



SUN DECK

PROMENADE

A DECK

B DECK

C DECK

T.S.S. "ATHENIA"



A Stateroom
T.S.S. "Athenia"

DONALDSON ATLANTIC

LINE

GOOD MORNING !

8 T.S.S. *Athenia*

Sunday, October 9, 1938

BREAKFAST

Juices—Prune, Tomato, Orange, Grape Fruit.

Bananas Oranges Apples Grape Fruit

Californian Figs in Syrup

Honeydew Melon

Fresh Pineapple

Stewed Figs Stewed Prunes Stewed Rhubarb Baked Apples

Rice Flakes Post Toasties Kellogg's Bran Grape Nuts

Shredded Wheat Force Corn Flakes Bran Flakes

Rice Crispies Puffed Rice Oatmeal Porridge

Boiled Hominy Porage Oats Cream of Wheat

SPECIAL—Onion Soup

TO ORDER—

Aberdeen Haddock in Cream

Kippered Herring

Eggs—Fried, Turned, Boiled, Poached, Scrambled

Shirred Eggs and Mushrooms

Chicken Liver in Curled Bacon Minced Steak on Toast Dry Hash

Mashed, Lyonnaise and French Fried Potatoes

FROM THE GRILL (10 Minutes)

Royal Wiltshire Bacon Danish, Ayrshire or American Bacon

Spiced Beef Ham York Ham Canadian Crisped Bacon

Belfast Smoked Ham Cambridge Sausage Tomatoes

COLD BUFFET

Roast Lamb

Boiled Ham

Corned Beef

Celery

Lettuce

Tomatoes

Radishes

Toast

White & Graham Rolls

Currant Scones

Hovis, Malt, Youma, Vienna, Bermaline and Fruit Bread

Corn Cakes

Crescents

Parkerhouse Rolls

Brioche

Oatcakes and Bannocks

Vita Wheat and Ryvita (Crisp Bread)

Buckwheat Cakes—Maple or Golden Syrup

Marmalade—Golden and Silver Shred, Scotch, Grape Fruit,
Pineapple, and Ginger Marmalade

Jams—Gooseberry, Damson, Black Currant, Bramble, Raspberry
Strawberry, Plum, Rhubarb and Apricot

Clover Honey and Honeycomb

Bar le Duc and Guava Jelly

Instant Postum

Hortick's Malted Milk

Tea—Ceylon, China, Blended and Green

Coffee

Kaffee Hag

Cocoa

Cadbury's Cup Chocolate

DONALDSON ATLANTIC

≡≡≡ LINE ≡≡≡

GOOD MORNING !

8 T.S.S. *Athenia*

Sunday, October 9, 1938

BREAKFAST

Juices—Prune, Tomato, Orange, Grape Fruit

Bananas Oranges Apples Grape Fruit

Californian Figs in Syrup

Honeydew Melon

Fresh Pineapple

Stewed Figs

Stewed Prunes

Stewed Rhubarb

Baked Apples

Rice Flakes

Post Toasties

Kellogg's Bran

Grape Nuts

Shredded Wheat

Foyce

Corn Flakes

Bran Flakes

Rice Crispies

Puffed Rice

Outmeal Porridge

Boiled Hominy

Porage Oats

Cream of Wheat

SPECIAL—Onion Soup

TO ORDER—

Aberdeen Haddock in Cream

Kipperd Herring

Eggs—Fried, Turned, Boiled, Poached, Scrambled

Shirred Eggs and Mushrooms

Chicken Liver in Curled Bacon Minced Steak on Toast Dry Hash

Mashed, Lyonnaise and French Fried Potatoes

FROM THE GRILL (10 Minutes)

Royal Wiltshire Bacon

Danish, Ayrshire or American Bacon

Spiced Beef Ham

York Ham

Canadian Crisped Bacon

Belfast Smoked Ham

Cambridge Sausage

Tomatoes

COLD BUFFET

Roast Lamb

Boiled Ham

Corned Beef

Celery

Lettuce

Tomatoes

Radishes

Toast

White & Graham Rolls

Currant Scones

Hovis, Malt, Youma, Vienna, Bermaline and Fruit Bread

Corn Cakes

Crescents

Parkerhouse Rolls

Brioches

Oatcakes and Bannocks

Vita Wheat and Ryvita (Crisp Bread)

Buckwheat Cakes—Maple or Golden Syrup

Marmalade—Golden and Silver Shrad, Scotch, Grape Fruit,

Pineapple, and Ginger Marmalade

Jams—Gooseberry, Damson, Black Currant, Bramble, Raspberry

Strawberry, Plum, Rhubarb and Apricot

Clover Honey and Honeycomb

Bar le Duc and Guava Jelly

Instant Postum

Horlick's Malted Milk

Tea—Ceylon, China, Blended and Green

Coffee

Kaffee Hag

Cocoa

Cadbury's Cup Chocolate

DONALDSON ATLANTIC LINE

GLASGOW to CANADA

SERVICES

Summer :

GLASGOW to QUEBEC and
MONTREAL

Winter :

GLASGOW to HALIFAX, N.S.

Date	Latitude	Longitude	Course	Distance
2	10 55 58 N	10-14-4		301.
3	56 34	19 16.		304.
4	—	—		244
5				218
6.				226.
7				274

DONALDSON ATLANTIC LINE

TRACK CHART
of the
ATLANTIC OCEAN

T.S.S.

Leaving

at on 19

Arriving

at on 19

DONALDSON ATLANTIC LINE LTD.

