Allied Hospital Ships of WW2 and the Korean War

By Geoff Walker

The British Royal Navy during WW2 operated 41 **Hospital ships**. This was far less than in WW1, but by 1939, considerable progresses had been made in the military mobile medical units and field hospital were better equipped. Most of these hospital ships were requisitioned and setup for their new task, some were sunk during the war. The Commonwealth countries, such as Australia, Canada and New Zealand also operated Hospital ships on behalf of the waring Allied nations throughout World War 2.

HMHS Letitia. **SS Letitia** was an ocean liner built in Scotland for service with the Anchor-Donaldson Line. She continued to serve with its successor company Donaldson Atlantic Line. At the start of the Second World War in September 1939, the British Admiralty requisitioned the ship for service and had it converted to serve as an armed merchant cruiser. She was withdrawn from this service in 1941 to become a troop ship.

Badly damaged in 1943 and following repaires the **HMHS Letitia** was used as a hospital ship in Canada. She was returned to civilian service in 1946 after the end of the war. She was bought by the Ministry of Transport, which renamed her **Empire Brent** and assigned Donaldson Brothers and Black to manage her. She sailed on a number of voyages, at times carrying troops to the Far East, as well as being an emigration ship to Australia. She was briefly laid up in 1950. She was returned to service under charter to the Government of New Zealand as **Captain Cook**. She was withdrawn from service in 1960 and sold for scrap.

HMHS Maid of Kent

HMHS Maid of Kent. Used as a hospital ship between 1939 – 40. **SS Maid of Kent** made her way to Folkestone as soon the United Kingdom declared war on Germany. She was taken over by the Royal Navy and designated as a hospital ship and made her way from Newhaven to Dieppe.

Throughout May of 1940, she made several trips to and back carrying hundreds of wounded. 18 May, a bomb dropped nearby **HMHS Maid of Kent,** but she was unable to relocate, three days later, on 21 May, a bomb from the Luftwaffe air raid hit her engine room which cause a fire aboard the ship. She sank that day but was later raised by the Germans and moved into deeper water.


 AHS Manunda was an Australian registered and crewed passenger ship, operated by the Adelaide Steamship Company, which was converted to a hospital ship in 1940. During the war **Manunda** saw service in both the Middle East and Pacific Campaigns, specifically New Guinea. She resumed her passenger duties after the war, before being sold to a Japanese company and finally broken up in 1957.

The declaration of war saw **Manunda** fitted out as DEMS ship (Defensively Equipped Merchant Ship), under the control of the Australian Shipping Control Board. She was converted into a hospital ship at Sydney in compliance with the Geneva Convention Regulations and was taken over by the authorities on 25 May 1940 and entered service as **AHS Manunda** on 22 July 1940. **AHS Manunda** sailed on a shakedown cruise to Darwin, Port Moresby and returned to Sydney, before heading for Suez in the Middle East (she made four trips to the Middle East and Mediterranean between November 1940 and September 1941). She was then dispatched to Darwin. On the morning of 19 February 1942, **AHS Manunda** was damaged during the Japanese air raids on Darwin, despite her highly prominent red cross markings on a white background. 12 members of the ship's crew and hospital staff were killed, 19 others were seriously wounded and another 40 or so received minor wounds.

After a refit in Adelaide, she went to Milne Bay in Papua New Guinea, where she acted as a floating hospital for the Allied forces who were stationed there. She spent several nights in Milne Bay, during attacks by Japanese warships, but her status as a hospital ship was, on this occasion honored by Japanese naval units, which raked her with searchlights on three nights running. She made a total of 27 voyages from Milne Bay to Brisbane and Sydney transporting wounded troops. As the war continued, she was relocated as required and she followed the Allied forces the various islands around the Pacific.

AHS Manunda's final wartime voyage was to New Zealand transporting civilian passengers. During the war she carried approximately 30,000 casualties to safety. Following the Japanese surrender, **AHS Manunda** was dispatched to Singapore to repatriate ex-POWs and civilian internees who had been imprisoned in the notorious Changi Prison. She also sailed to Labuan in Borneo to pick up ex-POWs and civilian internees from Batu Lintang camp.

