

CNCo's HUNAN, later Portuguese NACALA of 1966

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Hunan (1966-1968)

After delivery of the fourth 'K' class *Kweilin* in January 1962, CNCo had no new ships on order and for the first time in well over a decade Taikoo Dockyard had to rely entirely on outside work. Taikoo still had orders, including a new passenger-cargo motorship for Straits Steamship (#530 *Pangkor*, delivered August 1963) and two new trans-Tasman paper carriers (#533 *Karepo* and #534 *Karetu*, del. April and June 1964) for the Union Steam Ship Company of New Zealand with engine numbers successively 311, 314 and 315. Thereafter the book was thin, mainly small ancillary craft such as tugs, launches, barges and pontoons. To keep the design section busy and maintain some flow of bigger work, the decision was taken to design a state-of-the-art cargoliner for the Australia-Japan wool trade, larger, faster and better-gearred than the now somewhat dated 'C' and 'K' class ships. In February 1964 Taikoo submitted a tender, followed by a Memorandum dated 21 February 1964 to the London Board: 'We have no other substantial building project in sight, nor is there any indication of any major repair jobs of the size required to keep our labour force reasonably employed... We, therefore, badly require an order of this nature'. Taikoo's tender of £1,410,000 was very tight, being made up of £1,119,000 for Material, £253,000 for Labour, £12,000 for Direct charges and a contribution of £28,000 towards Overheads but no Profit as such. On this basis, and perhaps with some sympathy from the Board, in early March Taikoo won out in open tender against Clyde and Japanese yards. An important aspect of the negotiation was the arrangement for payment, £352,000 as a down-payment, £500,000 in HKSB bills at a 5½% discount over 5 years (Taikoo to absorb any higher rate), and the balance of £560,000 at a rate of no more than 5% to be amortised in bi-annual instalments over eight years from delivery.

Announced in the 'South China Morning Post' of 14 March 1964, the new order was designated Yard No. 550 and Engine No. 325. CNCo records have not so far revealed when the keel was laid but it would have taken six to nine months to finalise the design, cut the steel in UK and ship it out to Hong Kong. In the event, strikes in UK held back delivery of the necessary steel. The launch on Saturday 23 October 1965 was a big event in the colony. Lady Trench, wife of the Governor, named the ship as *Hunan* in front of a large crowd of VIPs, including of course the Governor, who spoke at the subsequent reception, and Mr and Mrs J.K. Swire and daughter Gillian. At 10,656 deadweight tons, she was the largest ship ever built by the yard, being about a thousand tons larger by deadweight than Glen Line's short-lived fast cargo-liners *Breconshire* and *Glenorchy*, both delivered in 1939 but lost in Malta convoys during 1942, and several hundred tons larger than the Ministry of War Transport's *Empire Haven* (9925 dwt) and *Empire Almond* (9975 dwt) that had followed in June and September 1941 respectively. *Hunan* was, in fact, the limit of the yard's capability in the pocket handkerchief of Quarry Bay and would retain that distinction because Taikoo ceased shipbuilding after delivery of the 2,769-grt ro-ro *Wanaka* to Union Steam Ship in April 1970. Despite Hong Kong being a centre of Asian shipowning, most local owners relied on secondhand tonnage, with the notable exception of Y.K. Pao, who by then was building ships of 20,000 dwt and much more in Japanese yards with the benefit of shikumisen finance against the security of time charters. Taikoo's further difficulty of competing with Japanese yards in financing was emphasized at the launch by both the yard's Chairman, M.S. Cumming, and the Governor (SCMP, 24/10/65).