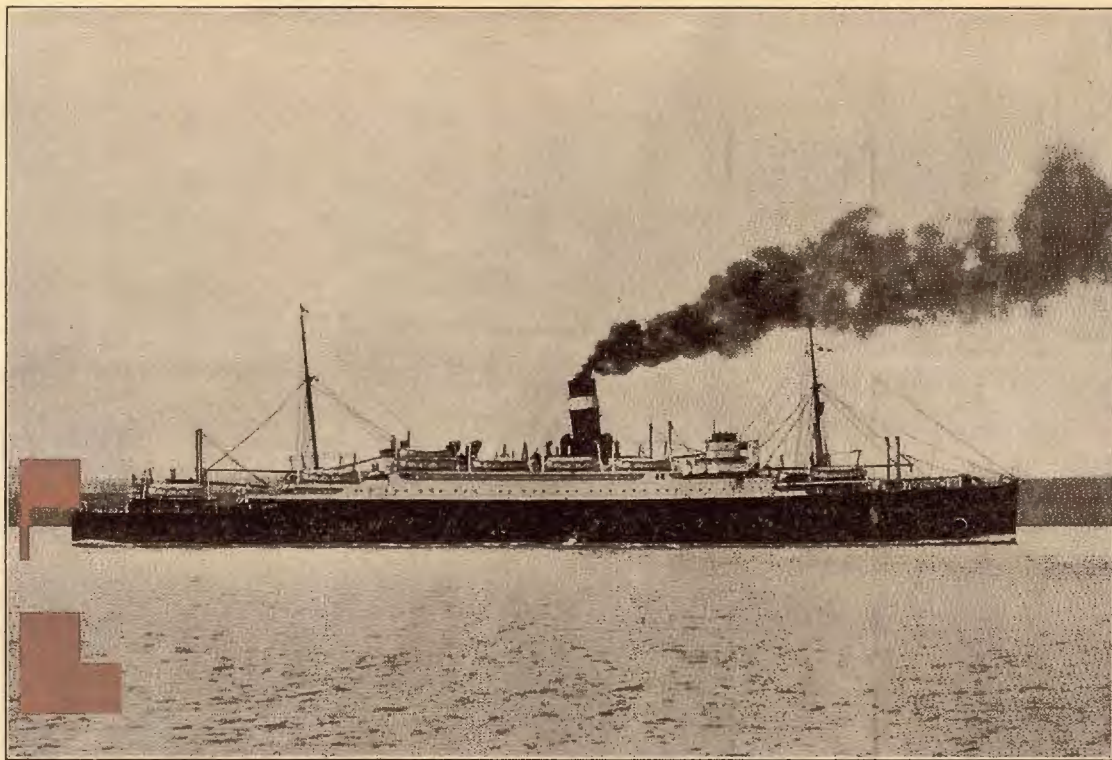
67 St. Vincent Street, Glasgow

Quebec - 67, St. Peter Street

Montreal - 230, Hospital Street



Revelling in the sun.



T.S.S. "ATHENIA"

DONALDSON ATLANTIC LINE

R.M.S. "QUEEN MARY"

Thursday, October 20, 1938

Get Together Dinner

Hors d'Œuvres Varies

Consomme Madrilene

Creme Lamballe

Darne of Salmon Hollandaise

Braised Ox Tongue Crecy

Saute of Chicken Chasseur

Roast Ribs and Sirloin of Beef, Yorkshire Pudding

New String Beans

Fried Egg Plant

Boiled and Fondante Potatoes

COLD:

Wiltshire Ham

Oxford Brawn

Pressed Beef

Boar's Head

Roast Lamb

Apricot Imperatrice

Ice Cream and Wafers

Apples

Oranges

Bananas

Coffee

Passengers on Special Diet are invited to make known their requirements to the Chief Third Class Steward

T/C

DINNER

HORS D'ŒUVRES

Fresh Fruit Cocktail		Grape Fruit, Maitere
Celery Fromage	Bole Gras Toast	Œufs Caviare
Caviare Russe		Antipasto
Hors d'Œuvres Varies		Salted Jordan Almonds and Peanuts

SOUPS

Consomme Cultivateur	Potage Dubarry
(Cold) Jellied Consomme	

FISH

Fillets of Sole a l'Orly	Poached Halibut, Cardinal Sauce
--------------------------	---------------------------------

ENTREES

Cutlets of Veal, Zingara	Paupiettes of Beef, Macedoine
Frog's Legs, Americaine	

JOINTS

Roast Shoulder and Haunch of Mutton, Red Currant Jelly
 Prime Ribs and Sirloin of Beef, Yorkshire Pudding
 Corned Leg of Pork, Succotash

VEGETABLES

Turnip Puree	Creamed Carrots	Fried Egg Plant
Boiled Java Rice		

POTATOES

Boiled	Mashed	Roast	Nantaise
--------	--------	-------	----------

POULTRY

Roast Turkey, Farcis, Cranberry Sauce

TO ORDER FROM GRILL (10 Minutes)

Sheep's Kidney and Bacon

COLD BUFFET—Choice of Assorted Cold Meats

SALAD de Saison	Lobster
-----------------	---------

SWEETS

Fedora Pudding.	Cream Caramel	Wine Jelly
Assorted Cakes		

DESSERT

Smyrna Dates	Table Figs	Assorted Nuts and Raisins
--------------	------------	---------------------------

ICES

Lemon	Walnut	Raspberry	Neapolitan
-------	--------	-----------	------------

FRESH FRUIT

Apples	Bananas	Oranges	Melon
--------	---------	---------	-------

SAVOURIES

Devilled Sardines	Cheese Straws
-------------------	---------------

BEVERAGES, Etc.