AHS Manunda was decommissioned in September 1946 and refitted. She returned to service on 2 April 1948, transporting passengers around the Australian coast. In September 1956 she was withdrawn from service, and she was broken up the next year in Japan, arriving in Osaka for scrapping on 18 June 1957.
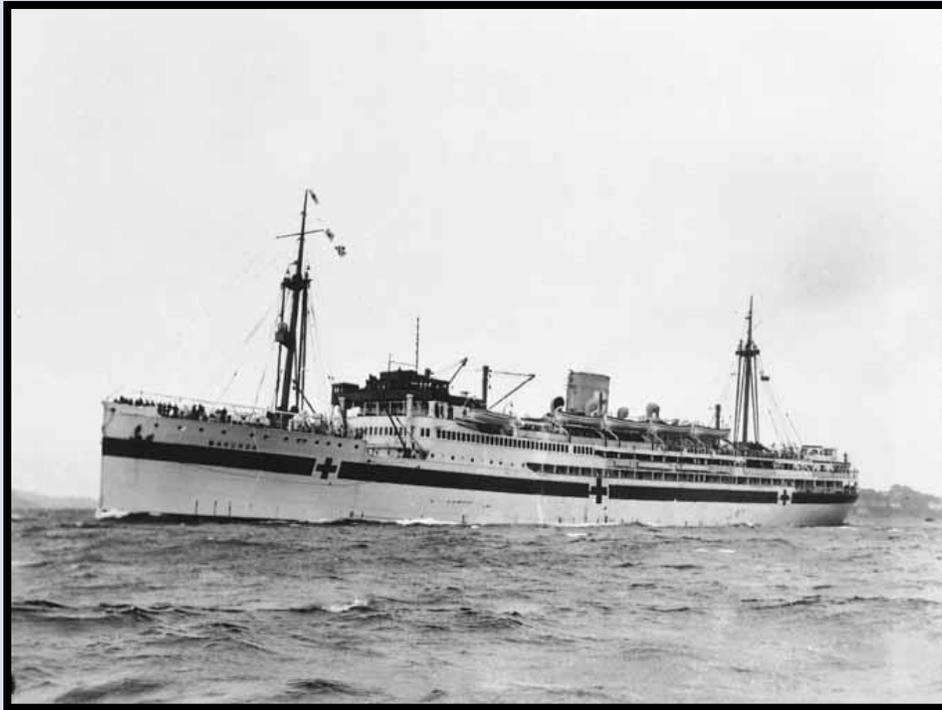
The **AHS Manunda** seen painted in her Hospital Ship colors.

In 1923, the Blue Funnel Line, decided that a new vessel would be required to replace the ageing **Charon** on the Western Australia to Singapore trade. The vessel had to be capable of transporting a combination of passengers, cargo, and livestock. She also had to have a flat bottom, capable of resting on mud flats out of the water as the tidal variance in ports at the northern end of Western Australia was as great as 8 meters.

Australian Hospital Ship **AHS Centaur** was a hospital ship which was attacked and sunk by a Japanese submarine off the coast of Queensland, Australia, on 14 May 1943. Of the 332 medical personnel and civilian crew aboard, 268 died, including 63 of the 65 army personnel on board at the time.

Centaur, pictured left, was launched in 1924 as a combination passenger liner and refrigerated cargo ship, she operated a between Western Australia and Singapore via the Dutch East Indies' Javanese ports, carrying passengers, cargo, and livestock. At the start

of World War 2, **Centaur** was placed under British Admiralty control, but after being fitted with defensive equipment, she was permitted to continue normal operations. In November 1941, the ship rescued German survivors of the engagement between **Kormoran** and **HMAS Sydney**. **Centaur** was relocated to Australia's east coast in October 1942 and used to transport supplies, equipment and personnel between Australia, and New Guinea.

