GROSVENOR SHIPPING CO. LTD, LONDON (1953)

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Grosvenor Shipping Co. Ltd was registered in the United Kingdom in January 1952 with a capital of £10,000 and in 1953 acquired its first ship, evidently *Grosvenor Mariner* (3197/18), though Lloyd's Register lists her as owned by Moller Line (UK) Ltd. In the 1950s the company was used by Mollers to register vessels being towed to Hong Kong for breaking up, notably in 1955 two Union Steam Ship Company colliers in a tandem tow, then in mid-1960 the Australian coastal passenger liner *Duntroon*. In the early 1960s it became a trampship operation with several war-built standard types that traded worldwide, often on charter to Sinofracht. In November 1961, for example, *Grosvenor Explorer* was at Hong Kong, *Grosvenor Mariner* had departed Havana on 17 September for Shanghai via Panama, *Grosvenor Navigator* had arrived at Sydney from Hong Kong, probably to load scrap for Japan, and *Grosvenor Trader* was at Rotterdam (30 October) discharging copra from Davao after suffering collision damage on 26 September from striking a wreck. By April 1962, *Grosvenor Explorer* was en route Casablanca to Shanghai (phosphate), *Grosvenor Mariner* Geraldton (WA) for China (wheat), *Grosvenor Navigator* Dunkirk for Ceuta, *Grosvenor Pilot* Cuba to China (sugar) and *Grosvenor Trader* Wismar (East Germany) for Colombo, probably also en route to China. The last of these ships were sold in 1965/66.

After a brief interlude, in 1968 on Mollers' behalf, Grosvenor took over the new bitumen tanker *Urshalim*, then after her sale in 1973 her sister *Horama*, which in March 1974 was also sold to charterers Shell International. This seems to have been the end of Grosvenor as a shipowning entity. Colours were the same as postwar Mollers Ltd, just plain black hull and black funnel.

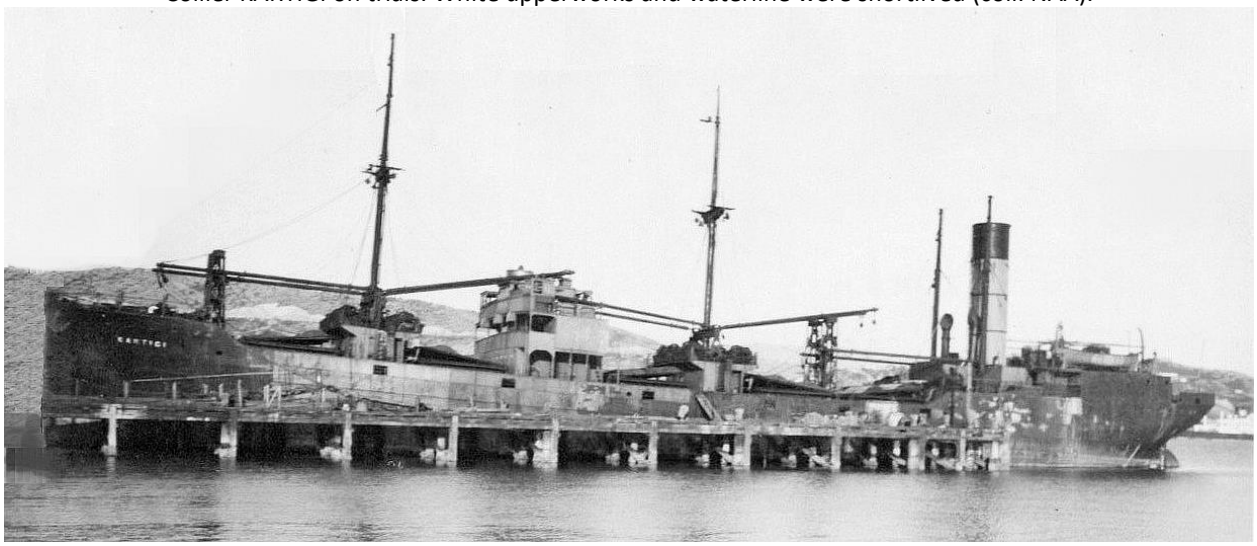
Grosvenor may also have been associated with the salvage vessel *Grosvenor* (398/45), unlisted in Lloyd's Register but which in 1964 became *GW-14*, passed to Selco Salvage Ltd of Singapore in 1966 and was broken up in Singapore in May 1978.

