





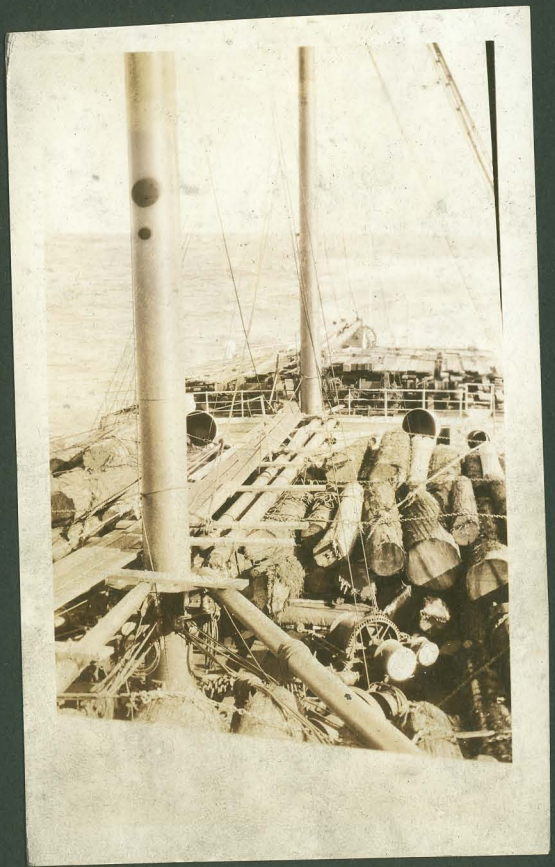
Apia





Hortensius

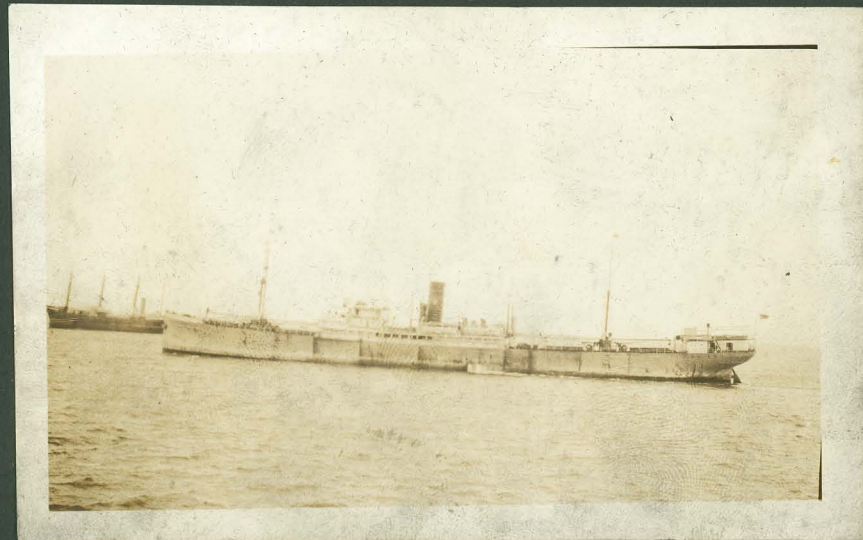
Bereby



Robert
Dollar



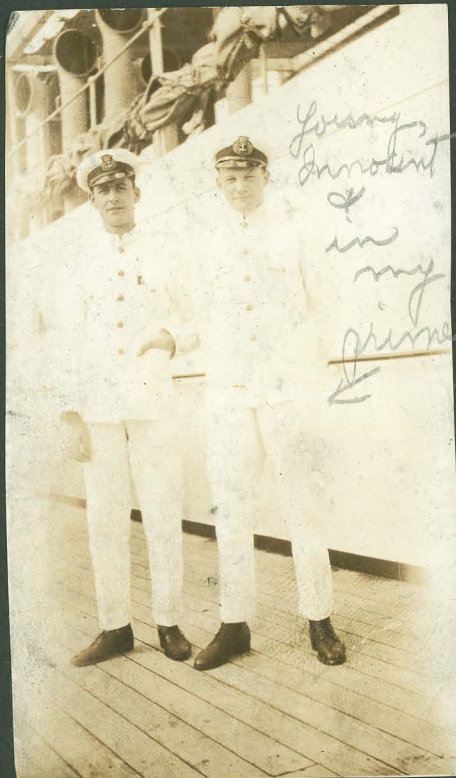
Boston



Moorish Prince



Robert Dollar



Louise