Tea	Coffee	Crackers	Cheese
-----	--------	----------	--------

Passengers on Special Diet are requested to make known their requirements to the Head Waiter

Chef's Suggestion



Fresh Fruit Cocktail

Potage Dubarry

Poached Halibut, Cardinal Sauce

Roast Turkey, Farcie, Cranberry Sauce

Nantaise Potatoes

Turnip Puree

Cream Caramel

Raspberry Ice Cream

Dessert

Cheese

Coffee



T.S.S. "ATHENIA"
THE CABIN SMOKE-ROOM



Farewell menu

Donaldson Atlantic Line

THE EDITOR

LINKS PARK

DORNOCH

17th August 1980

Dear Sirs,

During the summer of 1940 while serving with the Lovat Scouts in the Faroe Islands it was part of our duties to patrol the coast line of the numerous islands which make up the Faroe group. On the occasion of one of these patrols in which I was a member we spotted a wrecked boat washed up on a ledge at the foot of some cliffs flanking the south side of OYNDAR FIORD which lies to the North East of the island of EYSTUROY one of the most northerly islands of the group. On investigating we found the wreck to be one of the ATHENIA'S lifeboats. The SS ATHENIA of the DONALDSON LINE (GLASGOW) was torpedoed by a German U Boat on the 3rd of Sept. 1939, 250 miles N.W. of RATHLIN ISLAND with the loss of 112 lives.

I am enclosing a photograph of the name plate which you might like to reproduce in the "P & J" as this might be of interest to survivors and ex-members of the Lovat Scouts who served in the FAROES during the early part of the World War II.

Yours faithfully,

DAVIN MURRAY

10/10/80
Evan Murray

10 WOODBURN ROAD,
GLASGOW,
G43 2TN
TEL. 0141-637 8909

8 September 2001

The Curator
HistoryLinks Trust
The Meadows
Darnoch
Sutherland
IV25.

Dear Sir,

S.S Athenia

In reply to my letter of 22 August (which I trust you safely received) I enclose a copy of Captain Porteous's obituary in The Herald of 21.8.99. which confirms my recollection that he was a junior officer on the above ship when she was torpedoed.

I was wrong, however, in referring to "Athenia" as an Anchor-Donaldson line in 1939 as that merger took place

post-war and she was owned by The
Dunaldson Line Limited when she was
sunk.

Yours faithfully,
R. Lewis Paté

Coby Everett from

✓ 'Wal Beneath the Sea Submarine Conflict 1939-1945'

© Peter Padfield 1995

by Peter Padfield
ISBN 0-7126-7381-4

Pimlico Edition 1997

PRELUDE

THE 13,581-TON DONALDSON Atlantic liner *Athenia* departed Glasgow at midday on 1 September 1939, shortly after Hitler had announced to his startled people and the world that German forces were in action against Polish troops on the border. While the British and French governments sought an agreed response she called at Belfast and Liverpool, sailing finally on the 2nd for Montreal with 1,103 passengers, among them Jewish refugees who had fled Nazi Germany at the eleventh hour, and 300 United States citizens. In Canada she was to be fitted with guns for service as an armed merchant cruiser. Following Admiralty instructions to avoid normal shipping lanes, after leaving the North Channel between Ireland and the western capes of Scotland she steered well to the north of her usual westerly course across the Atlantic.

At eleven the following morning, 3 September, Great Britain honoured her treaty obligation to Poland by declaring war on Germany, and shortly afterwards a message, 'Total Germany', went out from the Admiralty to the fleet. The signal was intercepted by the German Radio Intelligence Service, *B-Dienst*. Within minutes copies were with the supreme commander of the *Kriegsmarine*, Admiral Erich Raeder, presiding over his morning staff conference at the *Seekriegsleitung* in Berlin, and the *Führer der U-boote* (chief of the U-boat arm), Kapitän Karl Dönitz, likewise at his morning conference, although at the far less impressive U-boat headquarters in a timber barrack hut at Sengwarden on the outskirts of Wilhelmshaven. Both were deeply shocked. Hitler had assured Raeder he would isolate the Polish campaign; they need not expect war in the west until at least 1943-4 when the great surface fleet they planned, and an expanded U-boat arm would be ready to challenge the Royal Navy. At present both were woefully unprepared. 'Mein Gott!' Dönitz exclaimed, 'Also wieder Krieg gegen England!' - 'So it's war against England again!'

Despite his profound dismay the news was not unexpected. Preparations had been made; since 24 August Dönitz's small force of ocean-going U-boats, twenty-one all told, had sortied and traversed the North Sea in secret. They lay waiting to the west of the British Isles and down the Atlantic coast of Europe as far as the Straits of Gibraltar. Their COs had instructions, in case of war,

to operate against merchant shipping according to the *Prisenordnung* (Prize Regulations), thus to stop and search merchantmen and ensure all passengers and crew were in lifeboats within safe reach of land before sinking a vessel. Now they were informed by radio that they were at war with Great Britain, and early that afternoon Dönitz sent a further message instructing them to act against merchant shipping in accordance with the operations order, thus under the *Prisenordnung*.

One of the COs receiving this message was OLT. Fritz-Julius Lemp of *U30*. A rather plump-cheeked 26-year-old with an open, informal manner, he had gained his men's respect through competence rather than overt demonstrations of discipline; indeed his casual style was regarded by more ambitious colleagues as bordering on laziness – if that were possible in the taut service Dönitz ran. Certainly routine bored him. He took short cuts if he could and was apt to make sudden decisions without discussion. His officers found him somewhat quick-tempered and unpredictable in mood. They had no doubts about his ability, though, and his men trusted and liked him very much. After two weeks at sea there was little to distinguish him from them save his battered officer's peaked cap and once white cap cover.

