding to cover more areas of the world. The major trade routes that contributed to the bulk of the Company's earnings were those to and from China and Japan, Java and Australia together with the trans-Pacific route between Japan and British Columbia. In addition, there were the subsidiary routes centred upon Singapore.

In 1902, the Ocean Steam Ship Company became a limited company.

The pressure from competition was such that, in 1903, the decision was made to build a new class of faster and larger ship to accept the newer types or cargo and to also accommodate some passengers. As before, advantage was taken of depressions in the ship building industry to obtain new tonnage at very low prices. Eight new steam ships were ordered between 1903 and 1905, and a further 6 more between 1908 and 1910. These ships reflected new thinking in design. For example, the number of pillars used for support in the holds was greatly reduced by using steel girders suspended between them. This innovative approach greatly facilitated the movement and stowage of cargo and also provided an increase in capacity. The enhanced speed, capacity and efficiency of these new ships not only provided a competitive advantage but also a safeguard against the ever-present danger of loss of revenue from accidents.

Alfred Holt resigned as a Manager of the Ocean Steam Ship Company in 1904 – some 40 years after having started the Blue Funnel Line. His brother Philip had resigned in 1897 followed by Albert Crompton in 1901, and William Stapledon had been appointed as a Manager in 1902.

As part of their on-going aim to reduce costs and improve efficiency, the Managers decided, in 1905, to purchase land at Kowloon and Shanghai for the construction of wharves and warehouses and thus ensure that dedicated and independent facilities were available for the Blue Funnel fleet. Later, in 1911, land was also purchased on the riverfront at Hankow for storage facilities.

In 1908, the increase in the Company's business led to the appointment of 2 new Managers: Henry Bell Wortley and Lawrence Durning Holt. George Holt retired in 1912 and was succeeded by Charles Sydney. By now, the size of the business and its interests was such that corporate decision making became the norm in place of the once prominent and influential roles of individual Managers.

A general expansion of trade in the Far East, Australia and the Pacific had occurred during the first decade of the 20th Century, of which the Ocean Steam Ship Company had obtained a significant share. The following years between 1910 and 1914 were to be prosperous ones for the Company, and, by 1913, earnings were almost equally divided between those from the China and Japan trades and those from the trades in the Pacific.

Alfred Holt died on 28th November 1911. He had been a man of strong character who had adhered to a strict code of probity in both his business and private life. Whilst he had been stubborn and uncompromising in matters of principle, he had certainly not

been afraid to take risks. A talented marine engineer, he had possessed the foresight, spirit of adventure and energy to pursue and seize a favourable business opportunity. With the help of his brother, Philip, upon whose wise counsel on commercial matters he had relied heavily, he had become one of the great businessmen of his time. His brother, Philip, died 3 years later on 27th November 1914.

At the start of the First World War, the Blue Funnel Line comprised a fleet of 69 modern ships with a net value in excess of £2,000,000.

In 1915, Alfred Holt and Company acquired Sir Thomas Royden's Indra Line, comprising 7 ships, which had been trading between New York and China. This provided the Company with membership of the China – New York Conference.

A shortage of trained deck officers prompted Lawrence Holt to propose that Alfred Holt and Company should establish its own training facility. As a result, a Midshipmen's Department was established in 1916. Before going to sea, the newly recruited midshipman would be sent for outward-bound training. Then, over a period of 3 to 4 years, depending upon the length of his indenture, he would go to sea on as wide a variety of Blue Funnel ships as possible, usually in the company of several other midshipmen. Whilst at sea, a midshipman would, in effect, be employed as an ordinary seaman so as to master the art of seamanship, and, with successive trips at sea, he would be expected to take more and more responsibility as a member of the deck crew although, with increasing seniority, more and more of his training would be devoted to understudying his officers in their navigational duties at sea and in cargo operations in port. The Company also established a hostel in Liverpool in 1922, and midshipmen were expected to stay there during periods ashore. Midshipmen were continually assessed, both at sea and ashore, and only the best were selected to become future officers of the Company.

The Knight Line, comprising 4 ships, was acquired by Alfred Holt and Company in 1917. Unusually, these ships were to retain their original names during their time with the Blue Funnel fleet.

By the end of the First World War, Alfred Holt and Company had lost 18 ships, and, despite acquisitions during the war, which meant that the size of the fleet at the end of the war was similar to that at the beginning, the Company now faced a mammoth task of overhauling and reconstructing its fleet.

The inter-war years were marked by depressed trade on the one hand and rising costs on the other. The effects of greatly increased competition, due to over capacity, and the resultant pressure to reduce freight rates meant that, despite making huge profits during the war, many shipping companies faced severe difficulties, and there were some spectacular failures.

By contrast, Alfred Holt and Company was notable for its success. The Company was undoubtedly fortunate in that trade in South East Asia and China, the mainstay of its operations, continued to build and that the Company's share of that trade was largely protected by an efficient and effective Conference system. Trade with Australia, whilst considerably smaller than that with South East Asia and China, also developed strongly in the 1930s, and, in this too, the Company benefited from a well run Conference system. Nevertheless, other trades, such as the American and the Trans-Pacific trades, remained depressed for most of the inter war years.

Good fortune accepted, great credit for the Company's overall performance during the inter war years must go to the Managers, who continued to build upon their reputation for sound investment, efficient fleet management and a willingness to seek out and develop new business opportunities. For example, the Managers took advantage of the demise of the German Merchant Navy to develop the Company's services between European ports and the Far East.

In 1923, the Ocean Steam Ship Company took delivery of the *Tantalus*, the first ship in the Blue Funnel fleet to be powered by a diesel engine – in this case one built by Burmeister and Wain.

Alfred Holt and Company staff transferred to the new India Buildings in 1928, although building work was not finally completed until 1932.

Lord Kylsant's Royal Mail Group, which included Elder Dempster and the Glen Line, collapsed in 1930, and a lengthy salvage operation ensued which resulted in Richard Holt becoming Chairman of Elder Dempster Lines Limited in 1932. Later, in 1935, Alfred Holt and Company acquired the Glen Line, which had already absorbed the Shire Line and which comprised a total of 10 ships. Despite being owned by Alfred Holt and Company, the Glen Line continued to be managed and operated as an independent company. Nevertheless, Blue Funnel Line midshipmen were appointed to both Blue Funnel Line and Glen Line ships for their training.

As a result of competition from Blue Star Line ships, the *Idomeneus* was equipped in 1933 to carry gas-chilled beef from Australia.

In 1936, Alfred Holt and Company became a major shareholder in Elder Dempster, and the Ocean Steam Ship Company took responsibility for managing Elder Dempster's shipping operations for a period of 7 years.

At the outbreak of hostilities on 3rd September 1939, Alfred Holt and Company was in a sound financial position, and its fleet comprised 76 Blue Funnel and 11 Glen Line ships. However, 28 of these ships had been built before or during the First World War, and the average age of the fleet was almost 20 years. "A Merchant Fleet in War 1939-1945" by Captain S W Roskill RN is a beautifully crafted and deeply moving account of the tragedies and triumphs experienced by the Holt fleet during the Second World War.

Richard Holt died in March 1941, and Lawrence Holt became senior partner. Richard Durning Holt had been a Manager since 1895 and Senior Partner since 1904. He had, for over 40 years, been the dominant force in Alfred Holt and Company.

On 3rd May 1941, India Buildings, and the Company records contained therein, were almost completely destroyed by fire caused by the bombing of adjacent buildings.

In 1943, Alfred Holt and Company ceased to be responsible for managing Elder Dempster's shipping operations.

By the end of the Second World War, 41 Blue Funnel and 3 Glen Line ships had been lost. In addition, 8 of the ships that had been transferred by the Ministry of War Transport to Holts for manning and management were also lost. Fortunately, there was a relatively high rate of survival among the crews of Holt ships that were lost when compared to the British Merchant Navy as a whole, and there is no doubt that the high quality of construction of these ships and the professionalism of those who manned them were significant among the reasons for this.

Faced with the mammoth and immediate task of rebuilding the Blue Funnel fleet, the Managers of Alfred Holt and Company decided to adopt a twin track strategy of ordering new ships whilst at the same time purchasing ready built ones. Accordingly, in late 1945, the Managers agreed to buy 14 ships that had been built for the United States War Shipping Administration, and they

also placed orders for 8 new 'A' class ships. All 14 ready-built ships were taken into the Blue Funnel fleet between 1946 and 1947. Six of these were "Victory" ships, and the remaining 8 were "Liberty" ships.

The first of the Company's 27 'A' class ships – the *Calchas* – was launched by Mrs L D Holt on the 27th August 1946. The introduction of the *Calchas* to the Blue Funnel fleet marked a major development in the way midshipmen were trained, as, from her first voyage in 1947 until 1956, she was designated as the Company training ship. *Calchas* had accommodation for 22 midshipmen, and training was planned so that, on any one voyage, half the midshipmen were on their first trip on her, and the other half were on their second. There were only 2 professional seamen on board, the Bosun and the Carpenter, and so the midshipmen were responsible for undertaking all the other duties of a normal deck crew. Senior deck crew positions such as Bosun's Mate, Carpenter's Mate and Lamptrimmer were allocated to senior midshipmen on merit. *Calchas* was not equipped with a schoolroom nor did she carry a dedicated schoolmaster. Whilst on board *Calchas*, midshipmen continued to study through a correspondence course, which was designed, administered and assessed by the Company's training department, and the ship's officers would offer advice and help if requested to do so.

It is interesting to note that the number of midshipmen under training was such that no more than half of them would ever spend time under indenture on the *Calchas* or on her replacement, the *Diomed*. Those who did would normally expect to complete their 2 consecutive voyages roughly half way through their sea-based training. Irrespective of whether or not a midshipman served on the *Calchas* or *Diomed*, it was Company policy to ensure that his training encompassed as wide a variety of the Company's ships and trading routes as possible so as to maximise the breadth and depth of his experience, and, whilst on these ships, he would normally be in the company of several other Midshipmen.

In 1949, the *Tyndareus* was converted to operate in the role of a pilgrim ship, and she could carry up to 2500 pilgrims. She made 2 to 3 journeys in this role each year between South-east Asia and Jeddah.

The Australian passenger liner service, which had begun in 1910, ended in 1950.

In 1953, Lawrence Holt retired. He had been a Manager for 45 years and had made a tremendous contribution to the success of Alfred Holt and Company. In particular, his influence with regard to training was very significant, and it is interesting to note that, in the year of his retirement, some 250 midshipmen were serving their apprenticeship with the Company.