In January 1943, **Centaur** was handed over to the Australian military for conversion to a hospital ship, as her smaller size made her more conducive for operating in Southeast Asia. The refit was completed in March, and the ship undertook a trial voyage: transporting wounded from Townsville to Brisbane, then from Port Moresby to Brisbane. After replenishing in Sydney, now the **AHS Centaur,** embarked the 2/12th Field Ambulance for transport to New Guinea, and sailed on 12 May. Before dawn on 14 May 1943, during her second voyage, **AHS Centaur** was torpedoed and sunk by a Japanese submarine off Moreton Island, Queensland.

The torpedo struck the port side oil fuel tank approximately 2 meters below the waterline, creating a hole 8 to 10 meters across, igniting the fuel, and setting the ship on fire from the bridge aft. Many of those on board were immediately killed by concussion or perished in the raging inferno. **AHS Centaur** quickly took on water through the place of the torpedo impact, rolled to port, then sank bow-first, submerging completely in less than three minutes. The rapid sinking prevented the deployment of lifeboats, although two broke adrift from **AHS Centaur** as she sank, along with several damaged life rafts.

The incident resulted in public outrage as attacking a hospital ship is considered a war crime under the 1907 Hague Convention. Protests were made by the Australian and British governments to Japan and efforts were made to discover the people responsible so they could be tried at a war crimes tribunal, but without success. The Japanese issued an official statement denying any responsibility for the attack. The Japanese maintained this stance after the war was over, but after many years of investigation and research, it was concluded that the Japanese submarine I-176 although never proved beyond doubt, was most likely the culprit.

Australian politicians urged the public to use their rage to expand the war effort, and **AHS Centaur** became a national symbol of Australia's determination to defeat what appeared to be a brutal and uncompromising enemy. The Australian Government produced posters depicting the sinking, which called for Australians to "Avenge the Nurses" by working to produce materiel, purchasing war bonds, or enlisting in the armed forces.

The propaganda poster which was issued by the Australian Authorities calling for Australians to avenge the sinking of hospital ship **AHS Centaur.**

Torpedo attacks in Australian waters was common at this time, with 27 Japanese submarines operating in Australian waters between June 1942 and December 1944. These submarines attacked almost 50 merchant vessels, 20 ships confirmed to be sunk as result of a Japanese attack, plus 9 more unconfirmed. This was part of a concentrated effort to disrupt supply convoys from Australia to New Guinea.

**HMHS Newfoundland** departing Algiers harbor in 1943.

HMHS Newfoundland was a British Royal Mail Ship that was requisitioned as a hospital ship in the World War 2. She was sunk in 1943 in an air attack whilst serving in the Mediterranean. **HMHS Newfoundland** spent the first part of World War 2 on her peacetime route, carrying wounded troops from the UK to Canada, and bringing the rehabilitated troops back home.

After the Allied invasion of Italy in September 1943, **HMHS Newfoundland** was assigned as the hospital ship of the Eighth Army and was one of two hospital ships sent to deliver 103 American nurses to the Salerno beaches on 12 September. The hospital ships were attacked twice that day by dive bombers, and by evening they were joined by a third hospital ship. Concerned by the number of near misses, it was decided to move the ships out to sea and anchor there for the night. All three ships were brightly illuminated and carried standard Red Cross markings to identify them as hospital ships, and their protection under the Geneva Convention.

At 5:00 a.m. on 13 September **HMHS Newfoundland** was hit by a Henschel Hs 293 air-launched glide bomb 40 nautical miles offshore of Salerno. The bomb was launched by a Dornier Do 217 bomber belonging to KG 100. It struck on the boat deck, abaft of the bridge. The ship was only carrying two patients and 34 crew members. Communications were lost but, more importantly, the firefighting equipment was completely destroyed. By now the ship had caught fire. There was another explosion and it became clear that the oil tanks had also caught fire. The injured crew left the ship and 12 crew members battled the fire for a further 36 hours. The ship was beyond repair and was towed further out to sea and intentionally scuttled the day after the attack by the destroyer Plunkett. Of the people on board, six of the British staff nurses and all of the medical officers had been killed.