By chance *U30* lay directly on the evasive route the *Athenia* had chosen. At some time in the early evening – exactly when will never be known since after his return to base Lemp was instructed to tear out the relevant log book pages – smoke was sighted above the horizon to the east. Called to the bridge, Lemp pointed *U30* towards the smudge. The bearing remained constant over the bow as the tips of the steamer's mastheads rose above the wavy rim of ocean practically in line, confirming she was heading directly towards him.

'*Auf Gefechtsstationen!*' he called, and hit the alarm button.

The lookouts leaped for the open hatch to the conning tower as bells shrilled through the compartments below, and slid down the ladder and through the hatch beneath to the next ladder into the control room one by one, sliding and thudding to the deck plates and moving aside quickly before the next one crashed down. The officer of the watch followed, and after him Lemp lowered himself through the hatch, lifting the cover and swinging it shut above his head as he stepped down the rungs, then spinning the horizontal handwheel that secured it in its seating.

Way below the chief engineer (LI) who would dive the boat had already reached the control room; two of the bridge lookouts were seated near him next to one another facing the hydrophone con-

rols against the starboard side. Other sailors and machinists were scrambling to their stations, and reports were coming through the speaker system from the engine and bow compartments: the air induction and exhaust valves for the diesels had been closed, the fuel switched off, the engines declutched; aft of them in the motor compartment, the electric motors had been started and were driving the propeller shafts.

The LI focused his attention on the battery of lights, handwheels and levers on the port side known as the *Weihnachtsbaum* – the Christmas tree. When all lights were green he would know that every opening in the pressure hull was shut and secure. As the last light changed he started the familiar sequence of orders to open the vents of the main ballast tanks in succession from forward aft. The sailors and machinists standing by the red or grey-green levers pulled them from the side and down, using their full body weight; others turned handwheels. Sea water flooded in from the bottoms of the tanks, and the air which had provided the boat with buoyancy was forced from the vents at the top in a continuous roar. The LI turned his attention to the hydroplane indicators before the two seated 'planesmen to starboard. The after indicator showed a 5° inclination, the forward indicator hard a-dive. Already the deck plates had taken a perceptible bow-down angle. The pointer of the depth gauge above had begun to move around its circular dial. The LI shifted his eyes to the finer scale Papenberg indicator whose water column was rising past the depth gradations.

In less than half a minute the conning tower had slipped beneath the surface. In place of the blast of escaping air there was silence, broken only by the whirr of fans and from far aft the soft hum of the electric motors. The LI gave quiet instructions to the planesmen, levelling the boat out of her dive, and to the leading hand on the compressed air distributor panel. The hiss of the high-pressure air could be heard as water was expelled from the trim and negative buoyancy tanks. Satisfied he had the boat in hand and perfectly balanced, he took a step towards the open hatch to the conning tower and called to Lemp above, '*Boot ist eingependelt, Herr Oberleutnant!*'

'*Auf Seerohrtiefel!*' Lemp replied without ceremony, and as the LI ordered the hydroplanes set to rise to take the boat up 20 feet or so to periscope depth, he swung himself on to the metal bicycle-type seat straddling the attack periscope housing abaft the hatch opening. Unlike the system in other navies, the eyepiece on German attack periscopes did not move up or down with the shaft, but remained at a fixed height so that the CO, once seated, never

moved from his position. Foot pedals allowed him to train the whole apparatus on which he was seated; a lever at his left hand allowed him to raise or lower the shaft of the periscope, a knob at his right hand controlled the vertical angle of the upper prism. Lemp leant his forehead into the rubber cushioning around the eyepiece and moved the lever actuating the hoist motor. The oiled hiss of the shaft gliding up was reassuringly familiar. He had done this so many times in practice. Yet this time it was real. He was gripped by a sudden emptiness.

Dark gave way to ever lighter green in his eyepiece, and suddenly he saw sunlight and beads of water rolling from the upper glass. A translucent wave washed over, leaving more droplets. As they cleared he adjusted the knob in his right hand and pressed down on his left foot pedal until he had the steamer clear in view and centred against the crosswires and range graticule. She was still hull down, but he could see her tall funnel streaming smoke and the front of her wide bridge structure brilliant white in the westering sun. Her masts were still almost in line. She was steering a steady course towards him. He trained round, scanning the horizon for any other vessels which might have appeared since they had dived. There was nothing.

What now possessed Lemp will never be known for he did not survive the war. Those very few of his crew who did survive have told how he had immediately leapt to the conclusion that she was a troop transport, and ordered the four bow tubes made ready for torpedo attack. The belated official explanation was that he mistook her for an armed merchant cruiser, but this was a standard justification for naval mistakes. There were absolutely no indications for either assumption, rather the reverse. She was well into the Atlantic, some 250 miles north-west of northern Ireland, steering a steady westerly course. Most passengers were at dinner as she closed and none were about the decks, but their absence from view gave no reason to suspect she had been converted from the passenger liner she obviously was into a naval auxiliary. And it is hard to understand why at the start of war she should have been carrying troops away from the British Isles across the Atlantic. The simplest explanation for Lemp's mistake is that she presented him with a tempting target on a course which might have been designed for him to attack, and in his precipitate way he convinced himself she was what he wanted her to be.

He called out her bearing, range and his estimate of the very small angle between her course and his line of sight to the 1st watch officer (1WO) just behind him at the fire-control calculator, and

instructed the helmsman, the only other person in the cramped space of the tower, to alter course to starboard. He would move further from the target's track, then swing back to fire, aiming with the whole boat, the torpedoes' gyro compasses set to zero. With the speed at which the liner was approaching there was little time for overmuch calculation. Deciding on a spread of only two torpedoes in the first instance, he gave the order to make ready tubes 1 and 2.

