
by N.L. McKellar
ENRA-Tamworth (Australia)

DESIGN 1097, STEEL CARGO, "LONG BEACH" TYPE. Deadweight 3200 tons. Standard dimensions 245.6 x 42 x 24.1. Had a second-hand triple expansion engine, built 1906 & refitted 1919; oil fuel. Built by LONG BEACH SHIPBUILDING CO. I cannot find out how this vessel came into the EFC programme. Obviously she was not an EFC design; possibly she escaped the Requisitioning Order through an oversight; being a "class of one" she carlessly merits inclusion in a list of "standard" ships; but as she had an EFC design number and an EFC hull number, she must be included.

WALLINGFORD, yard no 126, compl 3.1919 as O/N 217594. (USSB 19-23; Wallingford S.E.C., US, 23-40)/ LIMOGES (Cie Gls Transatlantique, Fr, 40-41; Cana-
dian Govt 41-45; returned to COT 1945)/ PRADO (Cotaropoulos, Pan, 48- )/ S.E.

DESIGN 1099, LAKE 4050 TONS DEADWEIGHT. Standard dimensions 251 x 43.6 x 26.1.
Triple expansion engines, oil fuel. TOTAL OUTPUT 91 ships, comprising 88 for EFC and 3 cancelled later completed privately (Toledo S.E. Co.). Output by 8 yards, as shown.

AMERICAN SHIPBUILDING CO., CLEVELAND 0-9 ships.

Contracts for EFC hulls 1803-1808 and 1823-1830. This is only 8 ships; but it appears that one of the contracts allocated to the Lorain yard was actually taken at the Cleveland yard (see LAKE FERNALDA infra).

LAKE PARRIN, yard no 427, compl 7.1919 as O/N 218231. (USSB 19-23)/ OASAGE(Clyde, later Agwilines, in all 23-46)/ HAI YING (Chinese Govt 46-47; Hai Ying, Ca, 47-49)/ SAN JOSE (Pacific Union, Pan, 49-52)/ BU 1952.

LAKE PARRANEE, yard no 488, compl 1919 as O/N 218418. BU Union BD Co. 1931.

LAKE FARBER, yard no 489, compl 8.1919 as O/N 218600. (USSB 19-26; York, US, 26-29)/ COMMERCIAL NAVIGATOR (Moore McCormack, US, 29-37)/ CHAPAIEV (USSR 37- )/ Presumed S.E.

LAKE PAULBAULT, yard no 490, compl 9.1919 as O/N 218852. (USSB 19-26). Owner 26-32 by Industrie Navali, Ital, first as GRAZIA TERZO, 26-26; as ALEXANDRA, 26-29; again GRAZIA TERZO 29-32/ BU 1932.


LAKE FARLEY, yard no 492, compl 10.1919 as O/N 219064. (USSB 19-29; USSR 29-32)/ BURJAT (or BURJAT)(USSR, renamed 1932- )/ Presumed S.E.


( NOTE: This is the vessel which appears to have been changed from Lorain to Cleveland. Note that she even has a Lorain sequence yard num-
ber. In date sequence, she appears to have come from Cleveland rather than Lorain. Both American Bureau Records & Lloyds Register however, aver that she came from the Cleveland yard).

LAKE FERRON, yard no 913, compl 10.1919 as O/N 219186. (USSB 19-30)/TURKMEN (USSR 30- )/ Presumed S.E.

AMERICAN SHIPBUILDING CO., LORAIN - 13 ships.

Contract for EFC hulls 1815-1828 - 14 ships. See note - Cleveland yard. No cancellations. TOTAL OUTPUT 13 ships.

LAKE PUNBUSH, yard no 763, compl 9.1919 as O/N 218708. (USBB 19-29)/BU Boston I & M Co. 1929.

LAKE PAULE, yard no 764, compl 9.1919 as O/N 218882. (USBB 19-29)/HELEN C (Callowald Gibson, US, 25-27)/EUKALUI (Madrigal, Phil, 27-29)/SOUTHERN TRADER (Southern T & D, Phil, 29-30)/ATLANTIC GULF (Atlantic Gulf & Pacific, Phil, 30-41; Wallen, Pan, 41-42)/SM/T Mozambique Channel 5.6.42.

LAKE PANSDALE, yard no 765, compl 10.1919 as O/N 218881. (USBB 19-29; USRR 29-32)/KAMCHADAAL (USSS, renamed about 1932)/Presumed S.E.


LAKE PAYONILLA, yard no 767, compl 10.1919 as O/N 219111. (USBB 19-29)/ZIRYANIN (USBB 29-30)/Presumed S.E.

LAKE PAZON, yard no 768, compl 11.1919 as O/N 219182. (USBB 19-37)/BU 1937.


(LAKE PLoCHTA), yard no 770, compl 11.1919 as ASHLAND COUNTY, 219230. (USBB 19-37)/BU Northern Metals; Philadelphia, 1937.