The rebuilding of India Buildings was finally completed in 1953.

In 1955, *Calchas* carried 14 engineer cadets in place of firemen and greasers, but, after only a few voyages, this experiment was discontinued.

The *Diomed* was launched in 1956, and, from her maiden voyage that same year, she took over the role of the Company training ship from the *Calchas*, and, to all intents and purposes, the pattern of midshipman training remained the same.

The year 1957 marked the high point of a period of buoyant trading conditions that had begun at the end of the Second World War. In particular, trade had been good for the Holts during the Korean War (1950 – 1953) and during the closure of the Suez Canal (1956 – 1957), but then began a gradual period of decline in prosperity, which accelerated in the 1960s. Significant amongst the reasons for this were the burgeoning costs of shipbuilding and labour, which far outstripped the increases in revenues from trade. Nevertheless, Alfred Holt and Company was more profitable than most other shipping companies in the 1960s.

The post-war rebuilding programme was finally completed in 1960 when the last of a total of 44 new ships joined the Blue Funnel fleet, which then comprised a total of 60 ships. The Managers of Alfred Holt and Company could be justifiably proud of building up a fleet of fine fast ships that placed the Company in the forefront of competition for trade.

In 1960, The *Gunung Djati* replaced the *Tyndareus* as the Blue Funnel Line's dedicated pilgrim ship. She could carry up to 2000 pilgrims, and an interesting feature on board was a moveable arrow to indicate the direction of Mecca throughout the voyage.

A new service, called the Malaya-Indonesia Line, was established in 1960. It covered the former trade from the American Gulf and Atlantic ports to Malaya, Singapore and Indonesia.

The Managers of Alfred Holt and Company decided, in 1961, that the Company would no longer assume the whole of the financial risk on its vessels. This was a major reversal of a policy that had been in place since 1875.

Largely as a result of the growth in air travel, the Managers of Alfred Holt and Company decided, in 1962, to withdraw passenger services to the Far East.

A new training and residential establishment for both midshipmen and engineer cadets was opened in Liverpool in 1963. The new building, which actually adjoined the original hostel, comprised a purpose built chartroom, seamanship room, lecture theatre, library, general classroom and dormitory accommodation – the whole complex being named *Aulis*. Following the merger in 1965, Elder Dempster's adjacent cadet training establishment – *River House* – was incorporated with *Aulis* into *Ocean Fleets Training Establishment*, which, with the addition in 1975 of a new wing of accommodation in single rooms, brought the total residential accommodation to 280 berths. *Aulis* was uniquely a Holt phenomenon. It had its origins in the philosophy espoused by Lawrence Holt, which led to the opening of the original hostel and which could be broadly described as the belief that the development of a midshipman's character, his personal qualities and his understanding of the wider world were just as important as the acquisition of technical knowledge. Thus *Aulis*, and, latterly, *Ocean Fleets Training Establishment*, provided both Company training staff and Management with the opportunity to observe and encourage midshipmen with their technical studies and with their development as human beings. Midshipmen came to know and understand their training staff – and vice versa – which was invaluable when it came to the selection of senior midshipmen and, eventually, selection for promotion to officer rank in the Company.

Coincidentally, in the same year as *Aulis* was opened, the Managers decided that it was no longer practicable to continue operating *Diomed* as a designated training ship, and she was returned to normal manning. The major reason for this was the adoption by the Company of Mid-Apprenticeship Release courses, lasting approximately 10 weeks, which made it virtually impossible to ensure that a full complement of midshipmen would always be available to man *Diomed*.

In 1964, the Malaya-Indonesia Line was renamed the Blue Sea Line.

The *Centaur* – a brand new passenger/cargo liner – replaced the aging *Gorgon* and *Charon* on the Singapore to Freemantle service in 1964. She had been specifically designed to meet the Holt's requirements for a fast vessel capable of carrying 190 first class passengers as well as 4,500 live sheep.

The Ocean Steam Ship Company became a publicly quoted company in March 1965 – its centenary year – and Sir John Nicholson became the Company's first Chairman. He had become a Manager in 1944 and then Senior Partner in 1957.

Later in 1965, Liner Holdings Limited – which included Elder Dempster – became a wholly owned subsidiary of the Ocean Steam Ship Company.

The year 1965 also saw the start of the container revolution, which was to transform the way in which the vast majority of goods were carried by sea. It would soon become apparent that a ship that was specifically designed to carry containers could easily cope with the work that had, hitherto, required 8 traditional cargo ships.

Overseas Containers Limited (OCL) was formed in September 1965, and, initially, the Ocean Steam Ship Company owned a 19% share. This rose to 49% in 1971.

The new and very fast 'Priam' class ships, which were designed to carry a wide range of bulk liquids and refrigerated and general cargo and which entered service between 1966 and 1968, were to prove to be the last conventional cargo liners to be built for the Blue Funnel fleet.

A major restructuring exercise occurred in 1967 whereby all fleet operations were divided amongst 4 companies, each of which answered to the main board of the Ocean Steam Ship Company. The 4 fleet operating companies were: Blue Funnel Line Limited, Elder Dempster Lines Limited, Glen Line Limited and Nederlandsche Stoomvaart Maatschappij Oceaan. This momentous event not only saw the use of the name Blue Funnel Line for a limited company, but it also saw the demise of the name Alfred Holt and Company. It is interesting to note that, although the name Alfred Holt and Company was registered in 1917, no company of that name was ever officially incorporated as a private limited company.

In 1967, as a result of the merger of the Blue Funnel and Elder Dempster fleets, the term midshipman was superseded by the term cadet. In this same year, the Ocean Steam Ship Company purchased a half share in the China Navigation Company.

Panocean Shipping and Trading was set up in 1969 as a joint venture between the Ocean Steam Ship Company and the Peninsular and Oriental Steamship Company. Sadly, the same year saw the end of all calls to ports in China by Blue Funnel ships.

Two years later, in 1971, the Ocean Steam Ship Company and the Inchcape Group formed Ocean Inchcape, in which the Ocean Steam Ship Company had a 60% share. The year 1971 also saw the sale of the Holt's Wharf in Hong Kong.

The Ocean Steam Ship Company acquired William Cory and Son in May 1972. Although William Cory and Son Limited's areas of operation included shipping and towing, it was essentially a land-based transportation and distribution company. Through this acquisition, the Ocean group had increased in size by more than one third.

Between 1972 and 1973, OCL introduced container services on all the main Far East routes.

In 1974, the Barber Blue Sea Line was formed from a merger between the Blue Sea Line and the Barber Lines, and the Ocean Steam Ship Company's share in this new venture amounted to 30%. In the same year, all remaining conventional cargo liner services to the Far East operated by the Blue Funnel Line Limited, Glen Line Limited and Nederlandsche Stoomvaart Maatschappij Oceaan were combined with those of the Ben Line to form the Ben Ocean service.

Richard Hobhouse retired as a Manager/Director in 1976. He was the last relative of the Holt family to serve as a Manager/Director of the Blue Funnel fleet.

By 1978, nearly 90% of the Far East trade was containerised in both directions, and the Blue Funnel fleet had been reduced to 10 conventional cargo ships.

Nederlandsche Stoomvaart Maatschappij Oceaan ceased trading in 1978.

The Ocean group's headquarters was moved from Liverpool to London in 1980.

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

The year 1983, saw the start of a gradual withdrawal by Ocean from shipping services when it sold its shareholding in the Straits Steamship Company. Three years later, in 1986, Ocean sold its shareholding in OCL. Then, in 1988, it withdrew from the Barber Blue Sea Service, and this event brought to an end the era of the famous Blue Funnel.

Finally, in 1989, Ocean's involvement with deep-sea shipping came to an end when it sold Elder Dempster. Thus, over a period of 124 years, the Ocean Steam Ship Company, which was first registered in 1865, had moved from a dynamically run family business focused almost exclusively on the carriage of goods by sea in its own ships to a publicly quoted conglomerate with a variety of business activities – none of which included deep-sea shipping.

Acknowledgements

The author wishes to acknowledge the invaluable help provided by the books listed in the Bibliography at Appendix 2. Whilst several of these are now out of print, it is still possible to obtain good quality second hand copies.

Grateful thanks are also due to Terry Beggs, who was the last Principal of *Aulis*, and who provided a great deal of help and advice with this history and, particularly, with regard to midshipmen training. Terry is currently writing a book on "Midshipmen and their Training in the Blue Funnel Line". It will be a 70 year chronological account of all aspects of midshipmen's training in the Company set against a background of developments in the Company, changing patterns of technical education and world events in general. Terry also intends to explore the human story and the perceived value of Blue Funnel training in later life. Terry would welcome personal contributions and anecdotal material, and he can be contacted via the Links page on this web site.

Appendix 1

SHIPS
OF
ALFRED HOLT AND COMPANY

OCEAN STEAM SHIP COMPANY (OSSC)

NEDERLANDSCHE STOOMVAART MAATSCHAPPIJ OCEAAN (NSMO)

THE CHINA MUTUAL STEAM NAVIGATION COMPANY (CMSNC)

THE BLUE FUNNEL LINE

NAME	YEAR BUILT	PERIOD WITH COMPANY	TONS GROSS NET	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
AGAMEMNON	1865	OSSC 1865-1897 NSMO 1897-1899	2,280 1,550	309.5 x 38.8 x 28.4			Compound tandem steam. IHP 945 10 knots.
AJAX	1865	OSSC 1865-1897 NSMO 1897-1900	2,280 1,550	309.5 x 38.8 x 28.4			Compound tandem steam. IHP 945 10 knots.
ACHILLES	1866	OSSC 1866-1891 NSMO 1891-1898	2,280 1,550	309.5 x 38.8 x 28.4			Compound tandem steam. IHP 945 10 knots.

