Iver Ships AS

1927 begon Iver Bugge een rederij, de schepen bracht hij in bij Skibs A/S Nanset. Als eerste schip nam ze de Shell tanker ***ABSIA*** over die i de vaart kwam als ***SALSAAS***. De schepen genoemd zijn naar heuvels in de omgeving van Larvik, beginnend met een "s" en eindigend met "aas'.

Iver 1 s.t. SALSAAS (1) 1927-1937 tankschip WPTL - LCWT
Gebouwd 1918, Harland & Wolff Ltd., Glasgow (527)
5.214 BRT 3.168 NRT
1918 opgeleverd als WAR AFRICAN aan The Shipping Controller, in beheer gegeven aan A. Weir & Co.
1919 verkocht aan Anglo-Saxon Oil Company Ltd., Londen-U.K., verbouwd tot tankschip, 1920 herdoopt ABSIA.
1926 verkocht aan N.V. Petroleum Mij. "La Corona", 's-Gravenhage.

SALSAAS

Call Sign : WPTL - LCWT
Built 1918 Harland & Wolff Ltd., Glasgow
Yard Nr : 527
5,214 brt; 3,168 nrt
401ft x 52ft 4ins
Type AO Tanker.
1918 Delivered as WAR AFRICAN ;
The Shipping Controller, Managed Weir & Co.
1919 Anglo-Saxon Petroleum Co, London.
1921 Renamed ABSIA, same owner.
1927 N.V.Petroleum Mij 'La Corona', The Hague.
1927 Renamed SALSAAS, Skibs A/S Nanset, Larvik, Norway; Iver Bugge
1937 Sold to Bruun & Von der Lippe, Tønsberg, Norway.
1937 Renamed OAKFIELD, Finchley SS Co. London.
1940 taken over by MOWT (Hunting & Son, manager).
1946 Oak Shipping Co, London; Managed Union Maritime & Shipping Co. Ltd., London.
1951 Finchley SS Co, London.
1955 Sold for scrap to A. Sonnenburg, Düsseldorf, West Germany;
9th April Arrived Emden, scrapped by Nordseewerke, 18th April.

Salsaas as SS Absia

Iver Ships AS

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D/T Acasta

Tidligere navn: ex War Matron, Kallesignal: WPTG, Flagg: Norsk
Reder: Mosvolds Rederi,Farsund, Hjemmehavn: Farsund

Mål Lengde:400.4', Bredde:52.4', Dyptgående:28.5'

Tonnasje

Brutto tonnage:5.229, Netto tonnage:3.177, Dødvekt:8.000
Toppfart(knop):10 knop

Verft

Bygget ved:J. Laing & Sons Ltd., Sunderland, UK.
Byggeår:1918, Byggenummer:Nr 670, Leveringsmåned:juni

Motor Motortype:Triple 3 cyl. Motostørrelse:NHK 517

HISTORIKK

6/1918: The Shipping Controller (Anglo Saxon Petroleum Co.Ltd) London " WAR MATRON"
/1919: Anglo Saxon Petroleum Co. Ltd., London " ACASTA"
9/1925: Kollisjon den 4/9 ved Pennant 677/97 utenfor Southend pier i tåke.
7/1927: A/S Mosvolds Rederi(Martin Mosvold) Kr.sand S. do
/1932: A/S Mosvolds Rederi(Martin Mosvold) Farsund do
/1936: A/S Mosvolds Rederi I (Martin Mosvold) Farsund do
4/1940: I NORTRASHIP TJENESTE do
/1945: A/S MOsvolds Rederi I (Martin Mosvold) Farsund do
/1947: Cia. di Nav. San Siro S.p.a, Genova, Italia do
6/1953: Clayton & Davies Ltd. for opphugging. Ank. Dunston den 11/6-1953.

mv Acavus

Acavus , built by Bremer, Vulcan, Germany for Shell, 12326 GTons
steam turbines, September 1958. Scrapped Taiwan, May 1984.

MV Acavus - 2005

mv Acavus

Acavus , built by Bremer, Vulcan, Germany for Shell, 12326 GTons
steam turbines, September 1958. Scrapped Taiwan, May 1984.

MV Acavus - 2005

SHELL TANKER S.S. ACHATINA, leaving Valletta Grand Harbour, Malta.

Acmaea

Vaartijd: van 12 juli tot 9 oktober 1963.

Rederij:	Shell Tankers N.V.		
Werf:	P. Smit, Rotterdam	jaar 1959	bouwnr. 622
Tonnage:	B. 12.222	D. 18.090	
Afmetingen:	L. 170	B. 21	
Roepletters:	PCCS		
Machine:	7 cil. Smit/Burmeister & Wain, 8.750 PK		
Snelheid:	14,5 kn.		
Radio:	Hoofdzender Marconi Globespan, noodzender Marconi Reliance Ontvangers Philips BX-925 en H3L7U		

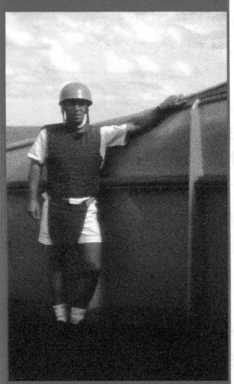
Route: Stanlow, Curaçao (en ongetwijfeld nog een aantal andere)

Kapitein:	J.W. Pieters
1e stuurman:	G.F. de Boer
2e ,,	R. Jousma
3e ,,	L.B.A. van Bruinesse
4e ,,	W.R. Muusze
3e wtk.:	H.E. Daniëls
4e ,,	R.E. Janssens
5e ,,	F. Ozinga

Dit werd mijn eerste reis als getrouwd man.
De Acmaea was (toen in ieder geval) een zogenaamde witte olie boot. Stanlow en Curaçao zijn twee havens die we zeker hebben aangedaan.
Er is één ding dat ik me nog goed herinner van deze reis. Met kapitein Pieters had ik al eerder gevaren: namelijk op de Abida, waar hij toen eerste stuurman was. Op een zekere dag vond hij het toen (op de Abida dus) nodig om mij een order te geven. Dat ging niet op een erg sympathieke manier, dus gaf ik hem te verstaan, dat alleen de gezagvoerder mij opdrachten kon geven; verder kon iedereen mij wat vragen, maar niets opdragen. Blijkbaar vond hij dat niet prettig en was hij het niet vergeten, toen hij kapitein op de Acmaea was, en ik als telegrafist was aangemonsterd.
In het begin van de reis ontstond er een verschil van mening tussen mij en de (Spaanse) bediende die mijn hut moest schoon houden. Daar had hij problemen mee; hij was als “captain’s steward” aangemonsterd en had dus niets met de “radio officer” te maken. Omdat de hofmeester niet in staat was dit probleem op te lossen, zat er voor mij niets anders op, dit bij de kapitein te melden. Uiteindelijk is het allemaal in orde gekomen en ben ik zelfs nog in een of andere haven met diezelfde bediende de wal opgeweest. Waar? Geen idee.
Voor Pieters was het verhaal echter nog niet af, want achteraf bleek dat hij het nodig had gevonden om mij een slechte conduite te geven, omdat ik “problemen had met de buitenlandse bemanning”. Hij was echter “vergeten” om mij die conduitestaat voor gezien te laten ondertekenen.
Gevolg:een telefoontje van Radio-Holland, dat ik mij op het hoofdkantoor moest melden. Daar kreeg ik voor het eerst te horen dat ik een slechte conduite had gekregen van Pieters. “en wat mijn commentaar hierop was”. Toen bleek dat ik die conduitestaat niet eerder had gezien en ook niet getekend. Mijn verklaring, dat het een misselijke wraakneming i.v.m. dat geintje op de Abida was, werd geaccepteerd. Maar …. Shell Tankers had aan Radio-Holland laten weten, dat ik bij hun niet meer welkom was. Daar had ik knap de pest over in; voornamelijk omdat het allemaal niet terecht was. Kort en goed, er werd een afspraak gemaakt met iemand van personeelzaken van Shell Tankers, waar ik samen met de heer Schortinghuis van R.H. naar toe ging. We werden vriendelijk ontvangen en ik mocht mijn verhaal doen. Toen ik klaar was met mijn relaas, zei de Shell-meneer, dat ik natuurlijk nog niet wist, dat die bewuste bediende, na vertrek uit Rotterdam, de hofmeester met een mes te lijf was gegaan, en in de eerste de beste haven – in West-Afrika – van boord was gezet. “Dus je wil wel weer bij Shell varen?” Natuurlijk was mijn antwoord ‘ja’. OK, dan zorg ik wel dat je niet samen met kapitein Pieters op hetzelfde schip komt. Misschien is dat wel een van de redenen dat ik nog steeds Shell tank voor mijn Opeltje.

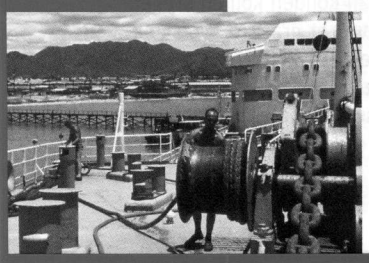
Vietnam 1969, een ervaring

In het juninummer van vorig jaar hebben wij kort aandacht besteed aan het feit dat Shelltankers een belangrijke rol hebben gespeeld bij de brandstofbevoorrading tijdens de Vietnamese oorlog in de jaren zestig en beginjaren zeventig. Hierbij een verhaal uit die roerige tijd.



In 1969 had ik mij in Curaçao als derde stuurman aangemonsterd op het m.s. Acmaea, dat op het punt stond naar Zuidoost-Azie gedirigeerd te worden. Een lange reis via Kaap de Goede Hoop bracht ons naar Singapore. De eerste reis ging meteen al naar Vietnam. Er werd wel aangegeven dat degenen die daar niet heen wilden, de vrije keus hadden om af te stappen, maar het leek mij, als jonge vrijgezel, wel een spannend avontuur. Uiteindelijk beschouw je jezelf op die leeftijd onsterfelijk en als daarbij ook nog dubbele betaling van toepassing blijkt te zijn is de keus niet zo moeilijk. Op naar Vietnam dus!

Een van de eerste ontdekkingen was dat we geen vlag van Zuid-Vietnam aan boord hadden en die hadden we toch wel nodig als we in territoriale wateren voeren. Gelukkig was die vlag betrekkelijk eenvoudig: geel met drie horizontale rode strepen. Dankzij wat huisvlijt met een gele lap en wat rode verf voeren we er keurig bij! In de kustwateren werd flink gepatrouilleerd door de Amerikanen en zeker bij de monding van de Mekongrivier kwamen we vaak marineschepen tegen. Dat gebeurde ook diverse malen 's nachts en wegens de verplichte radiostilte werden we dan opgeroepen met de seinlamp om te vertellen wat we daar kwamen doen. Dit was geen eenvoudig karweitje, want die lampen waren afgedekt met een roodfilter en de zichtbaarheid ervan was slecht. Verder hadden ze bij die marine beroepsseiners, met een vaardigheid die niet te vergelijken was met die van een eenvoudige koopvaardijofficier. De stuurman en de uitkijk op de brug, met hun roestige kennis van het Morse, stonden dan aardig peentjes te zweten en ze waren blij als de marconist een handje kwam helpen!



Voor de vaart op de Mekongrivier kreeg de brugbemanning helmen en kogelvrije vesten uitgereikt! Zandzakken om de stuurhut waren nog niet nodig - dat kwam pas later, gelukkig na onze tijd. Die vesten waren niet zo zwaar, maar na een wachtje ermee rondlopen was je toch blij om ze te kunnen uittrekken. Dat dragen was voor ons verplicht, maar desondanks liep de Vietnamese loods gewoon in zijn overhemdje rond.

Tijdens die trips door de Mekongdelta was goed het desastreuze en troosteloze effect van de Amerikaanse ontbladeringstaktiek zichtbaar. Ook al was de wal dus goed overzienbaar, we werden de

gehele weg begeleid door patrouilleboten. Eenmaal in de haven kregen we een verbindingsman aan boord en in de haven van Saigon ook nog enkele bewakingstroepen van het Zuid-Vietnamese leger. Die bewaking lag hoofdzakelijk te slapen in de messroom terwijl hun wapens soms achteloos aan dek waren achtergelaten. Een paar van onze matrozen hadden eens een mitrailleurband met echte munitie op de kop getikt en waren bezig om kogels van de hulzen af te halen om er souvenirs van te maken. Daar werd toch snel een stokje voor gestoken!

Onze eerste bestemming was Nha Be, een terminal vlak voor Saigon. Overdag was daar niet veel loos, maar 's nachts begon het feest. Vlakbij de haven stond een batterij van zware kanonnen die met onregelmatige intervallen de delta beschoten, niet echt goed voor de nachtrust. Andere havens die we aandeden lagen verder naar het noorden, tot vlak bij de Noord-Vietnamese grens: Na Thrang, Cam Ranh, Da Nang en Qui Nonh. In Qui Nonh werden we voor het eerst geconfronteerd met directe militaire actie. Die plaats ligt aan een baai met een landtong aan de oostelijke zijde. Een helikopter vloog eens rakelings over ons heen, het leek wel of hij tussen de masten door vloog. Ter bescherming tegen vijandelijke duikers werden er dieptebommen gegooid door de patrouilleboten. Die duikers bevestigden drijvende mijnen aan de ankerkettingen en als het tij dan keerde, dreef de mijn tegen het schip en kwam tot ontploffing. Bij dat afwerpen van de dieptebommen kon je overigens goed de snelheidsverschillen van licht, geluid door water en geluid door lucht waarnemen. Eerst zag je het water opspuiten, dan hoorde je 'piiing' in de tank en vervolgens 'boem'!

Op een avond ging het echter goed fout. Het was net na acht uur, ik had juist de wacht aan dek overgenomen, toen we vlakbij een enorme dreun hoorden. Een patrouilleboot op zo'n 20 meter van ons vandaan stond in lichterlaaie en er dreven mensen in het water. Vervolgens begon ook de daar aan boord aanwezige munitie te ontploffen en daar zat ook lichtspoormunitie bij. Kortom, een gevaarlijke situatie als je bezig bent met lossen en alle tanks dus behoorlijk gassig zijn. Ik herinner me alleen als een razende de inspectiedeksels van de tanks dichtgegooid te hebben. De leidingen werden bliksemsnel afgekoppeld en binnen de kortst mogelijke tijd waren we los van de kade. Naderhand hoorden we dat bij het ongeval drie Amerikanen omgekomen waren. Het vaartuig zou een drijvende mijn hebben geraakt of er zou slordig zijn omgegaan met een nog te werpen dieptebom. Het avontuurlijke van die ritten was er toen wel af!

Gelukkig hebben we aan boord van de Acmaea in die tijd geen ongevallen of schades gehad. Dat kan helaas niet gezegd worden van alle tankers die toen op en rond Vietnam voeren.

Andy Joosse
<andy@joosse.demon.nl>

Haapsted 2-5-61


ACTEON
ACTEON

1941 8

februari

De tanker ***'Adinda'*** van de Nederlandsch-Indische Tankstoomboot Maatschappij (NITM) onder kapitein J.J. Duinkerk, op weg van Alexandrië naar Tobroek met een lading van o.a. 16.000 vaten benzine, vaart bij het binnenvaren van de haven op een magnetische mijn. De 'Adinda' vliegt direct hierna in brand en raakt de afgemeerde 'Rodi', welke eveneens in brand vliegt. De 1ste stuurman en 16 Chinese opvarenden komen hierbij om het leven. Kapitein Duinkerk keert met vrijwilligers terug aan boord om de brand te bestrijden. Hulp komt er van Brits marinepersoneel en Australische vrijwilligers. Vijf dagen nadat het schipTobroek is binnengelopen heeft men de brand uiteindelijk onder controle. Later zal het schip worden gerepareerd in Bombay.
Bron: L.L. von Münching: 'De Nederlandse koopvaardij in WO II' (1978)

Adinda

Dutch Motor tanker

Name	**Adinda**		
Type:	Motor tanker		
Tonnage	3,359 tons		
Completed	1939 - Cantiere Riuniti dell' Adriatico (CRDA), Monfalcone		
Owner	NV Nederlandsche-Indische Tankstoomboot Mij., The Hague		
Homeport	The Hague		
Date of attack	14 Jul 1942	**Nationality:**	Dutch

Fate	Damaged by U-562 (Horst Hamm)
Position	33.33N, 35.10E - Grid CP 5663
Complement	? men (1 dead and ? survivors).
Convoy	
Route	Beirut (13 Jul) - Haifa
Cargo	Ballast
History	Completed in January 1939 **Post-war:** Broken up at Hong Kong in September 1955.
Notes on loss	On 13 Jul, 1942, U-562 fired a spread of four torpedoes from 2800 meters at a small convoy but missed. At 00.46 hours on next day, Hamm fired two torpedoes at the same convoy and he thought both had hit and claimed a tanker of 7000 tons sunk. In fact, the **Adinda** was hit by one torpedo, but the engine was not damaged and she could proceed to Haifa three hours later, where she arrived at 14.00 hours and recieved temporary repairs. In September 1942, the tanker left for Alexandria, was repaired and returned to service in August 1944.

*Location of attack on **Adinda**.*

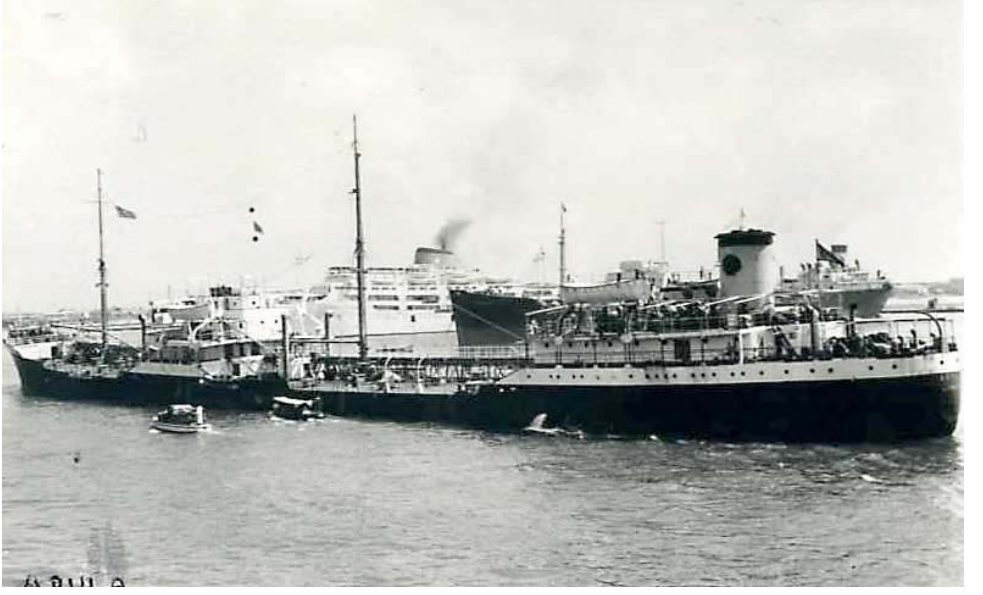
ship damaged.

Adula

Inleiding tot Adula

Adula was een tanker gebouwd voor Angelsaksische aardolie en voltooid in 1937. Tijdens WW2 nam ze deel aan vele konvooien en in 1944 werd ze omgebouwd tot een Merchant Aircraft Carrier (MAC). Het overleven van de oorlog, was ze omgebouwd tot haar oorspronkelijke doel en keerde terug naar Angelsaksische en bleef in dienst bij dit bedrijf tot ze werd gesloopt in 1953.

Afbeelding 1 toont **Adula** op de voorgrond met achter haar T2 tanker **Seatiger** en een onbekend passagiersschip. [**1**]



Basisgegevens

Item	Waarde
Type	Tankschip
Geregistreerde eigenaren, beheerders en exploitanten	Angelsaksische Petroleum Co Ltd

Bouwers	Blythswood SB Co
Yard	Scotstoun
Land	UK
Bouwnummer	44
Registry	N / K
Officieel scheepsnummer	165435
Signaal letters	N / K
Roepnaam	GZLC (In 1945)
Classificatiebureau	N / K
Brutotonnage	7201
Netto tonnage	4758
Draagvermogen	N / K
Lengte	465 Ft
Totale lengte	482,5 Ft
Breedte	59,2 Ft
Diepte	33,8 Ft
Diepgang	N / K
Motoren	4-takt cyclus enkelwerkende 8 cilinder olie motor (4S.C.SA) met cilinderboring 25 9/16 "en beroerte 55 1/8".
Motor bouwers	JG Kincaid & Co Ltd
Werken	Greenock
Land	UK
Vermogen: N / K	503 MN
Ketel	N / K
Voortstuwing	Enkele schroef
Snelheid	12 Knopen
Laadvermogen	N / K
Crew	N / K

Extra Bouw Informatie

De 1.945-6 Lloyds Register vermelding voor **Adula** bevat de volgende aanvullende informatie:

- Ze had een dek met een tweede dek vrij van ladingtanks
- Longitudinale framing onderaan & op dek
- Machines achter
- Uitgerust met elektronische richting bevinding en echo klinkende apparatuur

Career Highlights

Datum	Evenement
28 januari 1937	Gelanceerd
Maart 1937	Voltooid
Februari 1944	Voltooiing van conversie naar een Merchant Gewapende Carrier (MAC)
1946	Terug omgezet in een tanker
15 mei 1953	Opgebroken in Briton Ferry

Dienst Pre WW2

Adula diende als een tanker voor Angelsaksische Petroleum vóór WW2.

Service in WW2

Adula nam deel in 76 konvooien en talrijke onafhankelijke reizen tijdens WW2 volgens de informatie weergegeven in de onderstaande tabel, die is voorzien hoffelijkheid van Convoyweb - zie Externe. Ref. # 4 .

Vertrek	Konvooi	Aankomst
Southampton, 5 september 1939	Onafhankelijk	Belfast, 07 september 1939
Belfast, 23 september 1939	Onafhankelijk	Liverpool, 25 september 1939
Liverpool, 25 september 1939	OB.10 (Liverpool - Verspreid)	
	Onafhankelijk	Gibraltar, 03 oktober 1939
Gibraltar, 07 oktober 1939	Onafhankelijk	Port Said, 14 oktober 1939
Port Said, 16 oktober 1939	Onafhankelijk	Constanza, 19 oktober 1939
Constanza, 31 oktober 1939	Onafhankelijk	Malta, 05 november 1939
Malta, 05 november 1939	HG.7 (Port Said - Liverpool)	Falmouth, 22 november 1939
Southend, 10 december 1939	OA.50G (Southend - tot OG 10)	
	OG.10 (te OP ZEE - Gibraltar)	Geslaagd Gibraltar, 18 december 1939
Geslaagd Gibraltar, 18 december 1939	Onafhankelijk	Constanza, 25 december 1939
Constanza, 05 januari 1940	Onafhankelijk	Gibraltar, 15 januari 1940
Gibraltar, 16 januari 1940	HG.15 (Gibraltar - Liverpool)	Sheerness, 27 januari 1940
Southend, 08 februari 1940	OA.88GF (Southend - tot OG 18F)	
	Onafhankelijk	Port Arthur, 06 maart 1940
Port Arthur, 08 maart 1940	Onafhankelijk	Halifax, 18 maart 1940
Halifax, 21 maart 1940	HX.29 (Halifax - Liverpool)	
	Onafhankelijk	Southend, 03 april 1940
Southend, 06 april 1940	OA.124 (Southend - Verspreid)	Falmouth, 08 april 1940
Falmouth, 02 mei 1940	OA.140G (Southend - tot OG 28)	
Curaçao, 19 mei 1940	Onafhankelijk	Bermuda, 24 mei 1940
Bermuda, 27 mei 1940	BHX.46 (Bermuda - Jd HX 46)	
	HX.46 (Halifax - Liverpool)	Swansea, 11 juni 1940
Swansea, 19 juni 1940	Onafhankelijk	Milford Haven, 20 juni 1940
Milford Haven, 20 juni 1940	OB.171 (Liverpool - Og 34)	
	Onafhankelijk	Aruba, 8 juli 1940
Aruba, 11 juli 1940	Onafhankelijk	Bermuda, 16 juli 1940
Bermuda, 17 juli 1940	Onafhankelijk	Halifax, 20 juli 1940
Halifax, 31 juli 1940	HX.62 (Halifax - Liverpool)	Avonmouth, 16 augustus 1940
Avonmouth, 22 augustus 1940	Onafhankelijk	Milford Haven, 25 augustus 1940
Milford Haven, 26 augustus 1940	OB.204 (Liverpool - Verspreid)	
	Onafhankelijk	Curaçao, 13 september 1940
Curaçao, 15 september 1940	Onafhankelijk	Bermuda, 20 september 1940
Bermuda, 24 september 1940	BHX.76 (Bermuda - Jd HX 76)	
	HX.76 (Halifax - Liverpool)	Liverpool, 11 oktober 1940
Liverpool, 17 oktober 1940	Onafhankelijk	Ardrossan, 18 oktober 1940
Ardrossan, 20 oktober 1940	Onafhankelijk	Clyde, 21 oktober 1940
Clyde, 28 oktober 1940	OB.235 (Liverpool - Verspreid)	
	Onafhankelijk	Houston, 18 november 1940
	Onafhankelijk	Baytown, 22 november 1940
Houston, 22 november 1940	Onafhankelijk	
Baytown, 24 november 1940	Onafhankelijk	Bermuda, 1 december 1940
Bermuda, 1 december 1940	BHX.93 (Bermuda - Jd HX 93)	
	HX.93 (Halifax - Liverpool)	Liverpool, 19 december 1940
Liverpool, 1 januari 1941	OB.268 (Liverpool - Verspreid)	

	Onafhankelijk	Houston, 24 januari 1941
Houston, 27 januari 1941	Onafhankelijk	Bermuda, 04 februari 1941
Bermuda, 07 februari 1941	BHX.108 (Bermuda - Jd HX 108)	
	HX.108 (Halifax - Liverpool)	Liverpool, 27 februari 1941
Liverpool, 2 april 1941	OB.305 (Liverpool - Verspreid)	
	Onafhankelijk	Trinidad, 21 april 1941
Trinidad, 28 april 1941	Onafhankelijk	Curaçao, 1 mei 1941
Curaçao, 6 mei 1941	Onafhankelijk	Bermuda, 11 mei 1941
Bermuda, 14 mei 1941	BHX.127 (Bermuda - Jd HX 127)	
	HX.127 (Halifax - Liverpool)	Oban, 31 mei 1941
Oban, 02 juni 1941	WN.135 (Clyde - Methil)	Methil, 04 juni 1941
Methil, 05 juni 1941	FS.508 (Methil - Southend)	Southend, 7 juni 1941
Southend, 16 juni 1941	EC.34 (Southend - Clyde)	Loch Ewe, 20 juni 1941
	Onafhankelijk	Trinidad, 11 juli 1941
Trinidad, 18 juli 1941	Onafhankelijk	Halifax, 28 juli 1941
Halifax, 1 augustus 1941	HX.142 (Halifax - Liverpool)	Liverpool, 18 augustus 1941
Liverpool, 30 augustus 1941	ON.11 (Liverpool - Verspreid)	
	Onafhankelijk	New York, 15 september 1941
New York, 18 september 1941	Onafhankelijk	Halifax, 21 september 1941
Halifax, 22 september 1941	HX.151 (Halifax - Liverpool)	Belfast Lough, 05 oktober 1941
Belfast Lough, 07 oktober 1941	BB.85 (Belfast Lough - M Haven)	Avonmouth, 10 oktober 1941
Avonmouth, 15 oktober 1941	Onafhankelijk	Milford Haven, 16 oktober 1941
Milford Haven, 19 oktober 1941	ON.28 (Liverpool - Verspreid)	
	Onafhankelijk	Curaçao, 10 november 1941
Curaçao, 11 november 1941	Onafhankelijk	Aruba, 12 november 1941
Aruba, 14 november 1941	Onafhankelijk	Takoradi, 3 december 1941
Takoradi, 10 december 1941	Onafhankelijk	Lagos, 12 december 1941
Lagos, 16 december 1941	Onafhankelijk	Curaçao, 11 januari 1942
Curaçao, 13 januari 1942	Onafhankelijk	Aruba, 14 januari 1942
Aruba, 16 januari 1942	Onafhankelijk	Takoradi, 4 februari 1942
Takoradi, 08 februari 1942	Onafhankelijk	Lagos, 10 februari 1942
Lagos, 14 februari 1942	Onafhankelijk	Curaçao, 03 maart 1942
Curaçao, 06 maart 1942	Onafhankelijk	Halifax, 16 maart 1942
Halifax, 21 maart 1942	HX.181 (Halifax - Liverpool)	Belfast Lough, 02 april 1942
Belfast Lough, 03 april 1942	BB.157 (Belfast Lough - M Haven)	Avonmouth, 05 april 1942
Avonmouth, 08 april 1942	Onafhankelijk	Cardiff, 09 april 1942
Cardiff, 05 mei 1942	Onafhankelijk	Milford Haven, 06 mei 1942
Milford Haven, 07 mei 1942	ON.93 (Liverpool - Verspreid)	
	Onafhankelijk	Trinidad, 25 mei 1942
Trinidad, 27 mei 1942	TO.2 (Trinidad - Curacao)	Curaçao, 29 mei 1942
Curaçao, 02 juni 1942	OT.5 (Curacao - Trinidad)	
	SL.113 (Freetown - Liverpool)	Liverpool, 04 juli 1942
Liverpool, 10 juli 1942	ON.111 (Liverpool - Verspreid)	
	Onafhankelijk	New York, 25 juli 1942
New York, 27 juli 1942	Onafhankelijk	
Hampton Roads, 31 juli 1942	KS.526 (Hampton Roads - Key West)	Key West, 08 augustus 1942
Key West, 09 augustus 1942	WAT.13 (Key West - Trinidad)	Curaçao, 16 augustus 1942
Curaçao, 20 augustus 1942	Onafhankelijk	Cristobal, 25 augustus 1942
Balboa, 26 augustus 1942	Onafhankelijk	Kaapstad, 29 september 1942
Kaapstad, 13 oktober 1942	Onafhankelijk	Aden, 31 oktober 1942

Aden, 31 oktober 1942	Onafhankelijk	Port Sudan, 03 november 1942
Port Sudan, 5 november 1942	Onafhankelijk	Suez, 08 november 1942
Suez, 12 november 1942	Onafhankelijk	Massawa, 16 november 1942
Massawa, 18 november 1942	Onafhankelijk	Aden, 20 november 1942
Aden, 20 november 1942	AP.7 (Aden - Bandar Abbas)	Bandar Abbas, 27 november 1942
Bandar Abbas, 27 november 1942	Onafhankelijk	Abadan, 29 november 1942
Abadan, 02 december 1942	Onafhankelijk	
Bandar Abbas, 10 december 1942	PA.14 (Bandar Abbas - Aden)	Aden, 16 december 1942
Aden, 16 december 1942	Onafhankelijk	Massawa, 18 december 1942
Massawa, 19 december 1942	Onafhankelijk	Suez, 24 december 1942
Port Said, 4 januari 1943	Onafhankelijk	Alexandrië, 06 januari 1943
Alexandrië, 12 januari 1943	Onafhankelijk	Port Said, 13 januari 1943
Suez, 15 januari 1943	Onafhankelijk	Aden, 20 januari 1943
Aden, 22 januari 1943	AP.14 (Aden - Bandar Abbas)	Bandar Abbas, 28 januari 1943
Bandar Abbas, 28 januari 1943	Onafhankelijk	Bahrein, 30 januari 1943
Bahrein, 2 februari 1943	Onafhankelijk	Bandar Abbas, 3 februari 1943
Bandar Abbas, 4 februari 1943	PB.25 (Bandar Abbas - Bombay)	Bombay, 10 februari 1943
Bombay, 25 februari 1943	BP.70 (Bombay - Bandar Abbas)	Bandar Abbas, 02 maart 1943
Bandar Abbas, 02 maart 1943	Onafhankelijk	Shatt El Arab, 03 maart 1943
Abadan, 09 maart 1943	Onafhankelijk	
Bandar Abbas, 16 maart 1943	PB.31 (Bandar Abbas - Bombay)	
Malta, 1 april 1943	ME.22 (Malta - Alexandria)	Alexandrië, 06 april 1943
	Onafhankelijk	Adelaide, 15 april 1943
Adelaide, 17 april 1943	Onafhankelijk	
Port Pirie, 23 april 1943	Onafhankelijk	Talara, 25 mei 1943
Talara, 27 mei 1943	Onafhankelijk	Balboa, 31 mei 1943
Cristobal, 03 juni 1943	ZG.33 (Cristobal - Guantanamo)	Guantanamo, 07 juni 1943
Guantanamo, 08 juni 1943	GN.64 (Guantanamo - NYC)	New York, 16 juni 1943
New York, 23 juni 1943	HX.245 (NYC - Liverpool)	Liverpool, 7 juli 1943
Liverpool, 10 juli 1943	Onafhankelijk	Milford Haven, 13 juli 1943
Milford Haven, 13 juli 1943	WP.369 (M Haven - Portsmouth)	Falmouth, 14 juli 1943
Falmouth, 12 februari 1944	Onafhankelijk	Clyde, 14 februari 1944
Clyde, 16 maart 1944	ON.228 (Liverpool - NYC)	New York, 1 april 1944
New York, 05 april 1944	HX.286 (NYC - Liverpool)	Clyde, 20 april 1944
Clyde, 04 mei 1944	ON.235 (Liverpool - NYC)	Halifax, 16 mei 1944
Halifax, 21 mei 1944	HX.292 (NYC - Liverpool)	Clyde, 2 juni 1944
Clyde, 18 juni 1944	ON.241 (Liverpool - NYC)	Halifax, 28 juni 1944
Halifax, 13 juli 1944	HX.299 (NYC - Liverpool)	Clyde, 23 juli 1944
Clyde, 2 augustus 1944	ON.247 (Liverpool - NYC)	Halifax, 13 augustus 1944
Halifax, 19 augustus 1944	HX.304 (NYC - Liverpool)	Clyde, 1 september 1944
Clyde, 13 september 1944	ON.253 (Liverpool - NYC)	Halifax, 26 september 1944
Halifax, 4 oktober 1944	SC.158 (Halifax - Liverpool)	Clyde, 18 oktober 1944
Clyde, 29 oktober 1944	ONS.35 (Liverpool - Halifax)	Halifax, 15 november 1944
Halifax, 21 november 1944	HX.321 (NYC - Liverpool)	Clyde, 05 december 1944
Clyde, 24 december 1944	ON.274 (Southend - NYC)	Halifax, 06 januari 1945
Halifax, 16 januari 1945	SC.165 (Halifax - Liverpool)	Clyde, 31 januari 1945
Clyde, 21 februari 1945	ON.286 (Liverpool - NYC)	Halifax, 07 maart 1945
Halifax, 17 maart 1945	SC.170 (Halifax - Liverpool)	Clyde, 31 maart 1945
Clyde, 12 april 1945	ON.296 (Liverpool - NYC)	Halifax, 28 april 1945
Halifax, 07 mei 1945	SC.175 (Halifax - Liverpool)	Clyde, 21 mei 1945
Clyde, 1 juni 1945	Onafhankelijk	Halifax, 12 juni 1945

Halifax, 13 juni 1945	Onafhankelijk	Clyde, 25 juni 1945

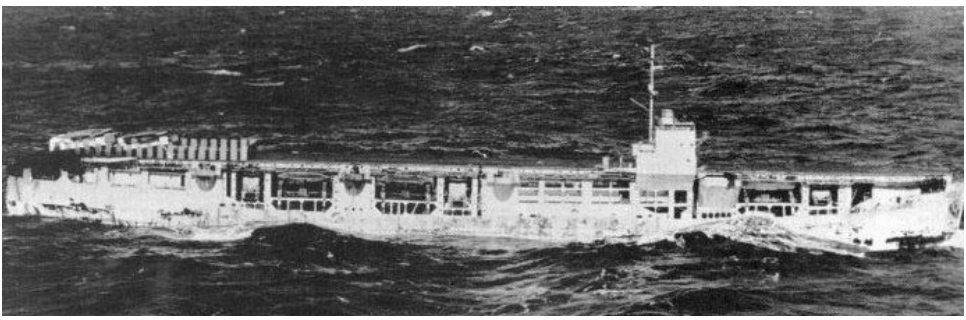
Er is een verslag van een reis op **Adula** in 1941 door Stan Mayes op de Benjidog Herinneringen website HIER .

Conversie naar een Merchant Aircraft Carrier

Adula was een van een aantal tankers die werden in Merchant Vliegdekschepen omgezet met het doel van het verstrekken van een basis voor vliegtuigen te beschermen konvooien. Ze was een van de Rapana klasse van tankers die zijn geconverteerd op deze manier, de anderen waren **Rapana, Ancylus, Acavus, Alexia, Amastra** en **Miralda**

Adula 's conversie werd uitgevoerd door Silley Cox op Falmouth en afgerond in februari 1944. Ze wordt verondersteld te hebben uitgevoerd vier vliegtuigen - waarschijnlijk Fairey Swordfish.

Afbeelding 2 toont **Adula** aan de gang na conversie naar een vliegdekschip. Twee vliegtuigen kan worden gezien aan de linkerkant van het beeld dat ik geloof dat de boeg van het schip. [**2**]



Afbeelding 3 toont een Fairey Swordfish gewapend met een torpedo. De gebruikte techniek is om te duiken van 1.500 meter en de torpedo los op 15.5 meter. Hoewel het vliegtuig was verouderd, de korte take-off snelheid maakte het zeer geschikt voor dit doel. [**3**]

Afbeelding 4 toont **Adula** op Haverton Hill voor reconversie terug naar zijn een tanker in 1946 en is zo vriendelijk ter beschikking gesteld door Stockton on Tees Borough Council. [**4**]

Dienst na WW2

Na WW2, Adula opnieuw in dienst werd als een tanker met Angelsaksische Petroleum en bleef in dienst bij hetzelfde bedrijf tot ze werd genomen te worden gesloopt in 1953.

INFORMATION SHEET

AFFINITY

(OIL SPILL RESPONSE AND FUEL STORAGE TANKER)

SUMMARY

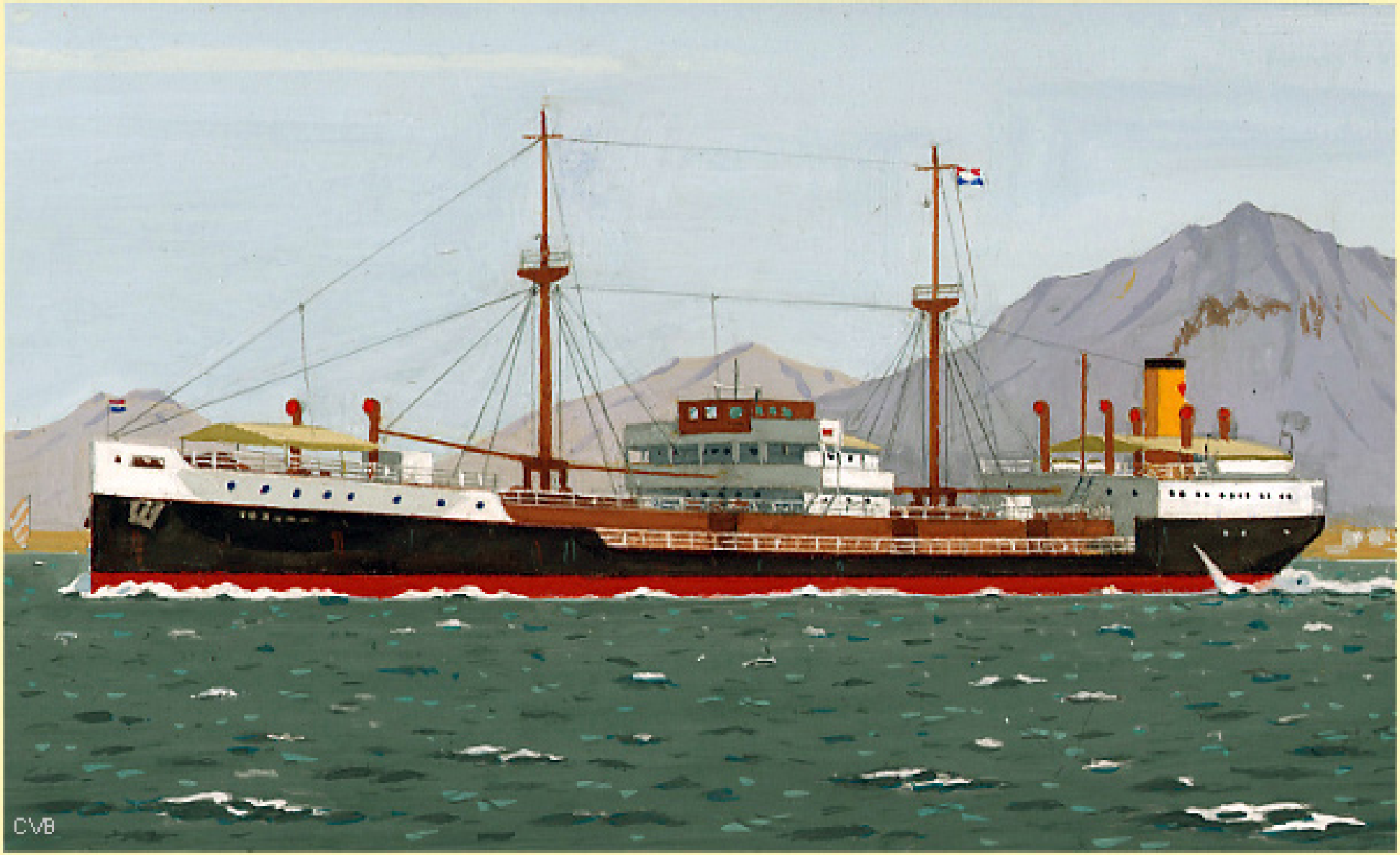
- The Affinity is an oil spill response tanker that in the event of a spill will store recovered oil from the Endeavor, Aiviq, Sisuaq, Nanuq, and Klamath.
- The Affinity is also a fuel storage tanker and will supply fuel for the entire fleet.

VESSEL INFORMATION

SPECS

- Length: 748 ft
- Width: 106 ft
- Draft: 47 ft
- Accommodations: 25
- Maximum Speed: 16 knots
- Owner/Operator: Neptune Navigation

LOCATION



m.s. "AGATHA" – 1927 NIT

German auxiliary cruiser *Kormoran*

See "AGNITA" below

Coordinates: 26°05′46″S 111°04′33″E

The German auxiliary cruiser ***Kormoran*** **(HSK-8)** was a *Kriegsmarine* (German Navy) merchant raider of World War II. Originally the merchant vessel **Steiermark**, the ship was acquired by the *Kriegsmarine* following the outbreak of war for conversion into a raider. Administered by the *Kriegsmarine* under the designation **Schiff 41**, to the Allied navies she was known as **Raider G**. The largest merchant raider operated by Germany during World War II, *Kormoran* was responsible for the destruction of ten merchant vessels and the capture of an eleventh during her year-long career in the Atlantic and Indian oceans.

She is also known for sinking the Australian light cruiser HMAS *Sydney* during a mutually destructive battle off Western Australia on 19 November 1941. Damage sustained during the battle prompted the scuttling of *Kormoran*. While 318 of the 399 aboard the German ship were rescued and placed in prisoner of war camps for the duration of World War II, there were no survivors from the 645 aboard the Australian cruiser. The wreck of *Kormoran* was rediscovered on 12 March 2008, five days before that of her adversary.

Kormoran's success is commonly attributed to the proximity of the two ships during the engagement, and the raider's advantages of surprise and rapid, accurate fire. Prior to the discovery of the wrecks in 2008, the cruiser's loss with all hands compared to the survival of most of the German crew created controversy and spawned numerous conspiracy theories; some alleged that the German commander, Theodor Detmers, used illegal ruses to lure *Sydney* into range, others that a Japanese submarine was involved, or that details of the battle were concealed through a wide-ranging cover up.

Auxiliary cruiser *Kormoran* meets a German U-boat at sea

Career (Nazi Germany)	
Name:	Steiermark
Operator:	Hamburg-America Line
Route:	East Asia (intended)
Builder:	Friedrich Krupp Germaniawerft, Kiel, Germany
Launched:	15 September 1938
Fate:	Requisitioned by Kriegsmarine

Career (Nazi Germany)	
Name:	Kormoran
Namesake:	SMS *Cormoran* and the Cormorant
Commissioned:	9 October 1940
Reclassified:	Auxiliary cruiser (1940-41)
Identification:	HSK-8 (German class designation) Schiff 41 (German administrative designation) Raider G (British designation for tracking)
Fate:	Scuttled following battle, 19 November 1941

General characteristics as *Kormoran*	
Type:	*Handels-Stör-Kreuzer* (commerce raider)

Contents

Tonnage:	8,736 GRT
Length:	515 ft (157 m)
Beam:	66 ft (20 m)
Propulsion:	4 × 9-cylinder diesel motors
Speed:	18 knots (33 km/h; 21 mph)
Boats & landing craft carried:	1 × LS-3 minelaying boat
Complement:	400
Armament:	6 × 15 cm (5.9 in) SK L/45 C guns 2 × 3.7 cm (1.46 in) PaK 36 anti-tank guns 5 × 2 cm (0.79 in) FlaK 30 anti-aircraft guns 6 53.3 cm (21.0 in) torpedo tubes (2 twin deck mounts; 2 single, aft-angled submerged tubes Naval mines
Aircraft carried:	2 × Arado 196 seaplanes

Construction and conversion

The merchant vessel *Steiermark* was constructed by Friedrich Krupp Germaniawerft in Kiel for the Hamburg-Amerika Line. Launched in 1938, the ship was to operate on the East Asia run, but had only completed sea trials when war was declared.[1]

Following World War I, German naval power had limits placed upon it by the Treaty of Versailles, which were later eased by the 1935 Anglo-German Naval Agreement.[2] By the 1930s, the discrepancy between the conventional warship strength of the *Kriegsmarine* and that of other nations led the German military to recognise auxiliary cruisers engaged in commerce raiding would play a significant role in any future war, as they had during World War I.[2] Merchant ships that could be converted into raiders were identified, and were to be taken up by the *Kriegsmarine* for conversion following a declaration of war.[3]

Steiermark was one of these ships.[1] Receiving the designation *Schiff 41* (Ship 41) for administrative purposes, she was taken into dockyard hands following the outbreak of World War II.[1][4] Conversion of the merchant ship commenced in early 1940, and was prioritised as second only to work on the U-boat fleet.[5] The conversion work included installation of camouflaged weapons, fitting of bunks for the sailors, creation of internal passageways leading to their stations.[5] Prisoner accommodation, consisting of an open area for hammocks and facilities to keep ship's masters and women separate from the general population, was constructed.[5] The raider was also provided with equipment with which to modify her appearance and allow her to masquerade as other merchant vessels.[5] While the ship was being refitted, her future crew underwent training aboard the blockade runner *Monte Pascoal*.[6]

Korvettenkapitän (Commander) Theodor Detmers was selected to command *Schiff 41* in July 1940; the 37-year-old was the youngest man to command a German merchant raider.[4][7] Detmers named the ship *Kormoran*, inspired by SMS *Cormoran* (a Russian merchant ship captured by the Germans during World War I and operated as a raider) and the cormorant (with Detmers comparing the seabird's use in fishing to his ship's attempts in catching Allied vessels).[8][9] After a successful trials cruise in September 1940, *Kormoran* was commissioned on 9 October.[10]

Design

Kormoran was one of nine[I] civilian ships taken up by the *Kriegsmarine* (German Navy) for conversion into merchant raiders; they were referred to alternately as *Hilfskreuzer*s (auxiliary cruisers) or *Handelsstörkreuzer*s (trade disruption cruisers).[11] She was the largest of the raiders, and the most recently constructed when she was taken up for modification.[4] After modification, *Kormoran* was 515 feet (157 m) long and 66 feet (20 m) wide, with a Gross Register Tonnage of 8,736.[12] She was propelled by four 9-cylinder diesel engines driving electric motors, which could propel the ship at 18 knots (33 km/h; 21 mph).[*citation needed*]

Armament

The raider was fitted with six 15-centimetre (5.9 in) SK L/45 guns as primary armament: two each within the forecastle ("1" and "2") and quarterdeck ("5" and "6"), and one each fore and aft ("3" and "4" respectively) on the centreline.[13] These guns were World War I-vintage; gun "3" had been removed from the battlecruiser SMS *Seydlitz* in 1916.[13] The forecastle and quarterdeck guns were hidden behind counter-weighted false hull plates, while each centreline gun was concealed by fake cargo hatch walls.[13]

The secondary armament consisted of five 2-centimetre (0.79 in) anti-aircraft guns.[13] Two were located on the forecastle, two on the after funnel deck, and the fifth in the quarterdeck.[13] All five were hidden by the structure of the ship until they were raised clear on hydraulic platforms.[13] There were plans to fit four 3.7-centimetre (1.5 in) anti-aircraft guns, but only two ex-army anti-tank guns could be scrounged; these were installed on *Kormoran*'s superstructure, hidden by sheet metal panels.[13][14] *Kormoran* was also equipped with six torpedo tubes: two dual launchers on the upper deck, and a single underwater tube on each side.[13] The underwater tubes were amidships, angled at 135° from the bow, and could only be fired if the raider was travelling at less than 3 knots (5.6 km/h; 3.5 mph).[13] *Kormoran* carried a payload of mines, with an LS-3 fast boat carried inside No. 6 cargo hatch for minelaying.[5]

The raider carried two Arado Ar 196 floatplanes for reconnaissance.[5][15] Although Detmers wanted a catapult, such equipment would have spoiled any merchant ship disguise used by *Kormoran*; instead, the planes were stored inside No. 5 cargo hatch, and were launched and recovered from the water with the assistance of hoists.[5][16] Mechanical problems, difficulties in moving the aircraft from hatch to water and back, and a lack of opportunities meant that only seven flights were made during the ship's operational deployment.[15]

Operational history

Running the blockade

The day after commissioning, *Kormoran* sailed to Kiel, where she was provisioned for a twelve-month voyage.[17] The raider then travelled to Gotenhafen, and underwent further trials of the ship's weapons, aircraft, and minelaying boat.[17] Despite a range of problems and defects, Detmers elected to repair problems at sea instead of taking the ship into dock and delaying their mission.[18]

The raider departed on 3 December, and once she cleared German waters on 10 December, her disguise was changed from a Sperrbrecher to the Soviet freighter *Vyacheslav Molotov*.[19] The British Royal Navy had blockaded German waters at the start of the war, which *Kormoran* had to break through to reach her first patrol area.[20] It was suggested that the raider either sail through the English channel with support from captured French coastal batteries and the *Luftwaffe*, or around the Faroe Islands, but Detmers chose to travel north of Iceland and through the Denmark Strait before heading south.[21] The longer route was justified by the greater distance from British naval and aviation bases, and was thus less likely to be patrolled.[21] The raider reached the strait late in the evening of 12 December, passed through the strait under the cover of a heavy

Kormoran in 1940.

storm, and entered the Atlantic by midday the next day without encountering any Allied ships.[22][23]

Atlantic Ocean

Having cleared the British blockade, *Kormoran*'s instructions were to search the Atlantic Ocean for targets of opportunity, then move to the Indian Ocean and seek out more merchant shipping, with additional orders to lay mines around one or more Allied ports in India or Australia.[24] *Kormoran* was also expected to replenish U-boats when ordered to do so, and carried extra torpedoes and spare parts.[24] The raider's first operational area was in the Atlantic, below Latitude 40° North, which she crossed during the night of 19–20 December.[22] The German ship initially patrolled the western mid-Atlantic, outside the Pan-American Security Zone.[25] During the first two weeks, the only ships spotted were merchant vessels flying the United States flag, which merchant raiders were forbidden to attack as they were still neutral.[26]