(LAKE PShBELOWSHIP), yard no 771, compl 11.1919 as HENRY COUNTY, 219231. (USBB 19-29)/CALIFORNIA STATE (State of California, 30-31)/GOLDEN STATE (War Ship, Adm, 46-48)/HENRY COUNTY (Panametic, US, 48-48)/ISLE OF PATMOS (Panametic, Pan, 48-52)/SANTOS ROSA (Navebras, Braz, 52-53)/S.E.

(LAKE PELDON), yard no 772, compl 1920 as FRANKLIN COUNTY, 219445. (USBB 20-3)/BU Union SB Co. 1931.

LAKE PENN, yard no 773, compl 1920 as O/N 219445. (USBB 20-37)/BU 1937.


AMERICAN SHIPBUILDING CO. (SUPERIOR S.B.CO.), SUPERIOR Wis-6 ships.

Contract for EFC hulls 1809-1814. No cancellations.

LAKE PAILLIN, yard no 544, compl 6.1919 as O/N 218116. (USBB 19-26)/BU 1926.


LAKE PLEMOUG, yard no 546, compl 8.1919 as O/N 218559. (USBB 19-30)/BU Union S.B Co. 1930.


LAKE POLAMA, yard no 549, compl 10.1919 as O/N 218694. (USBB 19-26)/LNNIE MURPHY (Murphy, US, 26-30)/FARISLE (Mobile Miami & Gulf, US, 30-34)/Waterman, US, 34-47)/HERISLE (Hercoal, Br, 37-46)/Sink in coll at Gibraltar 28.2.46.

BUFFALO DRYDOCK CO. (AMERICAN S.B. CO.), BUFFALO N.Y. - 1 ship.

Contract for EFC hull 1831 only.

LAKE FERNANDO, yard no 912, compl 9.1919 as O/N 218954. (USBB 19-25)/MUNAMI (Munson, US, 25-28; McCormick, US, 28-40)/LISIEUX (Cie Gie Transatlantique, Fr, 40-40; Canadian Govt., seized, 40-40)/Founded in Atlantic 27.11.1940.


LAKE GER, yard no 105, compl 11.1919 as O/N 219173. (USBE 19-23)/ SOUTHLANDS (Lone Star, US, 25-37; Lykes, 27-29)/ RUTH LYKES (Lykes, US, 29-42)/ SM/T SB of Cape Palso, Nicaragua, 15.5-42.

LAKE GERZ, yard no 106, compl 12.1920 as O/N 219205. BU Union SB 1930.

LAKE GERALD, yard no 107, compl 12.1920 as O/N 219204. (USBE 20-25)/ UPSHUR (Merchantes a Minera, US, 25-41)/ NORIUMA (Noriasco, US, 41-41; Merchantes a Minera, US, 41-42)/ Strd Labrador Coast 25.10.42/ floated, towed Quebec & BU.


LAKE GILBOS, yard no 256, compl 1919 as O/N 217086. (USBE 19-23)/ ONEILLA (Clyde, later Gealllines, in all 23-43)/ Fdrd NB of Newport News 4-5-43.


LAKE GILITA, yard no 258, compl 8.1919 as O/N 218115. (USBE 19-31)/ BU Union SB 31.


LAKE GILR, yard no 260, compl 9.1919 as O/N 218137. (USBE 19-31)/ conv to self-propelled barge 1951; to dumber barge 1955; afloat 1946 as bge M.A. DONELLY.

LAKE GITANO, yard no 261, compl 9.1919 as O/N 218169. (USBE 19-25; Dollar, US, 25-26)/ SINGHEE (Negros Philippines Lumber, 26-26; Dee C. Chuan & Co 26-26)/ JOSEFINA (same owners 26-29)/ TOYOCHIME MARU (Hanane Shoten, Jap, 29-33)/ Sunk in coll off Todzaki 3.7.33.

LAKE GLASCO, yard no 262, compl 10.1919 as O/N 218436. (USBE 19-32)/ ROANOKE (Merchantes a Minera, US, 32-42; US Army 42-45)/ Reported as "lost in Atlantic Zone 11.1.1945".

LAKE GLASSEY, yard no 263, compl 10.1919 as O/N 218478. (USBE 19-30)/ MONGOL (USBE 30-30)/ Presumed S.E.

LAKE GLAY, yard no 264, compl 10.1919 as O/N 218439. (USBE 19-26)/ MUNLEON (Hanson, US, 26-36; McCorrnic, US, 36-36)/ Wrrk off Point Reyes 7.11.31.

LAKE GLEICKLER, yard no 265, compl 11.1919 as O/N 218655. (USBE 19-22)/ BOLIVAR (USBE 22-22; Colombian, US, 23-37)/ HWADAH (Gethay Steel, Chin, 37-38)/ BOLIVAR (Waller, US, 36-40)/ Founeared 8.1940 in 16.45 N, 95 E.

LAKE GUCUNDOS, yard no 266, compl 10.1919 as O/N 218679. BU Union SB 50.1931.