Fleet List

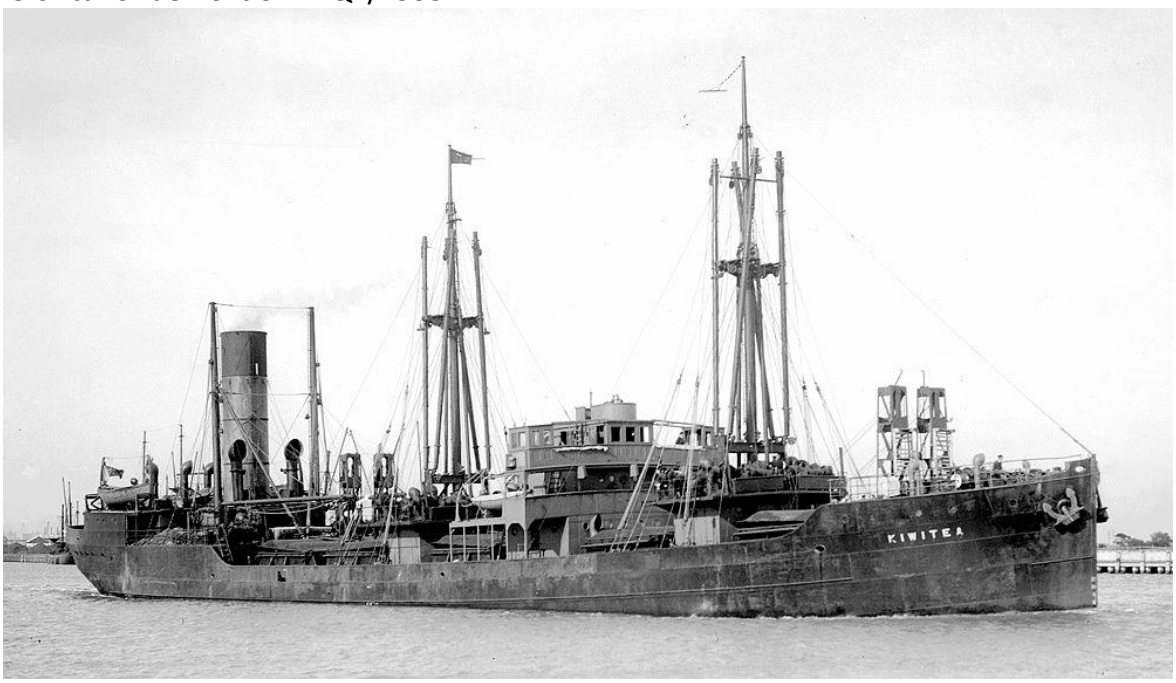
GROSVENOR MARINER (1953-55) 3197/18-10 see Moller & Co. postwar list

KARTIGI (1955-55) 2352/25-7 (280.0 x 44.3', T3cy by Central Marine Eng. Wks, W. Hartlepool)
Built by W. Gray & Co. Ltd, W. Hartlepool (#974) for Union S.S. Co. of N.Z. Ltd, Wellington as collier for coastal and trans-Tasman service. From 1938 NZ coastal. 8/25 loaded for N.Z. Shg Co. at Montreal for delivery in New Zealand. 20/3/52 laid up at Patent Slip, Wellington. 1955 sold to GSC, 15/3 left in tow of Mollers' *Golden Cape* for Hong Kong, 21/5 arr. and del. to Mollers Ltd for demolition in Q4/1955.

