

"DANNY F". Tanker to Livestock Carrier Conversion

by Michael Pryce

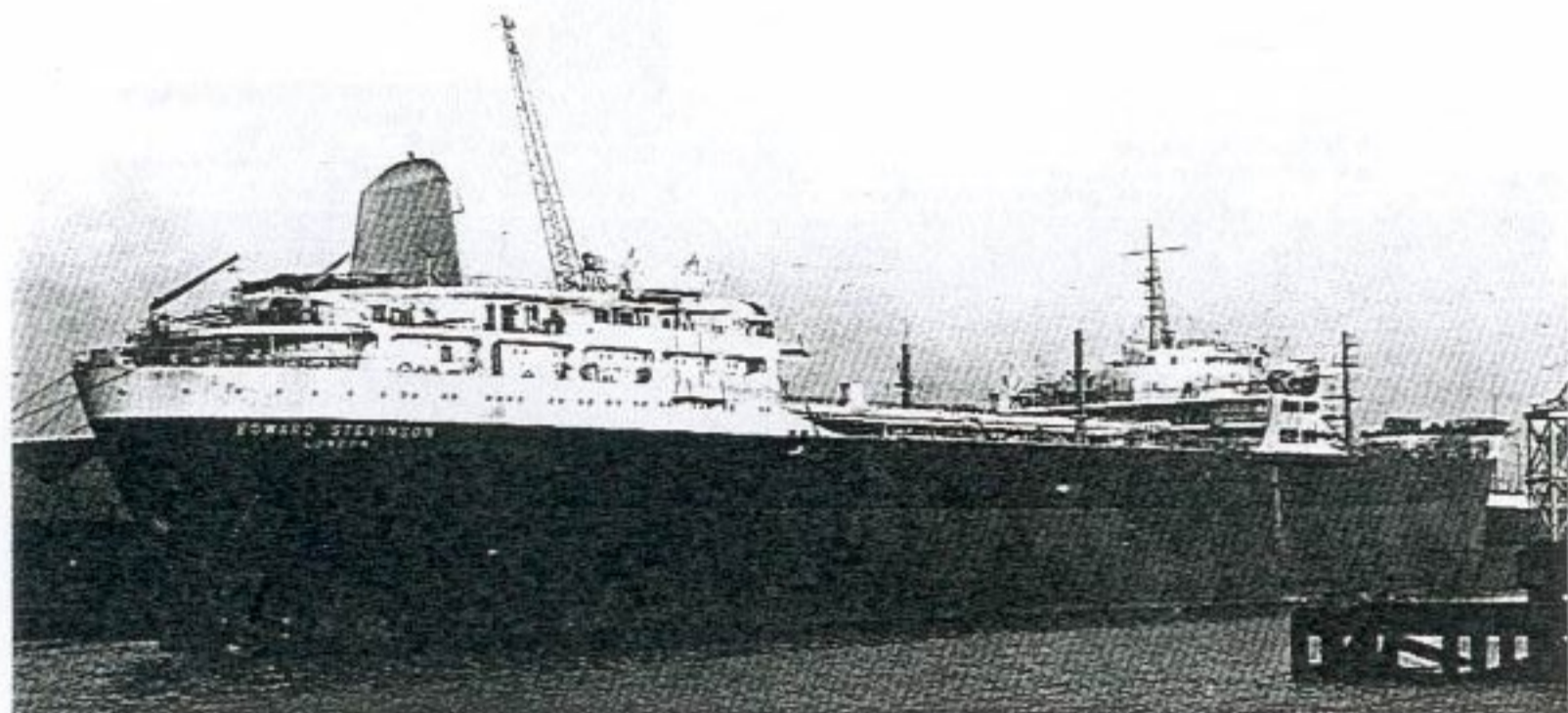
The oil tanker TINDFONN was launched on 31/1/1961, and completed on 30/5/1961 by Harland & Wolff Ltd., Belfast, their Yard No. 1597. Ship details were — 31,322g, 16,821n, 47,685 tons dwt. 753' 6" length o.a. x 98' 5" beam x 38' 5" draft. Geared steam turbines by her builders produced 16,000 SHP to