LAKE FAIRFAX, yard no 267, compl 11.1919 as O/N 218640. (USBE 19-30)/ conv to machine 1930; converted to cargo vessel 1940 as / SAIYU (Sayon, US, 40-40; Sud Americano, Pan, 40-42)/ SM/T near Panamanato 27.2-42.

LAKE FAIRLE, yard no 268, compl 11.1919 as O/N 218660. (USBE 19-27; US War Dept (Inland Waterways Corp), 1927; conv to hulk for flood control at New Orleans 1928; sold for BU 1938.

LAKE FAIRPORT, yard no 270, comple 12.1919 as O/N 219067. (USNB 19-25; Mobile & Gulf, US, 25-30)/ FAIRPORT (renamed, 30-34; Waterman, US, 34-37)/ HERCULES (Horcas, ER, 37-41)/ Mined 14.3.41 in 53.15 N, 1.05 E. 
(LAKE FALCON), yard no 271, comple 12.1912 as DETROIT WAYNE, 219258. (USNB 19-32; US War Dept (Inland Waterways Corp) 32-40, as flood control barge; reconverted to cargo vessel 1940 as/ ALRITAN (Haritan, US, 40-42)/ Wrecked off North Carolina coast 24.2.1942.
(LAKE FALLOON), yard no 272, comple 1.1920 as MCGREARY COUNTY, 219201. (USNB 20-11)/ BU Union SS Co, 1931.
(LAKE FALLA), yard no 273, comple 1.1920 as VINTON COUNTY, 219351. (USNB 20-22)/ BOGOTA (USSB 22-22; Colombian, US, 22-36)/ BU 1936 in Holland.
HANCOCK COUNTY, yard no 274, comple 2.1920 as O/N 219355 (USNB 20-26)/ MUNISTO (Mansun, US, 26-36)/ BU 1937.
(LAKE FJUN), yard no 276, comple 2.1920 as O/N 219444. (USNB 20-26)/ SANLIVICH (Eastern, US, 26-47; Lief, Pan, 47-56)/ Wkk Llacran Reef, Mexico, 26.12.58.
(LAKE ELDON, yard no 279, comple 1920 as O/N 219480. (USNB 20-29)/ TCHOUKCHI (USSN, 29-..)/ Presumed S.E.

MCGUILL DULUTH CO, DULUTH Minn - 15 ships.
Contrast for EPC hulls 1853-1867. No cancellations.

(LAKE FLAGSTAFF, yard no 1854, comple 10.1919 as O/N 218631. (USNB 19-26)/STELLA LYKES (Lykes, US, 26-41)/JOSEPHINE (Centro Americano, Pan, 41-41)/LESILIA (Worth, US, 41-42)/ M/T off Cape Caruvoral 12.4.42.
(NOTE: Was sold to Union SS for BU in 1939 but resaled for trading.)
(LAKE FLANDERS, yard no 1856, comple 10.1919 as O/N 219069. (USNB 19-25)/NCHES (Mallory, US, 25-30)/ Sunken in coll in New York Harbor 27.8.1930. May have been raised, but if so was BU as never traded again.
(LAKE FLATCILLA, yard no 1857, comple 10.1919 as O/N 219069. (USNB 19-26;Baltimore & Tampa, US, 26-26; Newtex, US, 26-32)/ TEXAS PLANTER (Newtex, US, 32-32)/ WEST PLANTER (McMccord, US, 34-36; Silverado, & Wallingford, US, 40-40)/ YANNES (cf Gle Transatlantique, Fr, 1940; seized by US Govt on fall of France, placed under USMC, registered Pan; returned to COT 1945)/ CAL DE PER (Mazzella, Fr, 50-51)/ ARISTALEX (Batalex, Cr, 51-54)/ BU Atwater 1954
(LAKE FLAVEL), yard no 1859, comple 11.1919 as LACE STRYMON, 219228. (USNB 19-23)/ CITY OF HOUSTON (Southern, US, 23-46)/ HLI HUAN (Chinese Govt,46-46)/ HLI WANG (China Merchants, Ca, 46-54)/ BU Formosa 1954.
(LAKE FLAXON), yard no 1860, comple 11.1919 as LA CROSSE, 219248. (USNB 19-24)/ CITY OF PORT WORTH (Southern, US, 24-46)/ HLI CHI (China Merchants, Ca, 46-50)/ BU 1956.
(LAKE FLOIS), yard no 1862, comple 1920 as SIOUX FALLS, 219249. (USNB 20-30)/ BU Union SS Co, 1930.
(LAKE FLOMONT), yard no 1863, comple 4.1920 as GREAT FALLS, 219659. (USNB 20-21)/ HATI (USSB 21-26; Columbian, US, 26-26; Ocean Dominion, US, 26-34; Amer Caribbean, US, 34-34)/ INGUL (Hamre, Nor, 36-42)/ Wkk W coast of Tiare Island, Hekurida, 22.1.1942.