The torpedo petty officer in the bow compartment repeated the order, reporting moments later, '*Rohr eins fertig! Rohr zwei fertig!*'

Raising the periscope more cautiously as the liner neared, her bridge touched with the pink of the setting sun, the paintwork of her bows rippling with reflections from the white foam swelling down her side, Lemp called his final observations from 1,000 yards range shortly after 21.40 German time, which was two hours ahead of the *Athenia's* time. The 1WO confirmed the aim-off angle.

'*Rohr eins,*' Lemp said quietly down the speaking tube, '*Los!*' and he pressed the firing button. It was 21.42.¹

'*Los!*' The response came back from the torpedo petty officer in the bow compartment as he hit the brass hand-firing lever beside No. 1 tube, the back-up in case the electric firing failed.

The boat gave a slight lurch as the torpedo was ejected, and all hands felt a sensation in their eardrums as the compressed air which had launched it was sucked back into the hull to prevent an eruption on the surface giving away their position. The LI gave a brief order to the machinist manning the flood valve of the forward trimming tank, who wrenched his handwheel round, admitting water to compensate for the weight lost. From the sound room just forward of the control room the hydrophone operator, listening to the torpedo's propellers, reported it running normally, '*Torpedo läuft regulär!*'

The 1WO in the tower with Lemp had pressed the button of his stop-watch as the 'eel' left the tube, and was counting the seconds softly; as he reached eight Lemp fired the second tube. Nothing happened. The torpedo petty officer in the bow compartment hit the hand-firing lever a second time; still nothing happened. He hit it again repeatedly, but the torpedo refused to move. It was a *Rohrstecker*, stuck fast in the tube.

In the *Athenia* neither the bridge watch nor the forward lookout had sighted Lemp's periscope as it poked up briefly through the waves during the approach, and they did not see the torpedo racing in from their port beam since it was powered by an electric motor and left no tell-tale air bubbles in its track. It struck aft of

mid-length at the after end of the engine room, the force of its detonation destroying part of the bulkhead between that compartment and a boiler room astern of it, rising through the stairwell above that led up from the Third and Tourist Class dining-saloon, wrecking it and trapping all the diners inside in semi-darkness as the ship's lights went out. A deluge of sea water raised by the explosion crashed back on the boat deck. The stink of high explosive wafted through open cabin windows.

The master, Captain Cook, was at dinner in the First Class saloon. By the time he reached the bridge the liner was already taking a list to port. He instructed the radio officer to send an SOS, and the chief officer to sound 'Abandon ship!' As sailors began throwing off the gripes from the lifeboats and the passengers swarming out on deck were shepherded to muster stations, those on the port side saw the sinister green-grey shape of a U-boat's conning tower rising from the sea only 800 yards off the quarter, grey-clad figures emerging and climbing down as the bow and long foredeck appeared, streaming white water. The figures gathered by the deck gun, whose barrel trained round towards the liner; a burst of smoke and a sharp report heralded the first shell which passed harmlessly overhead. Another followed, dense smoke blowing back to shroud the conning tower so that only the forward section of the submarine's deck and a short length of the after deck could be seen on either side of it. Watching in horrified fascination, passengers and crew saw the shark-nosed bow dip into the waves and disappear. As the smoke dispersed it was evident that the U-boat had submerged again.

Lemp had realized the full extent of his mistake when he saw women and children coming out on deck. He had attempted to shoot away the wireless aerial and radio room aft of the bridge, but had thought better of it when his own radio man picked up the liner's distress calls. What feelings of mingled triumph and dismay jostled in his mind? He was evidently at a loss. He cruised at periscope depth, steering up past the liner's bows and across to her starboard side as she listed further to port and slowly settled. The sounds of the sea rushing into her broken hull and bulkheads and fittings buckling and rending before the pressure carried plainly through the short space of water, as did the shrieks of women and children from the Third and Tourist dining-saloon trapped in the stairwell lobby as the water rose about them. The shocking noises were magnified for the sound man as he listened through his hydrophone earphones.

All the boats were filled and lowered safely except one, which

fell from the davits straight to the water, and nearly all who got away from the liner were rescued by ships responding to her SOS calls. Lemp had gone by then. Having cruised submerged around the lifeboats in the gathering darkness, he had made off when his radio operator reported two British destroyers on their way to the scene with other ships. He did not report the sinking by radio.

Of the *Athenia's* total complement of 1,418 passengers and crew, 118 were lost, most either killed in the torpedo explosion or trapped in the after stairwell lobby; among them were 69 women and 16 children, 22 of them citizens of the United States of America.²

Shock waves radiated around the world. The sinking recalled the *Lusitania*, likewise torpedoed without warning in the First World War, and seemed to presage a similarly ruthless U-boat campaign against neutrals and civilians.

Captain Colin Porteous

Captain Colin Porteous,
seaman; born April 23, 1911,
died July 30, 1999

COLIN Porteous was born in Govan, the third son of six children. On leaving school he followed his father into a career at sea, starting on a ship which sailed between Ardrossan and Belfast.

He studied hard and quickly progressed to a junior officer with the Donaldson Line, sailing between Canada and Britain. He was a Third Officer at the start of the Second World War, serving on SS Athenia. The day war was declared, SS Athenia had set sail for Canada with a large number of families aboard. War was declared at lunchtime and by evening the Athenia had been torpedoed and sunk, with a considerable loss of life. She was the first ship to be sunk in the Second World War.

Colin continued to serve with the Merchant Navy throughout the war and saw service in the North Atlantic and the seas around Europe, during which time he was awarded the 1939-45 Star, the North African Star 1942-43, and the Atlantic Star.