DIOMED	1868	OSSC 1868-1894	1,848 1,201	291.5 x 34.5 x 28.3			Compound tandem steam. IHP 630 10 knots.
NESTOR	1868	OSSC 1868-1894	1,869 1,414	313.6 x 32.8 x 27.9			Compound tandem steam. IHP 450 10 knots.
PRIAM	1870	OSSC 1870-1889	2,039 1,572	313.2 x 34.0 x 28.2			Compound tandem steam. IHP 620 10 knots. Wrecked
SARPEDON	1871	OSSC 1871-1876	1,949 1,519	310.7 x 33.5 x 25.5			Compound tandem steam. IHP 580 10 knots. Sank.
HECTOR	1871	OSSC 1871-1875	1,956 1,523	312.2 x 33.6 x 25.5			Compound tandem steam. IHP 580 10 knots. Wrecked.
ULYSSES	1871	OSSC 1871-1887	1,949 1,519	310.7 x 33.5 x 25.5			Compound tandem steam. IHP 580 10 knots. Total loss.
MENELAUS	1871	OSSC 1871-1891 NSMO 1891-1894	1,956 1,523	312.2 x 33.6 x 25.5			Compound tandem steam. IHP 580 10 knots.
GLAUCUS	1871	OSSC 1871-1891 NSMO 1891-1898	2,074 1,604	322.0 x 33.7 x 25.6			Compound tandem steam. IHP 700 10 knots.
PATROCLUS	1872	OSSC 1872-1892 NSMO 1892-1895	2,074 1,604	322.0 x 33.7 x 25.6			Compound tandem steam. IHP 700 10 knots.

DEUCALION	1872	OSSC 1872-1891 NSMO 1891-1896	2,074 1,604	322.0 x 33.7 x 25.6			Compound tandem steam. IHP 700 10 knots.
ANTENOR	1872	OSSC 1872-1891 NSMO 1891-1893	2,074 1,604	322.0 x 33.7 x 25.6			Compound tandem steam. IHP 700 10 knots.
STENTOR	1875	OSSC 1875-1891 NSMO 1891-1896	2,021 1,304	314.1 x 35.2 x 26.0			Compound tandem steam. IHP 729 10 knots.
ANCHISES	1875	OSSC 1875-1891 1895-1896 NSMO 1891-1895	2,021 1,304	314.1 x 35.2 x 26.0			Compound tandem steam. IHP 729 10 knots.
ORESTES	1875	OSSC 1875-1876	2,021 1,304	314.1 x 35.2 x 26.0			Compound tandem steam. IHP 729 10 knots. Lost.
ORESTES	1877	OSSC 1877-1894	2,057 1,323	316.5 x 35.2 x 26.0			Compound tandem steam. IHP 788 10 knots.
TEUCER	1877	OSSC 1877-1885	2,057 1,323	316.5 x 35.2 x 26.0			Compound tandem steam. IHP 788 10 knots. Wrecked.
SARPEDON	1877	OSSC 1877-1893 NSMO 1893-1894	2,036 1,592	310.0 x 34.2 x 25.3			Compound tandem steam. IHP 580 10 knots.

HECTOR	1877	OSSC 1877-1891 NSMO 1891-1894	2,036 1,592	310.0 x 34.2 x 25.3			Compound tandem steam. IHP 580 10 knots.
LAERTES	1879	OSSC 1879-1894 1901-1903 NSMO 1894-1901	2,148 1,391	320.5 x 34.3 x 26.0			Compound tandem steam. IHP 777 10 knots.
CYCLOPS	1880	OSSC 1880-1894 NSMO 1894-1902	2,148 1,391	320.5 x 34.3 x 26.0			Compound tandem steam. IHP 777 10 knots.
BELLEROPHON	1880	OSSC 1880-1893 NSMO 1893-1898	2,148 1,391	320.5 x 34.3 x 26.0			Compound tandem steam. IHP 777 10 knots.
TELEMACHUS	1880	OSSC 1880-1894 1899-1902 NSMO 1894-1899	2,148 1,391	320.5 x 34.3 x 26.0			Compound tandem steam. IHP 777 10 knots.
JASON	1880	OSSC 1880-1894 NSMO 1894-1903	2,148 1,391	320.5 x 34.3 x 26.0			Compound tandem steam. IHP 777 10 knots.
TELAMON	1885	OSSC 1885-1897 NSMO 1897-1902	2,397 1,554	320.2 x 36.3 x 25.9			Compound tandem steam. IHP 1,117 10 knots.
TITAN	1885	OSSC 1885-1895 NSMO 1895-1902	2,397 1,554	320.2 x 36.3 x 25.9			Compound tandem steam. IHP 1,117 10 knots.

PALAMED	1885	OSSC 1885-1897	2,397 1,554	320.2 x 36.3 x 25.9			Compound tandem steam. IHP 1,117 10 knots.
PALINURUS	1886	OSSC 1886-1896 1897-1897 NSMO 1896-1897	2,397 1,554	320.2 x 36.3 x 25.9			Compound tandem steam. IHP 1,117 10 knots.
PROMETHEUS	1886	OSSC 1886-1894 NSMO 1894-1894	2,397 1,554	320.2 x 36.3 x 25.9			Compound tandem steam. IHP 1,117 10 knots.
DARDANUS	1886	OSSC 1886-1894	2,397 1,554	320.2 x 36.3 x 25.9			Compound tandem steam. IHP 1,117 10 knots.
ULYSSES	1888	OSSC 1888-1890	2,140 1,473	320.8 x 36.3 x 25.8			First triple expansion. IHP 1,604 10 knots. Wrecked.
MYRMIDON	1890	OSSC 1890-1899 NSMO 1899-1904	2,868 1,816	336.1 x 38.5 x 27.0		12 Cabin 500 Deck Pilgrims 200 ‘Tween Deck	Compound tandem steam. IHP 1,560 10 knots. Cost £53,320.
TEUCER	1890	OSSC 1890-1890 1903-1906 NSMO 1890-1903	2,868 1,816	336.1 x 38.5 x 27.0		12 Cabin 500 Deck Pilgrims 200 ‘Tween Deck	Compound tandem steam. IHP 1,560 10 knots. Cost £48,500.
POLYPHEMUS	1890	OSSC 1890-1898 NSMO 1898-1904	2,868 1,816	336.1 x 38.5 x 27.0		12 Cabin 500 Deck Pilgrims 200 ‘Tween Deck	Compound tandem steam. IHP 1,560 10 knots. Cost £53,364.

PRIAM	1890	OSSC 1890-1899 NSMO 1899-1903	2,868 1,816	336.1 x 38.5 x 27.0		12 Cabin 500 Deck Pilgrims 200 'Tween Deck	Compound tandem steam. IHP 1,560 10 knots. Cost £48,668.
IXION	1892	OSSC 1892-1902 NSMO 1902-1911	3,627 2,286	354.9 x 42.8 x 26.7		12 Cabin	Triple expansion. IHP 1,850 10 knots. Cost £51,000.
TANTALUS	1892	OSSC 1892-1904 NSMO 1904-1922	3,627 2,286	354.9 x 42.8 x 26.7		12 Cabin	Triple expansion. IHP 1,850 10 knots. Cost £51,500.
ULYSSES	1892	OSSC 1892-1912	3,627 2,286	354.9 x 42.8 x 26.7		12 Cabin	Triple expansion. IHP 1,850 10 knots. Cost £52,185.
PYRRHUS	1892	OSSC 1892-1907 NSMO 1907-1914	3,627 2,286	354.9 x 42.8 x 26.7		12 Cabin	Triple expansion. IHP 1,850 10 knots. Cost £52,180.
NESTOR	1889	OSSC 1894-1911	3,767 2,417	370.5 x 42.2 x 27.2	Equipped with refrigerated holds.		Ex-Queen of India Triple expansion. 10 knots.
ORESTES	1894	OSSC 1894-1925	4,653 2,992	392.3 x 47.1 x 26.4	Equipped with refrigerated holds.		Triple expansion. IHP 2,600 10 knots. Cost £51,786.
SARPEDON	1894	OSSC 1894-1914 1915-1923 NSMO 1914-1915	4,653 2,992	392.3 x 47.1 x 26.4	Equipped with refrigerated holds.		Triple expansion. IHP 2,600 10 knots. Cost £52,010.

DARDANUS	1894	OSSC 1894-1911 NSMO 1911-1923	4,653 2,992	392.3 x 47.1 x 26.4			Triple expansion. IHP 2,600 10 knots. Cost £52,030.
DIOMED	1895	OSSC 1895-1915	4,653 2,992	392.3 x 47.1 x 26.4			Triple expansion. IHP 2,600 10 knots. Torpedoed. Cost £53,401.
HECTOR	1895	OSSC 1895-1923	4,653 2,992	392.3 x 47.1 x 26.4			Triple expansion. IHP 2,600 10 knots. Cost £52,000.
MENELAUS	1895	OSSC 1895-1916	4,653 2,992	392.3 x 47.1 x 26.4			Triple expansion. IHP 2,600 10 knots. Cost £53,532.
PROMETHEUS	1896	OSSC 1896-1924	5,570 3,583	422.0 x 49.4 x 28.6			Triple expansion. IHP 4,000 10 knots. Cost £62,558.
GLAUCUS	1896	OSSC 1896-1918	5,570 3,583	422.0 x 49.4 x 28.6			Triple expansion. IHP 4,000 10 knots. Torpedoed.
ANTENOR	1896	OSSC 1896-1925	5,570 3,583	422.0 x 49.4 x 28.6			Triple expansion. IHP 4,000 10 knots. Cost £62,796.
PATROCLUS (Renamed PALAMED in 1923)	1896	OSSC 1896-1914 NSMO 1914-1924	5,570 3,583	422.0 x 49.4 x 28.6			Triple expansion. IHP 4,000 10 knots. Cost £62,801.

IDOMENEUS	1899	OSSC 1899-1922 NSMO 1922-1925	6,692 4,250	441.8 x 52.6 x 30.3			Triple expansion. IHP 4,000 10 knots.
CALCHAS	1899	OSSC 1899-1917	6,692 4,250	441.8 x 52.6 x 30.3			Triple expansion. IHP 4,000 10 knots. Torpedoed.
MACHAON	1899	OSSC 1899-1918	6,692 4,250	441.8 x 52.6 x 30.3			Triple expansion. IHP 4,000 10 knots. Torpedoed.
STENTOR	1899	OSSC 1899-1922 NSMO 1922-1926	6,692 4,250	441.8 x 52.6 x 30.3			Triple expansion. IHP 4,000 10 knots.
ALCINOUS	1900	OSSC 1899-1925	6,692 4,250	441.8 x 52.6 x 30.3			Triple expansion. IHP 4,000 10 knots.
AGAMEMNON	1900	OSSC 1900-1927	7,010 4,461	442.1 x 52.7 x 32.0			Triple expansion. IHP 4,000 10 knots.
AJAX	1900	OSSC 1900-1930	7,010 4,461	442.1 x 52.7 x 32.0			Triple expansion. IHP 4,000 10 knots.
ACHILLES	1900	OSSC 1900-1916	7,010 4,461	442.1 x 52.7 x 32.0			Triple expansion. IHP 4,000 10 knots. Torpedoed.
DEUCALION	1900	OSSC 1900-1930	7,010 4,461	442.1 x 52.7 x 32.0			Triple expansion. IHP 4,000 10 knots.