LAKE FLORIS, yard no 1866, comp 1920 as O/N 219656. (USSR 20-33)/ MERRIMACK (Merchants & Miners, US, 33-42)/ SM/T in Yucatan Channel 9.6.42.


TOLEDO SHIPBUILDING CO., TOLEDO 0 - 16 ships.

Contracts for EFC hulls 1832-1847. Three were cancelled but continued by the builders and completed for other owners.

LAKE FESTINA, yard no 157, compl 1919 as O/N 218330. (USSR 19-29)/ SANKIRED (USSR, 19-45)/ FUTACHEV (USSR 45-55)/ Presumed S.E.


LAKE FIBRE, yard no 159, compl 8.1919 as O/N 218590. (USSR 19-30)/ BU Union SB '30.


LAKE FIFE, yard no 161, compl 9.1919 as O/N 219003. (USSR 19-25)/ FENICIA (Lloyd Triestino, It, 25-36; Adriatica, It, 36-41)/ SM/T 10.3.41 in 34.39 N, 12.40 E.


LAKE FIGHTING, yard no 163, compl 11.1919 as O/N 219115. (USSR 19-31)/ BU Union SB Co, 1931.

LAKE FILBERT, yard no 164, compl 11.1919 as O/N 219257. (USSR 19-22)/ NAKESNA (Aleksa, US, 22-22; Navesna, US, 22-23; Portland, US, 23-40)/ LIGOCULEME (Cia Gle. d'Arm. Mttimes, Fr, 40-40); seized by US Govt on fall of France; placed under USMC, Pan flags returned to owners 1947; Arm Delon & Scott, Fr, 49-54)/ BU Spazio 1954.


LAKE FILLMORE, yard no 166, compl 4.1920 as O/N 219616. (USSR 20-21)/ BRIDGETOWN (USSR 21-23; Columbian, US, 23-32); Sold to Govt of Colombia 1932 & conv to trooper (NAME WANTED). Out of merchant registers until became/BOYLCAN (Valencia, Pan, 41-41)/ OTORI MARU (seized by Japs 1941)/ Wk Chinnampo, Korea, 7.12.43.


(LAKE FINCH) yard no 168, compl 4.1920 as UNION LIBERTY, 219857. (USSR 20-26)/ WICHITA FALLS (Southern, US, 26-46)/ HAI SU (China Merchants, 46-46)/ HAI 1955 for lack of definite information as to whereabouts; reported in Communist hands.

(LAKE FINE) yard no 169, compl 4.1920 as PULASKI, 219339. (USSR 20-21)/PULWICO (USSR 21-22)/ MARTINIQUE (USSR 22-23; Columbian, US, 23-39)/ SALINIBURO (Unio Saliniero de Nav Paraense, Bz, 39-41)/ CAMY (Commercio de Nav, Bz, 41-56; Nav Mercantil, Bz, 56-56)/ S.E.

These three ships cancelled & later completed:

(LAKE FINKTON), yard no 170, compl 8.1920 for American & Cuban (US) as SANTA ISABEL, 220449. (Liner & Cuban, US, 20-54; Santa SS, US, 54-40)/ HLEMIRAS (Krogstad's, Nor, 40-42)/ SM/T in Gulf of Mexico 3.6.1942.


(to be continued)
SHIPS LIST 242.

PART X

LAST PART


by N.L. McKellar

BNA-Tamworth (Australia)

(LAKE FIRTH), yard no 172, compl 10.1920 as SANTA VERONICA, 220624. (American & Cuban, US, 20-34; Santa, US, 34-37)/ BREIVA (Ostfart, Nor, 37-39)/ TONO MARU (Tokyo Shyoz, Jap, 39-41)/ Reported sold 1941; new name never reported so not possible to trace further.

DESIGN 1103 - STEEL CARGO, 11925 tons DWT. One vessel only - EFC hull 2601. Two & shelter decks, dimensions 419.5 x 56.5 x 30.2. Quadraple expansion engines, oil fuel. Built by NEW YORK SHIPBUILDING CO., CAMDEN N.J. I cannot find any real reason for the existence of this ship. She must surely have been an experiment. Any further details will be welcomed.


DESIGN 1104, "EDITOR" type, 9600 tons dwt; standard dimensions 401.5 x 54.8 x 32.1. Triple expansion engines, oil fuel. All built by SKINNER & EDDY, SEATTLE, who had contracts for EPC hulls 1946-1959. No cancellations. TOTAL OUTPUT 14 ships.

(ENRY), yard no 55, compl 7.1919 as CITY OF SPOKANE, 218545. (USSB 19-27)/ OLYMPIA (Tacoma Oriental, US, 27-37)/ HAMAKUL (Watson, US, 37-45)/ KULIBSHIV (USSR 45- )/ Presumed S.E.

STANLEY, yard no 56, compl 1919 as O/N 218766. (USSB 19-41)/ EMPIRE FELICIAN (MOWT, Br, 41-44)/ AC/B between Galeta Is & Tunisian Coast 14.11.41.