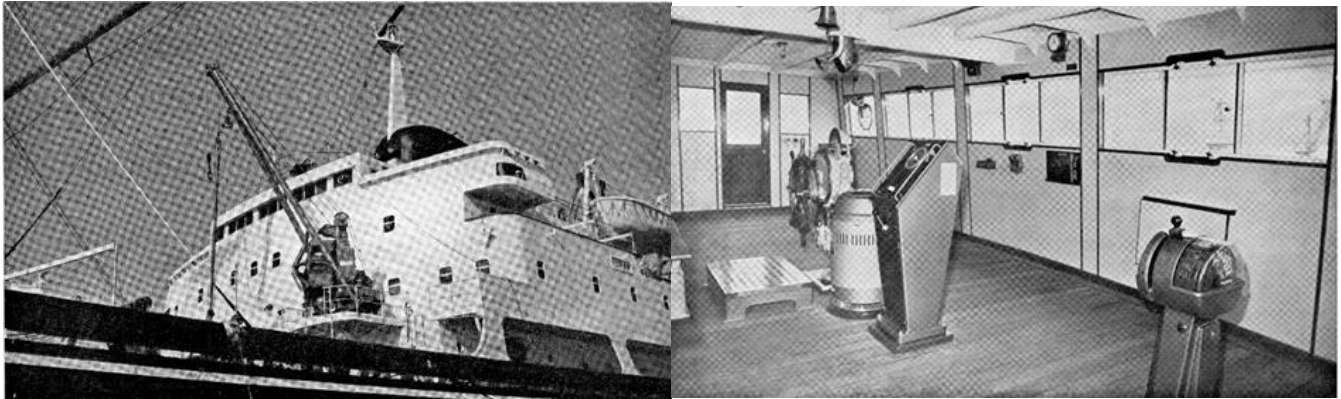
HUNAN's launch, 25 Oct. 1965, showing her fine lines (no bulbous bow) ('Taikoo Dockyard', No. 20/1966).

Taikoo were proud of the new ship, as the splendid cover of the Taikoo Dockyard magazine would suggest, with its photo on her light-ship trials off Hong Kong. On dimensions of 488.5' overall (450.0' b.p.) by 66.8' (c.f. *Kweilin* 390.0 o.a. x 55.9'), *Hunan* was a closed shelterdecker of 9,059 tons gross (*Kweilin* 5,902) and 10,585 deadweight (*Kweilin* 6,500 dwt), thus more than 50% larger in carrying capacity though still having only five hatches in the usual 3+2 configuration. Bale space was 391,405 cubic feet with 92,543 cu. ft of insulated space (No. 3 tweendecks and No. 4 lower hold) distributed across three cargo decks, except at No. 5, which had no lower tween-deck. Deeptanks were located forward of the engine-room and either side of the shaft tunnel at No. 5. The experiment with bipods on *Kweilin* was not repeated, nor the goalposts of earlier 'K' class. Instead, *Hunan* had cargo masts at all hatches, doubling up at No. 1 (an extra mast on the forecastle), No. 3 (a pair of 2-ton SWL electric cranes by Danish maker Thos. B. Thrige against the superstructure) and No. 5 (kingposts). Derricks were two 15-ton (foremast/No. 2), two 10-ton (mainmast/No. 5) and the other 14 all 5-ton. There was no heavy lift. Air-conditioned accommodation for the full complement of 55 was amidships, with Chinese crew brought forward from the usual place in the poop to both sides of a trunked No. 4 hatch, not entirely a convenient arrangement and evidently not preferred by the crew. There was also a two-berth Owner's suite on the port side of the Boat Deck opposite the Master's. A detailed 4-page description of *Hunan* from the July 1966 issue of 'Motorship' is posted on Wikiswire.

The engine, built in 1965 by Scotts' at Greenock and shipped out to Hong Kong, was a 2-stroke, 6-cylinder (400 x 1550mm), turbo-charged Scott-Sulzer 6RD90 diesel burning heavy fuel oil and developing a maximum of 13,610 bhp at 119 rpm to drive the ship at a fast 17-18-knot service speed, about 3½ knots faster than *Kweilin*. On trials she reached a speed of 14.85 knots at 87 rpm and 18.925 knots at 113.3 rpm. Curiously, there is no report of a maximum trial speed at full 119 rpm so perhaps this was not attempted. Electrical power was supplied by three 625-kVA, 400-volt, 3-phase, 60-cycles W.H. Allen 'Transidex' diesel alternators directly coupled to Allen 6BS37D, 6-cylinder, 4-stroke, turbo-charged engines running at 450 rpm. The main gauge board near the main engine controls had both audio and visual alarms for lubricating oil and fresh- and salt-water systems.



HUNAN on light-ship trials ('Taikoo Dockyard' No. 20/1966, edited S. Kentwell).



HUNAN on completion. A: Bridge front and crane, B: Wheelhouse ('Taikoo Dockyard', 20/1966).