TINDFONN

Fotoflite

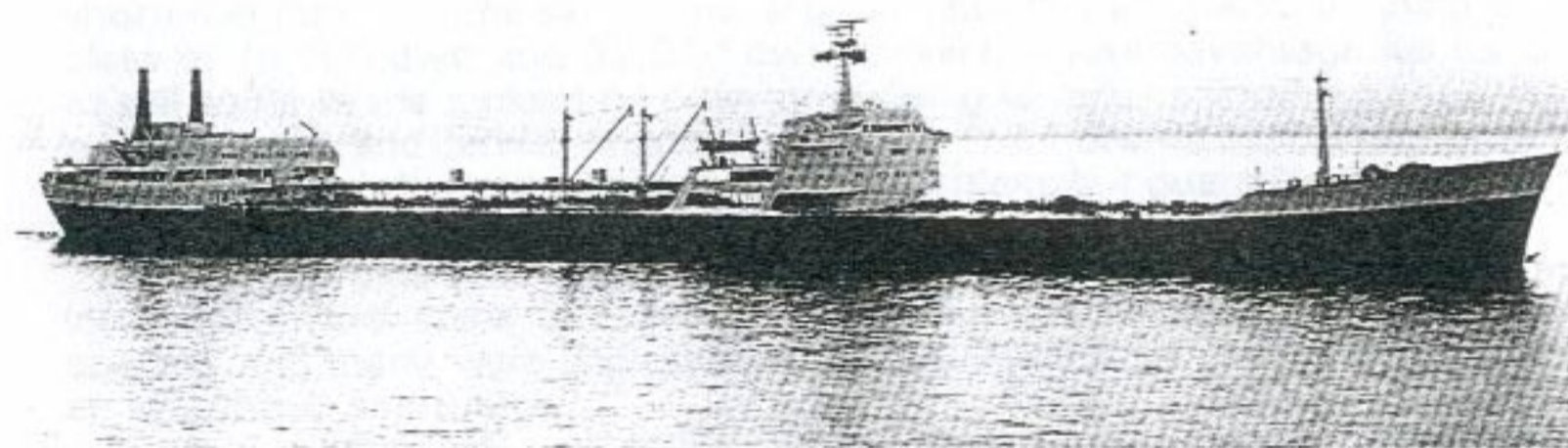
give a service speed of 16 knots. Her registered owners were Skibs A/S Dalfonn, and managers were Sigval Bergesen, and was registered at Stavanger, flying the Norwegian flag. By 1972, her tonnages had been modified, and with revised International Loadline Regulations allowing deeper loading, were then 30,992g, 18,102n, 51,504 tons dwt, on a draft of 40' 7". The ship had 12 sets of centre and wing tanks. TINDFONN was the third ship of her class from Harland & Wolff, and had been preceded by WILLIAM WHEELWRIGHT, 31,320/60, for Pacific Maritime Services Ltd., (Pacific Steam Navigation Co. Ltd.) (Yard No. 1574),



EDWARD STEVINSON

M. H. Pryce collection

collection completed in 7/1960, and EDWARD STEVINSON, 31,317/61, for Stevinson Hardy (Tankers) Ltd., (Yard No. 1575), completed in 2/1961. These were the largest ships then able to be constructed at the existing Queens Island Shipyard. They were all part of a class of tankers originally ordered by Shell Tankers Ltd., but which were never actually completed for their fleet, and were sold to other owners whilst building, and chartered back to Shell for most of their careers. Originally intended names were RANELLA (for WILLIAM WHEELWRIGHT), RHOMBUS (for EDWARD STEVINSON), and reportedly RADULA (for TINDFONN).