BELBECK, yard no 57, compl 1919 as O/N 218667. (USSB 19-41)/ EMPIRE BURNTING (MOWT, Br, 41-44)/ Normandy blockship 9.6.44. Raised & BU 1947.


ELKHORN, yard no 59, compl 1919 as O/N 218948. (USSB 19-35)/ PORT TEXAS No. 4 (Stationary storage, Texas Co.), 35-51)/ BU New York 1951.

EDITOR, yard no 60, compl 1919 as O/N 218887. (USSB 19-41)/ EMPIRE DUBLIN (MOWT, Br, 41-42)/ NORLON (Norwegian Govt, 42-43)/ AC/B near Hart 2.12.1943.

ENDICOTT, yard no 61, compl 1919 as O/N 218985. (USSB 29-53; Lykes, US, 35-40)/ EMPIRE MERMAID (MOWT, Br, 40-41)/ SM/T 26.5.41 in 58.56 N, 10.00 W. Sank on 26th in 57.33 N, 12.43 W.

ELKTON, yard no 62, compl 1919 as O/N 218018. (USSB 19-27)/ Missing, believed founded 15.2.1927 in about 40.17 N, 33.42 E.

BRUTE COEUR, yard no 63, compl 1919 as O/N 219062. (USSB 19-41)/ EMPIRE GULL (MOWT, Br, 41-42)/ SM/T 12.12.42 about 26 S, 35 E.

CRIPPLE CREEK, yard no 64, compl 1919 as O/N 219013. (USSB 19-33; Lykes, US, 33-42)/ SM/T SW of Freeport 13.8.42.


BEFNA, yard no 66, compl 1919 as O/N 219235. (USSB 19-41)/ SM/T 1.3.41 in 61-30 N, 15.45 W. Had just been transferred to-MOWT but not renamed.


B Gent, yard no 68, compl 1919 as O/N 219278. (USSB 19-33; Lykes, US, 33-40)/ EMPIRE BUFFALO (MOWT, Br, 40-42)/ SM/T 6.5.42 in 19.14 N, 82.34 W.
DESIGN 1106 - BY NEWPORT NEWS SHIPBUILDING Co. Tankers. Dimensions 463.3 x 60 x 37.2. Some quadruple expansion engines, some turbines. All oil fuel. The US Navy had a definite hand in these ships, though it seems quite definite that they did not take title to them until 1922. Nevertheless, all served as Navy colors from the time of completion.

All owned by USSB 20-22; by Navy further. This fact NOT repeated for each ship.

PATOKA, yard no 248, compl 8.1919 as O/N /USN 22-29, as AO 9, then AV 6, then AO 9. BU Dallen Steel Products, Seattle 1949.


RAPIDAN, yard no 250, compl 11.1919 as O/N 215403. USN 22-46 as AO 18.

BU Northern Metals, Philadelphia, 1947. (SALINAS), yard no 251, compl 5.1920 as HUSKIAN 219592. (Did not serve with USN as others did, from 20-22; operated by USSB for this period) / SALINAS (US Navy as AO 19, 22-46; USMC 46-48; Hillcone, US, 48-55; Collinn & Gisell, Lib, 55-60/ S.R.

SAIPAN, yard no 252, compl 2.1920 as O/N . US Navy as AO 11, 21-46.


DESIGN 1128 - W. CRAMP & SONS, PHILADELPHIA. Dimensions 430 x 58.2 x 31.5. Triple expansion engines, oil fuel.


KAMEHAMEHA, yard no 498, compl 11.1919 as O/N 219154. To USN as AO 15.

LAMARIE, 499 2.1920 219548. To USN as AO 16.

MATTOLE, 500 7.1920 220062. To USN as AO 16.

All three BU by Boston I & M, Baltimore, 1947.

DESIGN 1133 - STEEL CARGO, LOS ANGELES SPECIAL TYPE. Capacity 8000 tons dwt. Standard dimensions 431 x 34 x 26. Triple expansions, oil fuel. The "Special" characteristic was that this design had 2 decks & shelter deck. TOTAL OUTPUT 5 ships. All built by LOS ANGELES SHIPBUILDING Co., who had contracts for EFG hulls 2243-2248 and 2357-2360 - total 10 ships, of which 5 cancelled.

WEST LEWARK, yard no 31, compl 1921 as O/N 221330. (USSB 21-22)/ MEAGS (US Army transport, 22-42)/ AC/B at Darwin 19.2.1942. (NOTE: Listed by Fahey as AK 34 of USN but never handed over to Navy.)


WEST GREYLOCK,Yd N°33, opl 1921, O/N 221536 (USSB 21-23)/ GREYLOCK (Greylock US 23-28; SEAS, US, 28-43)/ SW/T E Jan Mayen Is. 3.2.43.