After the war he became a Chief Officer and later gained his Master's Certificate. He continued to work on passenger ships covering the transatlantic route, mainly the SS Lismoria and the SS Laurentia. It was on one of these voyages that he met his wife, Betty. A few years later he became master of the SS Captain Cook, the largest ship in the Donaldson Line, which took emigrants out to Australia and brought troops and passengers back home from there and the Middle East.

He was with the Donaldson Line until it was taken over by the Head Line, at which point he left the sea



and became Marine Superintendent at Glasgow docks. He then moved on and worked for the Clyde Port Authority, spending several happy years checking small vessels around the coast of Scotland. At 65 he still did not feel he was ready to put his feet up, and became an authority on the containerisation of cargo on ships, researching this and setting up a small business giving advice to many different firms, until he finally retired at 70.

The sea was in Colin's blood and he was one of an elite band of sailors known as "The Cape Horrors", enjoying many Trafalgar Night dinners with old colleagues aboard the SS Carrick on the Clyde, reminiscing about their years at sea.

Colin felt strongly that the Merchant Navy had not been given sufficient credit for the role it played during the war, and recently wrote an article in the *Target* newsletter at Erskine Hospital, stating that the number of merchant service personnel lost during the war exceeded that lost by the Royal Navy.

MARY L THOMSON



JULY 20 - AUGUST 27, 1939

THE HIGH SCHOOL
OF GLASGOW

in

CANADA

1939

by

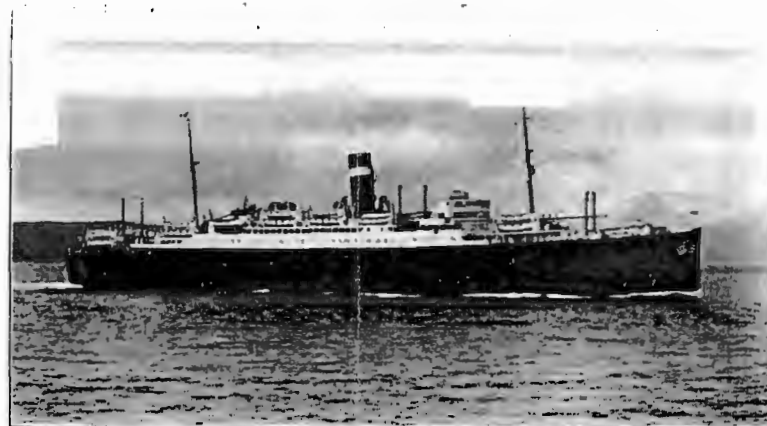
"Letitia"

and

"Athenia"

Leaders

Mr ROBERT H SMALL
Mr ALEX GOLDIE
Mr WILLIAM CORE



T.S.S. "LETITIA."

Musters in Charge

Mr ROBERT H SMALL Mr ALEX GOLDIE
Mr WILLIAM CORE

ALLAN, Alexander H	M. AUSLAN, Robert N.
BARRIE, Stewart	McCALLUM, John B.
BERRIE, John R. H.	McCURBIN, Thomas M.
BLACK, Cyril K.	McFARLANE, Donald W.
BORTHWICK, Stanley H.	McINTOSH, James T. B.
BRENNER, Douglas S.	McKELLAR, Douglas
BRITTON, Stewart	McKINNON, Ian
BUCHANAN, David	McKINNON, W. Russell
BURTON, George C.	McNICOL, Archibald C.
CAMERON, William	MACPHAIL, Allan F.
CAMPBELL, Alastair T.	NICOL, William
CAMPBELL, Fergus W.	PATERSON, James
CHAPELOW, Kenneth	PATON, William H.
COWAN, John M.	PEARSON, Thomas M.
CRAIG, Wm G. A.	REID, Kenneth D.
DAVIDSON, William D.	REID, James A.
DONALD, G. Graham	ROBERTSON, William M.
DUNN, Alexander	SANDERSON, Numan
FERGUSON, Arie A.	SIMPSON, Marcus R.
FORSYTH, Gordon	STANLEY, George N.
FRASER, James K.	STEWART, James
GIBSON, David	STIRLING, George D.
GRAHAM, Angus M. B.	STODDART, Frank
GREENHILL, Robert	TAIT, William D.
HENDERSON, Peter G. R.	TALMAN, John S. S.
HOGG, William	TROTTER, Housh R.
HOLDEN, Thomas L.	TURNBULL, Roy L.
HYAM, Richard L. C.	WATSON, David H.
KIGHT, Daniel G.	WINOCOUR, Bertram
MAYNARD, Neville W.	WOYKA, William F.
MONTEITH, David R.	YOUNG, Ian K.
MUIR, Neil R.	YOUNG, Maurice J.

ITINERARY OF THE TOUR

Accommodation in Canada

Donaldson ATLANTIC LINE

Westward on the "Letitia"
Homeward on the "Athenia"

July		
Thur 20	GLASGOW	"Letitia" leaves Princes Dock, Glasgow
20	BELFAST	
Fr. 21	LIVERPOOL	
22 27	AT SEA	The Atlantic Ocean, Belle Isle Strait, the Coast of Labrador, Newfoundland, the St. Lawrence
Fr 28	QUEBEC	pm City Tour Visiting the Heights of Abraham, Chateau Frontenac and Old French Quebec
Sat 29	MONTREAL	City Tour Visiting Notre Dame McGill St. James and the City Hall
Sun 30	do	
Mon 31	do	Evening The High School of Glasgow Montreal Club entertains the Party to Dinner in the Mount Royal Hotel
August		
Tues 1	ST SAUVEUR	Resident in Kanawans Camp in the Laurentian Mountains, opportunities for fishing canoeing swimming walking and Indian crafts
Wed 2	do	
Thur 3	do	
Fr. 4	do	
Sat 5	do	
	OTTAWA	am Depart after Breakfast for Ottawa pm Visit Parliament Buildings, Peace Tower and Residence of Governor-General