PELEUS	1901	OSSC 1901-1931	7,441 4,800	454.7 x 54.1 x 32.3			Triple expansion. IHP 4,000 10 knots.
TYDEUS	1901	OSSC 1901-1931	7,441 4,800	454.7 x 54.1 x 32.3			Triple expansion. IHP 4,000 10 knots.
TELEMACHUS	1902	OSSC 1902-1932	7,441 4,800	454.7 x 54.1 x 32.3			Triple expansion. IHP 4,000 10 knots.
JASON	1902	OSSC 1902-1931	7,441 4,800	454.7 x 54.1 x 32.3			Triple expansion. IHP 4,000 10 knots.
OOPACK	1894	CMSNC 1902-1918	3,883 2,517	370.0 x 45.3 x 27.0			Triple expansion. IHP 2,000 10 knots. Torpedoed.
CHING WO	1894	CMSNC 1902-1911	3,883 2,517	370.0 x 45.3 x 27.0			Triple expansion. IHP 2,000 10 knots.
KAISOW	1895	CMSNC 1902-1911	3,921 2,529	370.0 x 46.0 x 26.3			Triple expansion. IHP 2,000 10 knots.
PACKLING	1895	CMSNC 1902-1923	4,613 2,952	410.0 x 48.1 x 27.4			Triple expansion. IHP 3,600
KINTUCK	1895	CMSNC 1902-1917	4,613 2,952	410.0 x 48.1 x 27.4			Triple expansion. IHP 3,600 Struck mine and sank.
MOYUNE	1895	CMSNC 1902-1918	4,935 3,213	410.0 x 48.1 x 26.2			Triple expansion. IHP 3,000 Torpedoed.
TEENKAI	1895	CMSNC 1902-1922	4,935 3,213	410.0 x 48.1 x 26.2			Triple expansion. IHP 3,000

YANGTSZE	1899	CMSNC 1902-1927	6,457 4,149	450.0 x 53.2 x 30.9			Triple expansion. IHP 3,700
PING SUEY	1899	CMSNC 1902-1917	6,457 4,149	450.0 x 53.2 x 30.9			Triple expansion. IHP 3,700
HYSON	1899	CMSNC 1902-1926	6,457 4,149	450.0 x 53.2 x 30.9			Triple expansion. IHP 3,700
KEEMUN	1902	CMSNC 1902-1933	9,074 5,870	482.0 x 58.2 x 32.8			Twin triple expansion. IHP 5,500 Twin screw.
NINGCHOW	1902	CMSNC 1902-1932	9,074 5,870	482.0 x 58.2 x 32.8			Twin triple expansion. IHP 5,500 Twin screw.
OANFA	1903	CMSNC 1902-1931	9,074 5,870	482.0 x 58.2 x 32.8			Twin triple expansion. IHP 5,500 Twin Screw.
PRIAM	1904	OSSC 1904-1931	4,543 2,905	382.7 x 47.2 x 28.2			Triple expansion. IHP 2,700 10 knots.
LAERTES	1904	OSSC 1904-1917	4,543 2,905	382.7 x 47.2 x 28.2			Triple expansion. IHP 2,700 10 knots. Torpedoed and lost.
TELAMON	1904	OSSC 1904-1933	4,543 2,905	382.7 x 47.2 x 28.2			Triple expansion. IHP 2,700 10 knots.
MYRMIDON	1905	CMSNC 1905-1930	4,964 3,062	391.5 x 49.2 x 28.8			Triple expansion. IHP 2,500 10 knots.
BELLEROPHON	1906	OSSC 1906-1948	8,953 5,743	485.3 x 58.4 x 39.5		12 Cabin 200 ‘Tween Deck	Twin triple expansion. IHP 5,700 Twin screw. 14 knots.

TEUCER	1906	OSSC 1906-1948	8,953 5,743	485.3 x 58.4 x 39.5		12 Cabin 200 'Tween Deck	Twin triple expansion. IHP 5,700 Twin screw. 14 knots.
ANTILOCHUS	1906	OSSC 1906-1948	8,953 5,743	485.3 x 58.4 x 39.5		12 Cabin 200 'Tween Deck	Twin triple expansion. IHP 5,700 Twin screw. 14 knots.
CYCLOPS	1906	OSSC 1906-1942	8,953 5,743	485.3 x 58.4 x 39.5		12 Cabin 200 'Tween Deck	Twin triple expansion. IHP 5,700 Twin screw. 14 knots. Torpedoed and lost.
TITAN	1906	OSSC 1906-1940	8,953 5,743	485.3 x 58.4 x 39.5		12 Cabin 200 'Tween Deck	Twin triple expansion. IHP 5,700 Twin screw. 14 knots. Torpedoed and lost.
ASTYANAX	1906	CMSNC 1906-1930	4,964 3,062	391.5 x 49.2 x 28.8			Triple expansion. IHP 2,500 10 knots.
MEMNON	1906	CMSNC 1906-1930	4,964 3,062	391.5 x 49.2 x 28.8			Triple expansion. IHP 2,500 10 knots.
POLYPHEMUS	1906	CMSNC 1906-1930	4,964 3,062	391.5 x 49.2 x 28.8			Triple expansion. IHP 2,500 10 knots.
PERSEUS	1908	OSSC 1908-1917	6,728 4,299	443.0 x 52.9 x 32.0		12 Cabin 200 'Tween Deck	Triple expansion. IHP 4,600 11 knots. Sunk by mine.
THESEUS	1908	OSSC 1908-1947	6,728 4,299	443.0 x 52.9 x 32.0		12 Cabin 200 'Tween Deck	Triple expansion. IHP 4,600 11 knots.

PROTESILAUS	1910	OSSC 1910-1942	9,547 6,118	484.9 x 60.4 x 39.5		12 Cabin 200 'Tween Deck	Twin triple expansion. IHP 5,700 Twin screw. 14 knots. Mined in 1940 – beyond repair.
AENEAS	1910	OSSC 1910-1940	10,048 6,380	493.0 x 60.4 x 37.0	74,500	288 First	Twin triple expansion. IHP 5,700 Twin screw. 14 knots. Sunk by air attack.
ASCANIUS	1910	OSSC 1910-1949	10,048 6,380	493.0 x 60.4 x 37.0	74,500	288 First	Twin triple expansion. IHP 5,700 Twin screw. 14 knots.
ANCHISES	1911	OSSC 1911-1941	10,048 6,380	493.0 x 60.4 x 37.0	74,500	288 First	Twin triple expansion. IHP 5,700 Twin screw. 14 knots. Sunk by air attack.
NELEUS	1911	CMSNC 1911-1948	6,728 4,299	443.0 x 52.9 x 32.0		12 Cabin 200 'Tween Deck	Triple expansion. IHP 4,600 11 knots.
ATREUS	1911	CMSNC 1911-1949	6,728 4,299	443.0 x 52.9 x 32.0		12 Cabin 200 'Tween Deck	Triple expansion. IHP 4,600 11 knots.
RHESUS	1911	CMSNC 1911-1950	6,728 4,299	443.0 x 52.9 x 32.0		12 Cabin 200 'Tween Deck	Triple expansion. IHP 4,600 11 knots.
DEMODOCUS	1912	CMSNC 1912-1951	6,728 4,299	443.0 x 52.9 x 32.0		12 Cabin 200 'Tween Deck	Triple expansion. IHP 4,600 11 knots.
LAOMEDON	1912	CMSNC 1912-1949	6,728 4,299	443.0 x 52.9 x 32.0		12 Cabin 200 'Tween Deck	Triple expansion. IHP 4,600 11 knots.

TALTHYBIUS	1912	OSSC 1912-1942	10,224 6,526	506.0 x 60.3 x 39.5		12 First 600 Steerage	Twin triple expansion. IHP 5,700 Twin screw. 11 knots.
IXION	1912	CMSNC 1912-1941	10,224 6,526	506.0 x 60.3 x 39.5		12 First 600 Steerage	Twin triple expansion. IHP 5,700 Twin screw. 11 knots. Torpedoed and sank.
EUMAEUS	1913	OSSC 1913-1918	6,728 4,299	443.0 x 52.9 x 32.0		12 Cabin 200 'Tween Deck	Triple expansion. IHP 4,600 11 knots. Torpedoed.
PHEMIUS	1913	OSSC 1913-17	6,728 4,299	443.0 x 52.9 x 32.0		12 Cabin 200 'Tween Deck	Triple expansion. IHP 4,600 11 knots. Torpedoed.
NESTOR	1913	OSSC 1913-1950	14,500 9,100	563.2 x 68.4 x 40.2	147,000	350 First	Twin triple expansion. IHP 7,750 Twin screw. 13.5 knots.
ULYSSSES	1913	CMSNC 1913-1942	14,500 9,100	563.2 x 68.4 x 40.2	147,000	350 First	Twin triple expansion. IHP 7,750 Twin screw. 13.5 knots. Torpedoed and sank.
LYCAON	1913	CMSNC 1913-1951	7,552 4,814	455.3 x 56.3 x 32.5			Triple expansion. IHP 5,500 11 knots.
HELENUS	1913	OSSC 1913-42	7,552 4,814	455.3 x 56.3 x 32.5			Triple expansion. IHP 5,500 11 knots. Torpedoed and sank.

TROILUS	1913	OSSC 1913-1914	7,552 4,814	455.3 x 56.3 x 32.5			Triple expansion. IHP 5,500 11 knots. Sunk by German cruiser.
TEIRESIAS	1914	OSSC 1914-1940	7,552 4,814	455.3 x 56.3 x 32.5			Triple expansion. IHP 5,500 11 knots. Bombed and sank.
AGAPENOR	1914	OSSC 1914-1942	7,552 4,814	455.3 x 56.3 x 32.5			Triple expansion. IHP 5,500 11 knots. Torpedoed and sank.
MENTOR	1914	OSSC 1914-1942	7,552 4,814	455.3 x 56.3 x 32.5			Triple expansion. IHP 5,500 11 knots. Torpedoed and sank.
PYRRHUS	1914	OSSC 1914-1940	7,552 4,814	455.3 x 56.3 x 32.5			Triple expansion. IHP 5,500 11 knots. Torpedoed and sank.
EURYDAMUS	1901	OSSC 1915-1924	5,197 3,367	410.1 x 49.3 x 29.6			Triple expansion. NHP 500 10 knots.
EURYMEDON	1902	OSSC 1915-1922	5,194 3,361	410.1 x 49.3 x 29.6			Triple expansion. NHP 500 10 knots.
EURYMACHUS	1906	OSSC 1915-1926	4,995 3,214	400.6 x 52.3 x 29.3			Triple expansion. NHP 500 10 knots.
EURYBATES	1910	OSSC 1915-1926	5,529 3,507	430.2 x 50.2 x 30.7			Triple expansion. NHP 517 10 knots.