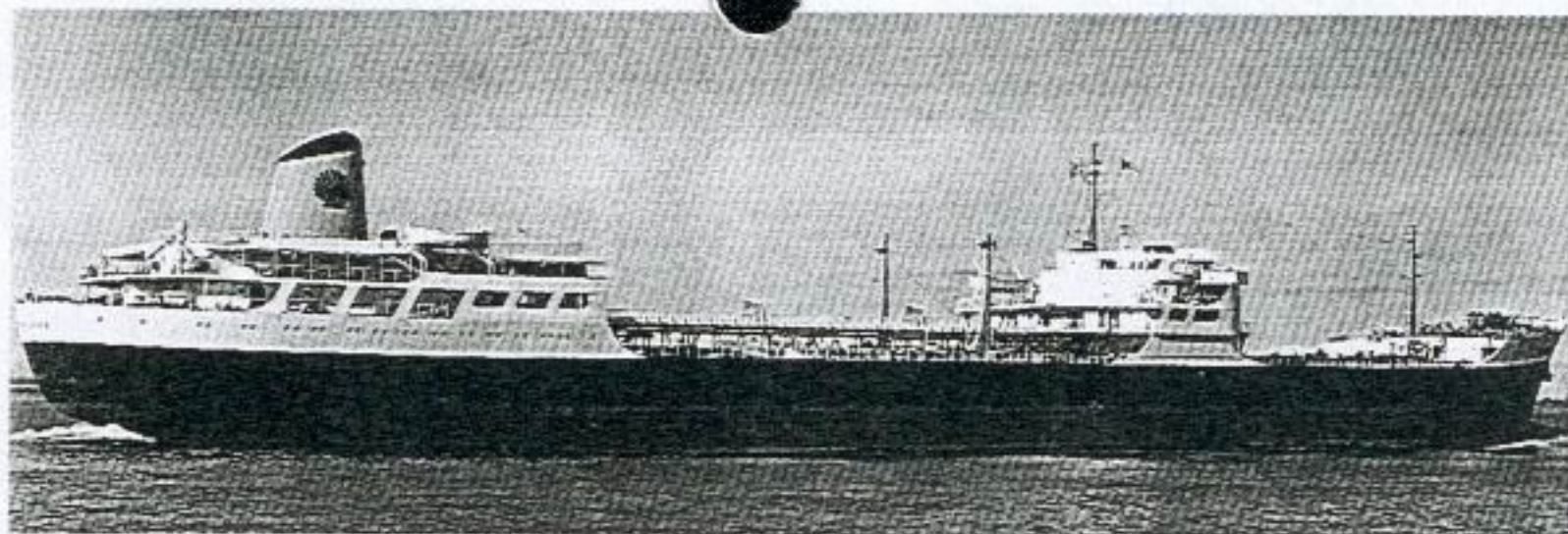


ONDINA

W.S.P.L.

There exists some confusion of intended names at this period, as Dutch book reports that Dutch Shell's ONDINA, 31,030/61, and ONOBA, 31,540/62, were originally intended to be named RADULA and RAPANA respectively. They were similar-sized tankers built by Rotterdam Drydock Co., Rotterdam, but with slightly shorter (750' 0" and 748" 1") overall lengths, but wider beams (102' 9"). ONDINA was completed with navigating bridge amidships, and with two thin streamlined funnels aft, whilst ONOBA was "all-aft", with a single thin streamlined funnel.

The Harland & Wolff trio were of conventional tanker design, with navigating bridge amidships, and a single conventional but semi-streamlined funnel aft, and were quite attractive-looking ships. They followed a class of very similar but smaller tankers of 32,000 dwt. completed a few years earlier for Shell's fleets. These