By 6 January 1941, Detmers was ready to relocate to a point outside the Mediterranean because of the lack of targets, but that afternoon, *Kormoran* encountered the 3,729-ton Greek freighter *Antonis*.[27][28] The raider ordered the freighter to heave to and not send any wireless transmissions, and sent a boarding party over.[29] *Antonis* was armed with three British machine guns and loaded with 4,800 tons of Welsh coal.[28][29] Though Germany was not at war with Greece, the presence of Allied weapons and cargo allowed Detmers to sink her or take her as a prize.[28][29] As coal was of little use to the *Kriegsmarine*, the weapons, ammunition, and 29 crew were transferred to *Kormoran*, and the boarding party scuttled her at 18°17′N 28°32′W.[29][30] British Admiralty notifications for raider activity gave the wrong date and location for the attack, and initially attributed it to the raider *Thor*.[31] *Kormoran* then headed southeast, avoiding the convoy routes from the Mediterranean to America or down the African coast, in order to prey on vessels sailing alone and without warship escort.[32]

Before sunset on 18 January, smoke was spotted on the horizon, so *Kormoran* accelerated and altered course to pursue.[32] The source of the smoke was a tanker flying no flags, showing no lights, and zigzagging to minimise submarine attack, leading Detmers to conclude she was an Allied vessel.[32] With little time before the sun set and the likelihood the tanker would resist capture, *Kormoran* commenced fire at 7,000 yards (6,400 m) in an attempt to disable the ship.[32] When the third salvo hit, the merchantman broadcast a distress call, identifying herself as *British Union* and saying she was under attack by an unknown vessel at 26°24′N 30°58′E.[33] Firing continued until *British Union* directed a light towards *Kormoran*, which the Germans assumed was a surrender signal, but as the raider closed to 4,000 yards (3,700 m), four shots were fired by the tanker.[34] All four missed, and heavy retaliatory fire from the raider set the merchant ship alight and forced the crew to abandon ship.[34] The decision was made to destroy the 6,987-ton tanker with a torpedo, although two torpedoes and shells from the raider's main guns were required to sink her, while a third torpedo exploded as soon as it cleared its safety distance and armed; Detmers later stated the quantity of ammunition used during the attempted capture was excessive for the result obtained.[30][34] The tanker's master, 27 sailors, and a pet monkey were recovered from two lifeboats as the tanker sank at 26°29′N 31°07′W, and the raider fled the area.[34][35] The distress call and glow from the fires attracted the attention of the armed merchant cruiser HMS *Arawa*, which passed through the engagement site around midnight in pursuit, but failed to locate *Kormoran* and returned that morning to collect a third lifeboat carrying seven survivors.[36][37] These sailors stated their attacker had fired on the other two lifeboats, a claim not made by those rescued by the Germans.[38] The Allies initially assumed that the German pocket battleship *Admiral Scheer* was responsible, but after this was proven false, the Admiralty was unable to determine the identity of the attacker.[39]

Just after 13:00 on 29 January, *Kormoran* encountered a large merchantman which altered course on sighting the raider, but returned to her original heading after *Kormoran* made no aggressive moves.[39] Detmers instead waited until the distance between the ships had decreased before the raider altered course to intercept, decamouflaged, and ordered the merchantman to stop.[39] The ship did not comply, and after a warning shot elicited no response, *Kormoran* fired for effect.[39] A distress signal was transmitted but jammed by the raider, and after unsuccessfully trying to break away from the faster German ship, the merchant vessel came to a stop and ceased attempts to transmit.[39] The crew was ordered by signals from *Kormoran* to abandon ship, but the merchant sailors did not comply until after the raider resumed fire, having observed an attempt to man the ship's stern gun.[40] A boarding party identified the victim as the 11,900-ton refrigerator ship *Afric Star*, carrying meat and butter to England.[41] The complicated configuration and damaged condition of *Afric Star* ruled against her capture as a prize ship; after capturing code books and other vital documents, and recovering 76 people, including two women, attempts were made to scuttle her.[42] The merchantman refused to sink, and *Kormoran* had to use shells and torpedoes to send her to the bottom at 8°44′N 24°38′W.[42]

Later that day, lookouts aboard the raider spotted a merchant ship sailing without lights.[42] Sneaking up on the vessel, *Kormoran* opened fire; her first salvo missed, but within minutes, the target was heavily damaged and aflame.[42] The ship transmitted a distress signal, which *Kormoran* was unable to jam completely, but this ceased as crewmembers started to abandon ship.[42] The raider ceased firing, but resumed when the merchantman attempted another transmission, and shore stations responded.[42] Communications intercepts and the code books taken from *Afric Star* earlier that day revealed the target's identity: the 5,273-ton British freighter *Eurolychus*, with a cargo of bombers for the Gold Coast (now Ghana).[42] These intercepts also indicated that several parties, including the British Air Ministry, were aware of the attack, prompting Detmers to order the torpedoing of *Eurolychus*.[42] This was accomplished with a single torpedo, sinking the British ship and her cargo at 8°15′N 24°04′W, three and a half hours after *Afric Star*.[42][43] 39 Chinese and 4 British crew were recovered by the German raider before she fled the area with HM Ships *Norfolk* and *Devonshire* in pursuit.[42] Another 28 survivors were found by the Spanish merchant ship *Monte Tiede* later that night, with 10 men killed during the attack or lost at sea.[44] *Eurolychus*' Master was among those rescued by the Allies, and recounted that two ships had attacked, one of them armed with 11-inch (280 mm) guns, which led British Naval Intelligence to conclude that the responsible ships were *Thor* and *Admiral Scheer*, or an unknown raider operating in concert with one of these.[45] Among the rescued was ships gunner Frank Laskier who, on returning to England, was interviewed by BBC radio and proved so popular he became a figurehead for Merchant Navy enlistment propaganda for the rest of the war through books, newsreels and speaking tours.[46]

After evading pursuit, *Kormoran* made for a point off the Cape Verde Islands, where she rendezvoused with the supply ship *Nordmark* on 7 February.[47] During a three-day replenishment operation, *Kormoran* topped up *Nordmark*'s supply of spare U-boat parts with components brought from Germany, and transferred 170 of the 174 prisoners acquired so far.[48] The four Chinese sailors from *Eurolychus* were hired to stay aboard the raider as laundrymen, and the *British Union* crew left their pet monkey aboard as thanks for their treatment while in captivity.[48][49] A piano was taken from *Nordmark*'s companion *Duquesa*, a captured coal-burning ship that was to be scuttled when her fuel ran out, but Detmers warned if the piano caused any problems amongst the crew, it would be pushed overboard.[50]

Kormoran left the rendezvous on 10 February and headed south.[48] During the transit, Detmers received a signal from Germany indicating that his ship had been awarded two First Class Iron Crosses, and fifty Second Class Iron Crosses, to be distributed as he saw fit.[48] Detmers transmitted a request on 18 February for WM-80 white metal, as the softer WM-10 used in bearings for two of the four diesel engines were wearing out too quickly.[51] Some metal was acquired from the raider *Pinguin* on 25 February, but this was not enough to replace all the bearings.[51] On 15 March, *Kormoran* met U-boat *U-124* to transfer torpedoes, provisions, and spare parts, but rough seas forced the two vessels to head south, where they met the pocket battleship *Admiral*

Scheer a day later.[52] The raider's broken radar and a sailor with an eye injury were trasnferred to *Scheer*, but attempts to replenish the U-boat were again interrupted by bad weather, forcing the two vessels to relocate again.[53] The equipment transfer and refuelling took another three days, during which crewmen from *U-124* enjoyed the relatively luxurious facilities aboard *Kormoran*, and a sick sailor from the submarine was traded for a healthy man from the raider.[54]

The raider sailed north to the Freetown-South America shipping route, and began to patrol near where it intersected the border of the Pan-American Security Zone.[55][56] On the morning of 22 March, the raider encountered a tanker, which identified herself as the British vessel *Agnita*.[56] *Kormoran* instructed her to stop and maintain wireless silence or be fired upon.[56] The tanker instead broke away and began to transmit a distress signal, which was jammed as *Kormoran* opened fire.[56] *Agnita* signalled surrender after two salvoes; twelve British and twenty-five Chinese sailors were captured, along with maps of the minefields surrounding Freetown Harbour.[57] Efforts to scuttle the tanker failed, and *Kormoran* had to waste another torpedo to sink the ship at 3°20′S 23°40′W.[57]

Against usual practice, Detmers decided to return to the site of the action three days later, where another tanker was spotted.[57] *Kormoran* revealed her weapons and fired a warning shot at the large merchantman, which initially attempted to flee, but chose to instead surrender when the morning mist lifted and revealed the nature of the opposition.[57] The 11,309-ton German-built Canadian tanker *Canadolite* was taken as a prize ship, with a German crew taking the tanker and her 44 sailors to Bordeaux, while the four officers were imprisoned aboard *Kormoran*.[57][58] After the captured ship left, it was realised recognition signals to avoid *Luftwaffe* attack had not been supplied, and *Kormoran* raced to meet the tanker when she rendezvoused with the supply ship *Nordmark*.[58] The raider met the supply ship on 27 March, but it appeared *Canadolite* had enough fuel to reach France and chosen to sail straight there.[59] Two U-boats were scheduled to reach the rendezvous point for resupply; Detmers suggested he meet *U-105*, which was carrying more white metal for *Kormoran*'s engines, while *Nordmark* focused on *U-106*.[59] The commanding officer of *U-105* agreed to transmit a warning to Germany regarding *Canadolite* once the U-boat had left the rendezvous point, which did not occur until six days later because of equipment problems delaying the replenishment.[60] The tanker arrived safely on 13 April, was renamed *Sudetenland*, and remained operational until her sinking by the Royal Air Force in 1944.[61][62]

Kormoran was due to meet the tanker *Rudolf Albrecht* on 4 April, and had no opportunity to search for new targets.[63][64] The 42 prisoners from *Kormoran* were transferred to the tanker, but as she was a civilian vessel, her master was sworn in by Detmers as a naval officer, and an armed guard had to be supplied.[65] Detmers ordered the transfer of four men from *Nordmark* to *Rudolf Albrecht* as guards, along with a fifth to *Kormoran* in exchange for the sick sailor taken from *U-124* a fortnight previous.[66] The supply ship's commander attempted to obstruct the transfers, and when this failed demanded replacements; one came from *Kormoran*, while three of the tanker's sailors were drafted.[66] Food, mail, and newspapers were received from *Rudolf Albrecht*, along with news that another three First Class Iron Crosses and fifty Second Class Iron Crosses had been awarded to *Kormoran*.[65]

Having returned to the waters off Freetown, *Kormoran* encountered a merchant ship at dawn on 9 April.[63] As the ship was behind *Kormoran* and on a similar course, the raider slowed until the merchantman was abeam of the raider and 5,000 yards (4,600 m) to port.[63] The German ship decamouflaged, increased speed, and ordered the freighter to stop or be fired upon.[63] In response, the merchantman attempted to transmit a distress call (which was jammed by *Kormoran*) and tried to man her stern gun, prompting the Germans to open fire.[63] The freighter took heavy damage, as every time Detmers ordered or was about to order a cease fire, the target ship attempted to escape or transmit another distress signal.[63][67] Eventually, the 46 survivors of the crew (5 were killed by the attack) abandoned their burning vessel, and boarding parties were sent from the raider.[63][68]

She was identified as the 8,022-ton British freighter *Craftsman*, carrying an anti-submarine net for Singapore, which was to be delivered after a stop in Cape Town.[63] After scuttling charges failed to sink *Craftsman*, she was torpedoed, and submerged at 0°32′N 23°37′W.[69]

After fleeing the scene,

Ships attacked in the Atlantic Ocean[70][71]

Date	Name	Tons (GRT)	Nationality	Location
13 January 1941	*Antonis*	3,729	Greece	18°17′N 28°32′W
18 January 1941	*British Union*	6,987	United Kingdom	26°29′N 31°07′W
29 January 1941	*Afric Star*	11,900	United Kingdom	8°44′N 24°38′W
29 January 1941	*Eurylochus*	5,273	Greece	8°15′N 24°04′W
22 March 1941	*Agnita*	3,552[72]	United Kingdom	3°20′S 23°40′W
25 March 1941	*Canadolite*	11,309	Canada	2°30′N 23°48′W[62] (captured)
9 April 1941	*Craftsman*	8,022	United Kingdom	0°32′N 23°37′W
12 April 1941	*Nicolaos D. L.*	5,486	Greece	1°54′S 22°12′W

Kormoran headed south, and early on 12 April encountered another ship.[73] After slowly closing on the merchantman over three hours, *Kormoran* decamouflaged and fired several warning shots.[73] The freighter turned away and sent a distress signal; wireless operators aboard *Kormoran* were unable to jam it, but there was little concern as the transmission was an SOS instead of the more specific QQQ or RRR for a raider attack, while also giving the wrong coordinates.[73] *Kormoran* fired for effect, but it was not until the merchant ship's bridge was destroyed that her 35 crew abandoned ship.[74] A boarding party identified the ship as the 5,486-ton Greek freighter *Nicholas D.L.*, carrying Canadian timber.[73] Because of her buoyant cargo, the scuttling charges failed to have major effect, but after firing some shells into *Nicholas D.L.*, Detmers chose to leave the ship to sink slowly at 1°54′S 22°12′W.[61] Until 1943, the Admiralty accepted the SOS location, 18° further north, as fact, while attributing the sinking to the raider *Atlantis*.[61]

On 17 April, *Kormoran* sighted a passenger ship, but was unable to lure her into range before the vessel disappeared into a rain squall.[75] Two days later, *Kormoran* met *Atlantis* and the blockade runner *Dresden*.[73] An expected shipment of white metal for *Kormoran* had been supplied to a different blockade runner, which was delayed.[73] Several supply ships arrived at the rendezvous point over the next few days and transferred provisions, ammunition, and fuel to the raider.[76] Prisoners from *Kormoran* were handed over to the other ships, and the raider received new sailors to make up numbers.[77] *Kormoran* departed on 22 April, and spent two days changing her disguise to the Japanese freighter *Sakito Maru* before sailing into the Indian Ocean.[78]

Indian Ocean

On reaching the Indian Ocean, *Kormoran* was immediately diverted to refuel whalecatcher *Adjutant* and supply ship *Alstertor*; refuelling was carried out between 13 and 17 May.[79] Although originally confined to waters north-east of latitude 20°S and longitude 80°E, the raider's area of operations expanded on 1 June to encompass the entire ocean.[80][81] The ship's disguise was altered again on 5 June, with *Kormoran* taking the identity of the Japanese merchant ship *Kinka Maru*, as the owners of *Sakito Maru* rarely operated in the western Indian.[82] After patrolling around the Maldives without success, *Kormoran* sailed towards the Bay of Bengal with plans to lay mines in the approaches to Madras and Calcutta.[83] Although a target was spotted en

route on 15 June, the raider's smoke generator malfunctioned and started to produce thick, black smoke, which scared off the merchantman.[83] On 24 June, while approaching Madras, the raider was spotted and shadowed by what the Germans assumed was a British auxiliary cruiser.[83][84] The suspicious ship later resumed her original course without incident, but Detmers decided to postpone the minelaying operation and leave the area, as Allied forces would become suspicious when the 'Japanese' ship failed to reach port.[83]

During the early morning of 26 June, a darkened merchant ship was spotted.[85] Signals were sent to the ship without response, and after the merchantman appeared to ignore a warning shot, *Kormoran* opened fire and caused massive damage.[85] Nine men, identifying themselves as crew from the 4,153-ton Yugoslavian cargo ship *Velebit* were recovered from a lifeboat; the lack of response was attributed to the actions of inexperienced Indian sailors taken on in Bombay.[86] The ship was left to sink, but another eight sailors remained on board, and kept *Velebit* afloat until she ran aground on the reefs surrounding the Andaman Islands.[85] That afternoon, exhaust smoke from another ship was spotted by *Kormoran*.[85] Maintaining a steady course away from the merchantman until a rain squall enveloped the raider, *Kormoran* then altered onto a converging course, and closed to within 600 yards (550 m) before crossing the merchantman's bow to reach a favourable firing position and revealing her identity.[85][87] Orders to stop were ignored, and the raider opened fire after a distress call was sent.[85] During the thirty second attack, shells from the raider destroyed the merchantman's wireless room and forecastle, damaged the engine room, and ignited several fires.[85][88] 48 sailors from the 3,472-ton Australian vessel *Mareeba* were recovered by *Kormoran*, and although a boarding party attempted to save the ship for use as a minelayer, the quantity of damage made this impossible.[85][88] The Australian ship was scuttled, and sank quickly at 8°15′N 88°06′E.[88]

After retreating to open waters, a fifteen-day overhaul of the engines was carried out.[89] While working on one of the seaplanes, a sailor was killed by electrocution.[90] *Kormoran*'s disguise was changed to the Dutch freighter *Straat Malakka*, and notice was received of a further 100 Second Class Iron Crosses and 5 First Class Iron Crosses awarded to the ship.[89] On completion, Detmers set course for the Bay of Bengal intending a second mine plant, but aborted this on 30 July when he learned the aircraft carrier HMS *Hermes* would be in the area.[91] *Kormoran* then took to patrolling the shipping routes from Fremantle to Colombo or Lombok.[92] A merchant ship was spotted near sunset on 13 August, but the ship's actions (which included heading directly for *Kormoran* on spotting her, broadcasting a raider distress call without coordinates, and repeatedly broadcasting homing signals) caused Detmers to think the target was either an Allied auxiliary cruiser or was attempting to lure *Kormoran* into range of an Allied warship.[91][93] *Kormoran* broke off pursuit and retreated.[93] The raider continued to search for ships without success.[94] On 25 August, the lookout spotted a strange object on the horizon; this was the peak of Boea Boea Mountain on Enggano Island, and the first sighting of land in 258 days.[95]

Kormoran then moved to waters south of Ceylon, and around midday on 1 September, a large vessel, which Detmers determined to be an unaccompanied troopship, was spotted.[96][97] Plans were made to attack that night, but the transport disappeared over the horizon during the afternoon and could not be relocated.[98] Two days later, Detmers was informed that *Kormoran* would be replaced by *Thor* at the end of December, and that he would be resupplied by the supply ship *Kulmerland*, which had come from Japan and would wait for the raider at a pre-determined rendezvous point from 12 October.[98][99] Late on 23 September, the navigational lights for a ship were sighted.[100] After signalling the merchant ship for her name and nationality, which identified her as the 3,941-ton Greek freighter *Stamantios G. Embiricus*, the raider shone searchlights on her and ordered her to stop and accept a boarding party.[101][102] Those aboard the Greek ship assumed they were being pulled up by a British warship for not observing blackout conditions, and it was not until the armed Germans arrived on the ship that the nature of the 'warship' was revealed.[101] Although captured intact, *Stamantios G. Embiricus* was a coal-fuelled ship, and did not have enough fuel to reach any destination than

her intended port, Colombo.[103] The merchant ship was scuttled at 0°01′S 64°30′E, but while a lifeboat carrying the ship's master and five crew rowed to *Kormoran*, a second lifeboat carrying the other 24 avoided capture in the dark.[102][103] A search using one of the Arado seaplanes found them late the next morning.[102]

Ships attacked in the Indian Ocean.[104][105]

Date	Name	Tons (GRT)	Nationality	Location
26 June 1941	*Velebit*	4,153	Kingdom of Yugoslavia	
26 June 1941	*Mareeba*	3,472	Australia	8°15′N 88°06′E
26 September 1941	*Stamatios G. Embirikos*	3,941	Greece	0°01′S 64°30′E

A few days later, *Kormoran*'s wireless operators intercepted transmissions between the Norwegian tanker *Thelma* and a shore station: initially in a new code, then repeated in a recently expired code.[106] This allowed the Germans to identify where the merchant ship was heading to, and make some headway into breaking the new codes.[107] However, the tanker could have taken several routes to her Cape Town destination, and *Kormoran* did not encounter her during four days of searching.[107] The raider then headed south, and met the supply ship *Kulmerland* on 16 October.[102] Supplies and parts were transferred to *Kormoran*, while the raider's prisoners were moved to *Kulmerland*, along with documents captured from ships and five slightly ill German sailors to serve as guards.[102][108] After leaving on 24 October, maintenance and repairs were carried out.[102] Plans were made to sail up the coast of Western Australia; the original intention was to mine shipping routes near Cape Leeuwin and Fremantle, but after wireless signals were detected from a warship (Australian heavy cruiser HMAS *Canberra*) escorting a convoy in the area, Detmers decided to sail further north and mine Shark Bay, then proceed to the East Indies before looping back west to the Bay of Bengal.[109][110]

Final battle and loss

Main article: Battle between HMAS Sydney and German auxiliary cruiser Kormoran

Note: All times in this section are UTC+7.

On 19 November 1941, shortly before 16:00, *Kormoran* was 150 nautical miles (280 km; 170 mi) south-west of Carnarvon, Western Australia.[111] The raider was sailing northwards (heading 025°) at 11 knots (20 km/h; 13 mph).[111][112] At 15:55, what was initially thought to be a tall ship sail was sighted off the port bow, although the sighting was quickly determined to be the masts of a cruiser, HMAS *Sydney*.[112] Detmers ordered *Kormoran* to alter course into the sun (heading 260°) at maximum achievable speed (which quickly dropped from 15 to 14 knots (28 to 26 km/h; 17 to 16 mph) because of problems in one of her diesels), while setting the ship to action stations.[112] *Sydney* spotted the German ship around the same time, and altered from her southward heading to intercept at 25 knots (46 km/h; 29 mph).[111][112]

As the cruiser closed from astern, she began to send searchlight signals.[113] The first was not answered because the Germans did not understand the coded Morse.[113][114] *Sydney* repeated for half an hour, but then began to send, "You should hoist your signal letters", both by plain-language Morse and signal flag.[114][115] After another delay, *Kormoran* raised flags reading "PKQI"—the callsign for her disguise, the Dutch merchant ship *Straat Malakka*—on the triatic stay and hoisted a Dutch civil ensign.[111] As the cruiser was on *Kormoran*'s starboard quarter at 15,000 metres (16,000 yd), the flags were obscured by the raider's funnel; German accounts vary as to if this was done deliberately to make the ship seem civilian, a ruse to lure *Sydney* closer, or the signaller's honest mistake.[116][117] After receiving an instruction from the cruiser to make the flags visible,

Australian cruiser HMAS *Sydney* in 1940

the signals officer aboard *Kormoran* did so by lengthening the halyard and swinging it around to the starboard side.[111][116] By 16:35, with *Sydney* 8,000 metres (8,700 yd) away, the malfunctioning engine aboard *Kormoran* was repaired, but Detmers chose to keep it in reserve and maintain speed.[117][118] Further flag signals were exchanged, with *Sydney* asking the raider's destination and cargo.[119][120]

At around 17:00, Detmers instructed his wireless operators to send a distress signal indicating *Straat Malakka* was being approached by a suspicious ship.[111] Transmitted at 17:03 and repeated at 17:05, it contained the distress call for a merchantman under attack from a raider, rather than a warship (QQQQ as opposed to RRRR), the latitude and longitude of the transmitting ship, the time per Greenwich Mean Time instead of local time (a deliberate error to let the *Kriegsmarine* know a raider was likely about to be lost), and her name.[121][122] This message was partially received by the tugboat *Uco* ("QQQQ [unintelligible] 1000 GMT") and a shore station at Geraldton, Western Australia ("[unintelligible] 7C 11115E 1000 GMT").[123] The Geraldton station broadcast a message to all ships asking if there was anything to report, which was interpreted by the Germans as acknowledgement of their signal.[112] During the exchanges and distress signal, *Sydney* positioned herself off the raider's starboard beam on a parallel course, approximately 1,300 metres (1,400 yd) from *Kormoran*.[124] Her main guns and torpedoes trained on the raider, but secondary weapons did not appear to be manned, personnel were standing on the upper deck, and although the cruiser's seaplane had been readied for launch, it was soon stowed away.[124][125] During her manoeuvre, *Sydney* signalled "IK", which made no sense from the Germans' perspective, as that combination was shorthand for "You should prepare for a cyclone, hurricane, or typhoon".[114][126] However, those two letters were part of *Straat Malakka*'s secret secondary callsign, and *Sydney* was expecting the ship to confirm her identity by responding with the callsign's other two letters.[114][126]

Fifteen minutes later, the cruiser signalled, "Show your secret sign".[124] Detmers knew there was no chance of fooling *Sydney* for much longer, so ordered *Kormoran*'s disguise dropped, the German battle ensign raised, and for all weapons to commence firing.[124][127] The raider's opening salvo bracketed the ship, while the next four salvoes destroyed *Sydney*'s bridge, gun direction tower, forward turrets, and aircraft.[124][128] Two torpedoes were launched simultaneously with the raider's attack, and the close proximity of the target allowed the use of lighter weapons to rake *Sydney*'s flank and interfere with attempts to man the cruiser's secondary weapons.[124][129] In contrast, *Sydney* was only able to fire a single full salvo before her forward turrets were knocked out, shells from which punched through *Kormoran*'s exhaust funnel and wireless room, and caused shrapnel wounds in two sailors.[130] *Kormoran*'s gunners shifted their aim to *Sydney*'s waterline with their next three salvoes.[131] *Sydney* responded from her aft turrets: one damaged the raider's machinery spaces and started a fire in an oil tank, while the other fired only a few ineffective shells.[124][132] Around the time of the eighth or ninth German salvo, one of *Kormoran*'s torpedoes struck *Sydney* forward of "A" turret, ripping a hole in her side and causing her to settle by the bow.[131][133] After the torpedo hit, *Sydney* turned hard to port in what the Germans assumed was an attempt to ram, but the cruiser passed harmlessly aft.[124][134]

By 17:35, the cruiser was heading south, heavily damaged, on fire, and losing speed, with her main guns destroyed or jammed facing away from their target and her secondary weapons out of range.[135] *Kormoran* maintained her course and speed, but discontinued salvo firing; her stern guns continued to score hits as *Sydney* passed through their firing arcs.[136][137] The cruiser fired torpedoes at *Kormoran*, but as the raider was turning to bring her port broadside to bear, these passed harmlessly astern.[136][138] After completing the turn, battle damage caused *Kormoran*'s engines to fail completely, leaving the raider dead in the water while *Sydney* continued to limp southwards.[136] Despite being immobilised, *Kormoran* continued to fire at a high rate—some

of the German sailors reported that up to 450 shells were used during the second phase of the battle—and scored hits on the cruiser, although misses would have increased as the range grew.[139] The raider fired her guns for the last time around 17:50, with the range at 6,600 yards (6,000 m), and a torpedo was fired at 18:00, but missed.[136]

By the end of the half-hour engagement, the ships were about 10,000 metres (11,000 yd) apart, with both heavily damaged and on fire.[136][140] Damage to *Kormoran*'s engine room had knocked out the fire-fighting systems, and as it was only a matter of time until the oil fire reached the magazines or mine hold, Detmers ordered "abandon ship" at 18:25.[136][141] All boats and rafts were launched by 21:00, during which a skeleton crew kept the weapons manned while their colleagues evacuated and the officers made preparations for scuttling.[136] During all this, *Sydney* was seen to proceed south-south-east at low speed; she disappeared over the horizon shortly after the engagement, but the glow of the burning ship was seen on the horizon consistently until 22:00, and sporadically until midnight.[136]

Kormoran was abandoned and scuttled at midnight; she ship sank slowly until the mine hold exploded half an hour later.[136] The German survivors were in five boats and two rafts: one cutter carrying 46 men, two battle-damaged steel liferafts with 57 and 62 aboard (the latter carrying Detmers and towing several small floats), one workboat carrying 72, one boat with 31 aboard, and two rafts, each bearing 26.[142] During the evacuation, a rubber liferaft carrying 60, mostly wounded, sank without warning; the three survivors were placed in other boats.[143][144] Total German casualties were 6 officers, 75 German sailors, and 1 Chinese sailor.[145][146]

Rescue

Main article: Battle between HMAS Sydney and German auxiliary cruiser Kormoran#Search and rescue

Survivors from *Kormoran* under tow in two of *Centaur*'s lifeboats. The German lifeboat can be seen behind them.

The first liferaft of German survivors, carrying 26 men, was recovered by the troopship *Aquitania* early on 23 November, but as the ship's master believed a raider was still in the area, he maintained wireless silence and did not report his discovery until three days later.[147][148] The lifeboat carrying Detmers saw the troopship but did not make their presence known, as the German officer hoped to be picked up by a neutral merchant ship.[149]

Attempts to locate *Sydney*, which was several days overdue in returning to port, commenced on 23 November.[150][151] However, it was not until the afternoon of the next day, after the British tanker *Trocas* reported finding the second liferaft with 25 men (one having perished) a full-scale search was begun.[152][153] Several German lifeboats were spotted on 25 November during the air search off Western Australia: the 46-man cutter had come ashore at 17-Mile Well, the 57-man lifeboat was nearing Red Bluff, and a third lifeboat was further off the coast.[154][155] That afternoon, the staff of Quobba Station rounded up the two groups that had made landfall, who did not resist capture.[154]

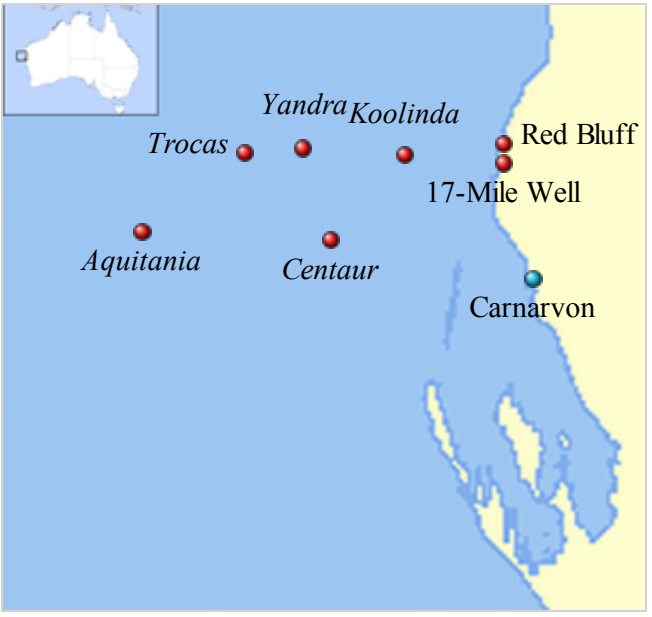
The 31-man boat was recovered by the passenger ship *Koolinda* just before sunset on 26 November.[156] The passenger-freighter *Centaur*, which had been instructed to make landfall at Carnarvon to collect the Germans captured so far and transport them to Fremantle, encountered Detmers' lifeboat that night at 22:00 and took it in tow, as they were unwilling to let 62 enemy naval personnel aboard, but did not want to leave them to their fate.[157][158] During the voyage to Carnarvon, the damaged and overloaded German lifeboat was swamped, and the

Kormoran survivors were transferred into two of *Centaur*'s lifeboats.[158] Arriving in Carnarvon on the afternoon of 27 November, the Germans were relocated from the boats to *Centaur*'s number one cargo hold, where they were joined by the sailors from the two lifeboats that had reached shore and 40 Australian Army guards.[158]

The last boat, carrying seventy Germans and two Chinese, was spotted from the air during the late morning of 27 November, and was recovered shortly afterward by HMAS *Yandra*.[159][160] The next day, HMAS *Wyrallah* recovered a German lifebelt and two four-man liferafts, one of which was carrying a deceased German sailor, who was buried at sea.[159] The search was terminated at sunset on 29 November.[159] By this point, all of the German lifeboats were accounted for, and 318(II) of *Kormoran*'s 399 personnel (including three of the four Chinese laundry workers) had survived.[146][161] Conversely, none of 645-strong ship's company from *Sydney* were found, and the only definite remains found of the Australian warship were a damaged carley float and a lifebelt.[162]

Aftermath

Main article: Battle between HMAS Sydney and German auxiliary cruiser Kormoran#Aftermath



Recovery of survivors off the coast of Western Australia

In Germany, information about the battle was assembled from communications intercepts during the search for survivors, then combined with Allied news articles and published in early 1943 for internal consumption by German officials.[163] A member of *Kormoran*'s crew sent home in a prisoner exchange later that year confirmed the details of the battle, and accounts were published by the German media in December 1943.[164]

Most of the German survivors were taken to Fremantle and interrogated.[165] Attempts to learn what had happened were hampered by the German officers instructing their sailors to obfuscate the enemy with false answers, people describing events they did not witness but heard of later, and difficulty in keeping groups separated in order to check their stories against each other.[166] Despite this, Australian authorities were able to piece together the broad details of the battle, which was verified by German sailors recovered by *Aquitania* who had been taken to Sydney instead: their interviews showed similar commonalities and inconsistencies as those in Fremantle, and the interrogators concluded that the true story was being recounted.[167][168]

Initially, the sailors were imprisoned at Harvey while the officers were imprisoned at Swanbourne Barracks, but after interrogations were concluded in December, they were all relocated to prisoner-of-war camps near Murchison, Victoria.[169][170] Sailors were interned in No. 13 Prisoner of War Camp, which already hosted 1,200 soldiers of the Afrika Korps, and their shipmates rescued by *Aquitania*, while officers were sent to the Dhurringile homestead.[170][171] One sailor died in captivity on 24 March 1942 from lung cancer, and was buried in the Tatura war cemetery.[172] On 11 January 1945, Detmers and nineteen other Axis officers broke out from Dhurringile through a tunnel excavated during the previous seven months, although all were recaptured within days of escaping.[173] Detmers was found with a German-English dictionary which included two accounts

of the battle (a deck log or action report, and an engineering log) encrypted within using a Vigenère cipher, although these accounts provided little new information.[174] Shortly after returning to the camp, Detmers suffered a stroke, and spent over three months at Heidelberg Military Hospital.[173]

The German officers and sailors were repatriated after the war, departing from Port Phillip with other Axis prisoners aboard the steamer *Orontes* on 21 February 1947.[175] Ironically, tied up to the opposite pier was the real *Straat Malakka*.[175] On arrival in Cuxhaven, the prisoners were searched before leaving the ship, and while several written reports were gathered, none provided new information.[176]

Search and rediscovery

Main article: Search for HMAS Sydney and German auxiliary cruiser Kormoran

Despite the approximate last position of *Kormoran* being known (most German accounts giving the battle coordinates as 26°S 111°E), efforts to find *Kormoran* and *Sydney* were hampered by the size of the search area indicated by such broad coordinates, and claims by Australians that the Germans had lied about the coordinates (among other aspects of the fight) and the ships would be found further south and closer inshore.[177][178][179]

Several searches were made by the Australian military in the years following the war, but these were primarily concerned with finding the Australian cruiser, technologically restricted to shallow waters, and made to verify or prove false civilian claims that *Sydney* or *Kormoran* was at a particular location.[180][181] In 1990, Robert Ballard and the Woods Hole Oceanographic Institution were approached to lead a search for the ships, which he agreed to on the condition that the search area be narrowed down considerably.[182] A forum in 1991 unsuccessfully attempted to do this, and Ballard withdrew his offer.[183] A 1999 Australian government report recommended that a seminar be organised to identify the most likely search area for the warships, but again, participants were still split between the battle location given by the Germans (referred to as the "northern position") or a point off the Abrolhos Islands (the area for the battle advocated by supporters of the "southern position").[184]

American shipwreck hunter David Mearns first learned of the battle and mutual destruction of *Sydney* and *Kormoran* during a conference in 1996, and began studying the battle in 2001.[185] With the assistance of historians and the Western Australian Museum, Mearns focused on primary source documents, during which he discovered or rediscovered several archive files and diaries of *Kormoran* personnel believed lost; these documents led him to believe that the German accounts were truthful.[186] After identifying a potential search area, the Australian government announced several million dollars of funding for the search, but German government assistance was limited to formal approval for Mearns to film *Kormoran* if she was found.[187]

Mearns plan was to determine a 'search box' for *Kormoran* by plotting the possible starting points of the two rafts from the raider through a reverse drift analysis.[188] This search box (which was calculated to be 52 by 34 nautical miles (96 by 63 km; 60 by 39 mi) in size) would then be inspected over the course of several days with a deep-water, towed side-scan sonar mounted aboard the survey vessel SV *Geosounder*.[189] Mearns chose to focus on finding *Kormoran* first, as locating the German ship would significantly narrow down the search area for *Sydney*.[188] After locating one or both vessels, *Geosounder* would return to port and replace the sonar with a remotely operated vehicle (ROV) to photograph and video the wrecks, although funding limitations meant the search and inspection of both ships had to be concluded within 45 days.[190] After problems with equipment and weather, *Geosounder* commenced the search, and located *Kormoran* during the afternoon of 12 March 2008.[191] The wreck site was 2,560 metres (8,400 ft) below sea level, and consisted of two large pieces 1,300

metres (4,300 ft) apart, with an oval-shaped debris field between them, centred at 26°05′46″S 111°04′33″E.[192] The raider's discovery was publicly announced by Australian Prime Minister Kevin Rudd on the morning of 17 March.[193]

Mearns was then able to plot a search area for *Sydney* based on *Kormoran*'s location, as although there was no specific information on the cruiser's location, much more information was available concerning her last known position relative to the raider.[194] *Sydney* was located on 17 March at 26°14′31″S 111°12′48″E, 11.4 nautical miles (21.1 km; 13.1 mi) south-east of *Kormoran*.[195] Discovery of the vessel was made only hours after the locating of *Kormoran* was publicly announced.[196] On discovery, both wrecks were placed under the protection of the Australian *Historic Shipwrecks Act 1976*, which penalises anyone disturbing a protected shipwreck with a fine of up to A$10,000 or a maximum five years imprisonment.[197] Both wrecks were placed on the Australian National Heritage List on 14 March 2011.[198]

Location of wrecks

After the side-scan sonar aboard *Geosounder* was switched out for the ROV (again delayed by technical issues and more bad weather), she returned sea for detailed inspections of the wrecks, with *Sydney* was filmed and documented during 3–6 April, and a sonar contact thought to be debris from the battle was visually inspected on 6 April and found to be outcrops of pillow lava.[199] Observation of the *Kormoran* wreck confirmed that the mine deck explosion had torn the stern half of the ship apart, with few recognisable items in the large debris field.[200] The search was declared complete just before midnight on 7 April, with *Geosounder* returning to Geraldton.[201]

Awards, memorials, and legacy

For sinking *Sydney*, Detmers' Iron Cross First Class was upgraded to the Knight's Cross of the Iron Cross.[171] *Kormoran*'s executive officer, gunnery officer, and the sailor who manned the starboard 37-millimetre (1.5 in) gun were awarded the Iron Cross First Class (although for the executive officer, this was a bar to a previous Iron Cross), while the other members of the crew were all awarded the Iron Cross Second Class.[202]

The names of those killed aboard *Kormoran* are inscribed in the Laboe Naval Memorial.[203] The *Kormoran* name was carried on by the German fast attack craft *Kormoran*, a *Seeadler* class fast attack craft of the West German Navy commissioned in 1959.[204] This *Kormoran* operated until 1976, when she was sold to Greece.[204] East Germany also operated a *Kormoran*; a small corvette borrowed from the Soviet Navy from 1970 to 1974.[204]

Footnotes

- ^**(I)** Other sources state that eleven auxiliary cruisers were operated by the *Kriegsmarine* during World War II: two were reclassified for other uses before leaving German waters.[11]
- ^**(II)** Other sources state that 317 survived, including two Chinese.[153] The third Chinese sailor was aboard the lifeboat found by *Centaur*: as *Eurylochus* was owned by the Blue Funnel Line, while

Centaur belonged to the subsidiary Ocean Steamship Company, the laundryman was integrated into *Centaur*'s crew instead of being handed with the Germans.[146]

Citations

1. ^ ***a b c*** Frame, *HMAS Sydney*, p. 45
2. ^ ***a b*** Frame, *HMAS Sydney*, pp. 41-4
3. ^ Frame, *HMAS Sydney*, p. 44
4. ^ ***a b c*** Winter, *H.M.A.S. Sydney*, p. 13
5. ^ ***a b c d e f g*** Frame, *HMAS Sydney*, p. 47
6. ^ Winter, *H.M.A.S. Sydney*, pgs. 23, 25
7. ^ Olson, *Bitter Victory*, p. 141
8. ^ Frame, *HMAS Sydney*, pp. 47-8
9. ^ Winter, *H.M.A.S. Sydney*, pp. 19-20
10. ^ Frame, *HMAS Sydney*, pp. 50-1
11. ^ ***a b*** Frame, *HMAS Sydney*, pp. 275-7
12. ^ Frame, *HMAS Sydney*, p. 277
13. ^ ***a b c d e f g h i*** Frame, *HMAS Sydney*, p. 46
14. ^ Winter, *H.M.A.S. Sydney*, p. 22
15. ^ ***a b*** Winter, *H.M.A.S. Sydney*, p. 27
16. ^ Winter, *H.M.A.S. Sydney*, pgs. 27, 37
17. ^ ***a b*** Frame, *HMAS Sydney*, p. 51
18. ^ Winter, *H.M.A.S. Sydney*, pp. 25-6
19. ^ Frame, *HMAS Sydney*, pp. 48-55
20. ^ Frame, *HMAS Sydney*, pgs. 44, 52
21. ^ ***a b*** Frame, *HMAS Sydney*, pp. 52-3
22. ^ ***a b*** Frame, *HMAS Sydney*, p. 55
23. ^ Winter, *H.M.A.S. Sydney*, pp. 34-5
24. ^ ***a b*** Winter, *H.M.A.S. Sydney*, p. 35
25. ^ Frame, *HMAS Sydney*, pgs. 44, 56
26. ^ Frame, *HMAS Sydney*, p. 56
27. ^ Frame, *HMAS Sydney*, pp. 56-7
28. ^ ***a b c*** Winter, *H.M.A.S. Sydney*, p. 38
29. ^ ***a b c d*** Frame, *HMAS Sydney*, p. 57
30. ^ ***a b*** Winter, *H.M.A.S. Sydney*, p. 39
31. ^ Frame, *HMAS Sydney*, pp. 57-8
32. ^ ***a b c d*** Frame, *HMAS Sydney*, p. 58
33. ^ Frame, *HMAS Sydney*, pp. 58-9
34. ^ ***a b c d*** Frame, *HMAS Sydney*, p. 59
35. ^ Winter, *H.M.A.S. Sydney*, pgs. 41, 43, 52
36. ^ Frame, *HMAS Sydney*, pp. 59-60
37. ^ Winter, *H.M.A.S. Sydney*, p. 41
38. ^ Winter, *H.M.A.S. Sydney*, p. 42
39. ^ ***a b c d e*** Frame, *HMAS Sydney*, p. 60
40. ^ Frame, *HMAS Sydney*, pp. 60-1
41. ^ Winter, *H.M.A.S. Sydney*, p. 43
42. ^ ***a b c d e f g h i j*** Frame, *HMAS Sydney*, p. 61
43. ^ Winter, *H.M.A.S. Sydney*, p. 47
44. ^ Winter, *H.M.A.S. Sydney*, pp. 47-8
45. ^ Winter, *H.M.A.S. Sydney*, p. 48
46. ^ Tony Lane. *The Merchant Seamen's War*, Manchester University Press ND, 1990. Pg. 55 (http://books.google.com/books?id=8IDoAAAAIAAJ&pg=PA55)

47. ^ Frame, *HMAS Sydney*, pp. 61-2
48. ^ ***a b c d*** Frame, *HMAS Sydney*, p. 62
49. ^ Winter, *H.M.A.S. Sydney*, p. 52
50. ^ Winter, *H.M.A.S. Sydney*, p. 49
51. ^ ***a b*** Frame, *HMAS Sydney*, p. 63
52. ^ Winter, *H.M.A.S. Sydney*, pp. 63-4
53. ^ Winter, *H.M.A.S. Sydney*, p. 64
54. ^ Winter, *H.M.A.S. Sydney*, p. 64-5
55. ^ Winter, *H.M.A.S. Sydney*, p. 65
56. ^ ***a b c d*** Frame, *HMAS Sydney*, p. 64
57. ^ ***a b c d e*** Frame, *HMAS Sydney*, p. 65
58. ^ ***a b*** Winter, *H.M.A.S. Sydney*, p. 66
59. ^ ***a b*** Winter, *H.M.A.S. Sydney*, p. 67
60. ^ Winter, *H.M.A.S. Sydney*, pp. 67-8
61. ^ ***a b c*** Winter, *H.M.A.S. Sydney*, p. 73
62. ^ ***a b*** Canadian WWII Merchant Ship Losses (http://www.naval-museum.mb.ca/merch/mership.htm) The Naval Museum of Manitoba
63. ^ ***a b c d e f g h*** Frame, *HMAS Sydney*, p. 66
64. ^ Winter, *H.M.A.S. Sydney*, p. 68
65. ^ ***a b*** Winter, *H.M.A.S. Sydney*, pp. 68-9
66. ^ ***a b*** Winter, *H.M.A.S. Sydney*, p. 69
67. ^ Winter, *H.M.A.S. Sydney*, p. 70
68. ^ Winter, *H.M.A.S. Sydney*, pp. 70-1
69. ^ Frame, *HMAS Sydney*, pp. 66-7
70. ^ Winter, *H.M.A.S. Sydney*, pgs. 38-9, 41, 43, 47, 66, 73
71. ^ Frame, *HMAS Sydney*, pgs. 61, 65-7
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76. ^ Frame, *HMAS Sydney*, p. 68
77. ^ Winter, *H.M.A.S. Sydney*, p. 77
78. ^ Frame, *HMAS Sydney*, pp. 68-9
79. ^ Winter, *H.M.A.S. Sydney*, pp. 80-1
80. ^ Frame, *HMAS Sydney*, p. 70
81. ^ Winter, *H.M.A.S. Sydney*, p. 59
82. ^ Frame, *HMAS Sydney*, pp. 70-1
83. ^ ***a b c d*** Frame, *HMAS Sydney*, p. 71
84. ^ Winter, *H.M.A.S. Sydney*, p. 92
85. ^ ***a b c d e f g h*** Frame, *HMAS Sydney*, p. 72
86. ^ Winter, *H.M.A.S. Sydney*, pp. 93-4
87. ^ Winter, *H.M.A.S. Sydney*, pp. 94-6
88. ^ ***a b c*** Winter, *H.M.A.S. Sydney*, p. 96
89. ^ ***a b*** Frame, *HMAS Sydney*, p. 73
90. ^ Winter, *H.M.A.S. Sydney*, p. 97
91. ^ ***a b*** Frame, *HMAS Sydney*, p. 74
92. ^ Winter, *H.M.A.S. Sydney*, pp. 101-2
93. ^ ***a b*** Winter, *H.M.A.S. Sydney*, pp. 102-3
94. ^ Winter, *H.M.A.S. Sydney*, p. 104
95. ^ Frame, *HMAS Sydney*, p. 75
96. ^ Frame, *HMAS Sydney*, pp. 75-6
97. ^ Winter, *H.M.A.S. Sydney*, p. 105

98. ^ **a b** Frame, *HMAS Sydney*, p. 76
99. ^ Winter, *H.M.A.S. Sydney*, p. 106
100. ^ Frame, *HMAS Sydney*, pp. 76-7
101. ^ **a b** Winter, *H.M.A.S. Sydney*, pp. 106-7
102. ^ **a b c d e f** Frame, *HMAS Sydney*, p. 77
103. ^ **a b** Winter, *H.M.A.S. Sydney*, p. 107
104. ^ Winter, *H.M.A.S. Sydney*, pgs. 93, 96, 107
105. ^ Frame, *HMAS Sydney*, pgs. 72, 77
106. ^ Winter, *H.M.A.S. Sydney*, pp. 107-8
107. ^ **a b** Winter, *H.M.A.S. Sydney*, p. 108
108. ^ Winter, *H.M.A.S. Sydney*, p. 113
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110. ^ Frame, *HMAS Sydney*, pp. 77-9
111. ^ **a b c d e f** Gill, *Royal Australian Navy, 1939-1942*, p. 453
112. ^ **a b c d e** Hore, in Stevens, *The Royal Australian Navy*, p. 78
113. ^ **a b** Olson, *Bitter Victory*, p. 178
114. ^ **a b c d** Frame, *HMAS Sydney*, p. 104
115. ^ Olson, *Bitter Victory*, pp. 178-9
116. ^ **a b** Olson, *Bitter Victory*, p. 179
117. ^ **a b** Mearns, *The Search for the Sydney*, p. 28
118. ^ Winter, *H.M.A.S. Sydney*, p. 130
119. ^ Olson, *Bitter Victory*, pp. 180-1
120. ^ Gill, *Royal Australian Navy, 1939-1942*, pp. 453-4
121. ^ Cole, *The Loss of HMAS Sydney II*, vol. 2, pp. 317-8
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124. ^ **a b c d e f g h** Gill, *Royal Australian Navy, 1939-1942*, p. 454
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128. ^ Olson, *Bitter Victory*, pp. 248-9
129. ^ Mearns, *The Search for the Sydney*, p. 35
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131. ^ **a b** Olson, *Bitter Victory* p. 249
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133. ^ Mearns, *The Search for the Sydney*, pgs. 37, 205
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136. ^ **a b c d e f g h i** Gill, *Royal Australian Navy, 1939-1942*, p. 456
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141. ^ Olson, *Bitter Victory*, p. 263
142. ^ Frame, *HMAS Sydney*, pp. 3–5
143. ^ Frame, *HMAS Sydney*, p. 95
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146. ^ **a b c** Winter, *H.M.A.S. Sydney*, p. 183
147. ^ Frame, *HMAS Sydney*, pgs. 4, 6–7
148. ^ Olson, *Bitter Victory*, p. 39
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150. ^ Gill, *Royal Australian Navy, 1939-1942*, p. 451

151. ^ Olson, *Bitter Victory*, p. 34
152. ^ Frame, *HMAS Sydney*, p. 5
153. ^ ***a*** ***b*** Gill, *The Royal Australian Navy, 1939-1942*, p. 452
154. ^ ***a*** ***b*** Frame, *HMAS Sydney*, p. 6
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158. ^ ***a*** ***b*** ***c*** Milligan and Foley, *Australian Hospital Ship Centaur*, pp. 18–20
159. ^ ***a*** ***b*** ***c*** Frame, *HMAS Sydney*, p. 8
160. ^ Olson, *Bitter Victory*, pp. 56-7
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170. ^ ***a*** ***b*** Olson, *Bitter Victory*, p. 111
171. ^ ***a*** ***b*** Frame, *HMAS Sydney*, p. 83
172. ^ Winter, *H.M.A.S. Sydney*, pp. 199-200
173. ^ ***a*** ***b*** Frame, *HMAS Sydney*, p. 108
174. ^ Olson, *Bitter Victory*, pgs. 190, 193
175. ^ ***a*** ***b*** Frame, *HMAS Sydney*, p. 109
176. ^ Frame, *HMAS Sydney*, pp. 109–10
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180. ^ JCFADT, *Report on the loss of HMAS Sydney*, p. 139
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182. ^ McCarthy, *A précis of search-related events*, pp. 3-4
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195. ^ Mearns, *The search for the Sydney*, p. 204
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200. ^ Mearns, *The Search for the Sydney*, pp. 217-28
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External links

Categories: World War II cruisers of Germany | Ships built in Kiel | Shipwrecks of Western Australia | World War II shipwrecks in the Indian Ocean | World War II commerce raiders | 1938 ships | Australian National Heritage List | Auxiliary cruisers of the Kriegsmarine

