

were reported to have been killed.^[4] At the inquest, the page from the day's activities was missing from the log book of the suspect naval vessel, *Virago*. The crew were buried in Haifa. Captain Banks signalled to abandon ship when he saw the line go, and dived overboard, swimming under the flames until he lost consciousness, and was rescued by members of the Haganah.^[1] *Empire Cross* was scrapped in 1952.^[3]

References

- ^{^ a b c d e f} Mitchell, W.H.; Sawyer, L.A. (1995). *The Empire Ships*. London, New York, Hamburg, Hong Kong: Lloyd's of London Press Ltd. p. not cited. ISBN 1-85044-275-4.
- ^{^ a b} "Empire Cross". Helderline. <http://www.helderline.nl/tanker/1223/empire+cross/>. Retrieved 4 May 2011.
- ^{^ a b c} "EMPIRE - C". Mariners. <http://www.mariners-1.co.uk/EmpireC.html>. Retrieved 4 May 2011.
- [^] "Haifa Tanker Explosion" *The Times* (London). Monday, 5 August 1946. Issue **50521**, col E, p. 3.

External links

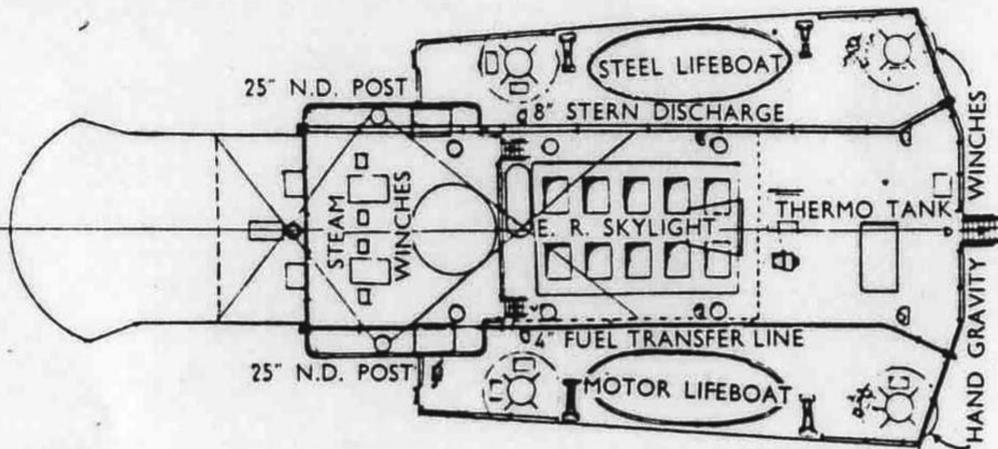
- British Pathé newsreel of *Empire Cross* burning

Retrieved from "http://en.wikipedia.org/w/index.php?title=SS_Empire_Cross&oldid=450794756"

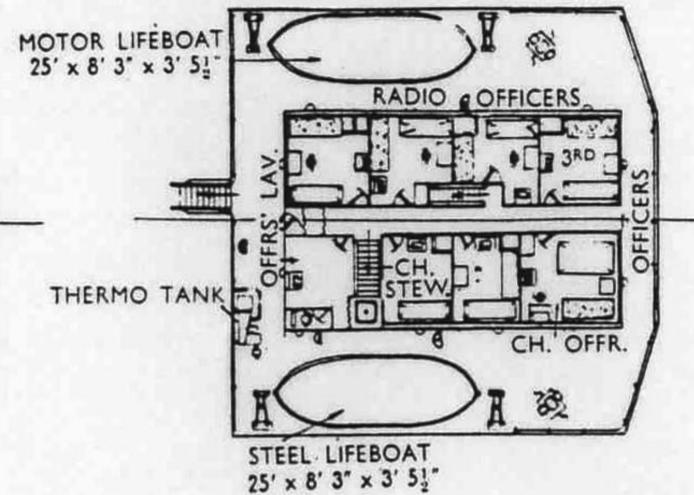
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NAVIGATING BRIDGE

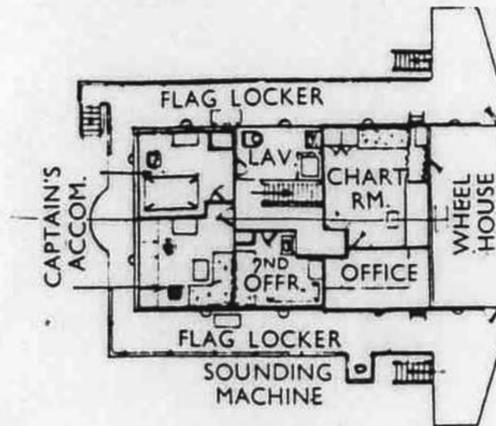
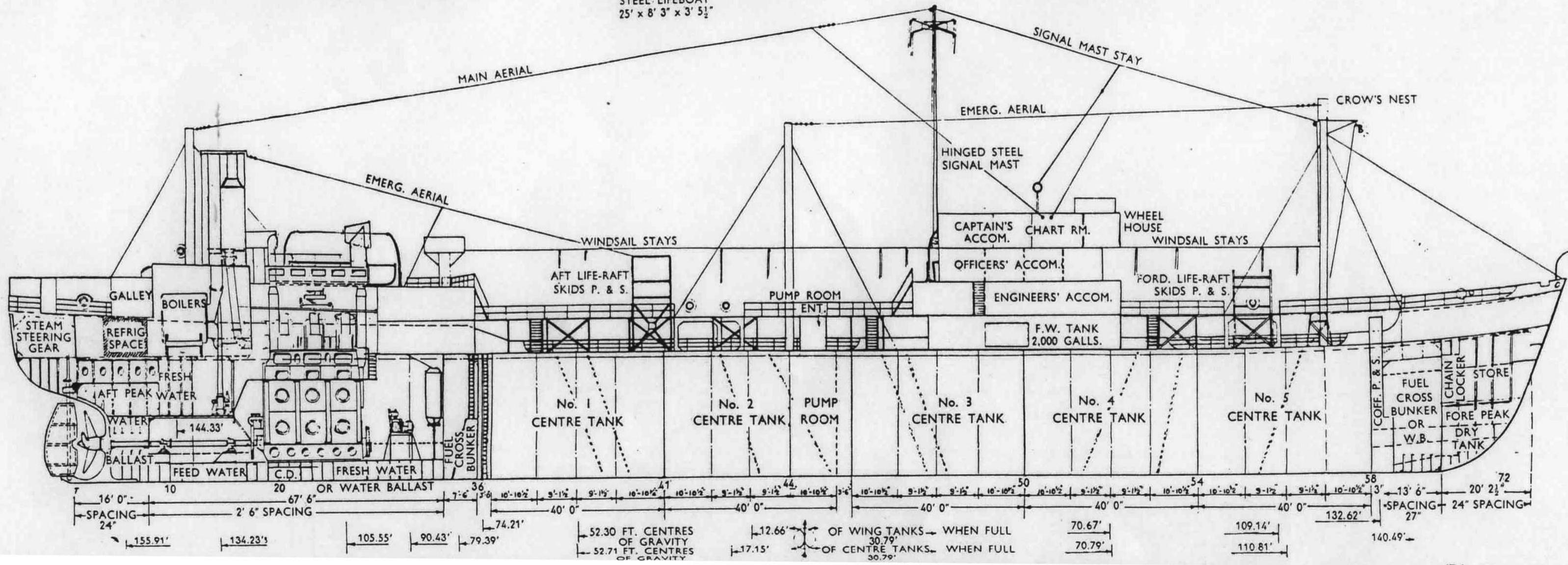
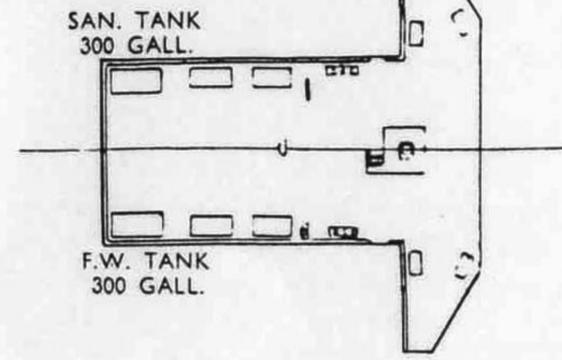
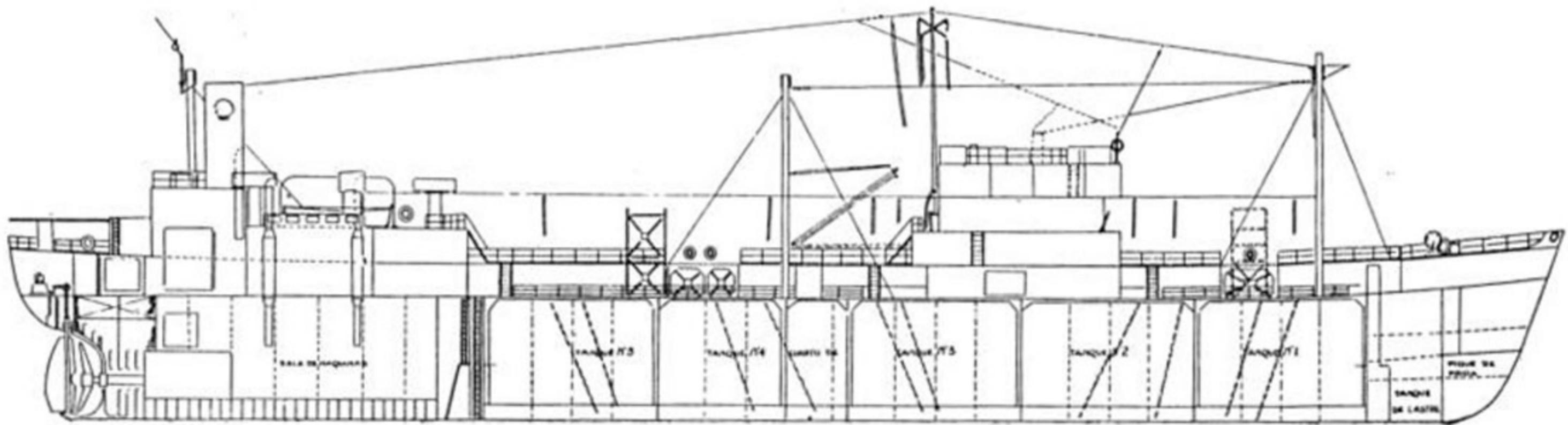


CHART ROOM & WHEELHOUSE TOP

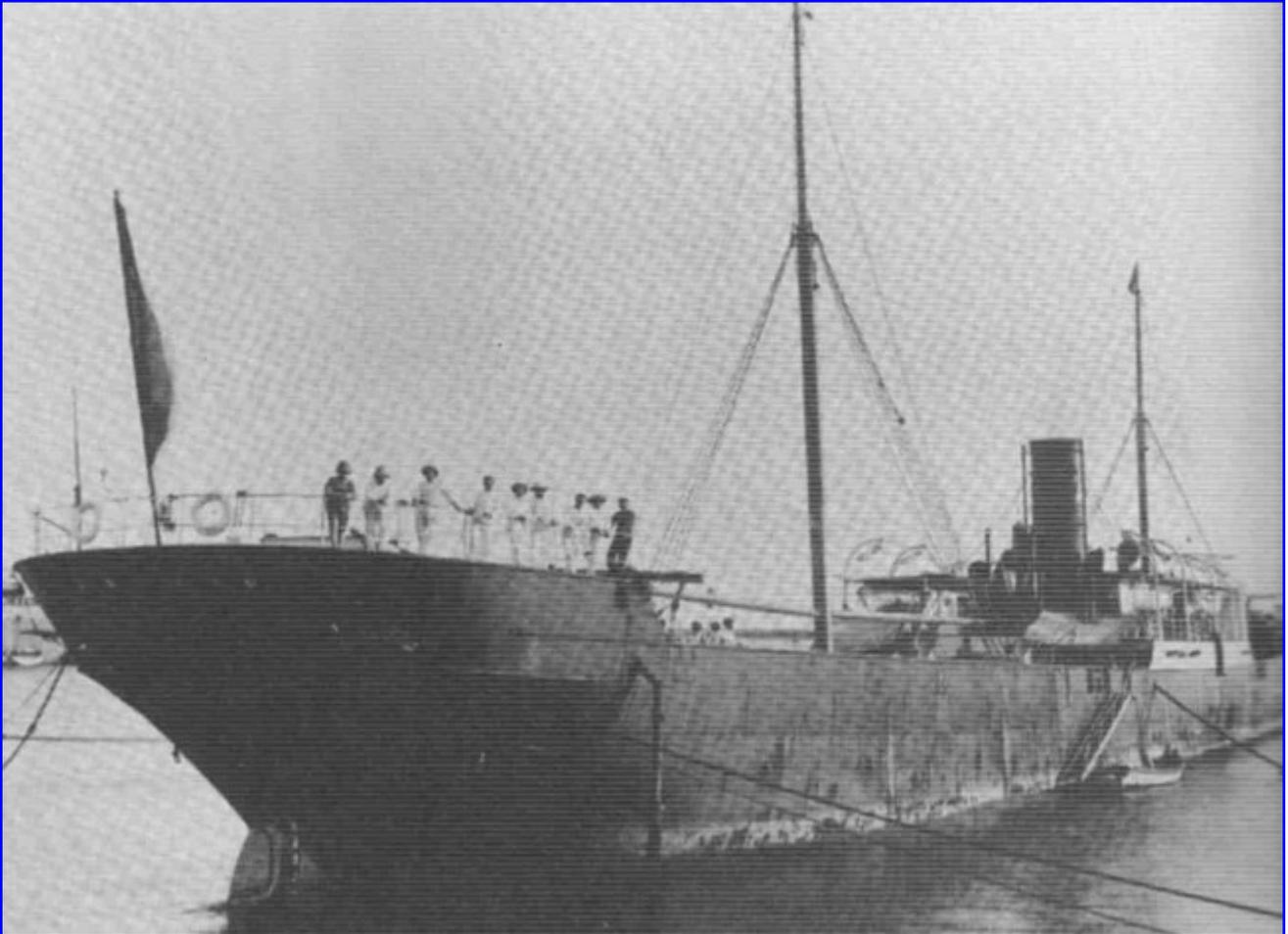




Batissa

Batoum

De eerste [Britse] zeetanker-s.s.Batoum- die voor de Koninklijke in Juni 1902 lading loste aan de nieuwe installatie te Rotterdam [Charlois] kwam aan het adres van Van Ommeren.



[uit 150 jr Van Ommeren door A.W.Schwab]

RICHARDSON, DUCK & COMPANY, THORNABY

Name	BEECHLEAF (launched as OLMOS)
Type	Tanker
Yard Number	649
Launched	26/10/1916
Completed	03/1917
Off. Number	139200
Engine builder	Blair & Co., Stockton-on-Tees
Engine type	T. 3 cyl. engine aft
GRT	5861
Length (feet)	380.8
Beam (feet)	50.9
First owner	The Shipping Controller (Lane & Macandrew Ltd.), London (launched for the Admiralty)
History	1919 Anglo-Saxon Petroleum Co. Ltd., London
	1921 renamed LIMICANA
	1927 N.V. Petroleum Mij. 'La Corona', The Hague
	1927 CH. N. KAHAN, Naptha Industrie u. Tankanlagen A.G. 'Nitag', Hamburg
	1936 Europaische Tanklager-und Transport A.G., Wilhelmshaven
	1937 STANBRIDGE, Stanhope S.S. Co. Ltd. (J. A. Billmeir & Co. Ltd.), London
	1939 EUROFELD, Europaische Tankreederei GmbH, Hamburg
	09/1939 at Santa Cruz de Tenerife
	11/1939 German Navy - supply btanker / depot tanker
Fate	11/09/1944 scuttled at St. Nazaire, refloated 1950 and broken up.

[Use browser to return to this builder's yardlist](#)

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Bouwnummer RDM-194, s.s. "Benakat", 1935, tanker.

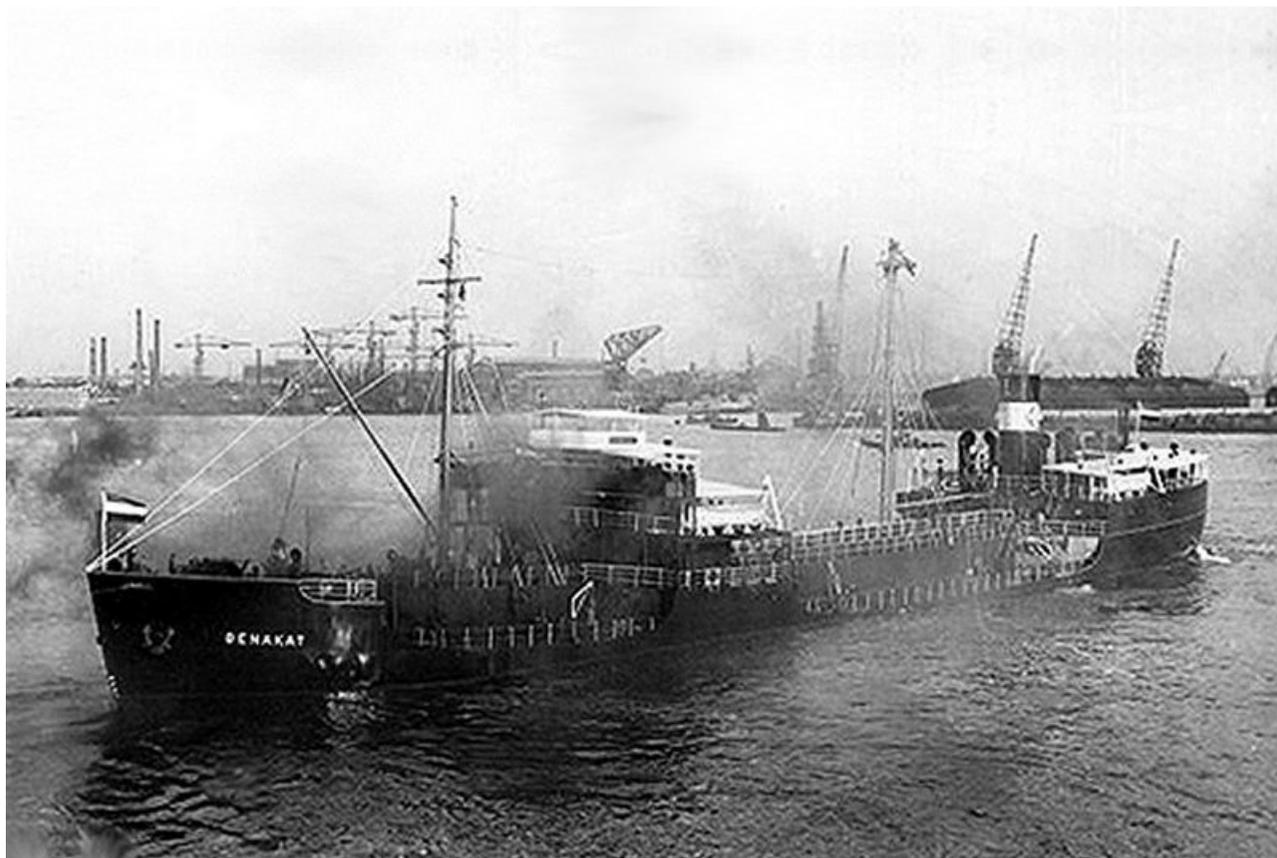


Foto boven: De tanker s.s. "Benakat" (1935) van N.V. Petroleum Maatschappij "La Corona" te Den Haag.

[Terug naar Overzicht](#)

Scheepswerf: RDM.

Opdrachtgever: N.V. Nederlandsche Koloniale Tankvaart Maatschappij, 's Gravenhage / N.V. Petroleum Maatschappij "La Corona", Den Haag.

Tonnage: 4763 brt, 2665 nrt, 6005 dwt, 9170 twyp.

Hoofdafmetingen: Loa = 115,62 m, Lll = 111,45, B = 19,65 m, H = 5,51 m, d = 5,06 m.

Voortstuwing: 2 RDM triple expansie machines, 3 cilinders, 2x1150 ipk, 2 schroeven, 2070 apk, snelheid 11 kn.

Verdere gegevens: Roepletters: PCZT.

Dubbelschroef stoomtankschip, 12 ruimen, 2 lieren en 1 verhaallier.

Historie:

Kiellegging op 28-3-1935, tewaterlating op 17-8-1935 en indienststelling op 14-9-1935.

Op 20-5-1943, tijdens een reis van Kaapstad naar Baltimore, op de Atlantische Oceaan getorpedeerd door de Duitse onderzeeboot "U 197". Daarna gezonken op locatie 06°05' ZB en 12°56' WL.

Citaten:

- www.wrecksite.eu, Allen Tony, 02-11-2007:

... .. "Benakat" SS was a Dutch Steam Tanker of 4,763 tons built in 1935. On the 20th May 1943 when on route from TABLE BAY for BAHIA in ballast she was torpedoed by "U 197" and sunk. Crew of 44 saved.

- www.wrecksite.eu, Vleggeert Nico, 22-06-2008:

... .. The "Benakat" (Master C.J. Grootes) left Capetown in a coastal convoy which was formed in the Table Bay, but left after three days to continue her voyage on the prescribed route to the destination. On 14 May, 1943 the Admiralty radioed a new course. At 07.28 hours on 20 May she was struck by a torpedo from "U 197" on the starboard side, just before the bridge. The explosion caused very heavy damage, wrecked the starboard lifeboat and destroyed the starboard machinegun-platform, injuring the first and fourth mate (not seriously).

After the hit no electric power was left, so the distress signal could only be send a few times. The ship began to list to starboard, and with some difficulty the crew succeeded in boarding the three remaining lifeboats and rowed away. About 20 minutes later a second torpedo hit the "Benakat" on the starboard side and broke her in two. The bow section sank and the stern remained afloat. The U-boat surfaced and fired with the deck gun at the port side of the vessel until the stern sank.

RFA Berta



Previous name:	Shell Dezoito
Subsequent name:	Berta CSM
Official Number:	167387
Class:	Fleet Attendant Oiler
Pennant No:	
Laid down:	
Builder:	Harland & Wolff
Launched:	30 June 1927
Into Service:	16 January 1940
Out of service:	29 September 1945
Fate:	Broken up

Items of historic interest involving this ship: -

Background Data: She was originally one of thirty ships in a Class which became known as "mosquitoes" which were designed for service on Lake Maracaibo with trunk decks and a small bridge amidships. She became one of the miscellaneous craft acquired by the Admiralty during WW2 and was mainly employed in the Plymouth area. She was returned to commercial owners at the end of hostilities

30 June 1927 Launched by Harland & Wolff Ltd, Belfast as Yard Nr 798 named BERTA for Anglo Saxon Petroleum Co Ltd, London

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25 October 1940 Mr W H A Lawson RFA appointed as Chief Engineer Officer
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29 September 1945 ceased to be an RFA and returned to N.V. Curacaosche Scheepvaart Maatschappij, Willemstad as BERTA reverted to the Dutch Flag until 1954
1954 to 1961 ownership moved to Shell Tankers NV
2 February 1962 arrived Flushing for demolition by N.V. Simons Metalhandel

Berwindvale.



Thread Tools

25th April 2011, 08:37

#1

NoR

Senior Member

Join Date: Mar 2008

Posts: 597

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Built by Dixon Raylton, Middlesbrough, England, 1911. 5242 gross tons; 405 (bp) feet long; 54 feet wide.

*Steam triple expansion engine, single screw. *Service speed 9.5 knots.***

Built for British owners, British flag, in 1911 and named Berwindvale. Cuba to New York 1915 then 1921-1922 service. J. Esplen, Liverpool. Sold to ?, in 1924 and renamed Ingeren. Scrapped at Blyth in 1953.

ted nutt  

Senior Member

Join Date: Dec 2008

Posts: 162

Berwindvale

Morning NoR, picture of her 1910 blt sister Berwindmoor in the book ,The Anglo Saxon/Shell Tankers by N.L.Middlemiss.This ship became Shells Buccinum.Book ISBN 1 871128 04 8 and published by Shield Publications.Hope this helps. Ted



SIR RAYLTON DIXON & COMPANY, MIDDLESBROUGH

Name	BERWINDMOOR
Type	Cargo
Yard Number	553
Launched	06/08/1910
Completed	09/1910
Off. Number	131294
Engine builder	Richardsons, Westgarth & Co., Hartlepool
Engine type	T. 3 cyl., engine aft
GRT	5232
Length (feet)	405
Beam (feet)	54.2
First owner	Berwindmoor S.S. Co. Ltd. (J. Esplen), Liverpool
History	1918 converted to tanker with cylindrical tanks in holds (Anglo-Saxon Petroleum Co. Ltd)
	1919 Anglo-Saxon Petroleum Co. Ltd., London
	1920 renamed BUCCINUM
	1930 Carl Olsens Tankrederi A/S, Arendal
	1947 THEODORA, S. Eleftheriades & G. Pappas, Piraeus
Fate	23/01/1955 wrecked on north point of Marmara Island on passage Odessa for Piraeus with fuel oil.

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Berwindvale.



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25th April 2011, 08:37

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Anybody know more about this vessel, or where I can find a picture?

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27th April 2011, 07:54

#2

ted nutt

Senior Member

Join Date: Dec 2008

Posts: 162

Berwindvale

Morning NoR, picture of her 1910 blt sister Berwindmoor in the book ,The Anglo Saxon/Shell Tankers by N.L.Middlemiss.This ship became Shells Buccinum.Book ISBN 1 871128 04 8 and published by Shield Publications.Hope this helps. Ted



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"Bethlehem Steel Corp"



builders of SHELL's :

"Bayshell VXGW in 1930"

"Caperata DAHZ in 1950"

"Capiluna 5MEW in 1960"

"Capisteria 5MDE in 1960"

"Caprella DAIZ in 1950"

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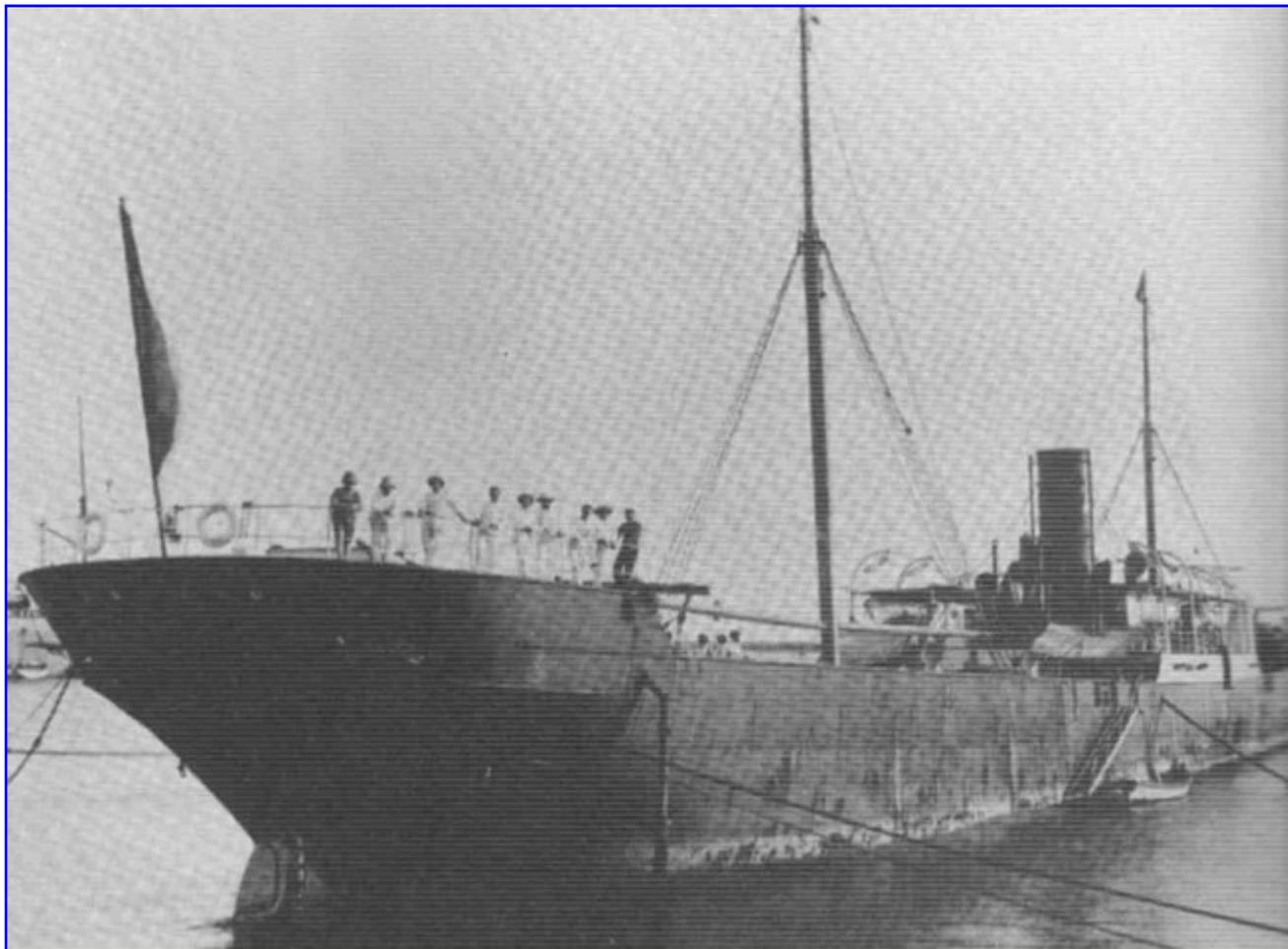
"Patro 5LYP in 1959"





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[uit 150 jr Van Ommeren door A.W.Schwab]



RFA Berta

RFA Berta



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- [The RFA's that weren't](#)
- [Hired RFA's](#)
- [RFA Operations](#)
- [RFA Conflicts](#)

Previous name:	Shell Dezoito
Subsequent name:	Berta CSM
Official Number:	167387
Class:	Fleet Attendant Oiler
Pennant No:	
Laid down:	
Builder:	Harland & Wolff
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Fate:	Broken up

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5 December 1939 sailed Lisbon to Falmouth arriving 10 December 1939

3 January 1940 in refit at Falmouth

12 January 1940 requisitioned by the Admiralty for service as a Fleet Attendant Oiler under RFA manning

16 January 1940 was renamed RFA Berta

23 January 1940 sailed Falmouth to Devonport at the end of her refit

1 February 1940 sailed Plymouth to Dover arriving the next day

9 February 1940 sailed Dover to Plymouth arriving the next day

15 February 1940 sailed from the Downs to Portsmouth arriving on 19 February 1940

20 February 1940 sailed Portsmouth to Dover arriving 22 February 1940

2 March 1940 sailed Dover to Portsmouth arriving the next day

4 March 1940 sailed Portsmouth to Dover arriving the next day

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Berwindvale.