EURYPYLUS	1912	OSSC 1915-1938	5,691 3,607	430.0 x 54.0 x 0.5			Triple expansion. NHP 687 10 knots.
EURYLOCHUS	1912	CMSNC 1915-1941	5,723 3,600	430.5 x 53.9 x 30.3			Triple expansion. NHP 687 10 knots. Torpedoed and sunk.
EURYADES	1913	OSSC 1915-1948	5,713 3,620	430.0 x 54.0 x 30.5			Triple expansion. NHP 687 10 knots.
TYNDAREUS	1916	OSSC 1916-1960	11,347 7,172	507.0 x 63.2 x 41.0		2, 500 Pilgrims from 1950	Triple expansion. NHP 622 12 knots. Twin Screw.
KNIGHT OF THE GARTER	1902	CMSNC 1917-1923	6,689 4,277	456.0 x 55.2 x 30.7			Triple expansion. NHP 552 11 knots.
KNIGHT OF THE THISTLE	1903	OSSC 1917-1917	6,675 4,286	455.8 x 55.2 x 30.7			Triple expansion. NHP 552 11 knots. Foundered in North Atlantic.
KNIGHT TEMPLAR	1905	OSSC 1917-1925	7,175 4,602	470.0 x 58.0 x 31.8			Triple expansion. NHP 596 11 knots.
KNIGHT COMPANION	1913	OSSC 1917-1933	7,241 6,625	470.0 x 58.0 x 31.8			Triple expansion. NHP 596 11 knots.
TROILUS	1917	OSSC 1917-1917	7,552 4,814	455.3 x 56.3 x 32.5			Triple expansion. IHP 5,500 11 knots. Torpedoed and sunk.

DIOMED	1917	OSSC 1917-1918	7,552 4,814	455.3 x 56.3 x 32.5			Triple expansion. IHP 5,500 11 knots. Shelled and sunk.
ELPENOR	1917	CMSNC 1917-1935 1947-1950	7,552 4,814	455.3 x 56.3 x 32.5			Triple expansion. IHP 5,500 11 knots.
AUTOLYCUS	1917	OSSC 1917-1918	5,806 3,664	423.8 x 52.3 x 29.9			Triple expansion. NHP 413 10 knots.
ACHILLES	1920	OSSC 1920-1941	11,426 7,199	507.4 x 63.2 x 41.1		4 Cabin	Steam Turbine. 12 knots. Twin Screw.
MACHAON	1920	OSSC 1920-1935 1947-1950	7,806 4,909	459.2 x 56.3 x 32.5			Triple expansion. NHP 571 11 knots. GLEN LINE: 1935-1947 and then 1950-1951
CALCHAS	1921	OSSC 1921-1941	10,304 6,313	490.8 x 62.4 x 39.6		4 Cabin	Steam Turbine. 6,500 SHP 14 knots. Twin Screw. Torpedoed and sunk.
EUMAEUS	1921	OSSC 1921-1941	7,736 4,849	459.2 x 56.3 x 32.5		12 Cabin	Steam Turbine. 6,000 SHP 14 knots. Equipped to carry latex in bulk. Torpedoed and sunk.
GLAUCUS	1921	OSSC 1921-1955	7,644 4,849	459.5 x 56.3 x 32.5		12 Cabin	Steam Turbine. 6,000 SHP 14 knots.

PHEMIUS	1921	OSSC 1921-1943	7,669 4,787	459.1 x 56.2 x 32.5		12 Cabin	Steam Turbine. 6,000 SHP 14 knots. Torpedoed and sunk.
TROILUS	1921	CMSNC 1921-1944	7,648 4,774	459.1 x 56.2 x 32.5		12 Cabin	Steam Turbine. 6,000 SHP 14 knots. Torpedoed and sunk.
PHILOCTETES	1922	CMSNC 1922-1940	11,446 7,187	511.9 x 63.2 x 41.1		4 Cabin	Steam Turbine. 12 knots. Twin Screw.
DIOMED	1922	CMSNC 1922-1952	10,453 6,340	490.8 x 62.4 x 39.6		4 Cabin	Steam Turbine. 6,500 SHP 14 knots. Twin Screw.
MERIONES	1922	CMSNC 1922-1941	7,684 4,810	459.7 x 58.4 x 32.6		12 Cabin	Steam Turbine. 6,000 SHP 14 knots. Sunk by German air attack.
RHEXENOR	1922	OSSC 1922-1943	7,957 5,004	459.6 x 58.3 x 32.6		12 Cabin	Steam Turbine. 6,000 SHP 14 knots. Torpedoed and sunk.
AUTOMEDON	1922	OSSC 1922-1940	7,628 4,724	459.4 x 58.4 x 32.6		12 Cabin	Steam Turbine. 6,000 SHP 14 knots. Sunk by German auxiliary cruiser
AUTOLYCUS	1923	CMSNC 1923-1942	7,718 4,859	459.7 x 58.3 x 32.5		12 Cabin	Steam Turbine. 6,000 SHP 14 knots. Sunk by Japanese cruiser

ADRASTUS 1923-1951 EURYADES 1951-1954	1923	OSSC 1923-1954	7,905 4,948	459.5 x 58.1 x 32.5		12 Cabin Pilgrim Ship	Steam Turbine. 6,000 SHP 14 knots.
PERSEUS	1923	CMSNC 1923-1944	10,286 6,336	490.5 x 62.3 x 39.6		4 Cabin	Steam Turbine. 6,500 SHP 14 knots. Twin Screw. Torpedoed and sunk.
MENELAUS	1923	OSSC 1923-1952	10,278 6,334	490.8 x 62.4 x 39.6		4 Cabin	Steam Turbine. 6,500 SHP 14 knots. Twin Screw.
DARDANUS	1923	OSSC 1923-1935 1939-1942	7,823 4,920	459.5 x 58.4 x 32.6			Triple expansion. NHP 571 11 knots. GLEN LINE: 1935-1939 Sunk by Japanese cruiser.
SARPEDON	1923	OSSC 1923-1953	11,321 6,921	499 x 62.3 x 34.9		155 First	Steam Turbine. 15.5 knots. Twin Screw.
PATROCLUS	1923	CMSNC 1923-1953	11,314 6,910	498.8 x 62.3 x 34.9		155 First	Steam Turbine. 15.5 knots. Twin Screw. Armed Merchant Cruiser in 1939 (HMS PATROCLUS) Torpedoed and sunk.
TANTALUS	1923	OSSC 1923-1936 1939-1941	7,777 4,800	458.3 x 58.2 x 32.6			Diesel (first diesel ship in fleet) 4,500 BHP GLEN LINE: 1936-1939 Attacked by Japanese aircraft and sunk.

MEDON	1923	OSSC 1923-1942	5,915 3,268	406.5 x 52.2 x 29.3			Diesel 652 NHP 12 knots. Torpedoed and sunk.
DOLIUS	1924	OSSC 1924-1943	5,994 3,645	406.5 x 52.2 x 28.4			Diesel/Steam 12 knots. Twin Screw. Torpedoed and sunk.
HECTOR	1924	OSSC 1924-1942	11,198 6,481	498.8 x 62.3 x 34.9		155 First	Steam Turbine. 15.5 knots. Twin Screw. Armed Merchant Cruiser in 1940 (HMS HECTOR) Attacked by Japanese aircraft and sunk.
EURYMEDON	1924	OSSC 1924-1940	6,223 3,858	431.8 x 54.7 x 30.1			Diesel 951 NHP 12 knots. Twin Screw. Torpedoed and sunk.
POLYDORUS	1924	NSMO 1924-1942	6,256 3,863	429.9 x 54.8 x 30.1			Steam Turbine. 12 knots. Twin Screw. Torpedoed and sunk.
MELAMPUS	1924	NSMO 1924-1950 OSSC 1950-1957	6,321 3,904	449.5 x 54.9 x 30.1			Steam Turbine. 12 knots. Twin Screw.
CENTAUR	1924	OSSC 1924-1943	3,066 1,800	315.7 x 48.2 x 21.5			Diesel 355 NHP 14 knots. Hospital Ship: 1940-1943 Torpedoed and sunk.

ASPHALION	1924	CMSNC 1924-1959	6,274 3,836	431.7 x 54.7 x 30.1		12 Cabin	Steam Turbine. 12 knots.
ANTENOR	1925	CMSNC 1925-1953	11,174 6,809	487.7 x 62.2 x 35		155 First	Steam Turbine. 15.5 knots. Twin Screw. Armed Merchant Cruiser in 1940 (HMS ANTENOR) then troopship from 1942 to 1945.
ALCINOUS 1925-1950 PHEMIUS 1950-1957	1925	NSMO 1925-1950 OSSC 1950-1957	6,639 4,131	429.8 x 54.8 x 29.0		12 Cabin	Diesel 4,800 BHP 14 knots. Twin Screw.
PHRONTIS	1925	NSMO 1926-1958	6,635 4,136	429.5 x 54.8 x 29.0		12 Cabin	Diesel 4,800 BHP 14 knots. Twin Screw.
PEISANDER	1925	OSSC 1925-1942	6,225 3,884	431.8 x 54.7 x 30.1			Diesel 12 knots. Twin Screw. Torpedoed and sunk.
PROMETHEUS	1925	OSSC 1925-1957	6,256 3,872	431.2 x 54.7 x 30.1			Diesel 12 knots. Twin Screw.
STENTOR	1926	CMSNC 1926-1942	6,634 4,161	430.8 x 55.8 x 29.0		12 Cabin	Diesel 4,800 BHP 14 knots. Twin Screw. Torpedoed and sunk.
ORESTES	1926	OSSC 1926-1963	7,845 4,809	459.6 x 58.4 x 32.6		12 Cabin 800 Pilgrims	Diesel 6,000 BHP 14.5 knots. Twin Screw.