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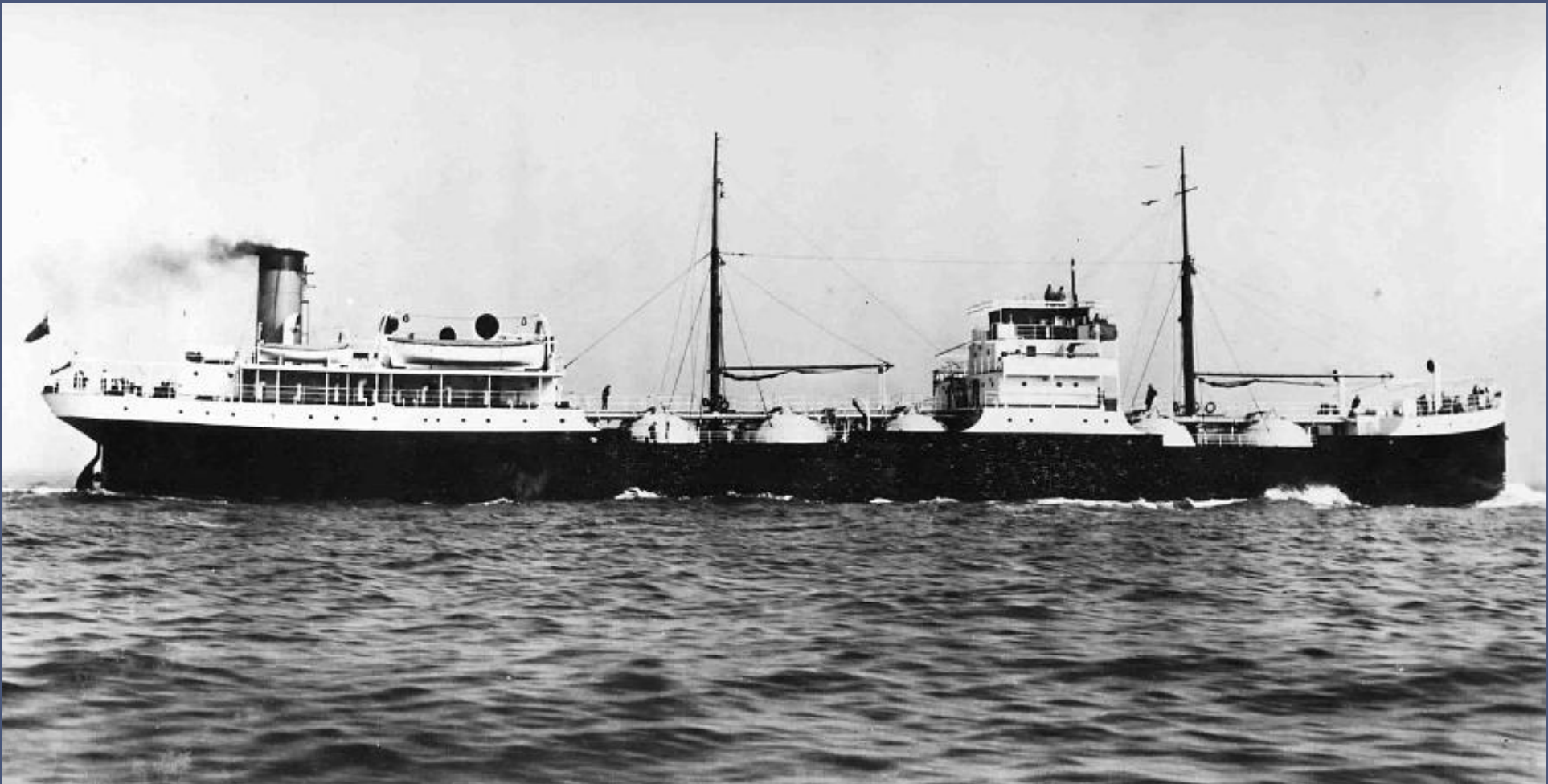
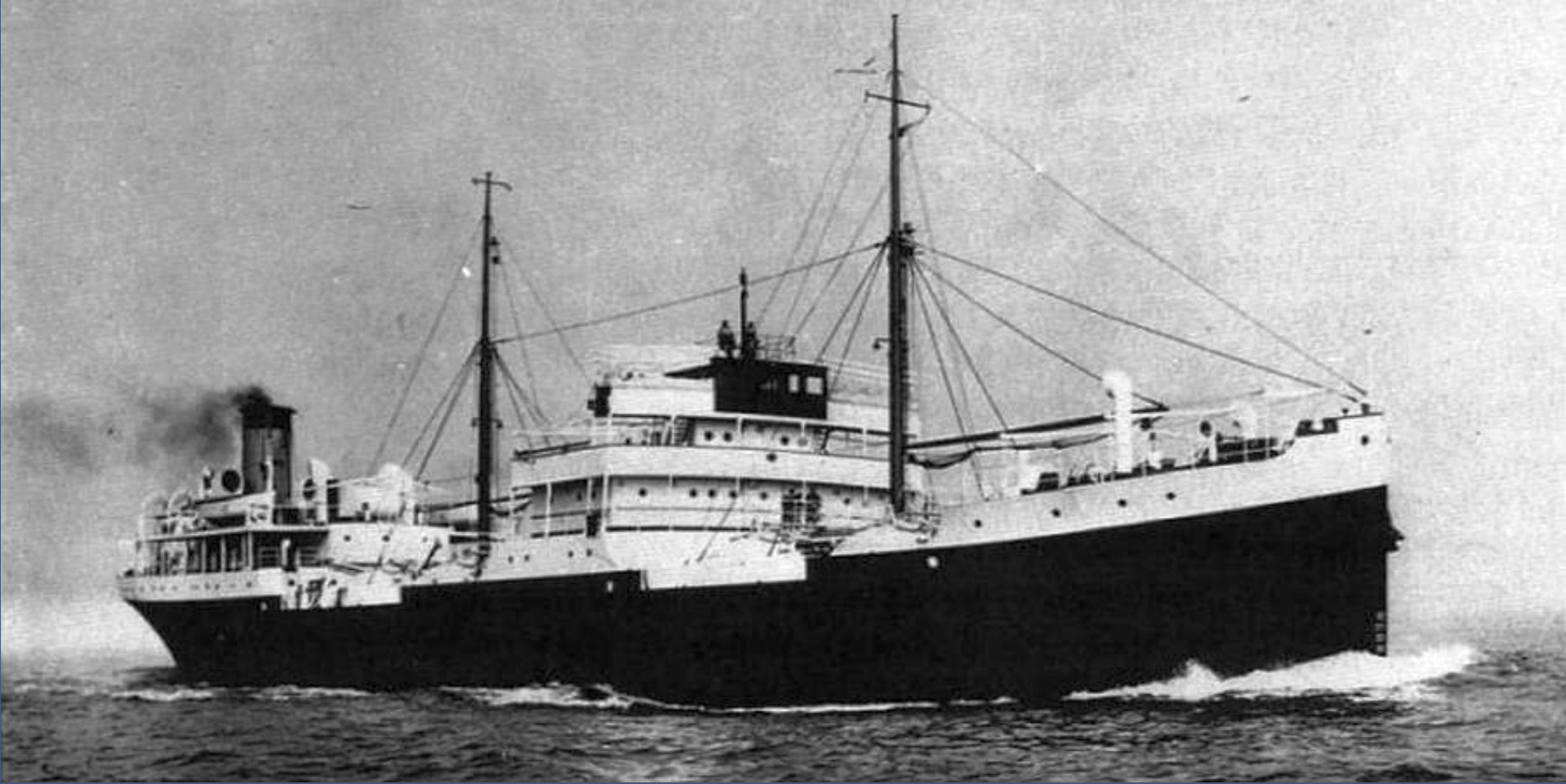
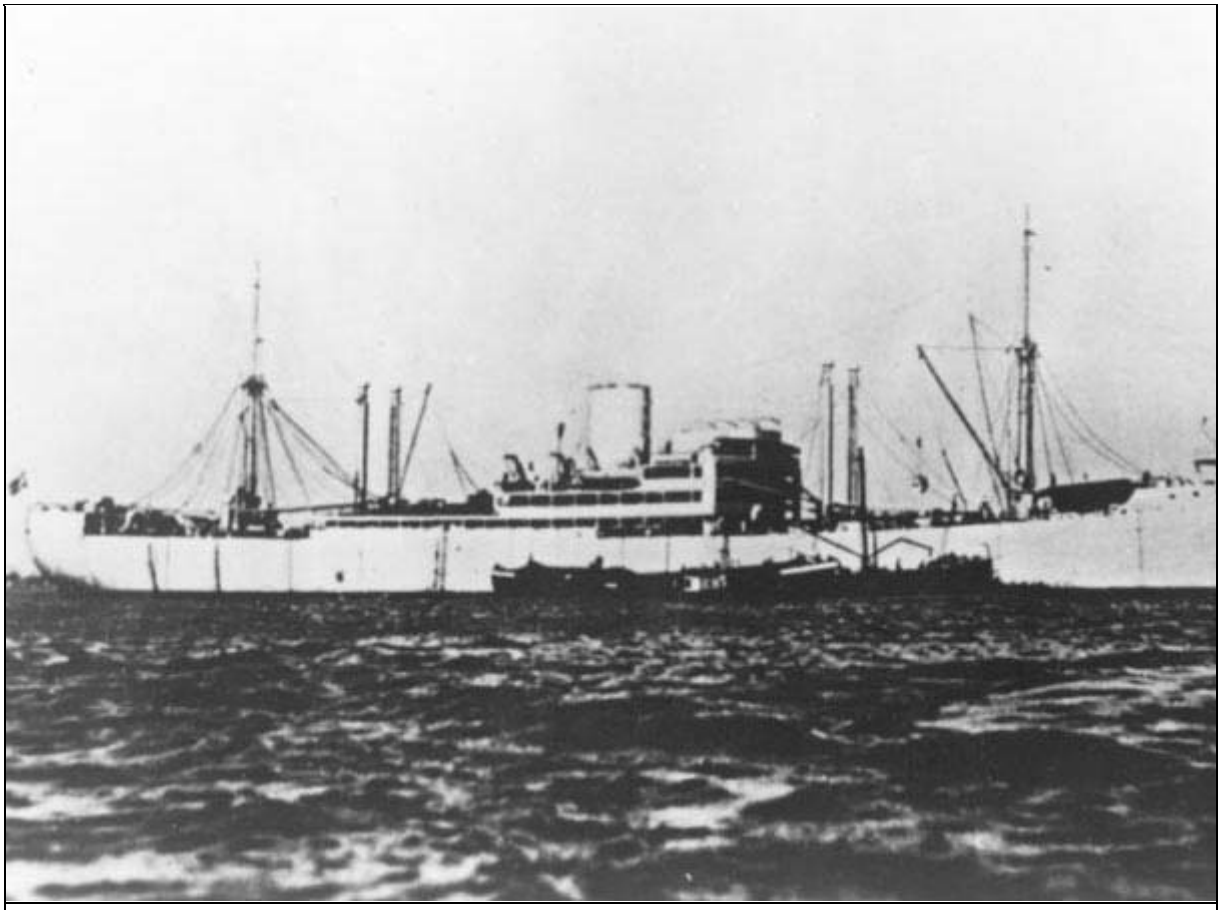
Name:	AGNITA
Type:	LPG Tanker
Launched:	20/11/1930
Completed:	03/1931
Builder:	R & W Hawthorn, Leslie & Co Ltd
Yard:	Hebburn
Yard Number:	578
Dimensions:	3561grt, 1977nrt, 305.4 x 50.5 x 26.3ft
Engines:	Oil engine, 8cyl (24.3 x 43.3ins), 476nhp
Engines by:	Werkspoor, Amsterdam
Propulsion:	1 x Screw
Construction:	Steel
Reg Number:	n/a
History:	
03/1931	NV Petroleum Mij "La Corona", The Hague
1939	Anglo-Saxon Petroleum Co Ltd, London
22/03/1941	Sank
Comments:	Designed to carry three different types of cargo - gas oil, sulphuric acid and LPG.
	She was the world's first purpose-built gas carrier
	Built with 12 large cylindrical pressure vessel tanks made from 24 mm thick boiler plate, by the engine works at St Peter's
	The top of the hemispherical end of each tank protruded 6ft above the upper deck
	22/03/1941: Captured and sunk by German raider KORMORAN in 03.20N - 23.48W
	On a voyage from Freetown to Caripito in ballast.






MARGARETE AMSTERDAM

Hilfskreuzer (see Agnita below)



HK Kormoran

Hilfskreuzer (Auxiliary Cruiser) Kormoran	
General Details	
Nationality	German
Type	Hilfskreuzer (Raider)
Ship Number	41
HSK Number	VIII
British Admiralty Letter	G
Builder	*Krupp-Germania Werft*, Kiel.
Launched	1938
Previous Owner	The *Hamburg-Amerika* line
Previous Name	Steiermark
Conversion	Deutsche Werft AG, *Hamburg.*
General Cruise Details	
Commander	Korvettenkapitän Theodor Detmers – winner of the Knights Cross
Sail date	3. December 1940
End date	19. November 1941
Fate	Sunk – and was sunk by - the light cruiser *HMAS Sydney*, off the west coast of Australia.
Performance	

Ships Sunk / Captured	11 Sunk – 1 Captured
Tonnage	68.274
Days at Sea	350
Tons per Day	195.06
Displacement	
Displacement	At 8,736 tons, the *Kormoran* was the biggest of the raiders, over twice the size of *Thor* and *Komet.*
Dimensions	
Length	164 metres
Beam	20.2 metres
Weapons	
Main Armament	6 x 150 mm guns – one from World War One battlecruiser *SMS Seydlitz.*
Secondary Armament	1 x 75mm (Removed) 1 x Twin 37mm Flak, 2 x 37mm Army Anti-Tank guns, 5 x 20mm Flak
Torpedo Tubes	6 x 53,3 cm (15 torpedoes)
Mines	360 Type C
Aircraft	
Aircraft	2 x Arado Ar-196 A-1
Smaller Boats	
Light Speedboat	LS-3
Propulsion	
Engine Type	Four 9-cylinder four-stroke *Krupp-Germania* Diesel-Electric Engines.
Horsepower	16.000
Endurance	84.500 nautical miles at 10 knots
Speed	18 knots
Fuel Type	Oil
Complement	
Wartime	400

The Wreck of HSK Kormoran Found

The wreckage of the HSK Kormoran was found by the search team on board the SV Geosounder at 17:30 (AWDT) on 12. March 2008. The wreck site is located off the west coast of Australia, northwest of Perth, in the approximate position 26° 05' 49,4" S 111° 04' 27,5" E. The depth of the wreck site is aproximately 2.560 meters and the wreck is located 12,2 nautical miles from the wreck of HMAS Sydney.

The initiative for the search that led to the finding of HSK Kormoran was taken by The Finding Sydney Foundation. Search Director was David Mearns who is known for the finding of the British battlecruiser HMS Hood.

Kormoran - War Records from 03-12-1940 to 19-11-1941

Number	Prize Name	Type	Flag	Date	Tonnage	Fate
1	Antonis	Freighter	Greece	06-01-1941	3.730	Sunk
2	British Union	Tanker	United Kingdom	18-01-1941	7.000	Sunk
3	Afric Star	Freighter	United Kingdom	29-01-1941	11.900	Sunk
4	Eurylochus	Freighter	United Kingdom	29-01-1941	5.725	Sunk
5	Agnita	Tanker	United Kingdom	22-03-1941	3.550	Sunk
6	Canadolite	Freighter	United Kingdom	25-03-1941	11.300	Captured
7	Craftsman	Freighter	United Kingdom	09-04-1941	8.020	Sunk

8	Nicolaos D.L.	Freighter	Greece	12-04-1941	5.485	Sunk
9	Velebit	Freighter	Yugoslavia	26-06-1941	4.155	Sunk
10	Mareeba	Freighter	United Kingdom	26-06-1941	3.470	Sunk
11	Stamatios G. Embiricos	Freighter	Greece	23-09-1941	3.940	Sunk
12	HMAS Sydney	Light Cruiser	Australia	19-11-1941	7.100	Sunk
	Total Kormoran Prizes				75.375	

Notes to:

1	Sunk by explosives charges.
2	Sunk by torpedo.
3	Sunk by explosive charges. 72 prisoners are taken. Two young British ladies of apparently outstanding beauty, like many shipwrecked survivors, taken by surprise, climb aboard *Kormoran* in their bathing costumes. They enjoyed the best of facilities on board, being given a first class cabin over the swimming pool deck, with their own bathroom. The German crew always gave them courteous and respectful treatment.
4	Sunk by torpedo. Several dead. Meeting with tanker *Nordmark*, for refuelling, and *Duquesa*, for food replenishment. 170 prisoners transferred to *Nordmark*. Meeting with *Pinguin*. Krüder proposes to Detmers that they operate as a team, but the Fregattenkapitän, refuses to put himself in a subordinate position to Kapitän zur See Krüder. Meeting with *Admiral Scheer* and the *U-105*.
5	Sunk by torpedo. 38 prisoners taken.
6	Very valuable ship. Dispatched to Bordeaux with prisoners. She arrives safely, and is later converted into a blockade runner and re-named *Sudetenland*. Meeting with *U-105, U-106* and *Nordmark*.
7	Sunk by gunfire and torpedo.
8	Sunk by torpedo. Meeting with *Dresden, Alsterufer* and *HK Atlantis*.
9	Destroyed by gunfire and abandoned, she runs aground on the Andaman Islands with part of her crew.
10	Sunk by explosive charges.
11	Sunk by explosive charges. Meeting with *Kulmerland*, for refuelling and replenishing of supplies.
12	Battle with the light cruiser *HMAS Sydney* at a close range of 1.000 meters off the coast of western Australia. *Kormoran* suffers four 6-inch hits, that start a major fire midships. Abandoned with 60 deads, she explodes and capsizes off the Abrolhos Islands. 320 survivors interned for five years in Australian POW camps. The *Sydney,* after sustaining more than a thousand hits of 152 mm, 75 and 37 mm AA, heavy machine gunfire and a torpedo hit, sinks with all 645 officers and men.

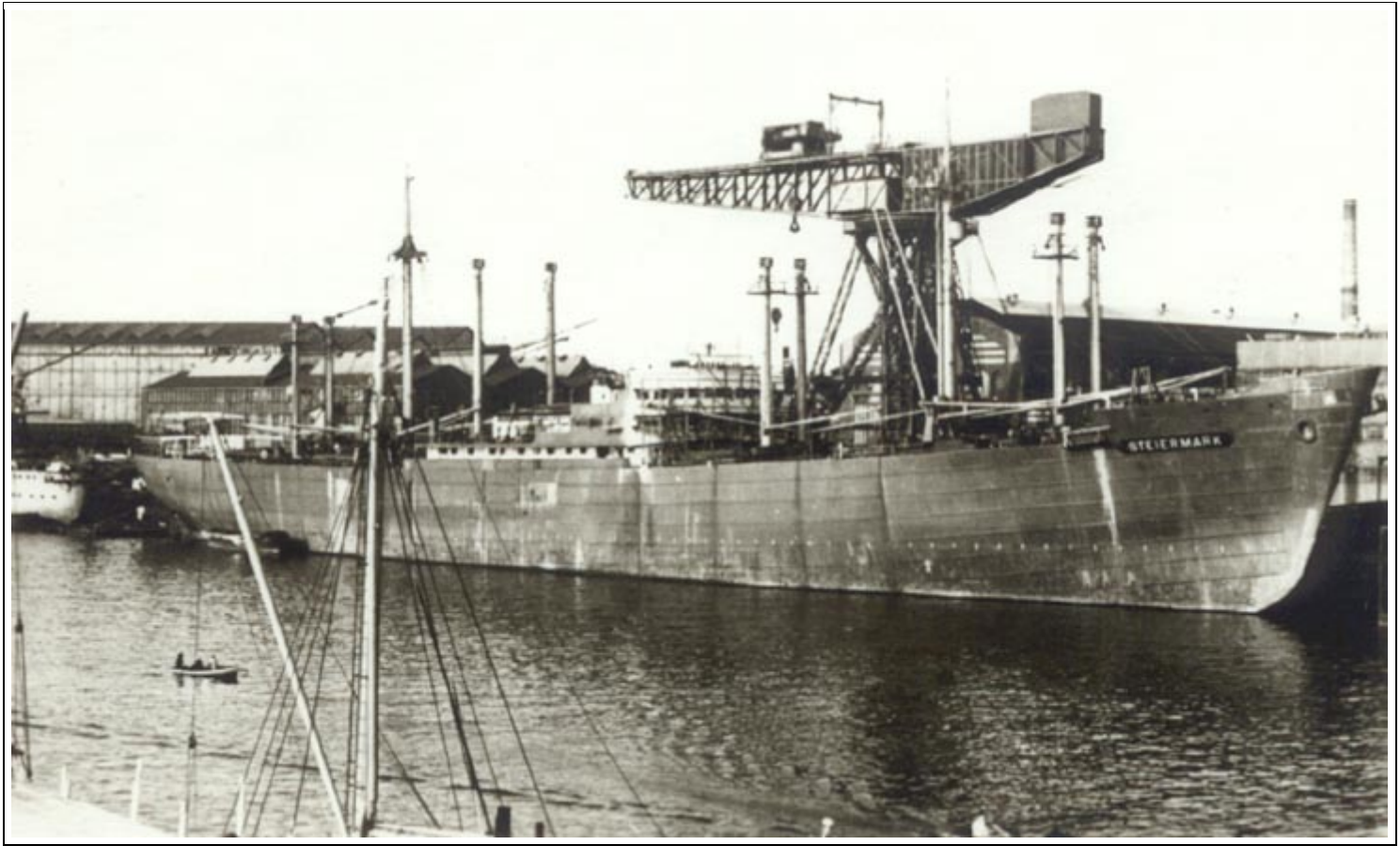
Additional Info about the Ships engaged by Hilfskreuzer Kormoran - 3 December 1940 to 19 November 1941

5 - Agnita

When ordered to stop this small 3,552-ton armed tanker radioed her position and tried to escape.

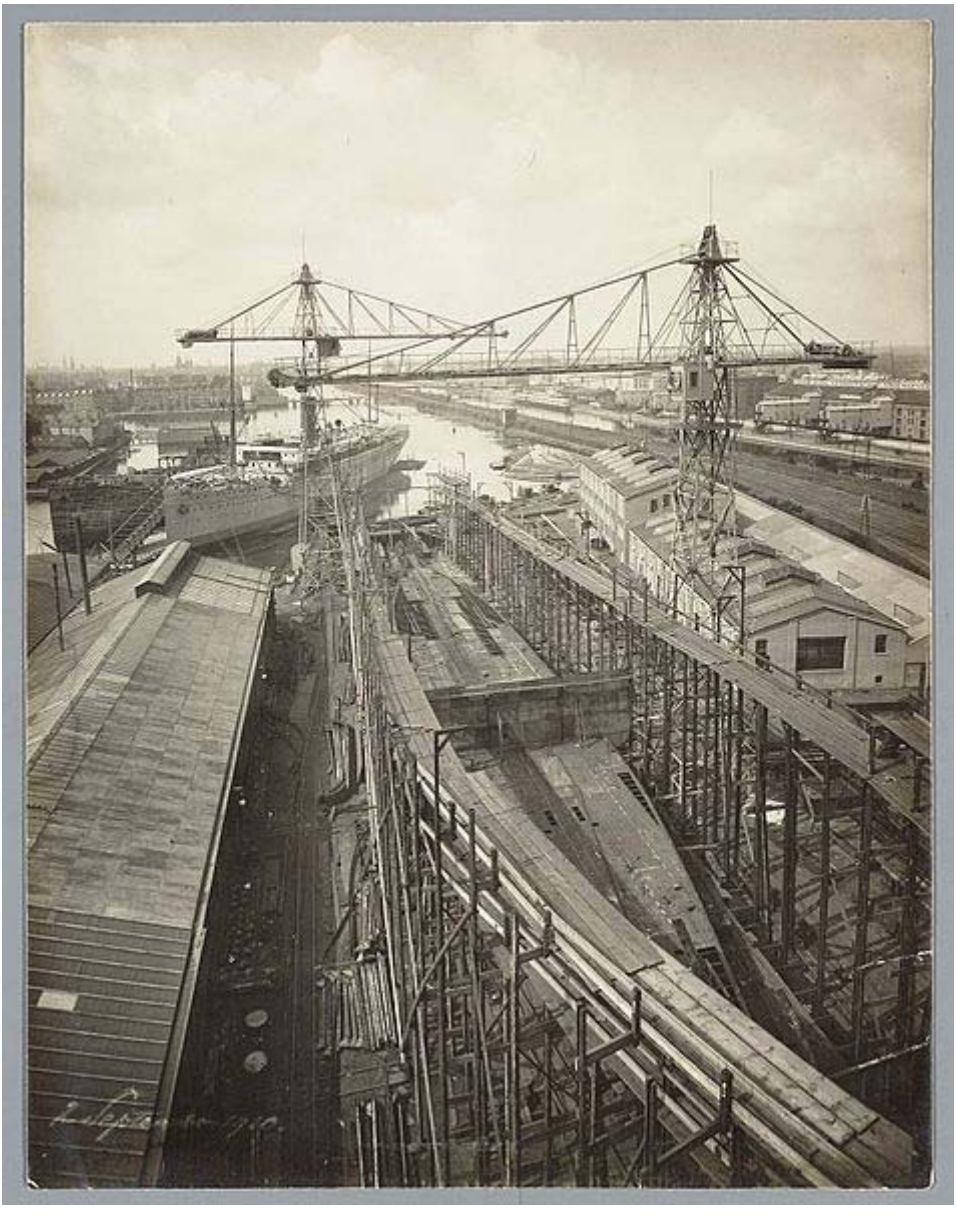
Several salvoes brought her to a halt and due to the damage done to her engine room it was decided to sink her. The scuttling charges were set and exploded, but she would not sink, being kept afloat by her empty oil tanks.

After nine 150 mm shells had been put into her without success, she was finally sunk by a torpedo, and her thirty-eight-man crew was picked up.


STEIERMARK

De sleepboot Ajax op haar proeftocht in het Noordzeekanaal
Bouwnummer 103, gebouwd op de werf van de Nederlandsche Scheepsbpuw Maatschappij (N.S.M.) in opdracht van de Nederlandsch Indische Tankstoomboot Maatschappij.

In 1943 werd de sleepboot verkocht aan Petroleos Mexicanos te Tampico en herdoopt in El Pelicano. In de jaren 1950 is zij aangekocht en herdoopt in Pemex 3 door een stoomleverancier in een Mexicaanse haven.



De sleepboot Ajax in aanbouw
Bouwnummer 103, gebouwd op de werf van de Nederlandsche Scheepsbpuw Maatschappij (N.S.M.), Conradstraat 151, in opdracht van de Nederlandsch Indische Tankstoomboot Maatschappij.

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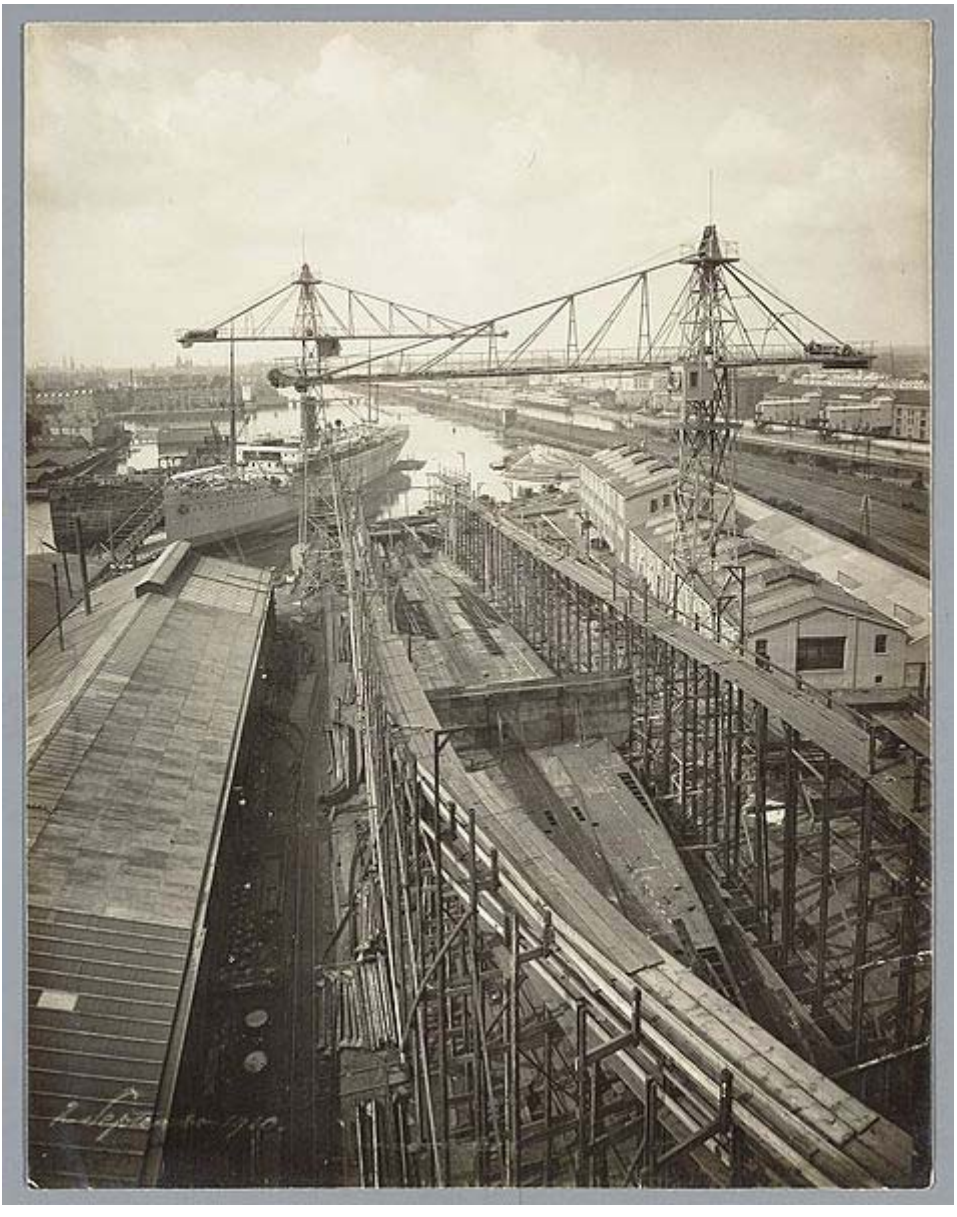
Datering: 2 september 1910
Herkomst: Stadsarchief; Fotoarchief Nederlandse Dok- en Scheepsbouw Mij.
Documenttype: foto
Vervaardiger: Gustaaf Oosterhuis (fotograaf)
Geografische naam: Conradstraat 151; Dijksgracht
Afbeeldingsbestand: 010179000060



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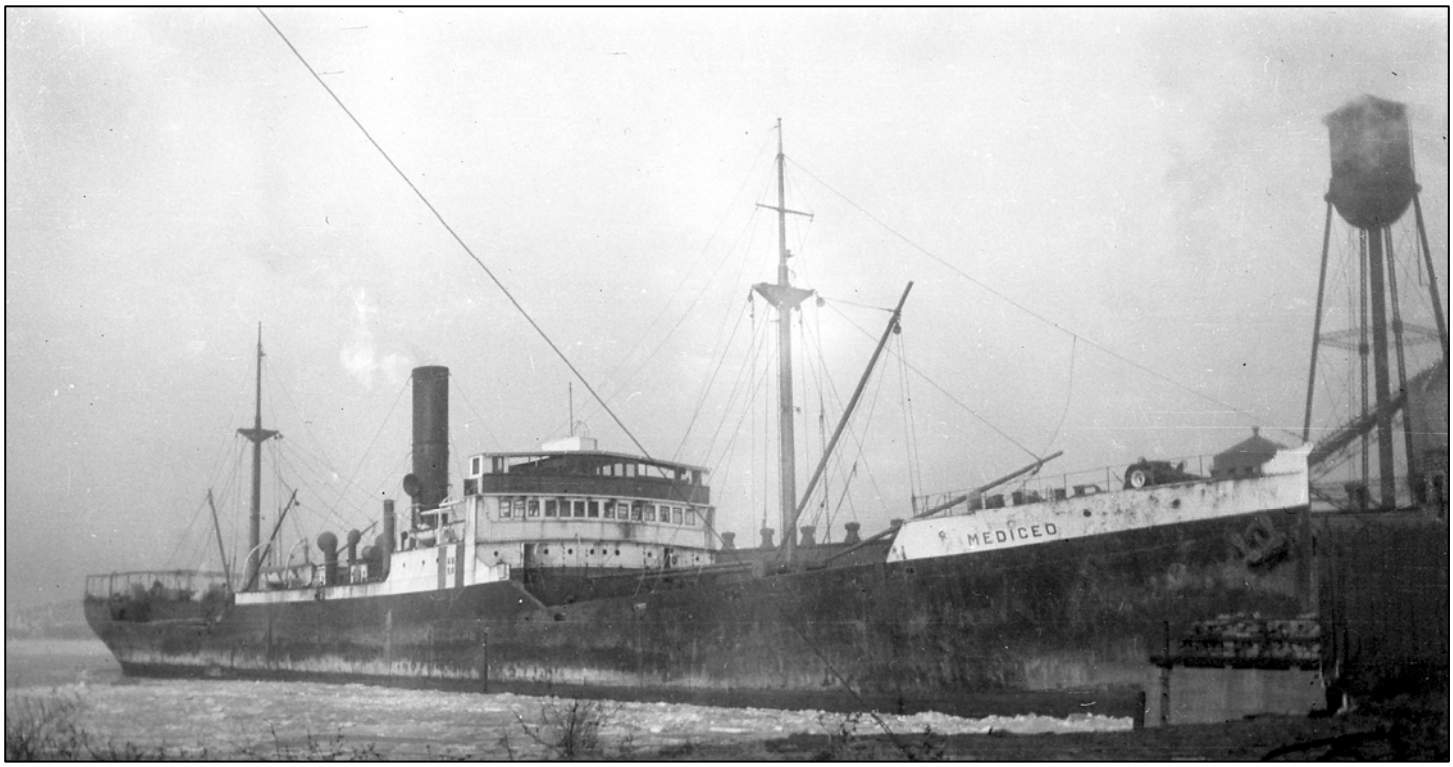
Mediceo, War Singer, Akera



Camden, January 23, 1940

The Mediceo was built in Glasgow in 1918 as the *War Singer* for the Anglo-Saxon Petroleum Company. In 1921 the ship was renamed *Akera. The ship was* sold in 1927 to Prebensen & Blakstad, Risør, Norway.

In 1939 the ship again changed hands. Sold to Ditta Marino Querci, of Genoa, Italy, she was converted to cargo ship and renamed *Mediceo* and placed under the Italian flag. When Italy surrendered to the Allies in September of 1943, Mediceo was seized by Germans and handed over to Mittelmeer Reederei GmbH. She was bombed by British aircraft January 31, 1945 and sunk off Tagliamento, Italy.

ss Akera

Akera of 1919, when purchased by Anglo Saxon. Another post WW1 cargo ship conversion.
This ship shown without masts in Manchester Ship Canal.
Sold to foreign buyers 1927, converted back to dry cargo 1938.
Sold to Italian owners 1939.
Sunk by bombing January 1945 off Italian coast.


L N G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5102


ABADI

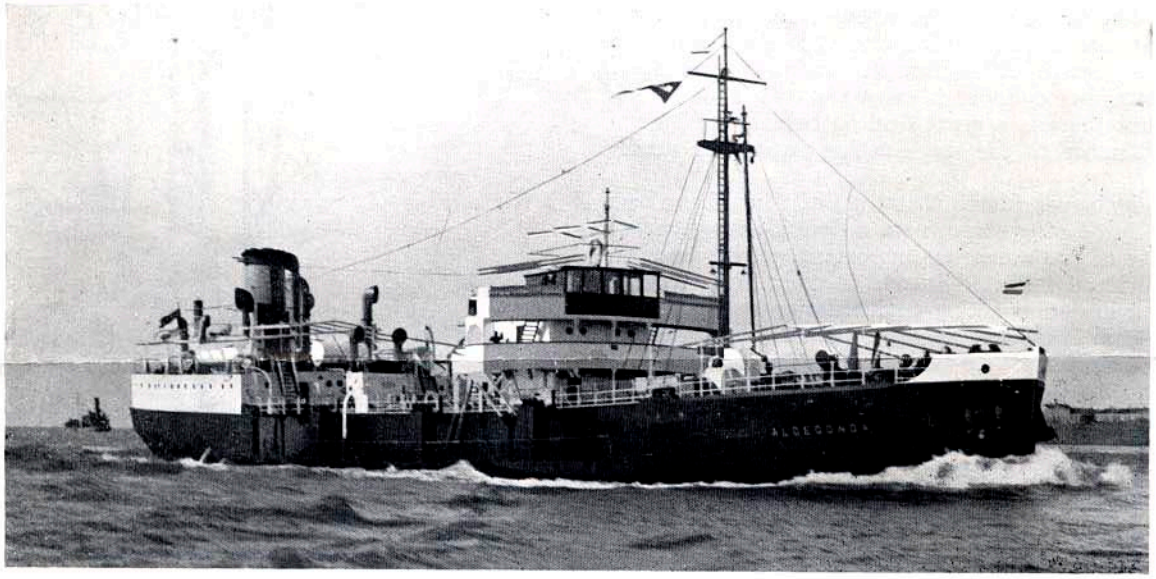
The Oil-tank Motorship "Aldegonda."

THE twin-screw oil-carrying motorship *Aldegonda* has been recently completed at the Werf Gusto of the Dutch firm of A. F. Smulders, Schiedam, for the Nederlandsch-Indische Tankstoomboot Maatschappij, of Rotterdam. This vessel has been constructed to a design embodying a combination of special features which make her of more than ordinary interest in a class of ships which has become almost stereotyped.

The principal dimensions and other important data of the design are as follow :—

Length B.P.	260ft. 0in.
Breadth moulded	48ft. 0in.
Depth moulded to upper deck	14ft. 9in.
Draught	13ft. 6in.
Corresponding deadweight, tons	2,050

The hull and propelling machinery have been built in accordance with plans and specifications prepared by the owners, under the direction of Mr. C. Zulver, the chief marine superintendent of the fleets operated by the Royal Dutch Petroleum Company, which control very large interests.



The Twin-screw Oil-tank Motorship "Aldegonda."

The *Aldegonda* has been constructed on the combination system of framing, with longitudinally-disposed members for the deck and bottom, and transverse framing on the sides. The scantlings and arrangement of the structure are such that the highest classification of Lloyd's Register of Shipping has been assigned to the vessel. There are two longitudinal and four transverse bulkheads, which provide nine oil-cargo compartments.

A photograph of the *Aldegonda* is reproduced on this page, from which it will be seen that the deck erections consist of a poop covering the machinery space aft, and a forecastle. These are united by a continuous expansion trunk of the same height as the poop and forecastle, and having a breadth of 31ft. On this, a steel house erected amidships contains the captain's accommodation and sundry storerooms, and at a higher level are the navigating bridge, wheelhouse and chartroom. The navigating and engineer officers have their quarters in deckhouses on the poop deck, while the crew are berthed in the forecastle. The accommodation throughout is very roomy and adequately ventilated for the tropical service in which the vessel will engage.

For the loading and discharging of the cargo, two duplex pumps of large capacity are installed in the pump room. One of these is a steam-driven unit, while the other is driven by a Kromhout 80-B.H.P. motor situated in the main engine-room, and connected to the pump by suitable clutch gear. The pipe-lines in the tanks are arranged on the double principle, with an ample number of valves operated from the top of the trunk. Provision is made for discharging cargo either amidships or over the stern.

The deck auxiliaries, which comprise a windlass, steering gear, cargo winch and capstans, are steam-driven, the steering gear being attached directly to the rudder-head. Telemotor control gear, manufactured by Messrs. MacTaggart, Scott and Co., Ltd., of Loanhead, Edinburgh, is installed.

For dealing with the ship's insulated provision room, a refrigerating plant is installed in the main engine-room, arrangements for ice-making being included in the equipment.

Propelling Machinery.

The propelling installation consists of two sets of Werkspoor four-stroke cycle, six-cylinder, directly-reversible Diesel engines, each developing 510 B.H.P. at about 170 r.p.m. The cylinder diameter is 400 mm. and the piston stroke 800 mm. The engines are totally enclosed and arranged for forced lubrication, while the pistons are oil-cooled. The pistons are connected to the connecting rods by means of double crossheads and guides.

Each of the two engines drives its own three-stage compressor, which is coupled directly to the crankshaft ; while one double-acting cooling pump and one bilge pump are driven from the crosshead of each compressor. A lubricating oil pump of the rotary type is driven from the intermediate shaft.

The Kromhout auxiliary engine, which has been already mentioned in connection with the cargo pumps, is also available for driving an independent compressor.

Other auxiliaries in the engine-room include a large ballast pump and a stand-by lubricating-oil pump, both of which are steam-driven ; while the electric-generating plant consists of two 12-kw. dynamos, one driven by a steam engine and the other by a single-cylinder Diesel engine.

The exhaust from the steam auxiliaries is returned to an auxiliary condenser, of which the cooling surface is about 600 sq. ft.

For steam-raising purposes, a donkey boiler of the horizontal multitubular type is installed. Two furnaces are arranged, the heating surface being approximately 950 sq. ft., while the working pressure is 150lb per sq. in. The exhaust gases from the main and auxiliary Diesel engines are applied to the heating of the boiler, and, in addition, the furnaces are equipped with oil-burning arrangements.

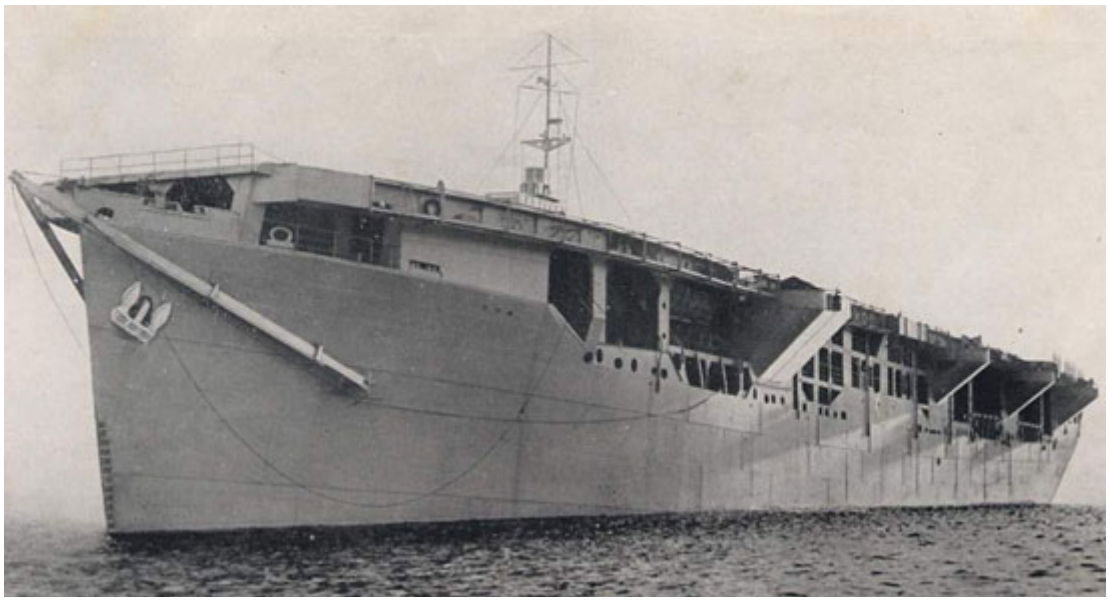
The propellers, it may be mentioned, are of manganese bronze.

. . . . . .

The *Aldegonda* carried out highly successful trials on the 4th March, the vessel being in fully laden condition. No difficulty of any kind was experienced in obtaining and maintaining a speed of 10½ knots ; and after the completion of the trip, the vessel was taken over by her owners.

Alexia

British Motor tanker



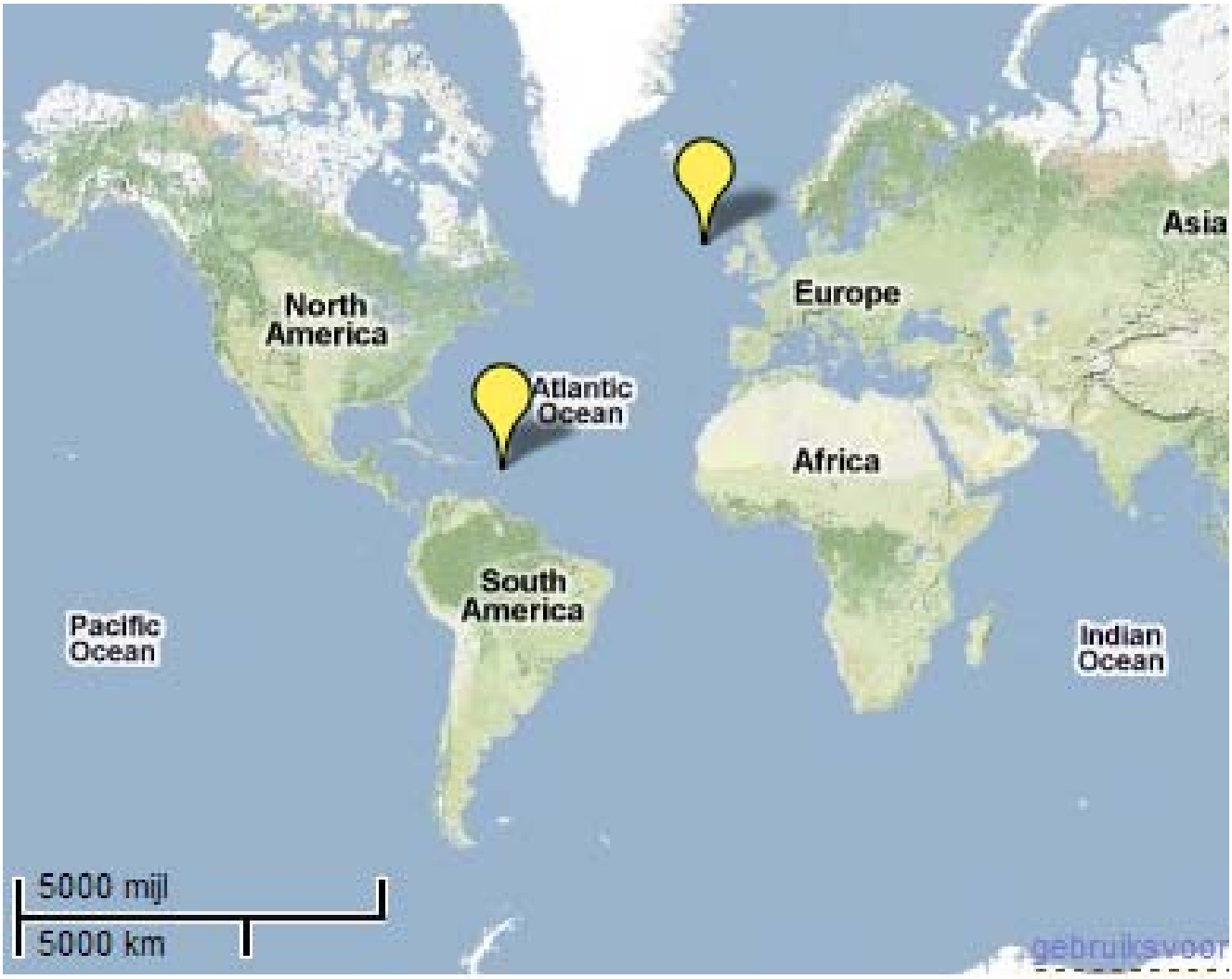
*The **Alexia** after conversion to the MAC ship **HMS Alexia**. Photo Courtesy of Library of Contemporary History, Stuttgart*

Name	**Alexia**		
Type:	Motor tanker		
Tonnage	8,016 tons		
Completed	1935 - Bremer Vulkan, Vegesack		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	10 Aug 1942	**Nationality:**	British

Fate	Damaged by U-510 (Karl Neitzel)
Position	16.50N, 60.40W - Grid ED 3927
Complement	64 (0 dead and 64 survivors).
Convoy	
Route	Gibraltar - Curaçao
Cargo	Ballast
History	At 04.27 hours on 2 Aug, 1940, the **Alexia** in convoy OB-191 was torpedoed by U-99 (Kretschmer) in position 55°30N/15°30W (Grid AL 6616) and fell out of the convoy, where she was shelled by the same U-boat but did not sink.
Notes on loss	At 02.15 hours on 10 Aug, 1942, U-510 fired torpedoes at the **Alexia** and observed three hits in sequence and thought after 10 minutes that the tanker had sunk, but the ship was again salved. The badly damaged **Alexia** was acquired by the Royal Navy and converted to the auxiliary escort carrier **HMS Alexia**, commissioned in December 1943. After the war, the ship was rebuilt for merchant service and renamed **Ianthina** in 1951. Sold for scrap in August 1954 at Blyth.

Attack entries for Alexia

Date	U-boat	Commander	Loss type	Tons	Nat.
2 Aug 1940	U-99	Kptlt. Otto Kretschmer	Damaged	8,016	
10 Aug 1942	U-510	KrvKpt. Karl Neitzel	Damaged	8,016	



*Locations of attacks on **Alexia**.*

ship damaged.

Imagen:

Imagen:

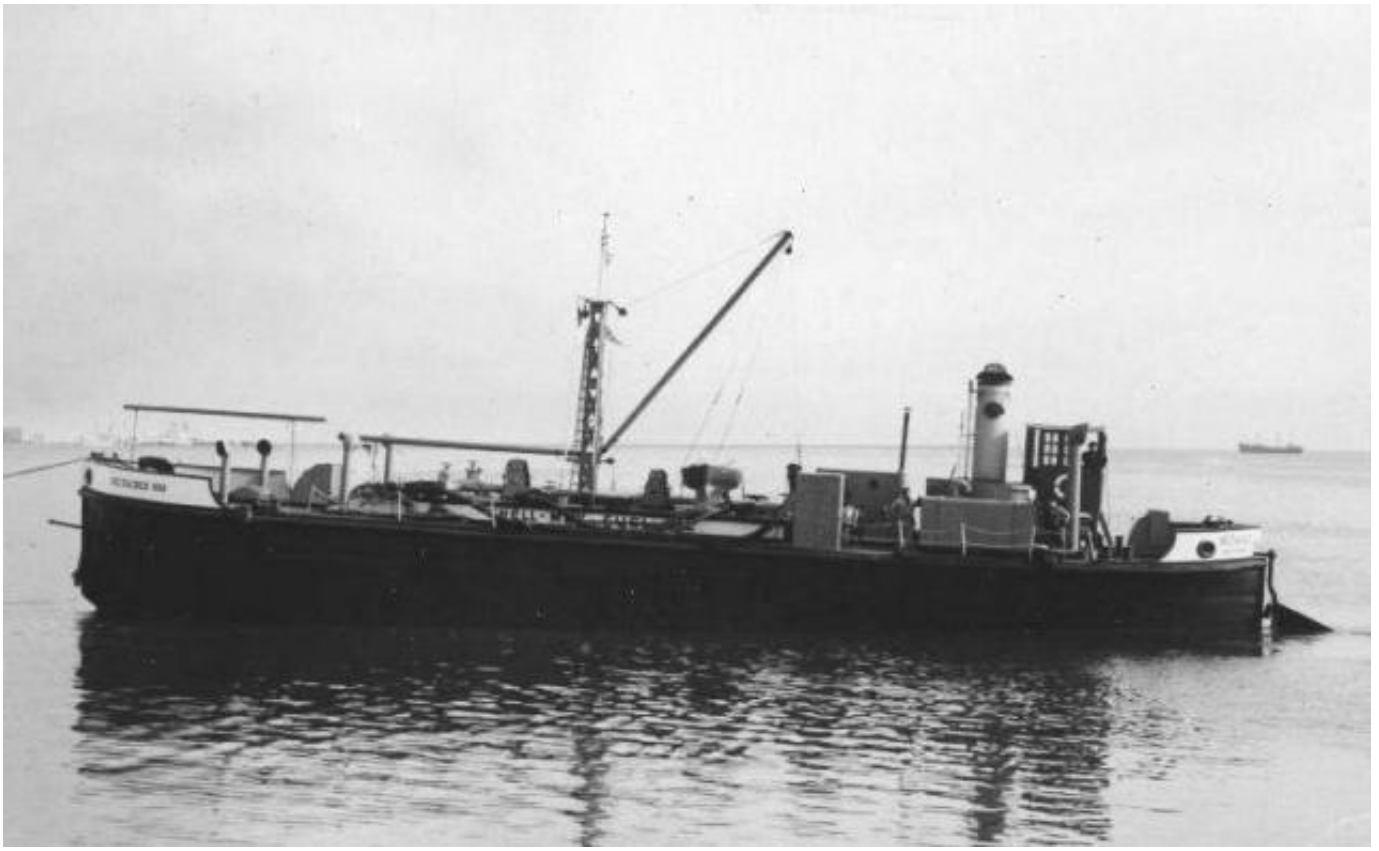


Imagen:

Buque tanque de bunkering.

