MACOMA
Eigenaar : N.V. Petroleum Maatschappij "La Corona", 's-Gravenhage
Werf : N.V. Nederlandsche Scheepsbouw Mij. / 235
Bouwjaar : 1936
Brt : 8029
Vermogen : 4.400 pk
Snelheid : 12,5 knoop
Roepnaam : PFRR
Bijzonderheden/historie:
22 november 1943 gearriveerd Palmers Shipbuilding Ltd., Hebburn-on-Tyne voor ombouw tot Merchant Aircraft Carrier
1 april 1944 indienst Britse Navy
30 maart 1945 uit dienst gesteld
Eind 1945 bij N.V. Rotterdamsche Droogdok Maatschappij, Rotterdam in oude staat gebracht
5 mei 1946 aanvang eerste reis Rotterdam-Curaçao
4 december 1959 verkocht voor de sloop te Hong Kong.
5 januari 1960 aanvang van de sloop.

Oostenburg
Nederlandse Dok- en Scheepsbouw Maatschappij:
Te waterlating van het tankschip 'Macoma' bestemd voor de Petroleummaatschappij La Corona, Den Haag.

Datering: 1935 (ca.)

Het tankschip 'Macoma' verlaat IJmuiden voor een proeftocht
Het schip is bestemd voor de Petroleum Mij. 'La Corona', Den Haag. Tijdens de Tweede Wereldoorlog was het schip een z.g. 'MAC-schip', een tanker met een klein vliegdek. Na de oorlog is het schip weer tot normale tanker verbouwd. In november 1959 is het schip naar Hong Kong vervoerd om gesloopt te worden.

Datering: 13 juni 1936
Herkomst: Stadsarchief; Collectie foto-afdrukken
Documenttype: foto
Vervaardiger: Vereenigde Fotobureaux N.V. (fotograaf)
Afbeeldingsbestand: 010003027386


MACOMA


MACOMA


MACOMA

Naam	Name	**MACOMA (2)**
IMO Nr.	IMO Nr.	6729969
Roepnr.	Callsign	PJLB
Bouwjaar	Build	1968
Werf	Yard	Ishikawajima Harima Heavy Industries, Aioi, Japan.
Bouwnr.	Build. Nr.	924
In dienst	In service	01/1968
Eigenaar	Owner	Curacaose Scheepvaart Maatschappij, Shell Tankers BV, Rotterdam.
Vlag	Flag	Dutch Antilles
Thuishaven	Homeport	Willemstad.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	325.08 mtr.
Lengte (p.p.)	Length (p.p.)	- mtr.
Breedte	Beam	47.22 mtr.
Holte	Depth	24.53 mtr.
Diepgang	Draft	18.95 mtr.
Tonnage DWT	DWT	209.995 ton
Tonnage GT	GT	104.303 ton
Tonnage NT	NT	- ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Mitsubishi steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	162.00 t/h
Aantal Tanks	Total Tanks	8 centertanks and 5 wingtanks, 2 Clean Ballasttanks.

Bijzonderheden Remarks **Macoma (1)** (12.263 ton) build in 1936 by Ned. Dok & Scheepsbouw Mij., Amsterdam for Shell Tankers BV.
Macoma (3) (298.306 ton) build in 1995 by Daewoo Heavy Industries, Okpo, South Korea for Shell International Trading & Shipping Co., London.

Historie	History	-
Status	Status	17/05/1983 scrapped at Kaohsiung, Taiwan.

