

Patrick Joseph MOONEY 1910 – 1959
Details of his MN voyages 1932 – 1939

Marengo (129284) - 23 Oct 32 - from Hull - to New York - to Hull - 23 Nov 32
Marengo (129284) - 4 Dec 32 - from Hull - to New York - to Hull - 17 Jan 33
Marengo (129284) - 26 Jan 33 - from Hull - to New York - to Hull - 13 Mar 33
Marengo (129284) - 17 Mar 33 - from Hull - to New York - to Hull - 28 Apr 33
Marengo (129284) - 6 May 33 - from Hull - to Montreal - to Hull - 22 Jun 33
Kyno (147156) - 1 Aug 33 - from Hull - to Montreal - to Hull - 5 Sep 33
Kyno (147156) - 11 Sep 33 - from Hull - to Montreal - to Hull - 2 Nov 33
Runo (144061) - 18 Nov 33 - from Hull - to Medit - to Hull - 25 Dec 33
Runo (144061) - 13 Jan 34 - from Hull - to Medit - to Hull - 1 Mar 34
Arcwear (163432) - 30 Apr 34 - from Hull - to R Plate - to Ipswich - 15 Aug 34
Gourko (132295) - 29 Jan 34 - from Hull - to NY - to Hull - 19 Oct 34
Gourko (132295) - 6 Nov 34 - from Hull - Levant - to Hull - 25 Jan 35
Port Adelaide (143449) - 19 Apr 35 - from Hull - to Australia - to V. Dks - ? May 35
White Crest (149454) - 7 May 35 - from Hull - to R Plate - to N. Shields - 30 Aug 35
Chaucer (161227) - 22 Sep 35 - from Hull - to R. Plate -
Golden Sea (147658) - 21 Dec 35 - from Hull - to R. Plate - Grn'ock - 7 Apr 36
Oporto (149684) - 22 Apr 36 - from Hull - to Black Sea - to Hull - 4 Jul 36
Cressado (144644) - 21 Jul 36 - from Hull - to R.A. -
Hebburn (148085) - 19 Sep 36 - from Hull - to R.A. -
Kelso (148395) - 26 Nov 36 - from Hull - to New York - to Hull - 16 Jan 37
Kelso (148395) - 24 Jan 37 - from Hull - to U.S.A. - to N'castle - 29 Jan 37
Castro (129282) - 5 Feb 37 - from Hull - Oslo -
Castro (129282) - 22 Jun 37 - from Hull - to RA - to Hull - 9 Jul 37
Castro (129282) - 10 Jul 37 - fortnightly - to R.A. Baltic(?) - to Hull - 20 Sep 37
Castro (129282) - 6 Oct 37 - from Hull - to R.A. - to Hull - 19 Oct 37

Notes:

'R.A' can be interpreted to mean any of the following according to members of the mariners list:

1. Russian Arctic. Meaning any Russian port in the Arctic, Barents Sea or White Sea but not the Baltic. This is a good candidate because of the stories in the family about Dad going to Murmansk and Archangel.
2. Remained Aboard. This meant that a seaman was staying on board for the next 6 months. The Crew Lists for the local vessels were open for six months at a time and could include a number of trips. They were then filed with the Port of Registration.
3. Running Agreement. These were the Articles signed by the crew, usually for a period of six months' duration and normally signed for vessels on coastal voyages and routes to the near continent and Baltic. Normally Articles for deep-sea foreign voyages were signed for a period of two years but if the vessel returned to the UK in the intervening period all crew were signed off and new Articles opened for the next voyage, i.e. a lot of

paperwork and accountancy. Running Agreements allowed vessels to go back and forth to the UK without the necessity of paying off the crew each time.

2 and 3 most likely refer to the same arrangements but have been interpreted differently. The way the entries are made on the documents lends themselves to 3.

Ship Details

Details of these ships gleaned from the internet are:

MARENCO O.N.129284, 4,832 g.t., accommodation for 12 passengers, built 1910 for Thos. Wilson, Sons & Co, Hull, Feb.1935 sold to Paolo Treves, London, and sailed to Italy where she was scrapped at Monfalcone.

According to Harry Fletcher, who spent his life working on the Humber, *The Marengo was a bad ship for pitching, and came in twice without her funnel and bridge, and with nearly everything on deck washed away*".

KYNO O.N.147156, 3,950 g.t., built 1924 for Ellerman Wilson Line, Hull, 28.8.1940 torpedoed and sunk by U.28 in position 58.06N 14.34W - 200 miles west of the Hebrides on passage New York to Hull. 5 lives lost.