Astillero: Palmer's Shipbuilding & Iron Co.

Lugar de construcción: Amble, U. K.

Casco nº: Sociedad clasificadora:

Matrícula: Señal distintiva: IMO:

Tripulantes: Pasajeros: 0

TRG: 363 TRN: 284 DWT: DV:

Eslora: 40,90 Manga: 7,52 Puntal: 3,99 Calado:

Equipos de cubierta (Cantidad x toneladas):

Tanques: Carga líquida: 0 p³.

Capacidad combustible: Consumo diario:

Una máquina alternativa a vapor.

Calderas:

bHP. Hélices: Velocidad: nudos.

1921. Botado para la Anglo-Mexican Petroleum Co. Ltd., Buenos Aires. Bautizado A. M. P 20. (Argentina

1921. Alistado.

1942. Reclasificado: TRG: 261; TRN: 248

192x. Anglo-Mexican Oil & Shipping Co. Ltd., Buenos Aires. - A.M.P.20. (Argentina)

192x. Compañía de Navegación Shell-Mex S. A., Buenos Aires. Rebautizado ALFACRUZ. (Argentina)

1953. Compañía de Navegación Shell SA, Buenos Aires. - ALFACRUZ. (Argentina)

1961. Estrella Marítima S. A. de Navegación y Comercio, Buenos Aires. - ALFACRUZ. (Argentina)

Información suministrada por el Sr. Héctor Caro.

Allegrity (Empire Tavistock)

798 tons; 193x31; Built in 1945 as a coastal Tanker. Requisioned by MOWT and managed by Anglo-Saxon Petroleum Co. In 1946 renamed SOBAT and purchased by Van Castricum & Co, London. In 1951 renamed ALLEGRITY purchased by F.T.Everard & Sons, London. On the 22nd December 1961 she capsized after grounding near Falmouth. She was a total loss.

"Amastra" under attack

From US Navy archives the following story was extracted:
At 0010h, on April 12, 1967, the privately chartered 9,000 ton British flagged Shell Oil tanker M/V AMASTRA had been holed by an external explosive device while moored in the POL transfer anchorage in Nha Trang Harbor, Vietnam.
The AMASTRA was preparing to off load aviation fuel for military aircraft when the explosion ripped open a four by six foot jagged hole at the waterline near the fire wall between the engine room and the boiler room.
The engine room, fire room and the after pump room flooded in twenty minutes causing the AMASTRA’s stern to settle to the harbor bottom leaving the rear decks awash.
Another Shell Oil tanker, the Dutch flagged M/V KARA from ‘s-Gravenhage, Netherlands arrived and moored port side to the AMASTRA. The KARA provided auxiliary power and steam so AMASTRA could transfer 640,000 gallons of fuel to the KARA. The AMASTRA's damaged area was thirty feet below the water line and required a twelve by twelve-foot patch.
In the early morning hours of April 13, USS “Current” ARS-22 arrived at Nha Trang. Shortly after arriving, the work boat was placed in the water and a salvage team departed for the tanker to survey the damage and plan a course of action. Commander Service Group Three salvage officer Commander J. B. Orem was designated Officer in Charge of the AMASTRA salvage operation. USS “Greenlet” ASR-10 as well as Harbor Clearance Unit One's HCT-3 staff members were also sent from Vung Tau to assist during the re-floating operation.
Floodlights were secured on USS “Current” ARS-22’s rails and directed into the waters around the ship at sunset. Armed sentries were posted during darkness to defend against any attempt to attach an explosives charge to USS “Current” ARS-22's hull. Early each morning, USS “Current” ARS-22 weighed anchor and moored starboard side to AMASTRA. At the end of each day, USS “Current” ARS-22 departed AMASTRA and re-anchored in the center of Nha Trang Harbor for security.
Prior to transferring fuel oil to the KARA, USS “Current” ARS-22 diver LTJG Vince Weis along with a HCU-1 diver wearing shallow water diving gear went into the AMASTRA's engine room, filled with dangerous gas fumes, to close a set of valves that allowed AMASTRA's oil cargo to be transferred to the

KARA. USS “Current” ARS-22’s crew rigged salvage pumps and compressors then transferred them to the decks of AMASTRA. After the ship’s divers maneuvered a fabricated patch into place to stop the inflow of sea water into the engine room, the salvage pumps were started and the AMASTRA began to show freeboard. The spaces on the AMASTRA that had been flooded were cleared with the help of thirty to forty Vietnamese and Filipino stevedores.

With the loss of power for refrigeration, combined with the hot climate of Vietnam, an estimated six thousand pounds of spoiled meat and vegetables were removed from AMASTRA to a barge then dumped at sea. While ashore hiring the stevedores, USS “Current” ARS-22’s Operations Officer LTJG Mark Lusink in a conversation with local villagers was informed that the AMASTRA was mined by the South Vietnamese to prevent it from sailing to Haiphong, North Vietnam. Shell Oil tankers did not travel to North Vietnam.

The initial investigation indicated that a Limpet mine of approximately 80 to 90 pounds of explosives was used. In view of the close proximity of 150 yards to the beach hamlet of Truong Tay, a known haven for local pilferers, black marketers and other questionable individuals, the investigation determined that the explosive charge was most likely delivered from the hamlet area by a swimmer sapper. The Vietnam war was certainly a strange and crazy war.

The majority of the 43 man crew was removed by local Army landing craft about half an hour after the explosion. They spent the night at the American Army Officers' quarters at Camp John McDermott in Nha Trang.

On April 22, 1967, USS “Current” ARS-22’s salvage crew successfully raised and dewatered the AMASTRA. The fabricated patch was removed and a more permanent steel patch was constructed. SFM2 "Ace" Acfalle, one of USS “Current” ARS-22's ship fitters, spent the better part of two days, without any rest, welding the metal patch to the AMASTRA to make it seaworthy. The AMASTRA was towed by commercial tug to Singapore for dry-docking and repairs.

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SS AMASTRA – BRITIAN'S UNHERALDED CONTRIBUTION TO THE VIETNAM WAR EFFORT

It is rare that a naval vessel once sunk to the bottom of the seabed is given a new lease on life. For the SS Amastra, a British registered Shell Oil Tanker that was the case. Early on the pitch black morning of Wednesday, April 12th 1967, while I was walking my guard mount in the motor pool of the 459th Signal Battalion at Camp John F. McDermott at Nha Trang, a terrific explosion pierced the nighttime quiet. The Sergeant of the Guard checked my post and asked if I had seen anything. All I could say was that I had not, and that the explosion seemed to have come from the harbor, just a few hundred yards to the east of our encampment. As I had been up most of the night, when my guard relief came on duty, I retired to my tent to get some much needed shut eye.

The next morning, I was detailed to carry some messages down to higher headquarters and was driving in a jeep down along the beach road paralleling the harbor when I noticed a large vessel sunk by the stern resting in about sixty feet of water. It was the SS Amastra.

The Amastra, a 12,273 gross ton tanker had been unloading 15,000 tons of aviation fuel when the explosion occurred. Viet Cong frogmen had planted plastic explosives on the hull which tore a hole six feet by four feet wide about ten feet below the ship's waterline.

The cargo had been loaded aboard Amastra in Singapore and the ship had been in Nha Trang's harbor unloading the precious cargo into an underwater pipeline since Tuesday April 11th. Most of the JP4 fuel had been unloaded at the time of the explosion and that helped prevent a much more horrific catastrophe. Luckily, there was no loss of life or serious injury to the crewmembers.

The Second Engineer aboard Amastra was Colin Avery. In his memoir of that event, he States "at approximately 00:15 the whole world seemed to turn upside down. A massive explosion awaked me and simultaneously the ship felt as though it was leaping out of the water and a huge searing blue flash from outside lit up my bedroom. She settled back into the water, rocking and groaning and with the noise of the shockwave echoing all around". As Colin picked himself up he grabbed a towel to cover himself with and made for the door. He ran into the Chief Steward's wife, a Mrs. Harry Travis, who was also aboard ship. She had purchased a canary named "Guinness" somewhere during the ship's voyage. As she came out of her cabin amidships, she shouted "Colin, Colin, save the canary, save the canary". He tried to reassure her, but told her he was rather busy at the moment.

Chief Steward Harry Travis would himself recall "We had been to see a movie that night and we went to bed about 10:30, expecting to sail for Camh Ranh Bay the next morning, but we were awakened about 12:15 a.m. I wasn't sure whether it was the explosion that woke me or the fact that I banged my head against part of the bed. I got up and the ship was rocking".

As Colin Avery made his way to the funnel deck, the event was only minutes old. He spied an American fast patrol boat, approaching from the port side. He stated “I remember vividly, even now, seeing a crewmember on its bow manning a machine gun, another on the cabin roof and the boat commander, chubby in his kapok flak jacket and with his steel helmet pulled businesslike over his forehead. To my horror he had a flare gun in his hand which he suddenly aimed across our main deck and pulled the trigger. You daft b-----d I mouthed, as the flare sped towards our discharge manifold. I started running to the ladders down onto the stern. Fortunately the flare cleared the ship completely” It would have been like throwing a match into a gas can.

Sometime later that morning the salvage ship USS Current ARS-22 arrived on the scene to begin salvage and refloating efforts. Most of the forty three crewmembers left the Amastra around 0400 hours and were taken ashore to Camp McDermott. Salvage operations continued under the direction of the Current’s Commanding Officer LCDR George M. Giganti. I recall many fuel trucks lining the beach area for several days helping to offload the fuel so the ship could be “lightened” for refloating. Within days another company ship the “Kara” arrived on the scene to assist with offloading.

Once the Current’s crew constructed and affixed a temporary patch over the gaping hole in the ship’s hull, pumps were started and the compartments were pumped out, allowing the ship to rise to the surface. A member of Currents crew LtJg Vince Weis recalled his work on Amastra as follows “ I did a dive with a Harbor Clearance Unit One staff member in the interior of the ship using shallow water gear. We had to go into the engine room that was filled with gas fumes to close a whole set of valves in order for the oil cargo in the Amastra to be pumped out of her tanks to help refloat the ship. This dive

was the only one I did in the navy without getting wet and it was one of the most dangerous dives I ever made."

After being raised to the surface, the ship was made seaworthy after many days and on the 29th of April the ship was ready for departure under tow, by two Smit Salvage tugs named "Humber" and Loire". The ship's destination was Singapore where she entered the dockyard on May 4th.

The Amastra, which was built by Smith's Dockyard Company, Middlesbrough England in 1958, went on to serve many more years, making repeated voyages back to Vietnam. She was sold for scrap in 1985, towed to Chittagong, Bangladesh on the Bay on Bengal and cut up. Her ship's bell adorned the desk of Mark Moody-Stuart, former Chairman of Shell Transport and Trading Company for many years.

Strangely enough, after my return from Vietnam in September 1967, I read in the paper that another Shell tanker, the SS Helisoma was mined an sunk in almost the same spot in Nha Trang harbor, in December of 1968. It was De ja vu all over again. It has been suggested that VC swimmers from the near by beach hamlet of Truong Tay, a known VC infested fishing village, were responsible for both sinkings.

Although the British government was not overly supportive of our effort in Vietnam, and had no armed contingent in country, with the exception of some New Zealand and Australian units, there were few restrictions placed upon British commercial vessels transporting goods and supplies to the American forces. The maritime commercial industry of the United Kingdom played an important role in materially assisting our government.

Sadly, as a footnote to the Amastra's story, Chief Engineer Colin Avery passed away in January of 2003. Commander George Giganti retired from the navy and lives in Hawaii. Mrs Joan Travis at age 92 was still living in her native England as of 2004. As for "Guinness" the canary, it's fate is unknown.

BIOGRAPHY OF THE AUTHOR

Howard E. Bartholf was born in Hoboken New Jersey in 1947. He grew up in Bergen County New Jersey and received his elementary and high school education in Closter and Demarest New Jersey. Bartholf also attended Bergen Community College and Virginia Commonwealth University. He entered the United States Army in 1965 and served until 1971. His assignments included, Fort Dix, New Jersey, Fort Benjamin Harrison Indiana, Fort Huachuca Arizona, Fort Eustis Virginia and a year in the Republic of Vietnam. While in Vietnam, he was assigned to the 459th Signal Battalion, 21st Signal Group, 1st Signal Brigade. His decorations include the Good Conduct Medal, National Defense Service Medal, Vietnam Service Medal, Vietnam Campaign Medal, Republic of Vietnam Gallantry Cross with Palm, and the Meritorious Unit Citation. He also holds the New Jersey Meritorious Service Medal and New Jersey Vietnam Service Medal.

He is a Charter Member of the Army Historical Foundation, and maintains membership in the International Naval Research Organization (INRO), the Sons of the American Revolution, the 459th Signal Battalion Association and in addition sits on the Board of Directors of the First Signal Brigade Association. He also is a holder and member of the Order of the Silver Rose. By profession, he is an Industrial Sales Engineer. He resides in Richmond, Virginia with his wife Janet Benning Bartholf.

REFERENCE SOURCES

NEWSPAPERS

The New York Times 12 April 1967
New York, NY

The New York Times 13 April 1967
New York, NY

Stars and Stripes April 1967

MISCELLANEOUS

The Records of the 459th Signal Battalion
Howard E. Bartholf, Battalion Historian, Richmond, Virginia

Annual Dinner Report of Mark Moody-Stuart, Chamber of Shipping, Royal Dutch/Shell Group, 22 January 2001

COMSERVPAC Information Bulletin, “Current Sparks Salvage Work”, August 1967

Memoir of Colin Avery, Chief Engineer, SS Amastra

The History of the USS Current ARS-22

Letter communication between Cmdr George M Giganti, USN And Howard E. Bartholf 13 February 2002

Letter and E.mail communications between James Vasko and Howard E. Bartholf, Various dates

Letter communications between Mrs. Joan Travis and Howard E. Bartholf, Various dates

Letter and e.mail communications between Colin Avery and Howard E. Bartholf, Various dates.

E.mail communications between Vince Weis and Howard E. Bartholf, March 2002

Coventry Web, Writer's Corner M.S. Amastra by Dorothy Roberts

SMITH'S DOCK COMPANY LTD., SOUTH BANK

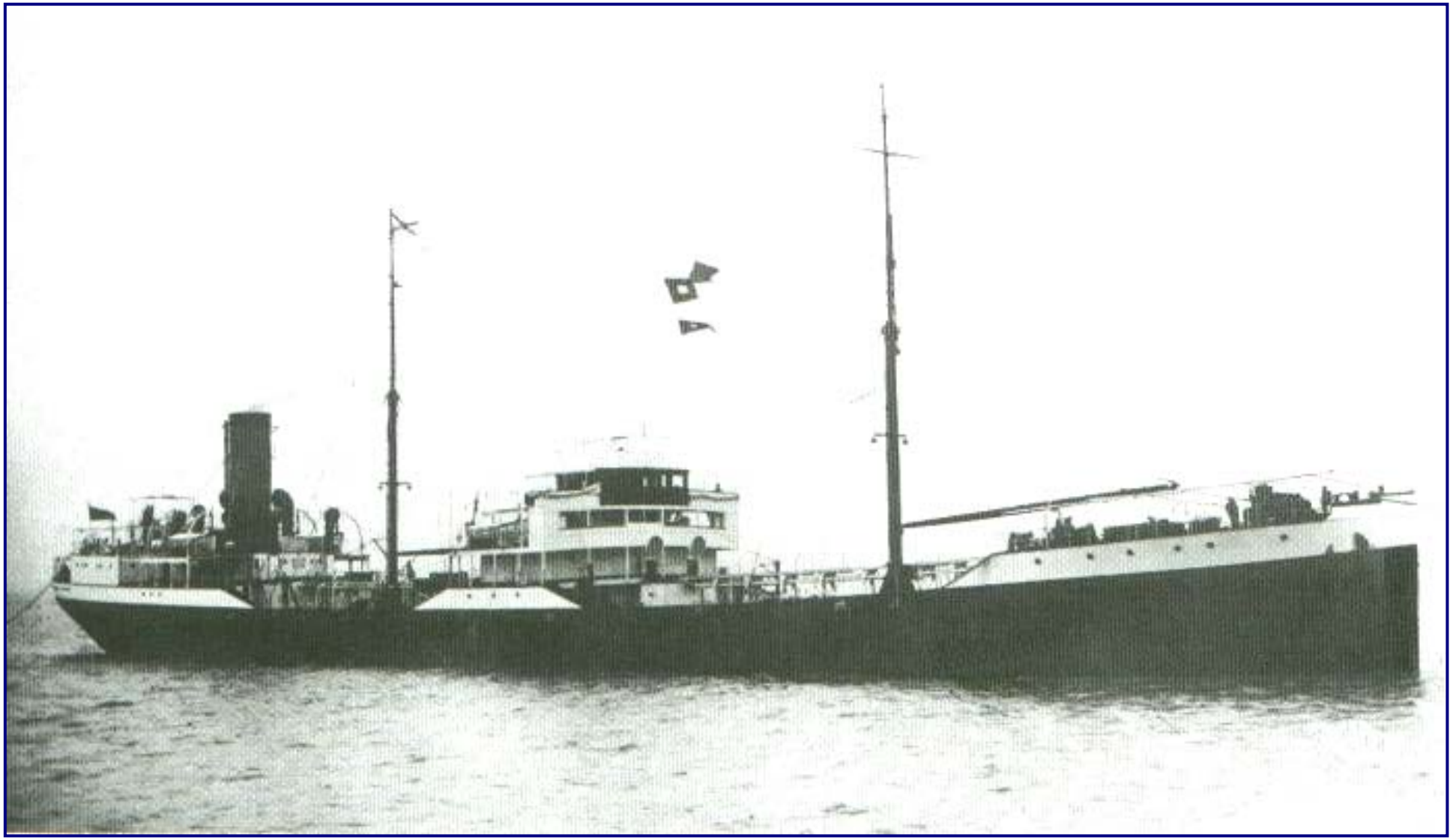
Name	AMASTRA
Type	Tanker
Yard Number	1252
Launched	19/02/1958
Completed	07/1958
Off. Number	187833
Engine builder	Hawthorn, Leslie
Engine type	Doxford 2SA diesel
GRT	12273
Length (feet)	559
Beam (feet)	69.5
First owner	Tanker Finance Ltd. (Shell)
History	
Fate	10/05/1985 arrived at Chittagong for breaking.

Outward from the Tees on 21/6/1976, photos by Michael Green


AMASTRA


AMASTRA
LONDON

Amoria, built Smiths Dock, Middlesburgh, May 1960, Motor ship.12324 GTons. 1979 sold to Panama Flag owners.



Ampullaria - Built Oakland, California 1921 for Anglo Saxon, part of 4 ship order.
8,000 tonners.Scrapped at Yokahama 1935.

Anadara

British Motor tanker

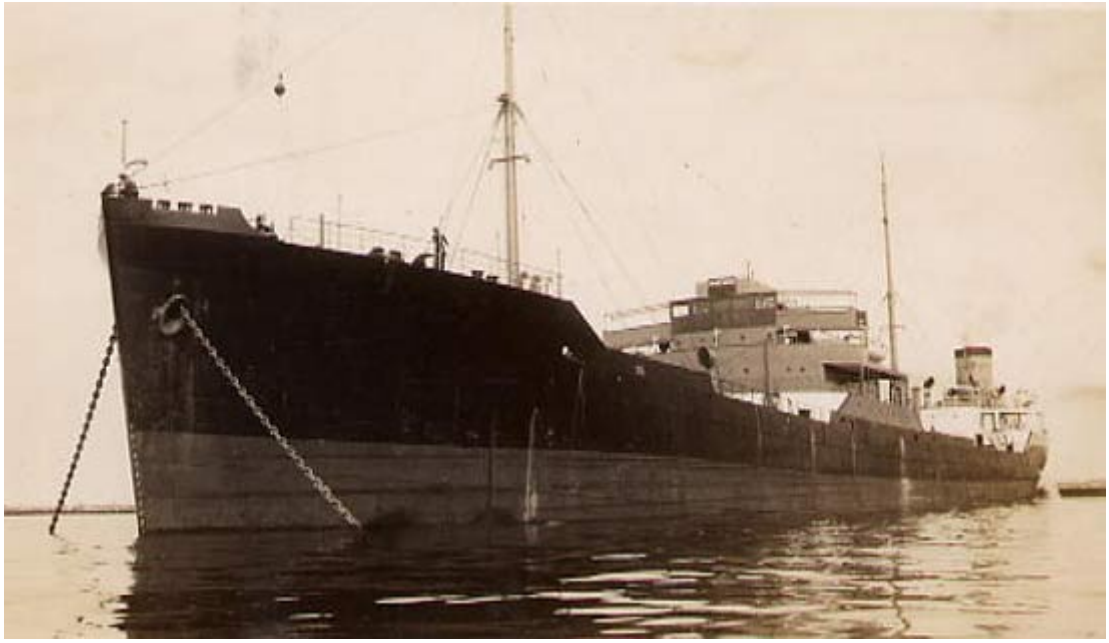


Photo Courtesy of Library of Contemporary History, Stuttgart

Name	**Anadara**
Type:	Motor tanker
Tonnage	8,009 tons
Completed	1935 - Harland & Wolff Ltd, Govan, Glasgow
Owner	Anglo-Saxon Petroleum Co Ltd, London
Homeport	London
Date of attack	24 Feb 1942 **Nationality:** British
Fate	Sunk by U-587 (Ulrich Borcherdt)
Position	43.57N, 44.45W - Grid BC 8590
Complement	62 (62 dead - no survivors)
Convoy	ONS-67 (straggler)
Route	Heysham (9 Feb) - Clyde (14 Feb) - Halifax - Curaçao
Cargo	Ballast
History	Completed in February 1935 At 21.53 hours on 30 Aug, 1940, the **Anadara** in convoy OB-205 was torpedoed and damaged by U-59 (Matz) in position 56°15N/09°10W. The ship was en route from Liverpool to Corpus Christi in ballast. There were no casualties. The tanker was towed to the Clyde by **HMS Schelde (W 156)**, later to Falmouth where she was repaired and returned to service in May 1941.
Notes on loss	At 09.50 hours on 24 Feb, 1942, U-558 (Krech) fired three torpedoes at the convoy ONS-67 east of Halifax in 43°45N/43°15W and observed three hits. Two ships stopped, the third continued on. The description of the target and the extremely large hole in the tanker´s side make it certain that not only the first torpedo but the third one too hit the **Anadara**. The second torpedo may have been aimed at the **Empire Celt**, which continued on her way, but the ship which was sighted with engines stopped was, according to the position given, the **Eidanger**. In the morning, U-587 attempted to finish off a tanker behind the convoy with a torpedo and gunfire, leaving it in sinking condition. The description of the target

confirms that it was the **Anadara**.

The master, 53 crew members and eight gunners from the **Anadara** (Master William Thomas Walmsley) were lost.

Attack entries for Anadara

Date	U-boat	Commander	Loss type	Tons	Nat.
30 Aug 1940	U-59	Joachim Matz	Damaged	8,009	
24 Feb 1942	U-558	Kptlt. Günther Krech	Damaged	8,009	
24 Feb 1942	U-587	Kptlt. Ulrich Borcherdt	Sunk	8,009	

*Locations of attacks on **Anadara**.*

ship sunk. *ship damaged.*

MV Anadara (+1942)

Details

general

nationality: british
purpose: transport
type: tanker
propulsion: motor vessel
date built: 1935

details

weight (tons): 8009 grt
dimensions: 141,76 x 18,11 x 10,33 m
engine: Oil engines
power: 4000 i.h.p.
speed: 12.5 knots

about the loss

cause lost: torpedo
date lost: 24/02/1942 [dd/mm/yyyy]
casualties:

about people

builder: Harland & Wolff Ltd., Belfast & Glasgow
owner: Anglo-Saxon Petroleum Co. Ltd., London
captain:

about the wreck

depth:
orientation:
protected:
war grave:

updates

entered by: Claes Johnny
entered: 25/02/2008
last update: Allen Tony
last update: 19/03/2009

Position

Claes Johnny 25/02/2008

latitude: 43°57'0X'' N
longitude: 044°45'0X'' W
system: WGS84
division: 1'=60''

add position to my marks

show neighbour. wrecks: members only

check AIS

insert new position

Pictures

Chipchase Nick 02/11/2009
builder: Harland & Wolff Ltd.
copyrights: Chipchase Nick
ref. used: Chipchase Nick, Personal Research Chipchase N.



insert new picture

History

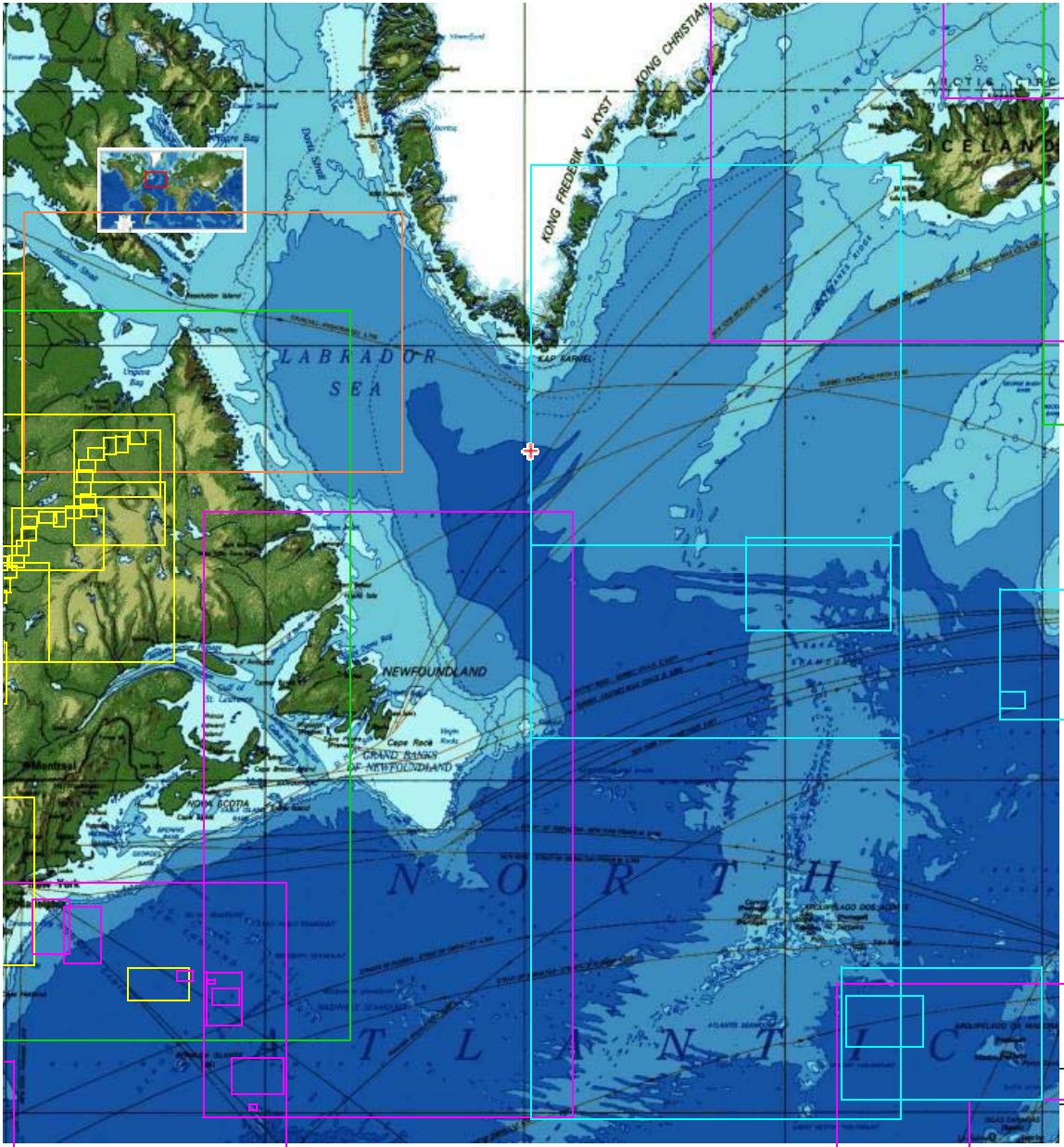
Claes Johnny 25/02/2008

At 09.50 hours on 24 Feb, 1942, U-558 (Krech) fired three torpedoes at the convoy ONS-67 east of Halifax in 43°45N/43°15W (grid BC 8932) and observed three hits. Two ships stopped, the third continued on. The description of the target and the extremly large hole in the tanker´s side make it certain that not only the first torpedo but the third one too hit the Anadara. The second torpedo may have b een aimed at the Empire Celt, which continued on her way, but the ship which was sighted with engines stopped was, according to the position given, the Eidanger. In the morning, U-587 attempted to finish off a tanker behind the convoy with a torpedo and gunfire, leaving it in sinking condition.

The description of the target confirms that it was the Anadara. The master, 53 crew members and eigh t gunners from the Anadara (Master William Thomas Walmsley) were lost.

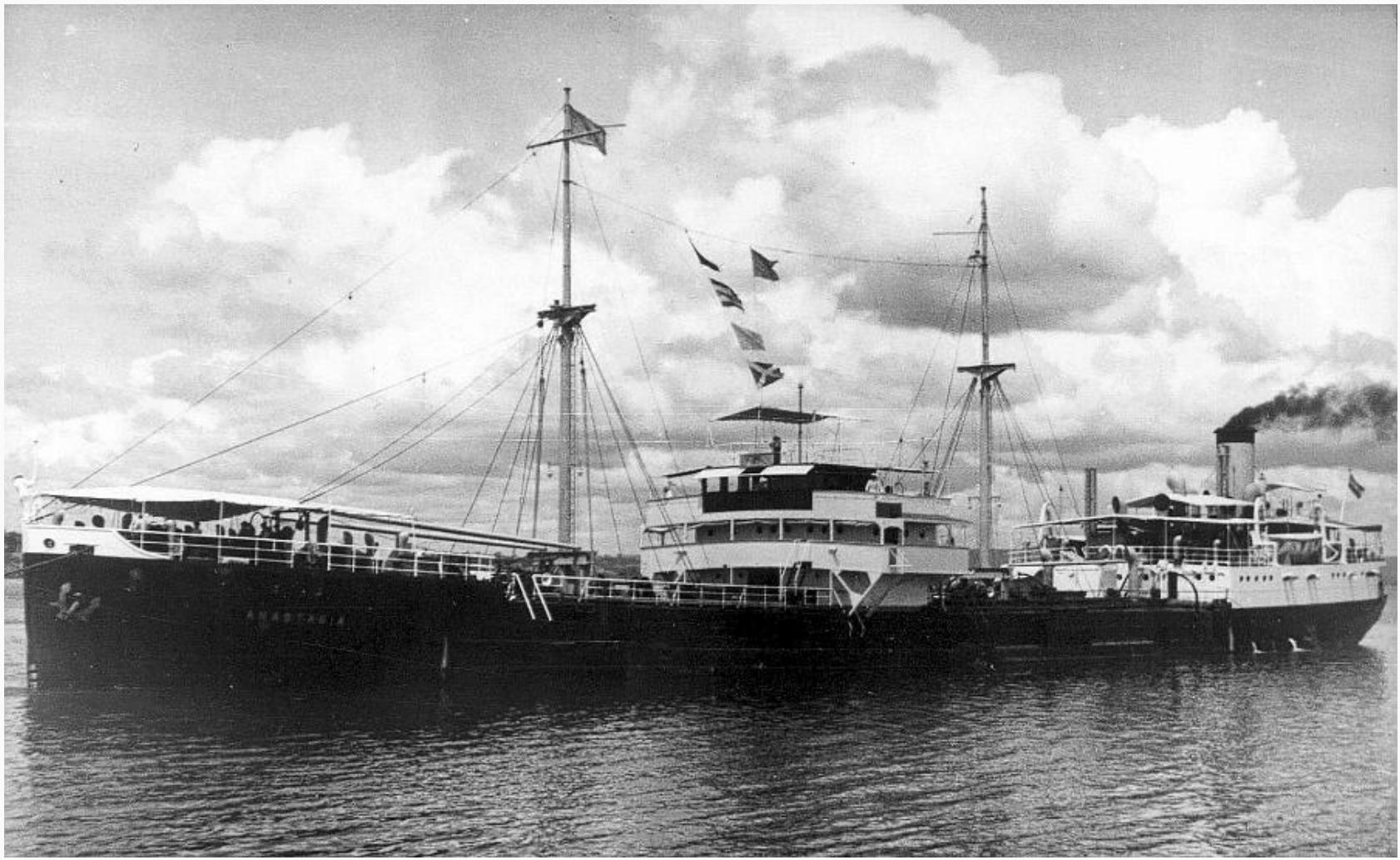
ref. used: www.uboat.net

insert new history


KONG FREDERIK VI KYST
KONG CHRISTIAN
ICELAND
LABRADOR SEA
NEWFOUNDLAND
Cape Race
GRAND BANKS OF NEWFOUNDLAND
Montreal
NOVA SCOTIA
N O R T H
T L A N T I C

ANAMBA (NLTS)

Bygget 1902 i København "Hellerup Skibsværft" HK-833 D. LST. STL. 4BH. Awng D. L-265,0 B-37,2 D-14,5 BRT 1816 NET 1158 TDW 2313. Fart 9 Byg.Nr.5.... T3CY.DANSK MASKINFABRIK...Kollideret den 15 dec.1906 i Nordøen med GE s/s "SECUNDA" p.r.? Solgt apr.1909 til Mc.Bain Co.Shanghai, Kina. "ANAMBA". Solgt 191 til Anglo-Saxon Petroleum Co. London, Engl."ANAMBA". Solgt 192 til Anglo-Saxon Petroleum Co.Shanghai, Kina. "ANAMBA". Solgt 1931 til Japan for ophugning.



Anastasia-01.jpg [96.57 KiB | 933 keer bekeken]

IDNo: 5607299 Year: 1930
Name: ANASTASIA
Type: Tanker
Flag: NLD
Tons: 3029
LPP: 93.2 Country of build: NLD
Beam: 15.3 Builder: Burgerhout's
Location of yard: Rotterdam
Speed(kn): 9.5

End: 1944
Subsequent History:
42 TAKEKUNI MARU
Disposal Data:
mined 3.45N/98.43E 10.9.44

(A Type 1TM Standard Tanker underway)

PALEMBANG MARU:
Tabular Record of Movement

Revision 1

December 1941:
Nagasaki. Laid down at Mitsubishi's Shipyard as Yard No. 887, a 5,236-ton Standard Merchant Tanker for Mitsubishi Shoji Sekiyu (Tokyo). She is the first ship of the emergency TM Type tankers. [1]

14 June 1942:
Launched and named PALEMBANG MARU. [2]

31 August 1942:
Completed and requisitioned by the IJA. Assigned call sign JGSR.

11 February 1943:
PALEMBANG MARU departs Ujina for Singapore in a convoy also consisting of tankers KAISOKU and KOSHIN MARUs and cargo ship NISHI MARU and an unknown escort .

18 March 1943:
At anchor at Palembang, Sumatra.

25 May 1943:
Arrives at Miri from Mutsure under command of Captain Kamata. Ordered to Singapore by

IJA and departs Miri the same day in ballast independently and without escort.

26 May 1943:
Off the NW tip of Borneo. At 1517 (JST), about 7 miles SE of Poelau Meroendoeng Light in Api Passage, a mine explodes directly under PALEMBANG MARU's engine room at 02-02N, 109-13E. Although the explosion does open a hole in her hull, it loosens many rivets which cause her to ship water. The shock wave of the explosion has disastrous effects on her main engine and wrecks various donkey-engines. PALEMBANG MARU goes dead in the water and drifts. The mine posssibly was laid by LtCdr (later Vice Admiral/MOH) Lawson P. Ramage's USS TROUT (SS-202) on 7 Apr 43.

27 May 1943:
Driven by current into shallow water near the coast, PALEMBANG MARU drops anchor in the morning and awaits rescue.

31 May 1943:
A tug arrives and takes PALEMBANG MARU in tow for Singapore.

3 June 1943:
PALEMBANG MARU arrives in tow at Singapore. Taken to Mitsubishi Jukogyo K.K. Shonan (Singapore) Zosensho (shipbuilding yard) at Keppel Harbor (civilian shipyard) and docked for inspection and repairs. A survey reveals serious damage to her machinery which requires new parts from Japan. The crew is transferred to Army lodgings ashore. Later, Captain Kamata receives orders to return to Japan. During the following months, more and more crew members are assigned to other duties. Many months later the required machinery parts arrive from Japan. Still, the repair work progresses slowly.

14 June 1943:
Mitsubishi Shoji Sekiyu is restyled Mitsubishi Kisen, K. K.

July 1944:
Engineer Murata arrives as the new Chief Engineer for PALEMBANG MARU. Murata proves to be energetic and under his leadership, the repair work makes considerable progress.

5 September 1944:
Captain Nakajima and 26 men from abandoned wartime standard 1TM tanker MARIFU MARU are assigned to PALEMBANG MARU with Nakajima as her new captain. Repair work now advances well and is finally completed by mid-November. [3]

21 November 1944:
Departs Singapore on completion of repairs. [4]

23 November 1944:
Arrives at Palembang.

30 November 1944:
Departs Palembang.

2 December 1944:
Arrives at Singapore.

12 December 1944:
At 1600, convoy HI-82 departs Singapore consisting of tankers PALEMBANG, OTOWASAN, OMUROSAN, ARITA and HASHIDATE MARUs escorted by kaibokan ETOROFU, KUME, SHONAN, CD-9 and CD-19 .

17 December 1944:
Arrives at Camranh Bay.

19 December 1944:
Departs Camranh Bay.

22 December 1944:
At 0550, LtCdr (later Captain-Ret) George W. Grider's USS FLASHER (SS-249) torpedoes OTOWASAN, OMUROSAN and ARITA MARUs. All three burst into flames and sink at 15-02N, 109-08E.

23 December 1944:
PALEMBANG and HASHIDATE MARUs escorted by CD-32 arrive at Yulin, Hainan Island.

24 December 1944:
At 0900, the surviving ships arrive at Takao.

E 25 December 1944:
PALEMBANG MARU departs Takao escorted by SHONAN, KUME, ETOROFU, CD-9 and CD-19. The ships steam north in shallow waters hugging the Chinese continental coast.

9 January 1945:
Arrives at Moji.

7 February 1945:
At 0600, PALEMBANG MARU departs Moji for Singapore in ballast in convoy HI-97 consisting of empty tanker RYOEI MARU escorted by kaibokan CD-1, CD-130 and CD-134.

15 February 1945:
At 2200, arrives at Qui Sande Bay, Indochina.

16 February 1945:
At 0700, departs at Qui Sande Bay.

20 February 1945:
Arrives at Singapore.

27 February 1945:
At 1500, PALEMBANG MARU departs Singapore for Moji in convoy HI-98 also consisting of tanker RYOEI MARU (Navy, Type 1TL) escorted by kaibokan CD-69 and CD-134.

3 March 1945:
At 0730 arrives at Cap St Jacques, Indochina. Kaibokan CD-1 and CD-130 join the escort. Departs at 0930.

4 March 1945:
Off Cap Varella, Indochina. At 0930, from radar depth, LtCdr Benjamin C. Jarvis' USS BAYA (SS-318) fires six torpedoes at PALEMBANG and RYOEI MARUs. Two torpedoes hit PALEMBANG MARU's starboard side engine room. A further two torpedoes explode amidships. PALEMBANG MARU explodes in a tremendous blaze and one minute the ship sinks at 12-52N, 103-30E. Nine passengers, 59 gunners and 67 crewmen are KIA. At the time of her sinking, PALEMBANG MARU was under civilian control.

Two more torpedoes hit RYOEI MARU, but the extent of the damage is obscured by fires from PALEMBANG MARU. CD-69 and CD-134 drop 47 depth-charges, but do not damage BAYA

that goes deep. Later, she rejoins her wolf pack in the Camranh Bay area.

5 March 1945:
At 1110, USS BASHAW (SS-241) torpedoes and sinks RYOEI MARU at 16-46N, 108-41E.

Author's Note:
[1] Not to be confused with wartime standard 1TM type tankers.

[2] Since at least the 1960's, Western sources have asserted that IJN PALEMBANG MARU was the former Clydebank, Scotland 1917-built WAR HELMET, later renamed ANATINA and finally MINDANAO. These sources claim MINDANAO was sunk by Japanese aircraft at Manila on 10 February 1942, raised later that year by the IJN and renamed PALEMBANG MARU. This misinformation exists to this day and even appears on Clydebank's website. While MINDANAO was sunk at Manila in 1942, she was not salved and did not become PALEMBANG MARU. Most probably the reason for the confusion was that two ships had identical tonnages which lead to false assumptions since at the time the extent and details of Japan's wartime shipbuilding were unknown.

[3] On 13 June 1944, MARIFU MARU (5135 grt) was torpedoed by USS FLIER (SS-250) at 15-57N x 119-42E,;therafter towed to Cavite Navy Yard, Manila Bay. On 18 July 1944, after further damage by a storm, MARIFU MARU was deemed a constructive total loss .

[4] PALEMBANG MARU is shown coming out of repairs at Singapore after almost 18 months. After her arrival at Singapore on 13 June 1943, there were no Allied intercepts of coded traffic until November 1944 that mentioned PALEMBANG MARU. An account from Mitsubishi Shoji talked about engine damage and cited her 26 May 1943 mining. Also contributing to the delay is that Singapore's facilities for major repair were far from adequate and the workload backlog staggering.

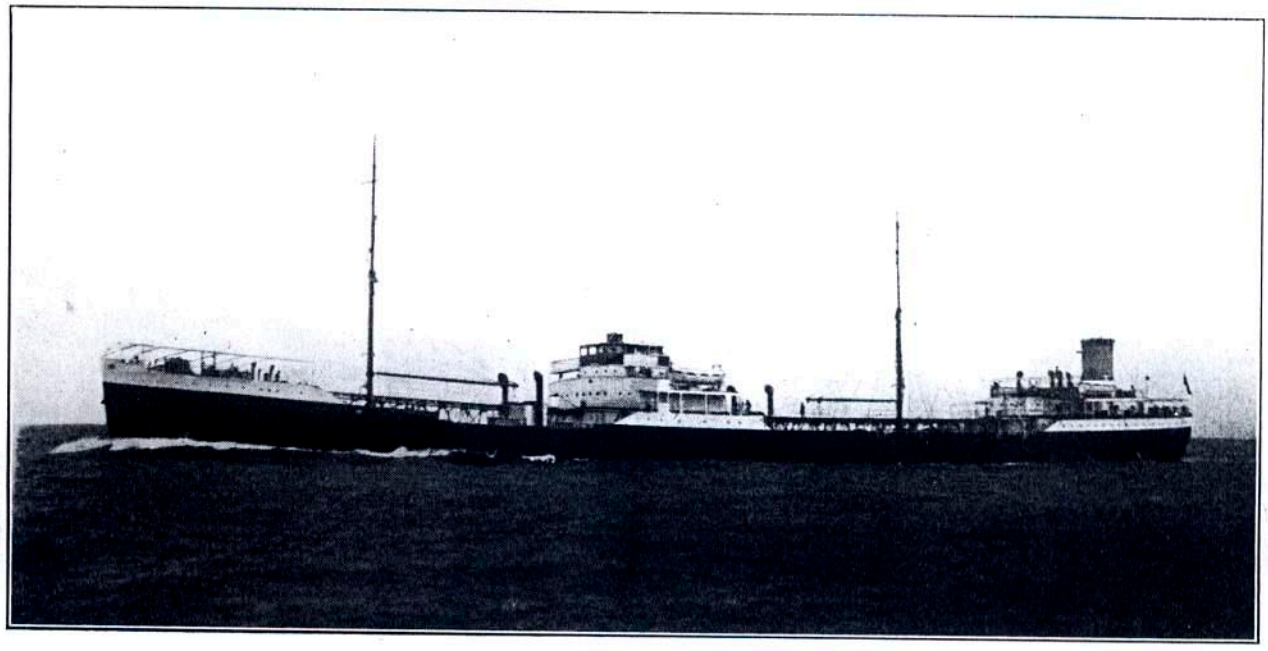
ss WAR HERMIT

---

built by John Brown Clydebank,
Yard No 469

Last Name: PALEMBANG MARU (1942)
Previous Names: MINDANAO (1938) ANATINA (1921)
Propulsion: steam, triple expansion, 489 nhp
Launched: Thursday, 28/03/1918
Built: 1918
Ship Type: Tanker
Tonnage: 5236 tons
Length: 400.7 feet
Breadth: 52.3 feet
Draught: 28.5 feet
Owner History:
The Shipping Controller (Anglo-Saxon Petroleum)
Anglo Saxon Petroleum (1919)
Skibs AS Anatina (M.C.Stray) Christiansand (1927)
Fernandos Hermanos Manila (1938)
Japanese Government (1942)
Status: Torpedoed & Sunk - 04/03/1945

Remarks: A ship with two lives. On 10th February 1942 as the MINDANAO she was bombed by Japanese aircraft and sank. The Japanese raised her and renamed her PALEMBANG MARU the same year. But USS BAYA would sink her in 1945



THE "ANCYLUS."

THE MOTOR TANKER "ANCYLUS"

The First of Twelve 12,100-ton 12½-knot Similar Vessels for the Anglo-Saxon Petroleum Co.

THE trial trip of a tanker in the North Sea at the beginning of January does not appear specially attractive from the standpoint of comfort, but it was made so in the case of the "Ancylus" by the builders and owners. It had, moreover, a very unusual technical interest in view, first, of the novel features to be found in the design and construction of the hull and her equipment, and, secondly, of the fact that she is the first of 12 similar tankers building for the Anglo-Saxon Petroleum Co., four in this country, three in Holland, three in Germany, one in Denmark, and one in Italy. The hull and engine builders of the ships, with their names, are given below:—

Name.	Hull Builders.	Engine Builder.
"Anadara."	Harland and Wolff.	Harland and Wolff.
"Amastra."	Lithgows, Ltd.	J. G. Kincaid and Co.
"Acavus."	Workman Clark (1928), Ltd.	Hawthorn, Leslie and Co.
"Ancylus."	Swan, Hunter and Wigham Richardson.	Hawthorn, Leslie and Co.
"Sunetta."	Rotterdam Dry Dock Co.	Werkspoor.
"Rotula."	Netherland S.B. Co.	Werkspoor.
"Perna."	Odense Steel Shipyard.	Werkspoor.
"Auris."	Cant. Riuniti dell'Adriatico.	Werkspoor.
"Rapana."	Wilton-Fijenoord.	Wilton-Fijenoord.
"Alexia."	Bremer Vulkan.	Bremer Vulkan.
"Gadila."	Howaldtswerke.	Howaldtswerke.
"Genota."	Deutsche Werft.	Deutsche Werft.

The 12 ships will be completed within the course of the next six months and trial trips will take place at regular intervals.

The vessels are all being constructed to the same general specification laid down by Mr. C. Zulver, the owners' marine superintendent, and whilst six of the engines are of the Werkspoor design and similar in every respect, two are of the Harland-B. and W. type with supercharging pumps below the working piston and embodying rotary engine-driven auxiliaries, whilst four are of the M.A.N. design, also with the same modifications.

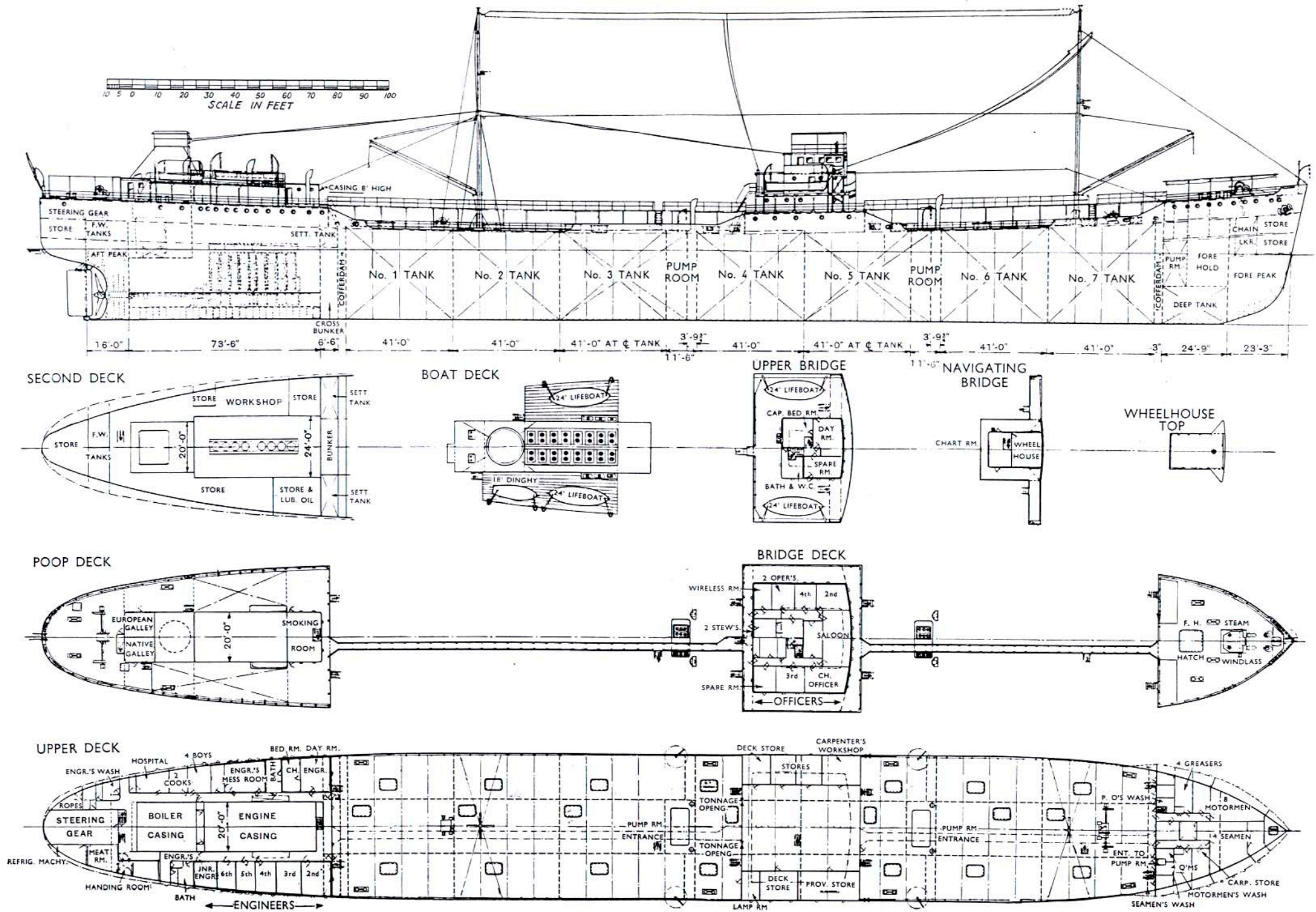
As the "Ancylus" may thus be reasonably termed a standard motor tanker and is the forerunner of another batch, a detailed description will be given, illustrated by reproductions from photographs taken by our staff the day before the vessel left on her maiden voyage from the Tyne. An illustrated description of the new type of engine was given in *The Motor Ship* of October, 1934, pages 238 to 243, and the general arrangement plans of the ship were published in the January issue. The builders are Swan, Hunter and Wigham Richardson, and the engine was constructed under Werkspoor licence at Hawthorn, Leslie and Co.'s works.