Innocent
&
in
my
prime
↓

Robert Dollar



Port Said



Highland Prince



Port Augusta



Fort Hamilton



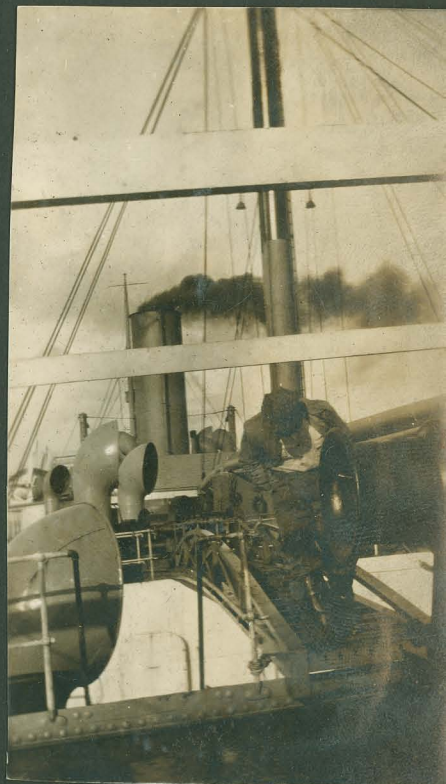
Penang



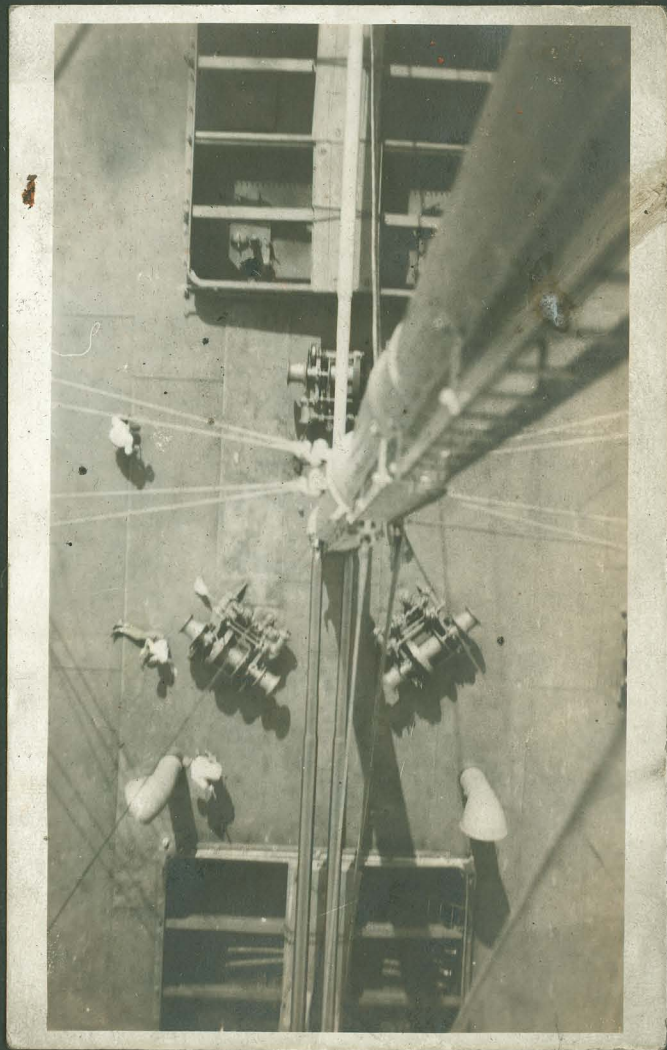
Dochra



Aberdeen
Washington, U.S.A.