SS Takliwa was a 7,936 GRT cargo liner which was built in 1924 by Barclay, Curle & Co Ltd, Glasgow, for the British India Steam Navigation Company. She was converted to a hospital ship during World War 2, serving until she was wrecked in October 1945.

HMHS Takliwa during her cruising days prior to conversion as a Hospital Ship.
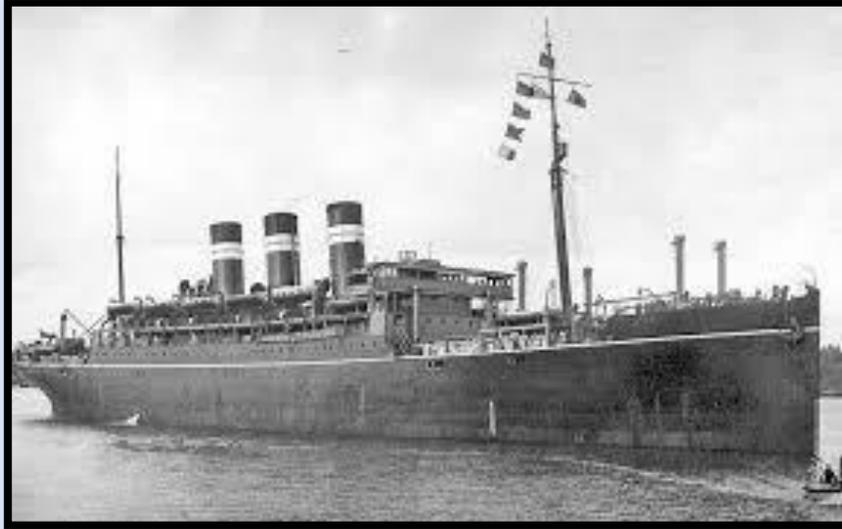
SS Takliwa was employed on the Calcutta, India - Japan service. In January 1927, she transported troops of the 2nd Battalion, The Durham Light Infantry to Calcutta and then to Hong Kong. The Chinese Civil War was then brewing, and the troops were taken on to Shanghai.

Takliwa served on the India - Japan route until 1933. She then operated between the United Kingdom and Bombay, via Mombasa, Kenya. **Takliwa** was at Bombay when the Second World War broke. In 1940, she was requisitioned by the Ministry of War Transport for use as a troopship, and between September 1939 and July 1943, she sailed the Indian Ocean. From July 1943 to August 1944, **Takliwa** was mostly sailing in the Mediterranean. On 11 November, **Takliwa** was damaged in an attack on the convoy by Dornier Do 217 aircraft. She put into Algiers for repairs. In August 1945, she took part in Operation Dragoon, although there is no record of how many troops she transported as a member of Convoy TF 1. Upon completion of Operation Dragoon, she continued sailing the Mediterranean until June 1945, when she returned to Bombay.

In 1945, she was converted to a hospital ship and assisted in the repatriation of prisoners of war from Hong Kong to India. She departed from Hong Kong on 5 October, on what was to be her final voyage. On 16 October, whilst repatriating ex-PoWs from Hong Kong to Madras, **HMHS Takliwa** ran aground at

Indira Point, Great Nicobar, in the Andaman Islands, and caught fire. A distress call was issued which was answered by HMS Sainfoin. All 1,083 people on board were rescued. **HMHS Takliwa** burnt out and broke up, she became a total loss.

Events in Greece hastened the completion of the conversion of the Maunganui to a hospital ship. The Prime Minister urged the supervising committee to day-and-night efforts to expedite her departure, and the DGMS was given a free hand to purchase all

the medical and surgical equipment necessary without having to await the approval of the Purchasing Board. The estimated date for completion had been 15 May, but the ship was got ready by 21 April 1941.

This was made possible only by expeditious work in the conversion of the ship and the fortunate procurement of equipment, some of which was not available in New Zealand. In the meantime, the **British hospital ship Somersetshire** had transported invalids to New Zealand from the Middle East in March 1941.

