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# G D Kennedy: Solution to shortage of seamen

**J**In the 1950s there was a great shortage of seamen in Sweden. The shipping lines needed qualified personnel. In the summer of 1955, Transatlantic in Göteborg therefore ordered a schoolship from Götaverken in Göteborg with places for 52 pupils, 26 on deck and the same number in the engine room. The ship was also fitted with places for teachers, large classrooms and space for spare time activities. At the launch, which took place on August 14, 1957, the ship was named the G D Kennedy.

The ship had got her name from the shipyard managing director George Douglas Kennedy, who lived and worked in Göteborg from 1850 to 1916. He was the head of Gamla Varvet and had great confidence in Wilh R Lundgren, who founded Transatlantic. Without Kennedy's financial support, Transatlantic could certainly not have been formed.

Kennedy helped many promising

youngsters along financially, so that they could train to be seamen. It was therefore natural, when Transatlantic bought the full-rigged Dunboyne in 1915, to give the ship the name G D Kennedy. The training courses on this sailing ship were very good, but had to be discontinued in the 1920s for financial reasons. This full-rigged ship still remains today and can usually be seen at Skeppsholmen in Stockholm under the name of af Chapman. Just now the ship is being renovated at Muskö.

**The modern G D Kennedy** was delivered on December 21, 1957, and was mostly put into service on the Australia run. The training courses were very popular, but had to be terminated for financial reasons in the summer of 1967. After completing their practical training, the pupils went to the School of Maritime Studies and when their studies were finished it was not certain that the new ship's officers chose

Transatlantic. The company felt that they were training personnel for the entire merchant fleet without getting sufficient compensation for it. So the G D Kennedy was sold to Yick Fung Shipping Enterprises in Hong Kong and handed over in July 1967 to the Chinese shipping company. London was designated as the home port, since most of the loans had been raised there. The ship's name was changed to Chiang Kiang.

In the autumn of 1970 the ship was taken home and registered with China Ocean Shipping Co in Canton and given the name Chang Shu.

In 1986 the ship was renamed the Yu Zhi and transferred to the Jimci Navigation School in Guangzhou. She was once again to serve as a schoolship. The ship might still be there today, though Lloyd's of London announced "continued existence of vessel in doubt" in March 2005.

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