In fact, the two French sisters, *Tientsin* ex *Maroua* ex *Frontenac* and *Tsingtao* ex *Manga* ex *Duquesne* that CNCo had bought secondhand from Chargeurs Réunis in December 1961 for the Australia-Japan wool trade, were much more obviously the inspiration for *Hunan* than *Kweilin* and the 'K'-class, as photos reveal. *Hunan* was considerably longer (450.0 vs 421.7' b.p.), bigger (10,585 vs 7060 dwt) and faster (18 vs 16 knots) but her sleek design with all accommodation amidships was recognisably adapted from the French pair, notwithstanding the additional mast (forward) and kingposts (aft). Both delivered in 1955 and, as their original names *Duquesne* and *Frontenac* might suggest, for Cyprien Fabre's transatlantic route to Canada's St Lawrence River and Quebec, they were part of the first wave of gracefully streamlined French cargoliners delivered from the mid-1950s onwards. Though somewhat scaled down from Messageries Maritimes' *Godavery* (1955) class, they had an almost identical layout, including the distinctive bipod masts, except that one deck of the midships accommodation block was transposed to a trunked No. 4 hatch, a feature retained on *Hunan* – Ambrose Greenway's book 'Cargo Liners: An Illustrated History' (2012) shows the comparison at Page 114. It may also be observed that *Hunan*, like *Kweilin*, was slab-sided below the Boat Deck, giving extra width to the officers' cabins, and, in the absence of passengers, carried only one fibreglass boat each side.



TIENTSIN in profile, bipod masts obscured (Wikiswire).

Hunan solved the problem of Taikoo Dockyard in maintaining a flow of work between delivery of *Karetu* and the next big external order, actually by the same owner, for the 2926-grt coastal ro-ro *Hawea* (#581/329), delivered in October 1967. In doing so, however, Taikoo created a problem for

China Navigation, whose commercial people had not been properly consulted over the cost. The purchase of *Tientsin* and *Tsingtao* in 1961 followed by the demise charter in 1963 of *Wanliu*, *Wenchow* and *Woosung* and then in 1965 *Yochow*, *Yunnan* and *Ninghai* were all well-priced secondhand ships of good size and speed for the Australia-Japan wool trade or, in the case of the two 'Y's, for the South Pacific line. *Hunan* was technically a more modern and somewhat faster ship but her new-built capital cost made her completely uneconomic at just the time when CNCo needed funds for investment in sideport loading and palletisation of the New Guinea and Pacific trades and full containerization of the Australia-Japan trade. It did not help that *Hunan* was unsuitable for subsequent conversion to fully unitized or containerized cargo. Although her spacious tweendecks were supported by box girders instead of quarter pillars to allow forklifts to stow and unstow palletised cargo, her fine hull lines and smallish hatches were not designed to carry containers in the holds. In consequence, there was no follow-up order and *Hunan* became somewhat of an orphan.

In February 2010 on shipsnostalgia.com, Andrew Craig-Bennett (ex CNCo) noted that there had been 'no commercial input [by CNCo] into the design'. As he was told afterwards, 'Technically, [*Hunan*] was excellent - fast, excellent hull form, very fast cargo working with good gear...but she was CNCo's very own version of [P&O Group's] Super 'P's and Super 'Straths', a conventional cargo liner built too late, in a changing world. [*Hunan*] had a dreadful effect on the company because the owners, who lost a great deal of money on her, lost confidence in the technical staff. We only regained that confidence with *Highland Chief* and her sisters in 1989, after a generation of standard-design newbuildings and secondhand tonnage'. Taikoo Dockyard never built another ship for CNCo and from 1 January 1973 merged with Hongkong & Whampoa Dock to form Hong Kong United Dockyards, which soon relocated to Tsing Yi, thereby freeing up the Quarry Bay site for the very profitable Taikoo Shing redevelopment (see Robert Bickers, 'China Bound', 2020).

On completion in March 1966, thus four years and two months after delivery of *Kweilin*, *Hunan* ran sea trials on 28 March and endurance trials were carried out during the night of 28/29 March. CNCo Newsletter (May 1966) reported that after further supplementary trials, including manoeuvring and emergency steering, on the morning of the 31st, CNCo formally took delivery from the builders at noon the same day and commissioned her under Captain Bryan Dixon-Ward as Master and Mr Arthur Barnes as with Chief Engineer. She then loaded for Australia some 4,000 tons of general cargo including 200 tons of frozen prawns, a record single shipment of this commodity to Australia. The 'Daily Commercial News' reported her as having sailed from Shanghai on 25 March but this is not corroborated by CNCo and is likely to be in error, as also a report in the 'South China Morning Post' of 31 March advising that she would be arriving at 10am that day from Japan.