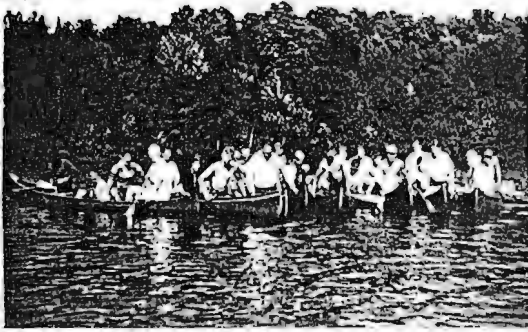
Sun 6	OTTAWA	pm Rockcliffe Park
Mon 7	do	am Dominion Experimental Farm.
do	do	pm The Eddy Lumber Mills
Tues 8	do	am Depart for Toronto
Wed 9	TORONTO	am Canadian Bank of Commerce the Highest Building in the Empire
do	do	pm Motor Launch Tour on Lake Ontario
Thur 10	do	No Excursions
Fri 11	do	pm Depart for St. Catharines
Sat 12	ST CATHARINES	All Day Tour Brock's Monument Queens-town Heights Whirlpool Table Rock Burning Springs Wetland Canal and Niagara Falls
Sun 13	do	pm Dalhousie Beach
Mon 14	do	All Day Tour The Niagara Fruit Belt
Tues 15	do	No Excursions
Wed 16	do	am Depart for Kingston
Thur 17	KINGSTON	am Thousand Islands Tour by motor launch to Clayton New York State USA
do	do	pm Depart for Montreal
Fri 18	MONTREAL	am Depart in "Athenia"
19 - 26	AT SEA	
	BELFAST	
	LIVERPOOL	
Sun 27	Disembark at Glasgow after Breakfast	

Montreal	-	-	-	"Letitia"	Toronto	-	The University Residences
St. Sauveur	-	Kanawans Camp	-	St. Catharines	-	The Y.M.C.A.	
Ottawa	-	The Y.M.C.A.	-	Kingston	-	La Salle Hotel	
		Metcalfe Street	-	Montreal	-	"Athenia"	

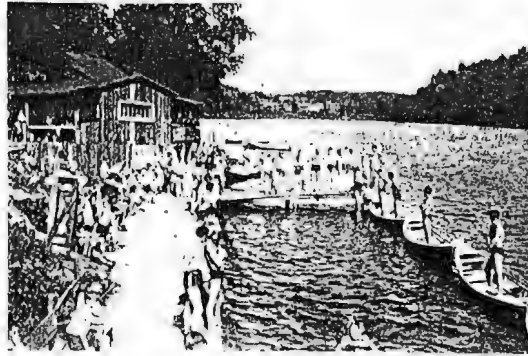
Thursday, 20th July - Sunday, 27th August

CANADIAN TOUR

MITH: 201: 2111



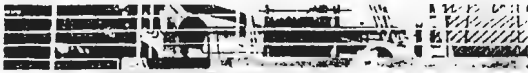
Kanawana : Canoe Expedition resting



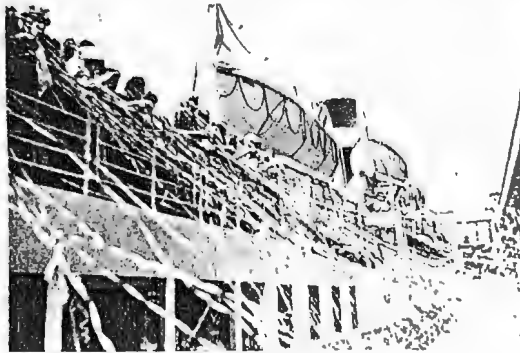
Kanawana : Swimming Test



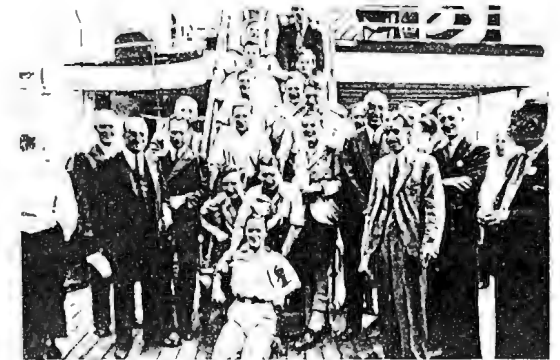
Niagara in Background



On the forward Deck



Athenia : The last voyage from Montreal



Boys and Old Boys, an hour before departure from Montreal, 18th August, 1939

A few days after the outbreak of World War II, the Athenia was sunk by enemy action shortly after leaving Liverpool en route for Canada.



Boys at morning jerks : Letitia, July, 1939



Lifeboat Drill, August, 1939

THE SINKING OF "S.S. ATHENIA."

WORLD WAR TWO WAS ANNOUNCED 11.00AM ON SUNDAY 3RD. SEPTEMBER 1939, BY KING GEORGE SIXTH, ON THE RADIO.

"S.S.ATHENIA", DONALDSON LINE, GLASGOW, 13,000 tons, WAS HIT BY ONE TORPEDO, OF A SALVOE, FROM U30, FIRED AT ALMOST POINT BLANK RANGE, ON THE SAME DAY, 3RD. SEPTEMBER, 1939, 250 MILES NW OF IRELAND, HAVING BEEN DETECTED AT 7.30PM.

A DISTRESS CALL WAS PICKED UP BY MALIN HEAD RADIO STATION, 8.59PM. RESCUE SHIPS WERE SENT.