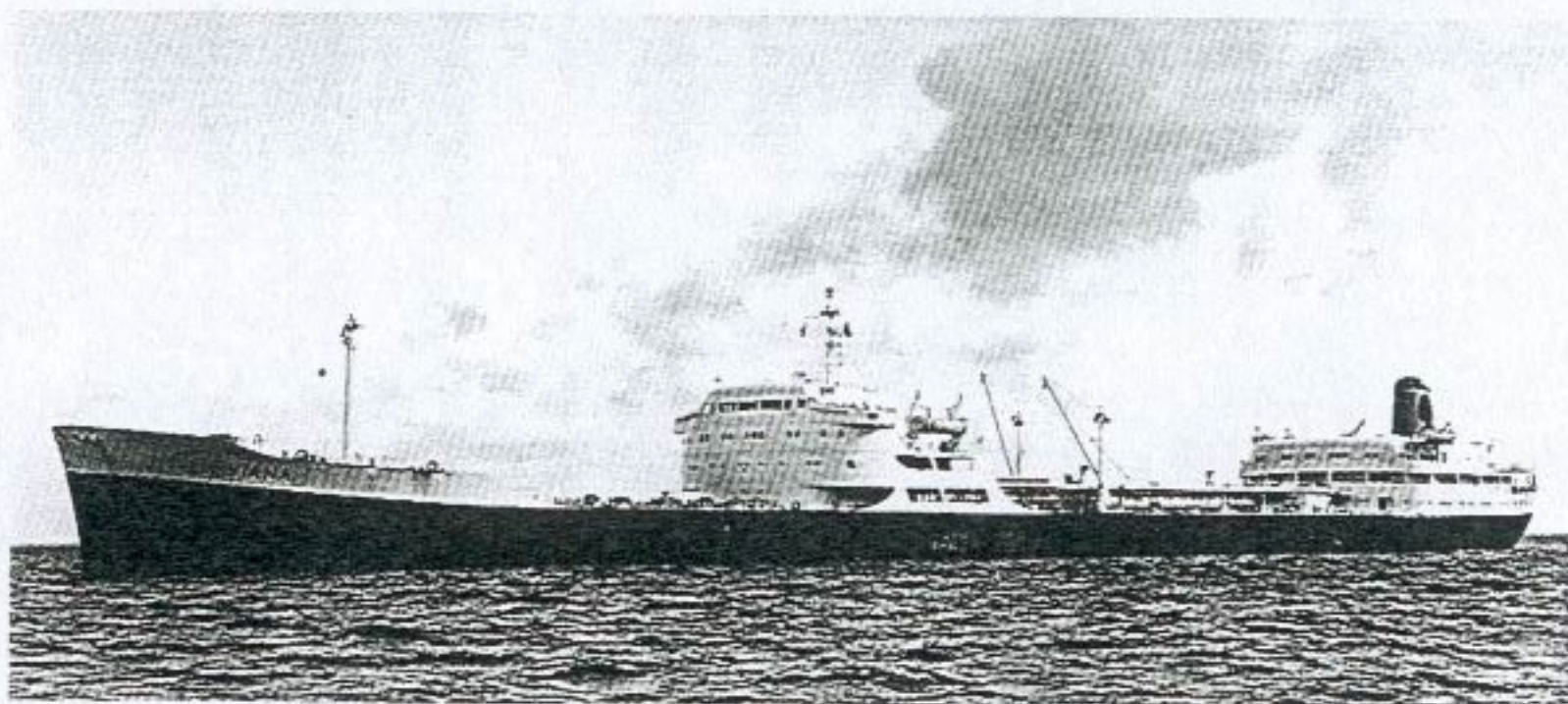
VENASSA

A. Duncan



SHELL ARAMARE as ARAMARE

Iain G. B. Lovie

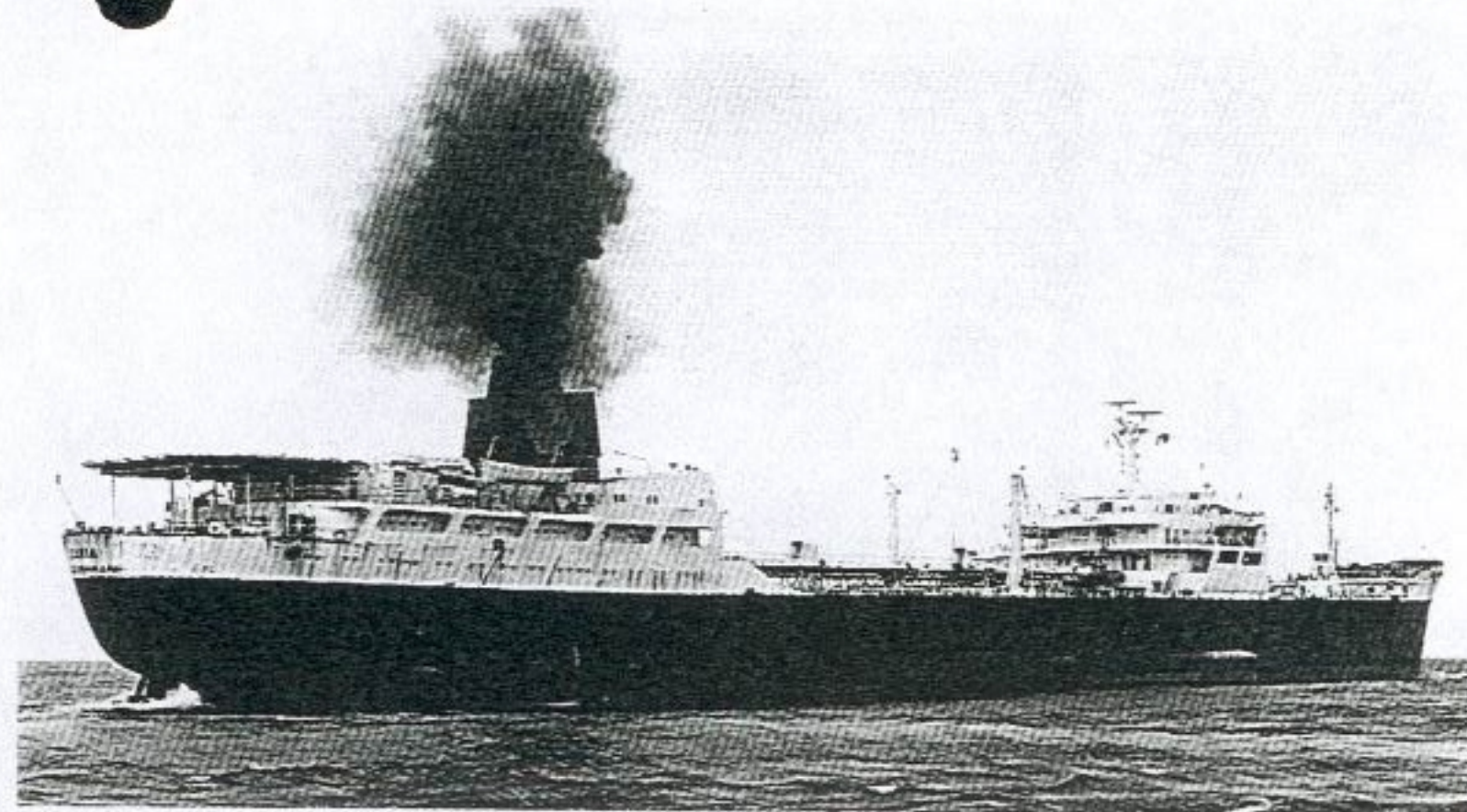


VIANA

V. H. Young/L. A. Sawyer

21,843/59, (Swan Hunter & Wigham Richardson, Wallsend), and VENASSA, 21,391/59, (Kieler Howaldtswerke, Hamburg), for the British-flag fleet, VIANA, 22,345/60 and VIDENA 22,083/60 (both N.V. Wilton-Fijenoord, Schiedam), for the Dutch-flag fleet, and SHELL ARAMARE, 23,523/60 and SHELL NAIGUATA, 23,523/60 (both Fairfield S.B. & Eng. Co. Ltd., Glasgow,) for the Venezuelan-flag fleet. Two others were completed as LLANISHEN, 20,978/58 (Swan Hunter, Wallsend) and LLANGORSE, 22,080/60 (Furness S.B. Co., Haverton Hill), for Evan Thomas Radcliffe, and demise-chartered back to Shell.