The maiden southbound voyage from Hong Kong on 4 April was to Brisbane (April 16), Sydney (19th), Melbourne (21st), thence Launceston, Burnie and Adelaide, before loading northbound from Melbourne (May 7), Launceston (14th), Sydney (21st), Newcastle (24th) and Brisbane (27th) direct for Yokkaichi/Nagoya, thence Yokohama, Kobe/Osaka, Shanghai and Hong Kong. *Hunan* replaced the chartered 15½-knot, 8750-dwt *Nanchang* (ex *Telemachus*, 1943) as faster consort to *Tientsin*, *Tsingtao*, allowing the slower passenger ships *Changsha* and *Taiyuan* to turn around in Hong Kong via Port Moresby, Manila and Keelung. It was a complicated, multi-port itinerary and, even at *Hunan*'s higher sea speed somewhat faster cargo-handling, the full rotation took about three months, being 5-6 weeks

discharging and loading in Australia ports and another month or so between Asian ports, the balance made up by sea-time, of which the Brisbane-Yokkaichi was about 10 days at 18 knots. Voyage by voyage there was some variation: inducement calls were made at other Japanese ports, often at Busan, and at the southern end Hobart was sometimes substituted for Launceston and/or Burnie. Nevertheless, the commercial reality was that CNCo's most modern, fastest and expensive ship could still at best make no more than four roundtrips a year, which demonstrated clearly enough why containerization was adopted so quickly from 1968 onwards.

There was also the problem that *Hunan* was not readily adaptable for handling unitized cargo. In fact, she was already obsolete by the time she was delivered. Notwithstanding that she was a sophisticated conventional cargoliner, by the mid-1960s Scandinavian and Dutch lines were commissioning more flexible, engines-aft 'Scandia'-type ships with twin hatches and electric cargo cranes. *Hunan* had a long No. 2 hold (77½') but No. 1 was squeezed into the flared bow, No. 3 was short for refrigerated cargo and deep tanks, No. 4 was trunked and No. 5 was another short hold squeezed in at the stern, and all built with tweendecks. The hatches were generous enough for a conventional cargoliner with Nos 2, 4 and 5 measuring 35' x 22' but there was still a lot of under-deck stowage for a modern cargo-liner and a particularly awkward stow either side of the shaft tunnel in No. 4 hold. Hindsight is a wonderful thing but much less valuable than foresight.