Thread Tools

25th April 2011, 08:37

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NoR

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Posts: 597

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"Capulonix 5MBH in 1959"

"Capulus DALJ in 1950"

"Lovellia 5MBK in 1959"

"Patro 5LYP in 1959"





SS Bullmouth

Bullmouth, 12000 tons, completed at Hebburn on Tyne 1927 for Anglo Saxon.
29th October 1942 torpedoed and sunk 125 miles NW of Madeira w.o.p Freetown to Tyne. 50 lives lost.

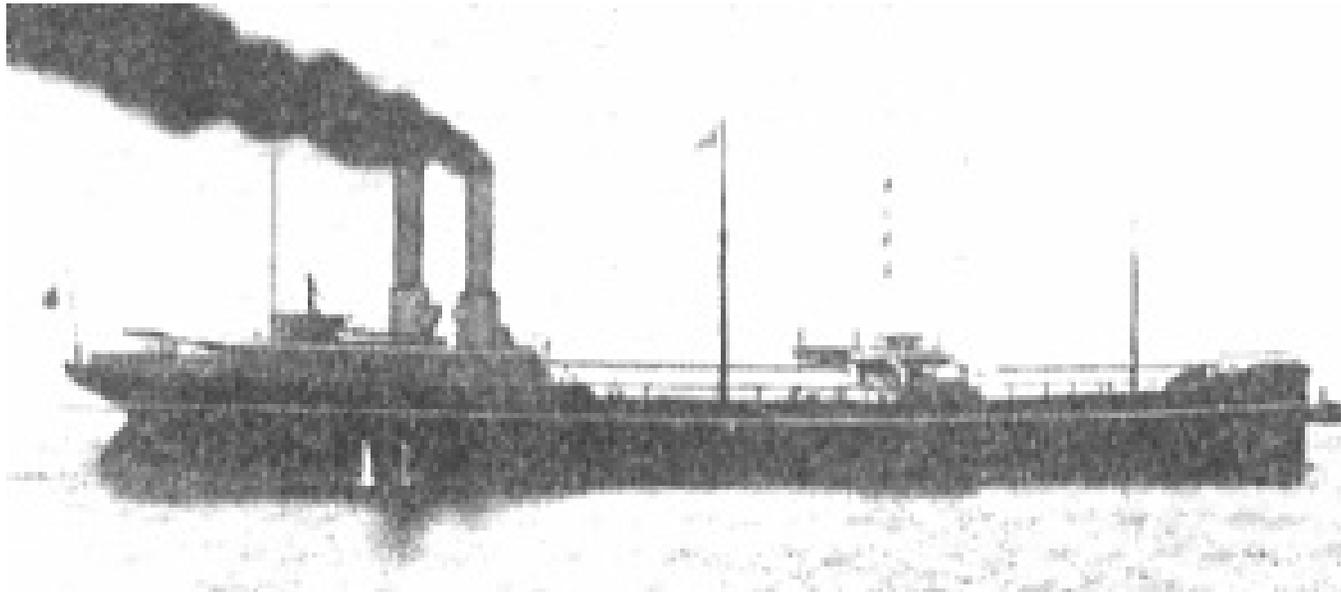


Bulysses



Name	Bulysses	
Type:	Motor tanker	
Tonnage	7,519 tons	
Completed	1927 - R. & W. Hawthorn, Leslie & Co Ltd, Hebburn-on-Tyne	
Owner	Anglo-Saxon Petroleum Co Ltd, London	
Homeport	London	
Date of attack	11 Sep, 1941	Nationality:  British
Fate	Sunk by U-82 (Siegfried Rollmann)	
Complement	61 (1 dead and 60 survivors).	
Convoy	SC-42	
Route	New York - Sydney (30 Aug) - Stanlow	
Cargo	9300 tons of gas oil	
History	Completed in May 1927	
Notes on loss	<p>At 01.51 hours on 11 Sep, 1941, U-82 fired four torpedoes at the convoy SC-42 south of Cape Farewell. The first three torpedoes missed and the fourth hit the Bulysses, which exploded. The stern shot at 02.12 hours hit the Gypsum Queen, which sank within one minute.</p> <p>One crew member from the Bulysses (Master Bartram Lamb) was lost. The master, 53 crew members and six gunners were picked up by the Finnish steam merchant Wisla and landed at Liverpool.</p>	

9. • —mŠÛ BUYO MARU (1907)



• —mŠÛ Buyo Maru

—û'... 'D 5,238G/T 1907.12(—¾40) i ... 117.99 x 14.90 x 8.87 m Žâ'@ R) 10kt

Sir W. G. Armstrong, Whitworth & Co., Newcastle Upon Tyneœš'ç H.E.Moss & Co

Delphinula "1908(—¾41)"œ—m' D'D("œž),É",,çp A• —mŠÛ BUYO MARU ,Æ%ü—¼ "1910(—¾43)%oY%oê'D',Å%oÝ'q'D,É%oü'ç B'D'q 2"™15 3"™180 B"i•Ä ü,É A q "1913.10('å2) Ä"x A—û'... 'D,É%oü'ç "1917('å6)fCfMfŠfXŠCœR È(England),É",,çp **ANO 188**,Æ%ü—¼ BAnglo-Saxon Petroleum Co.,Ltd ,a%o^ q "1918('å7)**Anglo-Saxon Petroleum Co.,Ltd(unknown)**,É",,çp "1923('å12)fCfMfŠfXŠCœR È(England),É",,çp B1936-37 Lloyd's Register ,Ü,Å" Š—LŽÒ,Åœf Ú "1946.11.8(°21)%ođ'ì,½,ß",,çp "1947.9(°22)fXfyfCf",ì%ođ'ì'ÆŽÒ,É,æ,è%ođ'ì

SS Empire Cross = ex *Balea*

From Wikipedia, the free encyclopedia

Empire Cross was a 3,750 GRT tanker that was built in 1941 by Sir J Laing & Sons Ltd, Sunderland, Co Durham, United Kingdom for the Ministry of War Transport (MoWT). Sold into merchant service in 1946, she capsized and sank on 2 August following an explosion and fire at Haifa, Palestine.

Contents

- 1 Description
- 2 History
- 3 References
- 4 External links

Description

Empire Cross was built in 1945 by Sir J Laing & Sons Ltd, Sunderland.^[1] She was Yard Number 765.^[2]

The ship was 344 feet (105 m) long, with a beam of 48 feet (15 m).^[3] She was assessed at 3,750 GRT.^[1]

History

Empire Cross was built for the MoWT. She was launched on 28 June 1945 and completed in November.^[1] The United Kingdom Official Number 181112 and Code Letters GKLF were allocated.^[2] She was operated under the management of the Anglo Saxon Petroleum Co Ltd, London.^[3]

Empire Cross was completed in November 1945, by which time the MoWT had become the Ministry of Transport.^[1] She was sold in 1946 to the Anglo Saxon Petroleum Co, who intended to rename her *Balea*. On 2 August, *Empire Cross* exploded and caught fire while discharging aviation fuel in Haifa Roads, Palestine. HMS *Venus* and HMS *Virago* assisted in the rescue. The Admiralty discounted a theory that the explosion was caused by a depth charge dropped by a British destroyer in an anti-terrorist measure to prevent the fixing of limpet mines to ships. Captain John Banks, in charge of the *Empire Cross* at the time, was on the bridge and observed the activity on the two naval vessels indicating personnel were aware of frogmen in the water around them, which indeed was probably the Haganah attempting to attach limpet mines, and he noted the sound of depth charges being dropped into the harbour around the vessels.^[1]

Twenty one of her crew of 56 were reported to be missing following the incident. Four other people

Career

Name:	<i>Empire Cross</i>
Owner:	Ministry of War Transport (1945) Ministry of Transport (1945-46) Anglo Saxon Petroleum Co Ltd (1946)
Operator:	Anglo Saxon Petroleum Co Ltd
Port of registry:	 London
Builder:	Sir J Laing & Sons Ltd
Yard number:	765
Launched:	28 June 1945
Completed:	November 1945
Out of service:	2 August 1946
Identification:	United Kingdom Official Number 181112 Code Letters GKLF 
Fate:	Caught fire, exploded and sank

General characteristics

Class and type:	Tanker
Tonnage:	3,750 GRT
Length:	344 ft (105 m)
Beam:	48 ft (15 m)
Propulsion:	Triple expansion steam engine
Complement:	56

were reported to have been killed.^[4] At the inquest, the page from the day's activities was missing from the log book of the suspect naval vessel, *Virago*. The crew were buried in Haifa. Captain Banks signalled to abandon ship when he saw the line go, and dived overboard, swimming under the flames until he lost consciousness, and was rescued by members of the Haganah.^[1] *Empire Cross* was scrapped in 1952.^[3]

Zaterdag 3 September werd van een der hellingen van De Rotterdamsche Droogdok Maatschappij met goed gevolg te water gelaten het voor de Koninklijke/Shell in aanbouw zijnde motortankschip *Clausina*.

Het schip heeft de volgende afmetingen: lengte tusschen de loodlijnen 460' 0", breedte over buitenkant spanten 59' 0", holte 34' 0", draagvermogen ongeveer 12.100 ton. De voortstuwing van het schip zal geschieden door middel van een 8-cylinder 4-tact Werkspoor Dieselmotor met oplading, waardoor een vermogen van 3500 apk zal worden ontwikkeld.

Schip en Werf, september 1938.

Het door de Rotterdamsche Droogdok Maatschappij voor de Koninklijke Shell gebouwde motortankschip *Clausina* heeft 22 October een goed geslaagde proefvaart op de Noordzee gemaakt.

Het schip heeft de volgende afmetingen: lengte tusschen de loodlijnen 460'-0", breedte over buitenkant spanten 59'-0", holte 34'-0". Draagvermogen ongeveer 12.100 ton.

De voortstuwing van het schip geschiedt door middel van een Werkspoor Dieselmotor met een vermogen van 3500 apk.

Schip en Werf, oktober 1938.

Op 25 October heeft met goed gevolg de officieele proeftocht plaats gehad van het door De Rotterdamsche Droogdok Maatschappij N. V. voor rekening van de Koninklijke Shell gebouwde motortank-schip *Clausina*.

Het schip is gebouwd volgens ontwerp en plannen van de reeders. De voornaamste bijzonderheden van het schip zijn als volgt: lengte tusschen de loodlijnen 460' 0", breedte op buitenkant spanten 59' 0" en holte tot hoofddek 34' 0". Het draagvermogen op zomerdiepgang bedraagt 12.035 ton.

Het schip werd door den heer C. Zulver, marine-superintendent van de reeders, overgenomen van De Rotterdamsche Droogdok Maatschappij N. V., vertegenwoordigd door haar directeur, den heer ir. A. Knappe. Onder de aanwezigen bevonden zich o. a. de heeren J. Mulder, chef Nederlandsch-Indische Tankstoomboot Mij. te Rotterdam, R. Leeuwenburg en J. J. Schoo van Lloyd's Register, G. J. Lugt, hoofdingenieur Werkspoor, A. C. van Brakel en Mostert van de Scheepvaart-Inspectie. Ook maakten een dertigtal leerlingen van de Middelbaar Technische School te Dordrecht, onder leiding van twee leeraren dier school, den proeftocht mede.

Schip en Werf, november 1938.



34219270220001 DT HERBORG. Bilde via Steinar Norheim.

1927 DT HERBORG (1) 342192702

Type: Dampskip, tanker/steam ship, Off.no: 143358
tanker
Flagg (flag): NOR Havn (port): Moss
Byggeår (year built): 1919/08 Bnr (Sno): 890
Bygger (yard): Palmers Co. Ltd, Hebburn, Newcastle, UK
Eier (owner): Skips A/S Jølund (Sigurd Herlofson & Co, A/S), Oslo.
Klasse (Class): LR +100A1

Tonnasje (Tonnage): 8.340 tdw, 5.578 brt, 3.428 nrt .
Dimensjoner (size): Loa: 400,0' - B: 52,3' - D: 31,0' - dypg.: 25'6".
Lastehandterings syst. (cargo handling.):

Navigasjonsutstyr:

Kommunikasjon (comm.):
Kallesignal (Call sign.): WPSV (LCOC etter 1934)

Fremdrift

(propulsion): 1 x stempel dampmaskin (steam reciprocating), triple exp., 3-sylindret, syl.diam.: 27"-44"-73", slag/stroke: 48". Bygget av Palmers Co. Ltd, Newcastle, UK.
Fart/forbr. (speed/cons.): 11,0 knop
Hjelpemaskineri (aux):
Tot.el.kraft (el.power):
Kjele(r) (boiler): 3 x dampkjeler, oljefyrte, hver m/3 fyrganger. Total heteflate: 7.678 kv.ft. 180 PSI arbeidstrykk.

Bemannning (crew):

Historikk:

1919 Bygget som **WAR BEGUM** av Palmers Co. Ltd, Hebburn, Newcastle, UK for the Shipping Controller, (British Tanker Co. Ltd.), London, UK. Sjø satt 05/06, ferdigstilt i august.
1920 Solgt til Anglo-Saxon Petroleum Co. Ltd., London, UK.
1921 Omdøpt til **CONUS**.
1927 Solgt for GBP 63.000 til Skips A/S Jølund (Sigurd Herlofson & Co. A/S, managers), Moss. Omdøpt til **HERBORG**.

1928 Solgt til Th. O. Tønnevold, Grimstad. Omdøpt til **THELMA**.
1934 Nytt kallesignal LCOC.
1937 Solgt til Wheelock & Co. Ltd., Singapore. Omdøpt til **WAR BEGUM**.
1938 Solgt til Kitagawa Sangyo Kaiun K.K., Osaka, Japan. Omdøpt til **HOKKI MARU**.
1944 Torpedert og senket 27/09 av den amerikanske ubåten **LAPON** i pos. 15.50N, 117.41Ø, ca. 300 miles NV av Manila, Filippinene.

History in English:

1919 Built as **WAR BEGUM** at Palmers Co. Ltd, Hebburn, Newcastle, UK for the Shipping Controller, (British Tanker Co. Ltd., managers), London, UK.
1920 Sold to Anglo-Saxon Petroleum Co. Ltd., London, UK.
1921 Renamed **CONUS**.
1927 Sold for GBP 63.000 to Skips A/S Jølund (Sigurd Herlofson & Co. A/S), Moss. Renamed **HERBORG**.
1928 Sold to Th. O. Tønnevold, Grimstad. Renamed **THELMA**.
1934 New callsign LCOC.
1937 Sold to Wheelock & Co. Ltd., Singapore. Renamed **WAR BEGUM**.
1938 Sold to Kitagawa Sangyo Kaiun K.K., Osaka, Japan. Renamed **HOKKI MARU**.
1944 Torpedoed and sunk 27/09 by the American submarine **LAPON** in position 15.50N, 117.41E, about 300 miles NV off Manila, the Philippines.



34219270120001 DT HERON. Bilde via Steinar Norheim.

1927 DT HERON 342192701

Type:	Dampskip, tanker/steam ship, tanker	Off.no:	1143197
Flagg (flag):	NOR	Havn(port):	Moss
Byggeår (year built):	1919/05	Bnr (Sno):	708
Bygger (yard):	Lithgows Ltd., Port Glasgow, UK.		
Eier (owner):	Skips A/S Jølund (Sigurd Herlofson & Co. A/S), Oslo.		
Klasse (Class):	LR +100A1		

Tonnasje (Tonnage):	8.460 tdw, 5.440 brt, 3.444 nrt.
Dimensjoner (size):	Loa: 400,3 ft, B: 52,2 ft, D: 31,0 ft, dypg.: 25'7".
Lastehandterings syst. (cargo handling.):	

Navigasjonsutstyr:

Kommunikasjon (comm.):	
Kallesignal (Call sign.):	WPRT (LCTH etter 1934)

Fremdrift (propulsion):

	1 x stempel dampmaskin (steam reciprocating), triple exp., 3-sylindret, syl.diam.: 27"-44"-73", slag/stroke: 48". Bygget av D. Rowan & Co. Ltd., Glasgow, UK.
Fart/forbr.(speed/cons.):	11,0 knop
Hjelpemaskineri (aux):	
Tot.el.kraft (el.power):	
Kjele(r) (boiler):	3 x dampkjeler, oljefyrt, hver m/3 fyrganger. Total heteflate: 7.668 kv.ft. 180 PSI arbeidstrykk.

Bemanning (crew):

Historikk:

1919 Bygget som **WAR SHIKARI** av Lithgows Ltd., Port Glasgow, UK for the Shipping Controller, (Hunting & Son, managers), Port Glasgow, UK. Sjøsat 29/01, ferdigstilt 21/05.
1920 Solgt til Anglo-Saxon Petroleum Co. Ltd., London, UK.
1921 Omdøpt til **CHITON**.
1927 Solgt for GBP 63.000 til Skips A/S Jølund (Sigurd Herlofson & Co. A/S), Moss som den første Anglo-Saxon-tankeren solgt til norske eiere. Omdøpt til **HERON**. Salget

inkluderte et 10 års T/C tilbake til selger med 5 år til 6/- s og de siste 5 år til 5/- s pr. dwt/mnd.

1928 Solgt til A/S Heron (S. H. Smith Sørensen, managers) Tromøy ved Arendal. Samme navn.

1934 Nytt kallesignal LCTH.

1939 Solgt til Ernst Glässel, Bremen, Tyskland. Omdøpt til **REKUM**.

1938 Overtatt av den tyske marinen.

1944 Skutt i senk utenfor Boulogne, Frankrike av britiske landbatterier ved Dover, UK.

History in English:

1919 Built as **WAR SHIKARI** at Lithgows Ltd., Port Glasgow, UK for the Shipping Controller, (Hunting & Son, managers), Port Glasgow, UK. Launched 29/01, completed 21/05.

1920 Sold to Anglo-Saxon Petroleum Co. Ltd., London, UK.

1921 Renamed **CHITON**.

1927 Sold for GBP 63.000 to Skips A/S Jølund (Sigurd Herlofson & Co. A/S), Moss as the first Anglo-Saxon-tanker sold to Norwegian owners. Renamed **HERON**. The sale included a 10 year T/C back to sellers with 5 years to 6/- s and the last 5 years to 5/- s pr. dwt/month.

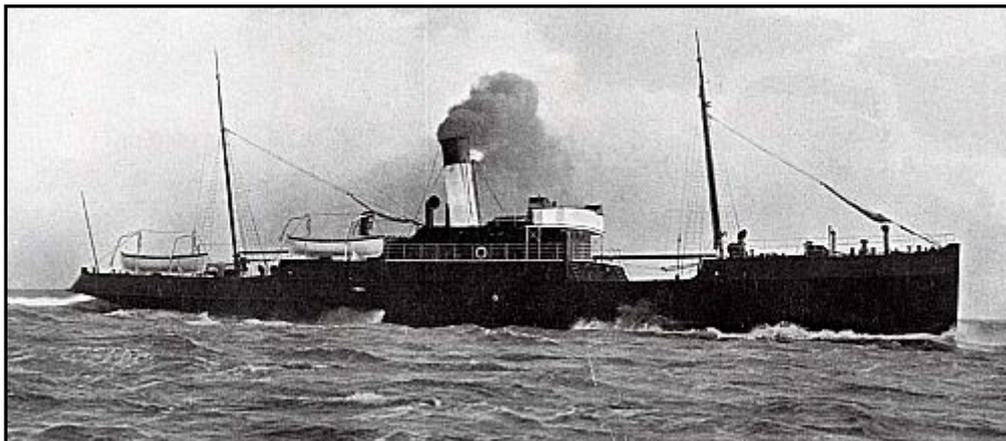
1928 Sold to A/S Heron (S. H. Smith Sørensen, managers) Tromøya near Arendal. Same name.

1934 New callsign LCTH.

1939 Sold to Ernst Glässel, Bremen, Germany. Renamed **REKUM**.

1938 Taken over by the German Navy.

1944 Sunk by gunfire off Boulogne, France by British guns near Dover, UK.



ss CANTERBURY

**built by William Denny & Brothers Dumbarton,
Yard No 640
Engines by shipbuilder**

Last Name: CORIANO (1947)

Previous Names: ARPHA (1926)

Propulsion: 2 x T3cy 148nhp 15kn 2scr

Launched: Thursday, 06/12/1900

Built: 1901

Ship Type: Passenger Cargo Vessel

Tonnage: 561grt 144nrt (later 602grt 233nrt)

Length: 195.4ft

Breadth: 28.1ft

Owner History:

South Eastern & Chatham Railway Co, London

1923 Southern Railway Co, London

1926 Lord Moyne (W E Guinness)

1938 Crete Shipping Co Ltd, London

1938 Sark Motorships Ltd, Guernsey

1946 W J Brown (for Worms & Co)

Shell Co of Venezuela Ltd (mng Anglo-Saxon Petroleum Co Ltd), London

1947 Caribbean Petroleum Co, Venezuela

1949 Shell Caribbean Petroleum Co, Maracaibo

1951 J M Perez Hermanos, Venezuela

Status: Arrived for Scrapping - 28/10/1955

Remarks:

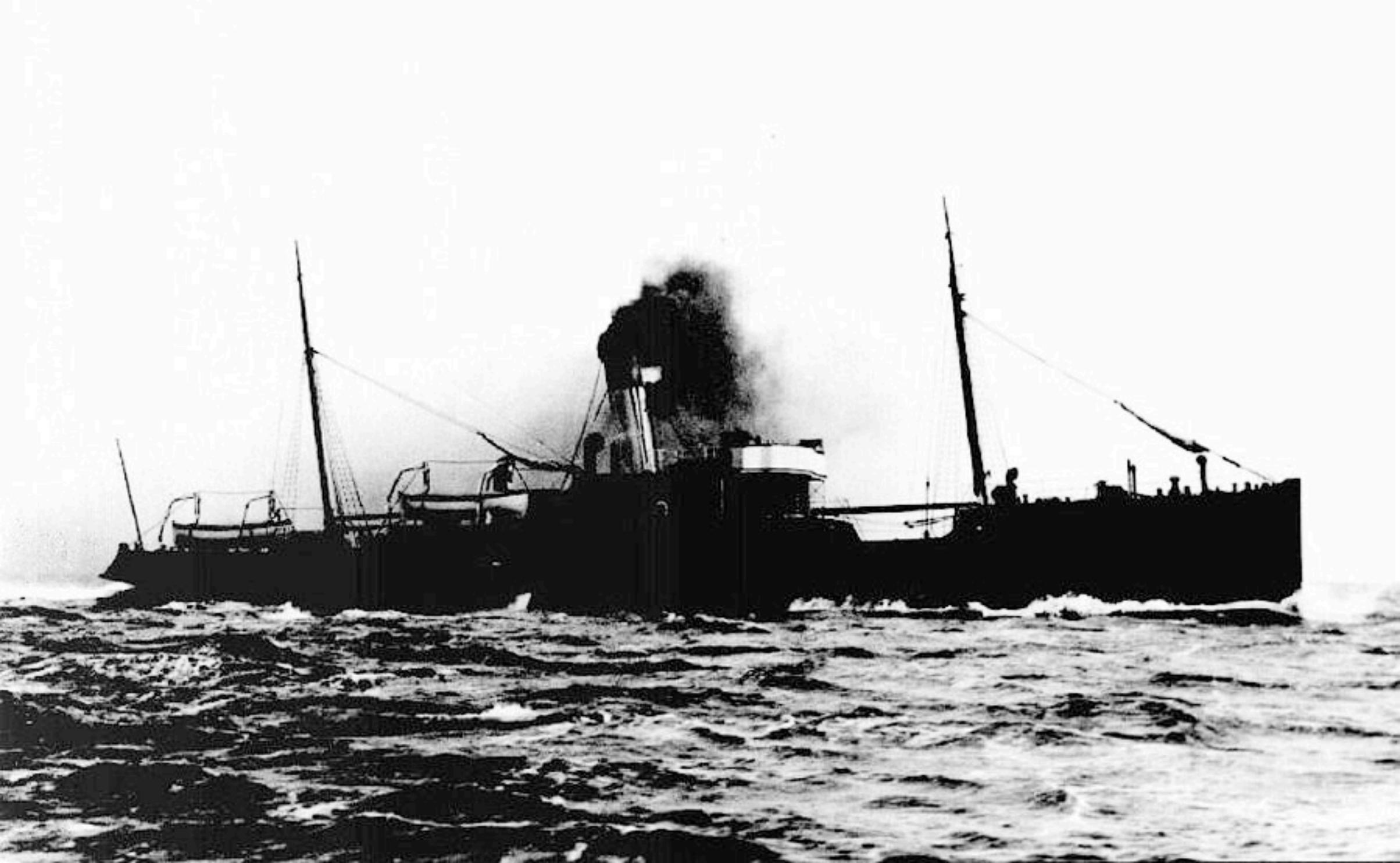
1926 converted to yacht

1938 reverted to passenger service

1939/1945 requisitioned as armed boarding vessel in red Sea and Mediterranean;
sold in Malta

1947/1950 carried cargo and passengers during refinery construction

Broken up at Bordentown NJ by North American Smelting Co.



