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Chapter 3 : , ouverture de la route maritime du Mexique | Laurent VEGLIO - racedaydvl.com

Early Routings of the Royal Mail Steam Packet Company by Phil. J Kenton, , available at Book Depository with free delivery worldwide.

Tweet Fiction is rich with tales of ships loaded with treasure that succumb to attacks by pirates or being assaulted by storms. RMS Douro was an iron-hulled, screw driven ship of 2, tons – quite a substantial size for her era. Like so many British built ships of that time, she was constructed on the River Clyde in Scotland. As well as her steam engines, she also had two auxiliary masts with sails to assist her screw propulsion. In fact, RMS Douro had its own bullion room to ensure the most precious cargo was carried securely. Initially designed for a crew of , by the time of her sinking in RMS Douro was only carrying 80 officers and crew. Yet comfort was certainly not compromised. Her passengers tended to be the elite: They revelled in the luxury of first class cabins. By , RMS Douro was well established in her trans-Atlantic routing, having already completed sixty-one such trips. At the outset, her 62nd started normally, and she embarked from Rio de Janeiro loaded once again with well-heeled passengers and their servants, plus coffee, diamonds and gold – including a quantity of gold Sovereigns. Here the majority of her passengers disembarked, while other cargo including Portuguese wine was loaded for delivery to her destination port of Southampton. Perhaps the disembarkation or loading took longer than anticipated, but whatever the reason, the Douro left Lisbon an hour and a half late. She finally cast off at 8. Douro made good speed the following day and by evening had passed Cape Finisterre. Although the sea was slightly rough and though Douro rolled with the swell, it was not enough to discomfort the few passengers who were still awake – most of them already sleeping off another splendid dinner. Conditions were good and visibility in particular was excellent, with a full moon and none of the fog for which the Cape Finisterre region was notorious. With the clear conditions, it became obvious to the officer of the watch that the light approaching Douro was that of another ship. Assuming that the ship was pass behind them, and that the officers on the bridge would have seen it anyway, he delayed bringing it to their attention. By the time he did, it was too late to take effective action. She immediately started filling with water. Disaster strikes The impact was at The crew of the Douro acquitted themselves well, putting the safety of their passengers first. The Yrurac Bat suffered more, losing 46 passengers and crew. The decision, though, was academic. Both vessels rested on the seabed, and the bereaved families would never see their loved ones again. The Swedish shipwreck treasure hunter carried out his own research, which helped him narrow down the likely resting place of the Douro. This was the Gijon, a ship from the same era of the Douro. It had sunk just two years afterwards, also as a result of a collision in these busy shipping lanes. Found at last Hallstrom persevered and on the 4th July , finally found the Douro. There was no tell-tale double gash in the starboard side, no bow markings or bell to identify her, little to see except the engines and shafts, which at least seemed to be of the right type. The iron hull was badly corroded and mostly collapsed. If it were the right ship, salvage would be difficult. This confirmed the wreck was the Douro. The recovery begins It was lying approximately 1, feet down, which required the use of a modified oil drilling rig, the Deep Sea Worker. An expensive investment for Hallstrom, it was nevertheless necessary if he was to recover the gold sovereigns. The gamble paid off. They showed that the gold was still there, and luckily not scattered all over the seabed. RMS Douro gold Sovereigns, a valuable haul In accordance with the law, Hallstrom had to wait a year and a day for the Receiver of the Wreck to release the treasure.

Chapter 4 : References – FIP Postal History Commission

Early routings of the Royal Mail Steam Packet Company, by Phil J Kenton (Book) Mr. MacQueen's reply to the chairman and the directors of the Royal Mail Steam Packet Company by James MacQueen ().

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Chapter 5 : Philatelic Association of NSW inc.

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Chapter 6 : Phil Bansner, Professional Philatelist | Maritime United States and Worldwide Philatelic Literature

Early Routings of the Royal Mail Steam Packet Company by Kenton & Parsons Detailed sailing tables of the RMSPC to and from the Caribbean, the Gulf of Mexico and the Spanish Main. , pages, cloth, limited stock \$

Chapter 7 : GBPS Library - Maritime Mail

Trinder during a vacation in London - Kenton and Parsons: "Early Routings of the Royal Mail Steam Packet Company - " and Rev. J.N.T. Howat: "South American Packets - ", itineraries of such.

Chapter 8 : Arago: Steamship

The Royal Mail Steam Packet Company was a British shipping company founded in London in by a Scot, James R. Arago. The line's motto was Per Mare Ubique (everywhere by sea).

Chapter 9 : Maritime Timetable Images - List of Ships

Kenton, Phil J. & Parsons, Harry G. EARLY ROUTINGS OF THE ROYAL MAIL STEAM PACKET COMPANY Published HB. p. Maps. Illus. Postal History Society Pub.