

UNDER OTHER MANAGEMENT



The 210,000 dwt *Marisa*, now the *Aegian Captain* and recently involved in a collision off Tobago.

Two ships in the news recently may not have been recognised by many as being former Shell tankers.

The *Aegian Captain*, which was involved in a disastrous collision with the 292,000 dwt *Atlantic Empress* off Tobago on July 20, was originally built as *Marisa* in 1968. In 1974, she was transferred to STBV, and laid up in Brunei Bay in May 1975, before being sold to Quadrant Shipping Co., Liberia, in 1977.

Although suffering heavy bow damage, the fire on *Aegian Captain* was extinguished, and the ship towed to Curacao to discharge. The *Atlantic Empress* became the largest ship yet lost when she sank on August 2.

The Liberian *Atlas Titan* was severely damaged by a tank explosion while tank cleaning at Lisbon on May 27. She was originally built as *Melania* in 1969, and was sold in 1976 to become *Andros Tempo*, before being almost immediately resold to Centurion Maritime Co. S.A. Liberia, and renamed *Atlas Titan*.

Sailing on

Other former Shell VLCC's sold during the tanker surplus of the mid-'70's, and still in service are:

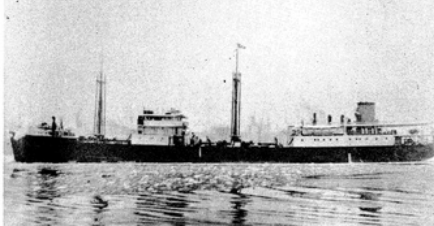
Mangela, now *Jarmona* (Anders Jahre, Norway)
Melo, now *Selafika* (Transatlantic Investment Corp, Monrovia)
Maritica, now *Al Qasim* (Arabian International Maritime Co, Monrovia)
Myssela now *Solon* (Liberian flag)
Three other VLCC's previously in the British Fleet have been scrapped, the *Megara*, *Mitra* and *Mystia*.

Several other former Shell tankers sold during the tanker surplus are also still in service:

Hatasia, sold 1973, now Greek *Petrola 9*
Hima, sold 1973, and now Greek *Pe-*

Mike Pryce reviews the Fleet

trola 16, and in use as a storage tanker at Jeddah since January 1979
Humularia, sold 1973 now Greek *Dynamic Sailor*
Varticella, sold 1976, now Singapore flag *Chery Baron*



The case-oil ship *Crista* (3,800 dwt) built in 1938, sold in 1958 and scrapped in 1978 after 40 years at sea.

Parts of two other 'V' class ships also still exist. *Velutina* was converted into derrick barge *Champion* in 1971, and now has a deadweight of 17,618 tons, and dimensions of 480' x 100'. Most of its work with its heavy lift crane has been in the North Sea, but she went further afield when she left Rotterdam last January for Mexico.

Vibex was converted into two pontoons in 1972, the upper part of the hull becoming *H.104* (pontoon), and the lower part becoming *H.102* (pontoon).

Other ships sold during the '70's to other owners, have recently been

scrapped. *Helisoma* which became *Africa Shell* in 1973, arrived at Kaohsiung in September 1977. *Vitrina*, sold and renamed *Chery King* in 1974, arrived at Kaohsiung in June 1978.

Search your memory

Another ship which some senior Masters and Chiefs might remember is the 'case oil' ship *Crista*, sold in 1958, which, after a succession of owners and names, finally arrived at Hong Kong in May 1978 as the Honduran flag *Bonari* for scrapping. (Wonder if Trevor Berry noticed that one?)

Her sistership, *Cerion*, sold in 1956 and bearing the name *Gambona* at her last renaming, is thought to be still in existence. She was last noted as sailing between Trincomalee and Galle during

A VIEW OF OUR FLEET FROM A 1912 DIGEST

Shell Transport & Trading Co., Ltd., was formed in 1898 to take over the business founded by Messrs. M. Samuel & Co., for the transport of petroleum in bulk through the Suez Canal. Starting in 1892 with three steamers of about 4,500 tons deadweight, the fleet has rapidly increased until today there are 26 modern petroleum carrying vessels, four of which have a capacity of 10,300 tons.

The steamers are adapted for carrying general cargo as well as oil and have a special system of ventilation which enables them to carry cargo of a most delicate nature. (Presumably they mean the crew. Ed.)

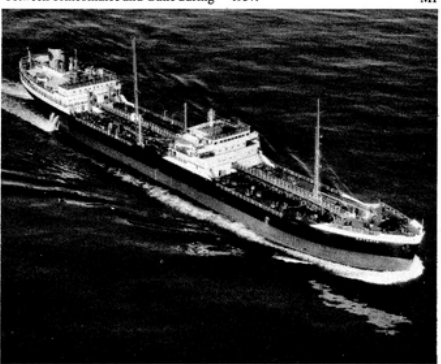
A service is maintained to Borneo, Java, Eastern Ports and Australia, Batoum to Zanzibar, Mombasa and Australia, Port Arthur (Texas) and to the UK and the continent.

A number of the vessels are fitted to use liquid fuel instead of coal. In 1907 the company amalgamated with the Royal Dutch Petroleum Co., and the fleets of the two concerns are combined under the Anglo-Saxon Pet. Co.

<i>Bullmouth</i>	<i>Fleet</i>	<i>Spondilus</i>
<i>Bulysses</i>	<i>Nerite</i>	<i>Strombus</i>
<i>Cardium</i>	<i>Pectan</i>	<i>Suez</i>
<i>Clam</i>	<i>Peluse</i>	<i>Telena</i>
<i>Cowie</i>	<i>Pinna</i>	<i>Timsah</i>
<i>Elax</i>	<i>Rhameses</i>	<i>Toussoum</i>
<i>Euplectela</i>	<i>Rocklight</i>	<i>Trocas</i>
<i>Goldmouth</i>	<i>Sepapeum</i>	<i>Turbo</i>
<i>Murex</i>	<i>Silverlip</i>	<i>Volute</i>

For those who may recognise some of the above as not being Shell names, the *Peluse*, *Rhameses*, *Serapeum*, *Timsah* and *Toussoum* were part of a group of 12 Suez Canal hoppers (all built by Lobnitz & Co. in 1884), which M. Samuel bought from the Suez Canal Co. in 1899, and converted into oil tankers for China Trade. Also, of those listed above, *Bullmouth*, *Bulysses*, *Elax*, *Goldmouth*, *Murex*, *Telena* and *Trocas* were all torpedoed in the first World War.

And for those who think some of the 'Shell' names look strange, have a look at an index at the back of a book about shells and see some of the names that could have been used:



Hatasia sailed away in 1973 and now trades as the Greek flag *Petrola 9*.