



SS *Polonia* (1910)

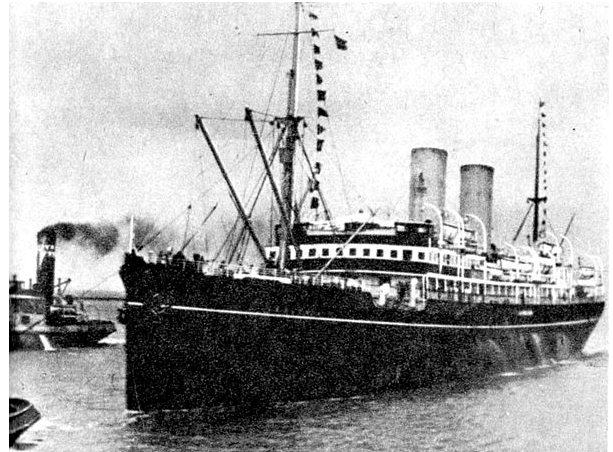
Polonia was a passenger steamship that was built in Scotland in 1910, originally named ***Kursk*** and was registered in the Russian Empire. She was an Allied troopship in the First World War, when she was briefly operated by Cunard Line. After the war she returned to civilian passenger service, in Latvian service until 1930 and then for Poland.

Building

The Danish East Asiatic Company ordered the ship from Barclay, Curle & Co Ltd of Glasgow. She was built as yard number 482, launched on 7 July 1910^[1] and completed that September. She was launched as *Kursk*, named after the city of Kursk in western Russia.

Kursk was 450.0 ft (137.2 m) long, her beam was 56.2 ft (17.1 m) and her draught was 34 ft 0 in (10.36 m). Her tonnages were 7,500 GRT and 4,519 NRT.^[2]

The ship had twin four-cylinder quadruple-expansion engines driving twin screws. Each engine had a 48-inch (120 cm) stroke and cylinders of 23¼-inch (59 cm), 33-inch (84 cm), 47-inch (120 cm) and 68-inch (170 cm) bore. Between them, the engines developed 1,020 NHP. The engines were fed by six 215 lb_f/in² single-ended boilers with a total heating surface



Polonia entering the port of Gdynia in 1930

History

Name	<i>Kursk</i> (1910–21) <i>Polonia</i> (1921–39)
Namesake	<u>Kursk</u> (1910–21) <u>Poland</u> (1921–39)
Owner	<u>Russian American Line</u> (1910–17) <u>Baltic American Line</u> (1920-30) PTTO (1930–34) <u>Gdynia America Line</u> (1934–39)
Operator	<u>Russian American Line</u> (1910–17) <u>Cunard Line</u> (1917–18) <u>Shipping Controller</u> (1918–20) <u>Baltic American Line</u> (1920-30) <u>Gdynia America Line</u> (1930–39)
Port of registry	<u>Liepāja</u> (1910–30) <u>Gdynia</u> (1930–39)
Builder	<u>Barclay, Curle & Co Ltd</u>
Yard number	482
Launched	7 July 1910
Completed	September 1910
Out of service	1939

of 15,114 square feet (1,404 m²). Her boilers were heated by 18 corrugated furnaces with a grate surface of 363 square feet (34 m²).^[3]

Service



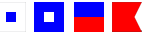
The East Asiatic Company registered *Kursk* in Liepāja in the Russian Empire. After the October Revolution, the UK Shipping Controller chartered her and placed her under Cunard Line management. In 1920, she was returned to the East Asiatic Company.^[1] *Kursk* was renamed *Polonia*, the Latin name for Poland.

In 1930, the East Asiatic Company sold its Latvian subsidiary to Polish owners, who renamed the company Polskiego Transatlantyckiego Towarzystwa Okrętowego ("Polish Transatlantic Shipping Company Limited" or PTTO).^[4] The ships were operated by Gdynia America Line, which was restructured in 1934 to absorb PTTO.

Gdynia America Line rapidly modernised, taking delivery of the new motor ships *Piłsudski* in 1935 and *Batory* in 1936 for its premier transatlantic service. The company sold *Polonia* to Francesco Pittaluga^[3] in Savona, Italy for scrap on 5 March 1939,^[1] a few months before two more new motor ships, *Sobieski* and *Chrobry*, joined the company fleet.

References

- "Kursk" (http://clydeships.co.uk/view.php?year_built=&builder=22&ref=1619&vessel=KURSK). *Scottish Built Ships*. Caledonian Maritime Research Trust. Retrieved 1 July 2020.
- Lloyd's Register, Steamers & Motorships* (<https://plimsoll.southampton.gov.uk/shipdata/pdfs/30/30b0948.pdf>) (PDF). London: Lloyd's Register. 1930–31. Retrieved 1 July 2020.
- Lloyd's Register, Steamers & Motorships* (<https://plimsoll.southampton.gov.uk/shipdata/pdfs/38/38b0708.pdf>) (PDF). London: Lloyd's Register. 1938–39. Retrieved 1 July 2020.


Identification	UK <u>official number</u> 142313 (1917–20) <u>code letters</u> NDCV (until 1930)  <u>code letters</u> PBRC (1930–33)  <u>call sign</u> SPEB (1934–39) 
Fate	Scrapped 1939
General characteristics	
Type	<u>Ocean liner</u>
Tonnage	7,500 GRT tonnage under deck 5,896
Length	4,519 NRT 450.0 ft (137.2 m)
Beam	56.2 ft (17.1 m)
Draught	34 ft 0 in (10.36 m)
Depth	31.3 ft (9.5 m)
Installed power	1,020 NHP
Capacity	1,596 passengers
Sensors and processing systems	<u>wireless direction finding</u> <u>gyrocompass</u> <u>submarine signalling</u>

4. Gibbs 1970, p. 174.

Bibliography

- Gibbs, CR Vernon (1970). *Western Ocean Passenger Liners 1934–1969*. Glasgow: Brown, Son & Ferguson.

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