STS Caperata

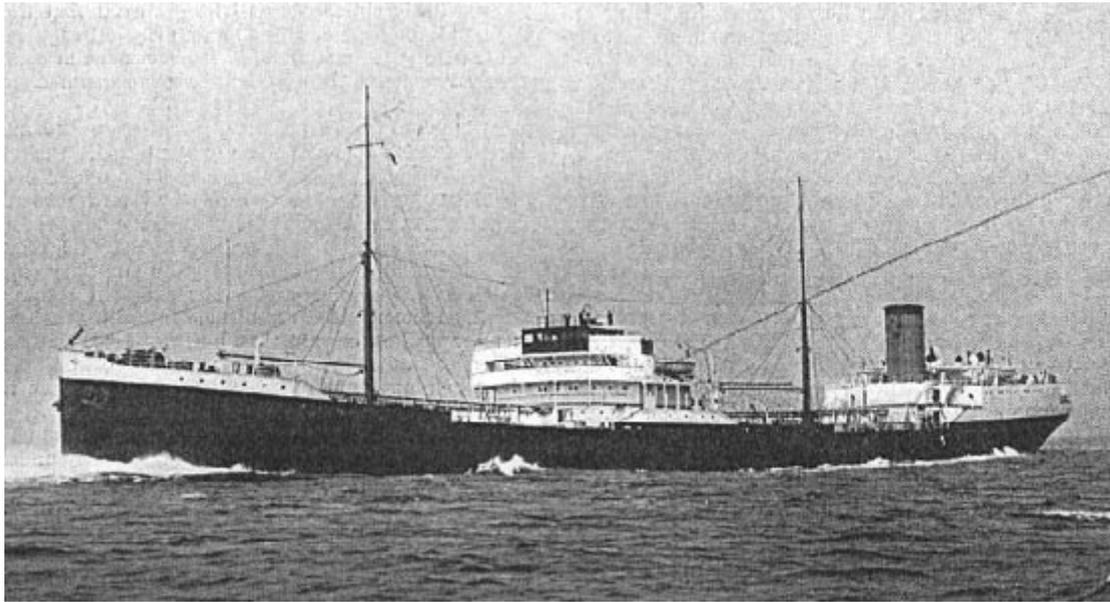


THE ANGLO - SAXON PETROLEUM COMPANY, LTD.,

S.T.S. "CAPERATA" 28,281 D.W. TONS

Caprella

British Motor tanker



Name	Caprella		
Type:	Motor tanker		
Tonnage	8,230 tons		
Completed	1931 - R. & W. Hawthorn, Leslie & Co Ltd, Hebburn-on-Tyne		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	20 Oct 1940	Nationality:	 British
Fate	Sunk by U-100 (Joachim Schepke)		
Position	56.37N, 17.15W - Grid AL 0381		
Complement	53 (1 dead and 52 survivors).		
Convoy	HX-79		
Route	Curaçao - Mersey		
Cargo	11.300 tons of fuel oil		
History	Completed in July 1931		
Notes on loss	<p>At 00.15 hours on 20 Oct, 1940, U-100 fired two torpedoes at two tankers in convoy HX-79 from within the columns about 150 miles southwest of Rockall and hit Caprella and Sitala, which both caught fire after being torpedoed and sank later.</p> <p>The burning Caprella (Master Percy Prior) was quickly abandoned by the crew. One crew member was lost. The master and 51 crew members were picked up by HMS Lady Elsa (FY 124) (Lt J.G. Rankin, RNR) and landed at Belfast.</p> <p>On 22 October, the drifting wreck of the Caprella was located in 56°28N/17°53W vertically submerged, showing only the bow 15 metres above water.</p>		



*Location of attack on **Caprella**.*



ship sunk.

TS Caprinus / DALZ

Fotos (2): W. Dryja, DL7JY - Bericht © 2010: Heinrich Busch, Berne



Rechts im Bild erkennt man gerade noch den Allwellenempfänger Siemens E 566. Er erfasst in 12 Teilbereichen die Frequenzen 14 - 21 kHz und 85 - 30300 kHz in den Betriebsarten A1, A2 und A3. Links neben dem RX steht eine Morsetaste der Firma Junker auf dem Tisch. Unter der Stationsuhr befindet sich ein Bedienteil für die UKW-Seefunkanlage SEL SEM 57 und darunter auf dem Tisch das Bedienfeld für die Tast- und NF-Verteilung mit Hörerablage. Links am Arbeitsplatz steht als zweiter Empfänger ein Debeg 7200 (Hersteller: Mackay-Marine). Er ist zwischen 10 und 30000 kHz durchgehend per BCD-Schalter abstimmbare, als Betriebsarten werden A1, A2, A3, USB und LSB angeboten. Ganz links an der Wand hängen die Gehäuse mit Netzteil (unten) und Transceiver (oben) für das Seefunk-UKW SEM 57.



Funkarbeitsplatz "Caprinus" / DALZ

Die Senderseite der Funkstation

In der Mitte des Fotos steht der Siemens E 566, der im Foto oben gerade noch zu sehen ist. Im rechten (grauen) Sendergestell steckt oben der MW-Not- / Reservesender Debeg ST 85D (130W bei A2), darunter der Autoalarm-RX AA 204 (Debeg 7230) und unten die Schalttafel für Not- und Hauptstromversorgung. Im linken (grünen) Sendergestell befindet sich als Hauptsender der Station ein ST1400 von Standard Radio&Telefon für Telegrafie auf Mittel-, Grenz- und Kurzwelle sowie für SSB-Telefonie und Funkfern schreiben im oberen Seitenband auf Grenz- und Kurzwelle. In der Endstufe arbeiten 4 Röhren 4CX250B in einem kühlenden Luftstrom (Zwangskühlung) und verleihen dem Sender Leistungen von 400W (MW A1), 200W (MW A2), 1200W (GW/KW A1) und 1500W (KW A3J). Der Sender wird an 3x220 V~ betrieben.

Das Rohöl-Tankschiff "**Caprinus**" / **DALZ** wurde 1950 als Bau-Nummer 1617 von der "Bethlehem Steel Corp. Shipbuilding Div.", Quincy gebaut. Der Stapellauf ging am 4. August 1950 problemlos über die Bühne, Mitte September wurde das Schiff an die "Atlas Tankers Inc." Panama übergeben. Es war mit 18256 BRT / 28220 tdw vermessen, 184,10 Meter lang und 25,70 Meter breit. Eine Getriebeturbinen von Bethlehem Steel leistete 12500 PS und brachte die "Caprinus" auf 16 Knoten. Ab April 1959 wurde sie unter gleichem Namen aber unter deutscher Flagge von der "Deutsche Shell Tanker GmbH" (DSTG) betrieben. Die "Caprinus" wurde im August 1978 in Hongkong ausser Dienst gestellt und dort im Dezember des gleichen Jahres abgewrackt. Die Schiffe "Caperata"/DAHZ, "Caprella"/DAIZ, "Capsa"/DAKS und "Capulus"/DALJ waren Schwesterschiffe der "Caprinus"/DALZ

TS Caprinus / DALZ

Fotos (2): W. Dryja, DL7JY - Bericht © 2010: Heinrich Busch, Berne



Rechts im Bild erkennt man gerade noch den [Allwellenempfänger Siemens E 566](#). Er erfasst in 12 Teilbereichen die Frequenzen 14 - 21 kHz und 85 - 30300 kHz in den Betriebsarten A1, A2 und A3. Links neben dem RX steht eine [Morsetaste der Firma Junker](#) auf dem Tisch.

Unter der [Stationsuhr](#) befindet sich ein Bedienteil für die [UKW-Seefunkanlage SEL SEM 57](#) und darunter auf dem Tisch das Bedienfeld für die Tast- und NF-Verteilung mit Hörerablage.

Links am Arbeitsplatz steht als zweiter Empfänger ein [Debeg 7200](#) (Hersteller: Mackay-Marine). Er ist zwischen 10 und 30000 kHz durchgehend per BCD-Schalter abstimmbare, als Betriebsarten werden A1, A2, A3, USB und LSB angeboten. Ganz links an der Wand hängen die Gehäuse mit Netzteil (unten) und Transceiver (oben) für das Seefunk-UKW SEM 57.

Foto oben links:
[Funkarbeitsplatz "Caprinus" / DALZ](#)

Foto links:
[Die Senderseite der Funkstation](#)

In der Mitte des Fotos steht der Siemens E 566, der im Foto oben gerade noch zu sehen ist.

Im rechten (grauen) Sendergestell steckt oben der MW-Not- / [Reservesender Debeg ST 85D](#) (130W bei A2), darunter der [Autoalarm-RX AA 204](#) (Debeg 7230) und unten die Schalttafel für Not- und Hauptstromversorgung. Im linken (grünen)



Foto: © W. Dryja, DL7JY

Sendergestell befindet sich als Hauptsender der Station ein [ST1400](#) von Standard Radio&Telefon für Telegrafie auf Mittel-, Grenz- und Kurzwelle sowie für SSB-Telefonie und Funkfern schreiben im oberen Seitenband auf Grenz- und Kurzwelle. In der Endstufe arbeiten 4 Röhren 4CX250B in einem kühlenden Luftstrom (Zwangskühlung) und verleihen dem Sender Leistungen von 400W (MW A1), 200W (MW A2), 1200W (GW/KW A1) und 1500W (KW A3J). Der Sender wird an 3x220 V~ betrieben.

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Bildnachweis

Alle Fotos (2) Urheber gem. § 7 Urh G: W. Dryja, DL7JY (Mit freundl. Genehmigung 2004)

[Home](#) ▶

Version: 27-Oct-04 / Rev.: 04-Sep-09 / HBu

D/T Nordhav NS

5574 gt

Built in Sunderland 1919. Previous names: *War Khan*, *Capsa*.

Pre war history: Laid down as *War Khan* for The Shipping Controller (Stephens, Sutton & Stephens), delivered in March-1919 from Sir J. Laing & Sons Ltd., Sunderland (674). 400' x 52.4' x 25.6', Triple exp., 2500 ihp (G. Clark Ltd., Sunderland). **Owned from 1919 by Anglo-Saxon Petroleum Co, renamed *Capsa* in 1921 (same owners)**. Sold in 1927 to Skibs A/S Nordhav (Trygve Lodding), Oslo, renamed *Nordhav*.

WW II: According to "The World's Merchant Fleets 1939" she was seized by the Japanese in Yokohama in 1940, where she had been laid up since 1938, renamed *Daishin Maru* in 1941 (Oiwa Tokujiro, Kobe). Torpedoed by the American submarine *USS Harder* (SS 257) on Sept. 23-1943 and sunk 34 15N 137E (south of Honshu).

Another source ("Sjøforklaringer fra 2. verdenskrig") indicates she was sold on Nov. 3-1941, while a document received from the National Archives of Norway says she was sold on Nov. 11-1940. This document confirms that she had been in port in Yokohama since 1938.

Royal Dutch Shell: Murder and cover-up on the high seas

Posted on May 23rd, 2009

by [John Donovan](#) in [All News](#), [Breaking News](#)

Read 1,502 times.

SHELL, DE HALVE WAARHEID EN DE DOOFPOT.... Shell, half the truth and the cover-up....

By Alfred and John Donovan of royaldutchshellplc.com

In 1974 it was reported that a Shell employee, Leo Rapmund (36), a crewmember on the Shell tanker, 'Capulonix', had gone missing, presumed lost overboard.

Over two decades later Rapmund's family was contacted by a fellow crewmember at the time of the tragedy who wanted to clear his conscience about his knowledge of what really happened. Basically he revealed that Leo Rapmund had been murdered and there were many eyewitnesses to the crime.

The family claim that when they contacted Shell in 1995 with this alarming news, Shell and its lawyers (the most prestigious and expensive law firm in the Netherlands, De Braauw, Blackstone & Westbroek) denied any knowledge or responsibility and treated them in a disgusting and arrogant manner. All responsibility and accountability were rejected. The family was fobbed-off like a bunch of nagging children.

In 2008, the family contacted the acclaimed Dutch investigative crime reporter Peter R. de Vries who has his own Emmy Award winning TV programme. De Vries has been involved in a number of high profile cases including that of Natalee Holloway, the American student who mysteriously disappeared in 2005 while on a high school graduation trip to the Caribbean Island of Aruba.

De Vries approached Shell HQ in The Hague on 23 February 2009 and spoke with a senior Shell Public Relations official, Herman Kievits. His response was described as arrogant, at arms length and mainly on the lines that 'we know nothing'. The same holds true for the lawyers.

On 26 April 2009 Peter R. de Vries presented the case in his TV programme. Afterwards a number of viewers contacted Shell and expressed disgust at these cover-ups by the oil company.

The viewers who reacted towards Shell, all received a rather clumsy standard reaction with many half-truths. The facts however are totally different and in his unique manner Peter R. de Vries dissects all the nonsense by Shell and provides substantial evidence on what really happened. He tracked down a dozen witnesses of the murder. They all confirmed that Leo Rapmund had been in a fight on board and was shoved overboard. He managed to just hang on to the railing but his assailant had kicked his hands so long that he had to let go and

disappeared forever in the waves. This act was unanimously described as 'murder'. The witnesses were greatly surprised that they never have been formally heard nor summoned in a court case.

De Vries also makes mincemeat of all the statements by Shell and detailed evidence is provided on his website. He exposes Shell as a bunch of liars. In the end Shell even had to admit in a letter to him that they 'did not know' what happened to the assailant and why he had not been charged. Shell even did not know whether the man had been fired or not. That in itself is strange: on a tanker of Shell a Shell employee is literally kicked overboard by another Shell employee, but Shell subsequently never informs how all this has been handled in a legal matter.

Therefore it was nice that in the meantime aging offender is still alive. He told de Vries that the handling of the case also amazed him. After the incident he was taken from Singapore to the head office in Rotterdam. There he had to hand-over his passport and was sent home on extended leave. After half a year he was summoned again, received his passport back as well as six months of pay, was in a proper manner shown the door by Shell and subsequently signed on immediately with another company as a sailor. Done. Never heard anything anymore.

In his summary de Vries states:

It is simply embarrassing that Shell tried to blame the relatives of Leo that they all that time have not understood and that they more or less tried to misuse the situation for their own benefit.

De Vries points out that a multinational faced with such unfortunate circumstances can apologise and compensate the victims family or deny all allegations and NEVER admit to anything. He concludes Shell is in the latter category behaving in a vicious and shameful manner.

After Leo Rapmund was killed, this is another form of character murder on the next of kin, which also remains unpunished. In that sense de Vries claims to have more respect for the aging assailant, who after so many years admits his act and honestly says he deserved prison. That Shell kicks the family and refrains from any form of an apology is a scandal. And it shows very clearly how the next biggest oil company of the world can be very small.....

The information comes from an article published by Peter R. De Vries in Dutch. It includes reference to a long email to Shell setting out facts and evidence, which Shell ultimately agreed was basically correct.

<http://www.peterrdevries.nl/>

ARTICLE ENDS

The above article was sent in advance of publication to Mr Michiel Brandjes, Company Secretary and General Counsel, Royal Dutch Shell Plc. The relevant email is printed below. Since Shell chose not to reply on this occasion, we assume this is one of the times when Shell decided the safest thing to do is to say nothing.

From: Alfred Donovan <alfred@shellnews.net>
Date: Thu, 21 May 2009 10:36:37 +0100
To: "michiël.brandjes@shell.com" <michiël.brandjes@shell.com>
Conversation: SHELL, DE HALVE WAARHEID EN DE DOOFPOT
Subject: SHELL, DE HALVE WAARHEID EN DE DOOFPOT

Dear Mr Brandjes

The draft article below is based on the article in Dutch recently published by Peter R. de Vries...

SHELL, DE HALVE WAARHEID EN DE DOOFPOT.... Shell, half the truth and the cover-up....

<http://www.peterrdevries.nl/>

The gist of the content was kindly provided by a Dutch Shell insider. Although not having time to provide a full translation, the draft does contain some translated passages.

Could you kindly point out any significant error of fact before I publish it? If Shell does not take issue with the facts as stated, then there is no need to reply. If I receive no response by 12 noon tomorrow UK time, I will assume that the information is true. If you need more time to check out matters, then kindly let me know when we can expect a response and we will take no further action until then.

If Shell is taking legal action challenging the facts, then please advise accordingly and we will await the outcome of any such litigation.

If you want to supply for publication with the article any related comment by Shell, we will happily publish it on an unedited basis.

This is an important story which deserves publication in the English language.

Regards
Alfred Donovan

Capulus



CARDISSA

Bouwjaar: 1982, imonummer: 8022860, brt: 14605

Eigenaar: Shell Int. Petroleum Maatschappij B.V., 's-Gravenhage

Beheer: Shell Tankers B.V.

Gebouwd: Verolme Scheepswerf Heusden B.V. / 987

Roepnaam: PDJE, indienst: 16-03-1983

Op de Nieuwe Waterweg, eerder gezien nog met een rode romp

» Foto: © Teun van der Zee, Maassluis



Met een zwarte romp

» Foto: © Bert Bot, Rozenburg

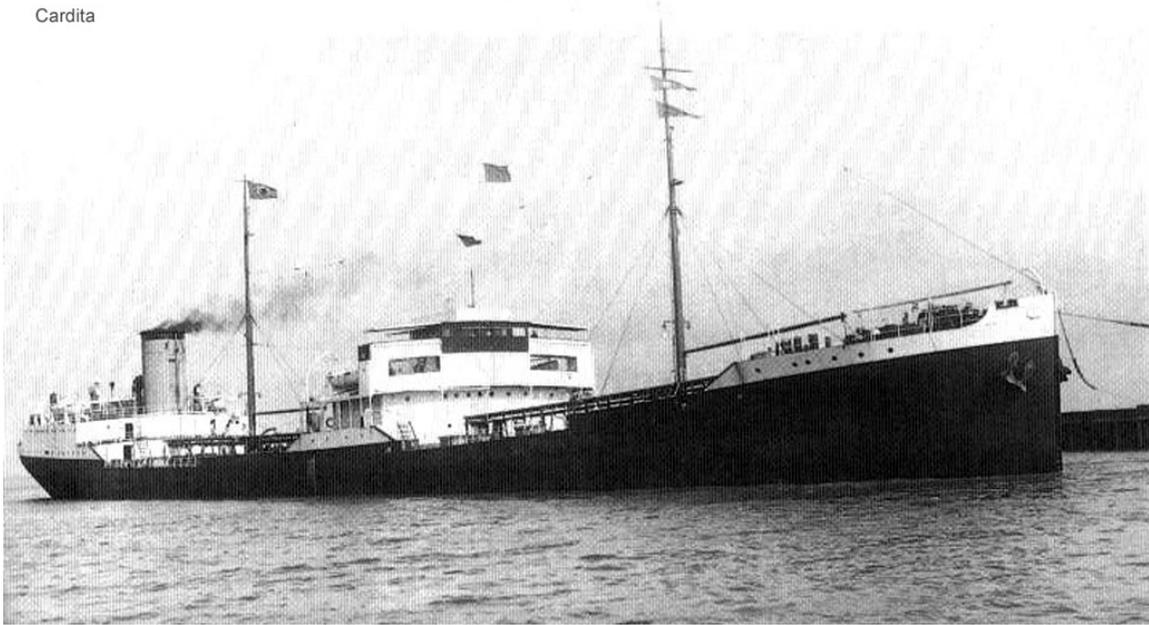




Cardita

British Motor tanker

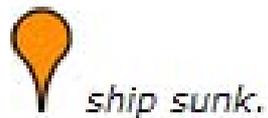
Cardita



Name	Cardita	
Type:	Motor tanker	
Tonnage	8,237 tons	
Completed	1931 - Swan, Hunter & Wigham Richardson Ltd, Wallsend, Sunderland	
Owner	Anglo-Saxon Petroleum Co Ltd, London	
Homeport	London	
Date of attack	31 Dec 1941	Nationality:  British
Fate	Sunk by U-87 (Joachim Berger)	
Position	59.18N, 12.50W - Grid AM 2574	
Complement	60 (27 dead and 33 survivors).	
Convoy	HX-166 (straggler)	
Route	Curaçao - Shellhaven	
Cargo	11.500 tons of motor spirit and white spirit	
History		
Notes on loss	At 19.54 hours on 31 Dec, 1941, the Cardita (Master John Osmond Evans), a straggler from convoy HX-166 , was torpedoed by U-87 110 miles 307° from St.Kilda. The vessel foundered in 59°42N/11°58W on 3 January. 27 crew members were lost. The master, 16 crew members and six gunners were picked up by the HMS Onslow (G 17) (Capt H.T. Armstrong DSC) and ten crew members by the HMS Sabre (H 18) (Lt Peter W. Gretton OBE DSC) and landed at Reykjavik.	



Location of attack on *Cardita*.



ship sunk.

Caroni River

British Motor tanker



Name	Caroni River		
Type:	Motor tanker		
Tonnage	7,807 tons		
Completed	1928 - Blythswood Shipbuilding Co Ltd, Glasgow		
Owner	Houlder Brothers & Co Ltd, London, in charter ANGLO SAXON 20 Jan 1940		
Homeport	London		
Date of attack	20 Jan 1940	Nationality:	 British
Fate	Sunk by U-34 (Wilhelm Rollmann)		
Position	50.06N, 05.01W - Grid BF 2279		
Complement	55 (0 dead and 55 survivors).		
Convoy			
Route	Falmouth - Falmouth Bay		
Cargo	Ballast		
History			
Notes on loss	On 20 Jan, 1940, the Caroni River (Master Robert Stanley Grigg) struck a mine laid the day before by U-34 and sank in the Falmouth Bay, while carrying out paravane trials and defensive armament tests. The master, 42 crew members, Cdr J.G. Bradshaw RN and eleven naval personnel were picked up by the Falmouth lifeboat and a naval cutter and landed at Falmouth.		



*Location of attack on **Caroni River**.*



ship sunk.

Casandra

Dutch Steam tanker

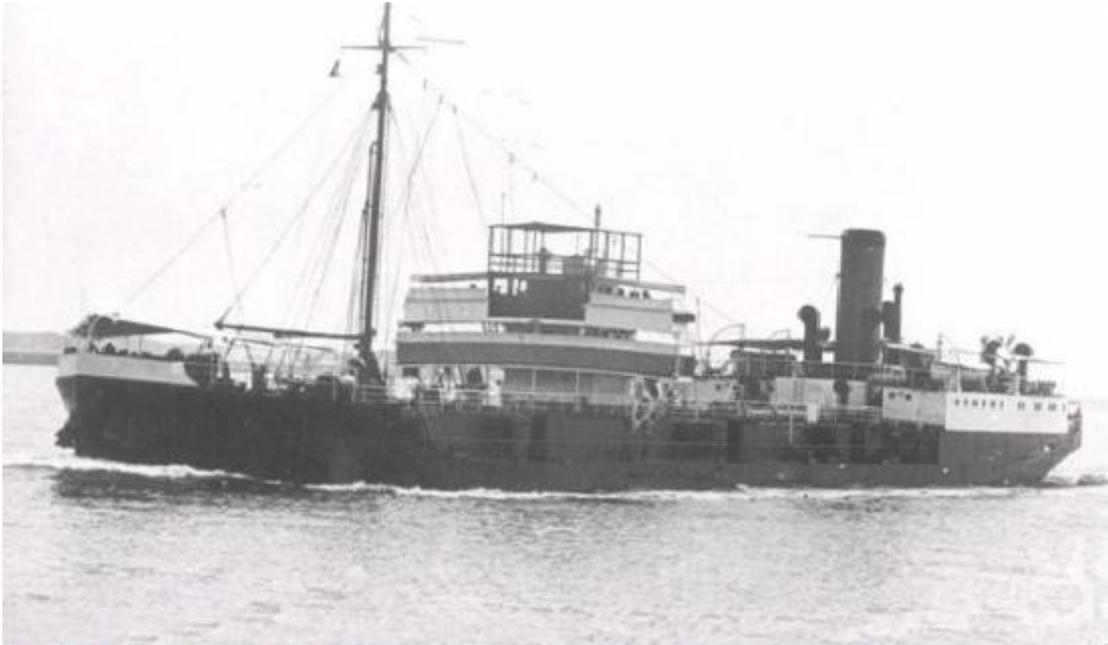


Photo courtesy of wivonet.nl

Name	Casandra	
Type:	Steam tanker	
Tonnage	2,701 tons	
Completed	1924 - W. Beardmore & Co Ltd, Dalmuir	
Owner	Curaçaosche Scheepvaart Mij., Emmastad	
Homeport	Willemstad	
Date of attack	11 Jun 1944	Nationality:  Dutch
Fate	Damaged by U-539 (Hans-Jürgen Lauterbach-Emden)	
Position	Grid EC 9617	
Complement	? men (? dead and ? survivors).	
Convoy		
Route		
Cargo		
History	Completed in December 1924 Post-war: Broken up at Baltimore in October 1953.	
Notes on loss	At 07.38 hours on 11 Jun, 1944, U-539 fired two Gnats at the Casandra which detonated after 11 minutes 15 seconds and 14 minutes 20 seconds. The U-boat then surfaced and tried to sink the tanker with gunfire, but she fought back and damaged the U-boat with machine-gun fire.	

The 'Celticburn' under sail



Title

The 'Celticburn' under sail

Description

The four masted steel barque 'Celticburn', 2655 tons, under sail. [steel 4 mast barque 2655 tons, ON98320, 296.0 x 45.6 x 25.7. Built 1892 (3) Barclay, Curle and Co. Glasgow. Owners R. Shankland and Co. registered Greenock. 1908. Ship Celticburn Ltd (TA Shute) later **Anglo Saxon Petroleum Co. Ltd.** registered London, in 1919 fitted with twin diesel auxiliary engines and renamed Circle Shell and ultimately was stationed as a depot ship in Yokohama under the official ownership of Rising Sun Petroleum Co. reg. Yokohama.]

Description

One of the ships owned by The Burn Line / Robert Shankland and Co., Greenock

details
general

nationality: [french](#)
 purpose: transport
 type: [barque - bark](#)
 subtype/class: [4ba type barque](#)
 4ba type barque ref.: [Marthe \(II\) \(+1917\)](#)
 propulsion: [sailing ship](#)
 date built: [1892](#)
 status: unknown

details

weight (tons): 2671 grt
 dimensions : 90,22 x 13,86 x 7,79 m
 material: steel
 rigging: **4 masts (rigged in jubilee fashion, i.e. with nothing above double top and topgallant sails) Sistership to the same owner's fourmasted barque Celticburn (1892)**

speed:
 yard no.: 373
 IMO no.: 98318

about the loss

cause lost: [charges/explosives](#)
 date lost: [01/08/1917](#) [dd/mm/yyyy]
 casualties: 0

about people

builder:  [Barclay, Curle & Co. Ltd., Whiteinch \(Glasgow\)](#)
 last owner: [1]  [Bordes, Antoine-Dominique & Fils, Paris](#)
 [Alexandre](#)
 period 1906 ~ 1917
 prev. owners: [2]  [Shankland R. & Co. \(Burn Line\), London](#)
 [Springburn](#)
 period 1892 ~ 1906

captain: Captain Eugène Lebreton
 no. of crew: 31

about the wreck

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

references

references: [1] [Stuart Cameron, clydesite.co.uk](#)
 [2] [bruzelius.info](#)
 [3] [pages14-18.mesdisc.](#)

updates

entered by: [Lettns Jan](#)
 entered: 29/07/2010
 last update: [Siert Ingo](#)
 last update: 30/08/2011

Position

[Lettns Jan](#) 29/07/2010
 latitude: [hydro member](#)
 longitude: [hydro member](#)
 AIS: [check AIS](#)
 mark: [add position to my marks \(+/- 5miles\)](#)
 dist. homeport: [dist. homeport](#)

show neighbour. wrecks: [members only](#).

[insert new position](#)

Pictures


[Lettns Jan](#) 03/08/2011
 4ba type barque ref.: [Marthe \(II\) \(+1917\)](#)

MARTHE, the second ship named Marthe, after the owner's wife (A. D. Bordes). Marthe was a sistership of ALEXANDRE, VALENTINE, ANTONIN, MADELEINE, JACQUELINE and PERSEVERANCE, all war casualties.



[insert new picture](#)

History

[Lettns Jan](#) 29/07/2010
 The French barque [Alexandre](#) was on her way from La Pallice to Iquique, when she was sunk on 1st August 1917 by the German submarine U-155 (Karl Meusel), 400 miles off the Azores in position 33°33N - 23°15W.

[insert new history](#)

Documents

[insert new document](#)

About Owners

 [Bordes, Antoine-Dominique & Fils, Paris](#)

Founded by Antoine-Dominique Bordes. From 1848 to 1925, the company operated 127 sailing ships. During WWI, the Bordes company was renamed by the state 'Compagnie d'Armement et d'Importation des Nitrates de Soude' to continue the supply of salpeter.