IDOMENEUS	1926	CMSNC 1926-1962	7,857 4,813	459.6 x 58.4 x 32.6	Equipped in 1933 to carry gas-chilled beef from Australia.	12 Cabin 800 Pilgrims	Diesel 6,000 BHP 14.5 knots. Twin Screw.
XANTHUS	1927	OSSC 1927-1959	213 91	102.8 x 22.7 x 10.1			Compound steam. 8 knots. Oil separation barge on the Mersey.
EURYBATES	1928	OSSC 1928-1958	6,436 3,988	431.9 x 54.8 x 29.1			Diesel/Steam 2,500 BHP 13.5 knots. Twin Screw. Modified to diesel only in 1951.
AGAMEMNON	1929	OSSC 1929-1963	7,593 4,806	459.8 x 59.4 x 29.3			Diesel 1,295 NHP 14 knots. Twin Screw. Minelayer in 1939 (HMS AGAMEMNON) then converted to recreation ship in 1943 until 1947.
MENESTHEUS	1929	OSSC 1929-1953	7,715 4,796	460.0 x 59.4 x 28.6			Diesel 1,295 NHP 14 knots. Twin Screw. Minelayer in 1940 (HMS MENESTHEUS) then converted to recreation ship in 1943 until 1948. Destroyed by fire after engine room explosion.

DEUCALION	1930	OSSC 1930-1942	7,740 4,799	460.0 x 59.4 x 29.3			Diesel 1,295 NHP 14 knots. Twin Screw. Sunk by air attack.
MARON	1930	CMSNC 1930-1942	6,701 4,114	433.0 x 56.3 x 26.3			Diesel 637 NHP 13.5 knots. Twin Screw. Torpedoed and sunk.
CLYTONEUS	1930	OSSC 1930-1941	6,663 4,110	432.5 x 56.3 x 26.3			Diesel 637 NHP 13.5 knots. Twin Screw. Sunk by air attack.
MYRMIDON	1930	OSSC 1930-1942	6,663 4,110	432.5 x 56.3 x 26.3			Diesel 637 NHP 13.5 knots. Twin Screw. Torpedoed and sunk.
POLYPHEMUS	1930	NSMO 1930-1942	6,671 4,117	430.5 x 56.3 x 26.3			Diesel 637 NHP 13.5 knots. Twin Screw. Torpedoed and sunk.
MEMNON	1931	CMSNC 1931-1941	7,731 4,765	460.0 x 59.4 x 29.3			Diesel 1,295 NHP 14 knots. Twin Screw. Torpedoed and sunk.

AJAX 1931-1957 SARPEDON 1958-1962	1931	OSSC 1931-1957 1958-1962	7,797 4,803	459.6 x 59.3 x 29.2			Diesel 1,295 NHP 14 knots. Twin Screw. GLEN LINE: 1957-1958
GORGON	1933	OSSC 1933-1964	3,533 2,120	320.3 x 51.2 x 21.6			Diesel 580 NHP 12 knots. Jointly owned with West Australian Steam Navigation Company until 1936.
CHARON	1936	OSSC 1936-1964	3,703 2,217	320.3 x 51.2 x 21.6			Diesel 580 NHP 12 knots.
JASON	1940	NSMO 1940-1940	6,130	449.5 x 60.9 x 25.9			Diesel Taken by Italian Government before being handed over to NSMO.
PRIAM 1941-1948 PHEMIUS 1970-1971	1941	OSSC 1941-1948 1970-1971	9,975 5,944	486.1 x 66.4 x 32.3			Diesel Twin Screw. GLEN LINE: 1948-1970
TELEMACHUS 1943-1957 GLAUCUS 1963-1964	1943	OSSC 1943-1957 1963-1964	8,265 4,817	462.2 x 61.4 x 31.9			Diesel Twin Screw. GLEN LINE: 1957-1963
RHEXENOR	1945	CMSNC 1945-1975	10,199 6,022	475.8 x 64.4 x 40		12 Cabin	Diesel 1,320 NHP 15 knots.
POLYDORUS 1946-1960 TALTHYBIUS 1960-1971	1944	NSMO 1946-1960 OSSC 1960-1971	7,671 4,567	439.1 x 62.1 x 34.5 455.2			Steam Turbine. 15 knots. “Victory” ship. ELDER DEMPSTER LINES: 1971-1971

POLYPHEMUS 1946-1960 TANTALUS 1960-1969	1945	NSMO 1946-1960 OSSC 1960-1969	7,674 4,562	439.1 x 62.1 x 34.5 455.2			Steam Turbine. 15 knots. “Victory” ship.
MEMNON 1946-1957 GLAUCUS 1957-1962	1945	OSSC 1946-1962	7,711 4,567	439.1 x 62.1 x 34.5 455.2			Steam Turbine. 15 knots. “Victory” ship.
STENTOR	1946	OSSC 1946-1958 CMSNC 1963-1975	10,203 6,053	475.8 x 64.4 x 40		12 Cabin	Diesel 1,320 NHP 15 knots. GLEN LINE: 1958-1963
MEDON	1942	OSSC 1946-1963	7,376 4,408	431.4 x 57.3 x 33.6			Diesel 12 knots.
MARON 1947-1957 RHESUS 1957-1962	1945	CMSNC 1947-1962	7,688 4,546	439.1 x 62.1 x 34.5 455.2			Steam Turbine. 15 knots. “Victory” ship.
MENTOR	1945	OSSC 1947-1967	7,642 4,547	439.1 x 62.1 x 34.5 455.2			Steam Turbine. 15 knots. “Victory” ship.
MYRMIDON	1945	CMSNC 1947-1971	7,715 4,569	439.1 x 62.1 x 34.5 455.2			Steam Turbine. 15 knots. “Victory” ship. ELDER DEMPSTER LINES: 1971-1971
EUMAEUS 1947-1952 EURYADES 1957-1961	1943	CMSNC 1947-1952 1957-1961	7,308 4,379	423.5 x 57.0 x 34.8 441.6		45 Cabin	Triple expansion. IHP 2,500 11 knots. “Liberty” ship. GLEN LINE: 1952-1957

EURYMEDON 1947-1952 1957-1958	1943	CMSNC 1947-1952 1957-1958	7,314 4,405	423.5 x 57.0 x 34.8 441.6		45 Cabin	Triple expansion. IHP 2,500 11 knots. “Liberty” ship. GLEN LINE: 1952-1957
EURYPYLUS 1947-1950 1957-1960	1943	CMSNC 1947-1950 1957-1960	7,292 4,380	423.5 x 57.0 x 34.8 441.6		45 Cabin	Triple expansion. IHP 2,500 11 knots. “Liberty” ship. GLEN LINE: 1950-1957
TROILUS	1943	OSSC 1947-1958	7,287 4,375	423.9 x 57.0 x 34.8 441.7		45 Cabin	Triple expansion. IHP 2,500 11 knots. “Liberty” ship.
TYDEUS 1947-1950	1944	OSSC 1947-1950	7,234 4,345	423.5 x 57.0 x 34.8 441.6		45 Cabin	Triple expansion. IHP 2,500 11 knots. “Liberty” ship. GLEN LINE: 1950-1958
TALTHYBIUS 1947-1954	1943	OSSC 1947-1954	7,317 4,380	423.9 x 57.0 x 34.8 441.7		45 Cabin	Triple expansion. IHP 2,500 11 knots. “Liberty” ship. GLEN LINE: 1954-1958
TANTALUS	1943	OSSC 1947-1958	7,297 4,385	423.9 x 57.0 x 34.8 441.7		45 Cabin	Triple expansion. IHP 2,500 11 knots. “Liberty” ship.
TITAN 1947-1950 1958-1962	1943	OSSC 1947-1950 1958-1962	7,297 4,385	423.9 x 57.0 x 34.8 441.7		45 Cabin	Triple expansion. IHP 2,500 11 knots. “Liberty” ship. GLEN LINE: 1950-1958

CALCHAS	1947	OSSC 1947-1957 1962-1971 CMSNC 1972-1973	7,639 4,526	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. Training Ship: 1947-1956 22 Midshipmen 14 Engineering GLEN LINE: 1957-1962 ELDER DEMPSTER LINES: 1971-1972 Destroyed by fire.
ANCHISES 1947-1973 ALCINOUS 1973-1975	1947	OSSC 1947-1974 CMSNC 1974-1975	7,642 4,474	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. GLEN LINE: 1974-1974
AENEAS	1947	CMSNC 1947-1972	7,641 4,473	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots.
AGAPENOR	1947	CMSNC 1947-1969	7,664 4,460	463.0 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. Trapped in Suez Canal in 1967. Insurance loss in 1969.
ACHILLES 1948-1949 ASPHALION 1962-1966 POLYPHEMUS 1966-1972 ASPHALION 1972-1975	1948	OSSC 1948-1949 OSSC 1962-1966 NSMO 1966-1972 OSSC 1972-1975	7,632 4,449	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. GLEN LINE: 1949-1962
ASTYANAX	1948	CMSNC 1948-1957 1962-1972	7,654 4,481	463.0 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. GLEN LINE: 1957-1962

CLYTONEUS	1948	OSSC 1948-1971	7,620 4,434	462.9 x 62.3 x 31.7 487.0		12 Cabin Pilgrim Ship	Diesel 6,800 BHP 15.5 knots. ELDER DEMPSTER LINES: 1971-1972
CYCLOPS 1948-1975 AUTOMEDON 1975-1977	1948	OSSC 1948-1975	7,632 4,476	463.0 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. ELDER DEMPSTER LINES: 1975-1977
DARDANUS	1920	OSSC 1949-1957	9,503 5,802	485.6 x 62.3 x 35.8 502.0		12 Cabin	Diesel 5,250 BHP 12.5 knots Twin Screw. GLEN LINE: 1920-1949
DEUCALION	1920	OSSC 1949-1956	9,513 5,859	485.6 x 62.3 x 35.8 502.0		12 Cabin	Diesel 5,250 BHP 12.5 knots Twin Screw. GLEN LINE: 1920-1949
DOLIUS	1922	OSSC 1949-1952	9,802 5,938	485.6 x 62.3 x 35.8 502.0		12 Cabin	Diesel 5,250 BHP 12.5 knots Twin Screw. GLEN LINE: 1922-1949
DYMAS	1922	OSSC 1949-1954	9,461 5,789	485.6 x 62.3 x 35.8 502.0		12 Cabin	Diesel 5,250 BHP 12.5 knots Twin Screw. GLEN LINE: 1922-1949
AUTOLYCUS	1949	CMSNC 1949-1974	7,635 4,438	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. ELDER DEMPSTER LINES: 1974-1975

ANTILOCHUS	1949	OSSC 1949-1975	7,635 4,479	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. ELDER DEMPSTER LINES: 1975-1977
AUTOMEDON	1949	OSSC 1949-1971	7,636 4,439	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots.
PELEUS	1949	OSSC 1949-1972	10,093 5,888	489.4 x 68.3 x 35.2 515.5		35 Cabin	Steam Turbine. 15,000 SHP 18.5 knots.
PYRRHUS	1949	OSSC 1949-1972	10,093 5,898	489.4 x 68.3 x 35.2 515.5		35 Cabin	Steam Turbine. 15,000 SHP 18.5 knots.
ULYSSES	1949	CMSNC 1949-1971	8,976 5,303	453.0 x 61.6 x 38.0 473.8			Steam Turbine.
HELENUS	1949	OSSC 1949-1972	10,125 5,922	496.3 x 69.3 x 34.7 522.6		35 Cabin	Steam Turbine. 14,000 SHP 18.5 knots.
JASON	1950	CMSNC 1950-1972	10,160 5,936	496.3 x 69.3 x 34.7 522.6		35 Cabin	Steam Turbine. 14,000 SHP 18.5 knots.
HECTOR	1950	OSSC 1950-1972	10,125 5,992	496.3 x 69.3 x 34.7 522.6		35 Cabin	Steam Turbine. 14,000 SHP 18.5 knots.
TEIRESIAS 1950-1960 TELEMACHUS 1960-1971	1950	NSMO 1950-1960 OSSC 1960-1971	8,924 5,272	453.0 x 61.6 x 38.0 473.8			Steam Turbine.
TEUCER 1950-1960 TELAMON 1960-1971	1950	NSMO 1950-1960 CMSNC 1960-1971	8,922 5,273	453.0 x 61.6 x 38.0 473.8			Steam Turbine.