Collier KARTIGI on trials. White upperworks and waterline were shortlived (coll. NAA).


KARTIGI laid up at Patent Slip, Evans Bay, Wellington, September 1952 (I.G. Steverson).

KIWITEA (1955-55) 2384/25-9 (280.0 x 44.3', T3cy by Central Marine Eng. Wks, W. Hartlepool)
Built by W. Gray & Co. Ltd, W. Hartlepool (#975) for Union S.S. Co. of N.Z. Ltd, Wellington as collier for coastal and trans-Tasman service. 9/25 loaded for N.Z. Shg Co. at Montreal for delivery in New Zealand, also asphalt at Tampico for Sydney (2/12). From 1938 NZ coastal. 27/8/52 laid up at Patent Slip, Wellington. 1955 sold to GSC, 15/3 left in tow of Mollers' *Golden Cape* for Hong Kong, 21/5 arr. and del. to Mollers Ltd for demolition in Q4/1955.



KIWITEA arriving Melbourne for discharge (A.C. Green/SLV).

GROSVENOR COURT (1956-59) 522/43 see KATHLEEN MOLLER (1949-51, Moller & Co. postwar list)

DUNTROON (1960-61) 10514/35-8 (472.0 x 65.2',2M6cy/16k by J.G. Kincaid & Co. Ltd, Greenock)
Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle for Melbourne S.S. Co. Ltd, Melbourne (262/102 pass., trials, 19k). 20/11/40 ran down minesweeper HMAS *Goorangai* (lost with all hands) at Port Phillip Heads. 10/42 req. as transport. 29/11/43 collided with and sank destroyer USS *Perkins* near Milne Bay. 4/46 dereq. but 7/46 chartered by RAN for Sydney-Kure supply run. 5/3/49 arr. Sydney on final voyage from Japan, 3/49 redeliv. to owners and after completing refit at Mort's Dock, 8/50 resumed commercial service (now 292/69 pass.). 6/3/59 laid up at Melbourne. 1960 sold to GSC and 10/7/60 left in tow of *Ajax* (582/44) for Hong Kong. 29/7/60 sold to Four Seas Ent. Ltd, Hong Kong for breaking up but 17/1/61 resold to Kie Hock Shg (HK) Co. Ltd, Hong Kong and del. to Hongkong & Whampoa Dock for $10m. refit for HK/Whampoa-Straits passenger trade (200 1st, 1800 3rd class) as TONG HOO, 24/10 V1 Hong Kong to Singapore. 5/63 t/f to Palembang Shg Co. Ltd, Panama. 1965/ t/f to Africa Shg Co. S.A. r. LYDIA. 7/67 laid up in Singapore. 22/9/68 arrived at Kaohsiung in tow for breaking up by Hua Eng. Copper & Iron Ind. Co. [see also P. Plowman, *Passenger Ships of Australia & NZ*, v2, 1981).

Melbourne S.S. Co. coastal liner DUNTROON at Outer West Gellibrand Pier, Williamstown, April 1959 in the second month of lay-up (W.G. Volum/NAA).

TONG HOO ex DUNTROON (behind *Eastern Argosy*) refitting at Hongkong & Whampoa Dock, Kowloon, 1 April 1961, still in Melbourne S.S. Co. colours (Dr. George Wilson).

Kie Hock's TONG HOO in Eastern Anchorage, Singapore, 16 May 1964 (Dr. George Wilson).

GROSVENOR EXPLORER (1960-65) 7248/44-5 (441.8 x 57.1', T3cy/12k by Worthington Corp., Harrison)
Built by Bethlehem-Fairfield S.Y. Inc., Baltimore (#2362) for WSA as SAMCREST and bareboat chartered to MOWT (Ellerman & Bucknall S.S. Co. Ltd, London mgrs). 4/47 sold to mgrs r. CITY OF LEEDS. 6/60 sold to GSC r. GROSVENOR EXPLORER. 7/64 laid up at Hong Kong. 5/9/64 broke moorings and damaged in collision during typhoon 'Ruby'. 15/3/65 demolition began at Hong Kong by Four Seas Ent. Ltd.