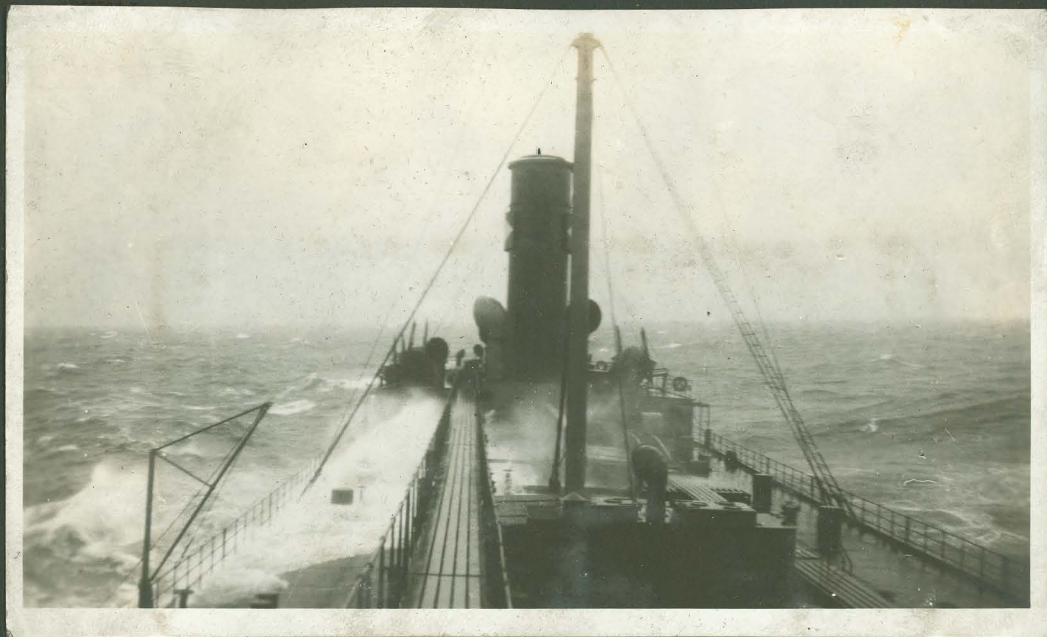


Steel Exporter



Gulf of Mexico





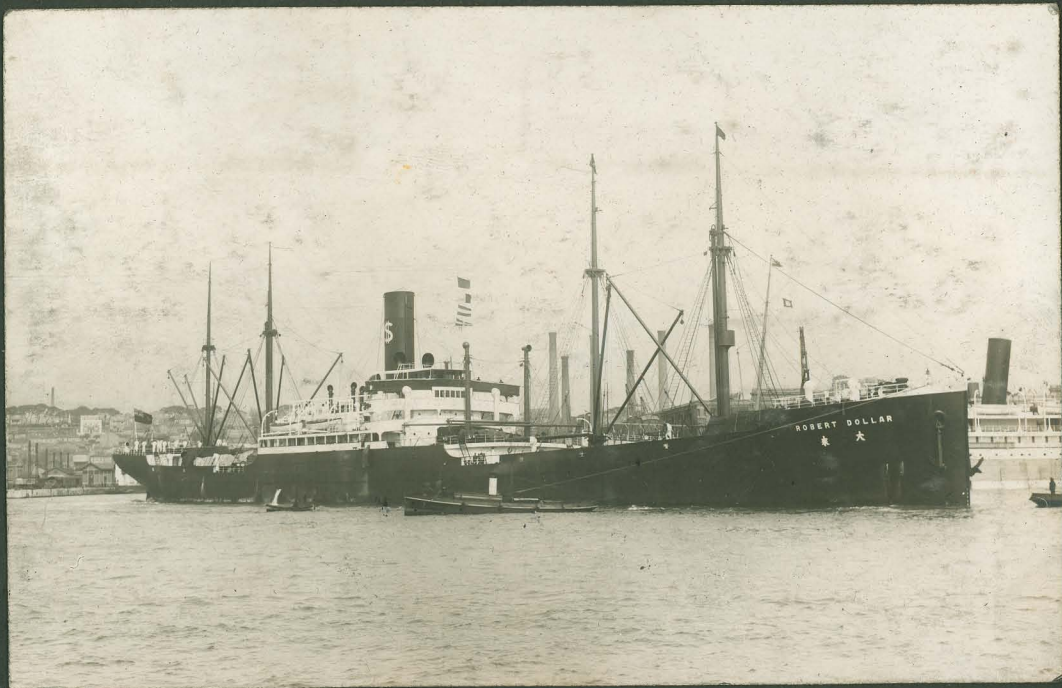
Swifscout off Hatteras



Cebu P.I.



