**Type** | General cargo ship
---|---
**P&O Group service** | 1920-1946
**P&O Group status** | Owned by parent company

**Registered owners, managers and operators** | The Peninsular and Oriental Steam Navigation Company

**Builders** | Goole Shipbuilding & Repairing Co Ltd
**Yard** | Goole
**Country** | UK
**Yard number** | 251

**Registry** | London, UK
**Official number** | 144501
**Signal letters** | KFHC
**Call sign** | MJXS
**Classification society** | Lloyd’s Register

**Gross tonnage** | 1,475 grt
**Net tonnage** | 794 nrt

**Length** | 73.19m (240.2ft)
**Breadth** | 10.99m (36.1ft)
**Depth** | 6.49m (21.3ft)
**Draught** | 5.662m (18ft 7in)

**Engines** | Triple-expansion steam engine
**Engine builders** | Earle’s Shipbuilding & Engineering Co Ltd
**Works** | Hull
**Country** | UK

**Power** | 900 ihp
**Propulsion** | Single screw
**Speed** | 9 knots

**Passenger capacity** | Nil
**Cargo capacity**

**Crew**

**Employment** | East Coast and near Continent feeder service
Career

09.01.1920: Launched. She had been laid down for the Shipping Controller, London, and was one of two coasters (Eston was the other) bought from the Government before completion, in her case for £74,582. Apart from collecting or distributing cargo for P&O vessels running to and from London Docks, they also acted as colliers before the fleet was converted to oil-burning in the late 1920s.

08.04.1920: Ran trials and delivered as Redcar for The Peninsular and Oriental Steam Navigation Company.

12.05.1940: Left Leith with ammunition, stores and mail for the Allied force in Norway.

22.05.1940: Arrived at Harstad where she spent ten days under aerial attack before reloading most of her stores on 28th May and returning to Southampton on 1st June. She then reverted to her peacetime east coast run, but now subject to attack by mines, submarines, E-boats and aircraft.

26.06.1941: Damaged a German bomber off the Norfolk coast, it later being shot down by fighters.

07.06.1944: First visit to the Normandy landings with 30 tanks and 135 men, the former unloaded with specially-fitted 5 ton derricks. Later trips were not just to the beaches but also to Caen and Dieppe.

28.11.1944: The first British merchantman to enter the port of Antwerp after its liberation. She made twenty cross-channel voyages between D-day and VE-day.

02.04.1946: Sold to W A Wilson, Southampton and renamed Greensea.

1946: Sold to Dampskibsselsk Hetland A/S (T Basse, manager), Denmark, and renamed Arnaa.

1947: Sold to Pargas Rederi & Varvs A/B (Northern Chartering O/Y, managers), Finland, and renamed Katrina.

1954: Sold to British Iron & Steel Corporation (Salvage) Ltd, and allocated to Dover Industries Ltd.

11.08.1954: Arrived at Dover for demolition.

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