Another British-built near sister was KAYESON, 28,625/61, completed in 3/1961 by Hawthorn Leslie Ltd., Newcastle. Although of identical appearance to the Belfast built trio, she was actually some 42' shorter, with a 711' 8" overall length, but with the almost — same 98' 4" beam. She was owned by "K" S.S. Co. Ltd., and managed by Kaye Tanker Management Co. Ltd. Being shorter, she only had 11 sets of centre and wing tanks, with a smaller deadweight of 44,600 tons, later increased to 47,184 tons with deeper loadlines, and finally 48,077 tonnes by the time ownership had passed to Royal Mail Lines Ltd.



ZARIA

D. N. Brigham

It would have seemed likely that she also would bear an "R" name, but there were some intended "Z" names also in the offing at this time with ZONITES apparently intended for a 43,750 dwt. tanker ordered from Hawthorn Leslie, which was undoubtedly completed as KAYESON.

Other reported intended "Z" names were ZOPHOS of 38,000 dwt from Cammell Laird, Birkenhead, and ZEDILOMA of 38,000 dwt. from Howaldtswerke at Kiel. "Z" names actually completed were ZAPHON, 24,802/57 by Swan Hunter & Wigham Richardson, ZENATIA, 24,790/57 by Cammell Laird & Co., Birkenhead, and ZARIA and ZAFRA, both 25,425/60 by Nederlandsche Dok en Scheepsbouw Mij., Amsterdam. To further confuse matters, what would appear to be a close sistership to ONOBA is reported in some books to have been intended to be ZEDILOMA, but actually completed in 1963 as DOELWIJK, 31,051/63, for Royal Rotterdam Lloyd by Rotterdam Drydock Co. It is possible that some of these intended names were mis-reported in the shipping journals of the time, so if any members have additional information, it would be most welcome.

The period was one of tanker size increases in the tanker industry, with tankers often being built at the limit of a shipyard's existing capacity, with alterations to contracts made to take advantage of later improvements in the yard, or allowances made in proposed classes of ship when shipyards were unable to accommodate fully the proposed design (which would explain KAYESON's shortened form). At the same time, after already financing and manning a large class of 18,000 dwt. and 32,000 dwt. tankers, it was advantageous for Shell to sell some of the tankers on order or building to other shipping companies to own and crew, and demise-charter them back. This freed-up capital requirements, made provision of crewing someone else's problem, but guaranteed employment of the tanker to its owner.

The vast surplus of oil tanker tonnage in the mid-1970's combined with large increases in fuel costs to make steam turbine tankers doubly uneconomic to operate, and many were laid-up or scrapped. TINDFONN escaped this fate by an innovative conversion.

In 1976, TINDFONN was sold to Atlas Livestock Carriers S.A., Panama, and made her last voyage as a tanker from Zuetina to Kobe, arriving on 11/2/1976 to be converted into a livestock carrier, and renamed ATLAS PIONEER under the Singapore flag, but controlled by the Hamburg-Sud group. Outwardly, the most visible sign of her conversion was the addition of a 5-deck tier of livestock pens between the aft and midships accommodation. Existing tanks were utilised for water and fodder storage, and for waste and sewage stowage and disposal. Major exporting regions apply strict regulations for the humane carriage of livestock, including spacious carrying pens, comfortable non-slip decks and ramps, enclosed areas to be well lit and ventilated, fitting of efficient and adequate means of feeding and watering, and for removing urine and dung. Ample accommodation is required over and above normal crew numbers for those entrusted with the care of sheep — the drovers and probably veterinary surgeons. Extra auxiliary machinery is required for extra lighting, ventilation equipment, and pumps. With up to 500