About Builders

 [Barclay, Curle & Co. Ltd., Whiteinch \(Glasgow\)](#)
 John Barclay became a shipbuilder and repairer in 1818 and passed on the business to his son Robert. Robert was joined in partnership in 1845 by Robert Curle and James Hamilton, when the firm became Barclay, Curle & Co.

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 + 87.690 wreck positions worldwide
- [All Hydrographic Services](#)

search wreck:

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search chart:

name no.

[chart catalogue](#)

search owner/builder:

Cerion

British Motor tanker

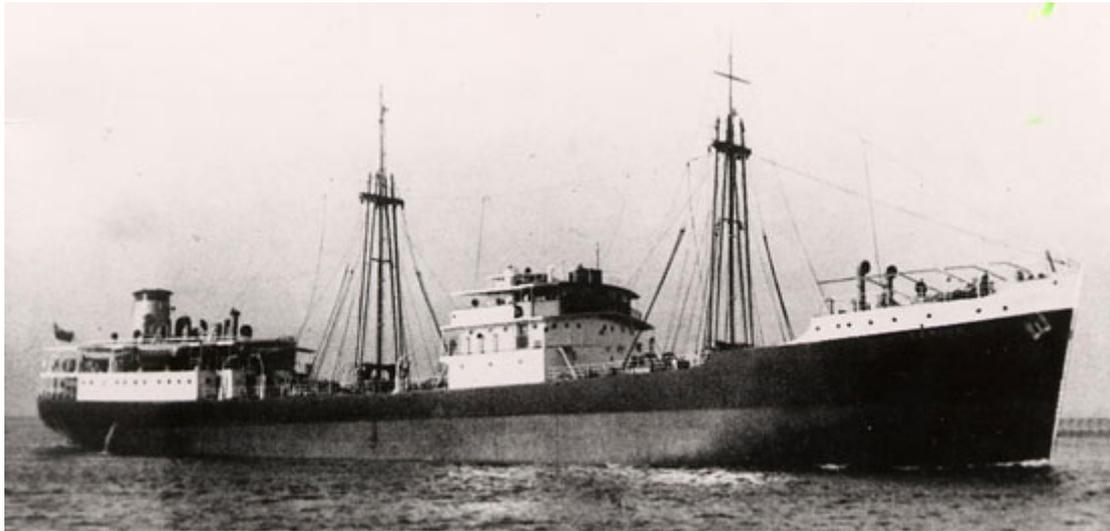


Photo Courtesy of Library of Contemporary History, Stuttgart

Name	Cerion		
Type:	Motor tanker		
Tonnage	2,588 tons		
Completed	1938 - Smith's Dock Co Ltd, South Bank, Middlesbrough		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	9 Nov 1942	Nationality:	 British
Fate	Damaged by U-177 (Robert Gysae)		
Position	35.58S, 26.37E - Grid KZ 4742		
Complement	46 (2 dead and 44 survivors).		
Convoy			
Route	Suez - Galveston		
Cargo	Ballast		
History			
Notes on loss	<p>At 21.13 hours on 9 Nov, 1942, the unescorted Cerion was attacked by gunfire from U-177 south of Port Elizabeth. Due to a malfunction of the deck gun, the U-boat could only fire with the 37mm and 20mm AA guns and unsuccessfully tried to stop the ship until 23.52 hours. The ship had been missed with a spread of two torpedoes at 09.12 hours and three single torpedoes at 10.42, 20.04 and 21.00 hours, because the torpedo tracks were clearly visible and the tanker began zigzagging at full speed.</p> <p>Two crewmen from Cerion were killed in the attack and the ship had to be repaired at Capetown. On 3 March, she had been bombed and damaged in the harbour of Tobruk (one crewman killed), received temporary repairs at Alexandria and was on her way to Galveston for permanent repairs when attacked by the U-boat.</p>		



*Location of attack on **Cerion**.*



ship damaged.

Ceronia

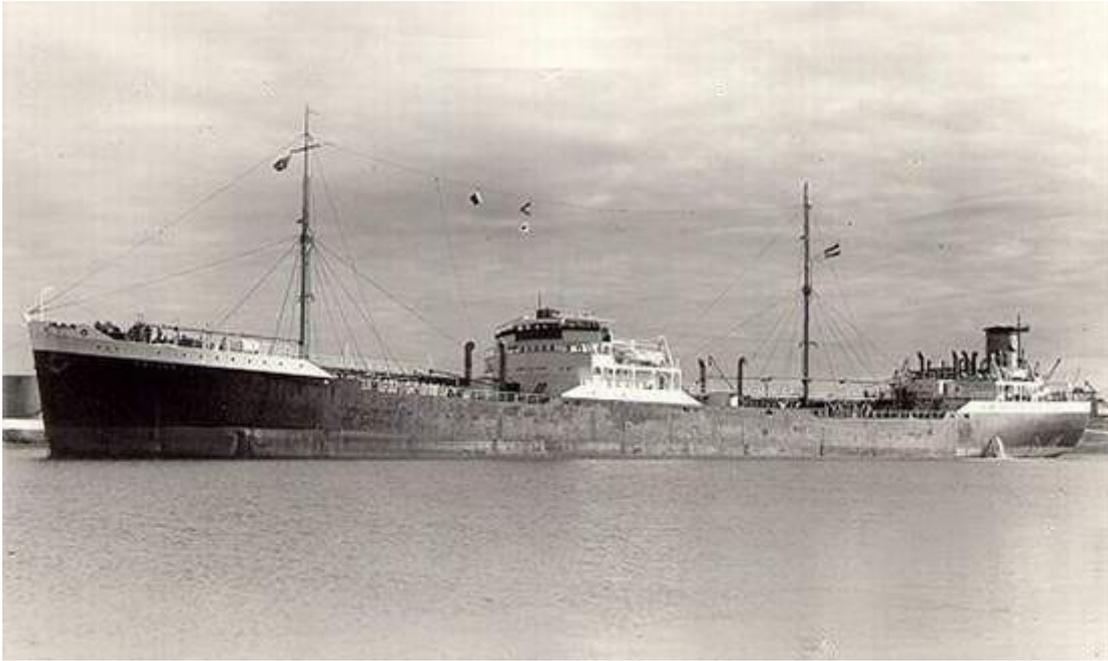


Photo Courtesy of arendnet.com

Name	Ceronia		
Type:	Motor tanker		
Tonnage	8,096 tons		
Completed	1939 - Wilton-Fyenoord NV, Rotterdam		
Owner	NV Petroleum Mij 'La Corona', The Hague		
Homeport	The Hague		
Date of attack	5 Feb, 1940	Nationality:	 Dutch

Fate	Damaged by U-41 (Gustav-Adolf Mugler)		
Position	49.14N, 08.34W - - See location on a map -		
Complement	? men (0 dead and ? survivors).		
Convoy			
Route	Las Piedras - Rotterdam		
Cargo			
History			
Notes on loss	At 03.32 hours on 5 Feb, 1940, the unescorted and unarmed Ceronia was hit by a torpedo, but made it to Rotterdam under her own power. The attacker must have been U-41 , which was herself lost during a second attack on the convoy OA-84 the same day.		

CEVIC

Built by Harland & Wolff Limited, Belfast, Northern Ireland, 1893. 8301 gross tons; 523 (bp) feet long; 60 feet wide. Steam triple expansion engines, twin screw. Service speed 13 knots.

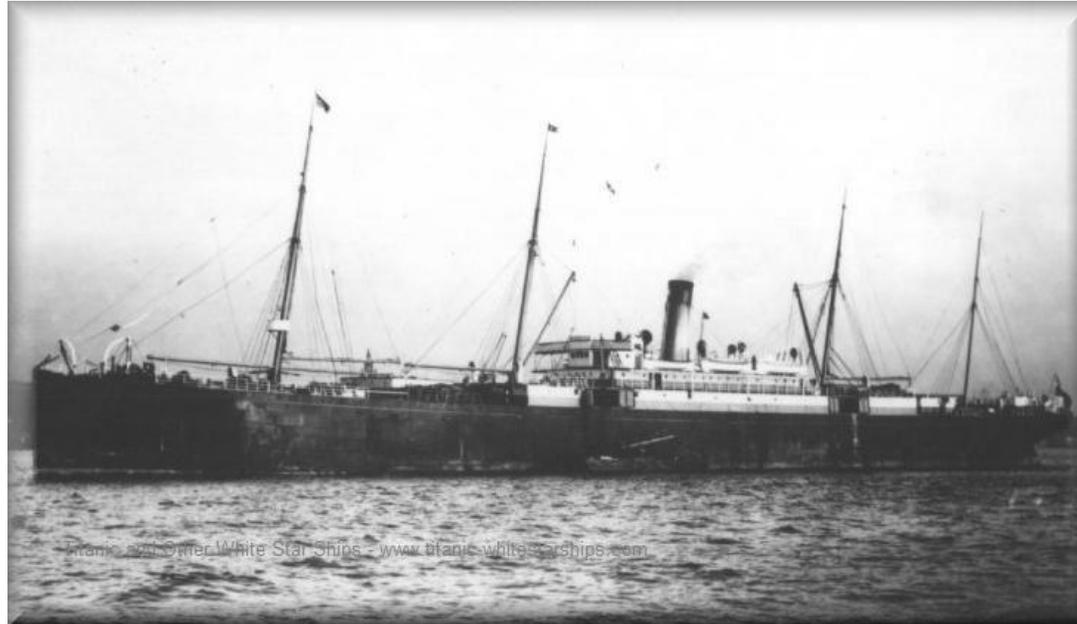
Built for White Star and Dominion Lines, in 1893 and named **Cevic**. Liverpool-New York and later Liverpool-Australia service. Converted to dummy battleship. Renamed **HMS Queen Mary I** in 1914. Converted to an oil tanker for the Royal Navy. Additional Arrivals, in 1916 and renamed **Bayol**. Renamed **Bayleaf** in 1917. **Sold to Anglo-Saxon Petroleum Company, British flag, in 1920 and renamed Pyrula**. Scrapped in Italy in 1933.





Titanic and Other White Star Line Ships®

WSL Cevic

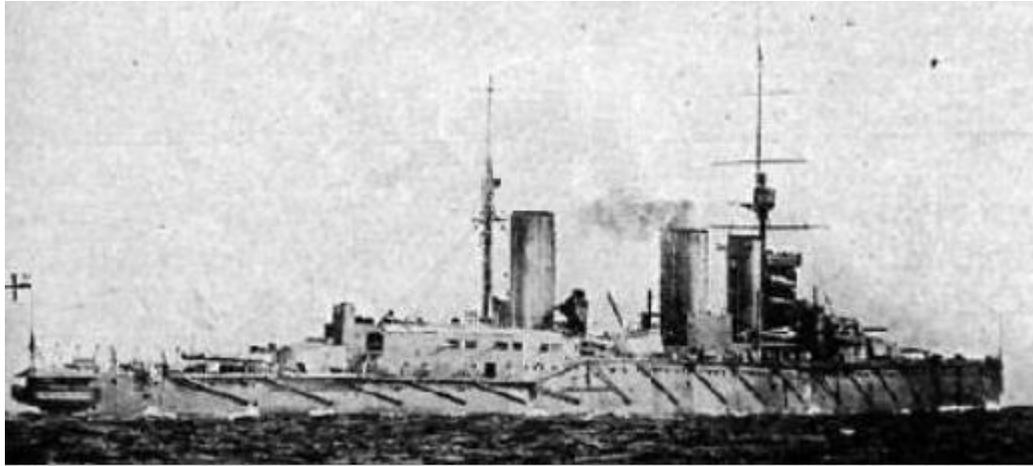


WSL Cevic 1894-1933

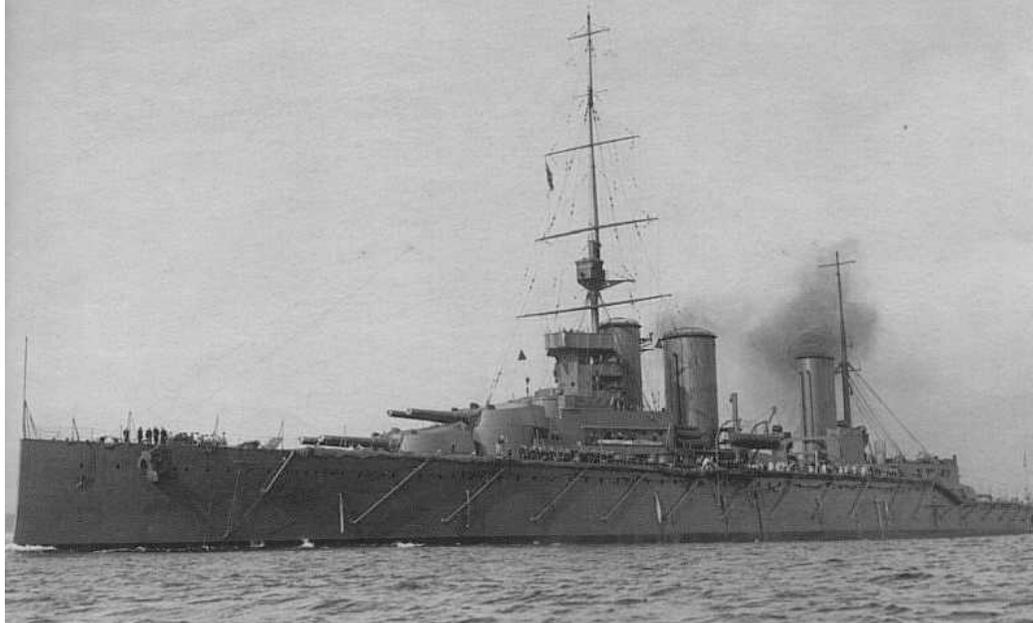
Cevic was built as a livestock carrier, she worked the Liverpool to New York Route. Requisitioned by the British Admiralty in 1914, she was converted into a dummy battleship, renamed * *HMS Queen Mary*, and sent out on patrol to fool the Germans into thinking a battleship was in the area for protection of supply ships. The trick worked and her disguise was never discovered. In 1916 she was renamed *Bayol* and converted into an oil tanker. In 1917 she fell under new management and renamed *Bayleaf*. In 1920 it was sold to the Anglo-Saxon Petroleum Company and renamed *Pyrula*. She was later scrapped in 1933 in Genoa.

* During the Battle of Jutland, (1916) the largest naval fleet battle of WWI, the real *HMS Queen Mary* accidentally blew herself up when the flash from one of her deck

guns ignited a powder magazine on board killing over 1,600 crew members.



Cevic disguised as *HMS Queen Mary*. The first and third funnels were dummy funnels - note there is no smoke coming from them.



The real battleship *HMS Queen Mary*



**Chama, ex Empire Fletcher, ex Backhuysen,
8195 BRT.**

1942 gebouwd door Harland & Wolff voor het Ministry of War Transp
1944 gekocht door de Ned. regering als Backhuysen.
1947 aangekocht door Mij. La Corona te Den Haag als Chama.
1955 verkocht naar Panama als Anastasia.
1959 gesloopt te Savona, It.

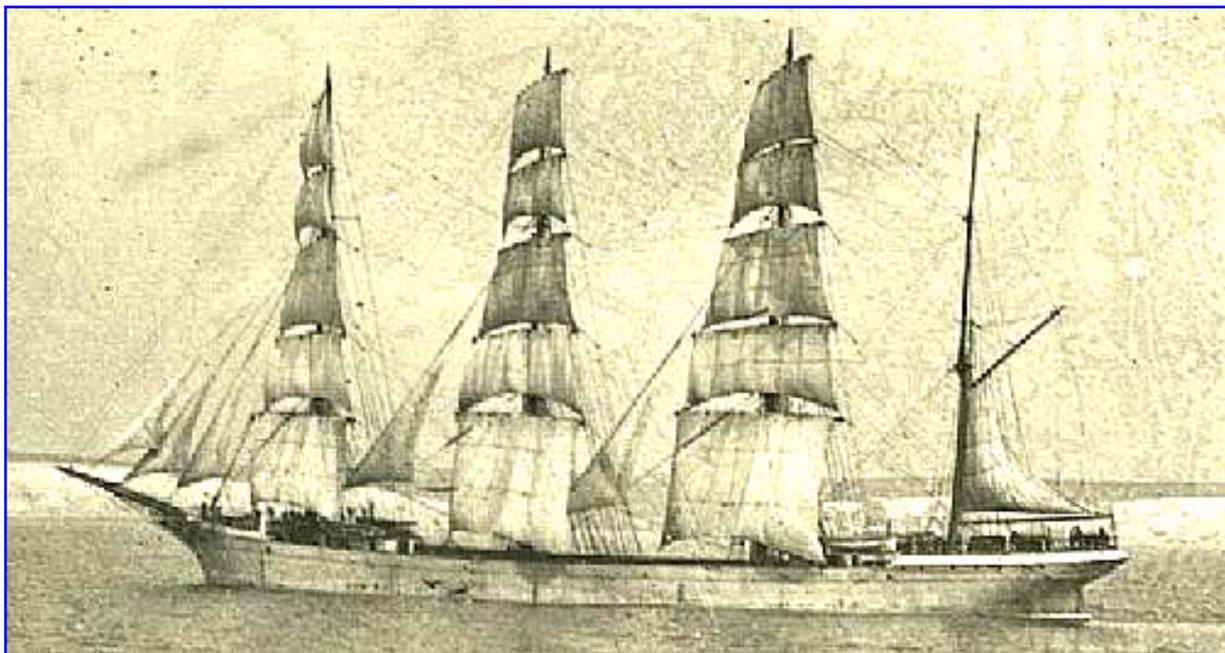
Chama

We don't have a picture of this vessel at this time.

Name	Chama		
Type:	Motor tanker		
Tonnage	8,077 tons		
Completed	1938 - NV Rotterdamsche Droogdok Mij, Rotterdam		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	23 Mar, 1941	Nationality:	 British

Fate	Sunk by U-97 (Udo Heilmann)		
Position	49.35N, 19.13W - Grid BE 2428 - See location on a map -		
Complement	59 (59 dead - no survivors)		
Convoy	OG-56 (straggler)		
Route	Ardrossan - New York		
Cargo	Ballast		
History	Built for NV Petroleum Mij 'La Corona', The Hague, 1939 transferred to Anglo-Saxon Petroleum Co Ltd, London		
Notes on loss	At 23.26 hours on 23 Mar, 1941, the Chama (Master Hubert Stanley Sivell), a straggler from convoy OG-56, was torpedoed and sunk by U-97 west-southwest of Fastnet. The master, 54 crew members and four gunners were lost.		

Celticburn = Circe Shell 1919



sv CELTICBURN

**built by Barclay Curle & Company Glasgow,
Yard No 374**

Last Name: CIRCE SHELL (1919)

Propulsion: Sail 4 Masts Engined 1919 with twin diesels by Vickers Ltd, Barrow-in-Furness 2 x M8cy
1260bhp 8kn 2screw

Launched: Saturday, 06/02/1892

Built: 1892

Ship Type: Barque (later motor tanker)

Tonnage: 2645grt, 2499nrt (1919: 2810g 1798n)

Length: 296.0 feet

Breadth: 45.6 feet

Draught: 25.7 feet depth

Owner History:

Robert Shankland & Co, Greenock

1908 Ship Celticburn Co Ltd (Thomas Shute & Co), Greenock

1917 Anglo-Saxon Petroleum Co Ltd, London

1922 Rising Sun Petroleum Co Ltd, Yokohama

Status: Deleted from Register - 1927

Remarks:

ON 98320

Converted to a twin

screw motor tanker in 1919

Reduced to a storage vessel in 1922

Circe Shell

British Motor tanker



Photo Courtesy of Library of Contemporary History, Stuttgart

Name	Circe Shell	
Type:	Motor tanker	
Tonnage	8,207 tons	
Completed	1931 - Howaldtswerke AG, Hamburg	
Owner	Anglo-Saxon Petroleum Co Ltd, London	
Homeport	London	
Date of attack	21 Feb 1942	Nationality:  British
Fate	Sunk by U-161 (Albrecht Achilles)	
Position	11.03N, 62.03W - Grid ED 9739	
Complement	58 (1 dead and 57 survivors).	
Convoy	ON-60 (dispersed)	
Route	Glasgow - Clyde - Trinidad	
Cargo	Ballast	
History	Completed in October 1931. Since 1940 in Admiralty service as Royal Fleet Auxiliary (RFA).	
Notes on loss	At 21.13 hours on 21 Feb, 1942, the Circe Shell (Master John Thomas Sinclair), dispersed from convoy ON-60 , was hit by two torpedoes from U-161 20 miles west-northwest of Port of Spain, Trinidad. The tanker developed a list but did not sink and due to three aircraft arriving at the scene, the U-boat had to wait for the night until a coup de grâce could be fired at 01.41 hours. The torpedo hit and caused the tanker to	

sink fast by the stern. One crew member was lost. The master, 51 crew members and five gunners were picked up by the British tug **Busy** and landed at Port of Spain, Trinidad on 23 February.

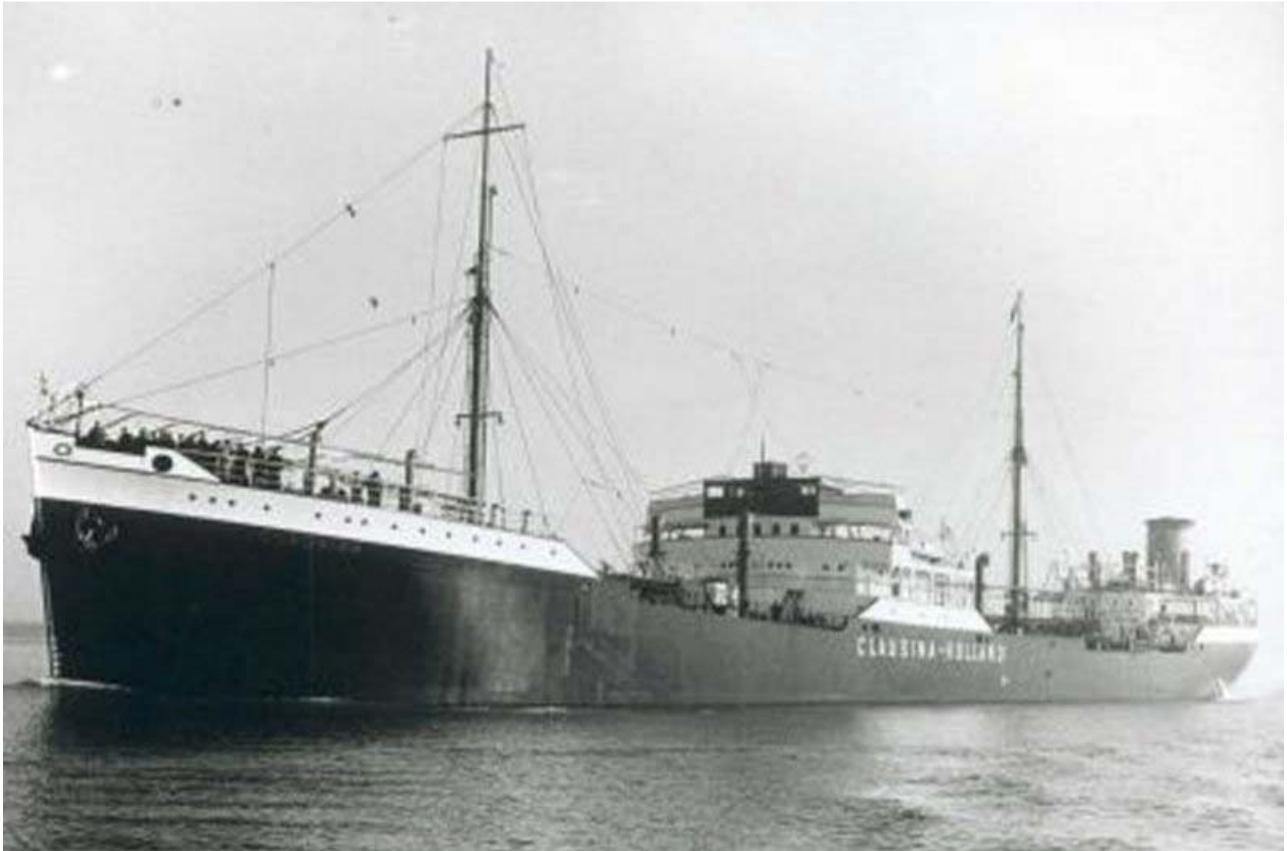


Location of attack on Circe Shell.



ship sunk.

Bouwnummer RDM-203, m.s. "Clausina", 1938, tanker.



[Terug naar Overzicht](#)

Scheepswerf: RDM.

Opdrachtgever: De Bataafsche Petroleum Maatschappij / N.V. Petroleum Maatschappij "La Corona", Den Haag.

Tonnage: 8101 brt, 4623 nrt, 12035 dwt, 16835 twyp.

Hoofdafmetingen: Loa = 147,32 m, B = 18,09 m, H = 10,29 m, d = 8,38 m.

Voortstuwing: Werkspoor diesel, 8 cilinders, 3500 apk, snelheid 12 kn.

Verdere gegevens: Roepleetters: PDKT/GTGW.

Historie:

In oktober 1938 in dienst gesteld.

Van 1938 tot 1939 als m.s. "Clausina" gevaren voor N.V. Petroleum Maatschappij "La Corona", Den Haag.

Van 1939 tot 1950 als m.s. "Clausina" naar Anglo Saxon Oil Company Ltd, London, roepleetters GTGW.

Van 1950 tot 1955 als m.s. "Metula" naar N.V. Petroleum Maatschappij "La Corona", Den Haag.

Van 1955 tot 1958 als m.s. "Metula" naar Shell Tankers N.V., Rotterdam.

Op 22-6-1958 aanvang sloop te Osaka, Japan.

Zaterdag 3 September werd van een der hellingen van De Rotterdamsche Droogdok Maatschappij met goed gevolg te water gelaten het voor de Koninklijke/Shell in aanbouw zijnde motortankschip *Clausina*.

Het schip heeft de volgende afmetingen: lengte tusschen de loodlijnen 460' 0", breedte over buitenkant spanten 59' 0", holte 34' 0", draagvermogen ongeveer 12.100 ton. De voortstuwing van het schip zal geschieden door middel van een 8-cylinder 4-tact Werkspoor Dieselmotor met oplading, waardoor een vermogen van 3500 apk zal worden ontwikkeld.

Schip en Werf, september 1938.

Het door de Rotterdamsche Droogdok Maatschappij voor de Koninklijke Shell gebouwde motortankschip *Clausina* heeft 22 October een goed geslaagde proefvaart op de Noordzee gemaakt.

Het schip heeft de volgende afmetingen: lengte tusschen de loodlijnen 460'-0", breedte over buitenkant spanten 59'-0", holte 34'-0". Draagvermogen ongeveer 12.100 ton.

De voortstuwing van het schip geschiedt door middel van een Werkspoor Dieselmotor met een vermogen van 3500 apk.

Schip en Werf, oktober 1938.