Sourabaya





Robert Dollar
Port Swettenham

Cebu, P.I.



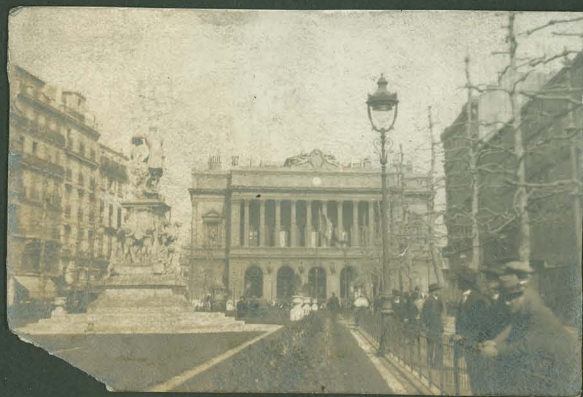




Colombo



Robert
Dollar



Marseille



Genoa





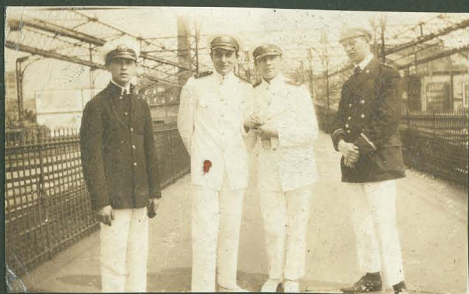


Hamburg
Hafen 1921

S. S. Hesione

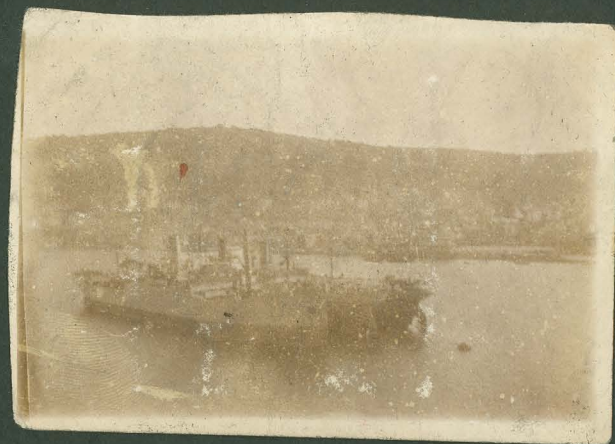






S.S. Mercier







S. S. Mercier



SS Sandgate Castle





S.S. Tar Tar Prince



SS Suveric



Raeburn Port McQuarrie
W.L.A.

HEROISM IN THE HONG KONG TYPHOON.

LIVERPOOL STEAMERS TO THE RESCUE.

The typhoon which devastated Hong Kong in August last gave fully scope for deeds of heroism in the saving of life, particularly from such vessels as were sunk in the harbour.

Among the many such acts prompted by the spirit of comradeship that exists between sea-faring men of all nations were those demonstrated when the storm was at its height by the officers and men of the Egremont Castle, the Bowes Castle, and of the Hwah Ping, all three of which were lying off Stonecutters Island.

Realising the possibility of some ship being in distress in such a terrible gale, the two Castle ships had established a wireless watch, and had also thrown out rocket lines with buoys attached, so that in the event of survivors from a wreck drifting within reach they would have life lines at hand. On the Hwah Ping also a similar watch was kept.

Unaware of the foundering of the Loongsang, but the watch having reported that wreckage was driving down towards Stonecutters, with what appeared to be men afloat on it, the captain of the Egremont Castle called for a volunteer crew, and a boat was lowered in an effort to render assistance.