The Maunganui under the terms of her requisition, was manned and operated by the Union Steam Ship Company of New Zealand Ltd., the deck, engine, and providore departments being staffed by the company's officers and the ratings being drawn from the New Zealand maritime unions. The medical personnel were selected by the Director-General of Medical Services and the sisters were appointed from the New Zealand Army Nursing Service by the Matron-in-Chief.

The staff of 104 medical officers, nursing sisters, and orderlies had been assembled at Trentham Military Camp. On 18 and 21 April they embarked and on 22 April 1 **NZHS Manganui** left Wellington for Suez. The **NZHS Maunganui** was not a unit of 2 NZEF and the staffing and equipping of the ship remained a New Zealand Army Medical Headquarters' responsibility throughout the war. The NZHS Manganui arrived at Suez on 22 May 1941

The **NZHS Maunganui** was held at Suez until 10 June 1941 in order to take casualties from Greece, and Crete. Invalids embarked for the voyage to New Zealand numbered 338. An allocation of forty beds was made to the AIF, in view of the fact that on each voyage of the Australian hospital ship some beds were reserved for New Zealanders. Thus, on her first voyage the **NZHS Maunganui** took back a full load of patients, including many of the casualties from the Division's first major actions. On the succeeding fourteen voyages she was always a full ship on her homeward run. On her outward trips, too, it was customary to pick up British invalids at Colombo and Bombay and take them to Egypt, where they were transferred to a British hospital ship. Apart from about six weeks in 1942 when she was laid up for overhaul, and a period in 1943 when, because of an accident to one of her propellers, she was taken from North Africa to the United Kingdom for repairs, the NZHS Maunganui rendered continuous service.

The **NZHS Maunganui** alone, was not sufficient to bring back to New Zealand all the invalids from the Middle East, especially after campaigns where casualties were heavy. Valuable assistance was rendered by the Australian hospital ship **Wanganella**, which carried many hundreds of New Zealanders, and by the Netherlands hospital ship **Oranje.**

NZHS Maunganui spent much of 1945 with the British Pacific Fleet. On her fifteenth voyage, beginning on 17 March 1945, the ship was diverted at Melbourne from the Middle East to the Pacific, and she went on to Sydney, to Manus Island, to Leyte Island, where the ship functioned as a general hospital, from 13 April to 21 May before returning to Wellington. Leaving Wellington on 28 June, the ship again headed for the Pacific and was the medical center for the British Pacific Fleet at Manus Island from 7 July to 18 August before moving on to Hong Kong and Formosa with the American Task Force 111, to pick up patients from among the prisoners of war released from the Japanese. Most of these patients were brought back to New Zealand on her return on 8 October.

While at Leyte in the Philippine Islands on the fifteenth voyage the ship admitted 342 patients, most of them from other ships in the Fleet, which was anchored around the **NZHS Maunganui**. The ship was

used as a naval auxiliary hospital, half of the fleet being allotted to it and the other half to **HMHS Oxfordshire**. Patients were discharged to their own ship or, if this had sailed, to a ship which acted as a depot ship. Some serious cases were transferred to ships going to Sydney, and patients were also brought back to Sydney in the hospital ship when she returned.

At Manus on the sixteenth voyage the ship admitted and discharged 242 patients before sailing to Hong Kong, where 111 patients were embarked. Then 108 patients were embarked at Kiirun, Formosa, and later another 156 at Manila on the voyage south again. A few were discharged at Hong Kong, Formosa and Manila, but 362 were brought back to New Zealand where, except for some Australians immediately transferred to a United States hospital ship to go to Sydney, they received hospital and convalescent treatment before being finally repatriated to their own countries, most of them to the United Kingdom by the **NZHS Maunganui** on 23 November. The patients embarked at Hong Kong included civilians as well as service patients, and many of those embarked at Formosa were British service personnel who had been taken prisoner at the fall of Singapore. Those embarked at Manila included many Australians from a United States hospital and a prisoner-of-war reception depot. They all rapidly increased their weight and improved in health on the hospital ship, whose staff was kept busily occupied in their treatment. The **NZHS Maunganui** took the ex-prisoners of war to the United Kingdom on her final voyage beginning on 23 November 1945 and ending on 20 March 1946, when she brought back to New Zealand the last of 2 NZEF invalids from Italy and Egypt. By which time the number of patients carried, numbered 5677.