PATROCLUS 1950-1972 PHILOCTETES 1972-1972	1950	CMSNC 1950-1972	10,109 5,923	489.4 x 68.3 x 35.2 515.5		35 Cabin	Steam Turbine. 15,000 SHP 18.5 knots. GLEN LINE: 1972-1972
PERSEUS	1950	CMSNC 1950-1973	10,109 5,923	489.4 x 68.3 x 35.2 515.5		35 Cabin	Steam Turbine. 15,000 SHP 18.5 knots.
LAERTES 1950-1972 IDOMENEUS 1972-1975	1950	NSMO 1950-1972 CMSNC 1972-1975	7,664 4,533	462.9 x 62.3 x 31.7 487.3		12 Cabin	Diesel 6,800 BHP 15.5 knots. ELDER DEMPSTER LINES: 1972-1972 1975-1976
BELLEROPHON	1950	OSSC 1950-1957 CMSNC 1972-1975	7,707 4,485	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. GLEN LINE: 1957-1972 ELDER DEMPSTER LINES: 1975-1976
ASCANIUS	1950	OSSC 1950-1972 CMSNC 1973-1976	7,692 4,545	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. ELDER DEMPSTER LINES: 1972-1973
ATREUS	1951	CMSNC 1951-1977	7,800 4,545	462.9 x 62.3 x 31.7 487.2		12 Cabin	Diesel 6,800 BHP 15.5 knots. ELDER DEMPSTER LINES: 1977-1977
IXION	1951	OSSC 1951-1972	10,125 5,919	496.3 x 69.3 x 34.7 522.6		35 Cabin	Steam Turbine. 14,000 SHP 18.5 knots.

ALCINOUS 1952-1960 POLYDORUS 1960-1976	1952	OSSC 1952-1960 NSMO 1960-1973 CMSNC 1973-1976	7,799 4,538	462.9 x 62.3 x 31.7 487.2		12 Cabin	Diesel 6,800 BHP 15.5 knots.
NESTOR 1952-1968 ORESTES 1970-1971	1952	OSSC 1952-1968 1970-1971	7,802 4,368	464.9 x 64.3 x 31.1 489.9			Steam Turbine. GLEN LINE: 1968-1970
NELEUS	1953	CMSNC 1953-1971	7,802 4,368	464.9 x 64.3 x 31.1 489.9			Steam Turbine.
LAOMEDON	1953	CMSNC 1953-1977	7,864 4,580	462.9 x 62.3 x 31.7 487.2		12 Cabin	Diesel 6,800 BHP 15.5 knots.
EUMAEUS	1953	OSSC 1953-1962 NSMO 1962-1978	7,869 4,566	462.9 x 62.3 x 31.7 487.2		12 Cabin	Diesel 6,800 BHP 15.5 knots.
ADRASTUS	1953	OSSC 1953-1961 NSMO 1961-1975 CMSNC 1975-1978	7,859 4,573	462.9 x 62.3 x 31.7 487.2		12 Cabin	Diesel 6,800 BHP 15.5 knots. ELDER DEMPSTER LINES: 1975-1975
ELPENOR	1954	CMSNC 1954-1976	7,757 4,509	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. ELDER DEMPSTER LINES: 1976-1977

LYCAON 1954-1976 GLAUCUS 1976-1977	1954	CMSNC 1954-1960 NSMO 1960-1975 CMSNC 1976-1977	7,859 4,567	462.9 x 62.3 x 31.7 487.0		12 Cabin	Diesel 6,800 BHP 15.5 knots. ELDER DEMPSTER LINES: 1975-1976
THESEUS	1955	OSSC 1955-1971	7,804 4,242	464.9 x 64.3 x 31.1 489.9			Steam Turbine.
DEMODOCUS 1955-1970 1972-1973	1955	OSSC 1955-1970 1972-1973	7,968 4,558	452.9 x 62.4 x 35.3 491.5		12 Cabin	Diesel 8,000 BHP 15 knots. GLEN LINE: 1970-1972
DIOMED 1956-1970 1972-1973	1956	CMSNC 1956-1970 OSSC 1972-1973	7,980 4,567	452.9 x 62.0 x 35.3 491.5		12 Cabin	Diesel 8,000 BHP 15 knots. Replaced Calchas as the Company's Training Ship. GLEN LINE: 1970-1972
DOLIUS 1956-1970 1972-1972	1956	OSSC 1956-1970 1972-1972	7,960 4,262	452.9 x 62.4 x 35.3 491.5		12 Cabin	Diesel 8,000 BHP 15 knots. GLEN LINE: 1970-1972
ANTENOR 1957-1970 DYMAS 1972-1973	1957	OSSC 1957-1970 1972-1973	7,965 4,276	452.9 x 62.4 x 35.3 491.5		12 Cabin	Diesel 8,000 BHP 15 knots. GLEN LINE: 1970-1972
ACHILLES 1957-1972 DARDANUS 1972-1973	1957	OSSC 1957-1973	7,969 4,287	452.9 x 62.4 x 35.3 491.5		12 Cabin	Diesel 8,000 BHP 15 knots.

MENELAUS	1957	OSSC 1957-1972	8,538 4,698	455.4 x 65.4 x 36.1 494.8			Diesel 8,500 BHP 16.5 knots. ELDER DEMPSTER LINES: 1972-1978
AJAX 1958-1972 DEUCALION 1972-1973	1958	CMSNC 1958-1973	7,969 4,268	452.9 x 62.4 x 35.3 491.5		12 Cabin	Diesel 8,000 BHP 15 knots.
MENESTHEUS	1958	OSSC 1958-1977	8,510 4,873	455.4 x 65.4 x 36.1 494.8			Diesel 8,500 BHP 16.5 knots. ELDER DEMPSTER LINES: 1977-1978
GUNUNG DJATI	1936	OSSC 1958-1962	16,662 9,981	578.0 x 72.0 x 25.1		106 First 2,000 Pilgrims	Steam Turbine. 14,200 SHP Twin Screw. 18 knots.
MACHAON	1959	OSSC 1959-1975 NSMO 1975-1977	8,529 4,650	455.4 x 65.4 x 36.1 494.8			Diesel 8,500 BHP 16.5 knots. ELDER DEMPSTER LINES: 1977-1978
MEMNON 1959-1975 STENTOR 1975-1977	1959	CMSNC 1959-1977	8,504 4,873	455.4 x 65.4 x 36.1 494.5			Diesel 8,500 BHP 16.5 knots. ELDER DEMPSTER LINES: 1977-1978
MELAMPUS	1960	OSSC 1960-1971	8,509 4,668	455.4 x 65.4 x 36.1 494.5			Diesel 8,500 BHP 16.5 knots. Trapped in Suez Canal in 1967. Insurance loss in 1969.

MARON 1960-1975 RHEXENOR 1975-1977	1960	OSSC 1960-1977	8,529 4,649	455.4 x 65.4 x 36.1 494.8			Diesel 8,500 BHP 16.5 knots. ELDER DEMPSTER LINES: 1977-1978
CENTAUR	1964	OSSC 1964-1967 CMSNC 1967-1973	8,262 4,409	480.9 x 66.3 x 38.9		190 First	Diesel 9,250 BHP Twin Screw. 20 knots. Managed by Straits Steam Ship Company: 1973-1981
PRIAM	1966	OSSC 1966-1978	12,094 6,471	563.8 x 77.9 x 44.0	20,165		Diesel 22,500 BHP 21 knots.
PATROCLUS	1966	OCEAN GROUP 1966-1978	12,094 6,471	563.8 x 77.9 x 44.0	20,165		Diesel 22,500 BHP 21 knots. GLEN LINE: 1966-1973 CMSNC: 1973-1977 1978-1982 NSMO: 1977-1978
PEISANDER	1967	OCEAN GROUP 1967-1978	12,094 6,471	563.1 x 77.9 x 44.0	20,165		Diesel 22,500 BHP 21 knots. BLUE FUNNEL LINE LTD: 1967-1972 CMSNC: 1972-1978
PROTESILAUS	1967	OCEAN GROUP 1967-1978	12,094 6,471	563.1 x 77.9 x 44.0	20,165		Diesel 22,500 BHP 21 knots. BLUE FUNNEL LINE LTD: 1967-1972 CMSNC: 1972-1978

PROMETHEUS	1967	OCEAN GROUP 1967-1979	12,094 6,471	563.1 x 77.9 x 44.0	20,165		Diesel 22,500 BHP 21 knots. BLUE FUNNEL LINE LTD: 1967-1972 CMSNC: 1972-1979
PHRONTIS 1972-1982	1967	OCEAN GROUP 1967-1982	12,299 6,573	563.8 x 77.9 x 44.0	20,165		Diesel 18,900 BHP 21 knots. GLEN LINE: 1967-1972 BLUE FUNNEL LINE LTD: 1972-1972 CMSNC: 1972-1982
PHEMIUS	1967	OCEAN GROUP 1967-1978	12,094 6,471	563.8 x 77.9 x 44.0	20,165		Diesel 22,500 BHP 21 knots. GLEN LINE: 1967-1972 CMSNC: 1972-1978
PERSEUS	1967	OCEAN GROUP 1967-1973	12,094 6,471	563.8 x 77.9 x 44.0	20,165		Diesel 22,500 BHP 21 knots. GLEN LINE: 1967-1973 CMSNC: 1973-1978
SARPEDON 1968-1969	1939	OCEAN GROUP 1967-1969	7,151 3,455	507.0 x 66.0 x 38.0			Diesel 12,000 BHP 17 knots. Twin Screw. GLEN LINE: 1939-1967 CMSNC: 1967-1969