Only a limited aid could be given, as the Egremont was already dragging her anchors, despite the fact that she had out two anchors each with 120 fathoms of cable.

In the extraordinarily heavy sea that was raging, and in the blinding rain, it was found impossible to reach the fast-drifting wreckage in time. This being noticed by the watch on the Egremont, who reported that the wreckage was being driven in the direction of the Bowes, the Egremont's captain wirelessed to the Bowes, whose captain then called for a volunteer crew, and a boat was promptly manned. This effort proved successful, and after tremendous effort two survivors, Chinese, were taken aboard.

By this time the Egremont had dragged her anchors to such an extent that she was within half a mile of the light buoys in the central fairway. Several other vessels which had been riding at anchor were in the same fix, and had it not been for the fact that the hurricane veered six points they would, it is claimed, all have been pulled up shore, as nothing could withstand the tempest.

As the Egremont drifted on, her searchlight beam and her engines working full ahead, the watch caught a glimpse through the driving rain of a man clinging to one of the light buoys. Again the volunteer crew was called for, and a boat rowed to the buoy. The man proved to be a Chinese cook of the Loongsang.

The captain of the Bowes Castle reports that the Hwah Ping had first sighted the wreckage from the Loongsang, and had made an effort to reach the survivors with a small boat, but in vain, the boat being compelled to drop back to the Egremont.

Shipping men of years of varied experience in such storms claim that the heroism displayed in these particular cases was of a more than usual character, as the chances of the foundering of the small rescue boats in such a sea was a thousand to one.

When the wreckage was reached it was only by acts of the greatest daring that the survivors could be taken into the boat, which all the time ran the risk of being cast away.

The Bowes Castle was commanded by Captain W. J. Donohue, O.B.E., and her boat was in charge of Mr. J. Cropper, chief officer, with the assistance of Mr. G. R. Jenkins and Mr. T. Bond Huggins, cadet.

The Imperial Merchant Service Guild, immediately they had a full report of the occurrence, represented the matter to the Board of Trade, and the matter is being considered by them with a view to making a suitable reward.

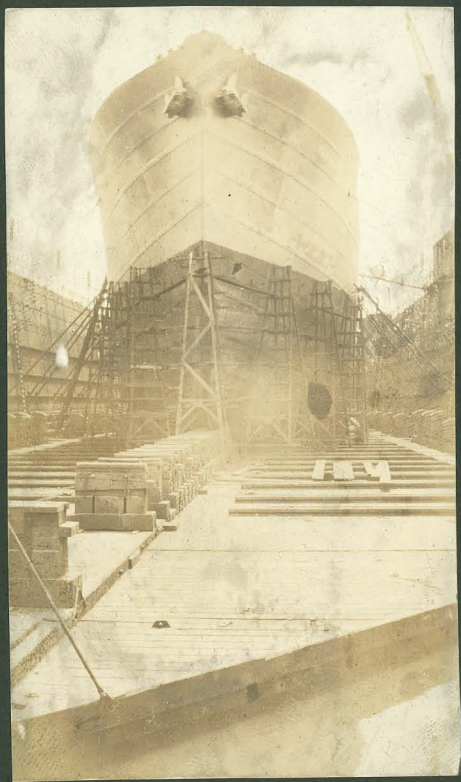
In the meantime, the Liverpool Shipwreck and Humane Society, at their last meeting, awarded a silver medal and illuminated address to Mr. J. Cropper, Mr. G. R. Jenkins, and Mr. T. Bond Huggins.

Since the first report was received further representations have been made to the Guild with regard to Captain J. Cann, in command of the Egremont Castle, and no doubt this matter will receive suitable consideration also. Both Captains Cann and Donohue are old members of the Guild, Mr. Cropper, chief officer of Bowes Castle, also being a member.

It is interesting to note that both of these ships are owned by Messrs. James Cairns and Co., of Liverpool.

S.S. Bowes Castle, Port McQuarrie,
etc.







Prospect Park







Prospect Park





Prospect Park

Seaman's Institute Entertains Officers, Cadets and Apprentices From Steamships Do



In addition to dances on Thursdays, concerts and movie shows are given on other evenings of the week. Picture shows group of those