



Anyone with information on the ships on this stamp issue by Monaco in 2005?.



Argentine Merchant Fleet

Argentina issued a new set of stamps on Sept. 24, 2005, which depict four ships of the Argentinean merchant fleet. During the Second World War, 16 Italian ships were interned in Argentinean ports, and this situation repeated in all the American ports. It was therefore determined by an agreement between all the American countries that the interned vessels could be used for trading among all the ports in the Americas. With this agreement in 1941, the Flota Mercante del Estado (FME) in Argentina was created, to manage the 16 Italian ships under Argentinean flag and registry.

In 1961, the FME merged with the Flota Argentina de Navegación de Ultramar (FANU) to form Empresa Lineas Maritimas Argentinas (ELMA). During the following years, a modern competitive fleet was built with a number of ships specially constructed on British, Italian and Swedish shipyards. Throughout that period, Argentine merchant lines supported trade, according to a model of independent national development. However from 1992 to 1997, the growth of this state owned company came to a halt, and it gradually waned. In line with neoliberal policies aimed at reducing the State, ships were sold and the company finally liquidated.

Today, Argentine-flag cargo ships are once again being used for domestic cargo traffic.

RIO DE LA PLATA (cargo)

Argentine # (2005) 25+25c

1923 - Flota Mercante del Estado, Buenos Aires, Argentina; Cantiere Navali Franco Tosi SA, Taranto, Italy; Gt. 8.918, dwt. 7.382; 460.8' x 59.3' x 25.0' (draught); two double reduction geared steam turbines ?hp, 13 kn; some poor accommodation in the tweendeck to carry around 400 government-aided emigrants; reefer capacity 62,000 cubic feet.

Built as a cargo vessel by Cantiere Navali Franco Tosi SA, Taranto, Italy for Lloyd Sabaudio Soc. Anon di Nav., at Turin, Italy, she was launched as **PRINCIPESSA MARIA** on July 29, 1923. She had one sister, the **PRINCIPESSA**

GIOVANA. Both of these vessels were built for the Italy to Australia service. In November 1923, she made her maiden voyage from Genoa via Suez to Fremantle, Melbourne to Sydney. In the winter of 1926, she was rebuilt at the Bacini & Scali Napoletano yard at Baia to a passenger-cargo vessel with a capacity of 450 cabin

passengers in third class accommodation. She was employed in the service between Italy and South America.

In 1932, she was transferred to the Italia, Società Anonima di Navigazione (Italia Line). During the Ethiopia Campaign, she was used as a troopship. In 1936, during the Civil War in Spain, she made a special voyage from Spain with Italian citizens that wanted to leave the country.

After Italy declared war, the **PRINCIPESSA MARIA**

was interned in Buenos Aires in June 1940. On Aug. 25, 1941, she was taken over by the Argentinean government, and managed by Flota Mercante del Estado (FME). Her passenger accommodation was then given as 258



first and 146 third class, and she was renamed **RIO DE LA PLATA**.

In 1942, she sailed on her first voyage from Argentina to New Orleans, thereafter used in a service between Argentina via the Pacific to Los Angeles. (cont. page 34)