In 1945 assistance in the return of invalids to New Zealand was given by several British hospital ships, which had throughout the war also carried New Zealand battle casualties on the lines of communication on the North African and Palestine coasts and across the Mediterranean from Italy. Altogether, with the **NZHS Maunganui** as the mainstay and with the help of the **Oranje** and **Wanganella** and other Allied hospital ships, a creditable record was maintained in the evacuation of sick and wounded throughout the war.

AHS Wanganella pictured after conversion to a Hospital Ship in 1941

MV Wanganella was another Australian passenger ship, of 9,576 grt. Her conversion to a hospital ship was completed on 19 May 1941 and her first voyage as HMAHS was to Singapore in July 1941 carrying the 2/13th Australian General Hospital. The next voyage was to Suez to collect wounded for return to Sydney and Brisbane. **AHS Wanganella** was at Port Tewfik during the bomb attack which seriously damaged and burnt out the British liner Georgic. After two more voyages to the Middle East the ship was ordered to Port Moresby in May 1942 to collect injured for return to Australia, and to transport US casualties from Townsville to the US 4th General Hospital which was temporarily housed in the newly constructed replacement for the Royal Melbourne Hospital.

On her 13th voyage **AHS Wanganella** departed from Sydney in March 1944 for Bombay. She was in that port when the British ammunition ship Fort Stikine exploded on 14 April 1944. The explosion caused vast damage to local infrastructure and to the local population as well as shipping in the area. For one week **AHS Wanganella's** medical team and crew worked around the clock helping all of those who had been injured. The ship was undamaged but total deaths from the incident were reported as being about 3,000.

After Italy surrendered **AHS Wanganella** was sent to Taranto to collect New Zealand Forces patients, then made voyages to Darwin, Torokina, the Solomon Islands, Bouganville and Morotai where she collected ex POWs and civilian internees. Three more round trips to the New Guinea area followed before **AHS Wanganella** was returned to commercial use in December 1946. During her period as a Hospital Ship she travelled 251,611 nautical miles and carried 13,389 patients. She was scrapped in 1970.

RFA Argus is a ship of the Royal Fleet Auxiliary operated by the Ministry of Defence under the Blue Ensign. Italian-built, **RFA Argus** was formerly the container ship **MV Contender Bezant**. The ship was requisitioned in 1982 for service in the Falklands War and purchased outright in 1984 for a four-year conversion to an Aviation Training Ship, replacing **RFA Engadine**. In 1991, during the Gulf War, she was fitted with an extensive and fully functional hospital to assume the additional role of Primary Casualty Receiving Ship. In 2009, the PCRS role became the ship's primary function. **RFA Argus** is due to remain in service until 2024. As the ship is armed and is not painted in the required white with red crosses, the Geneva Convention prevents her from being officially classified as a hospital ship. The ship's capabilities make her ideally suited to the humanitarian aid role and she has undertaken several of these missions. The Royal Navy has occasionally described her as a "support ship/helicopter carrier", rather than a PCRS.

During times of war **RFA Argus** acts as a floating hospital with two fully equipped wards and mortuary. The hospital was utilized in this way off the coast of Freetown in 2000–01, in support of British operations against the rebel West Side Boys.

