



Anyone with information on the ship on this stamp from Israel?



## Norwegian Sailors Union (Norsk Sjømandsforbund) 100 years

In 2010, the Norwegian Sailors Union (Norsk Sjømandsforbund) is celebrating 100 years, and in commemoration of this, Norway Post issued a single stamp on Sept. 15 which is the letter rate for Norway up to 100 gram. The stamp depicts the port side of passenger ship **STAVANGER** and boson Mikael Våge on the main deck in 1973.

**STAVANGER** (passenger ferry)

Norway # (2010) 16kr

**1943 – Det Stavangerske Dampskibsselskab, Stavanger, Norway; Pullman Standard Car Manufacturing Co.,**

**Chicago, Ill, U.S.; K. Dec. 7, 1942, L. May 27, 1943, C. Aug. 16, 1943; Gt. 1,315, nt. 698; 65.53m x 10.05m x 4.32m., length bpp. 57.4m; two General Motors 12-567A diesel engines, 1,800 bhp, twin shafts, 15 kn; bunker cap. 140 tons, range @ 12 kn, 8,500 mile; accommodation for 850 passengers when sailing inshore and 670 in open waters off the coast, berths for 171 passengers.**

She was built as a patrol craft escort by Pullman Standard Car Manufacturing Co., Chicago, Ill for the U.S. Navy. Her keel was laid down Dec. 7, 1942, and she was launched as **PCE-829** on May 27, 1943 and completed on Aug. 16, 1943. The same day, she was handed over in a Land Lease Deal to Great Britain and commissioned as **HMS KILCHATTAN (Z 03)** one of the **KILL**-class. She was reclassified in December 1943 as the **BEC-3** during fitting out at Bermuda, and in January 1944 sailed from Bermuda, arriving at Trinidad on Jan. 17, 1944, where she joined the 50th Anti-Submarine Escort Group.

As built, she had the following particulars: **Displ. 640 tons; 55.04m x 10.05m x 2.99m (draught); two General Motors 12-567A diesel engines, 1,800 bhp, twin shafts, 15 kn; bunker cap. 140 tons, range @ 12 kn, 8,500 mile;**

**armament: 1 – 3”, 3 – 40mm, 5 – 20mm guns, anti-submarine 2 rails 10 throwers’ crew of 100.**

In June 1944, she was reassigned to Freetown, Sierra Leone, until June 1945 when she sailed for Great Britain where she was laid-up at Sheerness in reserve on July 12, 1945. In December 1946, she was returned to the U.S. Navy, but remained in Sheerness until she was stricken from the Navy List in 1947.

The same year, she was sold to the Det Stavangerske Dampskibsselskab, Stavanger, and sailed from Sheerness to Stavanger where she was converted and lengthened by the Rosenberg Mek. Verksted, Stavanger, and later fitted out by the DSD’s own workshop on Klasaskjæret in Stavanger.

The hull was completely stripped and a new superstructure placed with two lounges and restaurants over the complete width of the ship.

Her accommodation was made for 850 when sailing inshore and 670 in coastal waters, with berths for 171 passengers.

Her new measurements were: Gt. 1,315, nt. 698; 65.53m x 10.05m x 4.32m, length bpp. 57.4m.

On March 28, 1950, she sailed on her first trial run in the new coastal service, under the name **STAVANGER** and from July 1950, put in the night service from Sandnes/Stavanger to Haugesund-Bergen.

During the day, she was sometimes used for various trips around Stavanger.

*(Norwegian Sailors Union, continued on page 18)*