The "Ancylus" left the builders' yard at noon on January 7 and returned in the afternoon of the following day. In addition to the builders' and auxiliary machinery representatives, there were several guests, who were accommodated in a manner which augured well for the comfort of the crew of the "Ancylus" in service. The advance which has been made in the direction of improving accommodation in tankers is demonstrated by the fact that so many people spent a day and a half on board with the utmost comfort. It would certainly have taxed the ingenuity of builders and owners to have accommodated such a trial-trip party a few years ago.

The leading details of the "Ancylus" and her 11 sister ships are as follow:—

Deadweight capacity of cargo	12,100 tons.
Displacement (about)	16,500 tons.
Length overall ...	478 ft.
Length b.p.	460 ft.
Breadth, moulded ...	59 ft.
Maximum beam ...	59.4 ft.
Depth	34 ft.
Gross tonnage (about)	8,000
Draught when fully laden	27 ft. 6 ins.
Fuel-oil capacity at 40.8 cu. ft. per ton	624 tons
Block coefficient ...	0.753.
Designed engine power	3,600 b.h.p.
Service speed	12-12½ knots.
Propeller diameter ...	15 ft.
Propeller pitch ...	From 9 ft. 4 ins. to 11 ft.

Before describing the ship in detail, a few entirely novel features may be mentioned. The engine is of new Werkspoor design embodying for the first time (1) engine-driven rotary auxiliary pumps for sea water, fresh water, sanitary water, bilge water, fuel oil and lubricating oil, and (2) a new fuel-pump system comprising a standard Bosch pilot pump by which regulation is effected, and a large main pump for each cylinder.



GENERAL ARRANGEMENT PLANS OF THE MOTOR TANKER "ANCYLUS"

NEDERLANDSCHE DOK MAATSCHAPPIJ N.V.
AMSTERDAM.

BEWIJS VAN TOEGANG

TOT DE WERF VOOR DEN HOUDER MET GEZELSCHAP
BIJ GELEGENHEID VAN HET TE WATER LATEN OP
ZATERDAG 11 APRIL 1931 'S NAMIDDAGS TE 1.30 UUR.
VAN HET MOTORTANKSCHIP

„ANGELINA"

LAADVERMOGEN: 2050 TON.
HOOFDAFMETINGEN: 260'-0" × 48'-0" × 14'9".
GEBOUWD VOOR REKENING VAN DE ANGLO-SAXON PETROLEUM COMPANY LIMITED.

NEDERLANDSCHE DOK MAATSCHAPPIJ N.V.

Te 1 a. m. vertrekt een motorboot van den steiger van den Koninklijken Hollandschen Lloyd. Zuide Centraal Station.

NEDERLANDSCHE DOK MAATSCHAPPIJ N.V.
AMSTERDAM.

ONTVANGEN
10 APR 1931

Het te water laten van het Motorschip ANGELINA is door bijzondere omstandigheden van 11 April 1931 verzet op

18 April 1931

's namiddags 1 uur 30.

NEDERLANDSCHE DOK MAATSCHAPPIJ N.V.

18 april 1931, ms Angelina, bouwnummer 38 voor de Anglo Saxon Petroleum Company ltd. (Shell).

24-02-1937

NEDERLANDSCH TANKSCHIP BIJ FORMOSA GESTRAND.

De bemanning gered.

Het Nederlandsche tankschip Angelina, dat 2086 ton meet en door de Rising Sun Company was gecharterd, is vanochtend ter hoogte van Formosa gestrand. Het schip werd ernstig beschadigd.

De acht Nederlandsche officieren en de uit dertig koppen bestaande Chineesche bemanning werden gered.

Het schip is eigendom van de Nederlandsch-Indische Tankstoombootmaatschappij te 's Gravenhage.

SS Empire Progress (+1942)

= ex ANOMIA = ex War Expert (WW I)

details

general

nationality:	british
purpose:	transport
type:	cargo ship (ex-tanker)
subtype/class:	WWI A-class standard cargo ship (br.) (ex-WWI A0-class standard tanker (br.))
WWI A-class standard cargo ship (br.) ref.:::	King Alfred SS [+1940]
propulsion:	steam
date built:	1918
is nickname:	no
status:	unknown

details

weight (tons):	5249 grt
dimensions :	125,9 x 15,93 x 8,66 m
material:	steel
engine:	triple expansion engine, single shaft, 1 screw
power:	490 n.h.p.
speed:	11 knots

about the loss

cause lost:	torpedo
date lost:	13/04/1942 [dd/mm/yyyy]
casualties:	† 12 rank: 536

about people

builder:	Harland & Wolff Ltd., Belfast & Glasgow
last owner:	[1] MOWT - Ministry of War Transport (WWII), London SS Empire Progress period 1940 ~ 1942
prev. owners:	[2] Querci M. - Marino Querci, Genoa SS Mugnone period 1938 ~ 1940 [3] Brovig, Th, Tharald Brøvig, Brøvigtank, Farsund SS Andrea period 1927 ~ 1938 [4] Anglo-Saxon Petroleum Co. Ltd., London SS Anomia period 1919 ~ 1927 [5] TSC - The Shipping Controller (WWI), London SS War Expert period 1918 ~ 1919
captain:	Hewitt, Thomas S.
complement:	10
no. of crew:	39

about the wreck

depth (m.):	
orientation:	
protected:	
war grave:	

references

references:	Lloyd´s of London, Lloyd's Register of Shipping

updates

entered by:	Allen Tony
entered:	25/12/2007
last update:	Lettens Jan
last update:	15/08/2011

Position

Allen Tony 25/12/2007

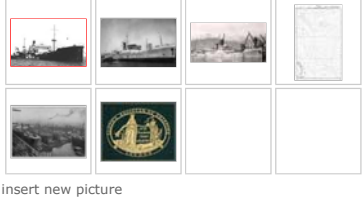
latitude:	hydro member
longitude:	hydro member
AIS:	check AIS

Pictures

Lettens Jan 15/08/2011

WWI A-class standard cargo ship (br.) ref.: King Alfred SS [+1940]

S/S King Alfred a WWI A-type standard cargo ship (5030 grt., 412 x 52 ft, single screw, 11 knots. single deck)



insert new picture

History

Allen Tony 13/04/2008

Empire Progress SS was a British Steam Tanker of 5,249 tons built in 1918 by Harland & Wolffe Ltd, Govan for the Ministry of Shipping (Anglo Saxon Petroleum) London as the WAR EXPERT SS. In 1919 she was purchased by Anglo-Saxon Petroleum Co., London and renamed ANOMIA in 1921. In 1927 she was purchased by Th.Brovig, Farsund and renamed ANDREA. In 1938 she was purchased by Marino Querci, Genoa and renamed MUGNONE and converted to dry cargo.

In 1940 she was seaized at Newcastle and acquired by the Ministry of Shipping (H.Hogarth & Sons), London and renamed EMPIRE PROGRESS. On the 13th April 1942 when on route from GLASGOW for TAMPA in ballast she was torpedoed by German submarine U-402 and sunk. 12 crew lost from a total of 40.

ref. used ubootwaffe.net

insert new history

Documents

insert new document

About Owners

TSC - The Shipping Controller (WWI), London

The position of Controller-General of Merchant Shipbuilding was created for Lord Pirrie at a time when merchant shipbuilding in the United Kingdom was in a very nsatisfactory state and a stimulus to increased production was urgently needed.

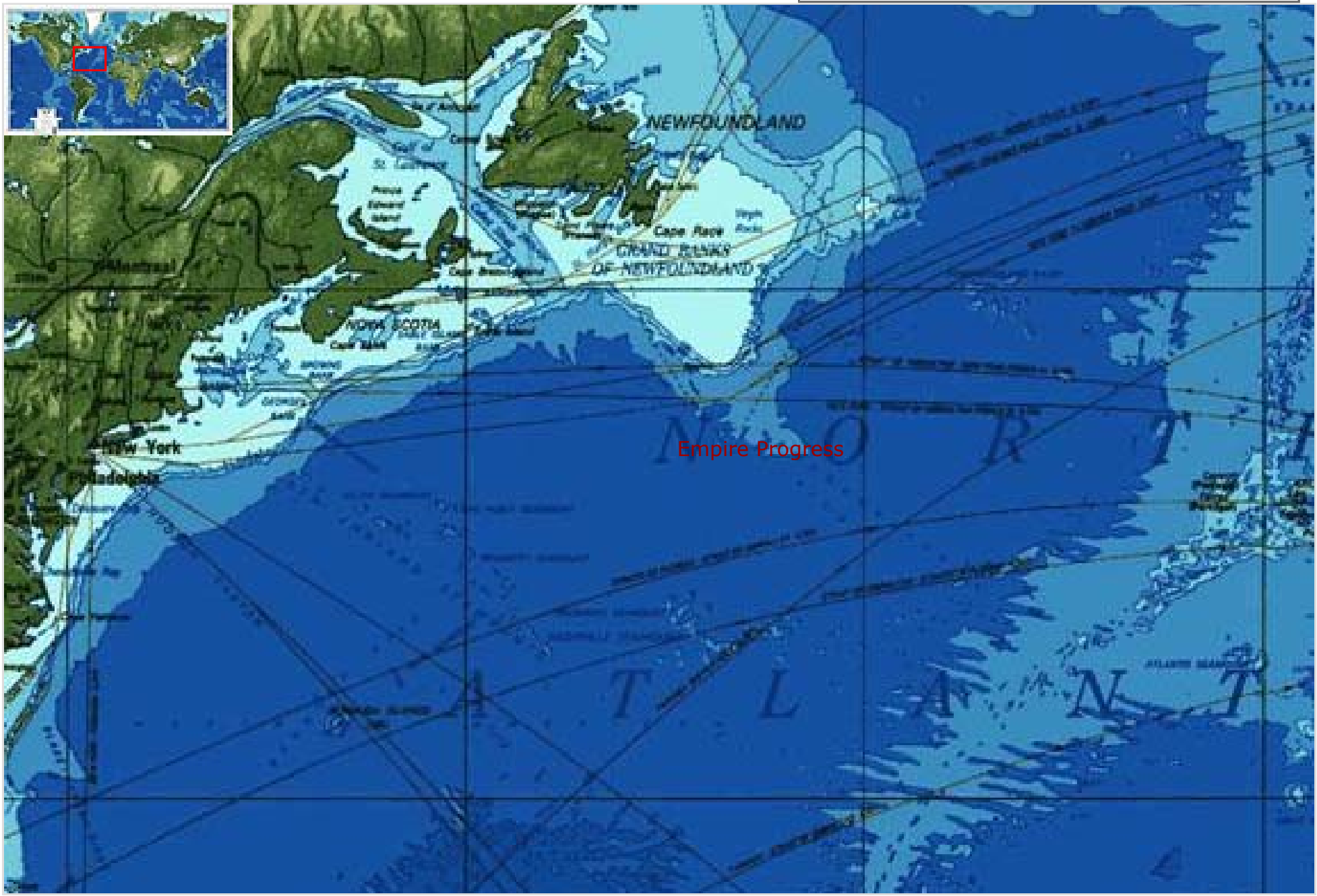
He went to the Admiralty without any staff, and, as a war measure, a large number of standard carg...

read more

About Builders

Harland & Wolff Ltd., Belfast & Glasgow

Harland and Wolff was formed in 1861 by Edward James Harland and Hamburg-born Gustav Wilhelm Wolff. Based in Belfast at Queen's Island, Harland and Wolff are a huge and very important shipbuilding company. The shipbuilding complex is only one of two


NEWFOUNDLAND
Cape Race
GRAND BANKS
OF NEWFOUNDLAND
NOVA SCOTIA
Montreal
New York
Philadelphia
Empire Progress
NORTH ATLANTIC

Na blikseminslag en brand

scheepvaartnieuws 26-05-2012 09:44- permalink- in uit-het-verleden

26 mei 1921

Op de motorschoener *Antiope* (1917)
van de Nederlandsch-Indische Tankstoomboot Mij. (NITM),
op weg van Soerabaja naar Benoa met een lading benzine,
breekt na blikseminslag brand uit.
Het schip gaat verloren, waarbij de bemanning kan worden gered.

Bron: scheepsrampen koopvaardij 1855 - 1991

ANTIOPE
Bouwjaar: 1917, gt: 217
Eigenaar: N.V. Nederlandsch-Indische
Tankstoomboot Maatschappij, 's-Gravenhage
Gebouwd: G.J. van der Werff, Hoogezand
LxBxH: 31,86 x 6,88 x 2,15 meter
Vermogen: 140 pk, snelheid: 7,0 knoop

Navigation

Home
Countries
Fleets
War-time Stories
Survivor Stories
Shipping News
Sitemap

Fleets > The Anglo Saxon Petroleum Company (Shell) >

Appolonia

Three weeks after the attack on Jervis Bay a Shell vessel of the N.I.T. Company fell victim to surface marauders off the south west coast of England. This was 'Appolonia' command Captain P.Scholl which was intercepted by two German destroyers between Lizard and Wolf Rock at midnight 25 November 1940. The tanker in ballast was illuminated at night by search-light from one warship and immediately came under heavy gunfire from the other. The attack lasted for over an hour, and two torpedoes that struck amidships on the port side settled the ships fate. Great gallantry was displayed by all crew members who helped to handle a lifeboat and rescue survivors. **Appolonia** heeled over and sank amid a blaze of burning oil on the sea, having been shelled again at point blank range before the German destroyers steamed away. Casualties were heavy, thirteen of the Chinese crew were killed in action or drowned, several others seriously wounded.

Casualties of tankers and other merchant ships increased during the grim 'Battle of the Atlantic', the lengthy period when supplies were needed urgently at Malta and North Africa, and at the time of the loss of Malaya and the Dutch East Indies to Japanese forces. Tanker casualties in 1941 involved many outstanding episodes of the Shell group of tankers.

From the outbreak of war to the end of December 1939, (5 months) 118 ships of the Merchant Navy were sunk by enemy action, ships from passenger liners to fishing trawlers, 2,000 British ocean going vessels were at sea on any one given day, hundreds of ships in their home and allied ports were within striking distance of the German Luftwaffe Bombers and Stukas. These were early days in the 'Battle of Britain' Unrestricted use of mines around British home ports, and in Australia, and New Zealand caused many disasters, Shell, Eagle Oil, suffered serious losses from this one victim was San Delfino.

MV Apollonia [+1940]

General

general

nationality:	dutch
purpose:	transport
type:	tanker
propulsion:	motor vessel
date built:	1931
status:	dead (not found) †

details

weight (tons):	2086 grt
dimensions:	79,5 x 14,7 x 4,5 m
engine:	2 x 6 cyl. diesel engines, twin screws
power:	286 n.h.p.
speed:	9 knots

about the loss

cause lost:	torpedo
other reasons:	gunfire
date lost:	25/11/1940 [dd/mm/yyyy]
casualties:	14

about people

builder:	Rijkee & Co. N. V., Rotterdam
owner:	Nederlandsch Indische Tankstoomboot Maatschappij N. V.
captain:	

about the wreck

depth:	
orientation:	
protected:	
war grave:	

updates

entered by:	Claes Johnny
entered:	16/04/2008
last update:	Lettens Jan
last update:	25/11/2009

Position

Lettens Jan 01/10/2009

latitude:	Only for Hydrographic service subscribers.
longitude:	Only for Hydrographic service subscribers.
system:	WGS84
division:	1'=1000
accuracy:	approx. 100m~1km
remarks:	Quality: Approximate
ref. used:	UK Hydrographic Office

add position to my marks

show neighbour. wrecks: members only

check **AIS**

insert new position

Pictures

Claes Johnny 16/04/2008

Apollonia

ref. used: www.cnooks.nl



Hydrographic Service UK

WRECK REPORT

HYDROGRAPHIC SERVICE FOR THE UK

DATABASE

WRECK REPORT

DEAD

The wrecksite has been derived in part from material obtained from the UK Hydrographic Office with the permission of the UK Hydrographic Office and Her Majesty's Stationery Office and the following authorities.

History

Lettens Jan 25/11/2009

M/V APOLLONIA

Owned by the Nederlandsch-Indische Tankstoomboot Maatschappij and built in 1931 by Rijkee & Co.; 2,086 tons; 260.5x48.1x15 ft.; 286 n.h.p.; oil engines.

On November 25th, 1940, the Dutch tanker Apollonia was attacked by the German destroyers Hans Lody, Karl Galster and Richard Beitzen and sunk by shell fire and torpedoes, between the Lizard and Wolf Rock. Fourteen hands lost.

Lettens Jan 01/10/2009

Only for Hydrographic service subscribers.

ref. used: UK Hydrographic Office

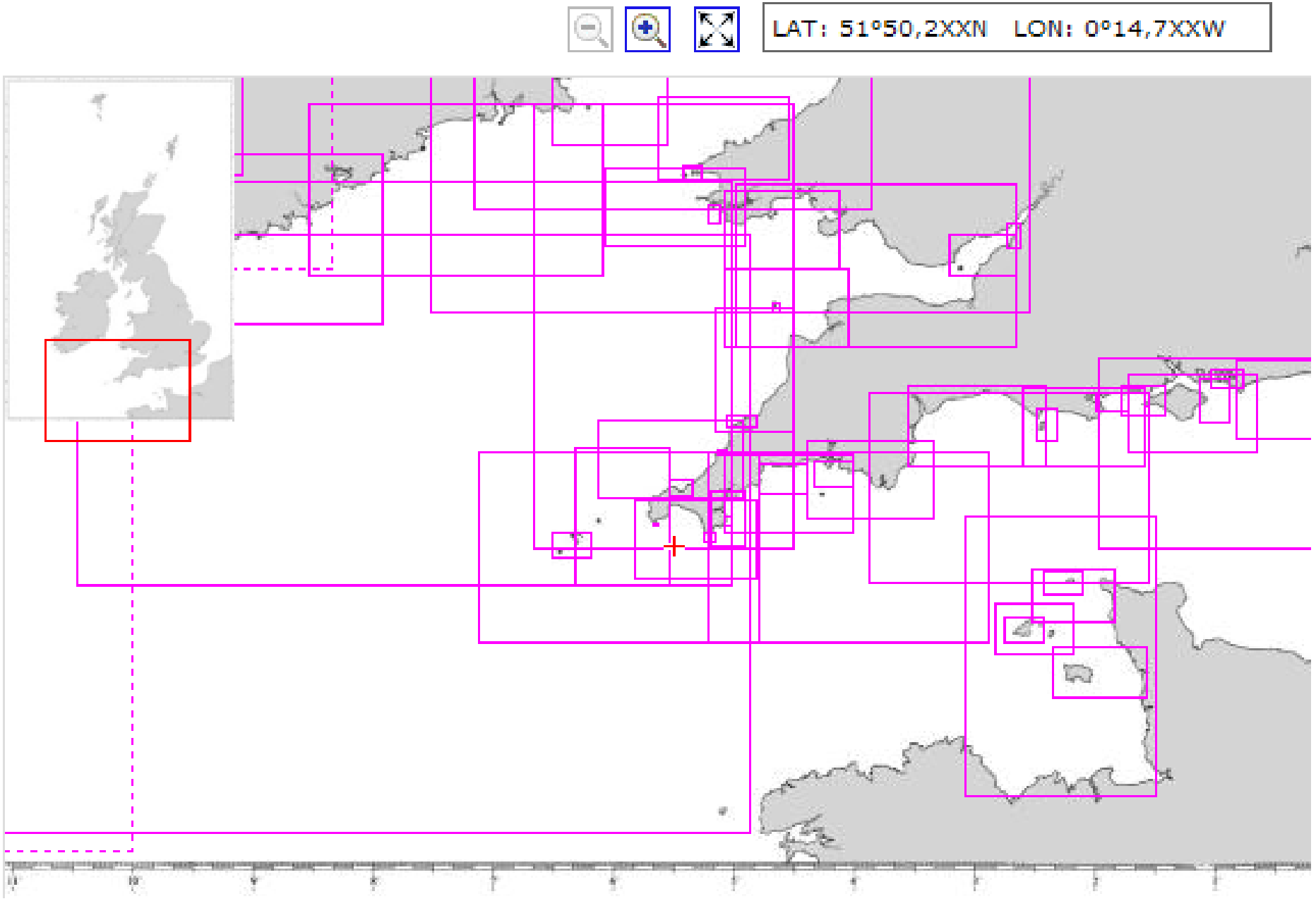
insert wrecksite info

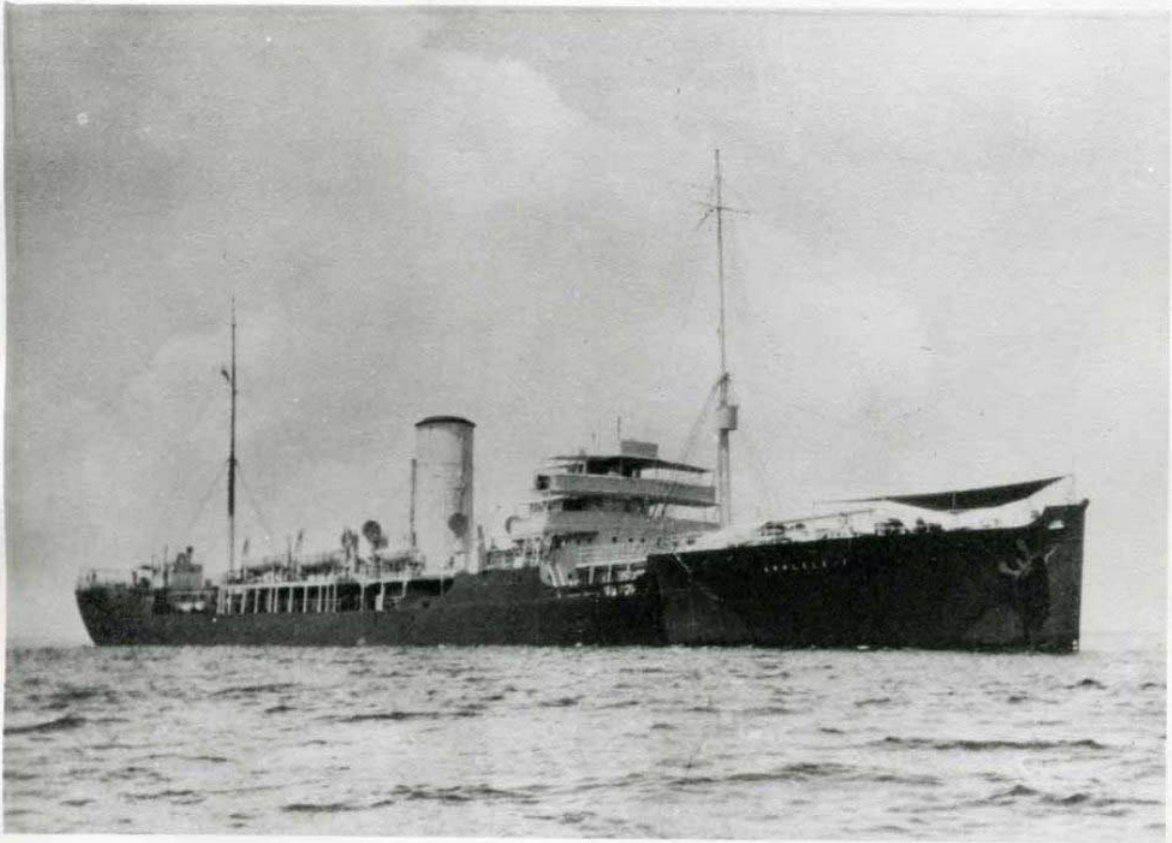
Claes Johnny 16/04/2008

De Apollonia onder gezag van kapitein P.Schol was op weg van Plymouth naar Avonmouth. Om 12.30 uur werd ze aangevallen door een eskader van drie Duitse torpedobootjagers de Hans Lody, Karl Galster en Richard Beitzen. Al snel werd ze geraakt door granaten die bij de brug insloegen. Een aantal Chinese bemanningsleden zocht dekking in het stuurhuis die echter een voltreffer kreeg met fatale gevolgen voor deze Chinezen.

Toen het vuren staakte liet de kapitein op het achterschip de stuurboordsloep strijken. Het vuren werd hervat en even later werd de Apollonia aan stuurboord getroffen door twee torpedo's. 23 bemanningsleden wisten veilig in de gestreken sloep te komen. Men bleef in de buurt van het nog drijvende schip maar om 01.15 uur kwam een van de jagers terug en beschoot opnieuw het schip. Nog steeds weigerde het schip te zinken maar uiteindelijk verdween ze om 02.00 uur in de golven. Omdat ze dicht onder de Engelse kust voeren bereikten de sloep al snel de kust en lukte het op een strand aan wal te komen. Helaas verloren er 14 opvarenden het leven bij de ondergang van de Apollonia.

ref. used:www.cnooks.nl


LAT: 51°50,2XXN LON: 0°14,7XXW



RFA APPLELEAF (1) 1917-1946

GRT 5891. Built Workman Clark, Belfast. North Atlantic convoys and then Mediterranean. In reserve 1922-1926. Chartered to Anglo-Saxon to 1930. Admiralty freighting to 1933. China Station from 1934 and mainly E of S through the war.

MV Aqueity (1945)

From Wikipedia, the free encyclopedia

Aqueity was a 890 GRT coastal tanker which was built by A & J Inglis Ltd, Glasgow in 1945 for the Ministry of War Transport (MoWT) as ***Empire Belgrave***. In 1947 she was sold to F T Everard and Sons and renamed *Aqueity*, being lost later that year when she struck a mine and sank off the coast of the Netherlands.

Contents

Career	
Class and type:	Coastal tanker
Name:	*Empire Belgrave* (1945-47) *Aqueity* (1947)
Owner:	Ministry of War Transport (1945-47) Shell Tankers Ltd (1947) F T Everard (1947)
Operator:	Anglo-Saxon Petroleum Co Ltd (1945-47) F T Everard (1947)
Port of registry:	Glasgow
Builder:	A. & J. Inglis Ltd, Glasgow
Yard number:	1299
Launched:	16 March 1945
Completed:	19 June 1945
Out of service:	11 November 1947
Identification:	UK Official Number 169440 Code Letters GKJW
Fate:	Struck a mine and sank 1947
General characteristics	
Tonnage:	890 GRT 900 DWT 382 NRT
Length:	193 ft (58.83 m)
Beam:	32 ft (9.75 m)
Depth:	14 feet 5 inches (4.39 m)
Propulsion:	One 2SCSA oil engine, 125 horsepower (93 kW)

Description

Empire Belgrave was built by A. & J. Inglis Ltd, Glasgow.[1] She was yard number 1299. *Empire Belgrave* was launched on 16 March 1945 and completed on 19 June.[2] She was 193 feet (58.83 m) long, with a beam of 32 feet (9.75 m) and a depth of 14 feet 5 inches (4.39 m).[3] Her GRT was 890,[1] DWT 900[4] with a NRT of 382.[3]

Career

Empire Belgrave was managed for the MoWT by the Anglo-Saxon Petroleum Co Ltd.[3] Postwar management passed to Shell Tankers.[5] In 1947, *Empire Belgrave* was sold to F T Everard & Sons Ltd, Greenhithe and renamed *Aqueity*. On 11 November 1947, she struck a mine off Terschelling, the Netherlands and sank.[1] The wreck lies in 22 metres (72 ft) of water at 53°32′N 05°02′E.[6]

Official Numbers and Code Letters

Official Numbers were a forerunner to IMO Numbers. The ship had the UK Official Number 169440 and the Code Letters GKJW.[3] I have had reason to correspond with F T Everard & Sons and they have the ship's official number recorded as 163551.

Propulsion

The ship was propelled by a two-stroke Single Cycle, Single Action diesel engine which had four cylinders of $13^{3}/_{4}$ inches (349 mm) diameter by $22^{7}/_{16}$ (570 mm) stroke. It was built by British Polar Engines Ltd, Glasgow.[3]

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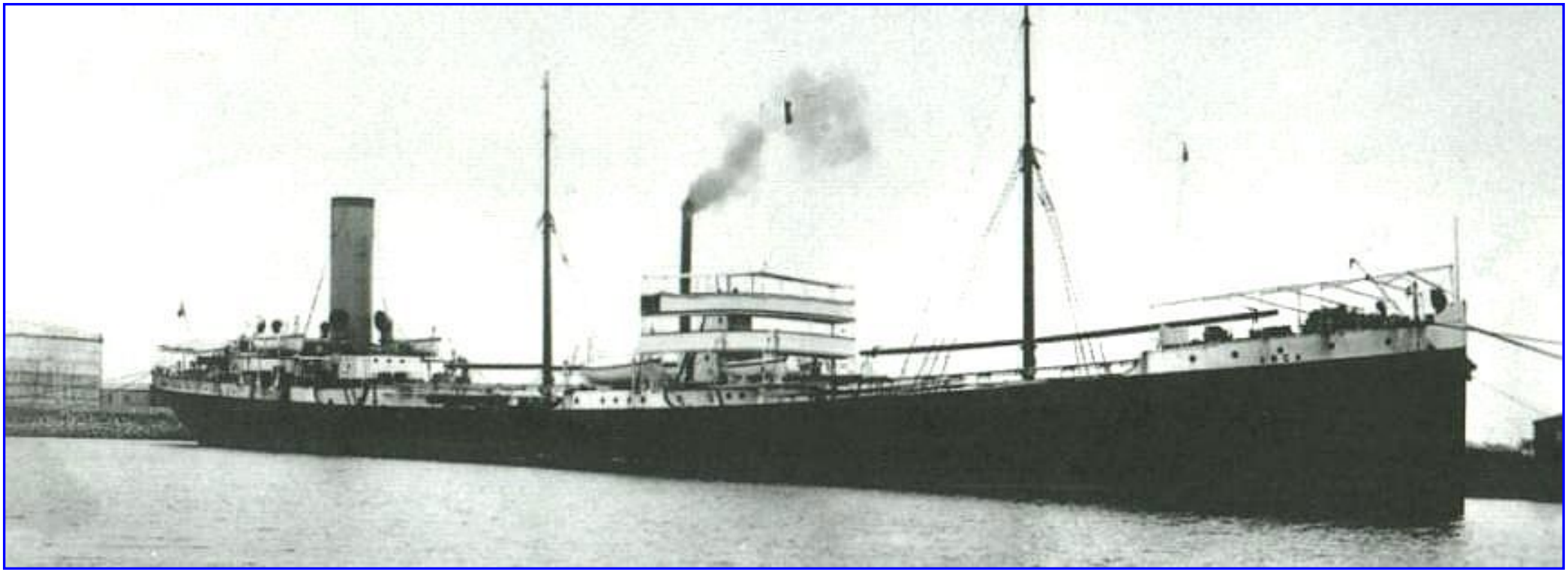
Bouwnummer RDM-297, m.s. "Arca", 1959, tanker.

Opdrachtgever: N.V. Petroleum Maatschappij "La Corona", Den Haag.
Tonnage: 12222 brt, 18218 dwt.
Hoofdafmetingen: Loa = 170,41 m, B = 21,16 m, D = 9,07 m.
Voortstuwing: B&W diesel, 8750 pk, snelheid 14,5 kn.
Verdere gegevens: Roepletters: PCCS.
Bemanning: 47 man.

Historie:
Tewaterlating op 11-11-1959.
Op 12-6-1978 aanvang sloop in Hong Kong.

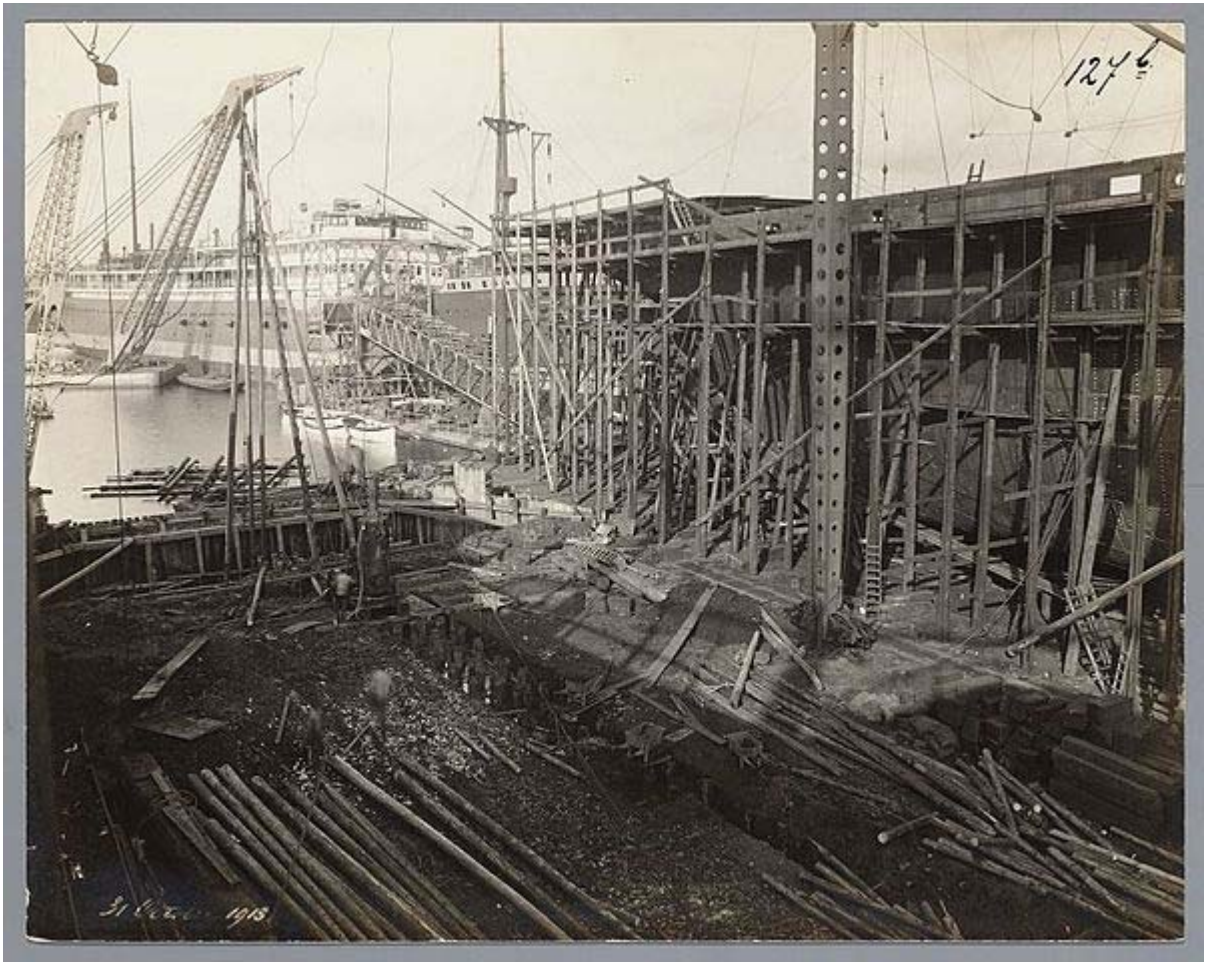

Arca
Radio station



Arca was built at Jarrow 1912 for Anglo Saxon.
Jan 1918 Torpedoed in English Channel by U75.
Towed into Devonport safely.
Oct 1918 torpedoed and sunk by U118, of south coast of Ireland w.o.p Philadelphia to Bristol Channel.

Arcado

Built for Anglo Saxon, Oakland California, 1922. Sold to Japan for scrapping 1936.



Bouwstadium van het tankschip Ares
Bouwnummer 127, gebouwd op de werf van de Nederlandsche Scheepsbouw Maatschappij (N.S.M.), Conradstraat 151, in opdracht van de Nederlandsch Indische Tankstoomboor Maatschappij.

Datering: oktober 1915
Herkomst: Stadsarchief; Fotoarchief Nederlandse Dok- en Scheepsbouw Mij.
Documenttype: foto
Vervaardiger: Gustaaf Oosterhuis (fotograaf)
Geografische naam: Conradstraat 151
Afbeeldingsbestand: 010179000129

Ships hit during WWI

Ares

Name	Ares
Type	Tanker
GRT	3.783 tons
Country	Dutch
Built	1914
Builder	Nederland. Scheepsbouw Mij., Amsterdam
Operator	N.V. Petroleum Mij. La Corona, The Hague
History	

U-boat attacks on Tanker Ares

	Date	U-boat	Loss type	Position	Location	Route	Cargo	Casualties
1	8 Mar 1917	UC 74 (Wilhelm Marschall)	Sunk	Captured and then sunk by torpedo 40 miles from Cascais, Portugal	38.12N, 10.19W	Port Said - Rouen	benzine	

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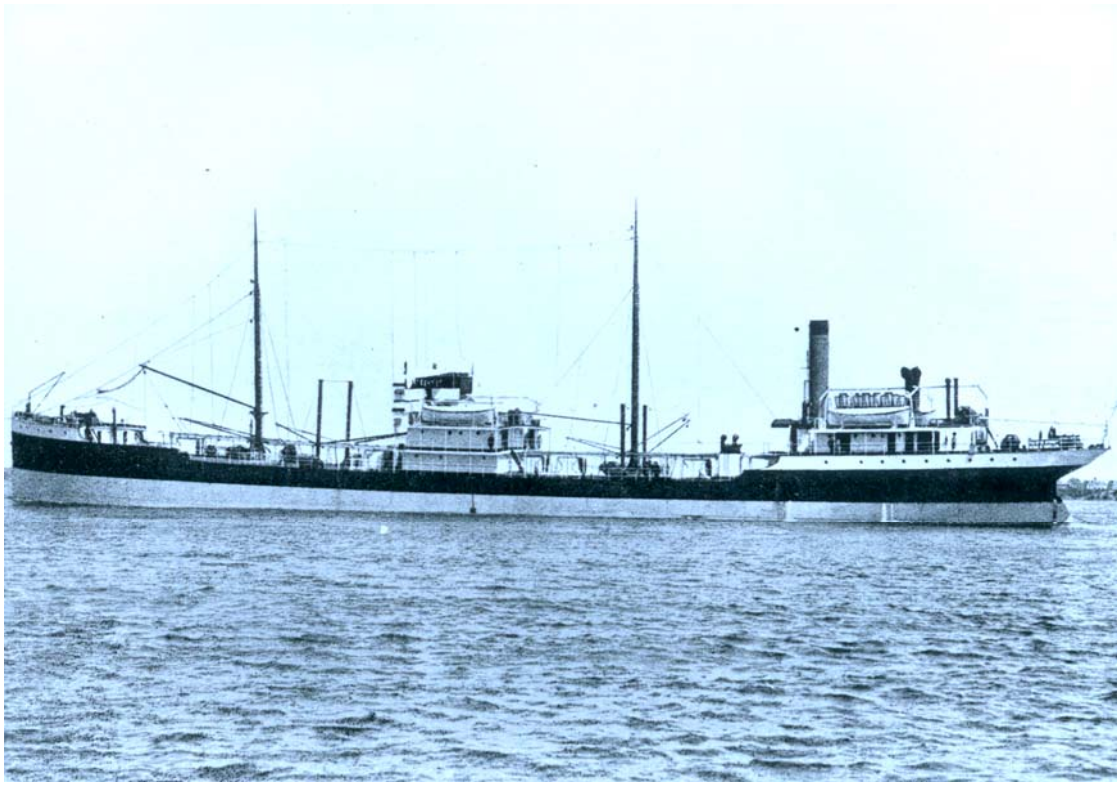

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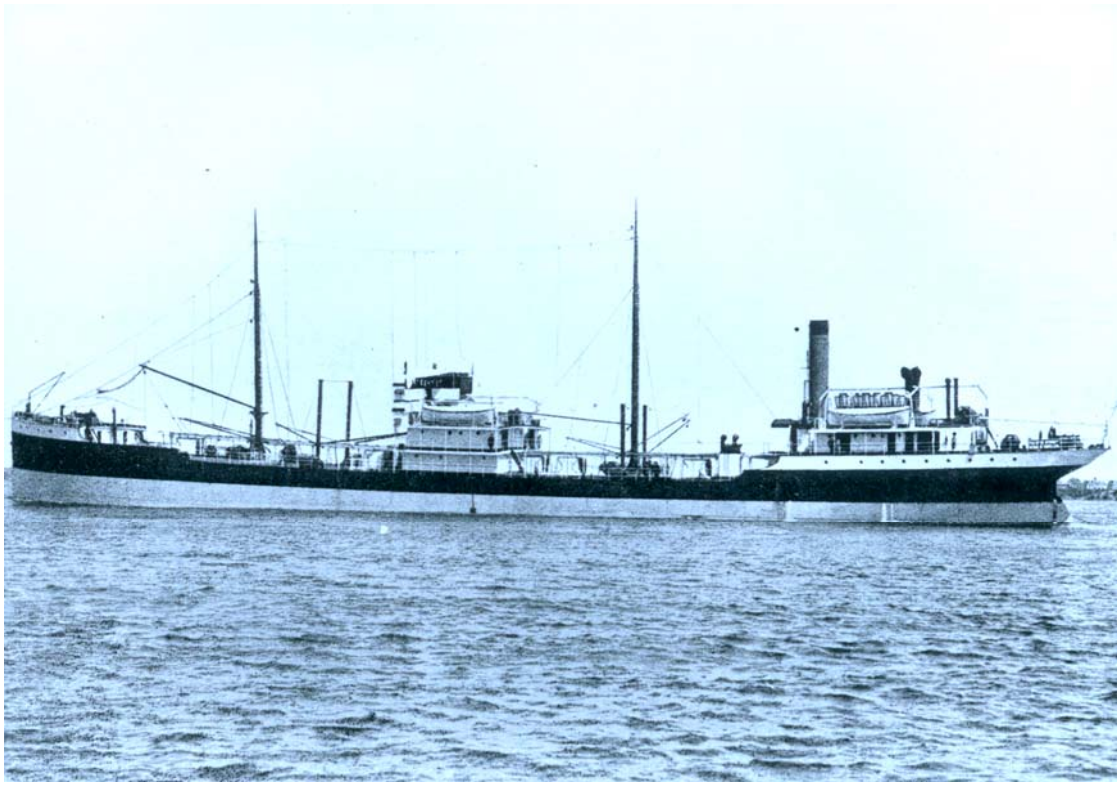

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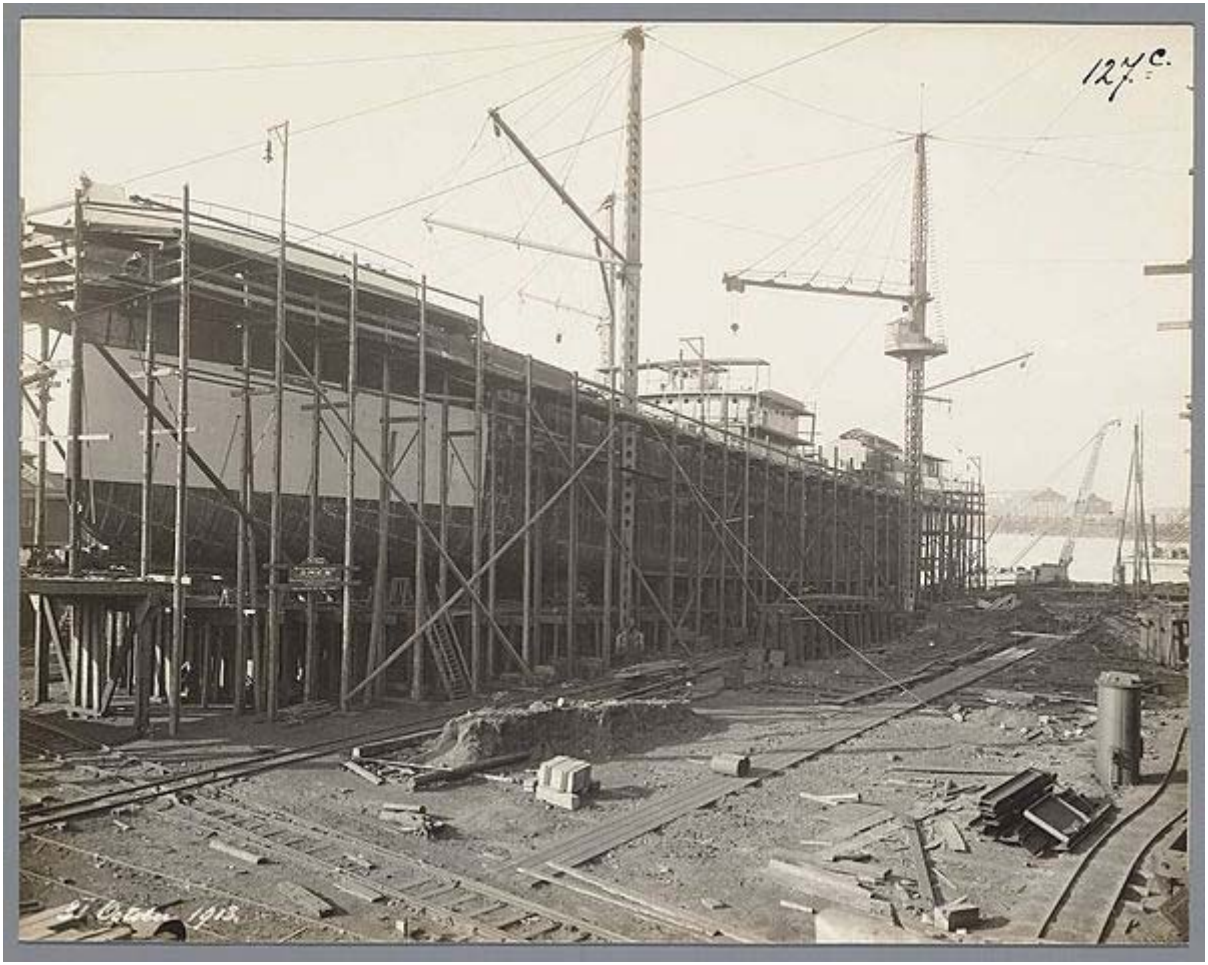

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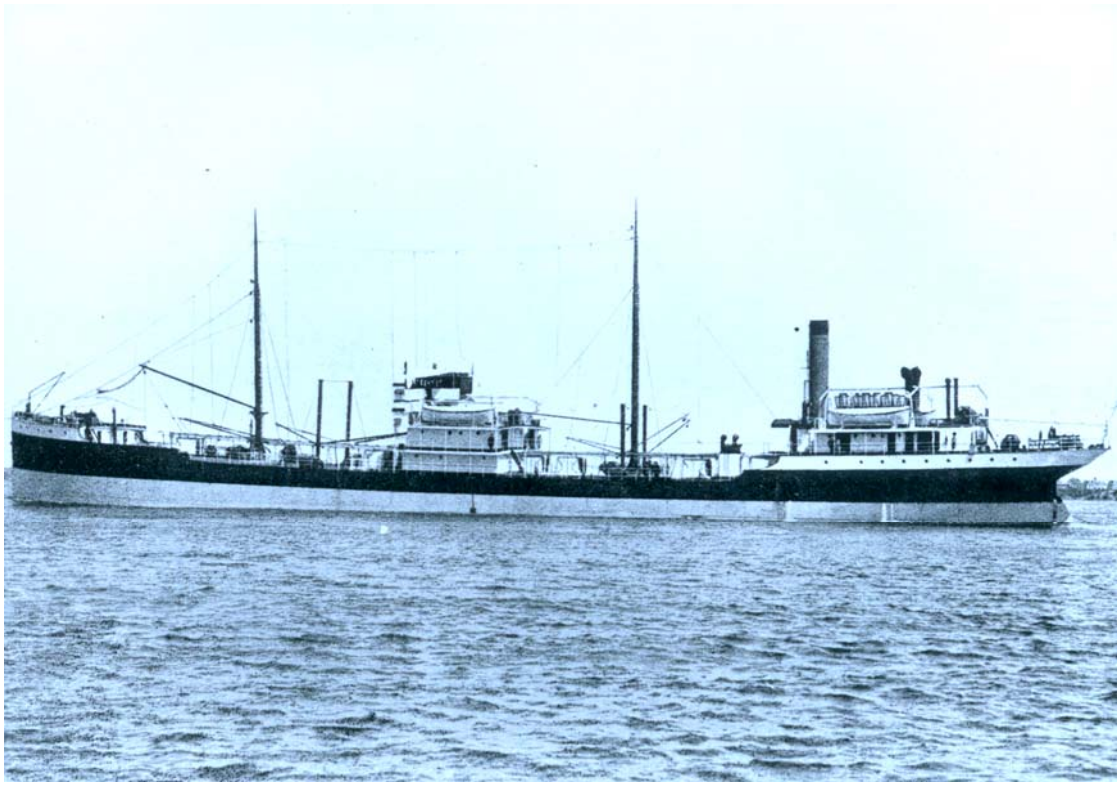

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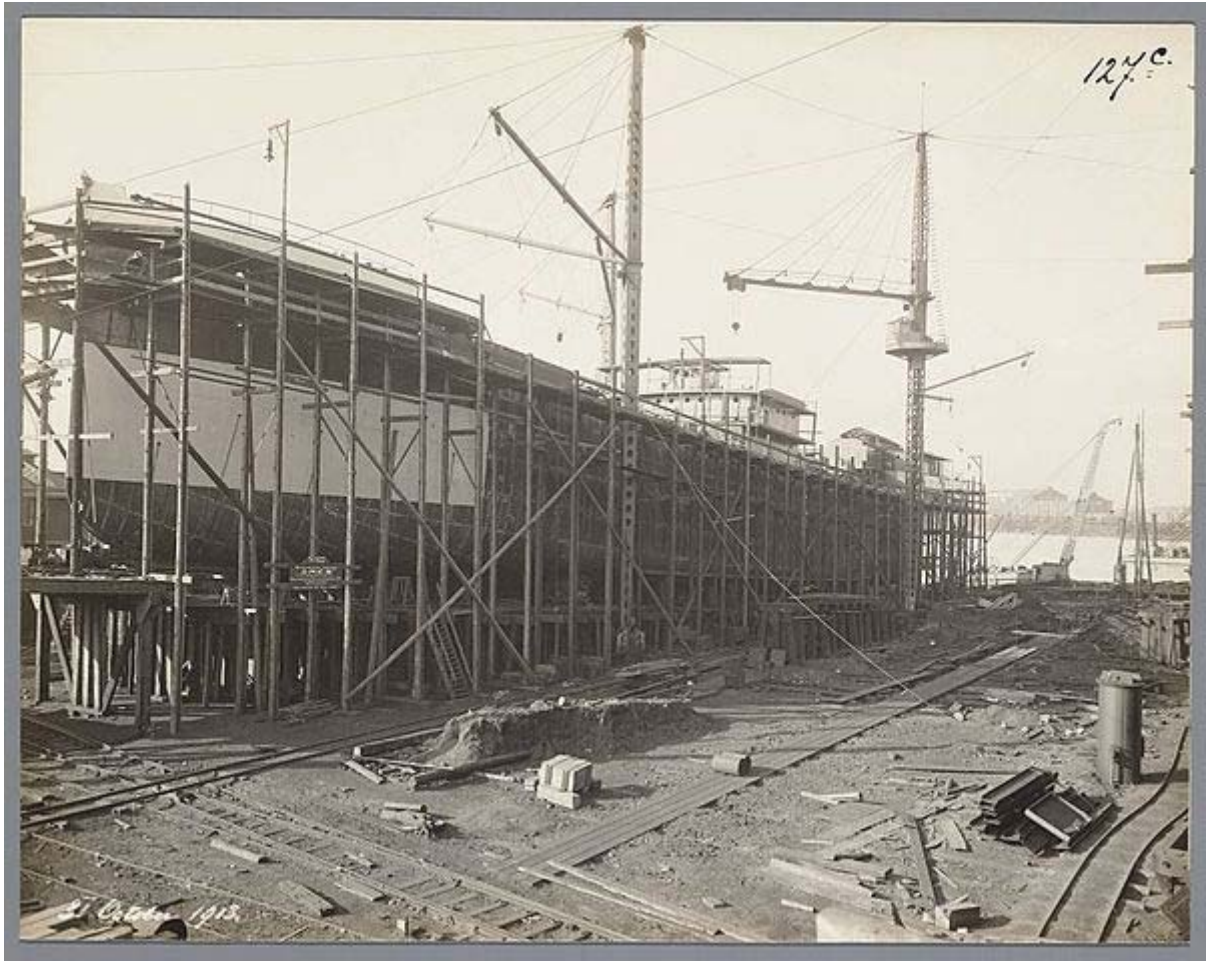