WEST PROSPECT, Yd N° 34, opl 10.21 O/N 221693 (USSB 21-27)/ GOLDEN SUN (Oc & Or, US 27-38)/ MOHEKAMA (Matson, US 38-48)/ FRIKOS (Cristobal, Pan, 48-54)/

BU Osaka 1954.


POLEPMO (Unione, Ital, 49-59) BU Osaka 59
SEVEN TANKERS BY NORTHWEST BRIDGE & IRON CO., PORTLAND Ore. - Dimensions 464.4 x 50.2 x 27.7. Triple expansion engines, oil fuel. These vessels were canceled by the EFC at a very early stage. They were sold to the builders, and comp. by them for Swiftsure Oil Transport Co., New York. No design number can be found.

SWIFTSURE, yard no 40, compl 1.1921 as O/N 220990. (Swiftsure, US, 21-24; Mallory, through different firms, 24-41; Grosvenor Dale, US, 41-42)/ SM/T West of Capetown, 8.10.1942.

SWIFTSTAR, yard no 41, compl 2.1921 as O/N 221041. (Swiftsure, US, 21-24; New England Oil, US, 24-30; Mallory, different firms, 30-41; Grosvenor Dale, US, 41-48)/ ATLANTIC II (Intarrao, Pan, 48-51; Lib 51-51)/ TAVIRA (renamed, Lib, 51-51)/ PALCA (Polish Ocean, Pol, 51-51)/ S.E.

SWIFTSCOUT, yard no 42, compl 2.1921 as O/N 221071. (Swiftsure, US, 21-23)/ Missing on voyage Panama Canal 13.7.1923 for Fall River.

SWIFTSWIND, yard no 43, compl 3.1921 as O/N 221134. (Swiftsure, US, 21-24; New England Oil, US, 24-30; Mallory, various firms, 30-41; Swiftscout, US, 41-45)/ SW/T 150 m NE of Newport News 16.4.1945. (NOTE: Appears in Lloyds Register 1921 as SWIFTKING - cannot confirm this name elsewhere.)

SWIFTENGLE, yard no 44, compl 5.1921 as O/N 221194. (Swiftsure, US, 21-24; New England Oil, US, 24-30; Mallory, 30-34)/ Brk Bonita Is., Southern Calif, 21.2-34.

SWIFTLIGHT, yard no 45, compl 3.1921 as O/N 221266. (Swiftsure, US, 21-24; New England Oil, US, 24-30; Mallory, different firms, 30-41; Swiftlight, US, 41-46)/ YUNG HUNG (China Merchants, Ge, 46-47; China Tanker, Cs, 47-55)/ BU Yokkaiho Is Japan 9/21.


CHINESE CONTRACTS.
The four vessels built by KIANGNAN DOCK & ENGINEERING Co., HONG KONG, measured 429 x 55.2 x 34, triple expansion engines, oil fuel. As these ships were built under contract, they were given a DESIGN NUMBER - 1092. Contrast this with the Japanese contracts, where no design number existed. The Chinese ships were:


ORIENTAL, yard no 319, compl 1921 as O/N 221726. (USNS 21-22; Dollar, 22-26)/ CAROLINIAN (Amer Hawaiian, US, 36-46)/ ATLANTICA (Uruguayo Nav & Transportes Aereos, Urug, 46-47; Shorehaven, Pan, 46-47)/ KYUKKO MARU (Sanko Kisen, Jap, 52-56; Taiyo Reito Bosen, Jap, 56-57; Nichiro Gyogyo, Jap 56-57)/ S.E.

MANDARIN, yard no, compl 1921 as O/N 221227. (USNS 21-22)/ STUART DOLLAR (Dollar, US, 22-36)/ FLORIDIAN (Amer Hawaiian, US, 36-47)/ NORBELLA (Nortuna, Pan, 47-49)/ BU 1949 after stranding damage S of Kristiansand, Norway, 1.8.49.


SHIPS BUILT IN JAPAN.

This part is divided into two sections - ships BOUGHT, either from the builders, or from the firm who held the building contract; and ships BUILT to the order, though not the design, of the E.F.C.

SHIPS BOUGHT IN JAPAN.

The fifteen ships bought came from four yards: HARTMA DOCKYARD Co., Harima (2 ships); KAWASAKI DOCKYARD, Kobe, (7 ships); OSAKA IRON WORKS, Imonshiza, (3 ships); and URAGA DOCK Co., Uraga (3 ships). These vessels were so widely different from each other that it is not possible in this survey to give any details, other than gross tonnage and length and these details appear at the end of the vessel's history. In some cases the name of the firm holding the contract is known. In the rest of the cases it must be assumed that the builder was the vendor. It is worth nothing that in at least some of the early purchases, delivery at a U.S. port was required. These ships were registered as Japanese and renamed on arrival in the U.S. The output of each yard follows.
YONE MARU No. 7, yard no 33, compl 8.1918. Renamed on arrival, EASTERN KING, 0/N 216-730. (USST 16-37)/EASTERN KING MARU (Yih, C., 37-38)/SHOZAN MARU (Kokoku, Jap, 38-36)/SYOZAN MARU (re-rendered, 38-44)/SM/T (USS THRESHER) 17,744 in 19.04 N, 119°25' E. (2995 tons, 304').