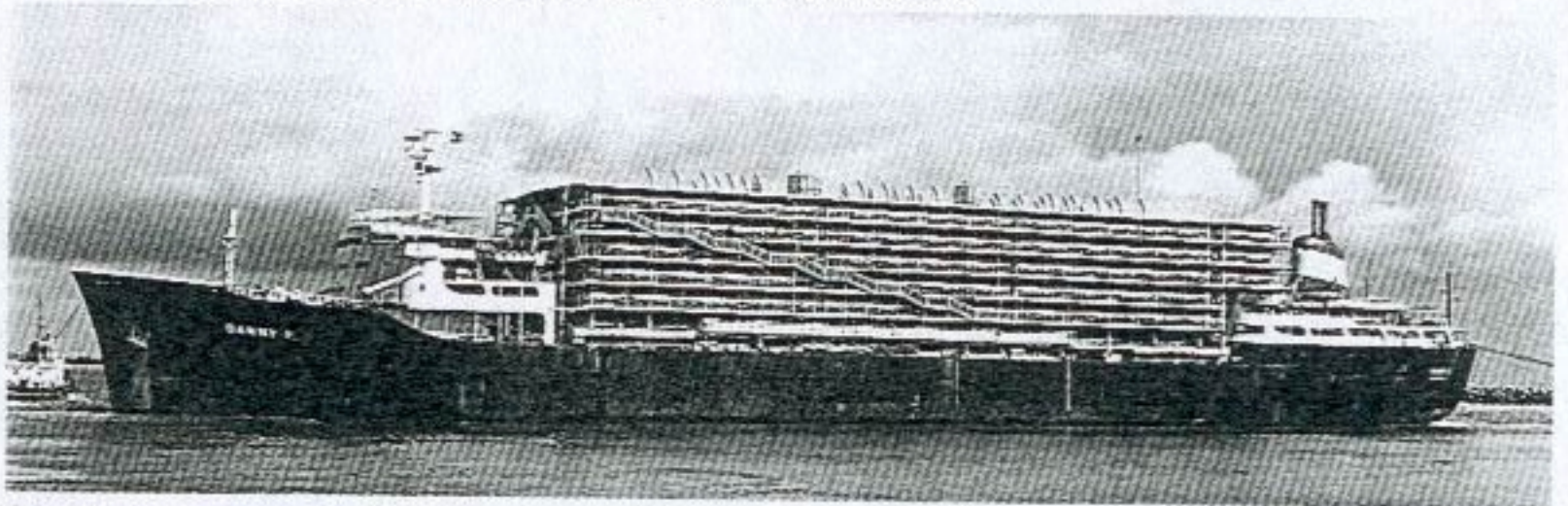


ATLAS PIONEER

M. R. Dippy

tonnes of water per day required, supply is met by a combination of on-board evaporators and tank storage.

One of her first voyages as ATLAS PIONEER was sailing from Mena Al Ahmadi on 12/5/1976 and arriving at Adelaide on 31/5/1976. Her livestock voyages took her mainly between Adelaide or Fremantle and Bandar Shahpour or Kuwait. She was laid-up at Tsuneishi, Japan, on 22/4/1977, then arrived again at Kobe on 2/8/1977. In 11/1977, she was sold to Norleb Shipping Enterprises S.A.R.L., (Fares Raschid Enterprises S.A.R.L., managers), Beirut, and renamed DANNY F, and was shortened by the removal of a section of hull between her amidships bridge and focsle, resulting in new ship details of — 22,385g, 9,610n, 25,808 dwt., length o.a. 179.56 metres x 29.98 beam x 11.73 draft.



DANNY F

M. R. Dippy

As DANNY F, she continued trading between Australian ports such as Adelaide, Fremantle, Albany (W.A.) and Portland (Vic), to Bandar Abbas, Kuwait, Damman, Mina Qaboos, and Bahrain. In 1980, DANNY F spent some time at Keppel Shipyard, Singapore, where the livestock carrier was further modified to increase her capacity by 30,000 sheep.

In more recent years, DANNY F included New Zealand ports amongst her list of livestock loading ports, and whilst sailing from Napier on 6/11/1992 with 99 crew and 90,000 sheep on board, she went aground in the channel outward bound from the port. She was refloated undamaged on 7/11/1992, and after inspection by divers, resumed her voyage to Saudi Arabia.