RUNO O.N.144061, 1,858 g.t., built 1920 for Ellerman Wilson Line , Hull. 11.4.1943 torpedoed and sunk by U.593 at 32.15N 23.55E off Benghazi while on passage Benghazi to Alexandria. 16 lives lost.

ARCWEAR (163432), 4,157 tons, built 1934 for Arcwear Shipping Co Ltd, 1937 sold to Seager & Co, Cardiff renamed LORD COCHRANE, 1950 sold to Germany renamed FRIEDEN, 1958 sold to Greece renamed MARTHA, 1964 renamed BOSTON, 1966 renamed HELENE, 1968 scrapped after grounding damage East Africa.

GOURKO O.N.132295, 1,975 g.t., accommodation for 27 1st-class passengers, built 1911 for Thos. Wilson, Sons & Co, Hull. Aug.1914 purchased by the British Admiralty for use as a theatre, canteen and amenity ship at Scapa Flow. 1919 resold to Ellerman Wilson Line (Thos Wilson had been taken over by Ellerman) and refitted for commercial service. May 1940 requisitioned by British Government. 4.6.1940 sank after striking mine off Dunkirk where it was intended she would be sunk as a blockship.

PORT ADELAIDE (143449) I think this is probably the PORT ADELAIDE O.N.143949. 8,522 tons, built 1919 for Commonwealth & Dominion Line, 1938 company redesignated Port Line Ltd, 1949 scrapped.

WHITE CREST O.N.149454, 4,365 g.t., built 1928 for Hall Bros SS Co, Newcastle, 24.2.1942 torpedoed and sunk by U.558 at 43.45N 42.15W on voyage Cardiff to Buenos Aires - lost with all hands.

CHAUCER O.N.161227 5,792 gross tons, built 1929 for Shakespear Shipping Co (Glover Bros), London, 1941 transferred to South American Saint Line, Newport. 29.7.1941 sunk by German Auxiliary Cruiser ORION at 16.46N 38.01W on voyage Middlesbrough to Buenos Aires.

GOLDEN SEA O.N.147658, 4,555 g.t., built 1924 for Golden Sea SS Co, London (Wylie, Ross & Co, managers), 1930 Howard Tenens Ltd, managers, 1935 Douglas & Ramsey, Glasgow, managers, 1937 sold to Alexandria Navigation Co, Alexandria, Egypt renamed STAR OF CAIRO, 11.9.1946 stranded 18 miles north of Necochea (38.30S 58.21W) on voyage Bahia Blanca to Gdynia.

OPORTO O.N.149684, 2,352 g.t., built 1928 for Ellerman Lines, Liverpool, 13.3.1943 torpedoed and sunk by U.107 at 42.45N 13.31W on voyage Liverpool to Seville - 42 lives lost.

CRESSADO O.N.144644 1,212 tons, built 1913 as the CRESSIDA for A. Kirsten, Hamburg, 1920 taken over by the Shipping Controller, London as war reparations, managed by MacAndrews & Co, 1921 sold to Gulf of Suez SS Co (Westcott & Laurence Line) renamed CRESSADO, 1938 transferred to Ellerman & Papayanni Line, 8.5.1942 sunk in collision with HMS POZARICA off the Skerries on voyage Portugal to Preston.

HEBBURN O.N.148075, 2,881 g.t., built 1924 for Burnett SS Co, Newcastle, 1934 sold to Gascony SS Co (Michael Whittaker Ltd), Newcastle, 1935 sold to Hebburn SS Co (W. A. Souter & Co), Newcastle, 1938 sold to Stanhope SS Co (J. Billmeir), London renamed STANBURN. 29.1.1940 bombed and sunk 10 miles off Flamborough Head on voyage Zeebrugge to the Tyne.

KELSO O.N.148395, 3,949 g.t., built 1924 for Ellerman Wilson Line, 8.8.1942 torpedoed and sunk by U.176 in position 56.30N 32.14W on passage New York to Liverpool via Sydney, Nova Scotia - 3 lives lost.

CASTRO O.N.129282, 1,076 g.t., built 1910 for Wilsons and North Eastern Railway Shipping Co as the DARLINGTON 4.10.1935 Purchased by Ellerman Wilson Line renamed CASTRO. 21.10.1937 sold to Stanhope SS Co (J. Billmeir & Co), London renamed STANROCK, 1937 resold to Panama renamed LYDIA, 1938 renamed OCU, 1938 renamed SONA, April 1941 bombed and sunk by German aircraft in Adamos Bay, Milos during German invasion of Greece. Lloyds Register of Shipping 1937-1838 says that the CASTRO was built in 1910. DWC Cargo and Bunkers were 1285 tons, coal bunkers were 190 tons. Its capacity in CCK ft was grain 94 and bulk 84.