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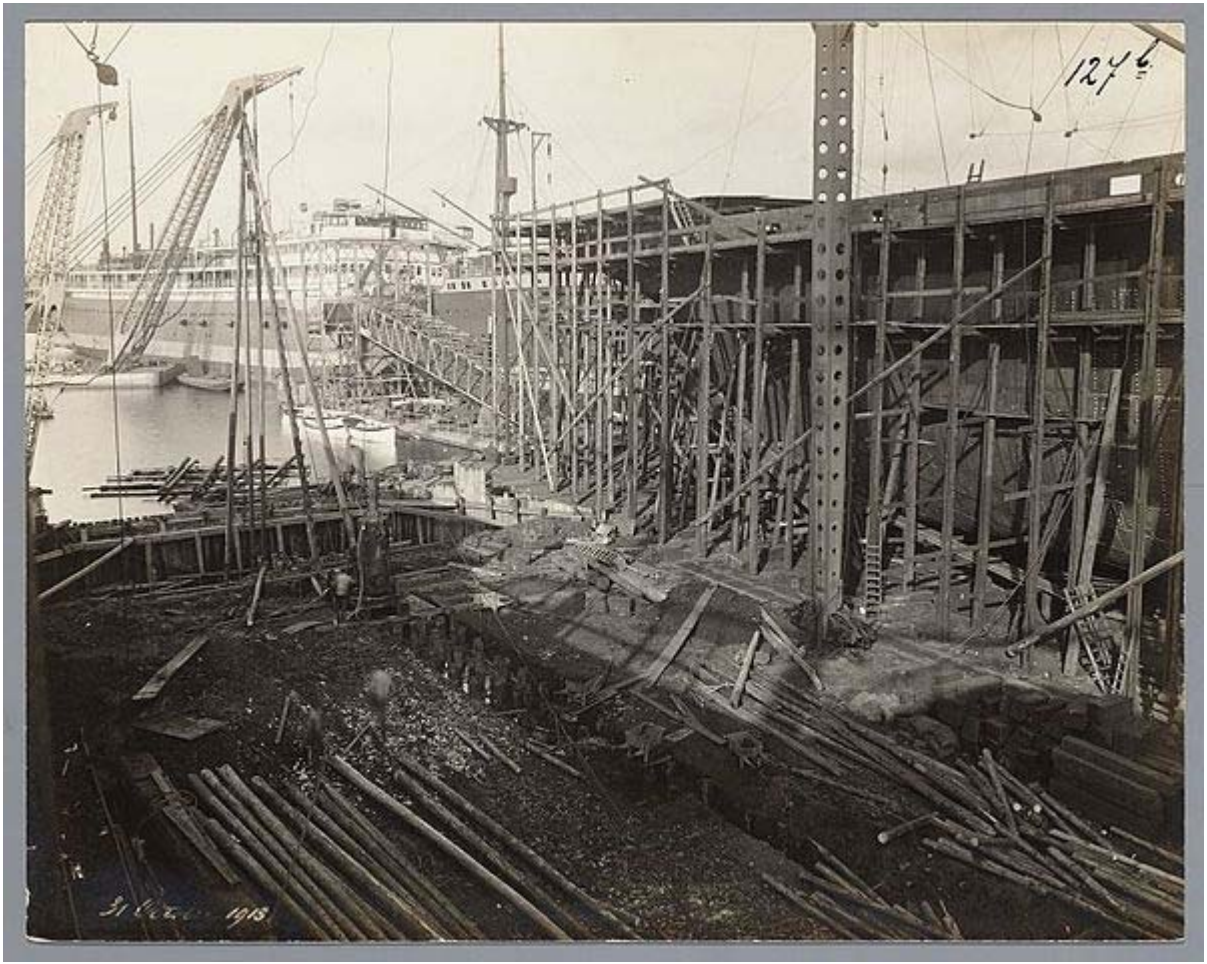

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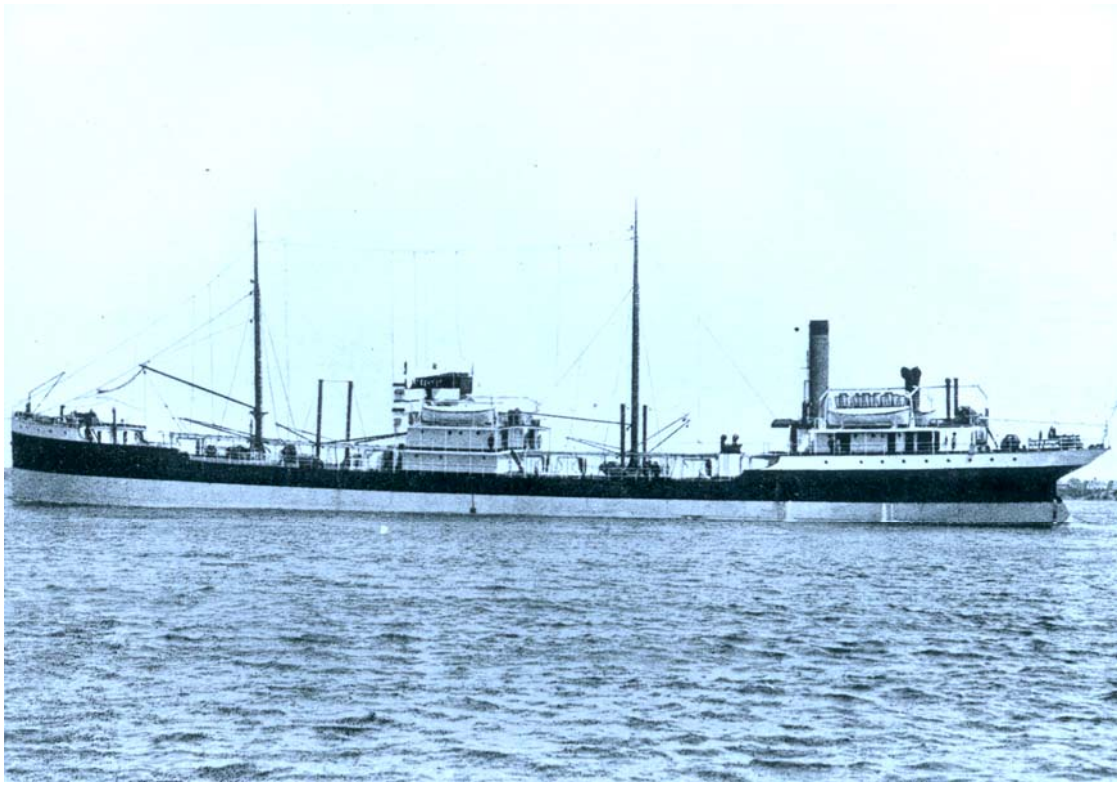

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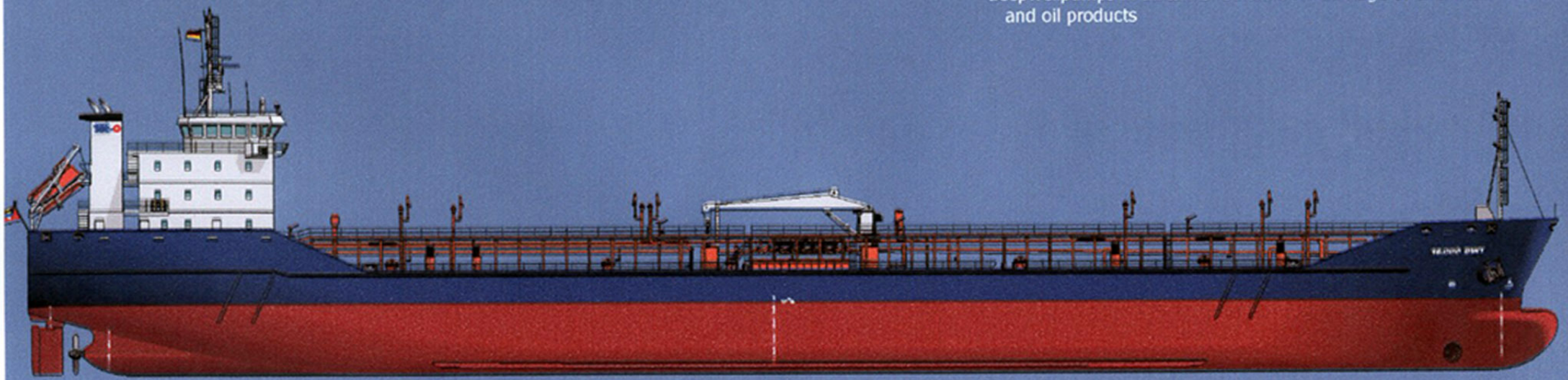
12,000 Chemical / Oil Tanker

a double hull tanker with epoxy coated cargotanks fitted with deepwellpumps in all tanks. Suitable for carriage of chemical and oil products



principal dimensions

- length o.a.	abt.	140.90	m
- lenght bpp	abt.	135.40	m
- breadth mld		19.60	m
- depth to main deck		9.35	m
- design draught		6.80	m
- scantling draught	abt.	6.80	m
- deadweight	abt.	12,200	ton
- tonnage		7,400	GT

cargo tanks

13 epoxy coated cargo tanks including slop tank.
Carriage of up to 8 segregated cargoes.

tank capacity

- cargo tanks	abt.	13,200	m^3 (100%)
- slop tank	abt.	290	m^3 (100%)
- ballast water	abt.	5,050	m^3
- heavy fuel oil	abt.	425	m^3
- gas oil	abt.	115	m^3
- potable water	abt.	100	m^3
- technical freshwater	abt.	200	m^3

cargo systems

tankheating	maintaining cargo at 65° heating by thermal oil
tankwashing	2 fixed in each tank 2 portable
heating capacity	3,000 kW
tank ventilation	2 fixed el driven, 10,000 m^3/h
inert gas gen.	1,875 m^3/h, combustion type

propulsion / manoeuvring

Main engine 3,840 kW at 600 rpm
Fuel IFO 380Cst, heated by thermal oil
Propellor CPP diameter 3,600 mm
Speed 13,0 knots at 90% MCR
Freehanging flap type rudder
Bowthruster 400 kW

electrical generating plant

415/230 Volt at 50 Hz
Three diesel driven generators each 460 KW
One shaftgenerator/PTI motor 940 kVA
One emergency harbour generator of 130 kVA

classification

Loyds Register +100 A1, Chemical Tanker Ship Type 2 with list of defined cargoes, Double Hull Oil Taner ESP, LI, +LMC, UMS, IP

accommodation

Modern, attractive and practical accomodation with private cabins and sanitary facilities for 14 persons. The accommodation is equipped with a central airconditioning and heating unit.

deck equipment / life saving

1 cargo hose crane, capacity of 3 ton at 15 m.
2 el. hydr. windlasses on foreship,
1 el. hydr. mooring winch aft,
1 el. hydr. anchor / mooring winch aft,
3 liferafts, 2 on aftship and 1 on foreship,
1 free-fall lifeboat ,
1 MOB boat

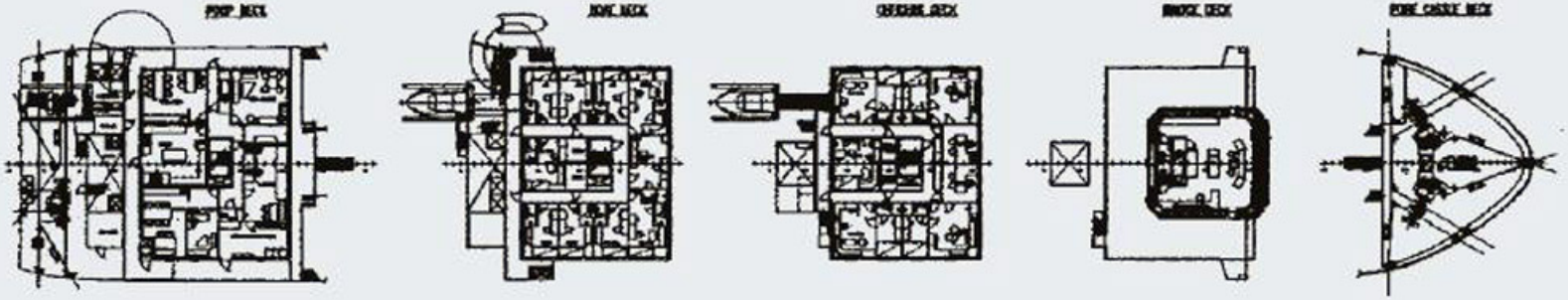
nautical / communication

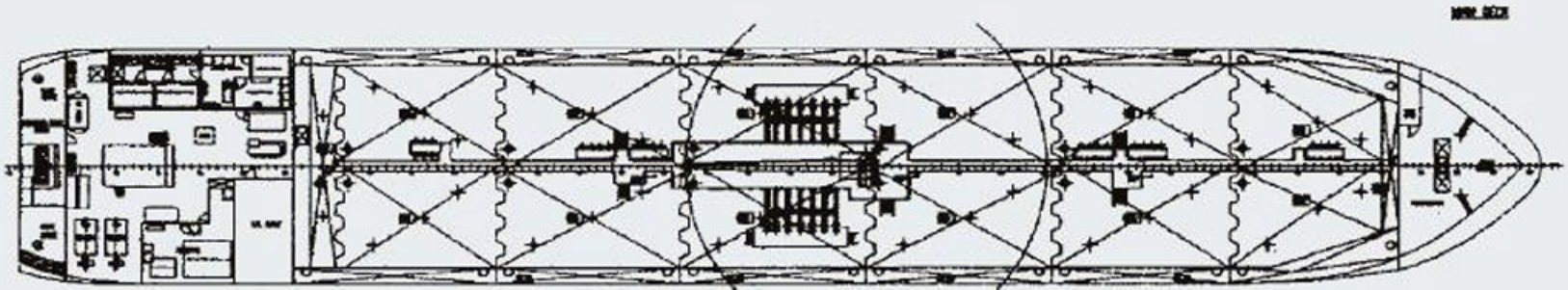
Certified for GMDSS A3.

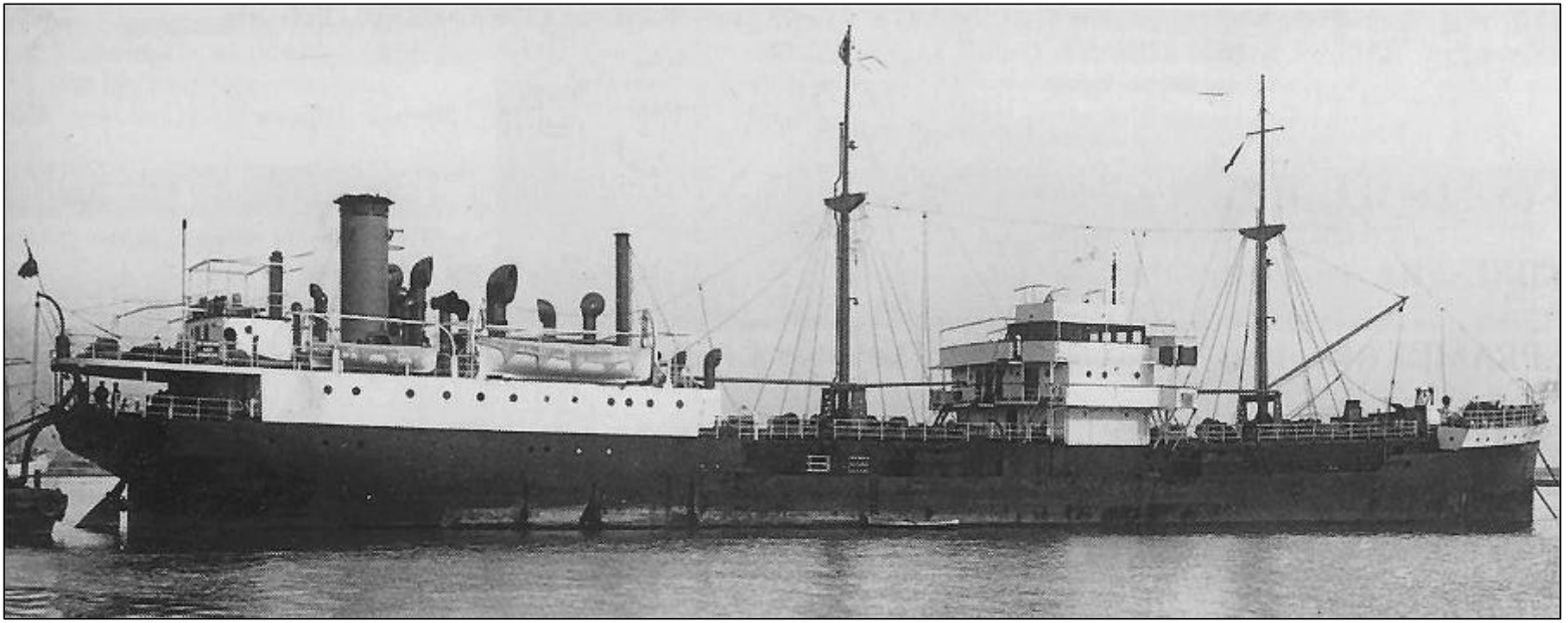
P.O. Box 70, NL-9600 AB, Hoogezand, The Netherlands | phone: +31 (0) 598 364800 | fax: +31 (0) 598 364810 | www.volharding.nl

Volharding SHIPYARDS

GENERAL ARRANGEMENT







Helix
3007 (later 3385) tons
Hull 576 of 'Hawthorn Leslie' at Hebburn

Armilla
1947A tanker which was not even built at Sunderland!.

Helix was a tanker built in 1931 by 'R. & W. Hawthorn Leslie and Company, Limited', (Hawthorn Leslie), of Newcastle upon Tyne (Hebburn). Built for 'Anglo-Saxon Petroleum Co. Ltd.', of London, a 'Shell' company it would seem since the vessel is said to have been a Shell tanker managed by 'Société Maritime Shell', of France. 93.0 metres long, perpendicular to perpendicular, speed of 9 knots. In 1938, the vessel was sold to 'Nederlands Indische Tank Stoomboot Mij.', of the Netherlands, & was renamed ***Armilla***. The tanker apparently carried benzine & over the years the benzine corroded the vessel's hull & tanks to the point that only the stern of the vessel with its machinery & fittings was salvageable. So in 1947, Joseph L. Thompson & Sons Ltd. built & launched a new bow & centre section at North Sands (a 2/3 ship) & the two pieces were joined together at nearby Greenwell's Dry Dock Co. to form a new ***Armilla*** both bigger & longer than the original. The vessel's length became 102.9 metres & the gross tonnage became 3385 tons. How very interesting! We thank Robert Hunter for telling us that the story about the '2/3 ship' is set out in 'Sunderland The Biggest Shipbuilding Town in the World' by Alan Brett & Andrew Clark, & published in 2005. The vessel became owned by 'Shell Tankers N.V.' (1955/57) & in 1957 became owned by 'Shell Tankers Ltd.', of London, (no changes of name). On Sep. 18 (or 16), 1957, the vessel arrived at Hong Kong, to to be broken up.

'Arrow', an Asiatic Petroleum Company houseboat

Title : 'Arrow', an Asiatic Petroleum Company houseboat
Date (start) : 1920
Estimated dates : c.1920/30
Caption on support : A.P.C. Houseboat
Information data : University of Bristol - Historical Photographs of China reference number: pa02-020. Photo from an album (UoB reference pa02). The houseboat is registered in Shanghai and is flying the Red Ensign.
Keywords : Palmer;river;boat;Yangtze

De tanker Artemis gereed voor de tewaterlating vanaf de Rijkswerf te Amsterdam
Bouwnummer 126, gebouwd door de Nederlandsche Scheepsbouw Maatschappij (N.S.M.) in opdracht van de Nederlandsch Indische Tankstoomboot Maatschappij (N.I.T.).

De directie van de N.S.M. had in samenspraak met de minister van Marine, Colijn, en met goedvinden van de N.I.T., besloten de romp van de tanker te laten bouwen op de Rijks Marine werfaan de Grote Kattenburgerstraat. Zo kon dreigende werkloosheid op de Rijkswerf door het afblazen van een overheidsopdracht worden voorkomen.

De tanker werd op 30 maart 1914 in dienst genomen. In juli 1938 werd zij verkocht aan de Anglo Saxon Petroleum Company en herdoopt met de naam Felania. In April 1953 is zij afgevoerd en voor de sloop verkocht naar Glasgow.

Datering: 22 juli 1913
Herkomst: Stadsarchief; Fotoarchief Nederlandse Dok- en Scheepsbouw Mij.
Documenttype: foto
Vervaardiger: Gustaaf Oosterhuis (fotograaf)
Geografische naam: Grote Kattenburgerstraat
Afbeeldingsbestand: 010179000126

Tanker Artemis van NV Petroleum maatschappij La Corona, 's Gravenhage met schade op de werf na getorpedeerd te zijn door...

titel Tanker Artemis van NV Petroleum maatschappij La Corona, 's Gravenhage met schade op de werf na getorpedeerd te zijn door een onbekende onderzeeboot op 1 februari 1916.

De tanker Artemis kort na de tewaterlating vanaf de Rijks Marinewerf aan de Grote Kattenburgerstraat
Bouwnummer 126, gebouwd door de Nederlandsche Scheepsbouw Maatschappij (N.S.M.) in opdracht van de Nederlandsch Indische Tankstoomboot Maatschappij (N.I.T.).

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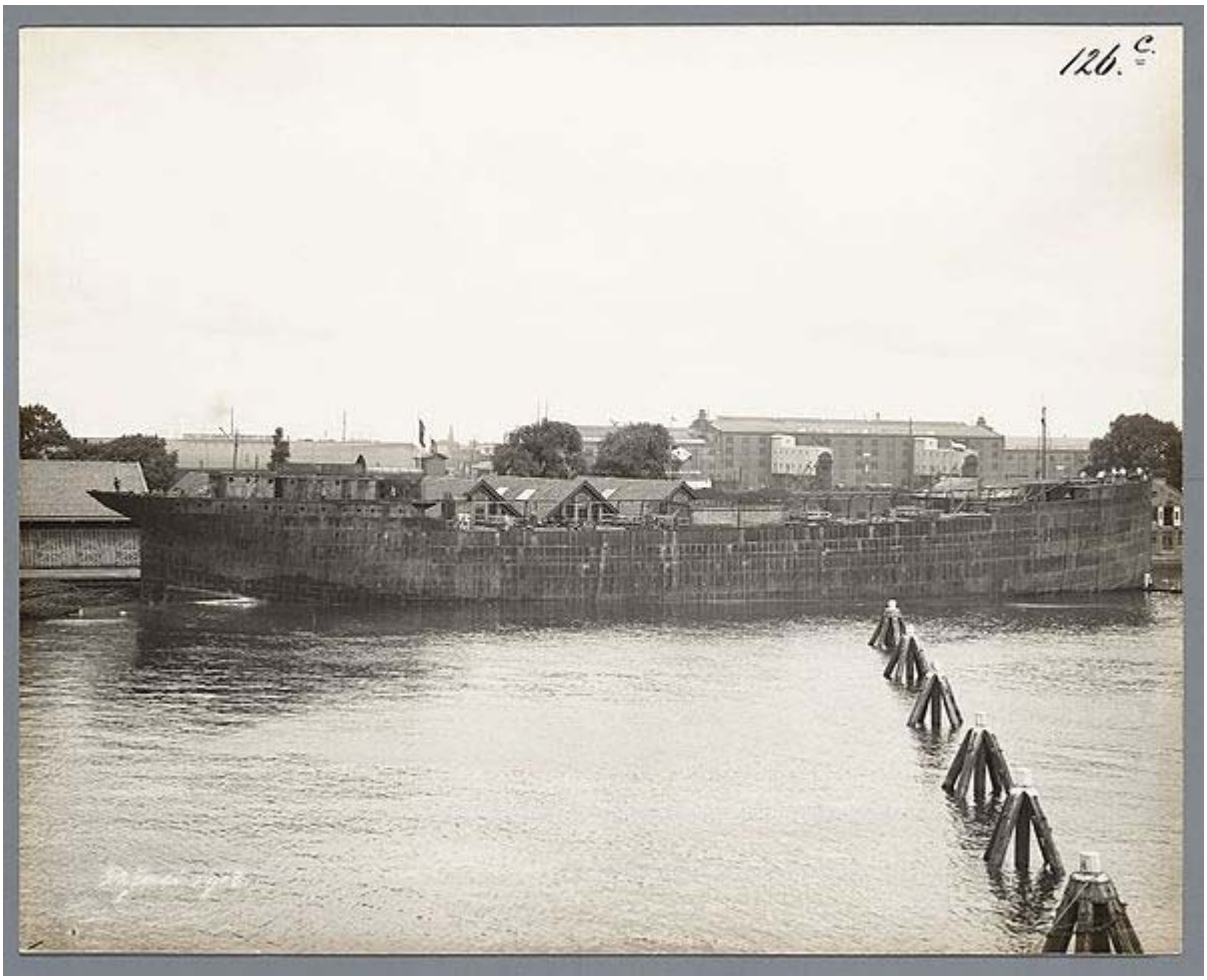

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Geografische naam: Grote Kattenburgerstraat; Dijksgracht
Afbeeldingsbestand: 010179000127

Asprella, built at Kiel Germany, by Kieler Howaldtswerk, Aug 1959. 12321 GT, steam turbine. Was converted to carry chemicals for many years, between Guayanilla, Puerto Rico, and UK/Continent. Scrapped Karachi, 29.01.82.

Asprella

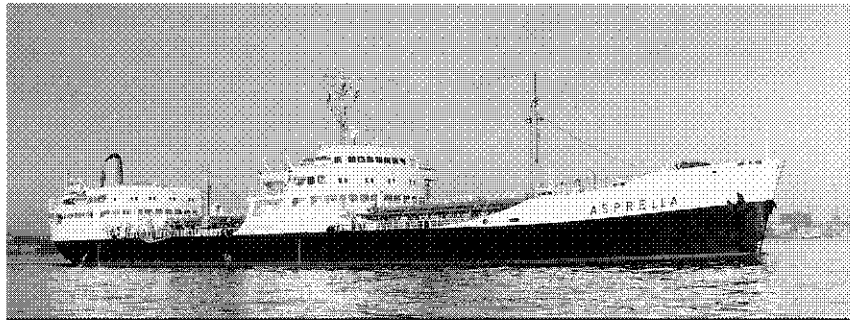
Tanker

Bau-Nr. 1077

Stapellauf: 24.03.1959; Ablieferung: 13.08.1959

1959 Abgeliefert an Tanker Finance Ld., London; Mgr.:Shell Tankers Ld., London; **"Asprella"**; London - Großbritannien

BRT: 12.321; NRT: 7.355; Tragfähigkeit: 18.516 t
Abmessungen: L.ü.A.: 170,69 m; L.zw.d.L.: 161,54; Br.a.Spt.: 21,10 m; Tfg.: 9,08 m; S.- H.: 11,89 m
Rauminhalt: 25.199,0 m³ Öl (100 %); 677,5/624,0 m³ Schüttgut/Stückgut
Antriebsanlage: 1 Getriebedampfturbine, Howaldtswerke Hamburg AG; 2 Wasserrohrkessel;
45,1 bar; 454 °C; je 427,0 m² Heizfläche; je 13,6/18,2 t/h Dampfleistung (normal/max.); KielerHowaldtswerke AG – Foster Wheeler
5.520 kW; 1 Propeller; 100 U/min; 14,5 kn.
Ladebäume: 3 - 5,0 t; 2 – 4,0 t; 2 – 1,0 t
Tanks: 33 (11 Mitteltanks; 22 Seitentanks)
Luken: 1- 2,44 m x 2,44 m
Besatzung: 51
Schwesterschiffe: „Aulica" (Bau-Nr. 1078)



„Asprella" Foto: Kieler Howaldtswerke AG (1959)

1966 Umbau zum Produktentanker durch Smith's Dock Co. Ltd., North Shields, Großbritannien.

~1966 Tanker Finance Ltd., London; Mgr.:Shell Tankers (U.K.) Ltd., London; **"Asprella"**; London – Großbritannien.

~1972 Wegen des neuen Internationalen Freibordabkommens von 1966 Vergrößerung des Tiefgangs von 9,08 m auf 9,35 m und dadurch neue Tragfähigkeit 19.329 t.

1981 Shell Tankers (U.K.) Ltd., London; Mgr.: - ; **"Asprella"**; London – Großbritannien.

1981 Verkauft zum Abbruch an Euroatlantic Shipping Corp., Karachi, Pakistan.

1982 Ankunft in Karachi am 29.01.1982.
Abbruch durch R. Hussein Ltd., Gadani Beach, Pakistan.
Beginn des Abbruchs am 10.02.1982

Ate Visser bleef niet drie jaar weg, maar voor altijd

Arend J. Maris

Volgeladen met olie en benzine vertrekt het motortankschip Olivia eind mei 1942 uit Koeweit naar Australië. Half juni schiet een Duitse hulpkruiser het schip in de Indische Oceaan in brand. Binnen een mum van tijd staat het in lichterlaaie. Het duurt toch nog enkele uren voordat de tanker in de golven verdwijnt. Vijf van de 48 bemanningsleden overleven de ramp. Een van de doden is 1e stuurman Ate Visser. Hij is op het eiland geboren en getogen.
Over zijn leven en dood. Een verslag.
Zijn ouders, Cornelis Visser en Trijntje de Groot wonen aan de Middenstreek op de noordzijde, wat nu politiebureau is. Hier wordt op 19 januari 1907 ook hun tweede kind Ate geboren. Vader Cornelis is zeeman en vaart bij rederij Lenzen in Terneuzen, een maatschappij waarbij heel veel eilanders varen. Hij is 1e stuurman wanneer zijn schip rond de kerst van 1917 in New York ligt en Cornelis op 45 jarige leeftijd aan –vermoedelijk– een longontsteking overlijdt. Hij wordt daar ook begraven.
Moeder Trijntje is 37 jaar en blijft met vier kinderen achter, in de leeftijd van 2 tot 12 jaar. Ate is tien jaar als zijn vader wegblijft en zit nog bij meester Gasau op school. Zijn moeder kan nog op geen enkele financiële voorziening aanspraak maken. Eilander zeemansvrouwen zijn echter wel gewend om er alleen voor te staan. Trijntje weet dan ook van aanpakken. Ze verhuist van de Middenstreek naar de Langestreek, neemt leerlingen van de zeevaartschool in de kost en heeft in het zomerseizoen badgasten in huis. Gelukkig is in die tijd familiehulp op het eiland nog gebruikelijk. Zo woont haar oudere ongetrouwde broer Thomas bij haar in. Hij is voerman en heeft in de schuur in de tuin achter het huis wat vee staan.
Bovendien kan Trijntje rekenen op bijstand van haar jongste broer Marten die kapitein op een eigen kustvaarder is.
Na de lagere school gaat ook Ate naar zee. Eerst vaart hij een paar jaar. Daarna pas gaat hij naar de eilander zeevaartschool. Als Ate niet op school is, maar wel op het eiland verblijft, is hij met zijn hondje Hekkie buiten of in het dorp te vinden:

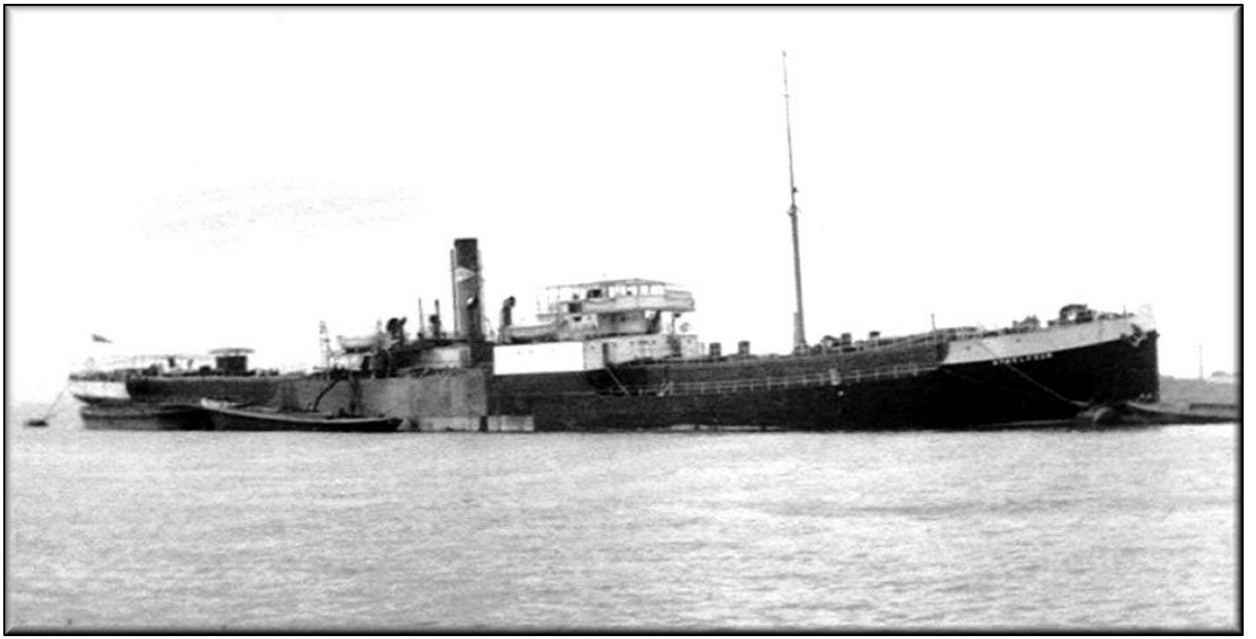
hij jut, vist, stroopt en bij dorpsfeesten, zoals het Klozumen en de Kallemooi, is hij altijd royaal van de partij. Bovendien voetbalt hij bij De Monnik en is hij met o.a.
Teade van Dijk en Wopke Fenenga een geregelde gast bij Sake van der Werff, in zijn Herberg.
Na 1929 ondervindt ook Ate de gevolgen van de crisisjaren. Hij is nog bezig met het behalen van zijn rangen en dat vereist steeds een bepaalde vaartijd.
Maatschappijen en rederijen zitten echter niet op nieuw personeel te wachten, laat staan personeel dat nog in opleiding is. Ate gaat dan ook op het eiland een tijdje bij aannemer Zeeff aan de slag. Hij verdient zo voldoende geld om bij een maatschappij een opleidingsplaats in te kopen. Voor het behalen van zijn rangen kan hij echter niet Ate Visser langer op de eilander zeevaartschool terecht. Deze wordt namelijk in 1934 opgeheven. Voor een vervolgopleiding moet hij elders zijn. Hij gaat in Groningen op de zeevaartschool.
Een van de stiefdochters van de op het eiland woonachtige aannemer Zeeff heet Henderika Berendina Schuurman. Ze is in 1914 in Ten Boer geboren. Het blijkt tussen haar en Ate Visser goed te klikken. Ze trouwen in december 1936 en verhuizen even later naar Groningen. Op 14 november 1937 wordt hier ook hun .eerste en enige- zoon Cor geboren. Ate vaart inmiddels op schepen van de N.V. Petroleum Maatschappij La Corona. Cor is amper enkele maanden oud als zijn vader naar zee gaat. Volgens plan blijft hij drie jaar weg. Maar dan breekt de Tweede Wereldoorlog uit en is thuiskomst uitgesloten. Hij vaart tenslotte als 1e stuurman op de motortanker Olivia.
De Olivia is een schip van 6.307 ton, wordt in 1939 opgeleverd en vertrekt meteen naar het

Verre Oosten. In 1941 en 1942 vaart het met olieproducten tussen de Perzische Golf en Australie, heen en weer. Op 28 mei 1942 vaart de Olivia opnieuw uit met aan boord een lading bestaande uit 9000 ton lichte olie en vliegtuigbenzine.
Een kleine maand later, moet het in Australie aankomen. Aan boord zijn 48 bemanningsleden. Een van de scheepsofficieren is de 35 jaar oude 1e stuurman Ate Visser.
De Olivia vaart niet in konvooi. Om op vijandelijk vuur voorbereid te zijn, worden geregeld sloepoefeningen gehouden. Bovendien hebben alarmoefeningen plaats en wordt met boordgeschut geoefend. Zonder problemen vaart de Olivia de Arabische Zee uit. Dan breekt de avond van 14 juni aan. De hemel is bedekt en met een nieuwe maan gaat het schip een pikdonkere nacht tegemoet. Om 19.00 uur neemt Ate Visser de wacht van zijn 3e stuurman over. Deze is amper weg of het schip krijgt met vijandelijk vuur te maken. De bakboordzijde krijgt een voltreffer. Weldra brandt het achterstuk als een fakkel. Een hevige ontploffing in de machinekamer volgt, terwijl een deel van de lading brandend uit het schip stroomt. Door de voltreffer zijn de beide sloepen aan deze zijde van het schip uitgeschakeld. Aan stuurboordzijde zijn er echter nog twee. De kapitein geeft nu 1e stuurman Ate Visser opdracht om met een deel van de bemanning in een van deze sloepen te gaan. Wanneer de mannen in de sloep zitten, wordt een van de davits echter door een granaat getroffen. De sloep kapseist.
Alle inzittenden vallen overboord, niemand wordt gered. Ook Ate Visser niet.
De enig nu nog overgebleven sloep komt onder bevel van de 3e stuurman onbeschadigd te water. Negen bemanningsleden nemen plaats, terwijl in de buurt van het schip nog drie overlevenden uit zee worden opgepikt. Totaal zijn dan 12 koppen aan boord. De Olivia brandt nu over de gehele lengte. Het vijandelijk vuren gaat gewoon door. Om 22.00 uur, dus drie uur nadat het schieten is begonnen, verdwijnt de Olivia in de golven.
Bijna een volle maand zwalkt de sloep op zee voordat land in zicht komt. Dat blijkt de kust van Madagaskar te zijn. Slechts vier van de 12 bemanningsleden overleven deze tocht. Later blijkt dat de Duitse aanvaller een kanonnier van de Olivia uit zee heeft opgevist. Van de totaal 48 man aan boord overleven uiteindelijk dan ook slechts vijf deze ramp. De man van Cornelia, de oudste zuster van Ate Visser, is stuurman op schepen van de Koninklijke Pakketvaart Maatschappij. Ze wonen in Batavia en krijgen twee kinderen. In 1937 komt haar man echter bij een vliegtuigongeluk om het leven. Cornelia gaat met haar beide jonge kinderen terug naar Holland en woont in Amsterdam. Grootmoeder Trijntje schiet haar dochter en beide kleinkinderen te hulp, verlaat het eiland en blijft tot haar dood in 1947 bij haar dochter in Amsterdam wonen.
Riek, de weduwe van Ate Visser, is met haar zoontje Cor in het begin van de oorlog naar Zuidlaren verhuisd. Na de oorlog wordt daar een monument onthuld met daarop de namen van inwoners die om het leven zijn gekomen. De vermelding van de naam van Ate Visser blijkt niet vanzelfsprekend. Hij heeft immers nooit in Zuidlaren gewoond. Zijn naam komt er echter tenslotte toch nog op. Bovendien komt zijn naam voor op het monument dat in de hal van het hoofdkantoor van Shell in Den Haag is geplaatst. Maar dat de naam van zijn vader in 1995 ook op de eilander herdenkingsplaat voorkomt, heeft zijn zoon Cor het meest getroffen.
Zijn vader heeft nu ook op zijn eiland een eigen plekje gekregen.
Evenals zijn vader gaat ook Cor naar de zeevaartschool in Groningen. Hij is negen maanden op zee, maar kiest dan toch voor een baan bij de waterpolitie. Hij trouwt in 1978 met Thea Wels. Ze gaan in Nijmegen wonen en krijgen twee kinderen. Ook zijn moeder Riek verhuist naar Nijmegen. Ze overlijdt in het najaar van 1999, 85 jaar oud. Cor blijft tot zijn pensionering bij de waterpolitie werken. Hij overlijdt echter plotseling op 15 november 2005, één dag nadat hij 68 is geworden.
Deze tekst is op 4 mei 2006 in de Got Tjark uitgesproken door Jelte Schaap (leerling Inspecteur Boelensschool).

Athel Line Ships

ATHELSTANE

Built as WAR GHURKA
WW1-Standard Z type Tanker: engines and all superstructure midships.
5,571 grt 3,397 nt
400ft x 52ft 4ins.
1918 December Completed by Irvines S.B. & D.D. Co., West Hartlepool
For Shipping Controller, managed by Hunting & Son
1919 Purchased by Anglo-Saxon Petroleum Co, London (Shell)
1921 CAPRELLA, same owner
1924 Sold to British Molasses Co, London
1925 renamed ATHELFOAM
1926 United Molasses Co; Athel Line formed.
1931 Owners G.O.Aarvold, Oslo renamed HIRD, on charter to Athel Line.
1935 Renamed ATHELSTANE, United Molasses Co
1939 Athel Line Ltd, London
1941 Tankers Ltd, London
1942 9th April Bombed and sunk by Japanese aircraft at 07.30N 81.56E, near Ceylon, whilst serving as Royal Fleet Auxiliary on passage from Trincomalee for Colombo. All of her crew survived the ferocious Japanese air attack.



ATHELSTANE
GSN 20025647
ON 165814
8,129 grt
468ft 5ins x 59ft 5ins
Single screw, 12 knots.
Built 1941 by Swan, Hunter & Wigham Richardson, Newcastle as the EMPIRE FLINT
For MOWT, managed by Anglo-Saxon Petroleum Co, London. (Shell)
1945 purchased by Tankers Ltd (Athel Line - United Molasses Co), Liverpool
Renamed ATHELSTANE.
1952 sold to Skibs A/S Vaholm (Holmen & Vaboen), Kristiansand, Norway;
Renamed OAKLEY.
1957 owned by Holmens Rederi A/S & Vaboens Rederi A/S.
1960 sold to Harald A. Moller A/S, Oslo.
1961 scrapped Hamburg by Eckhardt & Co

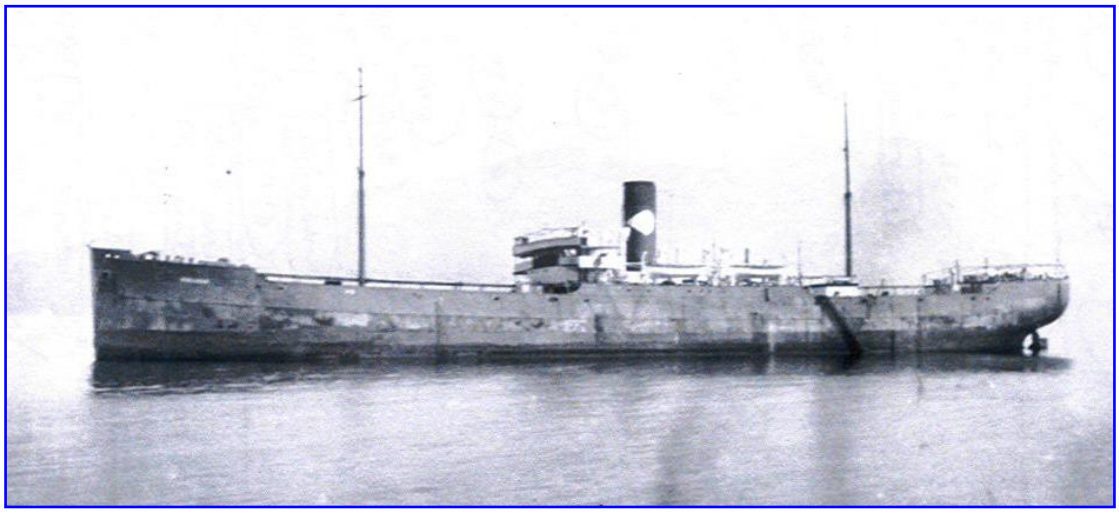
Athelstane (4)

ATHELVISCOUNT

12,778 grt; 7,322 nt; 19,326 dwt, 559ft 3ins x 71ft 7ins x 30ft draught
Geared steam turbines; 7,500 shp, Speed 14.5 knots. Twin screw . Eleven centre tanks and nine sets of wing tanks.
Built 1961 Smiths Dock Co Ltd., South Bank, Middlesbrough. Yard Nr. 1261; 17th November 1960 Launched
June 1961 Delivered to Athel Line Ltd. 1965 Chartered and given over to a New Zealand crew at Durban.
1967 Remeasured to 12,592 grt; 20,168 dwt, 1969 Transferred to to Tankers Ltd. (manager Athel Line Ltd)
24th June 1978 Sailed from Marsden Point. Handed over to Shun Fung Ironworks Ltd. 22nd July 1978
Demolition 5th November 197**8.**

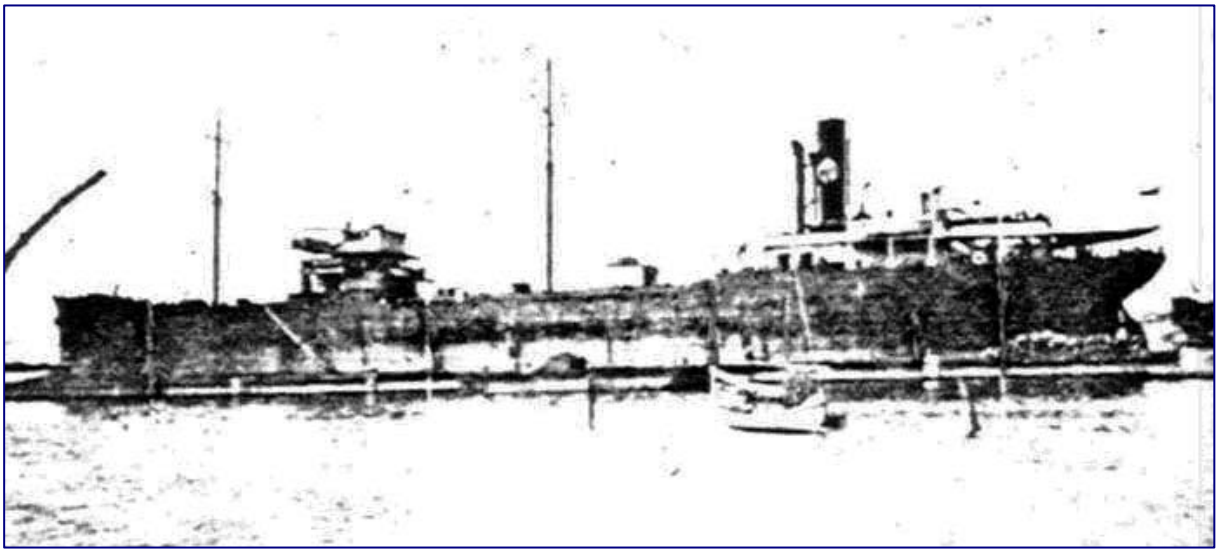
Athelcrest

ATHELCREST
5,948 grt
418.5ft x 55ft,
speed 10½ knots.
Built 1917 by Earle's SB & Eng. Co, Hull
Launched as OLIVET for the Admiralty,
Completed as ELMLEAF for the Shipping Controller, London
Managed by Lane & MacAndrew.
1920 sold to Anglo-Saxon Petroleum Co, London,
1921 renamed MELONA.
1925 sold to British Molasses Co, London renamed ATHELCREST.
1926 company became United Molasses Co.
1935 sold to N.V. Vlissingsche Mineraalolie en Asphalt Raffinaderij, Vlissingen, Holland, renamed VLISMAR II, converted to a storage hulk.
1983 towed from Flushing to Burcht, Belgium for scrapping.



Athelcrest(1)

Athelcrest (1) at Vlissingen



SS ATHELMERE (1936 – 1950)

1918 Built as Tanker WAR RAJPUT
8,340 grt 400ft x 53ft
Shipping Controller, British Tanker Co manager
1920 Anglo-Saxon Petroleum Co, London
1922 CONIA same owner
1925 ATHELBEACH, British Molasses Co
1926 United Molasses Co, London
1930 REALF Odd Berg, Oslo
1931 Ronneberg & Geltung, Oslo
1936 ATHELMERE (2), United Molasses Co, London
1951 ALEXANDROS, Mageolia Naviera, Panama
1959 Myrrinella Naviera, Panama
1964 Scrapped at Split.

