

Cabin 2 T.S.S. Princess Maud

TSS Princess Maud was a ferry that operated 1934 onwards in the Irish Sea apart from a period as a troop ship in the Second World War. She was built by William Denny and Brothers of Dumbarton on the Firth of Clyde for the London Midland and Scottish Railway (LMS).

Princess Maud assisted in the Dunkirk evacuation but was shelled in the engine room with many fatalities on 30 May 1940. On 4 June 1940 following repairs she was able to return to the evacuation rescuing 1270 in a single trip being the penultimate ship away from Dunkirk. For the D-Day landings she was attached to the US Task Force Operation Neptune Force O at Omaha beach. She is reputed to have carried 1,360,378 troops in her war service.

Following a refurbishment after the second world war including a conversion to oil burning she resumed on the Stranraer — Larne route on 1 August 1946. The following year saw her reallocated to the Holyhead — Dún Laoghaire route when the TSS Hibernia and TSS Cambria were laid up due to coal shortages. With the coming of the MV Cambria and MV Hibernia to the route in 1949 she became the relief ship also covering other routes on the Irish Sea.

In 1966 she was sold to a Greek shipping company and underwent a refit emerging painted white with a new name Venus with widened doors for loading cars. She was operated by Cyprus Sea Cruises of Limassol serving in Mediterranean waters until 1969. Her route included the ports of Brindisi, Ancona, Piraeus, Limassol and Haifa. She was scrapped in 1973 in Spain.