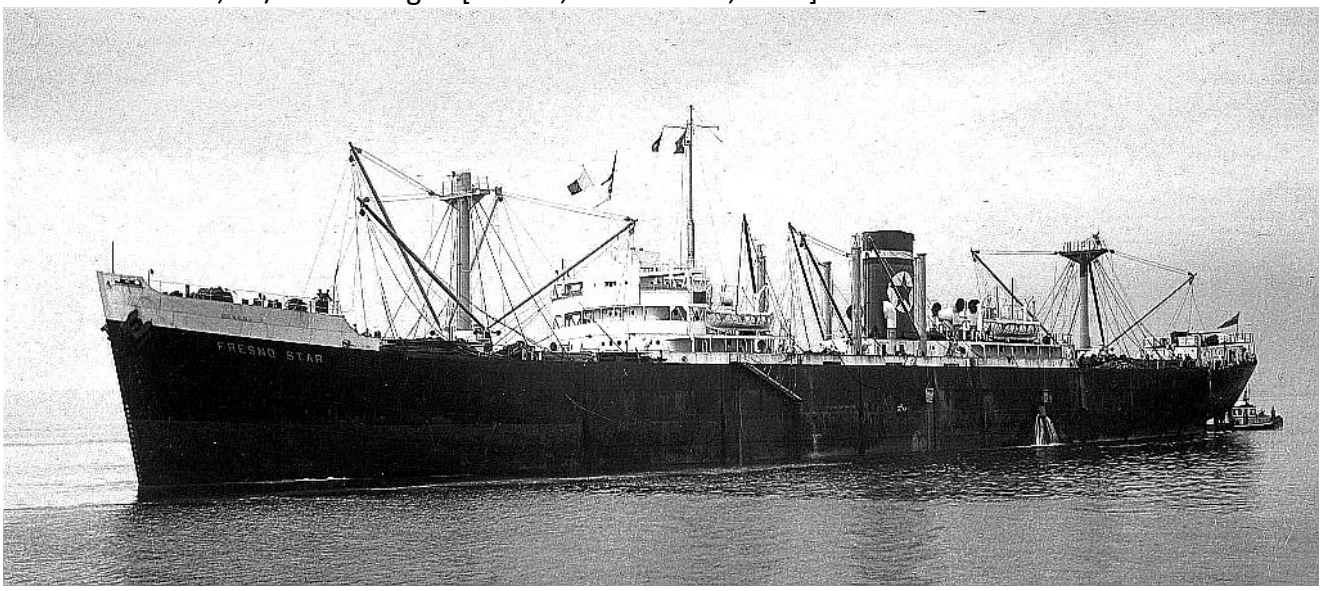
GROSVENOR EXPLORER as Ellerman's CITY OF LEEDS approaching Liverpool (J. Solomon/NAA).

GROSVENOR MARINER (1960-66) 7026/44-5 (447.6 x 56.4', M6cy/12k B&W by Harland & Wolff Ltd, Glasgow))
Built by Harland & Wolff Ltd, Belfast (#1234) for MOWT (T.& J. Harrison Ltd, Liverpool mgrs) as EMPIRE RANGOON. 11/46 sold to Sir Wm Reardon Smith & Sons Ltd, Cardiff, 1947 r. HOMER CITY (reg. Belfast). 1960 sold to GSC r. GROSVENOR MARINER. 1966 sold to Tat On Shg & Ent. Co. Ltd (Yick Fung Shg & Ent. Co. Ltd), Hong Kong (reg. London) r. RED SEA. 17/8/71 blew ashore on N.E. Lantau Is., Hong Kong in typhoon 'Rose', refloated and sold to breakers. End-9/71 under demolition by Yau Wing Metal Co. Ltd.