ATHELVISCOUNT

12,778 grt; 7,322 nt; 19,326 dwt, 559ft 3ins x 71ft 7ins x 30ft draught
Geared steam turbines; 7,500 shp, Speed 14.5 knots. Twin screw . Eleven centre tanks and nine sets of wing tanks.
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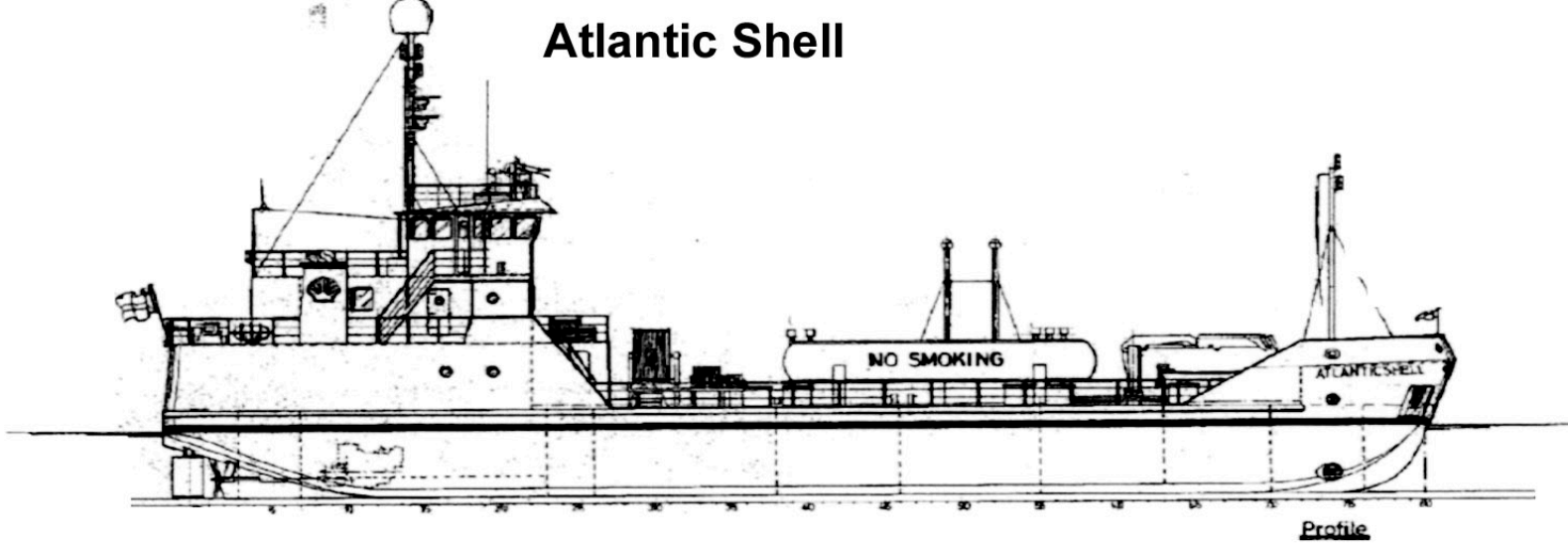
Atlanticshell

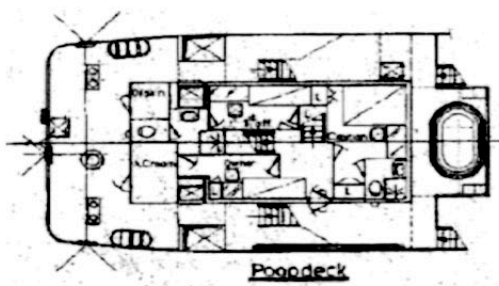
Atlantic Shell

DAMEN PRODUCT TANKER®

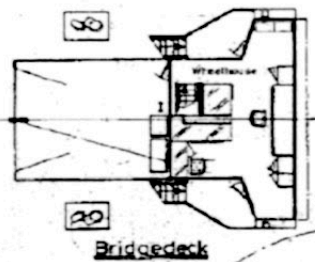
"M.T.S. ATLANTIC SHELL"



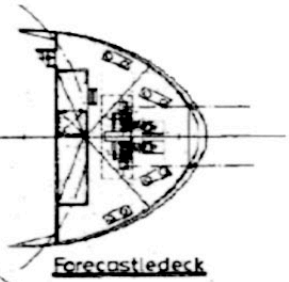
Profile



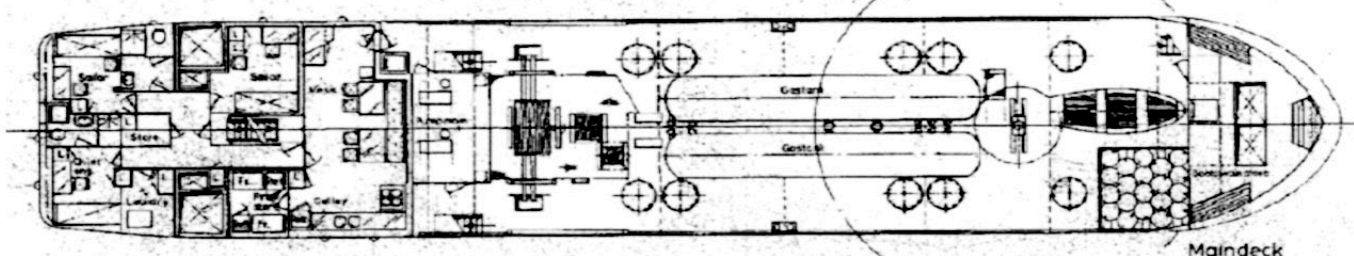
Poopdeck



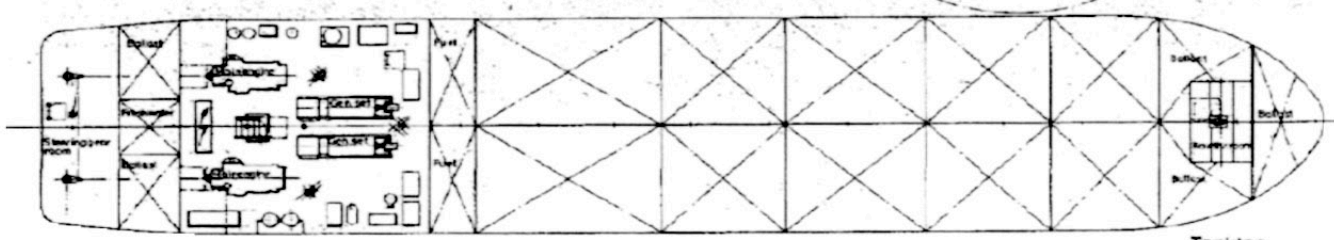
Bridgedeck



Forecastledeck

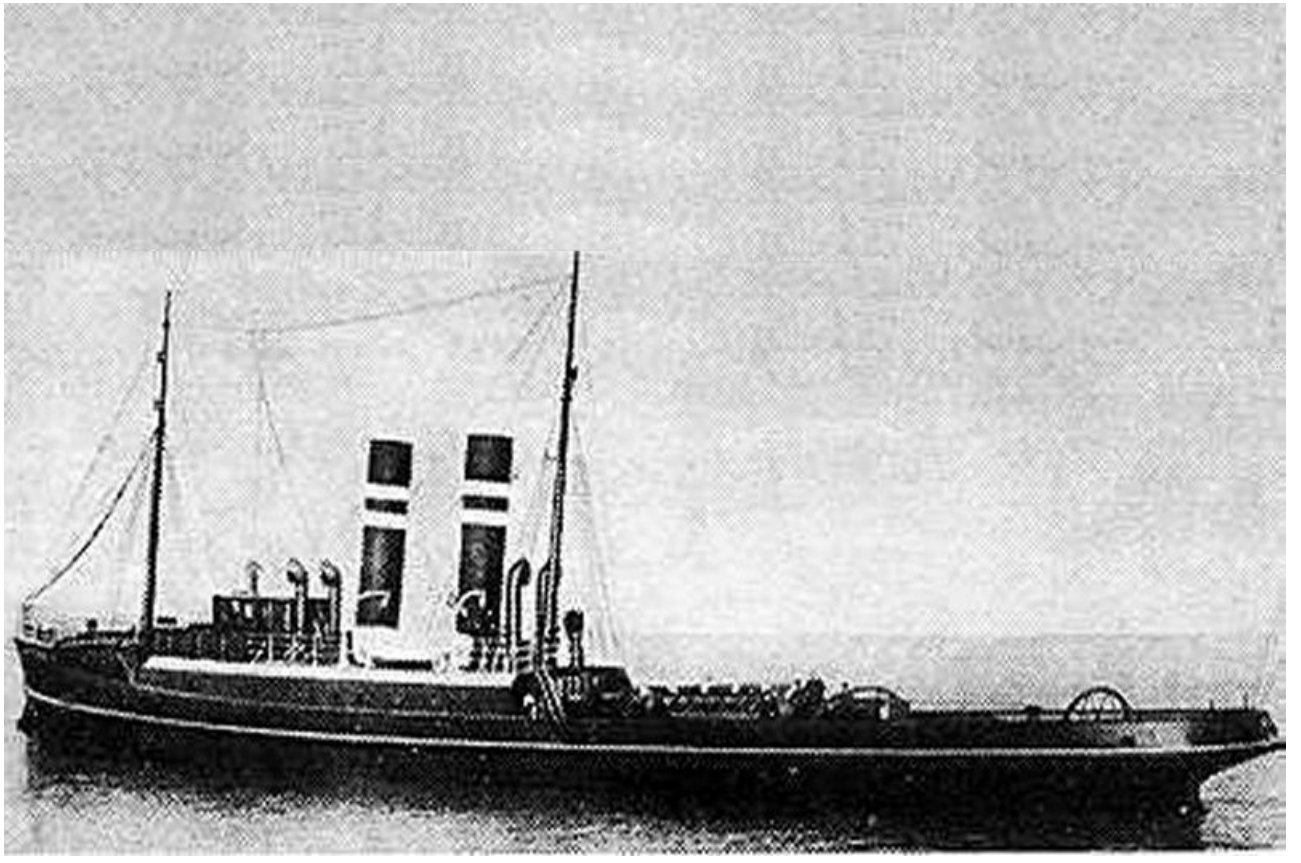


Maindeck



Tanktop

Bouwnummer RDM-020, s.s. "Atlas", 1909, sleepboot.

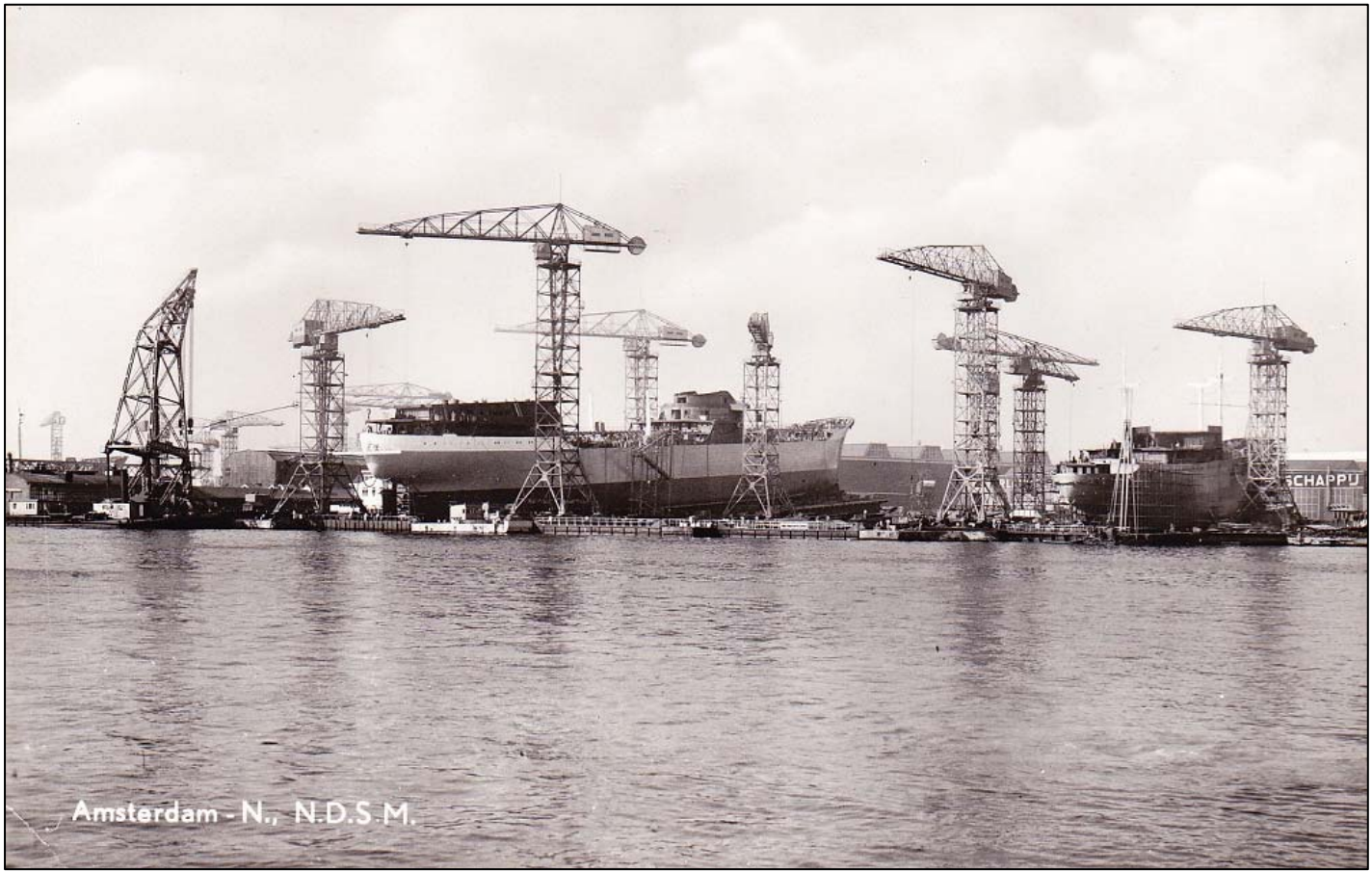


Terug naar Overzicht

Scheepswerf: RDM.
Opdrachtgever: Nederlandsch-Indische Tankstoomboot Maatschappij.
Tonnage: 287 dwt, 693 twvp.
Hoofdafmetingen: L = 41,10 m, B = 7,50 m, H = 4,10 m.
Voortstuwing: 540 apk, snelheid 9 kn.
Verdere gegevens:

Historie:
Opgeleverd in 1909.
In 1919 als s.s. "Humber" naar I.S.M., Rotterdam.
In 1928 verging de zeesleepboot "Atlas" voor de kust van Venezuela. Ze was in Curaçao de vaste sleepboot van de zeetanklichter "Luetta".

De NDSM in 1959 van het IJ af gezien. Links enkelschroef-turbinetanker Atys en rechts de Mungo, een Franse bananenboot, in aanbouw.



The tanker "Augustina" massacre, Western Java Sea, 1942

The tanker Augustina (3110 tons) of the Nederlandsch Indische Tankstoomboot Mij. left Batavia (Tandjong Priok) on February 27, trying to break out through Sunda Strait enroute to Australia. The ship was under command of Captain A.J. Moerman, who had received orders to scuttle the ship when it was in danger of being captured. In the afternoon of March 1, the tanker was forced to stop after a Japanese destroyer fired a few rounds, after which the captain immediately ordered to prepare for scuttling. The seavalves were opened and large amounts of water began to enter the engine room and tanks. The crew then abandoned ship and went into the 2 lifeboats, which were then ordered to come alongside the destroyer. The captain and first engineer were ordered aboard and before they were questioned, they were sprayed with a desinfectionvapor! They returned soon afer, telling the others they were to be brought back to the tanker to prevent its loss. The whaleboats were taken under tow by the destroyer. The captain and first engineer soon returned from the stricken tanker, but they had been unable to close all the vents. The destroyer then signalled the lifeboats could row away, but soon after, fire was opened on them by a machine-gun and tommyguns. The boat with the captain and first engineer was driven back to the destroyer, where a Japanese sailor jumped aboard and started killing its passengers. Many of the crew had jumped over-board, and one of them, the 3rd Engineer L. Meyer dove under and swam away. When he returned to the surface, he was immediately fired upon. Meyer later saw the destroyer sail away, but no whaleboats or other survivors. As the tanker was still afloat, he decided to returned to the ship and find some clothes (he was completely naked). He found an undamged boat and entered it, drifting away from the tanker. Then, in the night of March 3 and 4, he was picked up by another destroyer. He told the captain that he had remained aboard after the tanker was abandoned, and that he had been ill in bed. He heard water pooring in, and then also abandoned ship. His story was believed, and he was brought to Makassar on March 7, where he remained until October 15. He was then brought to Japan, to POW Camp Fukuoka No. 2. He was liberated on September 12, 1945, and he could prepare a statement about the loss of Augustina some three weeks later, in Manila, Philippines. A crew of 9 officers and 30 Chinese had been killed in this disaster, but two other Chinese apparently made it to shore. The name of the destroyer is unknown, and the same goes for the captain's name.

MV Augustina (+1942)

Details

general

nationality:	dutch
purpose:	transport
type:	tanker
propulsion:	motor vessel
date built:	1927

details

weight (tons):	3110 grt
dimensions:	92,99 x 15,3 x 5,88 m
engine:	2x 6cyl diesel engines,twin screws
power:	379 n.h.p.
speed:	9.5 knots

about the loss

cause lost:	scuttled
date lost:	01/03/1942 [dd/mm/yyyy]
casualties:	

about people

builder:	Swan, Hunter & Wigham Richardson Ltd., Newcastle-Upon-Tyne
owner:	Nederlandsch Indische Tankstoomboot Maatschappij N. V.
captain:	

about the wreck

depth:	
orientation:	
protected:	
war grave:	

updates

entered by:	Allen Tony
entered:	01/08/2008
last update:	Vleggeert Nico
last update:	06/09/2009

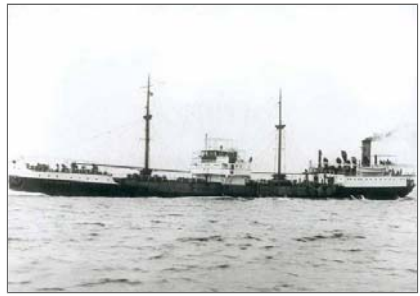
Position

insert new position

The Wreck today

insert wrecksite info

Pictures



Vleggeert Nico 06/09/2009

Augustina

copyrights: Unknown - onbekend - inconnu

ref. used: www.helderline.nl

insert new picture

History

Vleggeert Nico 06/09/2009

The Dutch motortanker Augustina was intercepted by Japanese destroyer Harukaze. The crew opened the sea-cocks to scuttle the ship and took to the life-boats. While in the life-boats they were machine-gunned by the destroyer, killing 39 of her crew.

ref. used: Hocking C., Dictionary of Disasters at Sea during the Age of Steam

Allen Tony 01/08/2008

Augustina was a Dutch Tanker of 3,110 tons. On the 1st March 1942 she was scuttled to avoid capture in the Java Sea when IJN destroyer (DD) Harukaze was approaching.

ref. used: Allied Merchant Ship Losses in the Pacific & SE Asia

TS *Aulica* / GFHC

Fotos (4): Gerhard Fiebiger / Howaldtswerke-Deutsche Werft GmbH -

Die Funkstation des **Tankschiffs "Aulica" / GFHC** wurde im Januar und Februar 1960 von der Debeg in Kiel mit Funkgeräten der englischen Firma Siemens Ediswan Ltd. ausgerüstet. Dieser Hersteller war ein durch den Firmenzusammenschluß von Siemens Brothers, Edison und Swan enstandener britischer Elektronik-Konzern. Im oberen Foto erkennt man links eine Peilanlage und rechts daneben einen Grenzwellensender. Interessant ist das Gestell im oberen Foto rechts bzw. im unteren Foto links. Es handelt sich um die Empfangsanlage Siemens Ediswan G2. Im unteren Schub steckt der Kurzwellenempfänger G12 für den Frequenzbereich von 2,6 bis 26 MHz, er arbeitet mit 13 Röhren. Darüber befindet sich der Mittelwellen-Empfänger der Anlage, ein G11 für die Frequenzbereiche 15 bis 20 kHz und 100 bis 2600 kHz. Er arbeitet mit 9 Röhren, beide Empfänger sind Einfach-Super. Im zweiten Einschub von oben befindet sich die für beide Empfänger gemeinsame Stromversorgung sowie der NF-Verstärker mitsamt Lautsprecher. Es kann allerdings immer nur ein Gerät eingeschaltet sein, d.h. beim Wechsel von einem Empfänger auf den nächsten muß das Aufheizen der Röhren abgewartet werden. Ganz oben sitzt das Netzteil für die unterschiedlichen Spannungsversorgungen. Rechts neben dem G2 steht (im rechten Foto) ein Kurzwellensender T36A auf seinem Netzteil. Im hohen Sendergestell rechts daneben befindet sich der Mittelwellen-Hauptsender, ein T10 von Siemens Ediswan.

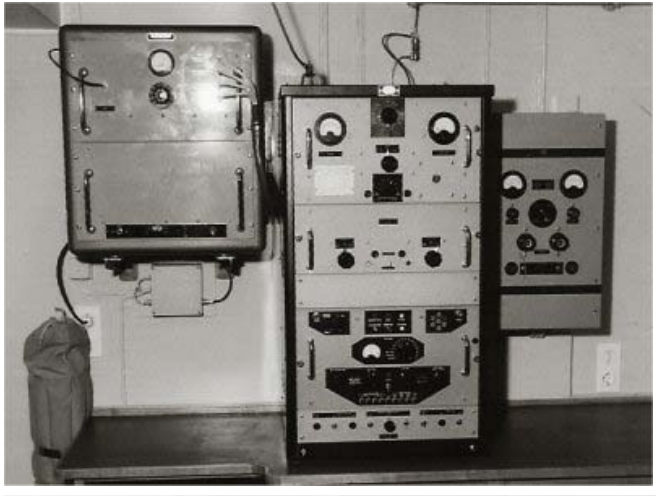


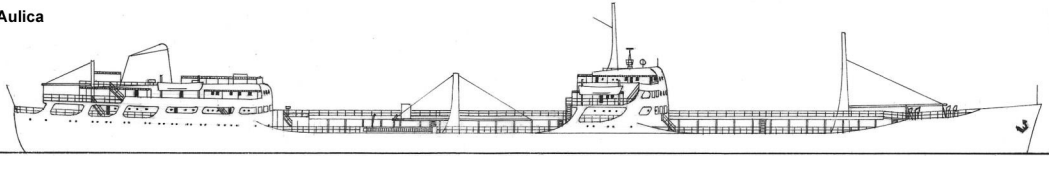
Foto links: Emergency Assembly E7AA
Die sogenannte "Emergency Assembly" E7AA von Siemens Ediswan befindet sich in der Bildmitte. Sie besteht aus einem Mittelwellen-Notsender (oben), einem Notempfänger in der Mitte und dem Autoalarmgerät, das für den Betrieb als Wachempfänger über einen Lautsprecher verfügt. Rechts neben der E7AA befindet sich das Ladegerät C32 für die Notbatterien.

Das Tankschiff mit Turbinenantrieb **"Aulica" / GFHC** (IMO-Nr. 5030749) wurde 1959/60 als Baunummer 1078 von der Werft Kieler Howaldtswerke AG gebaut und am 26. Februar 1960 an die "Shell Tankers U.K." übergeben. Das Schiff war mit 18225 tdw / 12321 BRZ vermessen, 170,68 m lang und 21,33 m breit. Der max. Tiefgang betrug 8,84 m, das Schiff lief 14,5 Knoten. Im Dezember 1984 wurde die "Aulica" in Gadani Beach bei Karachi abgewrackt.

Bildnachweis

Quelle aller Fotos (4): Gerhard Fiebiger / Howaldtswerke-Deutsche Werft GmbH / mit freundl. Genehmigung 2004 und 20-Aug-09

Aulica



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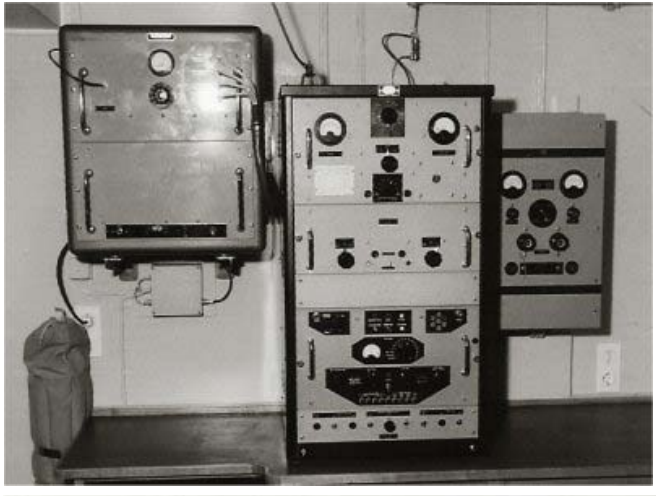

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Aulica
Tanker
Bau-Nr. 1078
Stapellauf: 04.11.1959; Ablieferung: 26.02.1960

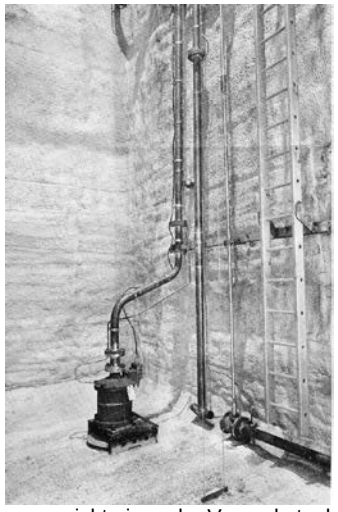
1960 Abgeliefert an Tanker Finance Ld., London; Mgr.:Shell Tankers Ld., London; **"Aulica"**; London - Großbritannien

BRT: 12.321; NRT: 7.222; Tragfähigkeit: 18.547 t
Abmessungen: L.ü.A.: 170,69 m; L.zw.d.L.: 161,54; Br.a.Spt.: 21,10 m; Tfg.: 9,08 m; S.- H.: 11,89 m
Rauminhalt: 25.199,0 m³ Öl (100 %); 677,5/624,0 m³ Schüttgut/Stückgut
Antriebsanlage: 1 Getriebedampfturbine, Howaldtswerke Hamburg AG; 2 Wasserrohrkessel;
45,1 bar; 454 °C; je 427,0 m² Heizfläche; je 13,6/18,2 t/h Dampfleistung; (normal/max.); KielerHowaldtswerke AG – Foster Wheeler
5.520 kW; 1 Propeller; 100 U/min; 14,5 kn.
Ladebäume: 3 - 5,0 t; 2 – 4,0 t; 2 – 1,0 t
Tanks: 33 (11 Mitteltanks; 22 Seitentanks)
Luken: 1- 2,44 m x 2,44 m
Besatzung: 51
Schwesterschiffe: „Asprella" (Bau-Nr. 1077)

„Aulica" Foto: Kieler Howaldtswerke AG (1960)

~1966 Tanker Finance Ltd., London; Mgr.:Shell Tankers (U.K.) Ltd., London; **"Aulica"**; London – Großbritannien.

1968 Einbau von zwei Versuchstanks (L.: 6,56 m; B.: 3,51 m; H.: 8,85 m; Inhalt ca. 200 m³) mit einer von Shell Research Ltd., London, entwickelten Innenisolierung aus Poly-urethanschaum für den drucklosen Transport von verflüssigtem Petroleumgas (LPG) bei einer Transporttemperatur von bis zu -45° C.
Bau und Einbau der Tanks einschließlich der Ausrüstung , Aufbringen der Innen-isolierung und Montage einer LPG-Rückverflüssigungsanlage an Deck durch Harland & Wolff Co. Ltd., Belfast.
Beginn der Arbeiten: 1968; Abschluß der Arbeiten: 10.1968



Innenansicht eines der Versuchstanks

1968/70 Durchführung der Versuche während der Ladereisen mit der am ??.11.1968 übernommenen Versuchsladung von ca. 100,0 t LPG, die wöchentlich zwischen den beiden Tanks umgepumpt wurde.
Beendigung der Versuche Mitte 1970.

~ 1970 Ausbau der Versuchstanks durch ???

~**1972** Wegen des neuen Internationalen Freibordabkommens von 1966 Vergrößerung des Tiefgangs von 9,09 m auf 9,36 m und dadurch neue Tragfähigkeit 19.357 t.

1984 Verkauft zum Abbruch an ??
Ankunft in Gadani Beach, Pakistan, am 20.12.1984.

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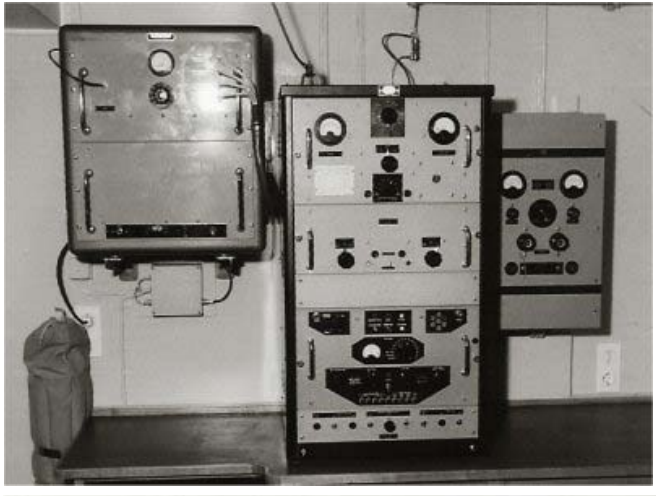

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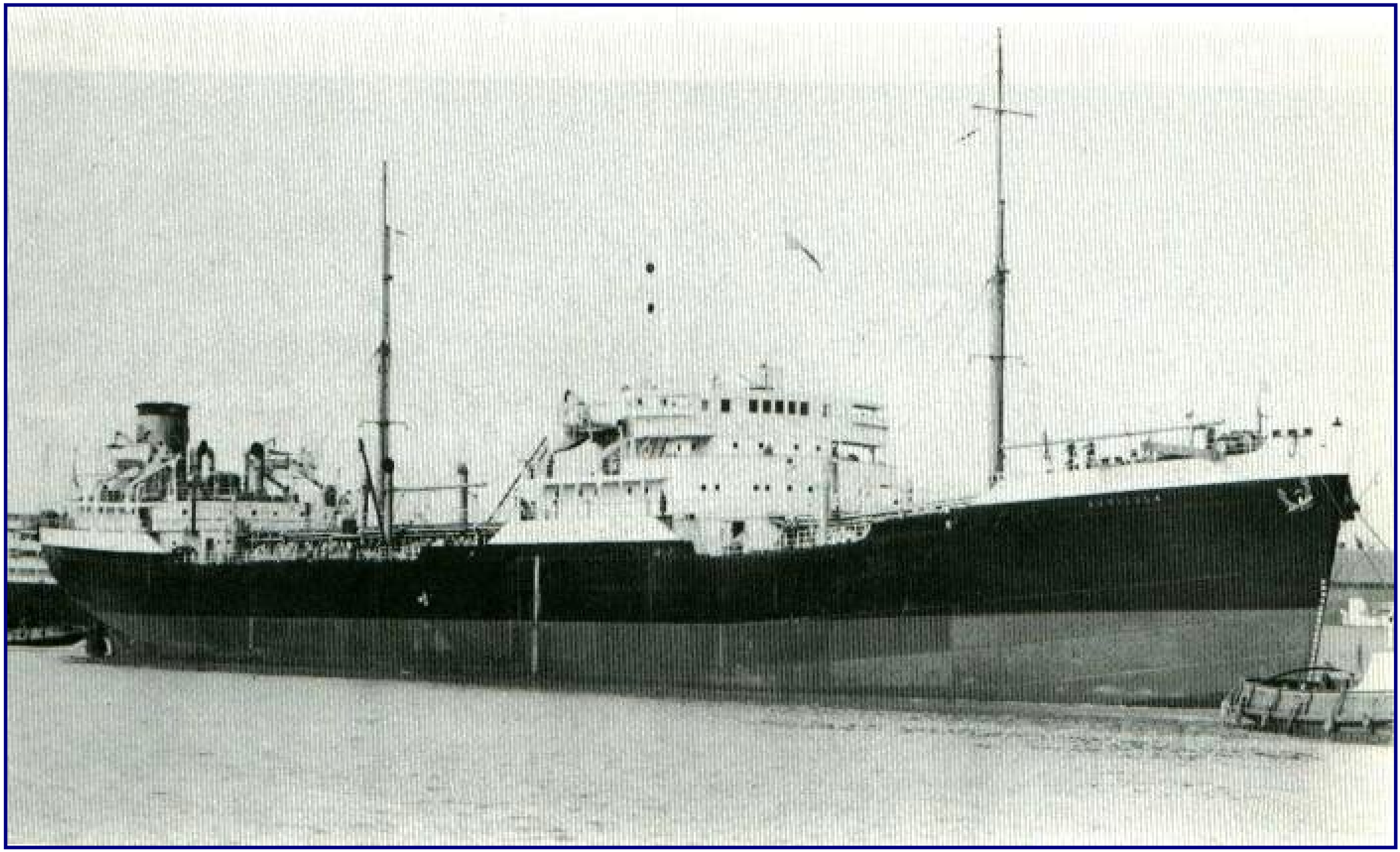


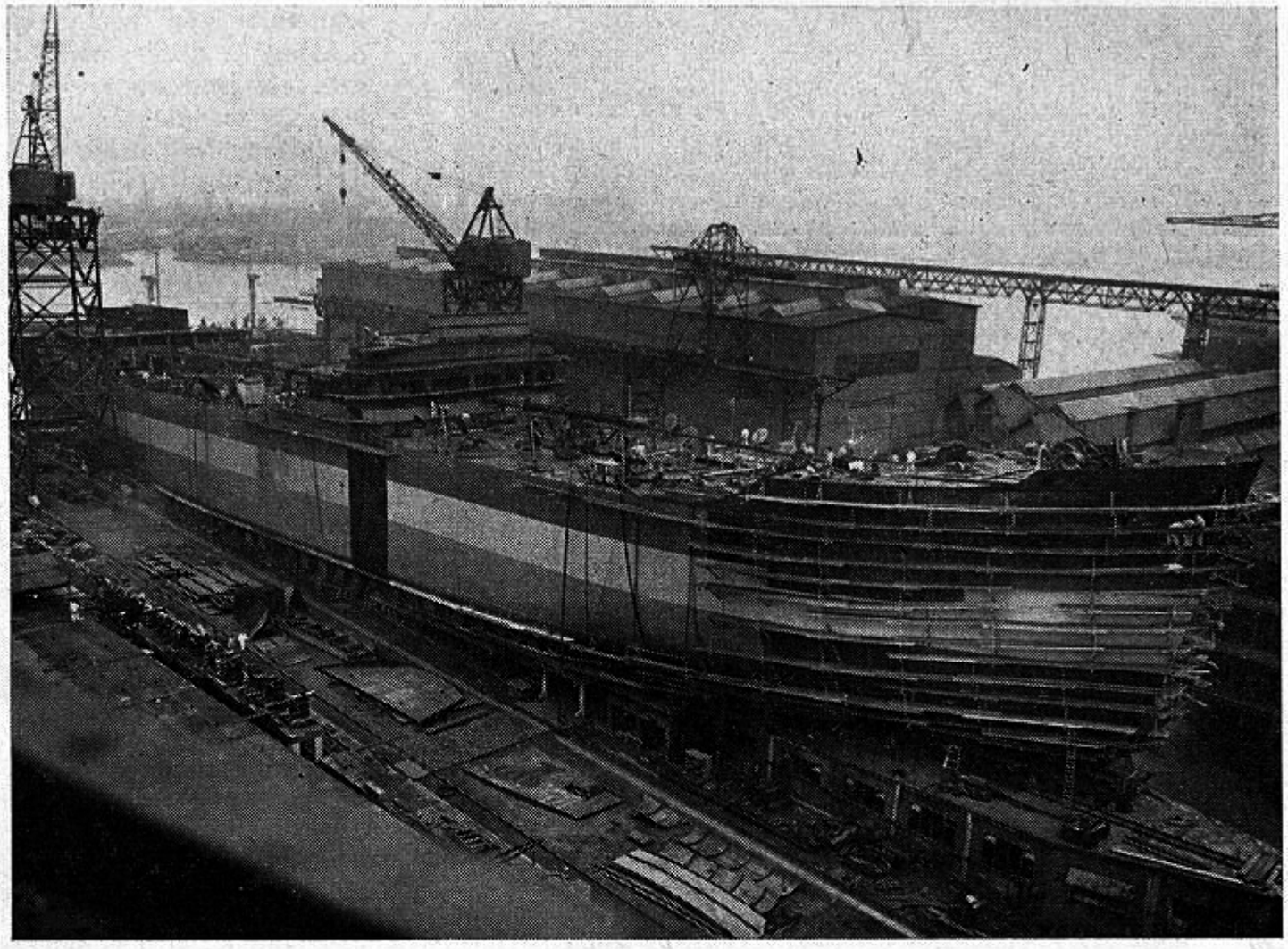
Auricula

mv Auris

Motor Ship 12000 tons, built 1948 Converted to Gas Turbine in 1956, worlds first deep sea gas turbine vessel.
Scrapped at Blyth August 1962 . She had diesel/electric fitted as new in 1948, and half gas turbines propulsion fitted in 1951.
The diesel was replaced in 1956, and she was wholly gas turbine after that. In March 1952 Auris crossed the Atlantic solely under gas turbine power, not using her diesel for the whole voyage.

SHELL TANKER s.s. "AXINA" 18,230 d.w. tons.

de Arca



Toen de „Rotterdam" nog op de helling stond, was daarnaast op helling 6 een „klein" scheepje in aanbouw, althans zo leek het.

De Arca is nog altijd een tankscheepje van 18.000 ton draagvermogen en de twee vlak voor de oorlog gebouwde schepen Papendrecht en Pendrecht vonden wij toen, met bijna 16.000 ton draagvermogen, al hele knapen. Zo ook hier weer de betrekkelijkheid aller dingen.

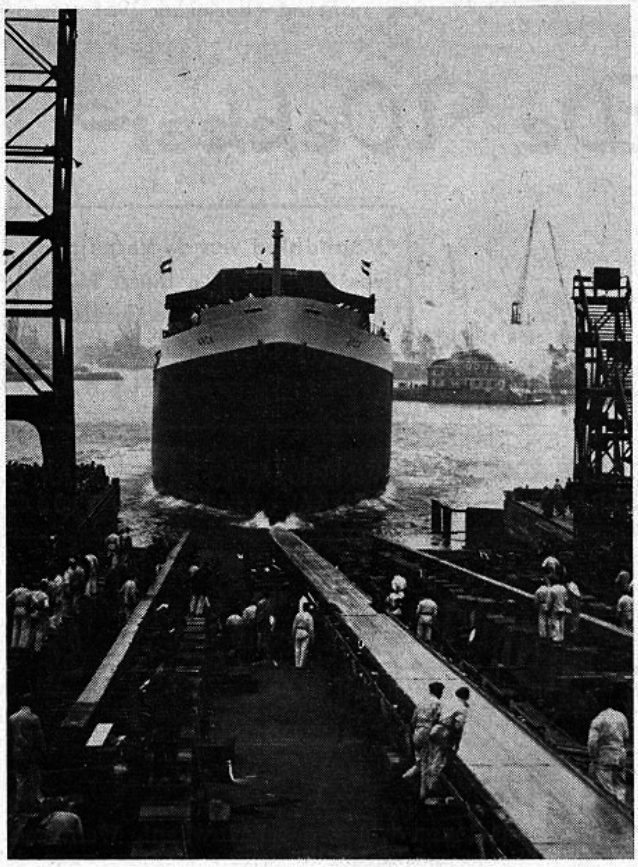
De Arca ligt nu veilig in zijn element, want 22 dezer liep het schip te water. In ons volgende nummer hopen we daar nog iets van mede te delen.

De Arca is het eerste turbine-tankschip dat gebouwd wordt volgens een gestroomlijnd profiel, nu door de reders, de Koninklijke Shell Groep, in hun laatste bouwprogramma, toegepast. Weliswaar zijn er hier te lande, n.l. door P. Smit Jr., reeds de Abida en de Acila volgens dit nieuwe profiel gebouwd, doch dit zijn motor-tankschepen.

We zullen dus, zodra het schip gereed is, een tankschip van de „Shell" in een van het gebruikelijke type afwijkend profiel zien verschijnen, hetgeen in het vroege voorjaar van 1959 moet geschieden.

Nu we het toch over tankschepen hebben en wel over de grootte ervan, merken we op dat de R.D.M. nog grotere schepen van dit soort bouwt en gaat bouwen.

Zo werd op helling 7 (waarop de Rotterdam stond) op 7 oktober j.l. de kiel gelegd voor een tankschip van 32.000 ton draagvermogen en, na de tewaterlating van dit schip zal op dezelfde helling de kiel worden gelegd van nummer één van 3 door ons te bouwen 47.000 tons tankschepen.



TEWATERLATING ARCA

Dit turbine-tankschip, ons bouwnummer 297, dat op zaterdag 22 november om ongeveer 2 uur 20 van helling 6 te water liep is, zoals reeds in ons vorig nummer werd medegedeeld, het eerste turbine-tankschip dat in „new look", het nieuwe, thans bij de Koninklijke Shell Groep in toepassing gebrachte, gestroomlijnde profiel, wordt gebouwd. Enkele van de voornaamste gegevens laten we hier volgen:

Lengte over alles	169,38 m	555-1"
Lengte tussen loodlijnen	161,54 „	530-0"
Breedte	21,11 „	69-3"
Holte tot bovendek	11,88 „	39-0"
Gemidd. diepgang op het zomermerk	9.10 „	29-9⅜"

Draagvermogen bij deze diepgang ca 18.100 ton à 1016 kg
Bruto inhoud ca 12.100 reg.ton à 2,83 m³
Dienstsnelheid 14,5 zeemijlen of 27 km per uur
Aantal opvarenden 53
Klasse:
Lloyd's Register 100AI „Carrying Petroleum in bulk"

De door de R.D.M. vervaardigde voortstuwingsinstallatie bestaat uit: 2 Foster Wheeler waterpijpketels, die stoom leveren onder een druk van 37 kg/p. cm² en een temperatuur van 450° C; een hoofdturbine-groep, bestaande uit een hoge- en een lagedruk-turbine, waarvan het vermogen van 7500 pk door middel van een dubbele tandwieloverbrenging op de schroef, die dan 100 omw. p. min. zal maken, zal worden overgebracht.

Bovendien zijn in de machinekamer opgesteld 2 door stoomturbines gedreven draaistroom generatoren van 400 kW met een spanning van 440 V en een 100 kW generator, gedreven door een Dieselmotor in gevallen dat geen stoom beschikbaar is.

De lading zal verwerkt worden door 4 vertikale, door stoomturbines gedreven centrifugaalpompen, elk met een capaciteit van 400 ton per uur.

De tewaterlating had, zoals steeds bij ons, een vlot verloop. Mevrouw E. de Monchy-van der Hoeven hanteerde met vaardige hand het bijltje en onmiddellijk daarop sloeg de fles champagne tegen de voorsteven in stukken en ving het schip met een flinke snelheid de reis naar zijn element aan.

Na afloop hiervan verenigden de genodigden zich, als gasten van de R.D.M., tot het aanhoren van de door onze directeur, Ir. K. v. d. Pols, uitgesproken woorden van dank aan de naamgeefster en aan de opdrachtgever, de Koninklijke Shell Groep, voor het in ons gestelde vertrouwen.

Daarna hield Ir. L. Schepers, directeur in de Koninklijke Shell Groep, een korte beschouwing over het grote, heden ten dage in aanbouw zijnde, aantal tankschepen. Wij kunnen niet nalaten daarvan een uittreksel weer te geven als teken des tijds, dus laten we nu Ir. Schepers aan het woord:

„Velen vragen zich af waarom de Kon. Shell Groep nu nog zoveel geld in nieuwe tankschepen steekt, terwijl een groot aantal tankschepen is opgelegd, n.l. bijna 300 met een totaal draagvermogen van ca 4,5 mln ton of 9 percent van de wereldtankervloot. Deze situatie zal vrij zeker nog wel even voortduren, wellicht zelfs nog iets verergeren. Niettemin ben ik van mening dat de tewaterlating van de Arca niet met gemengde gevoelens behoeft te worden begroet, omdat dit schip nòg weer zoveel ton aan het huidige surplus zou toevoegen.

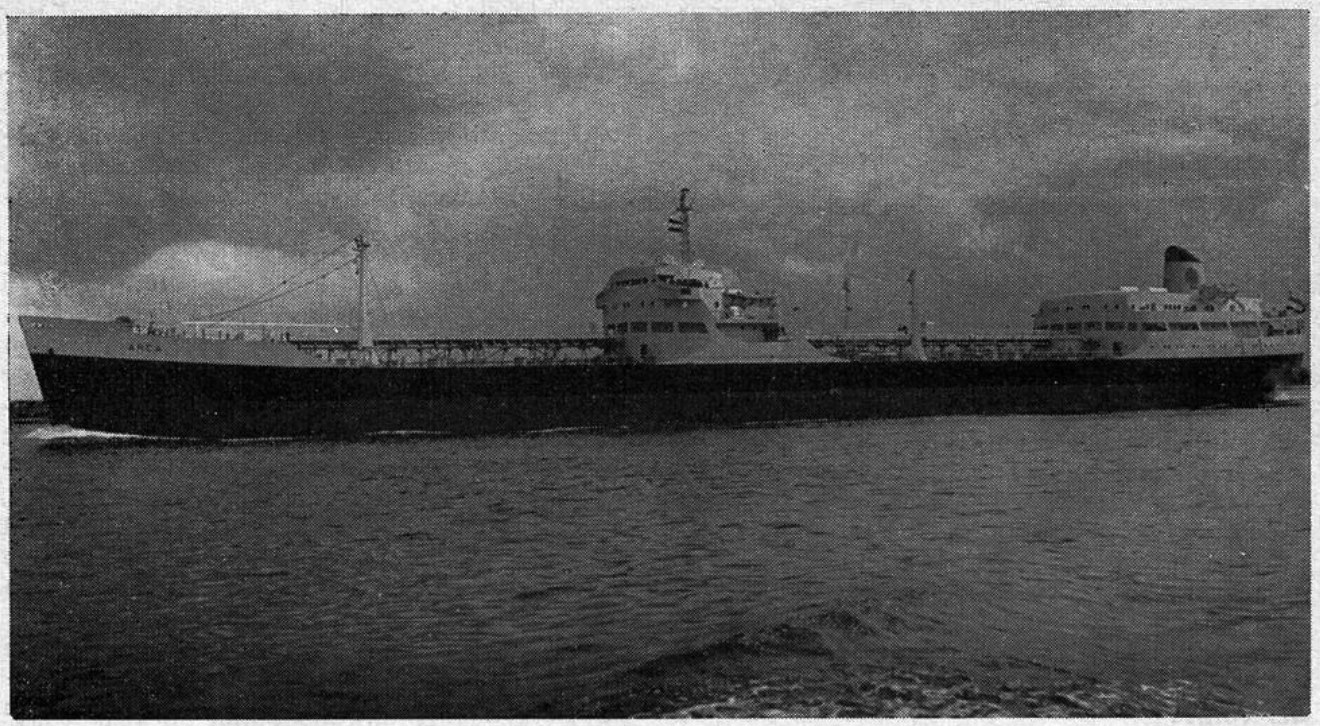
Toen wij tankschepen bestelden, die wij het 1958/1960 bouwprogramma noemden, wisten wij wat wij deden. Wij hebben met een aanvaardbare risicomarge kunnen schatten wat de totale wereldbehoefte aan scheepsruimte zou zijn en wij hebben beoordeeld welk aandeel onze vloot daarvan moest vormen. Sindsdien is er weinig gebeurd dat onze gedachten in een andere richting zou hebben kunnen sturen. Het is duidelijk dat wij in de olie-industrie zelf het best in staat zijn te schatten hoeveel olie wij in de naaste toekomst moeten verschepen. Deze schatting zal niet altijd precies uitkomen, maar zij zal toch waarschijnlijk wel dichter bij de waarheid zijn dan die van buitenstaanders.

In tegenstelling tot de meeste andere industrieën neemt de Kon. Shell Groep zèlf de verantwoording voor het verkrijgen, hetzij in eigendom, hetzij in charter, van zóveel scheepsruimte als zij denkt nodig te hebben. Men zou het dus zo kunnen zeggen, dat zij in de benijdenswaardige positie verkeert beide zijden van de medaille te kunnen bekijken. Onafhankelijke eigenaars van tankers hebben deze informatie niet ter beschikking en, tenzij zij zich van te voren van een langlopend chartercontract hebben voorzien, bouwen zij in zekere zin speculatief. In het verleden is maar al te vaak gebleken dat zij geneigd zijn zich te laten beïnvloeden door de hoge vrachttarieven van een gegeven ogenblik om dan schepen te gaan bestellen, in de ijdele verwachting dat de tarieven wel hoog zullen blijven. In werkelijkheid is het echter zo dat, over langere perioden gezien, de vrachtprijzen voor tankschepen eerder laag dan hoog zijn.

Het is dit ietwat overdreven enthousiasme van de onafhankelijke reders dat hen zelf in deze benarde positie heeft gebracht. Naar mijn schatting is er thans ca. 7,5 mln ton scheepsruimte in bestelling, waarvan het toekomstig emplooi nog niet gecontracteerd is. Het ziet er dus wel naar uit dat de tankvaart òf een lange periode van uitermate lage vrachtprijzen tegemoet gaat, òf het vooruitzicht heeft op grote schaal bouwopdrachten te moeten annuleren en de daarmee gepaard gaande schadevergoedingen van vele miljoenen te moeten uitbetalen. In het laatste geval zou dat voor de betrokken werven een belangrijke ontwrichting van hun bouwprogramma's betekenen. Het zou mij niet verwonderen als de werven zelf liever een constanter orderboek

zouden willen hebben en misschien zullen die werven, als zij door annuleringen worden getroffen, zich gaan afvragen of het geen zin zou hebben in de toekomst vóór het afsluiten van een bouwcontract zich ervan te overtuigen dat het desbetreffende schip een verzekerd emplooi heeft".

Ir. Schepers vroeg zijn gehoor dit vooral niet op te vatten als een sombere voorspelling, want, al wordt op korte termijn een overmaat van tankers voorzien, op iets langer zicht zal het evenwicht zich weer herstellen. Aan de groeiende behoefte aan energie zal alleen door een relatief nog sterker stijgend aanbod van aardolie kunnen worden voldaan. Over 20 jaar zal West-Europa waarschijnlijk 375 mln ton aardolie per jaar verbruiken i.p.v. de ca. 150 mln ton van thans. Het grootste deel van de aardolie zal door tankers moeten worden aangevoerd. Dit betekent, dat de Kon. Shell Groep na verloop van enkele jaren weer in haar zeg 10 pct te grote vloot zal zijn gegroeid. Wannéer dit zal zijn kan niet precies worden voorspeld. Het gaat er slechts om of het zal lukken de tussentijd nuttig te gebruiken door middelen te bedenken, waardoor een herhaling van deze moeilijkheden in de toekomst zou kunnen worden vermeden.



Oplevering t.s.s. „Arca"

Na de enkele weken geleden gehouden technische proefvaarten vond op vrijdag 22 mei '59 aan de Parkkade te Rotterdam de officiële overdracht plaats van het door ons voor de Koninklijke/Shell groep gebouwde stoomturbine-tankschip ARCA.

Mevrouw E. de Monchy-van der Hoeven, die het schip op 22 november 1958 te water liet, schonk de bemanning van het schip een fraaie gravure van een kaart van oud-Rotterdam, die een plaats vond in de rooksalon van de officieren.

Van de door ons tot dusverre gebouwde tankschepen voor de Koninklijke/Shell groep is dit het 31ste, waarvan het eerste reeds in 1908 werd opgeleverd.

De ARCA zal als eerste turbine-tankschip, dat gebouwd is volgens het thans door Shell Tankers toegepaste gestroomlijnde profiel („newlook" of vlotten model) in de vaart komen. De twee door de N.V. P. Smit Jr, volgens dit profiel gebouwde schepen, de ABIDA en de ACILA, zijn n.l. motortankschepen.

Bovendien heeft de R.D.M. de twee grootste van de hier te lande door de Koninklijke/Shell groep bestelde tankschepen in opdracht, elk met een draagvermogen van ca 47.000 ton.

Zoals gebruikelijk bij de Koninklijke/Shell groep heeft het schip de naam van een schelp gekregen. Het schelpje Arca, gevat in een glazen étui, vond een plaats in de officierssalon.

De korte beschrijving van het schip is als volgt :

Hoofdafmetingen :

Lengte over alles	170,40 m	559′-$^3/_4$″.
Lengte tussen loodlijnen..	161,54 m	530′-0″.
Breedte	21,11 m	69′-3″.
Holte tot bovendek	11,88 m	39′-0″.
Gemiddelde diepgang op het zomermerk	9,08 m	29′-9$^3/_8$″.

Draagvermogen bij deze diepgang 18.348 ton à 1016 kg.

Bruto inhoud 12221,60 Reg. ton à 2,83 m^3.

Dienstsnelheid : 14$^1/_2$ Eng. zeemijlen of 27 km per uur.

Aantal opvarenden : Max. 53.

Klasse : Lloyd's Register 100 A I „Carrying Petroleum in bulk".

De voortstuwingsinstallatie bestaat uit een H.D. en een L.D. stoomturbine, die door middel van een tandwielkast met dubbele overbrenging de schroefas aandrijven met 100 omwentelingen per minuut. Deze turbines, waarvan het normale vermogen 7500 apk bedraagt, zijn vervaardigd door de R.D.M. volgens ontwerp van Pametrada. Voor achteruitvaart is een aparte turbine ingebouwd in de omkasting van de L.D. turbine met een vermogen van 4000 apk.

Twee Foster-Wheeler waterpijpketels, eveneens door de R.D.M. vervaardigd, leveren de voor de hoofd- en hulpwerktuigen benodigde stoom onder een druk van 37 kg/cm^2 en een temperatuur van 450° C.

De hulpwerktuigen worden gedeeltelijk door stoom en gedeeltelijk elektrisch gedreven. Voor de levering van de nodige elektrische energie zijn twee door stoomturbines gedreven 400 kW generatoren opgesteld, die draaistroom van 60 perioden ontwikkelen met een spanning van 440 Volt. Voor de verlichting

van het schip is een spanning van 115 Volt beschikbaar.

Een 100 kW generator, gedreven door een dieselmotor, zal voor een beperkte levering van stroom zorgen in gevallen dat geen stoom beschikbaar is.

Het verwerken van de lading zal geschieden door verticale centrifugaalpompen, elk met een capaciteit van 400 ton per uur, die in een afzonderlijke, aan de machinekamer grenzende hoofdpompkamer zijn opgesteld. De stoomturbines, die deze pompen drijven, zijn met de tandwieloverbrengingen in de machinekamerruimte geplaatst.

Twee verticale stoom-duplex-nazuigpompen zijn eveneens in de hoofdpompkamer opgesteld.

Het systeem van het ladingleidingnet is volgens het ontwerp van de Koninklijke/Shell groep, waardoor verschillende soorten vloeibare lading tegelijkertijd in- en uitgepompt kunnen worden.