EASTERN SHORE, yard no 9, compl 9.1918 as O/N 217291. (USST 18-38)/EU 1938, though remains in Lloyds Registers to 1952. (6731 t., 424').

KAWASAKI DOCKYARD.

All virtually sister-ships, at about 5820 tons, 385'. First four were building for Kawasaki Kisen K.K.


SHIFUKU MARU, yard no 406, compl 2.1918. Renamed on arrival EASTERNER, 216793. (USST 18-37)/MARI CHANDRIS (Chandris, Grk, 37-40)/AC/B at Falmouth 10.7.40.

TAFUKU MARU No. 20, yard no 410, compl 5.1918. Renamed on arrival EASTERN SUN, O/N 216401. (USST 16-38)/EU 1938.

TAFUKU MARU No. 21, yard no 412, compl 6.1918. Renamed on arrival EASTERN SUN, O/N 216617. (USST 16-38)/Sold for EU 1936, EU 1938.

EAST WIND, yard no 414, compl 9.1918 as O/N 217372. (USST 18-32)/EU Boston I & M Co. 1932. US O/N 216453. (4385 tons, 344').

EAST GALE, yard no 420, compl 10.1918 as O/N 217419. (USST 18-37)/EU 1937.

EASTERLING, yard no 421, compl 10.1918 as O/N 217478. (USST 18-37)/ANTONIOS CHANDRIS (Chandris, Grk, 37-40)/Sunk by raider WIDNER 8.9.1940, SW of Cape Verdes Is.

OSAKA IRON WORKS.

EASTPORT, yard no 907, compl 8.1918 as O/N 217085. (USST 18-20; Standard, US, 20-21; USST 21-30)/ITELMEN (USST 30- )/Presumed S.E. (4395 tons, 344').


URAGA DOCK CO.

KIRISHIM MARU No. 6, yard no 136 compl 10.1917 for Matsuda KK, Acquired by USST 5.1918/EASTERN CROSS, O/N 217168. (USST 18-30)/OROCHEN, alter GROSFON (USST 30- )/Presumed S.E. (4576 tons, 360').


YOSHIM MARU No. 9, yard no 139, compl 12.1917 for Yasho K K, Acq by USST 6.1918. EASTERN CHIEF, O/N 216482. (USST 18-37)/EU 1937. (4660 tons, 359').

SHIPS BUILT ON CONTRACT.

Here there is more standardisation. Except in two cases (Harima & Uraga) all vessels turned out by the one yard were identical. In the case of Uraga, the reason is that the odd vessel (EASTERN SPYR) was built at the Asaki Yard, which folded up and was taken over by Uraga. In Lloyds Registers, Uraga is listed as the builder, though the contract was with Asaki. In the case of Harima, two sub-yards were involved, (Teikoku yard & Harima yard), and each contracted for the type of ship it could build.

As twelve yards were involved, in order to save space no summary is given here, and details will be shown under each yard.

ASANO SHIPBUILDING CO., TSURUGI.

Contract for EPC hulls 2023 & 2024 - each 12,600 dwt., dimensions 445 x 58 x 40.1. Triple expansion engines, oil fuel.

EASTERN MERCHANT, yard no 17, compl 2.1920 as (Jap) O/N 26413. To US registry on arrival, re-registered as O/N 219776. (USST 20-22)/ROBERT LUCKENBACH (Luckenbach, US, 22-47)/LUISA 0 (Costa, Ital, 47-51)/SULI (Globe, Lond, later Pan, 51-59)/EU Osaka 1959.
EASTERN TRADER, yard no 18, compl 12.1919 as O/N 219796. (USNB 19-22)/ HORACE LUCKENBACH (Luckenbach, US, 22-47)/ GIOVANNA C (Costa, ItaL, 47-53)/ BU Italy 1953.

FUJINAGATA SHIPYARD, OSAKA.

Contract for EFC hull 2009 - 6300 tons dwt., 345 x 50 x 26.5. Triple expansion engines, coal fuel (but conv to oil fuel immediately on arrival US).


HAKIMA SHIPYARD, TOBA and AIOI.


EASTERN SOLDIER, 10,500 dwt., 425 x 53.6 x 37.6 Triple expansion, oil fuel. Compl 6.1920 as O/N 220759. (USNB 20-22)/ LENA LUCKENBACH (Luckenbach, 22-44)/ Blockship, Normandy Beaches 16.7.1944.

EASTERN PITOT, 5000 dwt., 305 x 44 x 25. Triple expansion, oil fuel. Compl 1.1920 as O/N 219795. (USNB 20-31)/ GILLIK (USNB 31- )/ Presumed S.S.

ISHIKAWAJIMA SHIPBUILDING CO., TOKYO.