A project to replace **RFA Argus** called the "Joint Casualty Treatment Ship" was put on hold in December 2001 after passing initial approval. The Integrated Project Team managing the project was subsequently disbanded in 2005. **RFA Argus** was most recently stationed at her home port of Falmouth in Cornwall, England, though being an RFA ship means that she also uses the former naval dockyard on Portland in Dorset, England. In 2003 Argus was deployed again to the Gulf as a Primary Casualty Reception Ship during Operation Telic. A 33ship fleet, supported a British amphibious assault of the Al-Faw Peninsula. In 2008 she deployed to the Middle East to act as a platform for Sea King ASaC7 helicopters. On 13 July, the ships of the deployment group seized 23 tonnes of narcotics in the Persian Gulf.
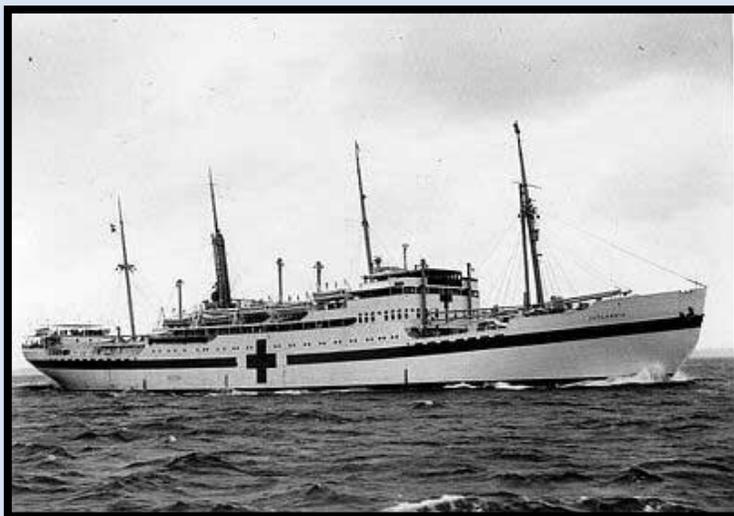

Danish Hospital Ship Jutlandia

She sailed under 3 Flags, Danish, Red Cross and United Nations. Built in 1934, originally as a cargo-passenger ship by the famous Danish East Asiatic Company for their Copenhagen to Bangkok service. She was captured by the Germans in 1940 and interned for the duration of the war years. She was then returned to her owners and commercial service at the conclusion of hostilities once Denmark was freed from German occupation.

Soon after the commencement of hostilities on the Korean peninsula, the Danish Government decided to contribute to the campaign with humanitarian support, thus, contributing the service of the vessel as a Hospital Ship under the United Nations (UN) command during the conflict.

Following conversion to a Hospital Ship she could accommodate up to 350 patients.

The **HS Jutlandia** seen in profile prior to a Helicopter landing deck being constructed on the poop deck.

The ship departed Copenhagen's Langelinie Quay on January 23, 1951 and returned to Denmark for the third and last voyage as a Hospital Ship, on October 16, 1953.

A stern view of the **HS Jutlandia** following the installation of a Helicopter landing platform on her poop deck. **HS Jutlandia** started her Hospital Ship service in Pusan on 10 March 1951, about 200 km south of the frontline.

HS Jutlandia's hospital had a high and internationally respected reputation. As a result of this, she received some of the most difficult cases. It soon turned out that there were about ten times more surgical than medical patients treated on board.

Amongst the soldiers, **HS Jutlandia** was popular. The ship had considerably more space for patients – there was only about half the number of beds as on other military hospital ships of the same size – and fitted with advanced specialist treatment clinics. A number of soldiers had little notes in their pockets, or tied to their dogtags, stating that if they were wounded, they wished to be transferred to the **HS Jutlandia.** Another memorable humanitarian act was that when not overburdened with military casualties, and spare beds were available, the ships clinics also extended treatment to sick or injured Korean citizens.

As the sweltering and humid summer heat approached, **HS Jutlandia** was finding it difficult to cope without air conditioning, which led to the decision to send her to Europe to transport sick and wounded personnel. Hence, she departed for Rotterdam in August 1951.

After replenishing in Rotterdam, **HS Jutlandia** departed for Korea once again. She arrived on 13 November at Pusan. A large number of the medical personnel had now been replaced - some doctors received such short notice, that they couldn't get on board the ship before she sailed, so were airlifted to Korea ready for her arrival.

Although **HS Jutlandia** could accommodate up to 350 patients, an average load would be about 250, if the staff was not to be put under strain. On average, the load on this tour would be between 200 and 250 patients.