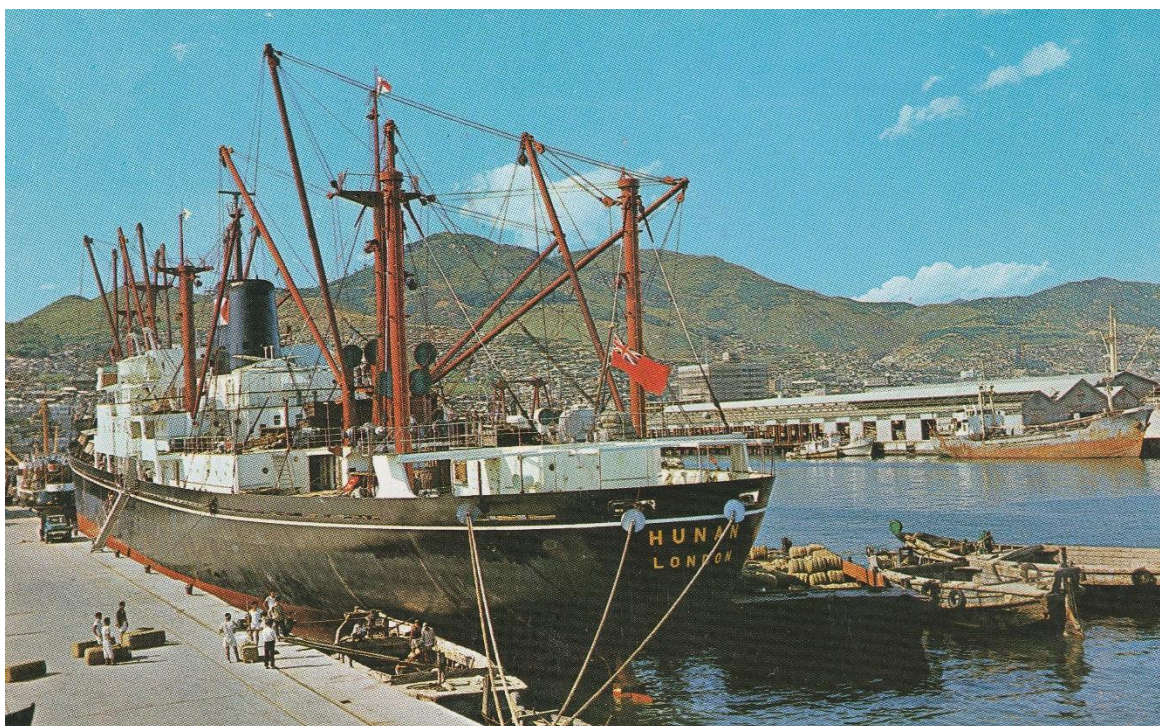


HUNAN at Sydney (Stan Welch).



HUNAN arriving at Melbourne with Swire's identifying houseflag on funnel (R. Varns*).

Although it would be September 1970 before the new-built cellular containerships *Arafura* and *Ariake* came into service for the Australia Japan Container Line (26% John Swire & Sons), in the first half of 1968 *Hunan* was therefore put on the market and sold fairly promptly on 4 June at Yokohama to Companhia Nacional de Navegação, SARL (Sociedade Anónima de Responsabilidade Limitada) of Lisbon. After completing discharge in Japan, then ship was handed over at Hong Kong on 21 June 1968. In the two years and three months since delivery, she had probably made no more than eight or nine voyages. The sale price was £1,150,000 (or 82 million escudos), thus £260,000 less than the construction cost and perhaps a net loss of around £100,000 after two years' depreciation on historic cost. Notwithstanding, CNCo did well to take the loss and sell when they did. Two years later, secondhand cargoliner prices would have been further depressed as containerships rapidly displaced conventional tonnage.



HUNAN at Busan discharging wool into lighters (from a postcard).

Nacala (1968-1986)

Companhia Nacional de Navegação (National Navigation Company - Navegação pronounced almost the same as Navigation but with a nasalized 'n') was the older of Portugal's two main colonial shipping companies, having been founded in 1880 as Empresa Nacional de Navegação a Vapor para a África Portuguesa (National Steam Navigation Company for Portuguese Africa) before in April 1918 taking on its later style. As indicated by the original name, the company's purpose was to provide a regular steamship line between Portugal and the vast colonies of Angola (SW Africa) and Mozambique (East Africa) for the carriage of mails, passengers, troops and freight. In due course it extended via Suez to the Asian colonies of Goa and Macao via Singapore and Hong Kong and from 1929 to 1949 also operated an emigrant passenger between Lisbon and Brazil. By the mid-1960s its liner fleet consisted

of the luxurious, almost 20,000-grt *Principe Perfeito* (1961 by Swan Hunter), the 13,000-grt British-built *Angola* and *Mocambique*, the 10,472-grt Belgian-built *Niassa* (1955) and the 7650-grt Bartram-built *India* and *Timor* (both 1951) and the 6230-grt German-built *Quanza* (1929). There were also the small coastal liners *Zambezia* (2625/1949) and *Lurio* (2639/50) serving as feeders on the African coast. The dedicated cargo fleet was small: *S. Thome* (5335/38), the similar Bartram-built sisters *Rovuma* (5500/46) and *Mocamedes* (5508/47) and just one new ship, the Portuguese/Dutch-built, 14,350-dwt, 17½-knot *Beira* (8701/63), for which the new ship would be the running mate. For the African trades, where containerisation was not yet in prospect, *Hunan* was very close to the perfect ship.

Hunan was registered in Lisbon on 22 August 1968 as *Nacala* (II), named after the deepwater port in northern Mozambique. Until the previous year, there had been a *Nacala* (I), which was such a remarkable vessel as to deserve some comment. As David Walker sets out in 'Champion of Sail: R.W. Leyland and his Shipping Line' (Conway, 1986), she had been built in 1886 by Oswald, Mordaunt & Co. of Southampton as the 2291-grt iron-hulled, full-rigged sailing ship *Leyland Brothers*. At the end of 1912 she was sold to Empresa Nacional and towed from her home port of Liverpool to Lisbon, where she was renamed *Empresa Nacional* (from 1918 *Companhia Nacional*) and converted to a coal hulk. In February 1941, while anchored near the mouth of the Tagus, she dragged her anchors in a storm and went ashore off the south bank. That should have been the end of her, but a survey showed her iron hull still to be sound. In light of the acute wartime shortage of tonnage, the hulk was taken in hand for reconstruction as a twin-screw, 2390-grt motor vessel. Two 5-cylinder Sulzer diesels were fitted in 1944 and in May 1945 she was reclassified 100A1. After initial transatlantic service, she ran to Africa, then finally in the 1960s plied as a feeder on the Portuguese coast. By the time she went to breakers in the third quarter of 1967, she was 80 years old.

