

## COMORIN

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*Peninsular & Oriental Steam Navigation Co.*; 1925; *Barclay, Curie & Co.*; 15,116 tons; 523-5x70-2x42-3; 13,000 i.h.p.; 17 knots; quadruple-expansion engines & L.P. turbine.

The *Comorin* was serving as an auxiliary cruiser when she caught fire in mid-Atlantic on April 6th, 1941. Help was immediately forthcoming from several British destroyers in the vicinity, one of which, the *Lincoln*, drifted rafts and floats down to the blazing vessel.

### COMPTON

*William Milburn & Co.*; 1878; *W. Richardson & Co.*; 1,804 tons; 280x34-7x24-4; 200 h.p.; compound inverted engines.

The British cargo ship *Compton* foundered on June 11th, 1886, in Balabao Straits, Borneo. She was on a voyage from Singapore to Yloilo.

### COMTE DE SMET DE NAEYER

*Association Maritime Beige S.A.*; 1904; *Grangemouth & Greenock Dockyard Co.*; 1,863 tons net; 267 x41-1x23-6.

During the fitting out of the *Comte de Smet de Naeyer* in the James Watt Dock she gradually slipped over on to her beam ends and sank. Before her departure from Belgium, experts in that country expressed grave doubts as to her seaworthiness, an opinion in which the captain was said to have concurred.

She left Antwerp on April 11th, 1906, for Port Natal. The ship carried nine officers and instructors, 30 cadets and 15 crew. Capt. A. Fourcault, a former master in the Dover-Ostend service, was in command and his first officer was Baron Van Zuylen. On April 18th the vessel was off Ushant in very bad weather when she sprang a leak. After labouring heavily for some hours the ship foundered at 7.30 a.m. on the 19th. Only one boat got away with 26 survivors and this was picked up by the French barque *Dunkerque*.

The number drowned was 34, including Capt. Fourcault and 18 cadets.

### COMTESSE DE FLANDRE

*Belgian Government*; 1870; *John Cockerill & Co.*; Antwerp; 419 tons; 200x24-8x7-3; 1,550i.h.p.; 16 knots; oscillating engines.

The iron paddle steamship *Comtesse de Flandre* left Ostend at 10.15 on the morning of Friday, March 29th, 1889, with 23 passengers and 24 crew, bound for Dover. There was no wind and the sea was calm but there was a dense fog, and the steamship with lights burning was sounding her siren at regular periods. At 1.20 p.m. the ship was between Ruytingen and Dunkirk when she encountered the *Gravelines* smack No. 267. In endeavouring to clear this boat she came into collision with the mail steamship *Princesse Henriette*, which was coming from Dover and had also altered course to avoid the fishing smack. The *Comtesse de Flandre* was struck obliquely on the starboard side, immediately abaft the paddle-box, and cut almost in two. The inrush of water caused the boilers to explode, and within a few minutes the forepart of the vessel with the heavy engines sank, taking down the captain and many of the crew. In addition the first officer, M. Vermeulen, and those of the crew below were also drowned, while several were killed by the explosion.

Prince Jerome Bonaparte, who was among the passengers, was saved with his aide-de-camp. The *Comtesse de Flandre* managed to lower one of her four boats and the *Princesse Henriette* lowered hers and between them 32 persons were saved.

The drowned numbered 15, of whom 11 were crew, and there were many injured by the explosion.

The *Princesse Henriette* endeavoured to tow the after part of the *Comtesse de Flandre* to Ostend, being relieved later by the Ostend tug-boat. When some few hundred yards outside the harbour the wreck sank in deep water, but without further loss of life.

### CONARGO

*Commonwealth of Australia*; 1902; *Flensburger Schiffsb. Ges.*; 4,312 tons; 375x47-9x17-1; 471 n.h.p.; 10 knots; triple-expansion engines.

The steamship *Conargo* was an ex-German vessel taken over by the Commonwealth of Australia during the First World War. On March 31st, 1918, when 12 miles W. by N. of the Calf of Man she was torpedoed and sunk by a German submarine. Nine men were killed. The captain was among the survivors.

