

D/T Marit



Source: Roger W. Jordan collection.



Owner: A/S Jensens Rederi

Manager: Jørgen P. Jensen, Arendal

Tonnage: 5563 gt

Signal Letters: BMGL (It has been brought to my attention that these signal letters might be incorrect, and that Lloyd's Register 1943/44 gives the signal letters LDQP. The

B callsign I've given here may be one left over from the time she was in British ownership. During the war some B callsigns were issued to British ships, which were built in the war years such as those with Empire names. In the various convoy A 1 forms that I have, I've seen several Norwegian ships listed with a B callsign).

Built by W. Gray & Co., West Hartlepool in 1918 as *War Subadar* for the Shipping Controller (Hunting & Son) **until 1921, then owned by Anglo-Saxon Petroleum Co., renamed *Crenatula* in 1921.** Managed by Anglo-Colonial Shipping Co., London from 1927. Sold in 1930 to Jørgen P. Jensen, Arendal and renamed *Marit*.

Captain: Sverre Caspersen

In Admiralty service (Royal Fleet Auxiliary) from 1940.

**MONTCALM / CRENELLA / REY ALFONSO / ANGLO-NORSE / POLAR CHIEF /
EMPIRE CHIEF 1897**

5505 gross tons, length 445ft x beam 52.5ft, one funnel, four masts, single screw, speed 12 knots. Accommodation for 12-2nd class passengers. Built by Palmers Co Ltd, Jarrow-on-Tyne and launched for [Elder Dempster & Co](#) on 17th May 1897. Maiden voyage 3rd Sep 1897 Avonmouth - Montreal. 13th Nov.1898 chartered to [Atlantic Transport Line](#) and sailed Bristol - New York - London. 24th Dec.1898 first voyage London - New York. 1899 rebuilt to 6981 gross tons. 27th Jan.1900 eleventh and last London - New York voyage. 5th Apr.1900 sailed Liverpool for Capetown as Boer War transport and the did six New Orleans - Capetown voyages, probably with horses or mules. June 1902 first of four Avonmouth - Montreal voyages. 1903 sold to Canadian Pacific. Aug.1914 requisitioned by British Admiralty as a military transport. Oct.1914 converted into dummy battleship HMS AUDACIOUS. 1915 became naval store ship. Jan.1916 purchased by the British Admiralty and operated by the [Leyland Line](#). **Oct.1916 converted to a tanker and transferred to Anglo-Saxon Petroleum Co (Shell), renamed CRENELLA.** Oct.1917 transferred to the Shipping Controller. 26th Nov.1917 torpedoed off Ireland but reached port. 26th Nov.1919 purchased by Anglo-Saxon Petroleum Co. 19th Oct.1920 purchased by Runciman, London. 1923 became Norwegian whaling depot ship renamed REY ALFONSO. 1927 renamed ANGLO-NORSE. 1929 sold to Falkland Whaling Co renamed POLAR CHIEF. 1941 owned by Ministry of War Transport renamed EMPIRE CHIEF. 1946 returned to South Georgia Co renamed POLAR CHIEF. 1952 scrapped at Dalmuir, Scotland. [North Atlantic Seaway by N.R.P.Bonsor, vol.3, p.1304]



the Atlantic Transport Line 1881 - 1934



S.S. Montcalm

Tonnage: 6,981, Length: 445', Beam: 52.5', Builder: Palmers Shipbuilding and Iron Co. Ltd., Jarrow on Tyne, Launch Date: May 17, 1897, Maiden Voyage: September 3, 1897, Destruction: Scrapped 1953, AKA: *Crenella*, *Rey Alfonso*, *Anglo-Norse*, *Polar Chief*, *Empire Chief*, Operated by A.T.L.: 1898-1900. Notes: One funnel, four masts, single screw, triple expansion engine by builder with cylinders of 30", 50 1/2", and 81 1/2", stroke 54". Three double-ended boilers, steam pressure 180 lbs, 664 n.h.p., 12 knots. Steel two decks and shelter deck. Accommodation for 12-second class passengers and fitted to carry cattle eastbound and emigrants westbound. Sisters: *Montrose* and *Monterey*

Montcalm was built for the African Steamship Company and managed by the Elder, Dempster Line. She sailed on her maiden voyage from Avonmouth to Montreal. On November 13, 1898 she was chartered to the Atlantic Transport Line and sailed from Bristol to New York and back to London. She commenced direct London to New York services on December 24 of that year.

In 1898 her shade deck was enclosed and in 1899 she was rebuilt to 6,981 gross tons. January 27, 1900 saw her sail on her eleventh and last London to New York voyage. On April 5, 1900 she sailed from Liverpool for Capetown as a Boer War transport and completed six New Orleans to Capetown voyages, probably carrying horses and/or mules. June of 1902 saw her sail on the first of four Avonmouth to Montreal voyages.

In 1903 she was sold to the Canadian Pacific Line when it took over the Elder, Dempster Line's Canadian routes, and in August 1914 was one of six (Canadian Pacific Line?) ships requisitioned by the British Admiralty. She was used as a military transport with the British Expeditionary Force until October of that year when she was converted into a dummy of the battleship HMS *Audacious*. As such, she was one of several decoy ships based at Scapa Flow while the real vessels were at sea. When this fleet of decoys was disbanded in 1915 she became a naval store ship.

She was purchased by the British Admiralty in January of 1916 and operated by the Leyland Line. She was converted to a tanker that October and transferred to the Anglo-Saxon Petroleum Company (Shell), renamed *Crenella*. In October of 1917 she was transferred to the Shipping Controller, and was torpedoed by U 101 on November 26, 1917, off Ireland but managed to reach port.

After the war she was purchased by the Anglo-Saxon Petroleum Company, and on October 19, 1920 was sold again to Runciman's Velefa Shipping Company of London. In 1923 she was sold to Christian Nielson & Co., and became a Norwegian whaling depot ship renamed *Rey Alfonso*. By 1925 she was owned by H. M. Wrangell & Co., of Haugesund and in 1927 was sold to the Anglo-Norse Co., of Tronsberg, renamed *Anglo-Norse* and managed by Hans Borge. She was sold yet again in 1929 to the Falkland Whaling Company and renamed *Polar Chief*.

Laid up for the 1930 season, in 1941 ownership transferred to the Ministry of War for service as a transport, and she was once again renamed, this time as the *Empire Chief*. She survived the war and was returned to the South Georgia Company in 1946 under her previous name, *Polar Chief*. She was finally scrapped by W. H. Arnott, Young & Co. at Dalmuir in Scotland in 1953.

Empire Chief = Crenella