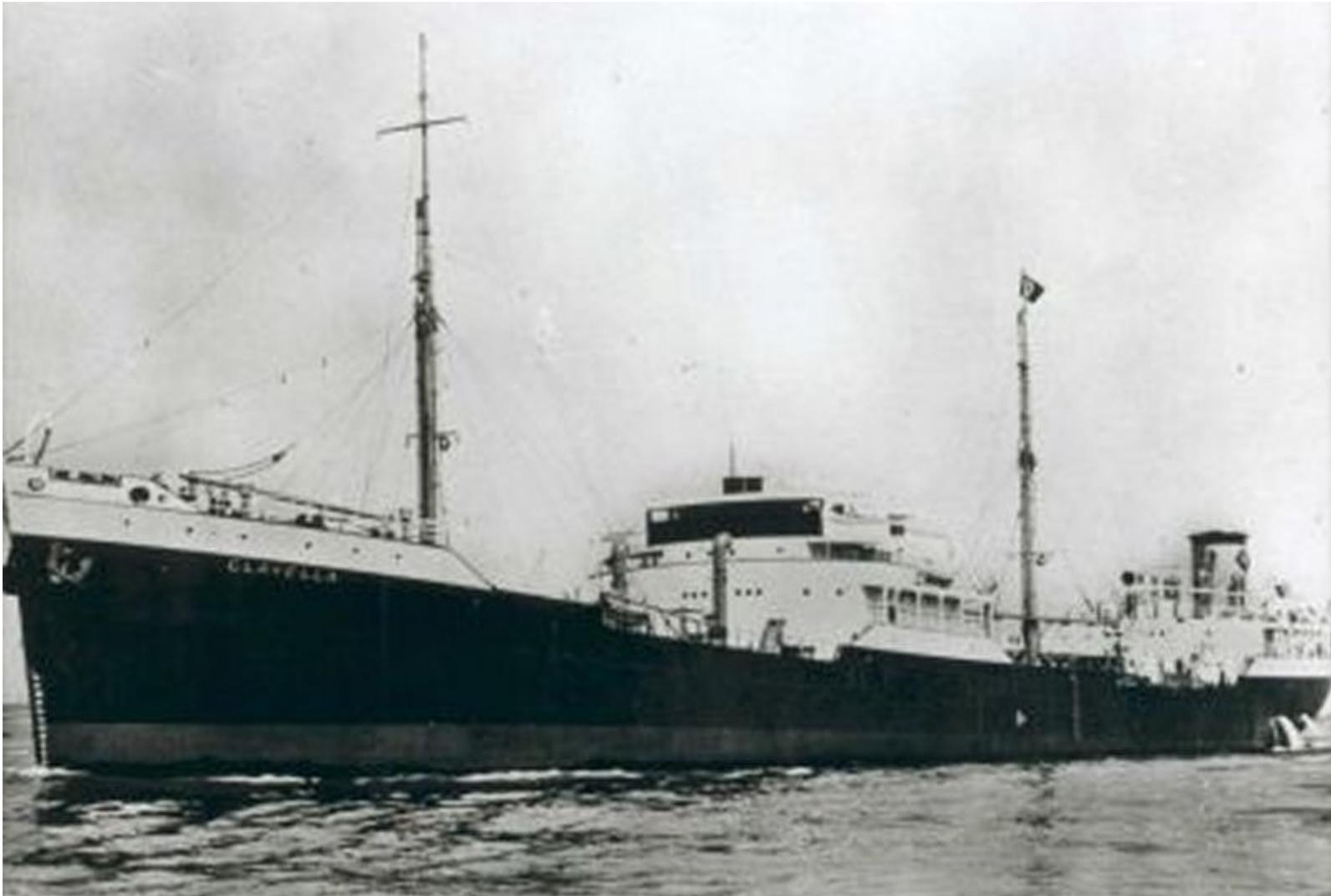
Op 25 October heeft met goed gevolg de officieele proeftocht plaats gehad van het door De Rotterdamsche Droogdok Maatschappij N. V. voor rekening van de Koninklijke Shell gebouwde motortank-schip *Clausina*.

Het schip is gebouwd volgens ontwerp en plannen van de reeders. De voornaamste bijzonderheden van het schip zijn als volgt: lengte tusschen de loodlijnen 460' 0", breedte op buitenkant spanten 59' 0" en holte tot hoofddek 34' 0". Het draagvermogen op zomerdiepgang bedraagt 12.035 ton.

Het schip werd door den heer C. Zulver, marine-superintendent van de reeders, overgenomen van De Rotterdamsche Droogdok Maatschappij N. V., vertegenwoordigd door haar directeur, den heer ir. A. Knappe. Onder de aanwezigen bevonden zich o. a. de heeren J. Mulder, chef Nederlandsch-Indische Tankstoomboot Mij. te Rotterdam, R. Leeuwenburg en J. J. Schoo van Lloyd's Register, G. J. Lugt, hoofdingenieur Werkspoor, A. C. van Brakel en Mostert van de Scheepvaart-Inspectie. Ook maakten een dertigtal leerlingen van de Middelbaar Technische School te Dordrecht, onder leiding van twee leeraren dier school, den proeftocht mede.

Schip en Werf, november 1938.

Bouwnummer RDM-211, m.s. "Clavella", 1939, tanker.



Opdrachtgever: De Bataafsche Petroleum Maatschappij / N.V. Petroleum Maatschappij "La Corona", Den Haag.

Tonnage: 8102 brt, 4648 nrt. 12005 dwt, 16835 twvp.

Hoofdafmetingen: L = 147,32 m, B = 18,08 m, H = 10,29 m, d = 8,38 m.

Voortstuwing: Werkspoor diesel, 8 cilinders, 3500 apk, snelheid 12 kn.

Verdere gegevens: Roepletters: PDKR, IMO nummer: 5613907.

Historie:

In juli 1939 in dienst gesteld.

Van 1939 tot 1955 als m.s. "Clavella" gevaren voor N.V. Petroleum Maatschappij "La Corona", Den Haag.

Van 1955 tot 1960 als m.s. "Clavella" naar Shell Tankers N.V., Rotterdam.

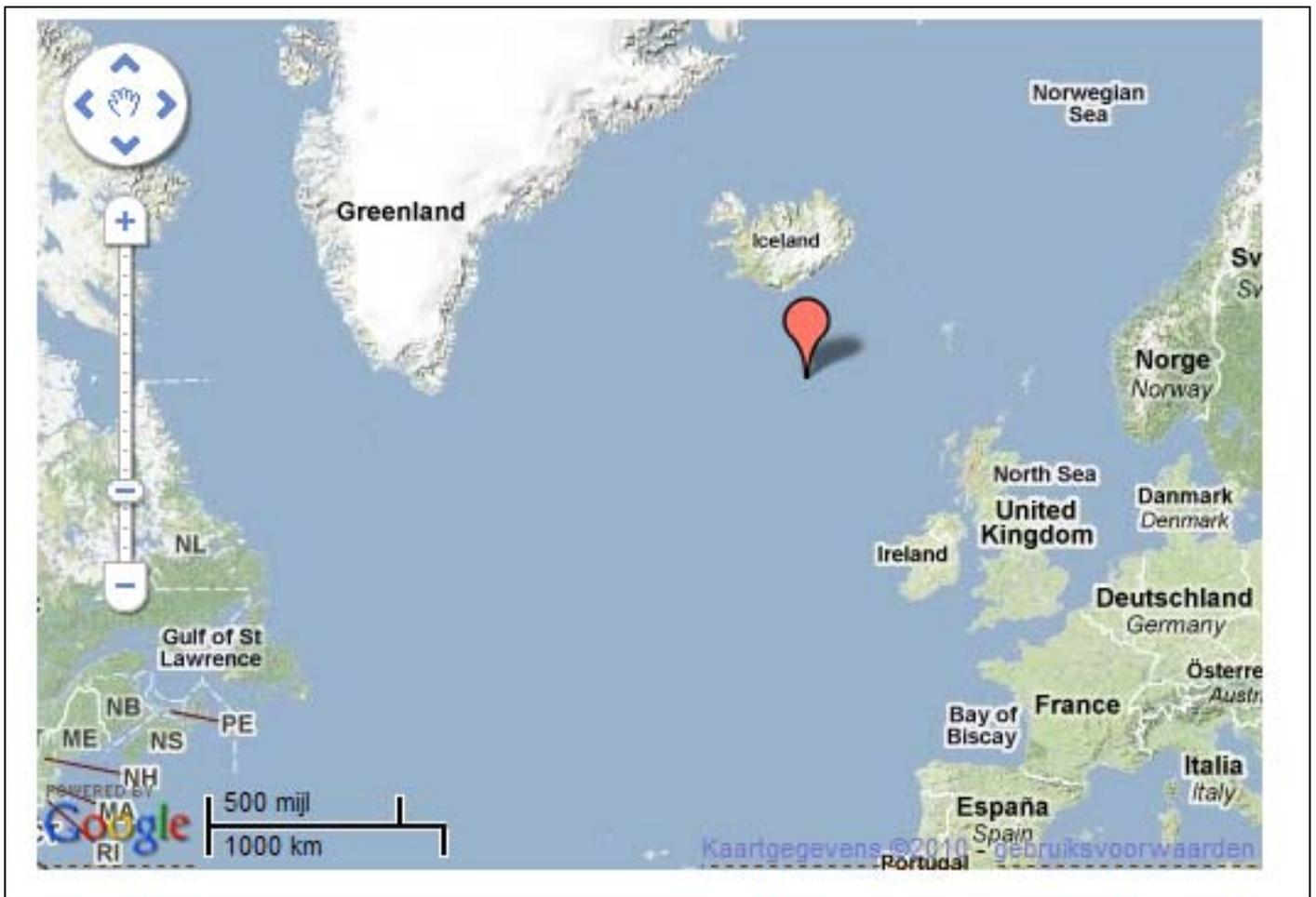
In september 1960 gesloopt te Inverkeithing.

Clea

British Motor tanker



Name	Clea		
Type:	Motor tanker		
Tonnage	7,987 tons		
Completed	1938 - NV Rotterdamsche Droogdok Mij, Rotterdam		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	13 Feb 1941	Nationality:	 British
Fate	Sunk by U-96 (Heinrich Lehmann-Willenbrock)		
Position	60.25N, 17.10W - Grid AE 8774		
Complement	59 (59 dead - no survivors)		
Convoy	HX-106 (straggler)		
Route	Curaçao - Loch Ewe - Scapa Flow		
Cargo	Admiralty fuel oil		
History	Built for NV Petroleum Mij 'La Corona', The Hague, 1939 transferred to Anglo-Saxon Petroleum Co Ltd, London		
Notes on loss	At 15.08 hours on 13 Feb, 1941, the Clea (Master Leonard Walter George Boyt), a straggler from convoy HX-106, was torpedoed and sunk by U-96 southeast of Iceland. The master and 58 crew members were lost.		



Cleodora

Vaartijd: van 1 december 1955 tot 1 juli 1957.



Rederij: Shell Tankers N.V.
 Werf: De Schelde, Vlissingen jaar 1938 bouwnr. 206
 Tonnage: B. 7.990 D. 12.023 N. 4.226
 Afmetingen: L. 147,32 B. 141,12 H. 10,32
 Roepleetters: PDKX
 Machine: 8 cil. Werkspoor, 3.500 PK
 Snelheid: 12 kn.
 Radio: Zenders: Philips SMZ - ontvangeres CR-300 en H2L7U - autoalarom Marconi
 type M
 richtingzoeker Marconi type 379 - echolood Kelvin & Hughes MS12

Kapitein: A. Van der Kroef / C. Kroon
 1^e Stuurman J. Vonk / A.Tysma
 2^e Stuurman J.W. Sterringa
 3^e Stuurman P. Hoogesteger
 Hoofd Wtk. ... Hester
 2^e Wtk. P.F. Geel / P.H.A. de Jong
 3^e Wtk. P.J. Ouwens / ... Scheltens
 4^e Wtk. C.L.H. Stocking Korzen / A. Hasper / W.A.M. Bouma
 5^e Wtk. W. Poede / W.L.E. Magener / A. de Coninck

Schip in Calcutta (Budge-Budge) overgenomen. Vandaar naar Indonesië. In 1956 de volgende havens:

Tandjung Priok - Pulu Bukom (Singapore) - Pladju - Makassar - Surabaya - Saigon - Bangkok - Balikpapan - Miri.

Vliegen naar Calcutta dus. Van Schiphol naar Rome met de KLM, een Super-Constellation (met die drie staartvlakken) en van Rome naar Calcutta met de BOAC in een DC-6 (Made in Canada).

Het eerste stuk, van Amsterdam naar Rome ging alles volgens het (KLM-)boekje, maar daarna begon de ellende.

We zouden 's avonds voor onze eerste "hop" vertrekken, met die DC-6 dus. Vanaf mijn zitplaats kon ik precies de achterkant van de motoren aan de linkervleugel zien. Dat waren toen natuurlijk nog propeller motoren. In de uitlaatpijpen kon ik kleine vlammetjes zien, die tijdens de aanloop op de startbaan wat groter werden. Maar van een motor werden ze wel heel erg groot, zo groot, dat de landing moest worden afgebroken omdat die motor in de hens bleek te staan! De passagiers werden naar een mooi hotel in de stad gebracht. We kregen nog iets lekkers te eten voor de schrik. Prachtige kamer trouwens, en lekker geslapen. De volgende dag vertrokken we nogmaals met hetzelfde toestel; de motor was gerepareerd en in prima conditie. Er deden zich tot Calcutta ook geen problemen meer voor. Tussen Rome en Calcutta maakten we de nodige tussenstops: om te tanken en om passagiers "in en uit te laden". Er was ook nog een overnachting in een hotel onderweg, maar ik weet niet meer precies in welke plaats.

Uiteindelijk kwamen we, met een paar uur vertraging, in Calcutta aan. Voor de meneer van de Shell, die mij zou afhalen, duurde dat wachten kennelijk te lang: die was er dus niet. Daar stond ik dan, midden in de nacht, met mijn koffers (dat gelukkig wel). Een van de stewardessen ontfermde zich over mij, en regelde dat ik met het busje van de BOAC, waar de crew mee naar hun hotel ging, mee kon liften. Vandaar, met de nodige haken en ogen, kon ik dat Shell-mannetje te pakken krijgen, die mij alsnog bij dat hotel oppikte en naar het zeemanshuis bracht. Ik had daar een zaal van een kamer met een grote ventilator aan het plafond. De volgende ochtend per taxi naar de steiger waar de Cleodora lag. Dat was een behoorlijk eind buiten de stad, een plaats die Budge-Budge heette.

Vandaar gingen we naar een Indonesische haven, en daarna naar Singapore.

Van de eerste stuurman hoorden we nog een spectaculair verhaal: de ochtend voor we in Singapore zouden aankomen, kwamen er twee prauwen met grote buitenboordmotoren naar de Cleodora; hun snelheid was zo groot, dat ze een rondje om het schip konden draaien, terwijl die volle kracht voer, ongeveer 11 knopen.

Op de bak, waaronder zich de verblijven van de Chinese bemanning bevonden, ontstond een ongewone drukte en werd een kist over boord gegooid, die door een van die prauwen binnenboord werd gehaald. Beide prauwen verdwenen met hoge snelheid.

Wij hadden als bestemming Pulu Bukom een eilandje, net ten zuiden van de stad Singapore. Dat was de vaste stek voor Shell tankers; daar was een raffinaderij en een grote hoeveelheid opslagtanks. Inmiddels was de zwarte bende van de douane aan boord gekomen, die het hele schip grondig doorzocht. Het schip kwam namelijk (via een omweg weliswaar) uit India, en daar kwam nog al eens opium vandaan. Er werd uiteraard niets gevonden. Wat zou er in die kist gezeten hebben?!

Later op de dag ging ik met vijfde wtk. Magener de stad in. Eerst met een bootje van Pulu Bukom naar Clifford Pier, en vandaar de stad verkennen. We waren beiden nooit eerder in Singapore geweest, dus was er heel wat te zien, te horen en te ruiken. Plotseling hoorden we van de overkant van de straat: "Hey fifth engineer!" Het bleek een stoker/olieman van de

Cleodora te zijn. Vanaf dat moment waren wij zijn gast in zijn stad. Uit zijn zak haalde hij een bundeltje 100 Singapore dollarbiljetten (de wisselkoers was toen f 1,24). "This small money, big money on bank." Daarmee bedoelde hij kennelijk zijn aandeel in de opbrengst van "de kist"! Wij vonden het allang prachtig. Hij sleepte ons overal mee naar toe; het was tenslotte zijn home town. Hier wat eten, daar wat drinken. We konden het echter niet te laat maken, want Magener moest weer op tijd aan boord zijn voor zijn wacht.

Op vrijdag 6 januari vetrokken we van Pulu Bukom naar Bangkok. Daar werd de Chinese bemanning een beetje nerveus van. Navraag bij ervaren (= oudere) officieren leerde wat hiervan de oorzaak was, namelijk dat in Bangkok voor 99 procent zeker de zwarte bende van de douane aan boord zou komen. Die had een speciale belangstelling voor de verblijven van de Chinese bemanning. Die zou immers best wel opium kunnen smokkelen. De Thaise douane kon natuurlijk niet weten, dat die allang in Singapore was "gelost". Maar omdat je ook geen buitenlands geld mocht hebben, verstopten de Chinezen dat op allerlei "slimme" plekken aan boord. Voor de machinekamer bemanning was dat natuurlijk ergens in de machinekamer, maar de civiele dienst (o.a. de bediendes) moest andere plekje bedenken. Ik kreeg al de waarschuwing dat dat wel eens ergens in je hut zou kunnen zijn. En ja hoor, op een ochtend zat ik op wacht en zag uit mijn ooghoek dat "mijn" bediende iets aan het rommelen was bij mijn kooi. Ik gaf geen sjoege, maar toen hij na een tijdje naar het achterschip vertrok, deed ik mijn hut op slot, de gordijntjes voor de patrijspooten dicht en ging op zoek in mijn kooi. Bingo! Onder de matras lag een pakje bankbiljetten! Wel een vreselijk stomme plaats natuurlijk, want ALS mijn hut ook zou worden gecontroleerd, was ik natuurlijk het haasje. Ik heb dat pakje geld toen maar ergens op een echt slim plekje in de radiohut verborgen. In Bangkok kwam inderdaad de zwarte bende aan boord en ook doorzochten ze alleen de bemanningsverblijven. Nadat dat gevaar geweken was, gaf ik de bediende zijn geld terug en zei hem, dat hij dat beter niet meer kon doen, maar als er weer eens zo iets zou zijn, dat hij het gewoon aan mij moest geven en dat ik er wel op zou passen. Met een verlegen lachje zei hij iets wat leek op "OK, thank you".

Op 25 januari kwamen we in Makassar aan, waar ook drie KPM-schepen lagen, waar oud-klas- resp. praktijkcursus-genoten op zaten, namelijk Martin Dessing, Wim Huygens en Paul Hoff. Uiteraard moesten we elkaars schip bezoeken, het radiostation bewonderen en een biertje drinken. Gelukkig was de Cleodora het laatst aan de beurt, want het bier was wel een beetje "in de benen geschoten".

Na Makassar kregen we als bestemming Balikpapan, dat was maar een kort stukje varen. We kregen daar twee verschillende ladingen tegelijk. Dat is altijd oppassen geblazen, dat zo iets niet ergens fout gaat. Standaard procedure is dan ook om eerst alle afsluiters dicht te zetten, en dan de juiste open te zetten, om te voorkomen dat er twee verschillende sapjes in dezelfde tank komen. De tweede wtk. was daar verantwoordelijk voor. Nou, alles stond goed, dus laden maar! Een beproefd controlemiddel was het bepalen van het s.g. (soortelijk gewicht) dat heel specifiek voor elke soort geraffineerde olie is. Dat bleek goed fout te zitten en er werd onmiddellijk met laden gestopt. Uiteindelijk bleek dat de "standaard procedure" niet correct was

uitgevoerd en de twee verschillende ladingen vermengd waren. Grote ellende! Alles moest terug naar de wal worden gepompt en de hele show moest weer van voren af beginnen. Natuurlijk was dat niet best voor het c.v. van de tweede wtk., die dan ook kort daarna werd afgelost.

**Van links naar
rechts:**

2e Stm.

Sterringa,

4e wtk. Bouma,

4e wtk. Hasper,

3e

wtk. Scheltens,

5e wtk. De

Conick,

3e stm. Hoogesteger



Behalve Pulu Bukom was ook Pladjoe een soort van thuishaven van ons. Nu was het bepaald onhandig om in Indonesische havens roepia's op te nemen vanwege de ongunstige wisselkoers. Beter was het om Singapore dollars te gebruiken of sigaretten te verkopen. In Singapore kochten we blikken Player's; dat waren ronde, dichtgesoldeerde blikken van 50 stuks. Prima tropenbestendig dus. In het deksel was een soort blikopener ingebouwd, waarmee je het blik open kon maken. De inkoopprijs was Str.\$ 1,25 en daar kregen we in Pladjoe een dik pak roepia's voor.

Net buiten de poort van het Shell terrein was een tentje waar je heerlijk kon eten met een lekker biertje er naast.

Bij het afrekenen bleek, dat we per persoon voor 1 blikje Player's hadden gegeten en gedronken. En hoe!

Op 7 april heb ik in Pladjoe mijn twintigste verjaardag gevierd. Ik kan me daar niets meer van herinneren, en ik weet ook niet meer hoe dat komt.

He kregen orders om in Pulu Bukom een volle lading Superbenzex te laden voor Curaçao! Wat Superbenzex is? Een of ander speciale soort benzine, die alleen op Pulu Bukom werd

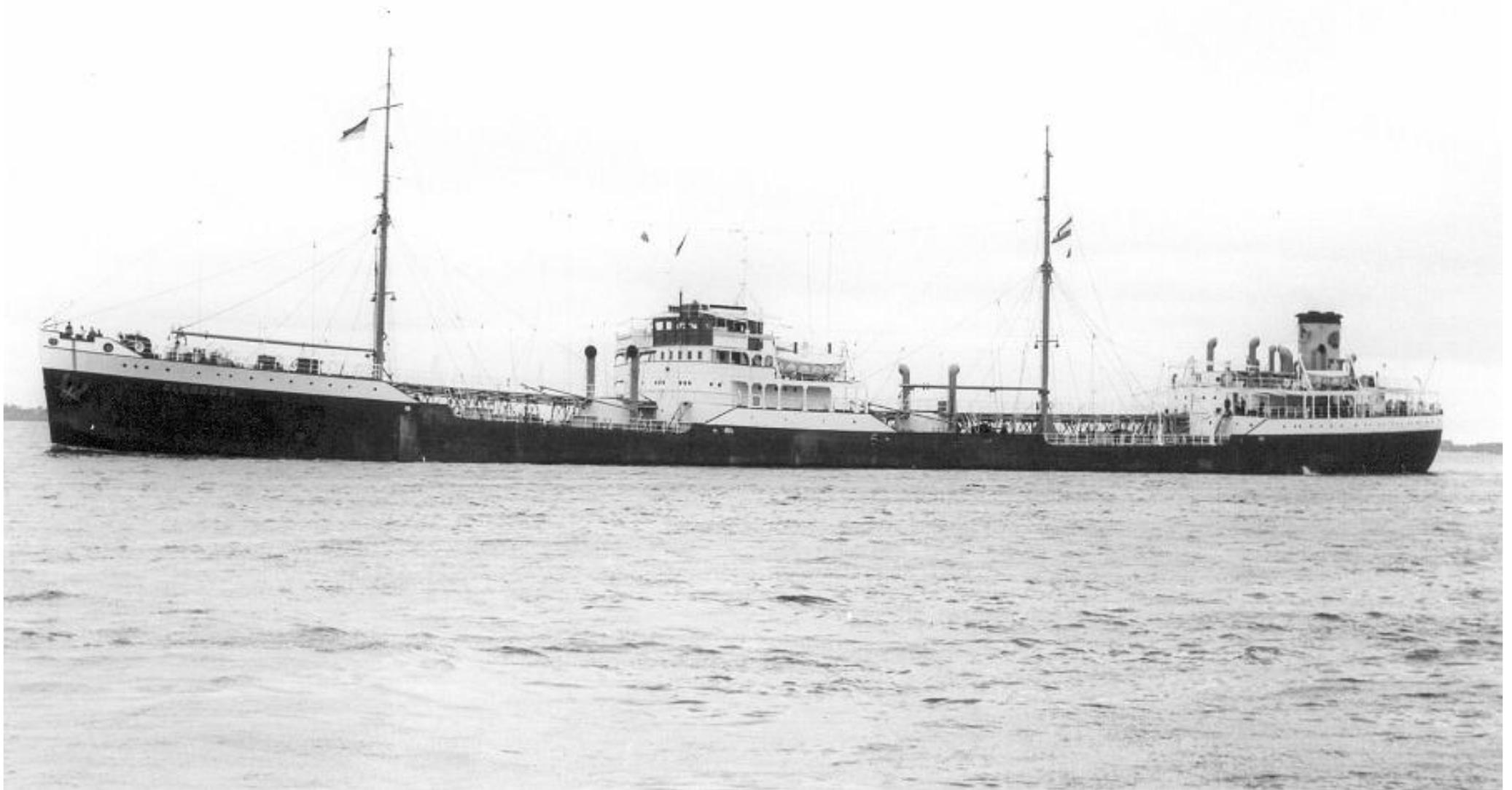
vervaardigd. De kapitein vond het enorm interessant en liep bijna elke dag te verkondigen dat we een lading SUPERBENZEX hadden! Je werd er niet goed van. Curaçao helemaal aan de andere kant van de wereld! We zijn daar uiteindelijk toch aangekomen, al heeft het wel even geduurd: op 23 mei kwamen we aan in Willemstad.

Op Curaçao woonde een broer van een goede vriend van mijn vader. Die Curaçaose broer had ik een paar jaar daarvoor al eens in Amsterdam ontmoet, toen hij met verlof in Nederland was. Ik was voorzien van zijn adres en telefoonnummer, dus belde ik hem meteen na aankomst op. Hij zou met zijn auto ophalen. Een heel gezellige familie: vader Herman, moeder Rosa, twee zoons en drie dochters. De oudste zoon en oudste dochter waren tweelingen en ongeveer van mijn leeftijd. Ook tijdens mijn latere bezoeken aan Curaçao werd ik door hen altijd hartelijk ontvangen. Blijven eten was vanzelfsprekend; moeder Rosa kon heerlijk koken! Soms bleef ik er ook slapen, uiteraard na eerst overlegd te hebben met de stuurman van de wacht.

Na de lading Superbenzex te hebben gelost, kregen we een lading voor Rotterdam en vervolgens naar Amsterdam om bij de N.D.S.M. te dokken.

Ik had inmiddels twee maanden verlof opgebouwd, en ik was daar redelijk optimistisch over toen ik me bij de Heer Hoofd-Inspecteur op K562 moest melden. Ik kon twee **weken** verlof krijgen! Dat schoot me in het verkeerde keelgat; ik was zeven maanden van huis geweest en ik wilde mijn twee maanden hebben. Van het een kwam het ander. Ik wilde wel eens weten waarom ik me wel aan het arbeidscontract moest houden en R.H. niet. De Hoofd-Inspecteur kreeg een paarse kop en schreeuwde "wat ik mij wel verbeeldde!" Het werd dus twee weken. Maar het schip waarop ik zou moeten monstereen maakte een heleboel goed. De "Astrid Naess" was net afgebouwd bij de N.D.S.M. en dat werd mijn nieuwe "tehuis" voor (wat later bleek) meer dan een jaar. Ook de proefvaart was inbegrepen.