Much to the dismay of the Red Cross, no wounded North Korean P.O.W.'s were allowed on board. There was deep dissatisfaction that the Red Cross were only allowed to help one side in the conflict: it was felt that the impartiality of the Red Cross was in doubt. But the military leaders of the U.N. would not permit this. To overcome the problem, some of the doctors volunteered their spare time to aid at operations in the hospitals that treated P.O.W.'s.

On 29 March 1952 **HS Jutlandia** departed Korean waters, bound for Japan. Once again as an ambulance transport, but this time she was going all the way back to Denmark. She departed Japan on 21 April with 194 patients on board.

Before departing from Denmark for her third tour of duty, **HS Jutlandia** received a helicopter platform, an eye clinic and some British ambulance motorboats. During her August/September 1952 refit at Nakskov Skibsvaeft, an air conditioning system was ordered, this was installed in multiple stages, commencing upon her arrival in Japan. She departed Copenhagen on the 20th September 1952 and reached Yokohama on 2 November. The helicopter deck was then inspected and approved ready for use.

During this tour, she was stationed in Inchon Bay, only about 30 miles from the frontline. She arrived on 20 November. This close to the front, the crew could sometimes observe the shell fire and hostilities, and so be prepared for the arrival of casualties. Thanks to the helicopter deck, occasionally wounded soldiers would be on board and under treatment within 20-30 minutes after they were wounded. Since it was now possible for casualties to be received directly from the front lines, this developed into a 24/7 operation.

In March 1953, things were especially hectic. In only 3½ days, 169 wounded arrived, of these 81 were serious cases. In the whole of March 301 patients arrived - 104 by helicopter, the rest by boat. This was highly stressful for the medical staff. Due to the ship being anchored in the bay, as well as the increased number of wounded soldiers on board, this reduced the amount of help that could be provided to the civilians. Nevertheless, the crew found time to assist building a clinic ashore, that could provide help to the poor and infirmed.

In 1953, as the war was showing signs of diminishing and reaching stagnation without signs of a resolution, there was less for **HS Jutlandia** to contribute. It was suggested therefore, that she – as a civilian, neutral ship – be used as the place where a truce could be negotiated, but the North Koreans rejected the proposal. The truce was negotiated elsewhere, becoming effective on 27 July 1953. Henceforth, there was no requirement for her anymore for military purposes, so it was determined she return to Denmark. She departed for Yokosuka on 16 August to transfer her last patients, then she was made ready in a Yokohama shipyard for the trip home. She departed from Tokyo on 29 August with 229 patients and repatriated ex - P.O.W.'s on board. She eventually arrived, to a hero's welcome in Copenhagen on 16 October 1953. After 999 days UN service, she was placed under the Danish flag once again.

All in all, during her service in Korea **HS Jutlandia's** hospital cared for 4,981 wounded allied soldiers from 24 different nations, as well as over 6,000 civilian Koreans (the number is uncertain: the correct number may be anything up to three times as many), of these, an unknown number of children. Only 29 patients died on board, during her entire tenure in Korea.

Following a refit at the Nakskov Shipyard, the **MV Jutlandia** resumed her normal commercial duties for the EAC, operating between Copenhagen and Bangkok, for the first time since 1939.

In September 1960, **MV Jutlandia** was designated a Royal Yacht when EAC placed it at the disposal of the **king of Thailand** and his entourage, during the official visit to Scandinavia by Their Majesties **King Bhumibol and Queen Sirikit**. From Copenhagen, the Royal couple sailed in **MV Jutlandia** to Oslo, in Norway, and Stockholm, in Sweden. Following the royal visit, the ship returned to normal commercial duty.

MV Jutlandia completed her final commercial voyage between Bangkok and Copenhagen on 19 December 1964. After discharging cargo and passengers, she was decommissioned by EAC. On 14 January 1965, she departed from Copenhagen on her final voyage, to Bilbao, where she was destined for demolition.

Such an act of finality, for a ship of distinction.

The Danish East Asiatic Company – House Flag

End