Nacala (II) proved to be an excellent running mate for *Beira*. They were joined in the same year by the secondhand cargoliners *Quelimane* ex *Evina* (12,760 dwt/63 Sweden) and *Leixoes* ex *Eastern Ume* (15,319 dwt/63 Japan), Y.K. Pao's third Japanese newbuilding, the two latter 15-knotters, together adding another 35,000 dwt of lifting capacity. The change in livery was hardly dramatic: Cia Nacional's postwar colours were a light-grey hull, black funnel, and white masts and gear to match the superstructure. Externally the only other noticeable change was the suppression of the short extension to No. 3 mast in favour of a new light crosstree on the radar mast above the front of the funnel. As shown in the above trials and Varns views, during CNCo service the country flag has been flown at No. 3 mast and any other port flags, along with wireless aerials, on halyards rigged from a wire between No. 3 mast and the radar mast. This wire with its halyards and aerials had the disadvantage of having to be lowered and laid against the bridge front (see above left photo) in order to release the derricks and cranes for handling cargo, then having to be restored prior to departure, all extra work for the deck crew. Former CNCo radio officer (though not on *Hunan* III) John Astone, explains that the new arrangement had the receiving aerial rigged from the top rail of the radar mast platform and the three flag hoists from the crosstree – the high-current transmitting aerial as before was strung between insulators at the back of the radar mast and at No. 4 topmast (see photo below).

Nacala was placed in service to East Africa, but not in Cia Nacional's traditional colonial line. She inaugurated a new line from Northern Europe to Mozambique, loading from Hamburg, Bremen, Rotterdam, Antwerp, Dunkirk, one or two UK ports (usually London and/or Liverpool), then topping off

at Leixões (Oporto) and Lisbon before proceeding via the Cape to Mozambique, turning round at Lourenco Marques (now the capital Maputo), Beira and Nacala, the northernmost deepwater port in Mozambique and also terminus of the railway to/from Malawi. The range from Northern Europe to East Africa was much the same as from SE Australia to Japan and East Asia and the number of loading and discharge ports also fairly similar. Sailing time between Lisbon and East Africa was about a month each way, allowing a comfortable three-monthly rotation. At times *Nacala* also traded on the North Europe to Angola (Lobito) service and occasionally on the Angola to US/Canada service. Cia Nacional could readily have employed two or three such ships.



NACALA passing Hook of Holland inbound, 18 June 1970, en route from Hamburg via Rotterdam and Liverpool to Leixoes and Lisbon (M. Cranfield).

Nevertheless, political conditions soon became unfavourable to Cia Nacional and its colonial routes. In August 1968 long-serving prime minister and dictator Antonio Salazar suffered a cerebral haemorrhage and was replaced after 36 years by the mildly reformist Marcello Caetano. Meanwhile, armed rebellions for independence had broken out in Angola and Mozambique. One of the pillars of Salazar's New State (Estado Novo) had been that the African colonies were constitutionally overseas provinces of a multi-continental Portugal that conflated empire and nation. By 1970, however, the escalating military presence needed to maintain colonial rule in the face of guerilla liberation movements was bleeding the backward metropolitan country. After a popular Armed Forces coup on 25 April 1974 – the Carnation Revolution – Caetano was arrested, ending the long dictatorship of the New State and a reformist government soon conceded the independence of Guinea-Bissau, Angola and Mozambique, then applied to join the European Union, being formally admitted on 1 January 1986 along with Spain. Henceforth, Portugal's future and prosperity would derive from closer engagement with Europe, not isolation and empire.