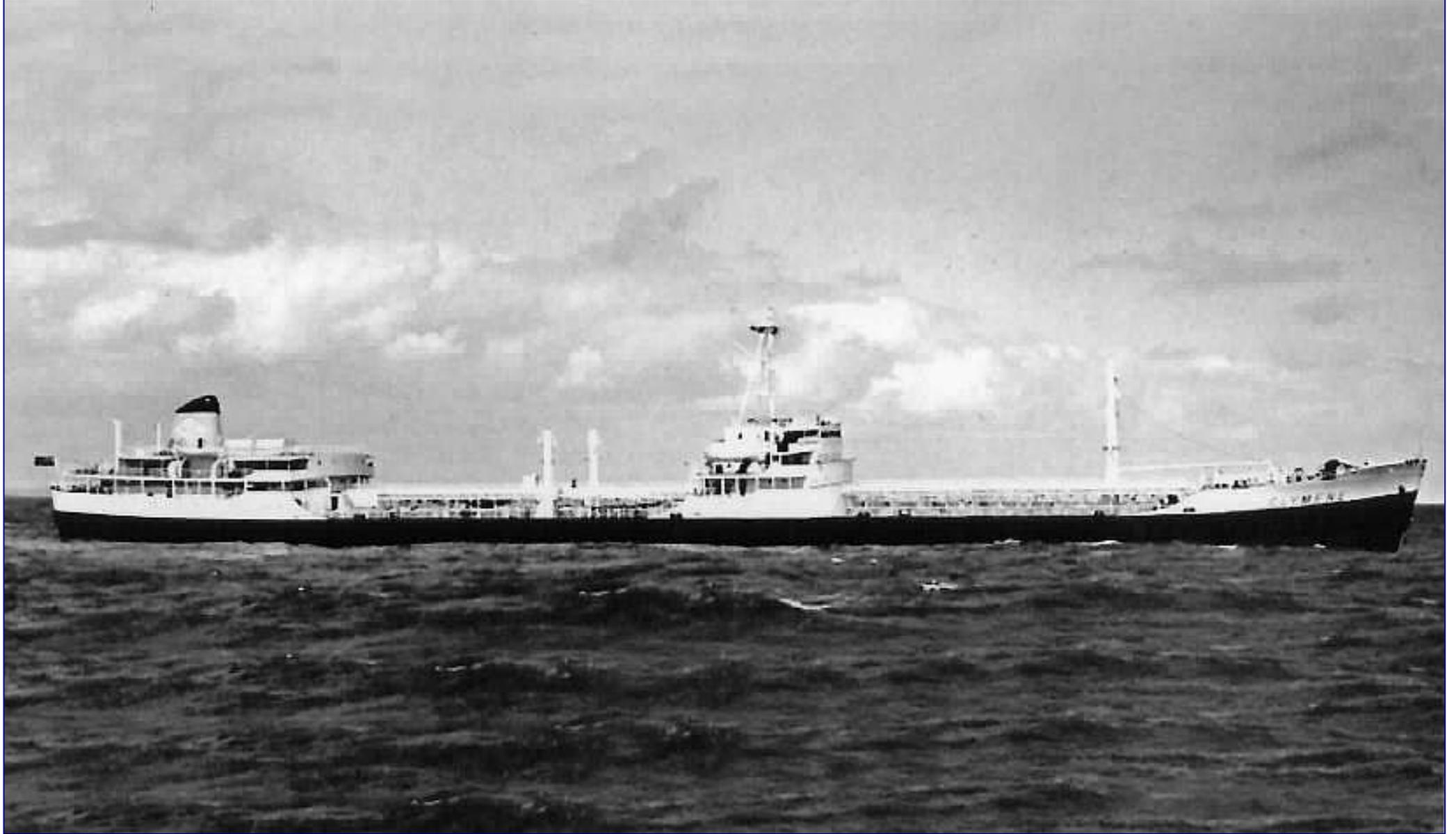
CLEODORA -1938



Rederij: Shell Tankers N.V.
Werf: De Schelde, Vlissingen jaar 1938 bouwnr. 206
Tonnage: B. 7.990 D. 12.023 N. 4.226
Afmetingen: L. 147,32 B. 141,12 H. 10,32
Machine: 8 cil. Werkspoor, 3.500 PK



mv Clymene



Conch

British Motor tanker

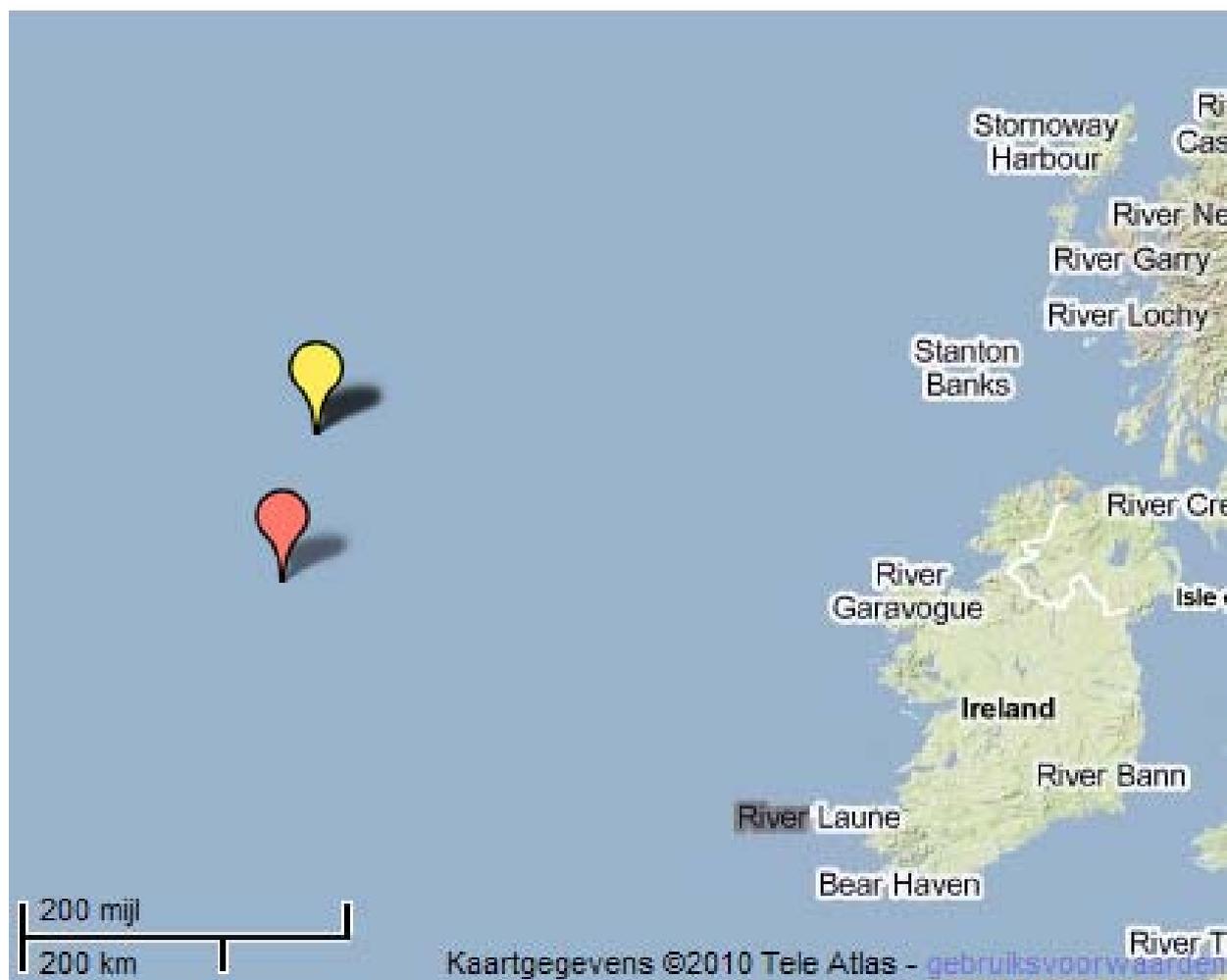


Photo Courtesy of Library of Contemporary History, Stuttgart

Name	Conch		
Type:	Motor tanker		
Tonnage	8,376 tons		
Completed	1931 - Harland & Wolff Ltd, Govan, Glasgow		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	3 Dec 1940	Nationality:	 British
Fate	Sunk by U-99 (Otto Kretschmer)		
Position	54.21N, 19.30W - Grid AL 6558		
Complement	53 (0 dead and 53 survivors).		
Convoy	HX-90 (straggler)		
Route	Trinidad - Bermuda - Clyde		
Cargo	11.214 tons of Admiralty fuel oil		
History	Completed in December 1931		
Notes on loss	<p>At 05.25 hours on 2 Dec, 1940, the Conch (Master Charles George Graham) in convoy HX-90 was hit by one torpedo from U-47 (Prien) about 370 miles west of Bloody Foreland in 55°40N/19°00W and dropped behind the convoy. Between 09.05 and 09.32 hours, U-95 (Schreiber) fired four torpedoes at the Conch and hit twice the foreship with only little effect and stopped the vessel with a hit in the engine room, but was then attacked by a destroyer and driven away. The abandoned tanker was finally sunk by one torpedo from U-99 at 10.58 hours on 3 December.</p> <p>The master and 52 crew members were picked up by the HMCS St. Laurent (H 83) (Lt H.S. Rayner, RCN) and landed at Greenock.</p>		

Attack entries for Conch

Date	U-boat	Commander	Loss type	Tons	Nat.
2 Dec 1940	U-47	Kptlt. Günther Prien	Damaged	8,376	
2 Dec 1940	U-95	Gerd Schreiber	Damaged	8,376	
3 Dec 1940	U-99	Kptlt. Otto Kretschmer	Sunk	8,376	



*Locations of attacks on **Conch**.*

 *ship sunk.*  *ship damaged.*

"CONQUISTADOR"



Buque tanque de casco de acero.

Astillero: Caledon S. B. & Engineering Co. Ltd.

Lugar de construcción: Dundee, Escocia.

Casco nº: 263

Sociedad clasificadora:

Matrícula: 408

Señal distintiva: L. Q. X. V.

IMO:

Tripulantes: 46

Pasajeros: 12

TRB: 3.911

TPB: 8.289

DV: 3.122

Eslora: 125,95

Manga: 15,91

Puntal: 9,75

Calado: 25' ½".

Bodegas: 1

E. P: 0

TEUs: 0

Equipos de cubierta (Cantidad x toneladas): Plumas 2 x 5.

Capacidad granel: 32.941 p³.

Capacidad general: 29.946 p³.

Capacidad frigorífica: 0 m³.

Tanques: 16

Capacidad de tanques: 313.941 p³.

Capacidad combustible: 1.064 F. O.

Consumo diario: 24

Triple expansión de 3 cilindros (27; 44 y 73 x 48"). Caledon S. B. & Engineering Co. Ltd de Dundee.

Calderas: 3

2.600 CVi.

Hélices: 1

Velocidad: 10 nudos.

1922. Febrero. Construido con el nombre de DOSINA para la Anglo-Saxon Petroleum Co. de Londres.

1928. Vendido a Petroleum Maats. "La Corona" de La Haya, (Holanda).

1931 Febrero. Transferido a Estrella Marítima S. A. de Navegación y Comercio de Buenos Aires (Argentina). Rebautizado CONQUISTADOR.

1954. Transferido a Compañía de Navegación Shell S. A. (Argentina).

1955. Vendido a la Compañía Argentina de Pesca S. A. (Argentina)

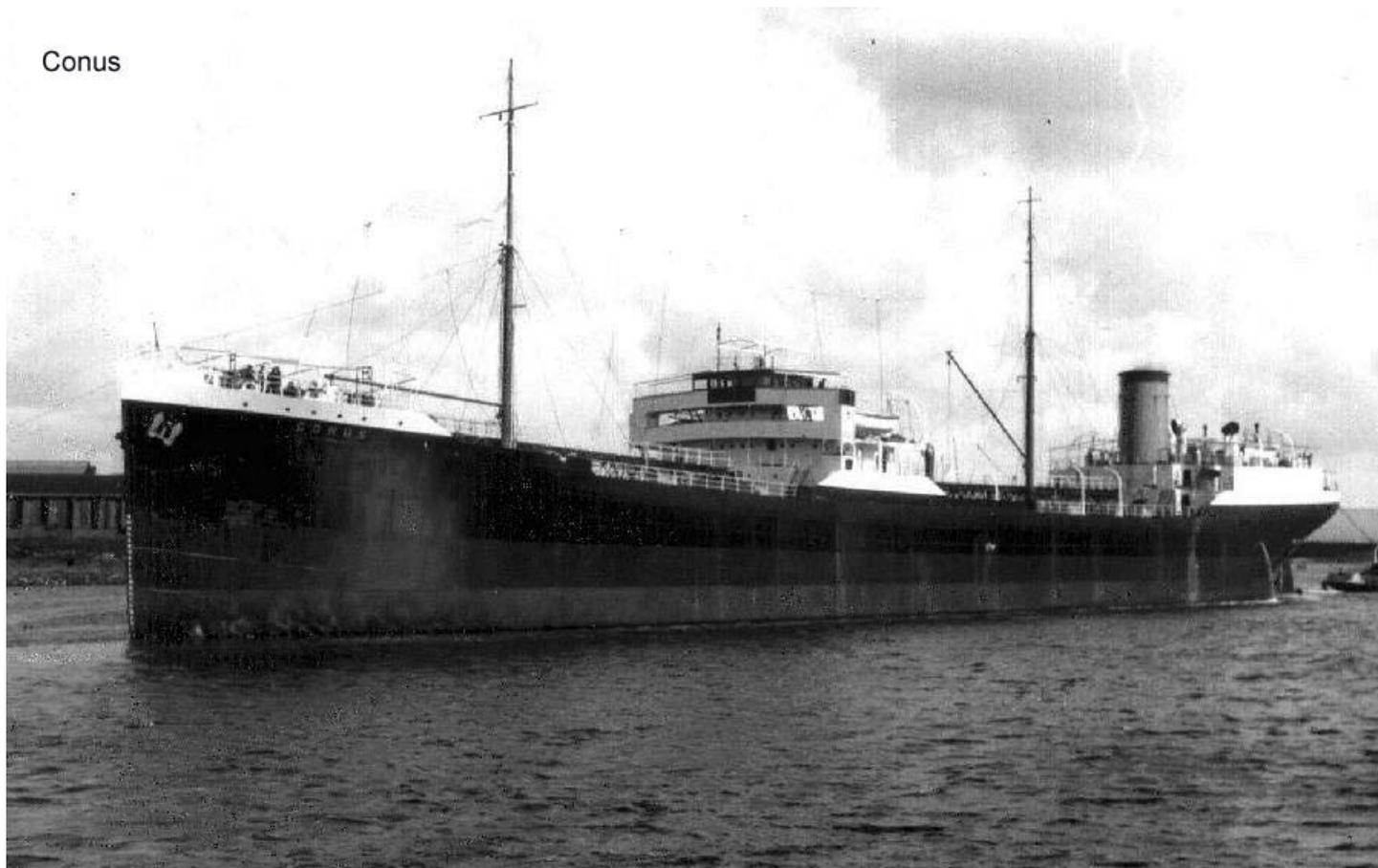
1962. Amarrado.

1964. Desguazado en Argentina.

Conus

British Motor tanker

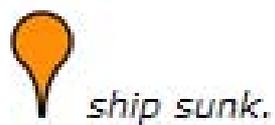
Conus

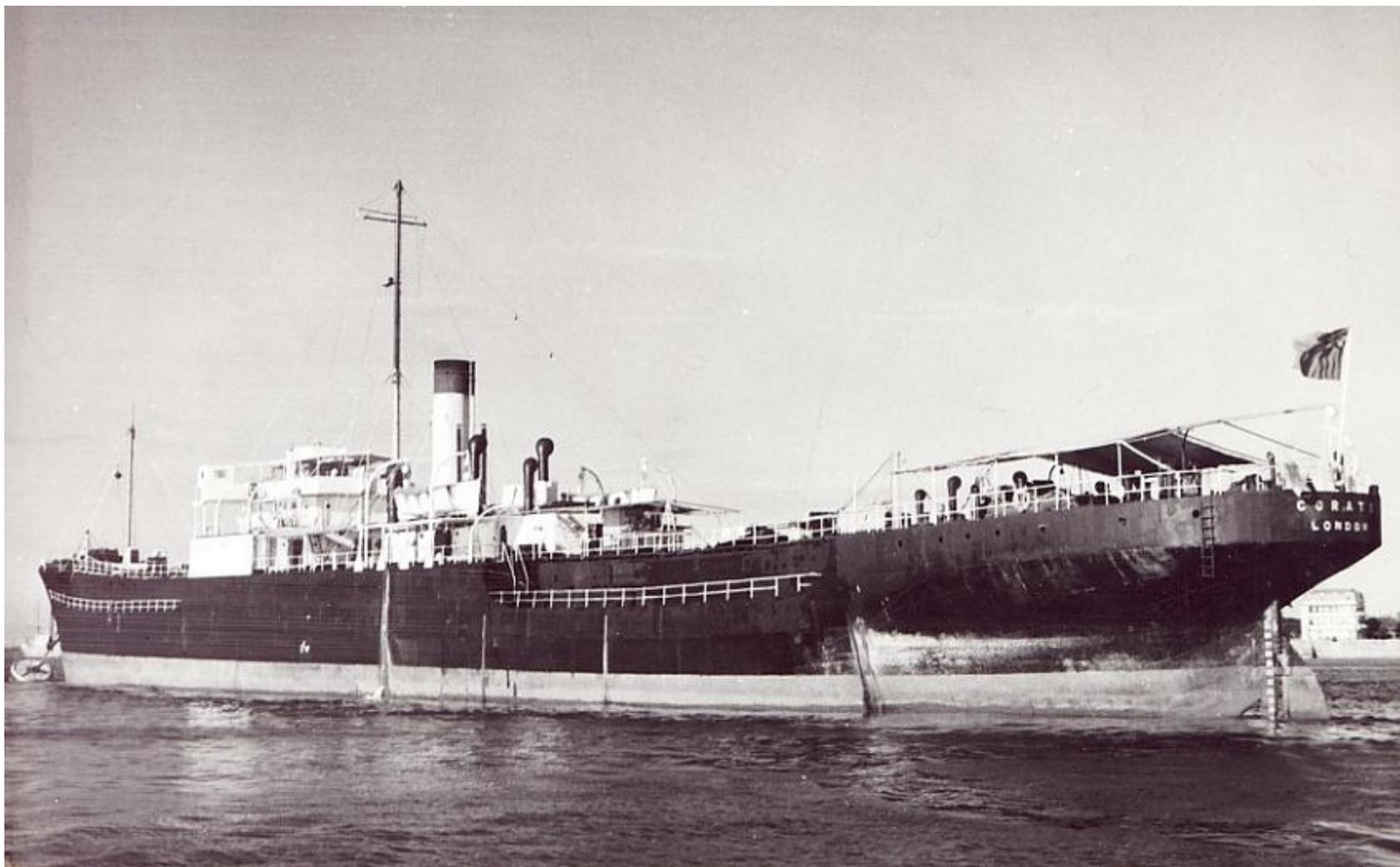


Name	Conus		
Type:	Motor tanker		
Tonnage	8,132 tons		
Completed	1931 - Workman, Clark & Co Ltd, Belfast		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	4 Apr 1941	Nationality:	 British
Fate	Sunk by U-97 (Udo Heilmann)		
Position	56.14N, 31.19W - Grid AK 6261		
Complement	59 (59 dead - no survivors)		
Convoy	OB-304 (dispersed)		
Route	Swansea - Milford Haven - Curaçao		
Cargo	Ballast		
History	Completed in December 1931		
Notes on loss	At 18.19 hours on 4 Apr, 1941, the Conus (Master Charles Asquith), dispersed from convoy OB-304 , was hit in the foreship by one G7e torpedo from U-97 and stopped southeast of Cape Farewell. The U-boat then fired its last two torpedoes at 19.08 and 20.06 hours. The tanker capsized and sank within 10 minutes after the third torpedo hit. The master and 56 crew members and two gunners were lost.		



*Location of attack on **Conus**.*





Completed 11/1918,5563grt, by Sir James Laing & Sons, Sunderland (672) as WAR JEMADAR for the Shipping Controller, U.K. (Hunting & Sons), London,GBR 'Z' type tanker, placed in service as a fleet oiler under naval direction

1920 Anglo-Saxon Petroleum Co., London,GBRR

1921 renamed CLIONA,GBR

1927 Deutsche Tankreederei (M. Mörck), Hamburg,DEU

1929 CORATO, Hadley Shipping Co., London,GBR

Broken up at Briton Ferry, arrived 4/11/1938

Corbis

British Motor tanker

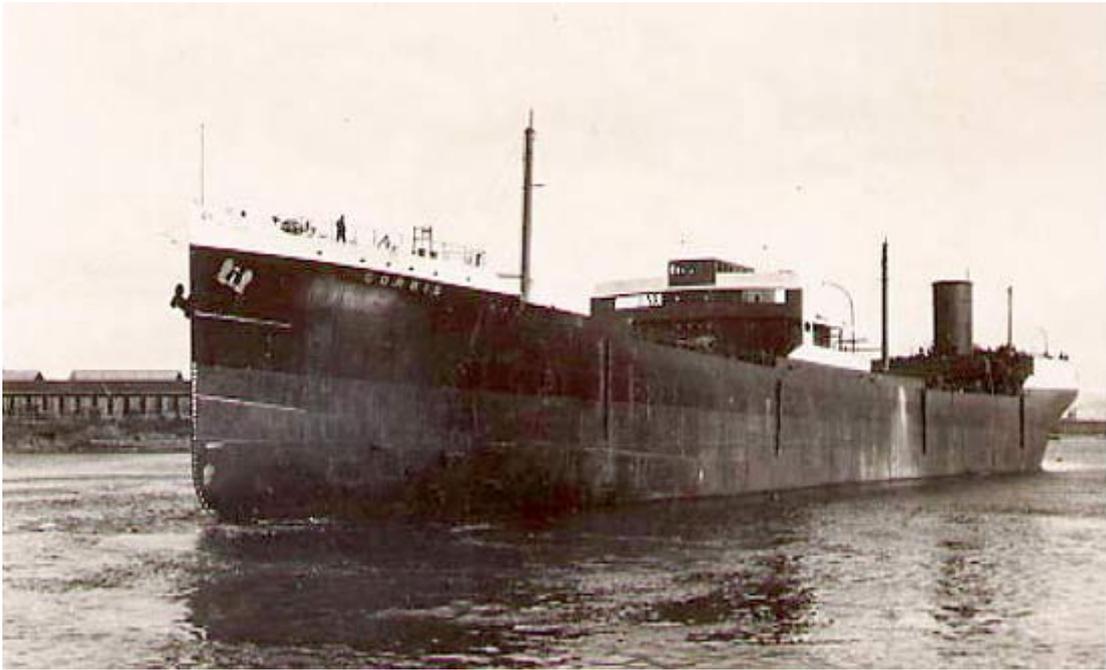
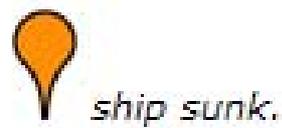


Photo Courtesy of Library of Contemporary History, Stuttgart

Name	Corbis		
Type:	Motor tanker		
Tonnage	8,132 tons		
Completed	1931 - Workman, Clark & Co Ltd, Belfast		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	18 Apr 1943	Nationality:	 British
Fate	Sunk by U-180 (Werner Musenberg)		
Position	34.56S, 34.03E - Grid KZ 6568		
Complement	60 (50 dead and 10 survivors).		
Convoy			
Route	Abadan (21 Mar) - Bandar Abbas (25 Mar) - Capetown		
Cargo	13.100 tons of diesel oil and 50 tons of aviation spirit		
History	Completed in December 1931		
Notes on loss	<p>At 03.56 hours on 18 Apr, 1943, the unescorted Corbis (Master Stanley Wilfred Appleton) was hit by two torpedoes from U-180 about 500 miles east-southeast of Port Elizabeth, South Africa. At 04.10 hours, the U-boat fired a coup de grâce at the stopped tanker, which evaded by reversing. A second coup de grâce fired six minutes later hit the foreship, set the ship on fire and caused her to sink in a short time. The Germans observed four lifeboats at the sinking position, but three of them were swamped. The master, 47 crew members and two gunners were lost. Four crew members and six gunners were rescued after drifting 13 days in an open boat by a SAAF crash launch and landed at East London.</p>		



*Location of attack on **Corbis**.*



Corilla

Dutch Motor tanker



Corilla in the dry dock after the torpedo hit. Photo Courtesy of arendnet.com

Name	Corilla		
Type:	Motor tanker		
Tonnage	8,096 tons		
Completed	1939 - Wilton-Fyenoord NV, Rotterdam		
Owner	NV Petroleum Mij 'La Corona', The Hague		
Homeport	The Hague		
Date of attack	2 Feb 1942	Nationality:	 Dutch
Fate	Damaged by U-751 (Gerhard Bigalk)		
Position	44.49N, 61.37W - Grid BB 7356		
Complement	64 (0 dead and 64 survivors).		
Convoy	HX-173 (straggler)		
Route	Curaçao - Halifax - Manchester		
Cargo	10.500 tons of aviation fuel		
History			
Notes on loss	<p>On 31 Jan, 1942, the Corilla (Master J.C. Anker) arrived in Halifax and was informed that she had to sail with the convoy HX-173, which departed in the early hours of 1 February. She missed the planned departure due to delays in the delivery of supplies.</p> <p>On 2 February, the tanker had caught up with several independent ships behind the convoy, when lookouts spotted U-751. The Corilla sent out SSS distress signals, started to zigzag and fired one shot from the 4in gun, which fell some 200 metres short as reported by the U-boat. At 07.46 hours, U-751 reached a favourable position and fired three torpedoes, one of which struck just forward of the bridge. The ship kept manoeuvring and when an escort vessel from the convoy appeared on the scene, Bigalk decided to leave.</p>		

At 21.20 hours on 3 February, the **Corilla** reached Halifax and later returned to service after being repaired. None of the 63 crew members and one passenger on board were injured or killed.



*Location of attack on **Corilla**.*



ship damaged.

Bouwnummer RDM-202, m.s. "Coryda", 1938, tanker.



Opdrachtgever: De Bataafsche Petroleum Maatschappij / N.V. Petroleum Maatschappij "La Corona", Den Haag.

Tonnage: 8055 brt, 4727 nrt, 12034 dwt, 16835 twvp.

Hoofdafmetingen: Loa = 147,32 m, B = 18,09 m, H = 10,29 m, d = 8,38 m.

Voortstuwing: Werkspoor diesel, 8 cilinders, 3500 apk, snelheid 12 kn.

Verdere gegevens: Roepleetters: PDMF.

Historie:

In augustus 1938 in dienst gesteld.

Van 1938 tot 1940 als m.s. "Coryda" gevaren voor N.V. Petroleum Maatschappij "La Corona", Den Haag.

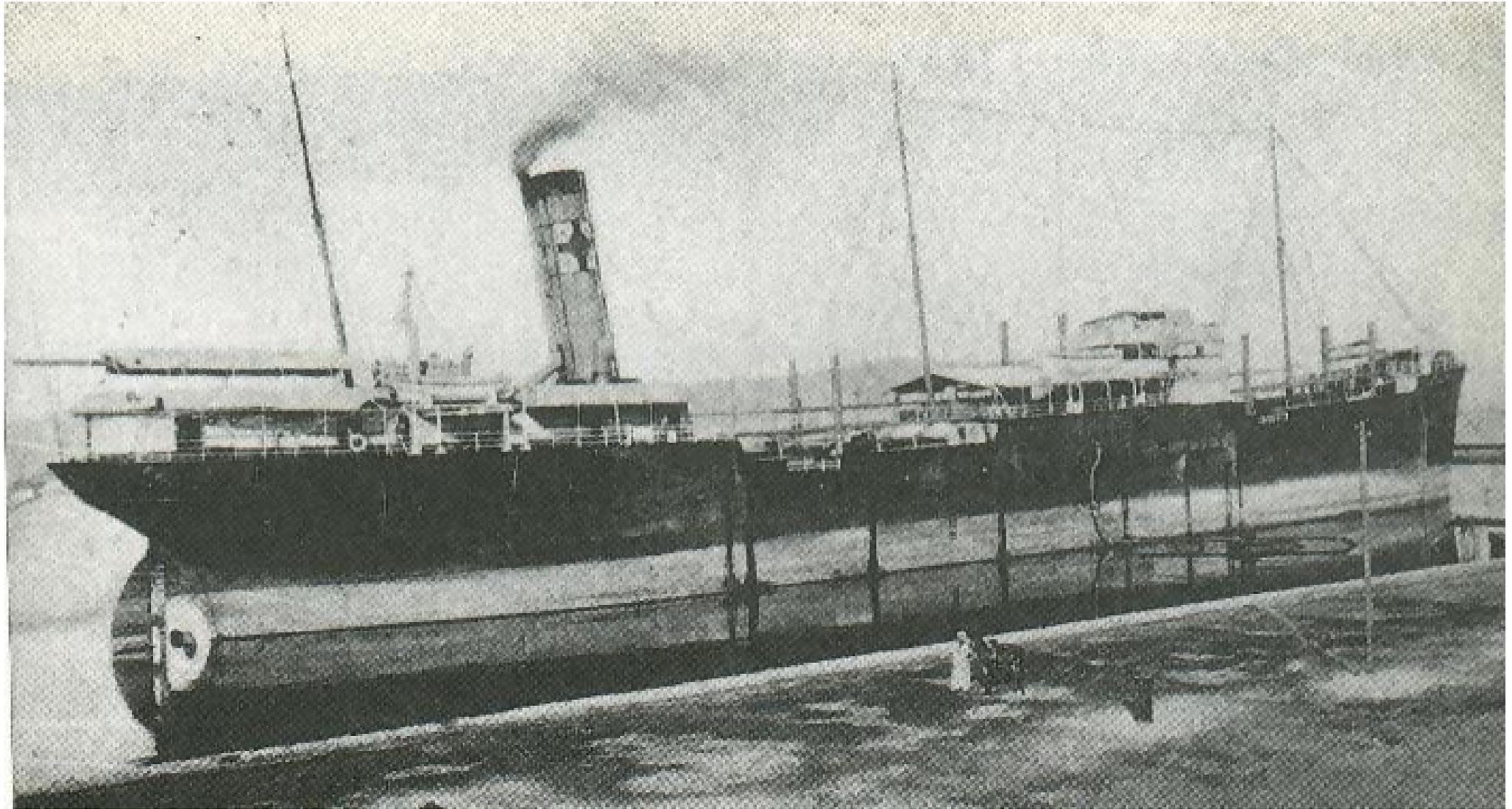
Van 1940 tot 1946 als m.s. "Schlettstadt" gevaren na in beslag name door Duitsland.

