

Random Selection of Scale Ship Models

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(More images to be posted when I get round to it)



MV."Trevaylor" 1959-1972. Owners - Hain Steamship Company – subsidiary of P&O

In the early 1960s P&O elected to rationalize the tramp shipping operations of its subsidiaries Hain Steamship Company, James Nourse Ltd and Asiatic Steam Navigation Company Ltd. Hains had always been a tramp operator, but the Nourse and Asiatic companies were new to the business, having lost their traditional liner routes in the post-colonial 1950s. Hain - Nourse Management Ltd was established in 1964 to operate and manage the three companies' ships, and in 1965 Hain Steamship Company was renamed Hain-Nourse Ltd which took over ownership of James Nourse vessels as well. It also took on responsibility for the management of the P&O Group's bulk carriers, the first of which was delivered in the same year and traded through the Associated Bulk Carriers joint venture. When the P&O Group was reorganized into operating divisions in 1971, the Hain-Nourse bulk carriers were transferred to the Bulk Shipping Division and the remaining tramps to the General Cargo Division. At that time they all ceased to carry Hain-Nourse livery and to fly its flag. Hain-Nourse-owned ships were re-registered under the P&O name in 1972,

In 1973 the vessel was sold to Greeks and renamed Evgenia 1. On 11th September 1976, whilst on a voyage from Houston, Texas to Hodeida, Yemen she grounded in the Red Sea north of Jeddah. Attempts were made to salvage and refloat her but due to extensive bottom damage she was declared a total loss.

References : Extract in part from Hain Steamship Company History and Archives.



SS CASINO 1882 - 1932

The **SS Casino** was launched in Dundee in 1882. She was intended for the NSW North Coast – Sydney trade for the Newcastle and Hunter Steam Navigation Company. On its delivery voyage to Australia she was compelled to call at Warnabool, in Western Victoria, to replenish coal bunkers in order to complete her passage to the East coast. Whilst in Warnabool the vessel came to the attention of the Belfast and Koroit Steam Navigation Company (B.K.S.N.Co) who it so happened, were looking to procure a suitable vessel. B.K.S.N.Co made a successful bid for the vessel for the sum of GBP 14,240 and she remained in Victoria where she spent the next 50 years, and undertook some 2500 voyages, between Melbourne and the various ports of the Victoria's Western District. During her life she suffered a number of stranding and groundings. She finally met her demise in 1932 at Apollo Bay whilst approaching the jetty in a heavy swell but unfortunately she struck the bottom several times. The Master decided to draw off the pier, drop anchor and allow the ship to kedge back alongside aided by the dragging anchor. However, the ship was seen to be taking water following several big seas which were felt to bodily lift the ship then dump it back heavily on the sandy bottom. Unknown to the crew at the time, the vessel had landed on the anchor fluke, which holed the hull allowing ingress of seawater. The vessel was then in imminent danger of foundering so attempts were made to beach the Casino, but she heeled over and capsized about 400 meters from the shore. Ten of the passengers and crew were lost. The **SS Casino** has a significant historical significance and played a pioneering role in the Victoria and Western District coastal and passenger trade.

Particulars : - Screw Steamer, Length overall 160 ft, beam 24 ft, Gross Tonnage 274

References :- Australasian Underwater Cultural Heritage Database



RMS. Chusan 1950 – 1973 P&O Lines

The “**SS Chusan**” was a British ocean liner and cruise ship, built for the Peninsular and Oriental Steam Navigation Company's Indian and Far East Service in 1950. She was named after the Island of Chusan; a small island located off the China coast.

A smaller version of the **RMS Himalaya**, the “**Chusan**” had a gross register tonnage of approximately 24,215; and a capacity of 1,565 passengers (455 First Class, 517 Tourist Class) and a crew of 577. She was built as a replacement for the **RMS Viceroy of India**, lost in the Second World War. Throughout her career the **Chusan** was affectionately known as “the happy ship”.

Her demise came in 1973 when she was withdrawn from service, and sold to Taiwanese Breakers for demolition. The ship was sadly missed by British expatriate communities residing in India and Asia, who regularly used the vessel as their mode of travel to/from the UK.

References : P&O Fleet History/Archives



SS Arcadia 1953 – 1979

SS Arcadia was a passenger liner built for Peninsular and Orient Steam Navigation Company in 1953 to service the UK to Australia route. Towards the end of her life she operated mainly as a cruise ship, until scrapped in 1979. The ship had a Gross register tonnage of 29,734 and carried 670 First and 735 Tourist Class passengers. She had a service speed of 22 knots driven by twin screw propellers.

Her later years were spent operating single class cruises to the West Coast of America, summer cruises to Alaska and winter cruises to Mexico. In 1975 the **"Arcadia"** moved her operating base to Australia (replacing the **"Himalaya"**) and making one final return trip to the UK. From then on she cruised the Asia-Pacific routes, until sold for demolition in Taiwan.

References : P&O Fleet History/Archives



RMS Caronia 1947 - 1974

RMS Caronia was a passenger ship of the Cunard Line. Built by John Browns of Clydebank, she was launched in October 1947 and served with Cunard until 1967.

SS Caronia was initially nicknamed the "**Green Goddess**" after Liverpool's green and white "Green Goddess" trams, and the nickname remained. She was one of the first "dual-purpose" ships, built both for cruising and transatlantic crossings and considered well ahead of her time.

After leaving the Cunard Line in 1969, she then served as **SS Caribia** (Panamanian Flag), after which she was laid up in New York until 1974, when she was eventually sold for scrap. Whilst being towed to the breakers in Taiwan, by the German Ocean Tug "Hamburg", when in the vicinity of Guam the tow was caught in a severe storm which caused the Tug's generators to fail. The failure of the Tugs machinery forced the tow to be cut loose and abandoned, in order that the Tug to save herself. Very strong winds associated with the storm caused the **SS Caribia** to repeatedly ground heavily on the rocky breakwater outside Apra Harbor, Guam. After sustaining a severe pounding from the weather the ship finally broke into 3 sections. The wreck was cut up and demolished in situ at the breakwater.

Gross Registered Tonnage 34, 183 tons

Length 218 meters

Beam 28 meters

Speed 22 knots, twin screw, Geared Turbines.

Total Passengers 932 (581 First Class, 351 Tourist Class)

References : Cunard ship's Archives



SS Bergensfjord 1913 - 1959

SS Bergensfjord was a Norwegian Ocean Liner that sailed for the Norwegian America Line to the United States. During the Second World War she was requisitioned by the British Ministry of War Transport and used as a troop ship. After the war she continued sailing as a Passenger Liner, first for South American owners, then for an Israeli company.

Following the Second World War, in 1946, she was returned to the Norwegians but soon thereafter sold to Panamanian Lines Inc., and renamed **SS Argentina** for the South American Trade. Following a short time under Italian ownership, she was resold to Zim Israel Navigation Company Limited, who named her **SS Jerusalem** in 1953, and employed her on the New York to Israel route. Zim Lines later renamed her **SS Aliya** and using her on their Haifa to Marseilles service. In 1959 the ship was sold for demolition and subsequently scrapped at La Spezia, Italy.

Builder : Cammell Lairds – Birkenhead, UK

LOA : 512 Ft

Beam : 61 ft

Speed : 15 knots – 8 Cyl Quad expansion engine, twin screws.

Passengers : 1200 (100 First Class, 250 2nd Class, 850 3rd Class)

References : Norwegian American Line ship History/Archives.