De indeling en inrichting van het schip zijn als volgt :

Door twee langs- en 12 dwarsschotten is het voor de lading bestemde gedeelte verdeeld in 33 tanks, gelegen tussen 2 kofferdammen. De voor-kofferdam scheidt de lading van de voordieptank en het daarboven gelegen laadruim voor droge lading; de achter-kofferdam, waarin de hierboven genoemde ladingpompen zijn opgesteld, scheidt de lading van de in het achterschip gelegen machinekamer.

De ruimte onder de bak is ingericht als bergplaats. De opbouw midscheeps, waarvan het onderste gedeelte als bergruimte dient, is ingericht als verblijf voor de met de navigatie en de civiele dienst belaste bemanning. De opbouw achteruit is ingericht tot verblijf van werktuigkundigen, matrozen, olielieden, enz.

Ten gerieve van een veilig verkeer naar bak, brug en kampanje is daartussen een loopbrug aangebracht, die tevens dient tot ophanging en bescherming van elektrische leidingen en verschillende pijpleidingen.

Achter de brug, ter plaatse van de aansluitingen der scheepsladingleidingen op de walleidingen zijn twee laadpalen opgesteld, elk voorzien van een 1- en een 5-tons laadboom voor het ophangen van de ladingslangen. Op het voorschip, achter de bak, staat een mast, voorzien van een 5-tons laadboom. Ter bediening van de laadbomen zijn 2 stoomlieren op het hoofddek geplaatst. Op het commandohuis bevindt zich een mast ten behoeve van radar, licht- en vlagsignalen, benevens ter bevestiging van radio-antennes.

Op de bak bevindt zich het stoomankerspil en op het achterschip zijn twee stoomspillen voor het verhalen geplaatst.

De elektrisch-hydraulische stuurmachine is voorzien van 4 rammen en twee onafhankelijk van elkaar werkende elektrisch gedreven pompstellen, die behalve door middel van een telemotor ook automatisch-elektrisch en/of hand-elektrisch van de commandobrug af bediend worden.

De nautische dienst aan boord beschikt over een gyrokompasinstallatie, die ingericht is voor het automatisch sturen, een radarinstallatie, een echolood en een moderne radio zend- en ontvang-installatie, ook voor telefonie.

Met uitzondering van enige jongeren hebben alle leden der bemanning de beschikking over een ruime, geriefelijk ingerichte éenpersoonshut; de 1e officier en de 2e werktuigkundige bovendien over een afzonderlijke slaapkamer en badkamer; de gezagvoerder en chef-werktuigkundige over een afzonderlijke slaaphut met daaraan grenzende badkamer en een kantoor.

In de midscheeps is een ruime hut bestemd als kantoor, die bovendien als studieruimte voor de stuurmansleerlingen gebruikt kan worden.

In het achterdekhuis is ten gerieve van de scheepsgezellen een smaakvolle recreatieruimte ingericht. Op het hoofddek achter de machinekamer bevinden zich een grote koel- en vrieskamer voor het bewaren van proviand.

Op het kampanjedek, waar zich ook de grote keuken bevindt, zijn 4 ruime eetzalen ingericht, waarvan die voor de officieren met 24 zitplaatsen de grootste is. Op het achtersloependek zullen de laatstgenoemden ook de beschikking krijgen over een fraai betimmerde rooksalon.

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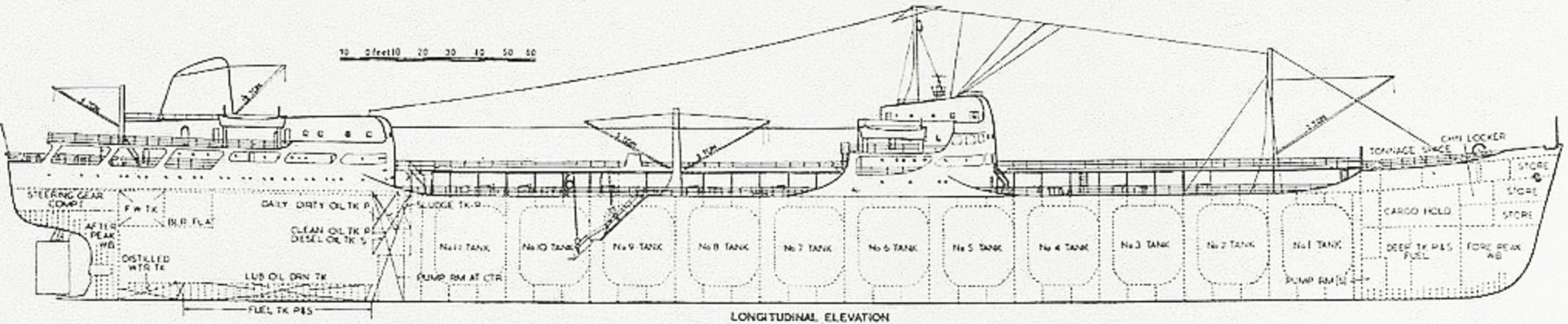
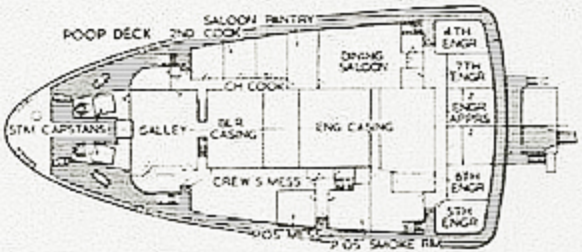
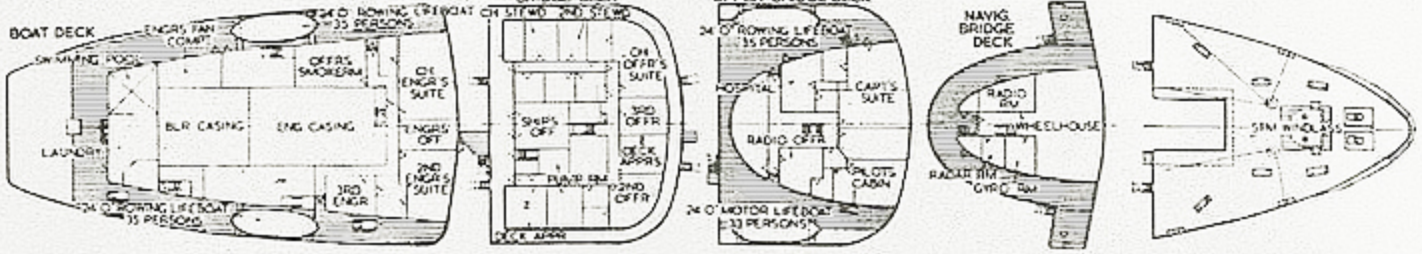
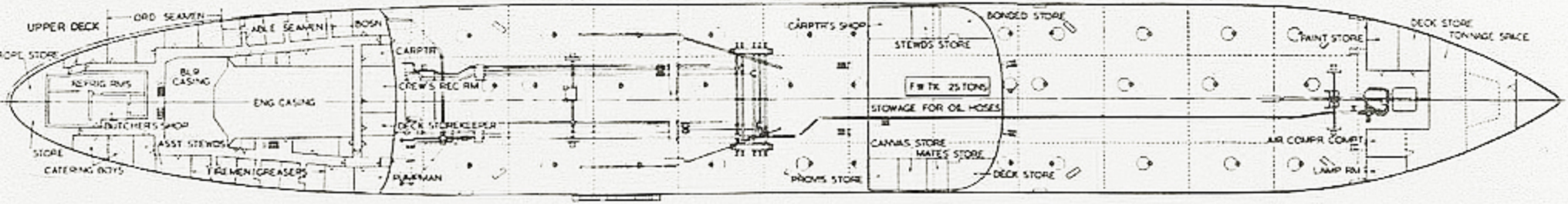


LONGITUDINAL ELEVATION







THE SINGLE-SCREW OIL-TANK MOTORSHIP "AURIS."

A Notable Diesel-electric A.C. Installation

INTRODUCTION.

UNDER the leadership of Mr. John Lamb, O.B.E., manager of the technical division of the Anglo-Saxon Petroleum Co., Ltd., there is now in progress a comprehensive exploration of the whole question of the utilisation of marine fuels. One aspect of this far-reaching investigation formed the subject of a remarkable paper* presented to the Institute of Marine Engineers in December last, and in which Mr. Lamb described in detail the preliminary experimental work undertaken to adapt a standard Diesel engine of the Hawthorn-Werkspoor design to the use of heavy-grade fuel oil, and gave an exhaustive account of the subsequent service performance of the eight-cylinder engine installed in the oil-tank vessel *Auricula*, built for his company by Messrs. R. & W. Hawthorn, Leslie & Co., Ltd., of Hebburn-on-Tyne.

Another facet of the programme is represented by the turbo-electric oil-tank ships *Helicina* and *Hyalina*, constructed by Messrs. Swan, Hunter & Wigham Richardson, Ltd., Wallsend, and in which provision is made to permit the use in the boilers of a low-grade asphalt as fuel. Both these ships are similar to the *Olna*, which was originally laid down at Wallsend for the Anglo-Saxon Petroleum Co., Ltd., but which was taken over by the Admiralty and completed as a fleet oiler. An illustrated description of the *Olna* appeared in this journal in February, 1946 (No. 443, Vol. 53, p. 71).

The most recent step in this elaborate full-scale research into the efficient utilisation of marine fuels is provided by the Diesel-electric machinery installation of the oil-tank vessel *Auris*, handed over by Messrs. R. and W. Hawthorn, Leslie & Co., Ltd., in April last, and which completed her maiden round voyage on the 10th June, when, carrying a full cargo, she arrived at Shellhaven.

The installation, comprising four Hawthorn-Sulzer medium-speed Diesel engines, each driving an alternator serving a single A.C. motor, of 3,750 S.H.P., commands attention on several accounts. Great interest will undoubtedly be focussed in the future on the results of the tests and research to be carried out, under service conditions, to investigate the use of boiler fuel oil in the cylinders of one of these medium-speed Diesel engines,

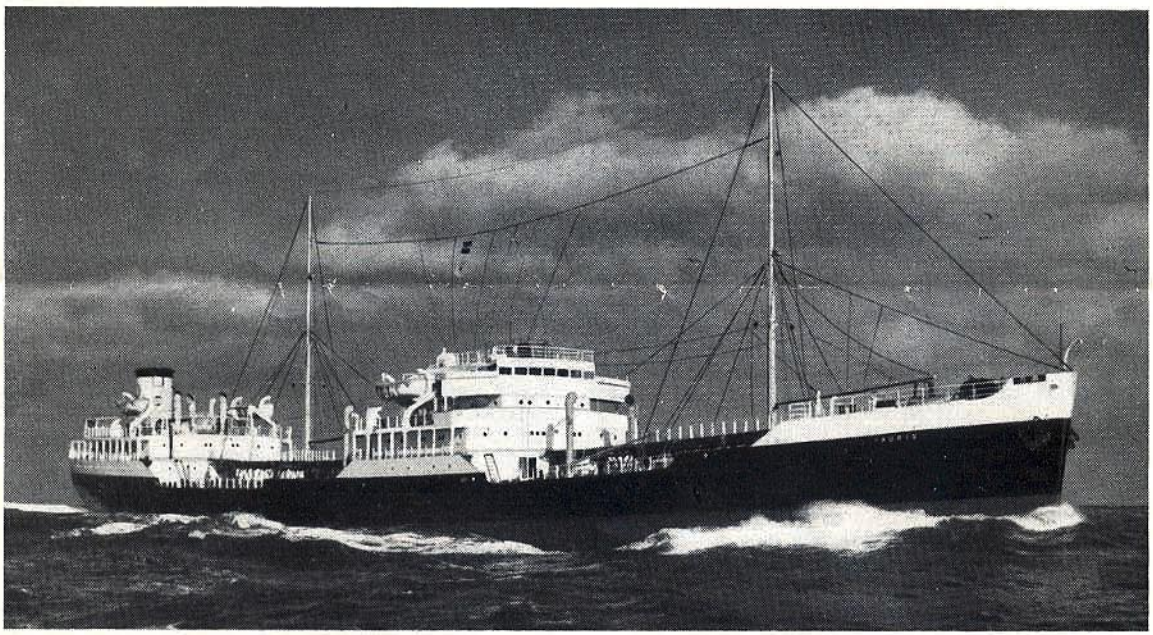


Fig. 1.—The Single-screw Oil-tank motorship "Auris."

following the similar study made in the course of the *Auricula* experiment, with a normal, low-speed Diesel engine; but the further project of replacing one of the four Diesel engines of the *Auris* by an oil-fired gas turbine is perhaps even more significant.

For the purpose of these investigations, the fuel system of the starboard inner engine of the *Auris* is entirely separate and distinct from that serving the other three units; and fuel-purifying and clarifying plant, similar to that evolved for the *Auricula* experiment, will enable that research to be extended to the comparatively high-speed Diesel engine. The circumstance that the prime movers of the *Auris* are of a type frequently selected for auxiliary purposes in motorships, adds emphasis to the significance of this element of the overall pattern of the research, which, if successful—as it certainly promises to be—may well result in the ultimate release of the

* "The Burning of Boiler Fuels in Marine Diesel Engines"; see also No. 472, Vol. 55, of this journal, p. 316.

high-grade fuel now employed in main and auxiliary Diesel engines for other fields of application.

Seen in this perspective, the latest development, as exemplified in the *Auris*, constitutes an especially interesting and important part of the programme. Incidentally, it is claimed, the *Auris* is the largest tank vessel in commission having an alternating-current propelling motor.

On the completion of the projected experiments concerning the use of boiler fuel in the medium-speed Diesel prime mover, the unit will be replaced by a gas turbine of 1,200 B.H.P. ; and, when practical experience with the last-mentioned unit has demonstrated that the essential high degree of reliability can be attained, the intention is to embody such modifications and additions as are necessary in a 6,500-S.H.P. gas-turbine set, for installation in one of the Anglo-Saxon Company's large vessels, in which it will provide half the total power required for normal sea speed.

The construction of two turbines—one of 1,200 H.P. and one of 6,500 H.P.—is, of course, dictated by considerations of economy. Many major alterations and renewals will probably be necessary in the smaller pilot machine, and, indeed, the sole purpose of constructing this unit is to ascertain whether such a machine can be built to operate for long periods under arduous conditions. The principle of the gas turbine is such that the maximum thermal efficiency cannot be secured in a unit of this small power ; but, when any mechanical defects have been overcome, the larger unit will be designed and constructed for optimum efficiency.

Hull Particulars.

The *Auris* has been specially designed for the carriage of all grades of petroleum in bulk, leading particulars of the vessel being given in Table I. Built under special survey of officers of Lloyd's Register of Shipping, the *Auris* has been assigned the classification ✠ 100 A.1.

Table I.—Leading Particulars of the Motorship "Auris."

Length overall	482ft. 6in.
Length B.P.	460ft. 0in.
Breadth moulded	59ft. 0in.
Depth moulded to upper deck	34ft. 10in.
Tonnage, deadweight (about)	12,000
Draught, L.S.M.	27ft. 6¾in.
S.H.P. (at 120 r.p.m.)	3,750
Speed, knots	12

Welding has been adopted to a very considerable extent in the construction of the vessel, about 85 per cent. of the hull being welded. The framing is arranged on the combined longitudinal and transverse system.

The photograph reproduced in Fig. 1, taken during sea trials, illustrates the general lines and external appearance of the vessel, which is of the single-deck type, with poop, bridge and forecastle erections.

The propelling machinery is installed aft, the engine-room being separated from the cargo tanks by a fuel-oil cross-bunker and settling tanks ; additional capacity for fuel oil is provided in a deep tank forward of the cargo space, as well as in the double bottom in way of the engine-room.

The range of cargo tanks is divided transversely into nine main sections, which are further subdivided by two longitudinal bulkheads, thus making 27 separate compartments. There are two main pump rooms, together with a subsidiary pump room forward, above the fuel-oil deep tank.

Equipment.

Steam is used for all deck machinery and for the cargo pumps, of which two (one by Messrs. J. P. Hall and Sons, Ltd., Peterborough, and one by Messrs. J. H. Carruthers & Co., Ltd., Polmadie, Glasgow) are installed in each main pump room. These pumps are of the duplex type, each having a capacity of 270 tons of water per hour. The piping system to which they are connected for loading and discharging purposes is 10in. in diameter. Provisions on the cargo tanks include a steam smothering system for protection against fire, and arrangements for tank cleaning on the Butterworth system.

The steering gear, of the steam-hydraulic single-ram type, with rotary oil pumps, has been provided by Messrs. John Hastie & Co., Ltd., Greenock, and the windlass is by Messrs. Emerson, Walker, Ltd., Dunston-on-Tyne. A full complement of steam winches, manufactured by Messrs. John Lynn & Co., Ltd., Sunderland, serves the various derricks, *viz.*, four of 1½ tons capacity, and one each of 4 tons and 5 tons capacity ; in addition, there is a heavy-lift davit at the stern for supporting an oil hose.

Included in the life-saving equipment are four steel lifeboats, two of which are equipped with petrol engines.

Refrigerated compartments for provisions and other storerooms are arranged in the poop 'tween decks, and stewards' and general stores in the bridge space, amidships.

Accommodation.

In accordance with the requirements of the owners, the accommodation for the officers and crew is of a very high standard, and individual cabins are provided throughout.

For the captain, a suite, comprising dayroom, bedroom and bathroom, is arranged on the navigating bridge, and from this accommodation there is direct access to the chartroom and wheelhouse.

Accommodation for the deck and engine-room officers and for three cadets is situated amidships. The dining saloon is arranged at the forward end of the midship deckhouse, and there is a smoking room for the officers in the poop deckhouse.

The crew are berthed in individual cabins in the poop 'tween decks and in the deckhouse on the poop deck. Three combined messrooms and smoking rooms are provided for the deck, engine-room and catering staffs. Petty officers have a separate messroom and also a smoking room.

General Features of the Machinery Installation.

The choice of the propelling machinery for the *Auris* was largely dictated by the nature and scope of the experimental programme envisaged. In particular, it was felt that the safety of a large and costly ship should not be jeopardised in order to gain experience with a gas turbine under service conditions, and this explains the choice of relatively small prime movers, their power output being aggregated for single-screw propulsion by an A.C. system. The experiments on one of the engines, and the subsequent investigations with the gas turbine which will replace it, will thus leave three-quarters of the installed power available at all times for normal duty.

Fig. 2 shows the layout of the machinery space, the overall length of which is 78ft. 5½in. A screen bulkhead divides the compartment into a motor-room and a main engine-room. The space requirements of the future gas turbine are also indicated in the drawing.

The four Diesel-alternator sets are arranged abreast, at floor level, with the main electrical control gear on a flat above the alternators at the forward end of the engine-room. The auxiliary machinery is principally housed in the main engine-room, and includes the items detailed in Table II.

The two auxiliary Scotch boilers are located on a flat in the motor-room.

A feature of the layout is that it facilitates the removal of any one of the four Diesel engines by means of a shore crane.

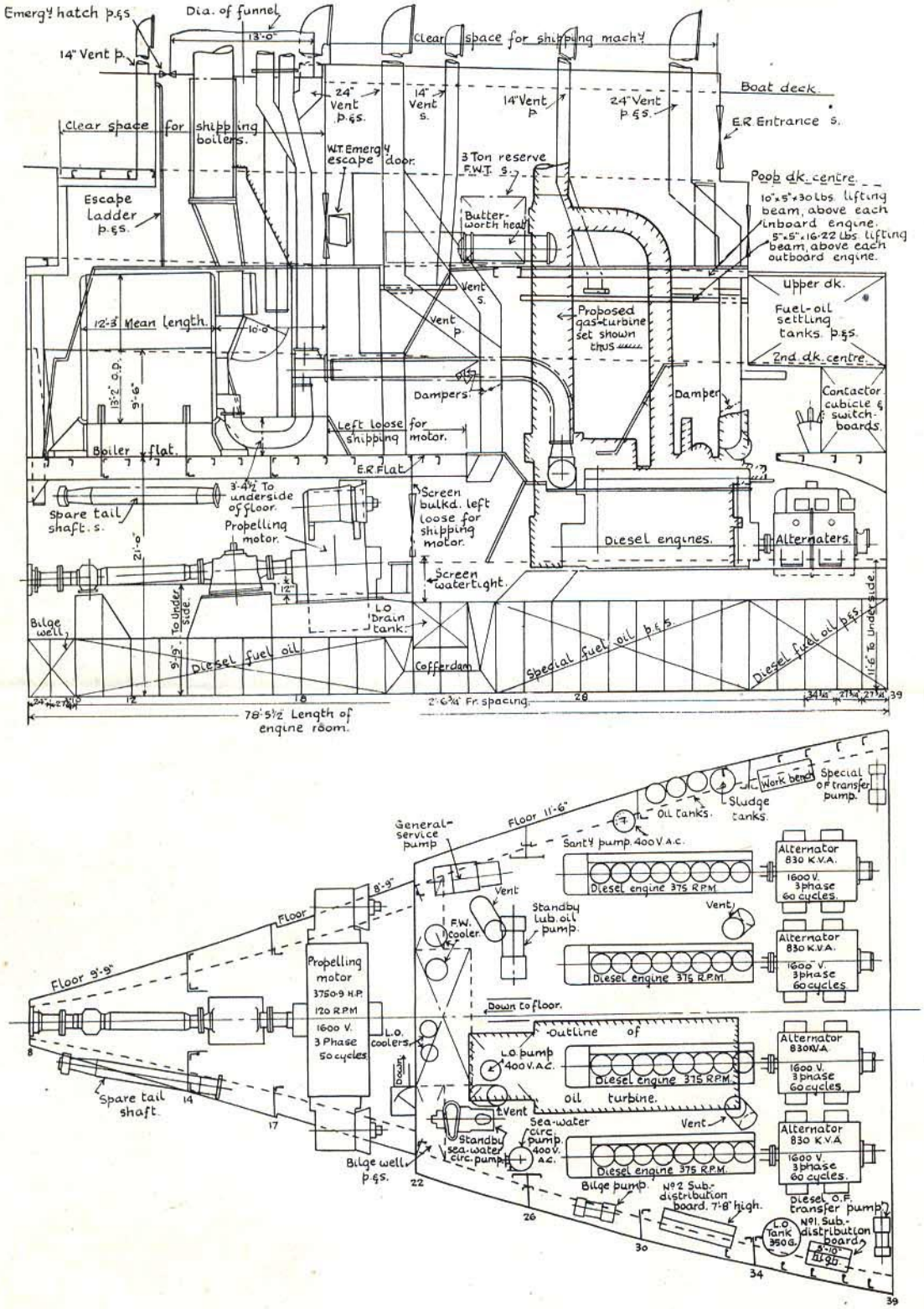
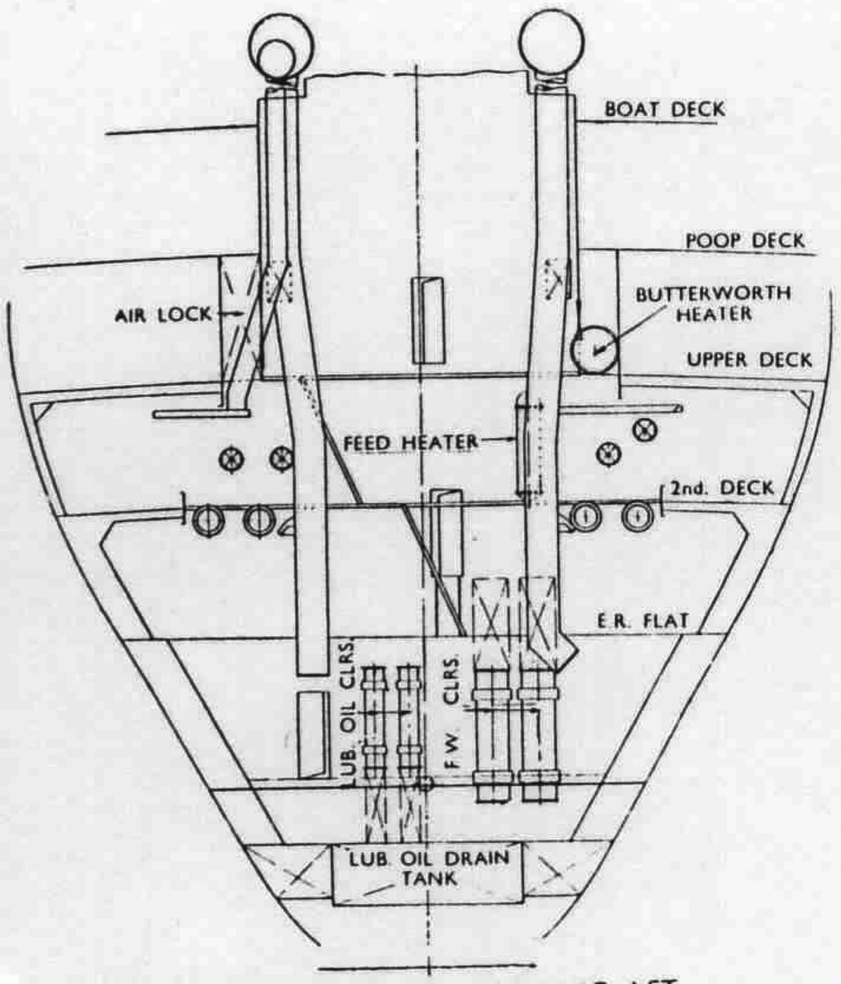
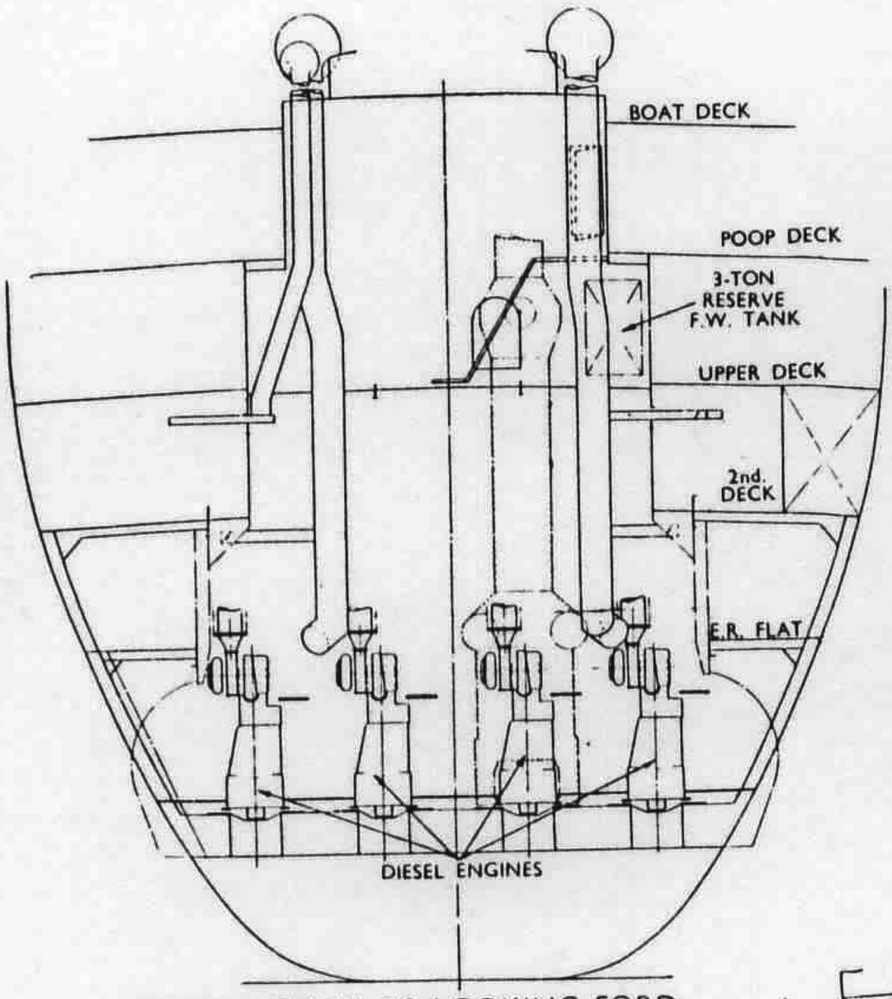


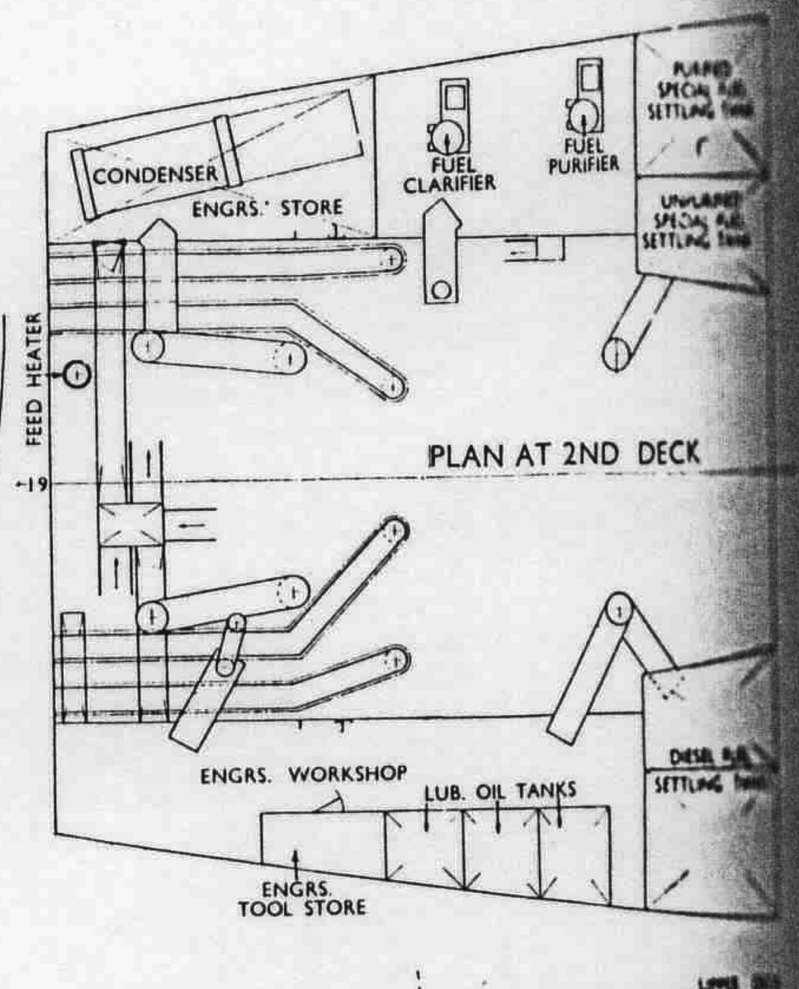
Fig. 2.—Layout of the Machinery Space of the Oil-tank Motorship "Auris,"



SECTION ON FR. 22 LOOKING AFT



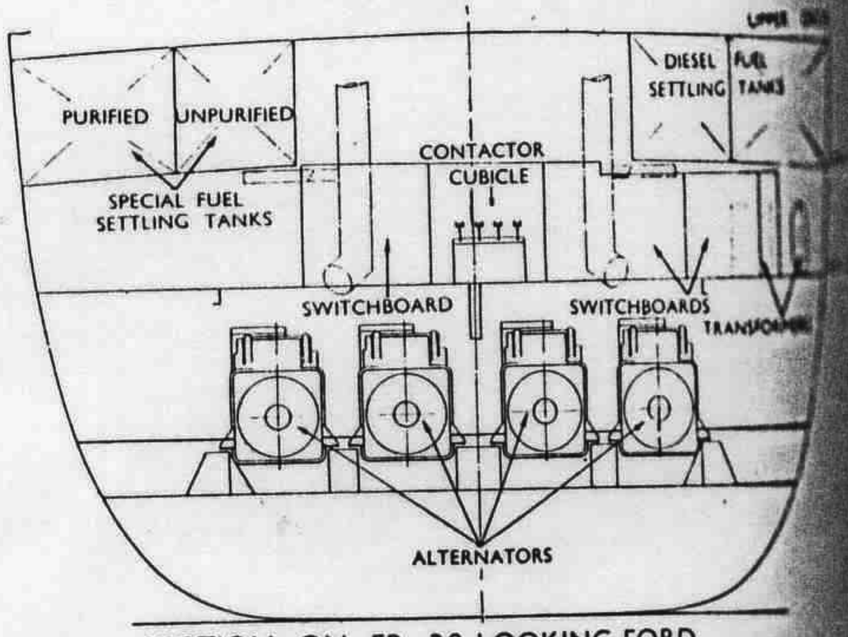
SECTION ON FR. 28 LOOKING FORD.



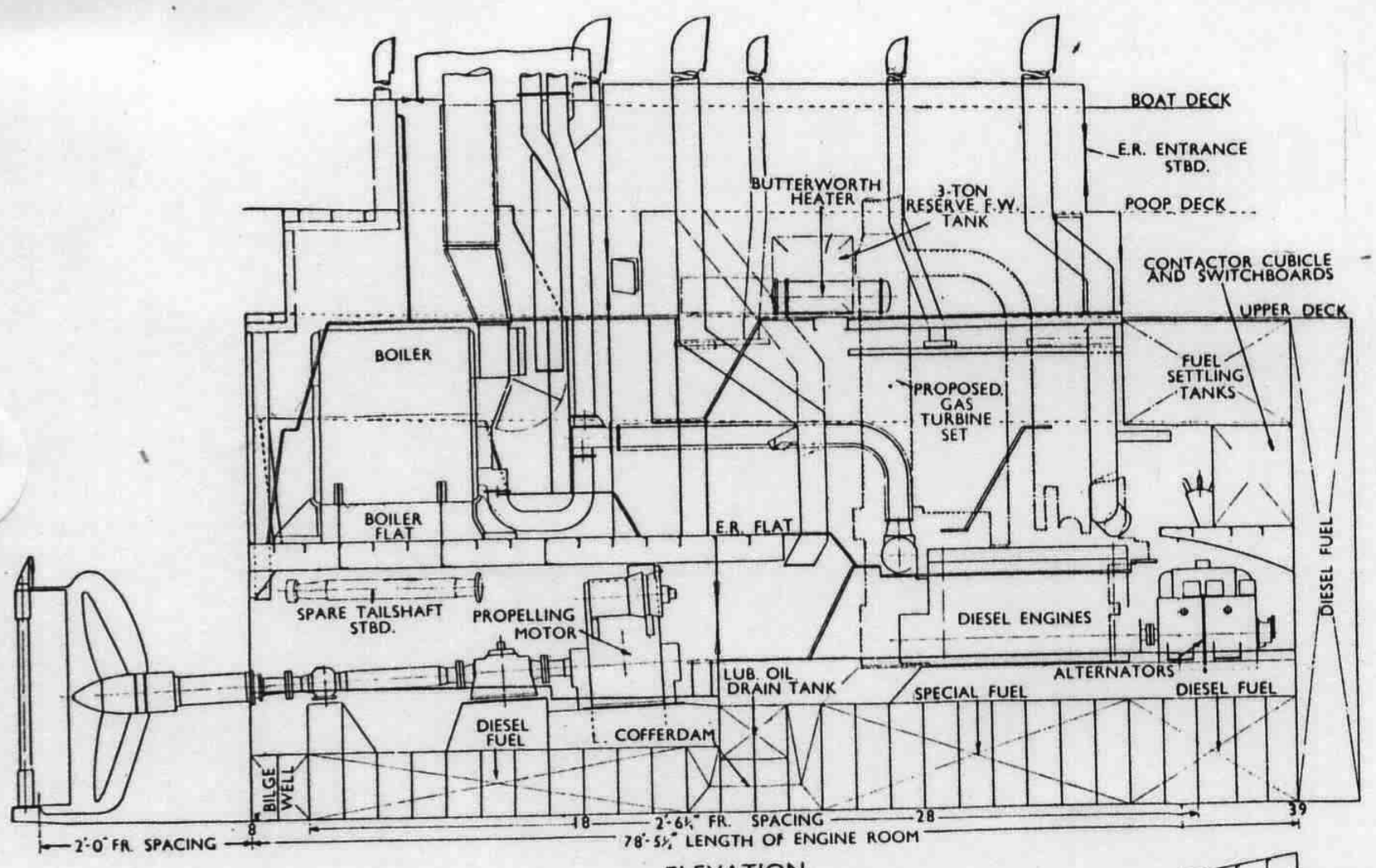
ENGINE-ROOM PLANS OF THE DIESEL-ELECTRIC TANKER "AURIS"

Machinery .. .. Four Hawthorn, Leslie Sulzer four-stroke supercharged engines, 4,400 b.h.p.

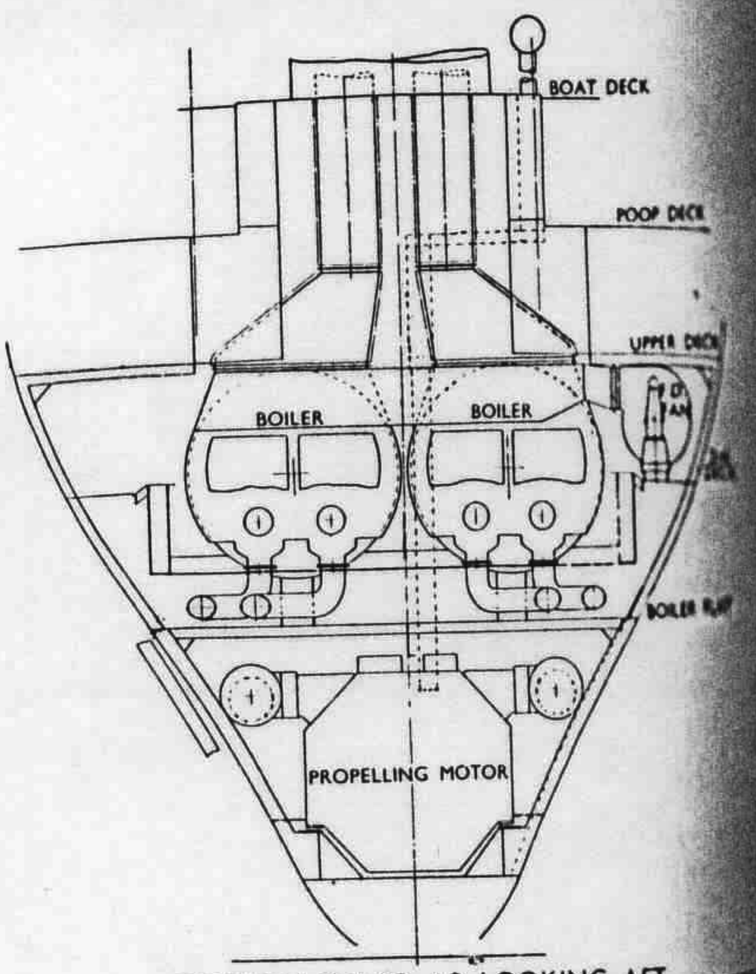
Propelling motor .. .. 3,750 b.h.p.



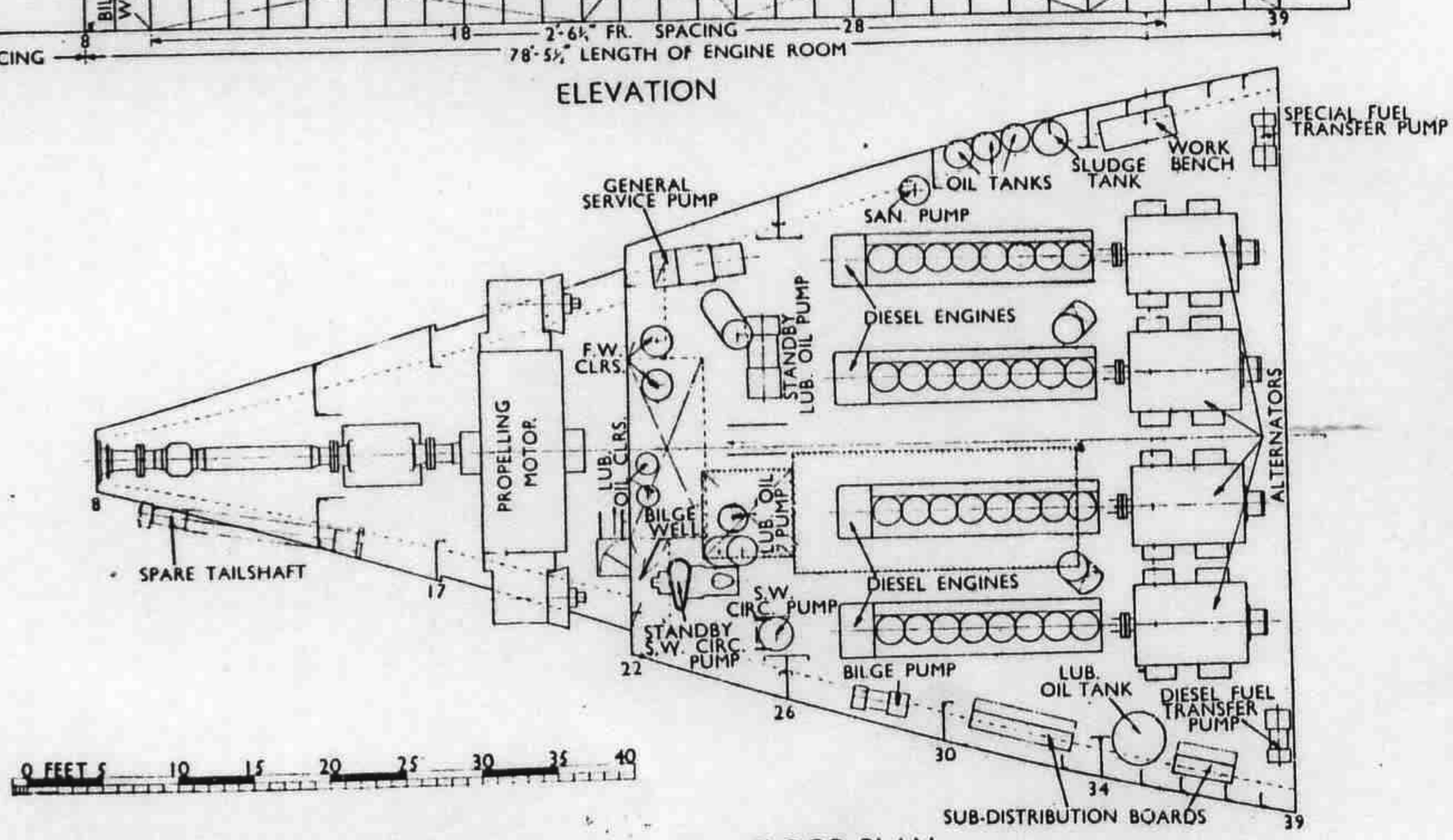
SECTION ON FR. 39 LOOKING FORD.



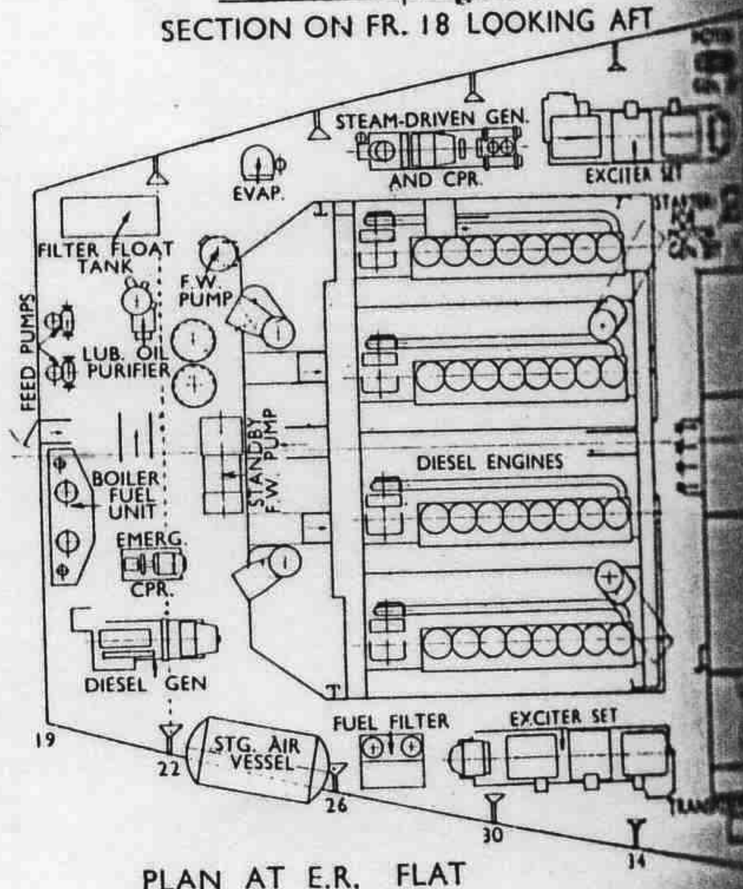
ELEVATION



SECTION ON FR. 18 LOOKING AFT



FLOOR PLAN



PLAN AT E.R. FLAT

TABLE II.—ENGINE-ROOM AUXILIARIES.

At floor level :—	One emergency compressor.
Two fuel-oil transfer pumps.	Fuel filters.
Nos. 1 and 2 sub-distribution boards.	Starting-air vessel.
One bilge pump.	Fresh-water pumps, main and stand-by.
One sanitary pump.	Lubricating-oil purifier.
Sea-water circulating pumps, main and stand-by.	One Diesel generator.
Lubricating-oil pumps, main and stand-by.	Filter float tank.
Two fresh-water coolers.	Boiler fuel unit.
Two lubricating-oil coolers.	Evaporator.
One general-service pump.	Two boiler-feed pumps.
At engine-room flat level :—	*At second-deck level :—*
Main contactor cubicle and switchboards.	Settling tanks for Diesel and special fuel oils.
Transformers.	Lubricating-oil tanks.
One motor-generator set.	Engineers' store and workshops.
Two exciter sets.	Special fuel-oil clarifier and purifier.
One steam-driven generator and compressor set.	Steam condenser.

PROPELLING MACHINERY.

Leading particulars of the propelling machinery are given in Table III. The Hawthorn-Sulzer Diesel engines have been constructed by the shipbuilders at their

TABLE III.—PARTICULARS OF THE PROPELLING MACHINERY.

Diesel engines :—	
Number of engines	4
Number of cylinders per engine	8
Bore, mm.	340
Stroke, mm.	480
B.H.P. (each)	1,105
R.P.M.	375
Mean indicated pressure, lb per sq. in.	134
Piston speed, ft. per min.	1,182
Weight of each engine, tons	33
Alternators :—	
Number of machines	4
Type of machines	Three-phase
Individual output, kVA	830
Voltage	1,600
Frequency, cycles per sec.	50
Weight of each alternator, tons	10
Propelling motor :—	
Maximum output (four sets), S.H.P.	3,750
Speed at maximum output, r.p.m.	120
Maximum output (three sets), S.H.P.	2,290
Weight of motor (including cooler and fans), tons	37

St. Peter's Works. The electrical equipment, including the alternators, propelling motor, switchboards, control cubicle and all motors for auxiliaries, has been supplied by the British Thomson-Houston Co., Ltd., of Rugby.

The main engines are of the continuously-supercharged, single-acting, trunk-piston type, operating on the four-stroke cycle, and with airless-injection of the fuel. Each unit is fitted with a Brown-Boveri exhaust-gas driven supercharger, manufactured by Messrs. Richardsons, Westgarth & Co., Ltd., the capacity being 3,660 cu. ft. of free air per minute, and the discharge pressure 20 lb per sq. in. (absolute).

The exhaust gases from three of the engines can be passed through the auxiliary boilers ; but, to facilitate examination of the products of combustion from the test engine, the exhaust from this unit is led separately to atmosphere.

Starting air at a pressure of 450 lb per. sq. in. is stored in a vessel having a capacity of 100 cu. ft.

An electrical governor fitted to each prime mover gives control of the engine speed over the upper half of the speed range. In addition, a mechanical governor affords protection against overspeeding, should the electrical system become de-energised.

Directly coupled to each engine is an alternator of the salient-pole, three-phase, double-unit type, consisting, in effect, of two half-alternators, with independent field and A.C. windings.

In normal operation, corresponding windings are in series, but the polarity of one set of windings can be reversed during switching operations, so that switching may be performed at practically zero voltage. Forced air-cooling of the generators is arranged.

The entire excitation requirements can be met by either of two motor-generator sets, one of which is held in reserve. Each set comprises an A.C. squirrel-cage motor, driving a D.C. generator. An additional generator, in tandem on the same shaft, has a capacity of 30 kW., and furnishes direct current at a constant tension of 110 volts for ship's lighting and other circuits.

The propelling motor, which is directly-coupled to the propeller shaft, is of the single-unit, salient-pole, synchronous type, fitted with a squirrel-cage rotor winding for starting purposes and dead-slow running. Between full and half-speed, the machine functions as a synchronous motor, as the frequency of the supply from the alternators varies over a 2 : 1 range. At speeds below half-speed, the motor operates as an induction machine, at the lowest alternator frequency ; speed adjustment over this range is effected by variable slip, which, in turn, is controlled by the applied voltage.

The main motor is cooled by air, the circulation of which is maintained by two fans ; two air coolers (with sea-water circulation) are incorporated in the circuit.

AUXILIARY MACHINERY.

A further interesting feature of the machinery installation is that those auxiliaries which are essential to propulsion, together with certain general-purpose auxiliaries, are driven by A.C. motors, taking current (at reduced voltage, through step-down transformers) from the main 1,600-volt, three-phase system ; consequently, their speed varies directly with that of the main units. The tension of the auxiliary circuit is 400 volts.

The 110-volt D.C. supply previously mentioned, in addition to meeting the lighting loads, is utilised for certain items of equipment, *e.g.*, oil-purifying and clarifying plant.

The usual working and stand-by auxiliaries for an installation of this type are provided, and include one 30-kW. Diesel-driven generator and one 30-kW. steam-driven generator.

Steam is required principally for the deck machinery, cargo pumps, emergency air compressor, steam generator for harbour use, and sundry services, such as heating and fire protection.

. . . . . .

We were privileged to be among the party who joined the *Auris* as she approached her berth at Shellhaven on the 10th June at the conclusion of her first voyage, and we were thus able to learn at first-hand something of the performance of the ship and her interesting propelling machinery, and to watch the excellent manœuvring qualities of the installation as the vessel was brought to her berth.

Throughout the voyage, the performance of the installation had been highly satisfactory. As might have been expected on a maiden trip, some "teething troubles" were experienced, but these were of a minor character. The settings of the engine governors (to ensure synchronisation of the alternators at all speeds) called for slight initial re-adjustments, and there was also some overheating of certain pistons. These difficulties were, however, only temporary, and were readily and satisfactorily overcome.

Readers will be interested in the following information, extracted from the ship's log book. For a typical five-day period, with all four Diesel-alternator sets in commission, the mean speed of the propeller was 107·4 r.p.m., and the average speed 11·43 knots, with a propeller slip of 4·36 per cent., and an all-purpose consumption of 11½ tons of oil per day.

Records of two days of operation with only three engines in commission showed that a speed of 10 knots had been maintained, with a propeller speed of 90 r.p.m., a slip of 1·23 per cent., and a fuel consumption of 7·7 tons of oil per day.

Tests using boiler fuel oil in lieu of Diesel oil have not yet been commenced, but it is anticipated that these will have been completed and the B.T.H. open-cycle gas turbine (at present under construction) installed, in about 12 months time.

Following the precedent adopted in connection with the *Auricula*, it is hoped that data concerning these further interesting and important full-scale researches will be released to the public. No doubt, information on the performance in service of the pilot gas-turbine installation in the *Auris* will also be forthcoming in due course. Such data, it is anticipated, will fully justify the courage and enterprise of the technical staff of the Shell Group, and, in particular, of their able leader, Mr. John Lamb, in initiating these researches into the question of the efficient utilisation of fuel oil in marine power plant.

GENERAL ARRANGEMENT PLANS OF THE 12,000-TON DIESEL-ELECTRIC TANKER "AURIS"