Van 1946 tot 1955 als m.s. "Coryda" naar N.V. Petroleum Maatschappij "La Corona", Den Haag.

Van 1955 tot 1959 als m.s. "Coryda" naar Shell Tankers N.V., Rotterdam.

Op 8-12-1959 aanvang sloop te Hong Kong.

ss Cowrie



D/T Marit = CRENATULA - 1921

Updated June 3-2010

To [Marit](#) on the "Ships starting with M" page.

[Crew List](#)



Source: Roger W. Jordan collection.
Uboat.net has [another picture](#) (external link).



McCreadie, who has also posted [this message](#) to my Guestbook, naming other Norwegian seamen (the gravestones are at Cardonald Cemetery in Glasgow, Scotland).

Checking with "Våre falne", a series of 4 books listing Norwegian WW II fatalities, I find that Donkeyman **Einar Johannessen** was attacked and killed when on leave in Glasgow on Apr. 22-1941. He served on *Marit* at the time.

Oscar Caspersen served as Engineer on a whale catcher - ship not known, died of a heart attack in Glasgow on the date given.

Emil K. Simonsen is not included in these books, but for information on **P. G. Pettersen**, please see [Snar](#).

"Våre falne" also lists a stoker named **Arnulf Forsberg** who served on *D/T Marit* (since 1939) when he became ill, and died in New York on March 28-1941. Buried at Evergreen Cemetery in New York. See also my Memorials page, which has a section naming some [Norwegians buried in Saranac Lake, NY](#).

Owner: A/S Jensens Rederi

Manager: Jørgen P. Jensen, Arendal

Tonnage: 5563 gt

Signal Letters: BMGL (It has been brought to my attention that these signal letters might be incorrect, and that Lloyd's Register 1943/44 gives the signal letters LDQP. The B callsign I've given here may be one left over from the time she was in British ownership. During the war some B callsigns were issued to British ships, which were built in the war years such as those with Empire names. In the various convoy A 1 forms that I have, I've seen several Norwegian ships listed with a B callsign).

Built by W. Gray & Co., West Hartlepool in 1918 as *War Subadar* for the Shipping Controller (Hunting & Son) until 1921, then owned by Anglo-Saxon Petroleum Co., renamed *Crenatula* in 1921. Mananged by Anglo-Colonial Shipping Co., London from 1927. Sold in 1930 to Jørgen P. Jensen, Arendal and renamed *Marit*.

Captain: Sverre Caspersen

In Admiralty service (Royal Fleet Auxiliary) from 1940.

S.S. Montcalm

Tonnage: 6,981, Length: 445', Beam: 52.5', Builder: Palmers Shipbuilding and Iron Co. Ltd., Jarrow on Tyne, Launch Date: May 17, 1897, Maiden Voyage: September 3, 1897, Destruction: Scrapped 1953, AKA: *Crenella*, *Rey Alfonso*, *Anglo-Norse*, *Polar Chief*, *Empire Chief*, Operated by A.T.L.: 1898-1900. Notes: One funnel, four masts, single screw, triple expansion engine by builder with cylinders of 30", 50 1/2", and 81 1/2", stroke 54". Three double-ended boilers, steam pressure 180 lbs, 664 n.h.p., 12 knots. Steel two decks and shelter deck. Accommodation for 12-second class passengers and fitted to carry cattle eastbound and emigrants westbound. Sisters: *Montrose* and *Monterey*

Montcalm was built for the African Steamship Company and managed by the Elder, Dempster Line. She sailed on her maiden voyage from Avonmouth to Montreal. On November 13, 1898 she was chartered to the Atlantic Transport Line and sailed from Bristol to New York and back to London. She commenced direct London to New York services on December 24 of that year.

In 1898 her shade deck was enclosed and in 1899 she was rebuilt to 6,981 gross tons. January 27, 1900 saw her sail on her eleventh and last London to New York voyage. On April 5, 1900 she sailed from Liverpool for Capetown as a Boer War transport and completed six New Orleans to Capetown voyages, probably carrying horses and/or mules. June of 1902 saw her sail on the first of four Avonmouth to Montreal voyages.

In 1903 she was sold to the Canadian Pacific Line when it took over the Elder, Dempster Line's Canadian routes, and in August 1914 was one of six (Canadian Pacific Line?) ships requisitioned by the British Admiralty. She was used as a military transport with the British Expeditionary Force until October of that year when she was converted into a dummy of the battleship HMS *Audacious*. As such, she was one of several decoy ships based at Scapa Flow while the real vessels were at sea. When this fleet of decoys was disbanded in 1915 she became a naval store ship.

She was purchased by the British Admiralty in January of 1916 and operated by the Leyland Line. She was converted to a tanker that October and transferred to the Anglo-Saxon Petroleum Company (Shell), renamed *Crenella*. In October of 1917 she was transferred to the Shipping Controller, and was torpedoed by U 101 on November 26, 1917, off Ireland but managed to reach port.

After the war she was purchased by the Anglo-Saxon Petroleum Company, and on October 19, 1920 was sold again to Runciman's Velefa Shipping Company of London. In 1923 she was sold to Christian Nielson & Co., and became a Norwegian whaling depot ship renamed *Rey Alfonso*. By 1925 she was owned by H. M. Wrangell & Co., of Haugesund and in 1927 was sold to the Anglo-Norse Co., of Tronsberg, renamed *Anglo-Norse* and managed by Hans Borge. She was sold yet again in 1929 to the Falkland Whaling Company and renamed *Polar Chief*.

POLAR CHIEF (1946 - 1952) Tanker/Transport.

Tonnage; 8091 tons gross.

Dimensions; 445 long X 52 wide X 35 depth (feet)

Engines; Triple expansion, 3 cyl 3340 hp.

Builders; Palmers Shipbuilding & Iron Co Ltd, Newcastle.

Service speed; 12.25 knots.

Aug 1897.

Building completed as MONTCALM by Palmers Shipbuilding & Iron Co Ltd, Newcastle for British African SS Co (Elder Dempster Shipping Ltd, Managers) Liverpool.

April 1903

Sold to Canadian Pacific Railway Co, Liverpool, name unchanged.

Oct 1914;

Taken over by Br Admiralty and fitted out to resemble a Battleship

Feb 1916;

Sold to Frederick Leyland & Co Ltd, Liverpool, name unchanged.

Oct 1916;

Sold to Anglo-Saxon Petroleum Co Ltd, London, for conversion to tanker and renamed CRENELLA.

Oct 1917;

Taken over by Shipping Controller. **(Anglo-Saxon Petroleum Co Ltd, Managers)**

26 Nov 1917;

Torpedoed off SW coast of Ireland, but reached port.

Nov 1919;

Reverted to Anglo-Saxon Petroleum Co Ltd

Oct 1920;

Sold to Veleta Steamship Co Ltd, London, name unchanged.

Sept 1923;

Sold to Chr. Nielsen & Co, Larvik, converted to whale processing vessel and renamed REY ALFONSO.

1925;

Sold to HM Wrangell & Co, Haugesund, name unchanged.

1927;

Sold to Anglo-Norse Co Ltd, Haugesund and renamed ANGLO-NORSE.

Aug 1929;

Sold to Falkland Whaling Co Ltd, Jersey, and renamed POLAR CHIEF.

July 1941;

Taken over by Ministry of War Transport (Christian Salvesen & Co, Managers) name unchanged.

Nov 1941;

Renamed EMPIRE CHIEF

Aug 1946;

Purchased and reverted to name POLAR CHIEF.

29 April 1952;

Arrived at Dalmeir for breaking up by WH Arnott Young & Co, demolition being completed by West of Scotland Shipbreaking Co, subsequently at Troon.

An active 55 year ships career indeed.

Crista

We don't have a picture of this vessel at this time.

Name	Crista		
Type:	Motor merchant		
Tonnage	2,590 tons		
Completed	1938 - NV Werf Gusto v/h Firma A.F. Smulders, Schiedam		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	17 Mar, 1942	Nationality:	 British

Fate	Damaged by U-83 (Hans-Werner Kraus)		
Position	32.21N, 25E - Grid CO 6775 - See location on a map -		
Complement	32 (7 dead and 39 survivors).		
Convoy	AT-34		
Route	Alexandria (16 Mar) - Tobruk		
Cargo	Cased fuel oil		
History	<p>Completed in December 1938. On 9 Feb, 1941, the Crista was damaged by a mine at Tobruk.</p> <p>1957 renamed Tong Peng, 1967 renamed Gammewah, 1978 renamed Bomari. Broken up at Hong Kong in May 1978.</p>		
Notes on loss	<p>At 23.03 hours on 17 Mar, 1942, U-83 fired a spread of three torpedoes at a steamer in convoy AT-34 near Tobruk and missed. At 23.17 hours, one torpedo was fired that hit Crista and set her on fire. Two officers and five ratings were lost. The survivors abandoned ship and were picked up by the South African M/S whaler HMSAS Bokburg.</p> <p>The abandoned Crista was located by the British motor torpedo boat HMS MTB-266, which anchored her off Bardia where the fires were extinguished. She was taken in tow by HMS St. Monance (W 63) to Alexandria for repairs, escorted by the British armed trawler HMS Southern Isle and the British motor launches HMS ML-1005 and HMS ML-1069, arriving on 28 March.</p>		

Cymbula

Pétrolier anglais à saint Nazaire le 17 juin 1940
Il quittait le poste pétrolier au moment de l'attaque du Lancastria.

Chantier Netherland S.B. Co Amsterdam

Armement : Anglo Saxon Petroleum

Construit : 1938

Tonnage : 8082 tonnes

Longueur : 153.50 mètres

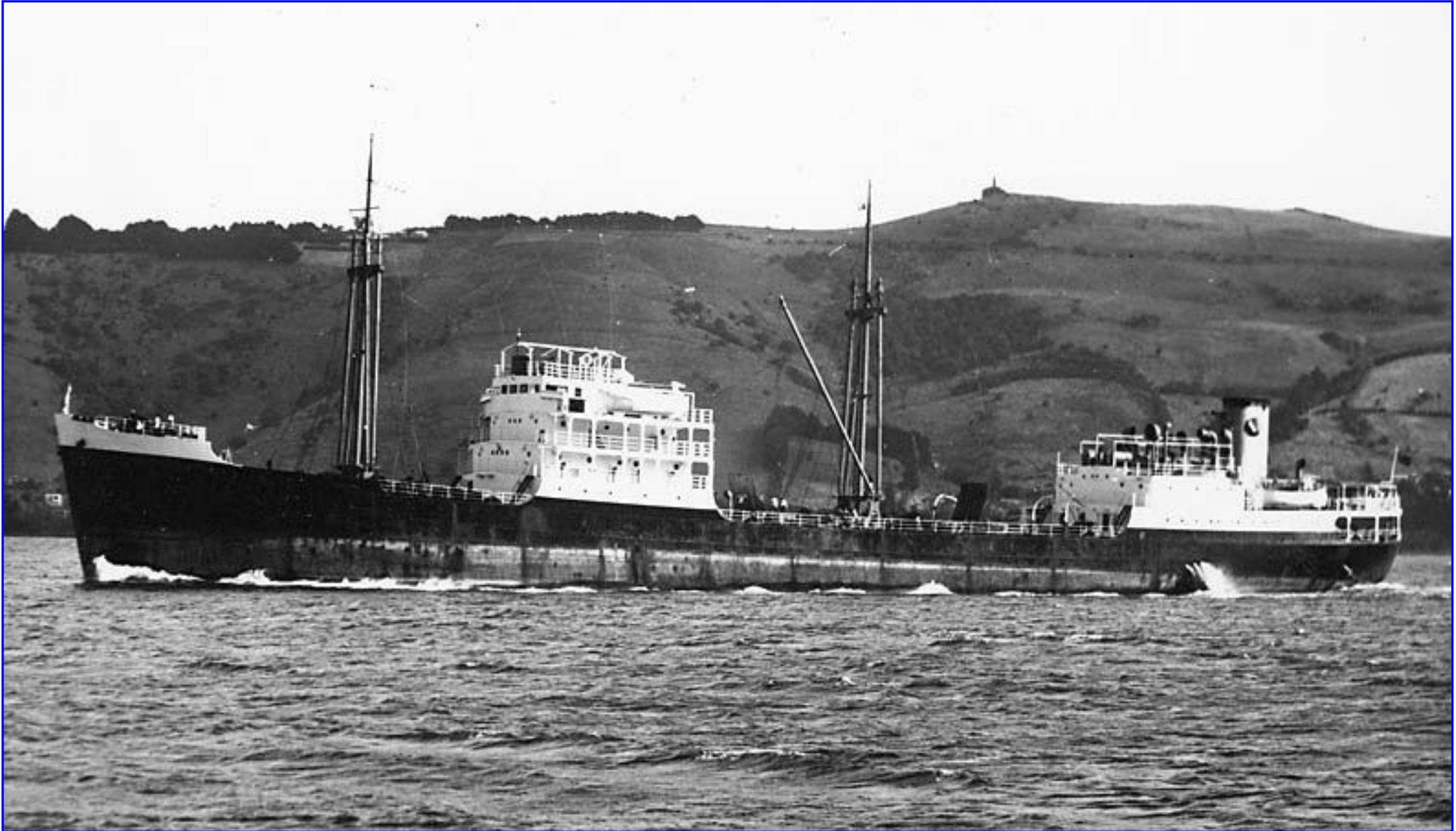
Largeur : 19,57 mètres

Tirant d'eau 11,15 mètres

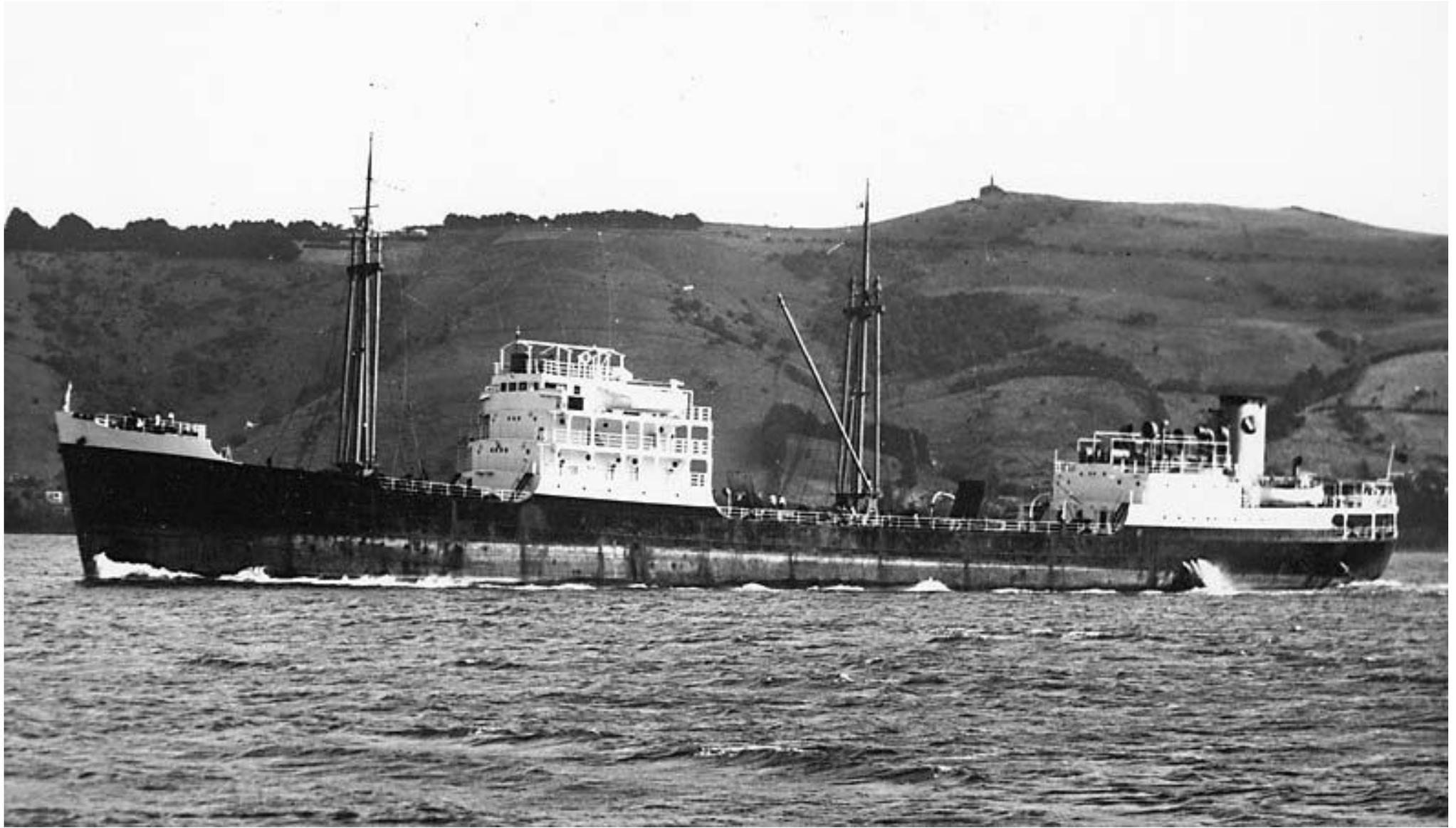
1950 transféré à "La Corona" (filiale Hollandaise de la shell) et renommé Myonia sous pavillon hollandais
Septembre 1957 démolé à Hong Kong



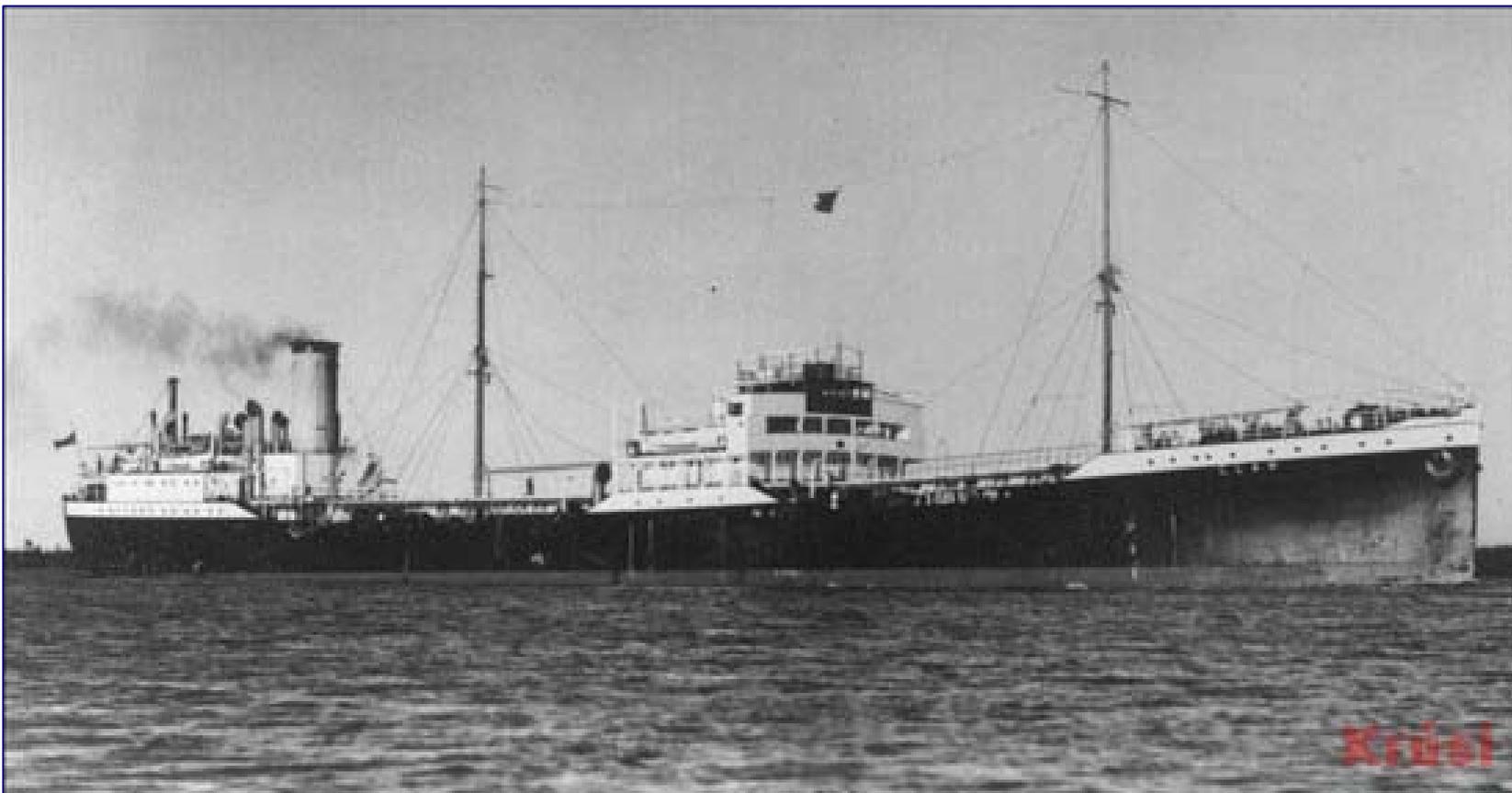
mv Cyrena

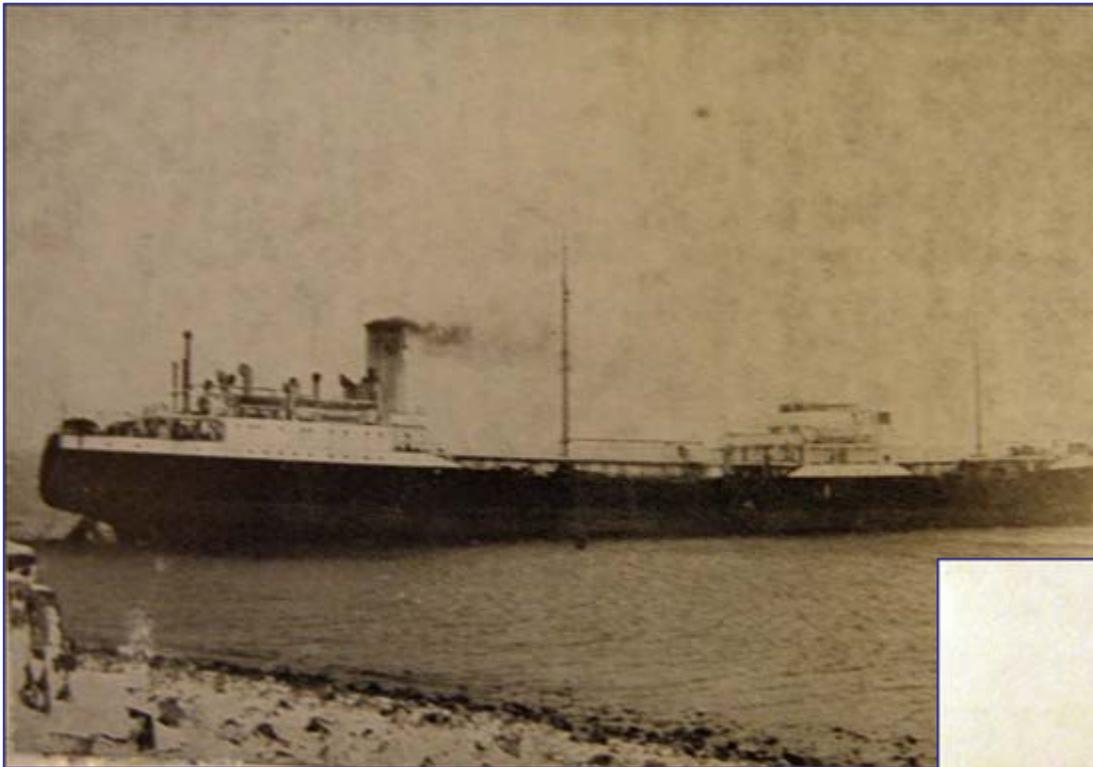


mv Cyrena



Hér fyrir neðan munu birtast myndir af **Olíuskipinu Clam** sem kom hingað til lands 20 febrúar árið 1950 eftir 20 sólarhringa siglingu beint frá eyjunni Curcao sem liggur við strönd Venezuela með brennsluolíu fyrir Olíuverzlun Íslands. Skipið byrjaði á því að slitna upp og reka í land við Köllunarklett í Reykjavík og drógu vs Ægir og dráttarbáturinn Magni skipið á flot, en stýri skipsins laskaðist við strandið og var gripið til þess ráðs að fá öflugan dráttarbát frá Englandi Englishman að nafni til þess að draga skipið utan til viðgerðar. Kom Englishman til Reykjavíkur og fór af stað með Clam





í togi að morgni 27 febrúar. En aðfararnótt 28 febrúar slitnaði dráttartaugin og rak Clam á leiðis í land á Reykjanestánni þar sem það varð til. Af 50 manna áhöfn björguðust 23 menn en 27 menn fórust. Einnig munu birtast myndir af þeim skipum sem komu að björgunum skipsins.

Olískipið Clam í blóma lífsins. © mynd photoshop

Hér er Clam á strandstað við Köllunarklett. © mynd Þrautgóðir á Raunastund 4 bindi

Clam á strandstað við Reykjanes. © mynd úr Tímaritinu Ægir 1950

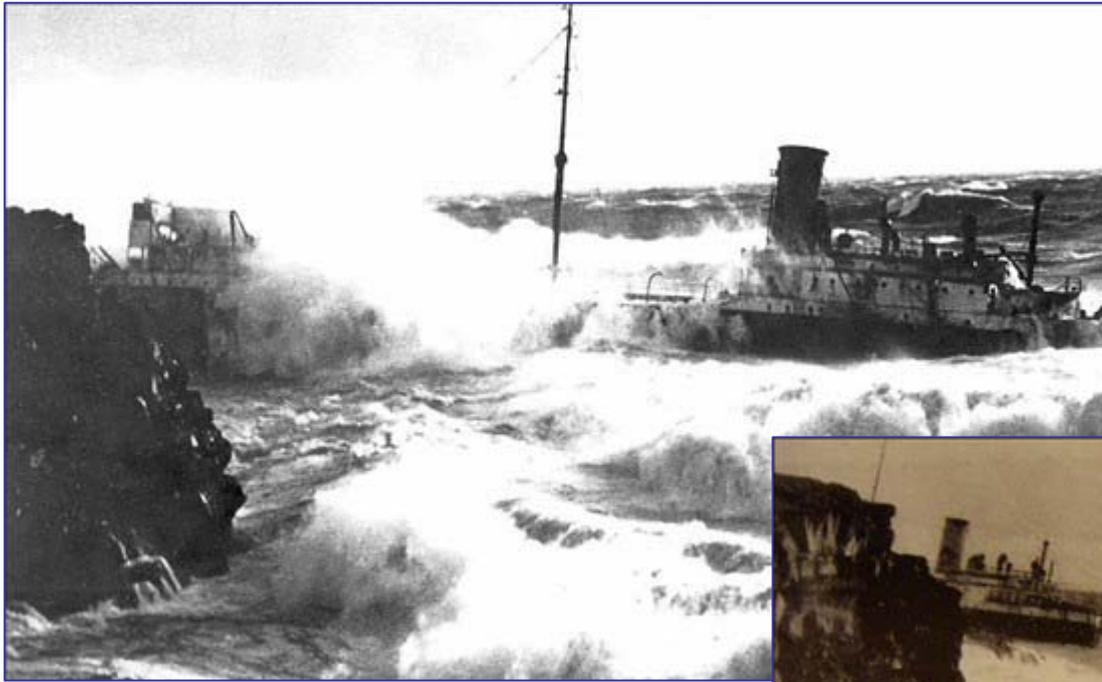
Clam strandað við Reykjanes. © mynd photoshop

Einn af björgunarbatunum af Clam en helmingur mannana sem fórst var í þessum bát.