GROSVENOR MARINER at Wellington, 3 March 1963 (J. Mathieson/NAA).

GROSVENOR MARINER at her former namesake port of Rangoon, 1965
(https://www.shipsnostalgia.com/media/grosvenor-mariner.25223/.jpg).)

GROSVENOR NAVIGATOR (1960-66) 7053/44-6 (446.6 x 56.4', T3cy/10k by Harland & Wolff)
Built by Short Bros Ltd, Sunderland (#481) for MOWT (Ellerman & Bucknall S.S. Co. Ltd, London mgrs) as EMPIRE PENDENNIS (reg. Sunderland). 4/46 sold to Cunard White Star Ltd, Liverpool r. VASCONIA. 12/49 t/f to Cunard S.S. Co. Ltd. 1/51 sold to Blue Star Line Ltd, London r. FRESNO STAR. 12/57 bb chartered to Lamport & Holt Line Ltd r. MILLAIS. 3/58 re-reg. at London. 2/60 sold to GSC r. GROSVENOR NAVIGATOR. 9/6/66 arrived at Kaohsiung for breaking up by Sing Chien Yung Steel & Ironworks Co. Ltd, 24/9 work began [Newall, *Cunard Line*, 2012].



GROSVENOR NAVIGATOR as FRESNO STAR at Vancouver, October 1951
(Walter Frost/City of Vancouver Archives).

GROSVENOR NAVIGATOR arriving Sydney to load scrap, July 1964 or May 1965 (J.Y. Freeman/NAA).

GROSVENOR TRADER (1960-66) 7277/43-9 (441.6 x 57.0', T3cy/11k by Iron Fireman Mfg Co., Portland) Built by Houston S.B. Corp., Houston (#82) for WSA as DAVID WILMOT. 12/46 sold to Netherlands Govt (Vereenigde Nederlandsche Scheepvaart Mij, The Hague mgrs), 1947 r. ANTHONY LEEUWENHOEK. 12/47 struck mine near Elba, put into Genoa for repairs. 1948 bareboat chartered to VNSM r. LAURENSKERK. 1950 sold to N.V. Van Nievelt, Goudriaan & Coy's S.M., Rotterdam (under charter). 1951 sold to VNSM) The Hague. 5/60 sold to GSC r. GROSVENOR TRADER. 1966 sold to Progress Marine Ent. Ltd (Transmarine Shg Agencies Ltd), Famagusta r. GLORIA. 9/11/68 sailed Yokohama for Shanghai for demolition [I.G. Stewart, *Liberty Ships*, 1992].