Against this tumultuous and fast-changing background, Cia Nacional tried through the 1970s to transform the business from passengers to freight. As rebellions in the African colonies became more widespread and bitter, the emigrant traffic collapsed though but troop movements both ways still occupied passenger space. After 1975, however, with independence and not long afterwards the outbreak of civil wars in Angola and Mozambique, troop movements ceased, hundreds of thousands of Portuguese citizens repatriated themselves, and that was that. One by one the liners had to be sold, sometimes for further trading but mostly to breakers: *India* (1971 sold to Guan Guan of Singapore),

Mocambique (1972 to breakers), *Angola* (1974 to breakers), *Timor* (1974 also to Guan Guan), *Principe Perfeito* (1976 sold), and finally *Niassa* (1979 to breakers). Of the older cargo ships, *S. Thome* went to breakers in 1971, *Mossamedes* and *Rovuma* both in 1973. Larger replacement cargo vessels were the 15,588-dwt ex *Novo Redondo* ex *Ferncape* (1963), 11,103-dwt *Manica* ex *Kulmerland* (1961), built for Hapag's Europe-Australia line, the 14,210-dwt ex Lübeck Linie sisters *Amarante* ex *Lübeck* (1969) and *Alcoutim* ex *Castorp* (1968), and several Polish newbuilds *Cunene* (16,300 dwt/1969), the bulk carrier *Cassinga* (19,510 dwt/1971), and the 21-knot sisters *Sao Tome* (11,800 dwt/1973) and *Sofala* (1973).

There were also dramatic changes in ownership. In 1968, when *Nacala* (II) was purchased, Cia Nacional had belonged to the big industrial conglomerate Companhia União Fabril (CUF Group), which also controlled the industrial carrier Sociedade Geral de Industria, Comercio e Transportes (SGCIT), the tanker company SOPONATA and the Lisnave shipyards. On 1st January 1972, the fleet and goodwill of Soc. Geral was transferred to CNN, boosting the fleet by another eight cargo ships. Around this time, the Cia Nacional fleet was repainted with more practical black hulls and a black-topped white funnel with a very wide light-blue band. Three years later, after the revolutionary government had taken power, Companhia Nacional was nationalized.



NACALA outbound from Rotterdam, 29 May 1972, with freshly painted black hull and light blue base to the funnel (M. Cranfield).

By 1981, when Cia Nacional celebrated its centennial, the transformation to a freight carrier had been achieved with a more modern fleet and larger ships. In recognition, the ships' hulls were repainted in a more striking dark blue, complementing the light blue of the funnel. What had not been achieved, however, was the restoration of financial viability. Ultimately, restructuring efforts failed, as also for the rival Companhia Colonial de Navegação, which had been merged with Cia Insulana de Navegação (owner of the 1961-built liner *Funchal*), into Companhia Portuguesa de Transportes Marítimos (CPTM). On 3 May 1985, by official decree, both companies were placed in liquidation. *Nacala* arrived at Lisbon on 17 May to be laid up, *Quelimane* likewise on 8 July. *Leixoes* had already been delivered to local breakers in August 1983, *Beira* to Bombay breakers in October 1983. What remained of the fleet was

fairly quickly sold. *Nacala* passed for 50.7 million escudos to the newly established, state-owned Transportes Marítimos Internacionais (PORTLINE) of Lisbon – which still operates as a private company under Chinese ownership – but they had no interest to return her to trading. Instead, she was resold to local breakers Joa Luis Russo e Filhos [Sons] and on 29 January 1986 was delivered at the industrial port of Setubal, south of Lisbon. Demolition was completed by September of that year, though her register was not closed until 24 June 1988.



NACALA at sea in new livery (postcard/L.M. Correia).



NACALA laid up in Mar da Palha anchorage, Lisbon in 1985, unchanged from her original configuration (L.M. Correia).

Twenty years was not long life for such a fine ship but it had been an awkward one, unwanted by her original owners, well appreciated by her adopted owners, but ultimately a victim not just of containerization but also of the tumultuous political forces that reshaped Portugal in the later postwar decades. Notwithstanding, *Hunan* (III)/*Nacala* deserves to be remembered. The author recalls how impressed he was at first seeing her in Melbourne in 1966. Luis Miguel likewise remembers her as 'always an immense pleasure to look at and enjoy her elegant and fine lines'. Her first master, Bryan Dixon-Ward later made a large model of her (www.modelboatmayhem.co.uk/Gallery/Steve_Middlebrook/Gallery12.htm) and is said 'to have gone to his grave thinking she was wonderful'. So be it.



HUNAN in St George's Channel at speed with 'a bone in her teeth'. By 1968 new ships would have bulbous bows to smooth the bow wave and reduce friction (CNCo).

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