© mynd Ólafur K Magnússon 1950

Dráttarbatúrin Magni. © mynd Hannes Pálsson
Varðskipið Ægir. © mynd Hafsteinn Jóhannsson





Krúsi

SS *Polar Chief*

From Wikipedia, the free encyclopedia

Polar Chief was an 8,040 GRT tanker which was built in 1897 as the cargo liner ***Montcalm***. In 1914 she was requisitioned by the Admiralty, serving initially as a troopship. In October 1914, she was converted to a dummy battleship and renamed ***HMS Audacious***. In 1915 she became a depot ship, followed by conversion to a tanker in 1916 when she was sold into Royal Fleet Auxiliary service and renamed **RFA *Crenella***. In 1917, she survived a torpedo attack off the coast of Ireland. In 1919, she was sold into merchant service as ***SS Crenella***.

In 1923, she was sold to Norway and renamed ***Rey Alfonso***. In 1927, she was sold back to British owners and renamed ***Anglo-Norse***. In 1929, she was rebuilt as a whaler and renamed ***Polar Chief***. Although laid up in Tønsberg in September 1939, she escaped to the United Kingdom before Germany invaded Norway.

Polar Chief was requisitioned and passed to the Ministry of War Transport, being renamed ***Empire Chief***. In January 1942, she ran aground off Reykjavik, Iceland. She was refloated and temporary repairs made to enable her to be returned to the United Kingdom for permanent repairs. In 1946, she was returned to her owners and renamed *Polar Chief*. She served until 1952 when she was scrapped at a Clyde shipbreakers.

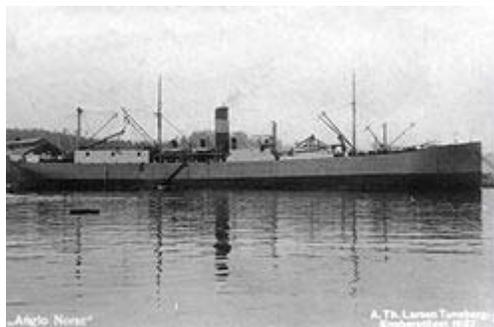
Contents

- 1 Description
- 2 History
- 3 References
- 4 External links

Description

The ship was built by Palmers Shipbuilding and Iron Co Ltd, Jarrow on Tyne as yard number 724.^[1] She was launched on 17 May 1897,^[2] and completed in August 1897.^[3]

The ship was 445 feet 0 inches (135.64 m) long, with a beam of 52 feet 2 inches (15.90 m) and a



SS *Anglo-Norse*, 1927

Career

Name:	SS <i>Montcalm</i> (1897-1914) "HMS <i>Audacious</i> " (1914-16) RFA <i>Crenella</i> (1916-19) SS <i>Crenella</i> (1919-23) SS <i>Rey Alfonso</i> (1923-27) SS <i>Anglo-Norse</i> (1927-29) SS <i>Polar Chief</i> (1929-41) SS <i>Empire Chief</i> (1941-46) SS <i>Polar Chief</i> (1946-52)
Owner:	African Steamship Company (1896-1903) Canadian Pacific Steamships (1903-14) Admiralty (1914-16) British Shipping Controller (1916-19) Anglo-Saxon Petroleum Co Ltd (1919-20) Velefa Shipping Co (1920-23) Christian Neilson & Co (1923-27) H M Wrangell & Co (1927-29) Anglo Norse Co (1929) Falkland Whaling Company (1929-40) Ministry of War Transport (1940-45) Ministry of Transport (1945-46) Falkland Whaling Company (1946-52)
Operator:	Elder Dempster Lines (1896-98) Atlantic Transport Line (1898-1900)

depth of 27 feet 6 inches (8.38 m).^[3] She was propelled by a triple expansion steam engine which had cylinders of 30 inches (76 cm), 50⁵/₁₆ inches (128 cm) and 81¹/₂ inches (207 cm) diameter by 54 inches (140 cm) stroke.^[3] Three double ended boilers supplied steam at 220 pounds per square inch (15 bar). The engine developed 664 horsepower (495 kW) and could propel the ship at 12 knots (22 km/h).^[2]

History

Montcalm was built for the African Steamship Company and placed under the management of Elder Dempster Lines. On 3 September 1897, she made her maiden voyage from Avonmouth, Gloucestershire to Montreal, Canada. On 13 November 1898, she was chartered to the Atlantic Transport Line. In 1899, a rebuild left her at 6,981 GRT. *Montcalm* made eleven transatlantic voyages between 1898 and 1900. On 5 April 1900, she sailed from Liverpool for Cape Town as a transport ship in support of the Second Boer War. *Montcalm* then made six return voyages from Cape Town to New Orleans, carrying horses or mules. In June 1902, she was placed in service on the Avonmouth - Montreal route.^[2] In 1903, she passed to Elder Dempster Lines when that company absorbed the African Steamship Company.^[4]

In August 1914, *Montcalm* was requisitioned by the Admiralty. She was initially used as a troopship carrying members of the British Expeditionary Force. In October 1914, she was converted to a dummy battleship, mimicking HMS *Audacious*,^[2] whose name she carried. It was intended that she be used as a blockship in 1915, but she was used as a depot ship.^[4] On 9 January 1916, she was transferred to the control of the British Shipping Controller and placed under the management of Frederick Leyland Ltd, Liverpool.^[1] The United Kingdom Official Number 106869 was allocated.^[3] Between August and October 1916 she was converted to a tanker and placed under the management of Lane and MacAndrews. On 18 November 1916 she entered service with the Royal Fleet Auxiliary as RFA *Crenella*,^[1] under the management of the Anglo Saxon Petroleum Company.^[2]

Elder Dempster Lines (1900-03)
 Canadian Pacific Steamships (1903-14)
 Leyland Line (1914-16)
 Lane & MacAndrews (1916)
 Royal Fleet Auxiliary (1916-19) / Anglo-Saxon Petroleum Co Ltd (1916-20)
 Runciman & Co (1920-23)
 Christian Neilson & Co (1923-27)
 H M Wrangell & Co (1927-29)
 Hans Borge (1929)
 Falkland Whaling Company (1929-40)
 Christian Salvesen & Co LTD (1940-46)
 Falkland Whaling Company (1946-52)

Port of registry:	 Canada (1896-1914)
	 United Kingdom (1914-16)
	 Royal Fleet Auxiliary (1916-19)
	 United Kingdom (1919-22)
	 United Kingdom (1922-23)
	 Larvik (1923-25)
	 Haugesund (1925-27)
	 Tønsburg (1927-29)
	 Jersey (1929-52)
Route:	London - New York (1898-1900) New Orleans - Cape Town (1900-02) Avonmouth - Montreal (1903-14)
Builder:	Palmers Shipbuilding and Iron Co Ltd
Yard number:	724
Launched:	17 May 1897
Commissioned:	August 1914
Decommissioned:	1923
Maiden voyage:	3 September 1897
Out of service:	1920-23, 1930
Identification:	Code Letters QFMT (1934-37)  Code Letters GFMT (1937-52)

On 26 November 1917, *Crenella* was on a voyage from Queenstown to Montreal when she was torpedoed by *U-101* when 146 nautical miles (270 km) west of Queenstown,^[5] at 49°47′N 10°58′W. *Crenella* was in ballast for this voyage.^[6] Although damaged in the attack, *Crenella* managed to reach port.^[5] The United States Navy's *O'Brien*-class destroyer USS *Cushing* assisted in damaged control and escorted *Crenella* back to Queenstown.^[7] In 1919, *Crenella* was sold to the Anglo Saxon Petroleum Co Ltd.^[4] On 19 October 1920, she was sold to the Velefa Shipping Co Ltd, London,^[2] and placed under the management of Runciman & Co Ltd although she was then laid up.^[4]

In 1923, *Crenella* was sold to Christian Nielson & Co, Larvik,^[8] Norway and renamed *Rey Alfonso*. She was used as a whale oil depot ship.^[4] In 1925, she was sold to H M Wrangell & Co, Haugesund and in 1927 she was sold to the Anglo-Norse Company, Tønsberg. *Rey Alfonso* was renamed *Anglo-Norse*. She was placed under the management of Hans Borge. Later that year, she was sold to the Falkland Whaling Company and renamed *Polar Chief*.^[2] At this time she was 7,166 GRT, 5,512 NRT. Her port of registry was Jersey.^[3] *Polar Chier* was rebuilt as a pelagic whaler in Gothenburg, Sweden. She was placed under the management of the South Georgia Company.

Polar Chief was laid up during the 1930 whaling season.^[2] She was then returned to service.^[4] By 1934, the Code Letters QFMT had been allocated.^[9] These were changed to GFMT in 1937.^[10] In 1939, her she was recorded as 8,040 GRT and 6,279 NRT.^[11] *Polar Chief* was laid up at Tønsburg in September 1939, but managed to escape to the United Kingdom before the German invasion of Norway in April 1940.^[4] In April 1941, *Polar Chief* was requisitioned by the MoWT.^[1] She was placed under the management of Christian Salvesen & Co Ltd, Leith.^[12]

Polar Chief was a member of Convoy HX 156, which departed Halifax, Nova Scotia on 22 October 1941 and arrived at Liverpool on 5 November. *Polar Chief* was renamed *Empire Chief* in November 1941.^[13] On 16 January 1942, *Empire Chief* ran aground at Reykjavik, Iceland. She was refloated on 7 March and temporary repairs were made before she was towed back to the United Kingdom in May 1942.^[4] *Empire Chief* was a member of Convoy HX 251, which departed New York on 7 August 1943. She was carrying fuel oil and armoured fighting vehicles. She was also a member of Convoy HX 266, which departed New York on 13 November 1943. *Empire Chief* was carrying fuel oil and depth charges.^[14]

In 1946, *Empire Chief* was returned to the Falkland Whaling Co Ltd and regained her former name *Polar Chief*. She served until 1952, arriving on 29 April at Dalmuir, West Dunbartonshire for



United Kingdom Official Number
106849 (1914-23, 1927-52)

Fate: Scrapped

General characteristics

Class and type: Cargo liner (1897-1914)
Troopship (1914)
Dummy battleship (1914-15)
Stores ship (1915-16)
Tanker (1916-23)
Depot ship (1923-29)
Whaler (1929-52)

Tonnage: 6,981 GRT (1899-1916)
7,166 GRT (1916-39)
8,040 GRT (1939-52)
5,512 NRT (1916-39)
5,279 GRT (1939-52)

Length: 445 feet 0 inches (135.64 m)

Beam: 52 feet 2 inches (15.90 m)

Depth: 27 feet 6 inches (8.38 m)

Installed power: Triple expansion steam engine

Propulsion: Screw propellor

Speed: 12 knots (22 km/h)

Capacity: 12 passengers (1897-1914)

scrapping by W H Arnott Young Ltd.^[8] In July 1952, her hulk was towed to Troon,^[4] where final demolition was completed by West of Scotland Shipbreaking Co Ltd.^[8]

References

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- ↑ ***a b c d e f g h i*** Mitchell, W H, and Sawyer, L A (1995). *The Empire Ships*. London, New York, Hamburg, Hong Kong: Lloyd's of London Press Ltd. ISBN 1-85044-275-4.
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- ↑ "Convoy HX 156". Warsailors. http://www.warsailors.com/convoys/hx156.html. Retrieved 30 March 2010.
- ↑ "HX 251 through HX 300". Warsailors. http://www.warsailors.com/convoys/hxconvoys6.html. Retrieved 30 March 2010.

External links

- Photo of RFA *Crenella*

Retrieved from "http://en.wikipedia.org/wiki/SS_Polar_Chief"

Categories: 1897 ships | Tyne-built ships | Cargo liners | Merchant ships of Canada | Steamships of Canada | Second Boer War | World War I merchant ships of the United Kingdom | Steamships of the United Kingdom | Royal Fleet Auxiliary tankers | Maritime incidents in 1917 | Tankers | Merchant ships of Norway | Steamships of Norway | Empire ships | Ministry of War Transport ships | World War II merchant ships of Jersey | Maritime incidents in 1942 | Steamships of Jersey | Merchant ships of Jersey

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ROBERT CRAGGS & SONS, STOCKTON and MIDDLESBROUGH

Name	METEOR
Type	Tanker
Yard Number	162
Launched	21/03/1901
Completed	18/05/1901
Off. Number	
Engine builder	Richardsons, Westgarth & Co., Middlesbrough
Engine type	T. 3 cyl., aft
GRT	4259
Length (feet)	349.6
Beam (feet)	47
First owner	Russian Steam Navigation & Trading Company, Odessa
History	1907 A. I. Merkulieff, Odessa
	1911 S.S. Co. "Ocean" Ltd., Odessa
	1920 BORELIS, Anglo-Saxon Petroleum Co. Ltd., London
Fate	03/09/1931 arrived at Osaka for breaking up in Japan.

Use browser to return to this builder's yardlist

Return to all builders [main index](#)

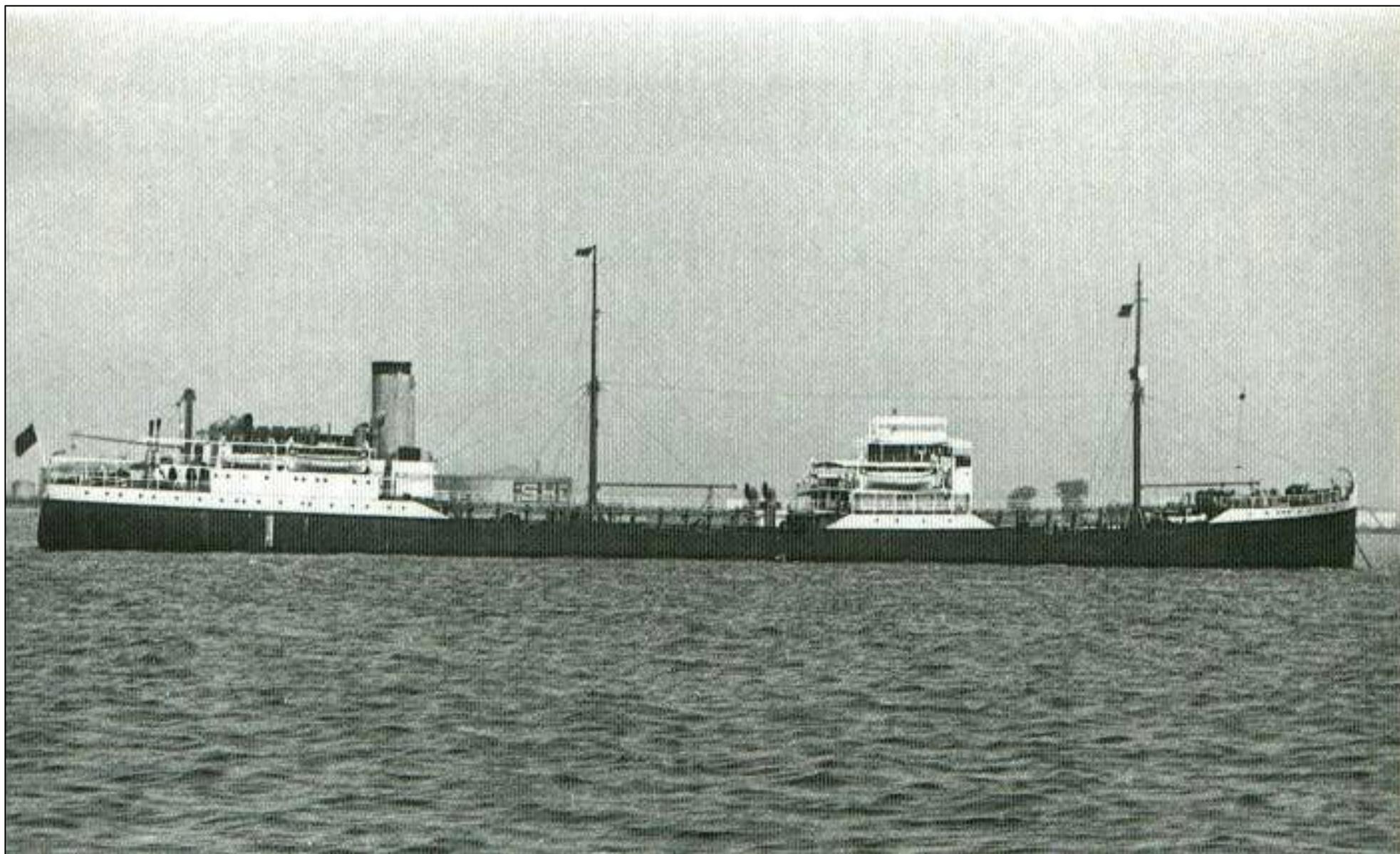
SS Bullmouth

Bullmouth, 12000 tons, completed at Hebburn on Tyne 1927 for Anglo Saxon.
29th October 1942 torpedoed and sunk 125 miles NW of Madeira w.o.p Freetown to Tyne. 50 lives lost.



SS Bullmouth

Bullmouth, 12000 tons, completed at Hebburn on Tyne 1927 for Anglo Saxon.
29th October 1942 torpedoed and sunk 125 miles NW of Madeira w.o.p Freetown to Tyne. 50 lives lost.



WILLIAM GRAY & COMPANY LTD., WEST HARTLEPOOL

Name	BULLMOUTH
Type	Tanker
Yard Number	465
Launched	12/09/1893
Completed	1893
Off. Number	102805
Engine builder	Central Marine Engine Works, West Hartlepool
Engine type	T. 3cyl., engine aft
GRT	4018
Length (feet)	347.
Beam (feet)	45.6
First owner	M. Samuel & Co., London
History	1898 Shell Transport & Trading Co. Ltd (M. Samuel & Co.), London
	1907 Anglo-Saxon Petroleum Co. Ltd., London
Fate	28/04/1917 torpedoed by U.58 when 125 miles NW by W of Tory Island on passage Glasgow for Hampton Roads in ballast.

Seen on the right in this hand-coloured postcard of Middlesbrough Dock, posted in 1905



20501

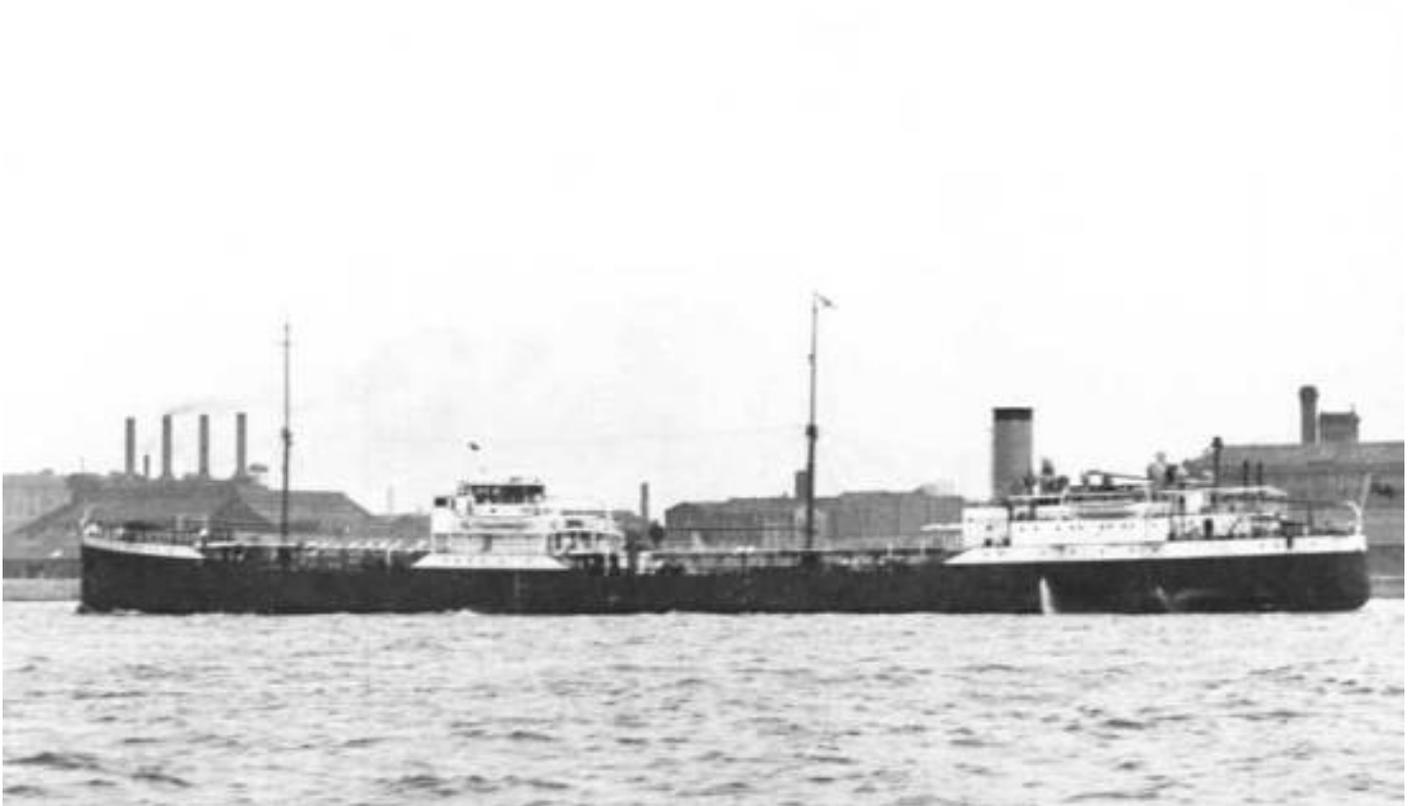
Middlesborough. The Docks.

Iron P.D.

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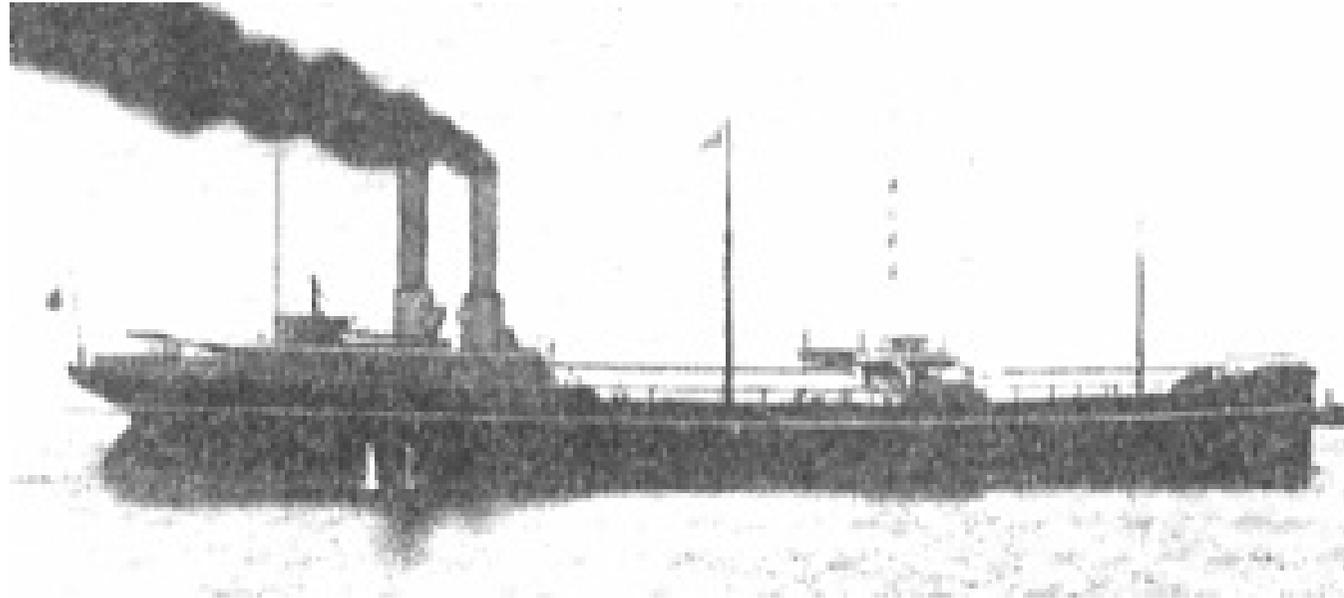
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Bulysses



Name	Bulysses	
Type:	Motor tanker	
Tonnage	7,519 tons	
Completed	1927 - R. & W. Hawthorn, Leslie & Co Ltd, Hebburn-on-Tyne	
Owner	Anglo-Saxon Petroleum Co Ltd, London	
Homeport	London	
Date of attack	11 Sep, 1941	Nationality:  British
Fate	Sunk by U-82 (Siegfried Rollmann)	
Complement	61 (1 dead and 60 survivors).	
Convoy	SC-42	
Route	New York - Sydney (30 Aug) - Stanlow	
Cargo	9300 tons of gas oil	
History	Completed in May 1927	
Notes on loss	<p>At 01.51 hours on 11 Sep, 1941, U-82 fired four torpedoes at the convoy SC-42 south of Cape Farewell. The first three torpedoes missed and the fourth hit the Bulysses, which exploded. The stern shot at 02.12 hours hit the Gypsum Queen, which sank within one minute.</p> <p>One crew member from the Bulysses (Master Bartram Lamb) was lost. The master, 53 crew members and six gunners were picked up by the Finnish steam merchant Wisla and landed at Liverpool.</p>	

9. • —mŠÛ BUYO MARU (1907)



• —mŠÛ Buyo Maru

—û'... 'D 5,238G/T 1907.12(—¾40) i ... 117.99 x 14.90 x 8.87 m Žâ<@ R) 10kt

Sir W. G. Armstrong, Whitworth & Co., Newcastle Upon Tyne Ćš'ç H.E.Moss & Co

Delphinula "1908(—¾41)" Ć—m<D'D("Ćž),É",,çp A• —mŠÛ BUYO MARU ,Æ%ü—¼ "1910(—¾43)%oY%oê'D<,"Å%oÝ<q'D,É%oü'ç B'D<q 2"™15 3"™180 B"i•Ä ü,É A q "1913.10('å2) Ä"x A—û'... 'D,É%oü'ç "1917('å6)fCfMfŠfXŠĆĀER È(England),É",,çp **ANO 188**,Æ%ü—¼ BAnglo-Saxon Petroleum Co.,Ltd ,æ%o^ q "1918('å7)**Anglo-Saxon Petroleum Co.,Ltd(unknown)**,É",,çp "1923('å12)fCfMfŠfXŠĆĀER È(England),É",,çp B1936-37 Lloyd's Register ,Ü,Å" Š—LŽÒ,ÅĀf Ú "1946.11.8(°21)%ođ'ì,½,ß",,çp "1947.9(°22)fXfyfCf",ì%ođ'ìÆŽÒ,É,æ,è%ođ'ì

were reported to have been killed.^[4] At the inquest, the page from the day's activities was missing from the log book of the suspect naval vessel, *Virago*. The crew were buried in Haifa. Captain Banks signalled to abandon ship when he saw the line go, and dived overboard, swimming under the flames until he lost consciousness, and was rescued by members of the Haganah.^[1] *Empire Cross* was scrapped in 1952.^[3]

References

- ^{^ a b c d e f} Mitchell, W.H.; Sawyer, L.A. (1995). *The Empire Ships*. London, New York, Hamburg, Hong Kong: Lloyd's of London Press Ltd. p. not cited. ISBN 1-85044-275-4.
- ^{^ a b} "Empire Cross". Helderline. <http://www.helderline.nl/tanker/1223/empire+cross/>. Retrieved 4 May 2011.
- ^{^ a b c} "EMPIRE - C". Mariners. <http://www.mariners-1.co.uk/EmpireC.html>. Retrieved 4 May 2011.
- [^] "Haifa Tanker Explosion" *The Times* (London). Monday, 5 August 1946. Issue **50521**, col E, p. 3.

External links

- British Pathé newsreel of *Empire Cross* burning

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