### CONCETTINA

*A. Zapald*; 1888; *J. Readhead & Co.*; 1,271 tons; 230x33-5X 16-5; 124 n.h.p.; triple-expansion engines.

The Italian steamship *Concettina* hit a mine and sank in the Mediterranean on June 8th, 1918.

### CONCH

*Shell Transport & Trading Co.*; 1892; *W. Gray & Co.*; 3,555 tons; 338-4x43x26-4; 324 n.h.p.; triple-expansion engines.

The British tanker *Conch* was wrecked on June 3rd, 1903, on Akarata Rock, Ceylon. She was on a voyage from Novorossisk and Colombo to the Madras coast.

### CONCH

*Anglo-Saxon Petroleum Co.*; 1909; *Swan, Hunter & Wigham Richardson*; 5,620 tons; 400x51-3x29-5; 448n.h.p.; 11 knots; triple-expansion engines.

The tanker *Conch* was torpedoed and sunk by a submarine 12 miles S. by W. of Anvil Point on December 7th, 1916. The captain and 27 others were killed.

### CONCORDIA

*Donaldson Bros.*; 1917; *Greenock & Grangemouth Dockyard Co.*; 5,391 tons; 410-2x53-5x28-4; 485 n.h.p.; triple-expansion engines.

The British steamer *Concordia* collided with the *Black Eagle* during foggy weather and sank on March 5th, 1934. She was about 40 miles south-east of Sable Island on a voyage from St. John, N.B. to the Clyde, carrying a cargo of grain and a small consignment of cattle.

### CONDE DE ABASOLO

*Compania Naviera Vascongada*; 1918; *Tyne Iron S.B. Co.*; 3,122 tons; 331-4x46-8x23-1; 430 n.h.p.; triple-expansion engines.

The Spanish steamer *Conde de Abasolo* was torpedoed and sunk by an Italian submarine on August 13th, 1937, off Malta, during the Spanish Civil War.

### CONDOR

*Cork S.S. Co.*; 1881; *Dobie & Co.*; 1,105 tons; 230x31x16-5; 136h.p.; compound inverted engines.

The Irish cargo ship *Condor* was wrecked on November 18th, 1883, near Ymuiden while on a voyage from Liverpool to Amsterdam.

### CONDOR

*British Navy, sloop*; 1898; *Sheerness Dockyard*; 980 tons; 180x32-5x11-5; 1,400 i.h.p.; 13-2 knots; triple-expansion engines; Belleville boilers; four 4 in. guns, four 3pdr.

The *Condor*, Cdr. Clifton Sclater, was a sloop-of-war, rigged as a three-masted topsail schooner, employed as a cruising vessel along the western coast of Canada and part of the Southern Pacific. On December 2nd, 1901, she left Esquimalt Harbour, Vancouver Island, bound for Honolulu, which was 2,339 miles distant, and thence to cruise among the South Sea Islands. From the day of leaving port no news of the vessel was ever received. It was assumed that when about 50 to 100 miles out *Condor* encountered a hurricane and foundered with all hands. The somewhat antiquated design of the ship, with heavy bulwarks, masts and spars reduced her seaworthiness; a further handicap being the lack of a full complement. This should have been 130, but at the time of the disaster *Condor* carried 103, of whom three were officers, one officer having been put ashore sick.

A search conducted by H.M.S. *Phaeton* along the course *Condor* should have followed, failed to reveal any traces of the missing vessel. U.S. revenue cutters also searched, but without success beyond a few pieces of wreckage identified as belonging to the ship.

### CONDOR

*West Russian S.S. Co.*; 1904; *Swan, Hunter & Wigham Richardson*; 3,562 tons; 340-5x47x24-6; 314 n.h.p.; triple-expansion engines.

The Russian steamship *Condor* was sunk by a German submarine in the Atlantic on April 28th, 1917.