"ATHENIA" SANK ABOUT DAWN, NEXT MORNING, 4TH. SEPTEMBER,1939.

NO WARNING WAS GIVEN BY THE SUBMARINE.

"ATHENIA" WAS UNARMED, LEAVING THE CLYDE 2ND. SEPTEMBER, VIA LIVERPOOL AND BELFAST, PROCEEDING ACROSS THE ATLANTIC OCEAN, TO MONTREAL, CANADA, TO BECOME ARMED AS A MERCHANT CRUISER.

FEARING WAR, "ATHENIA" HAD AROUND 300 AMERICAN PASSENGERS, IN A TOTAL OF 1,103 PASSENGERS INCLUDING WOMEN AND CHILDREN, PLUS 305 CREW. 118 PEOPLE, INCLUDING 28 AMERICANS, WERE KILLED.

THE GERMAN SUBMARINE SURFACED, FIRED AT "ATHENIA'S" WIRELESS AERIALS AND MAY HAVE ATTEMPTED TO JAM EMERGENCY MESSAGES, THEN VANISHED, OFFERING NO HELP, TO RETURN TO GERMANY.

MANY LIFE-BOATS GOT AWAY, APPROXIMATELY 500 SURVIVORS RESCUED BY DESTROYERS, 50 BY SWEDISH STEAM YACHT, 430 BY NORWEGIAN CARGOSHIP "KNUT NELSON", WHOSE PROPELLER SADLY DESTROYED A LIFEBOAT AS SHE MANOUVERED, ABOUT 50 PEOPLE LOST.

U-BOAT COMMANDER CARRIED STRICT HAGUE CONVENTION PRIZE LAW ORDERS ISSUED BY THE GERMAN LEADERS.

SUBMARINES WERE TO OPERATE ON THE SURFACE, STOP AND SEARCH SHIPS, SEE IF THEY WERE JUSTIFIED TO BE SUNK BECAUSE THEY WERE BRITISH, CARRYING GOODS FOR BRITAIN, BE GIVEN TIME FOR PASSENGERS AND CREW TO ESCAPE IN LIFEBOATS, WITH REASONABLE STEPS TO HELP THEM TO REACH LAND; ONLY TROOPSHIPS, ARMED MERCHANTMEN, VESSELS UNDER NAVAL OR AIR ESCORT, SHIPS SHOWING RESISTANCE, ETC., ETC., COULD BE ATTACKED WITHOUT WARNING.

THE PRIZE ORDINANCE WAS CLEAR; INTERPRETATION AND ACCURACY POSSIBLY DIFFICULT IN THE NEW WAR SITUATION.

THE U-BOAT CAPTAIN CLAIMED HE SAW "ATHENIA" ON A ZIG-ZAG COURSE WITH NO LIGHTS ON, RECOGNISED HER AS BRITISH, BELIEVED HER TO BE A TROOPSHIP, AND FIRED HIS TORPEDOES.

TRAGICALLY, HIS ASSESSMENT WAS WRONG.

"ATHENIA" WAS AN INNOCENT VICTIM.

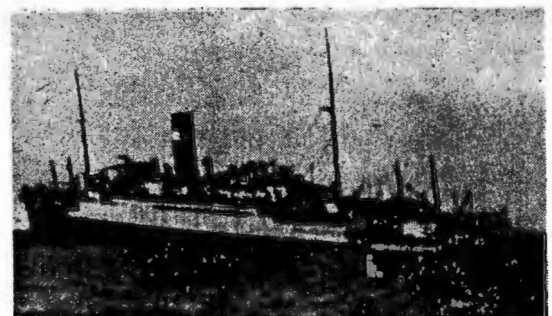
SHE WAS SUNK IN DIRECT CONTRAVENTION OF THE GERMAN LEADER HITLER'S, INSTRUCTIONS, WHO WAS ALARMED, FEARING HEIGHTENED HOSTILITIES AGAINST BRITAIN, FRANCE, AND NOW U.S.A. POTENTIAL INVOLVEMENT BECAUSE OF THE AMERICAN FAMILIES LOST.

IN PROLONGED PUBLICITY AND PROPAGANDA, WORLD WIDE NEWS WAS CREATED, TOTAL OUTRAGE TO JUSTIFICATION - AT LEAST FOR A WHILE.

THE LOSS OF AMERICAN CIVILIANS IS CONSIDERED TO BE ONE OF MANY FACTORS WHICH EVENTUALLY BROUGHT U.S.A. INTO THE CONFLICT.

"S.S. ATHENIA" WAS SUNK BY FIRST TORPEDO ATTACK 1939-1945 WAR.

Many sources, particularly "The Atlantic Campaign", Dan van der Vat, Hodder & Stoughton, 1988. Detail varies in different books. Photo from "New Book of Knowledge - War Supplement", Waverley, 1943.



FIRST LOSS OF THE WAR

*a
holiday
for all*



Your Tourist Agent has already told you that on the Donaldson Liners "Athenia" and "Letitia" your voyage is a real holiday—restful or gay, just as you please. But not until your first full day at sea do you realise just what all this means. The unfailing cheerfulness and courteous service of the whole Staff have to be experienced to be believed.

It is quieter in the Cabin Class than in the Tourist, although you can have lots of fun if you want to.

You are surprised to find so many attractive social rooms in the Tourist Class. There is a ball-room and lounge in modern style. The smoke-room is a beautiful room with panelled walls and deep club chairs and settees. Next you discover a gaily decorated cafe with French windows opening out on to the wide, sun-lit sports deck.





T.S.S. "Athenia" and "Letitia"
Deep draught steady ships