DARDANUS 1970-1971	1939	OCEAN GROUP 1967-1971	9,311 4,811	507.0 x 66.0 x 38.0			Diesel 12,000 BHP 17 knots. Twin Screw. GLEN LINE: 1946-1970 BLUE FUNNEL LINE LTD: 1970-1971
TITAN	1972	OCEAN GROUP 1972-1975	113,551 90,609	1090.3 x 149.9 x 67.9			Tanker. 230,100 tons dead weight. Steam Turbine. 32,450 SHP 15.5 knots. ELDER DEMPSTER LINES: 1973-1975
TANTALUS	1972	OCEAN GROUP 1972-1984	120,787 98,631	1074.7 x 164.2 x 62.9			Ore/Oil Carrier. 215,680 tons dead weight. Steam Turbine. 15.5 knots. CMSNC: 1972-1984
ACHILLES	1972	OCEAN GROUP 1972-1978	16,406 10,420	579.9 x 75.2 x 35.0			Bulk Carrier. 26,729 tons dead weight. Diesel 11,600 BHP 15 knots. ELDER DEMPSTER LINES: 1972-1977 (Blue Funnel colours) BLUE FUNNEL BULKSHIPS LTD: 1977-1978

AGAMEMNON	1972	OCEAN GROUP 1972-1978	16,402 10,422	579.9 x 75.2 x 35.0			Bulk Carrier. 26,729 tons dead weight. Diesel 11,600 BHP 15 knots. ELDER DEMPSTER LINES: 1972-1977 (Blue Funnel colours) BLUE FUNNEL BULKSHIPS LTD: 1977-1978
ANTENOR	1972	OCEAN GROUP 1972-1978	16,406 10,420	579.9 x 75.2 x 34.5			Bulk Carrier. 26,729 tons dead weight. Diesel 11,600 BHP 15 knots. ELDER DEMPSTER LINES: 1972-1977 (Blue Funnel colours) BLUE FUNNEL BULKSHIPS LTD: 1977-1978
ANCHISES	1973	OCEAN GROUP 1973-1984	16,406 10,420	579.9 x 75.2 x 35.0			Bulk Carrier. 26,729 tons dead weight. Diesel 11,600 BHP 15 knots. BLUE FUNNEL LINE LTD: 1973-1977 BLUE FUNNEL BULKSHIPS LTD: 1977-1984

AJAX	1973	OCEAN GROUP 1973-1984	16,406 10,420	579.9 x 75.2 x 35.0			Bulk Carrier. 26,729 tons dead weight. Diesel 11,600 BHP 15 knots. BLUE FUNNEL LINE LTD: 1973-1977 BLUE FUNNEL BULKSHIPS LTD: 1977-1984
HELENUS	1973	OCEAN GROUP 1973-1983	30,078 22,422	718.0 x 55.9 x 39.7			Bulk Carrier. 51,072 tons dead weight. Diesel 31,100 BHP 15 knots. REA LTD: 1973-1978 (Blue Funnel colours) OCEAN HELENUS LTD: 1977-1983 Car Carrier: 1978-1983
HECTOR	1973	OCEAN GROUP 1973-1979	30,078 22,422	718.0 x 55.9 x 39.7			Bulk Carrier. 51,072 tons dead weight. Diesel 31,100 BHP 15 knots. CORY MARITIME SERVICES LTD: 1973-1979 (Blue Funnel colours)

TROILUS	1974	OCEAN GROUP 1974-1975	127,265 107,013	1087.7 x 183.9 x 66.4			Tanker. 273,516 tons dead weight. Steam Turbine. 15.5 knots. OCEAN TROILUS LTD: 1974-1975 (Blue Funnel colours)
CYCLOPS	1975	OCEAN GROUP 1975-1983	32,576 22,605	690.7 x 53.4 x 40.8			Tanker. 56,050 tons dead weight. Diesel 18,500 BHP 16.5 knots. OCEAN TITAN LTD: 1975-1977 (Blue Funnel colours) BLUE FUNNEL BULKSHIPS LTD: 1977-1983
CHARON	1975	OCEAN GROUP 1976-1985	24,512 14,865	636.8 x 99.9 x 49.5			Tanker. 41,855 tons dead weight. Diesel 14,000 BHP 14.5 knots. NSMO: 1976-1978 BLUE FUNNEL LINE LTD: 1978-1985

CLYTONEUS	1976	OCEAN GROUP 1976-1985	32,576 22,605	690.7 x 53.4 x 40.8			Tanker. 56,050 tons dead weight. Diesel 18,500 BHP 16.5 knots. OCEAN TITAN LTD: 1976-1977 (Blue Funnel colours) BLUE FUNNEL BULKSHIPS LTD: 1977-1985
LAERTES	1976	OCEAN GROUP 1976-1983	11,804 6,285	533.1 x 74.1 x 43.9			Container Ship 10,600 tons dead weight. Diesel 18,500 BHP 18.0 knots. CMSNC: 1976-1982 ELDER DEMPSTER LINES LTD: 1982-1983
LYCAON	1976	OCEAN GROUP 1976-1985	11,804 6,285	533.1 x 74.1 x 43.9			Container Ship 10,600 tons dead weight. Diesel 18,500 BHP 18.0 knots. CMSNC: 1976-1985
NESTOR	1977	OCEAN GROUP 1977-1989	78,951 51,244				Liquid Natural Gas Carrier. 78,641 tons dead weight. Steam Turbine. 34,000 SHP 19.5 knots. Laid up for entire service with the Ocean Group.

MENELAUS 1977-1980 1984-1989 BARBER MENELAUS 1980-1984	1977	OCEAN GROUP 1977-1989 (Leased)	16,031 8,666	540.0 x 46.6 x 34.8			Container Ship 21,242 tons dead weight. Diesel 14,300 BHP 18.0 knots. Leased to Ocean Group: 1977-1989 (Blue Funnel colours)
MEMNON 1977-1980 1984-1989 BARBER MEMNON 1980-1984	1977	OCEAN GROUP 1977-1989 (Leased)	16,031 8,666	540.0 x 46.6 x 34.8			Container Ship 21,242 tons dead weight. Diesel 14,300 BHP 18.0 knots. Leased to Ocean Group: 1977-1989 (Blue Funnel colours)
MELAMPUS	1977	OCEAN GROUP 1977-1989 (Leased)	16,031 8,666	540.0 x 46.6 x 34.8			Container Ship 21,242 tons dead weight. Diesel 14,300 BHP 18.0 knots. Leased to Ocean Group: 1977-1989 (Blue Funnel colours)
MENESTHEUS 1977-1980 1983-1984 BARBER MENESTHEUS 1980-1983 LLOYD PARANA 1984-1986 APAPA PALM 1986-1989	1977	OCEAN GROUP 1977-1989 (Leased)	16,031 8,666	540.0 x 46.6 x 34.8			Container Ship 21,242 tons dead weight. Diesel 14,300 BHP 18.0 knots. Leased to Ocean Group: 1977-1989 (Blue Funnel colours)

BARBER PRIAM	1979	OCEAN GROUP 1979-1986	21,747 11,999	749.6 x 105.8 x 66.3			Container Ship 32,037 tons dead weight. Diesel 30,150 BHP 20.5 knots. Blue funnel only. ODYSSEUS SHIPPING INTERNATIONAL CORP: 1983-1986
BARBER PERSEUS	1979	OCEAN GROUP 1979-1988	21,747 11,999	749.6 x 105.8 x 66.3			Container Ship 32,037 tons dead weight. Diesel 30,150 BHP 20.5 knots. Blue funnel only. PERSEUS SHIPPING LTD: 1985-1988
MARON 1980-1981 1982-1986 STUDLAND BAY 1981-1982	1980	OCEAN GROUP 1980-1986	16,482 8,872	539.9 x 85.3 x 46.58			Container Ship 21,300 tons dead weight. Diesel 16,800 BHP 18.0 knots. ELDER DEMPSTER LINES LTD: 1980-1981 1982-1986 (Elder Dempster colours) Chartered to OCL: 1981-1982

MENTOR 1980-1981 1982-1985 CITY OF LONDON 1981-1982	1980	OCEAN GROUP 1980-1985	16,482 8,872	539.9 x 85.3 x 46.58			Container Ship 21,300 tons dead weight. Diesel 16,800 BHP 18.0 knots. ELDER DEMPSTER LINES LTD: 1980-1981 1982-1985 (Elder Dempster colours) Chartered to OCL: 1981-1982
MYRMIDON 1980-1984 1985-1986 CAPE TOWN CARRIER 1984-1985	1980	OCEAN GROUP 1980-1986	16,482 8,872	539.9 x 85.3 x 46.58			Container Ship 21,300 tons dead weight. Diesel 16,800 BHP 18.0 knots. ELDER DEMPSTER LINES LTD: 1980-1984 1985-1986 (Elder Dempster colours) Chartered to Maritime Associated Carriers: 1984-1985
BARBER HECTOR	1984	OCEAN GROUP 1984-1988	49,326 16,760	859.6 x 105.8 x 68.9			Container Ship 43,990 tons dead weight. Diesel 20.0 knots. Blue funnel only.

Appendix 2

BIBLIOGRAPHY

TITLE	AUTHOR	PUBLISHER	PUBLISHED	ISBN
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A Merchant Fleet in War 1939:1945	Captain S W Roskill RN	Collins	1962	None
Blue Funnel The Later Years 1925-1982	C H Milsom	A Sea Breezes Publication	1989	0 9513202 2 X
The Blue Funnel Legend A History of the Ocean Steam ship Company, 1865-1973	Malcolm Falkus	Macmillan Academic and Professional Ltd	1990	0-333-52283-4
Blue Funnel Line	John Clarkson Bill Harvey Roy Fenton	Ships in Focus Publications	1998	1 901703 01 0
Merchant Fleets 42 Blue Funnel Line	Norman L Middlemiss	Shield Publications Ltd	2002	1 871128 21 8