

N. Y. HERALD - 29/1/27

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Kroonland Sold For Junk to Italian Firm

**American Liner Sails To-day
on Last Voyage to Genoa;
Steamed 1,635,468 Miles
in Twenty-five Years**

The former Red Star liner Kroonland, which has been idle in this port for several months, will bid farewell to this harbor to-day when she sails on a voyage that will end in destruction, at the hands of a Genoa shipbreaking firm which is reported to have paid more than \$100,000 for the vessel that played a prominent part in American shipping.

Laden with grain, the Kroonland has been cleared for Antwerp where, after discharging her cargo, she will be delivered to representatives of the ship breakers at Genoa. She will go out in command of Captain R. A. Lewis, recently chief officer of the Minnekahda, who has held an American master's license since 1919. She will carry a crew of sixty-four, but no passengers.

Since the spring of 1926, when she completed a winter's service in the Miami trade under the American Line houseflag, the Kroonland has been laid up at Hoboken. She is said to be in excellent condition and it is stated no important repairs were necessary to fit her out for her last trans-Atlantic voyage.

The Kroonland was built in 1902 at Philadelphia and when launched was rated as the largest American steamship. She registers 11,932 tons gross, is 578 feet long and sixty feet wide, and is an oil burner, with twin screws.

In her twenty-five years of service the Kroonland has made 234 voyages and has steamed 1,635,468 miles without any serious accident. Her trans-Atlantic voyages have numbered 203 round trips (or 406 crossings) covering 1,419,278 miles. She has made thirteen trips between New York and the Pacific Coast, in the Panama Pacific Line service, covering 144,200 miles, and fifteen round trips to Florida, totaling 29,550 miles. She is also credited with three miscellaneous voyages, totaling 42,440 miles, including a cruise to South American ports in 1915 and a war-time run from San Francisco to London in 1916, when a slide closed the Panama Canal while she was on the Pacific side. In the World War she saw service as a transport, running between New York and French military ports.

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