Contract for EFC hulls 2012 & 2013 - 5000 tons dwt., standard dimensions 305 x 44 x 27.3. Triple expansions, oil fuel.

EASTERN BELLE, yard no 324, compl 12.1919 as (Jap) O/N 26037. Re-registered as US O/N 219747. (USNB 19-29)/ ESKIMO (USNB, seq 1929, renaming data uncertain); 29- )/ Presumed S.B.

EASTERN MAID, yard no 325, compl 3.1920 as O/N 220113. (USNB 20-36)/ Sold for BU 1936, BU 1937.

KANASHI DOCKYARD, KOBE.

Contract for EFC hulls 2014-2018. 9000 tons dwt., standard dimensions 305 x 51.2 x 33.7. Triple expansion, coal fuel.

EASTERN MOON, yard no 454, compl 1919 as O/N 219646. (USNB 19-32)/ BU Boston I & M 1932.


EASTERN PLANET, yard no 456, compl 2.1920 as O/N 219869. (USNB 20-37)/ JENNY CHANDRIS (Chandris, Ork, 37-37)/ Foundered off Diamond Shoals 12.11.1937.


EASTERN CLOUD, yard no 458, compl 1920 as O/N 220047. (USNB 20-22)/ JAMES B DUKE (Garland, US, 22-27)/ MASSMAR (Calmar, US, 27-42)/ Mined off Reykjavik 5.7.42.

MITSUBISHI DOCKYARD, HAGASAKI.

Contract for EFC hulls 2030 & 2031. 8400 tons dwt., standard dimensions 400 x 54.5 x 50. Triple expansion engines. Coal fuel (hull 315), oil fuel (hull 316).


MITSUI DOCKYARD, TAMAT."

OSAKA IRON WORKS, OSAKA.

Contract for EFC hulls 2034-2037. 10500 tons dwt., standard dimensions 415 x 55.7 x 32. Triple expansion engines, oil fuel.


UCHIDA DOCKYARD, YOKOHAMA.

Contract for EFC hulls 2032-2033. 6500 tons dwt., standard dimensions 400 x 54.5 x 27.6. Triple expansion engines, oil fuel (hull 5), coal fuel (hull 6).


ELASTIC GLEN, yard no 6, comp 1920 as O/N 220148. (USSB 20-26; Amer South African, US, 26-35) / AMERICAN ORIOLE (Amer Foreign, US, 33-40) / BARBERRY (Barberrys, Br, 40-41) / SM/T 26.11.1941 in 50.36 N, 47.10 W.

URAGA DOCK CO., URAGA.

(a) - URAGA - contract for EFC hulls 2025-2027. 6650 tons dwt., standard dimensions 360 x 51.2 x 26. Triple expansion, coal fuel.

ELASTIC BREAZE, yard no 10, comp 10.1919 as O/N 219273. (USSB 19-30) / NIGARA (Schultz, Ger, 30-30; Schroeder & Fischer, Ger, 30-31) / LUSEI LEONHARDT (Leonhardt & Blumberg, Ger, 31-38) / WKK Melilla, Spain, 3.1938.

ELASTIC GALE, yard no 154, comp 11.1919 as O/N 219647. (USSB 19-25) / PERRY L. SMITHERS (Both Fishers, US, 25-34) / NORTH HAVEN (Northland Transpn', US, 34-47; North Star, Pan, 47-51) / GEORGULIANA (Marte, Pan, 51-53) / Ashore outside San Juan, P.R., 12.5.1953, Floated & BU.


(b) ASAIH contract - hull 2008. 5500 tons dwt., 330.3 x 46 x 27.6. Triple expansion engines, coal fuel.


YOKOHAMA DOLLY, R.D. YOKOHAMA.


SPECIAL NOTE: It seems reasonably certain that of the vessels in the Japanese programme listed as oil burners, many were originally coal burners and were converted on arrival in the US. I cannot be certain that I am aware of ALL of these; so please regard this matter with caution, and correct me if I am wrong. This completes the listing of the steel ships (other than sail & small craft, built for the E.P.O. To all members of BNRA I want to say this: THIS LIST IS ONLY A BEGINNING. There must be MANY of you who can add to or correct SOME detail. PLEASE DO SO NOW. We want the records of BNRA COMPLETE IN EVERY DETAIL; sometimes this is more than one man can ensure; so to all of you I issue a most cordial invitation to get in touch with me if you find ANYTHING which you wish to query, or anything you can add. The address: Norman L. McKellar, P.O. Box 83, TAMWORTH N.S.W. AUSTRALIA.

Note from the Redaction:

BNRA wants to convey to member, and friend, Norman L. McKellar, its warmest congratulations for his outstanding contribution to the fame of our bulletin and of our Association. This long and useful list, never published before, is an important additional tool to our arsenal of lists and we appreciate fully the honor of being permitted to publish it. We thank Norman and we say him: send the next lists, we shall publish them.