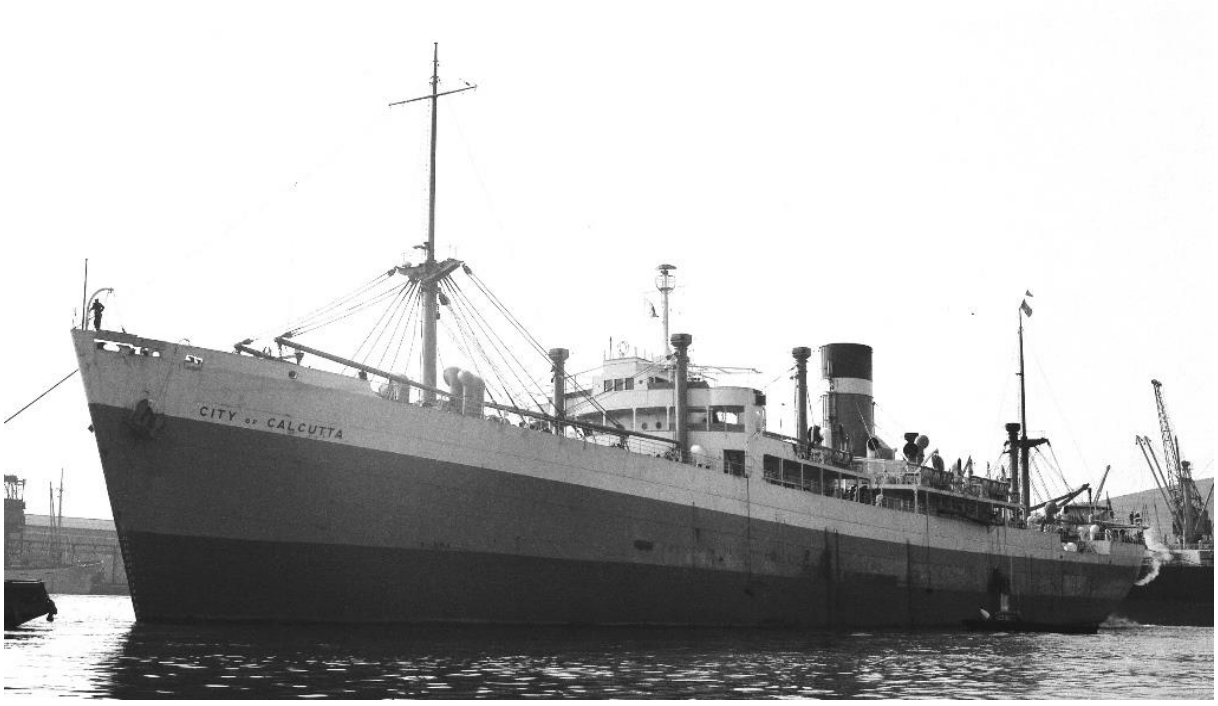
LAURENSKERK in the Noordzeekanaal near Amsterdam c.1958 (Simon Kruyswijk/Shipspotting).

GROSVENOR TRADER in Alfred Dock, Birkenhead (Mersey Photos/coll. Keith Wood).

GROSVENOR TRADER arriving Calcutta (https://www.shipsnostalgia.com/media/grosvenor-trader.145385/full).

GROSVENOR PILOT (1962-62) 8063/40-8 (515.8 x 62.5', 2-sc. 6ST/16k)
Built by Cammell Laird & Co. Ltd, Birkenhead (#1046) for City Line Ltd (Ellerman Lines Ltd), Glasgow as CITY OF CALCUTTA. 12/6/42 o/v Port Said-Malta attacked by aircraft off Mersa Matruh, Egypt, 13/6 arr. Alexandria. 12/61 sold to GSC, 1/62 r. GROSVENOR PILOT, loaded Cuba for China. mid-1962 del. at Hong Kong for demolition by Mollers Ltd.

GROSVENOR PILOT as Ellerman's CITY OF CALCUTTA at Swansea (coll. M. Cranfield).



CITY OF CALCUTTA, early 1950s (coll. M. Cranfield).

GROSVENOR DISCOVERER (1963-64) 4871/37-10 (401.5 x 55.8', T3cy+LPT/13k)
Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1558) for Ellerman's Wilson Line Ltd, Hull as CONSUELO. 11/62 laid up with survey overdue. 7/63 del. at Hull to GSC r. GROSVENOR DISCOVERER. 23/9/63 arr. arrived Hong Kong Whampoa and laid up. 11/64 sold to Leung Yau Shipbreaking Co. Ltd for demolition, 11/12 work began [J. Harrower, *Wilson Line* (1998), LSI].

GROSVENOR DISCOVERER as Wilson Line's CONSUELO passing Quebec City upstream for Montreal, August 1962 (John Low/Marc Piché).

URSHALIM (1968-73) 15,385 (23,136)/68 see Moller & Co. postwar list

HORAMA (1973-74) 15,815 (23,170)/67 see Moller & Co. postwar list

MOUNT CAMERON (1974-76) 6021 (10,848)/50-10 see Moller & Co. postwar list