Macoma

Nadat begin augustus 1974 het ss Metula de pech had in Straat Magelhaen aan de grond te lopen en dit wereldnieuws was voor de hierop volgende weken met als hoogte punt het begin van de sleepreis naar Rio de Janeiro trof een andere VLCC het lot zonder voortstuwing stil te komen liggen. Het ss Macoma onderweg van de Perzische Golf naar Singapore in geladen toestand ter hoogte van Kaap Comorin (zuidpunt India)werd omstreeks 28-29 september ‘s nachts op de 12-4 wacht opgeschrikt door een machinekameralarm wegens het wegvallen van het vacuüm van de hoofdturbine. Het enig waarneembare was de hoge temperatuur uitlaat koelwater. Eerst werd er gedacht aan het dichtvallen van de scoop(inlaat koelwater zonder tussenkomst pomp) de hulp circulatiepomp werd gestart maar dit hielp niet. Getracht werd om de elektrisch aangedreven overboord afsluiter te openen al gaf de stand aan dat deze open stond het motortje draaide prachtig maar er gebeurde niets, er werd een handgat deksel enigszins losgemaakt maar er stond nogal veel druk achter dus alles vlug vast. De hoofdcondensor werd afgetapt en opengemaakt en er werd aan de uitlaatzijde een kijkje genomen bij de overboord schuif (diameter 1,4 mtr) deze zat dus mooi dicht dit was nog een gewone schuifafsluiter en de enige conclusie die getrokken kon worden was dat de spindle was afgebroken dus goede raad was duur. De sparks werd opgetrommeld om verbinding te maken met kantoor waar alleen een wachtsman te bereiken was het was nog nacht de enige boodschap was dan ook dat de hiervoor verantwoordelijke personen benaderd zouden worden en dat we maar wat moesten proberen. Aan boord werden de koppen bij elkaar gestoken en de mogelijkheden bekeken om toch weer koelwater door de condensor te krijgen. De Macoma was uitgerust met een dubbele smeeroliekoeler en als we materiaal en middelen genoeg hadden kon van één der mangatdeksels een leiding gecreëerd worden naar een smeeroliekoeler, dit was natuurlijk lang niet voldoende maar een begin. Er werden twee ploegen gevormd onder leiding van de Hwtk en 2 wtk. De eerste ploeg startte de werkzaamheden en de Hwtk met zijn ploeg ging proberen wat te slapen. Ondertussen was het kantoor in Rotterdam ook weer begonnen aan de dagelijkse werkzaamheden en er werd ook aan de Macoma gedacht in de vorm van een telefoongesprek waarin door een zeer geagiteerde adjunct directeur met een licht spraakgebrek, waardoor het gesprek 2 maal de normale tijd in beslag nam, op hoge toon in niet mis te verstane bewoordingen van de Hwtk geëist werd dat het schip binnen 24 uur weer op volle kracht onderweg zou moeten zijn naar Singapore(de Hwtk die net sliep moest hiervoor uit zijn bed komen aan de gezagvoerder of 2 wtk had deze kantoor medewerker geen boodschap). De gezagvoerder had nog wel gevraagd om sleepboothulp maar dit was helemaal uit den boze er mocht totaal geen ruchtbaarheid aan gegeven worden men was natuurlijk net bezig met de sleepreis van de Metula. Ondertussen gingen de werkzaamheden door en er werd gezocht naar een manier om ergens leidingen te demonteren van voldoende diameter voor de aansluiting op de smeeroliekoeler. Er kwam iemand met het goede idéé dat de leidingen van de Butterworth installatie in de top van de pompkamer zeer geschikt waren zodoende werd begonnen de nodige leidingen uit de top van de pompkamer te demonteren tot groot verdriet van de eerste stuurman want nu kon hij niet meer tankwassen. De installatie was al geruime tijd buiten dienst omdat men ondertussen was overgegaan op crude-oil wassen dus de stuurman zijn bezwaren werden terzijde geschoven. Daar de middelen om te branden en lassen beperkt waren, weinig gas en zuurstof evenals laselektroden, moest alles wel goed worden voorbereid. Het grote geluk was dat één der scheepsgezellen een uitzonderlijk goed lasser was die met een laselektrode wonderen verrichte. Besloten werd op een ander mangat deksel nog een leiding te maken en deze aan te sluiten op een

sanitair overboord, dit werd weer door een ander ploegje gedaan wat klaar was met de demontagewerkzaamheden in de top van de pompkamer dit tot grote opluchting van de stuurman. Als dit zou lukken was er alleen nog het probleem om de top van de condensor ook wat te koelen in de maanden ervoor waren al een stuk of 80 pijpen afgestopt wegens lekkage allemaal in de top van de condensor en grote voorzichtigheid was geboden hier. Er werd nog een dekseltje ontdekt met een gat van een centimeter of 8 en hier werd een brandslang op aangesloten die in de wel van de lenspomp werd gelegd dus met constant lenzen zou dit ook wel lukken. De werkzaamheden verliepen voorspoedig en men vorderde goed. Ondertussen ging men de derde nacht in en als alles volgens wens bleef gaan kon er tegen de morgen voorzichtig koelwater op het systeem gezet worden. Om een uur of 5 werd het systeem getest en op wat kleine lekkages na in orde bevonden er werd gestart met voorwarmen en besloten om 9 uur een poging te wagen om te gaan varen. Bij het wisselen van de wacht om 8 uur op de brug zag men een sleepboot aankomen. Het kantoor had toch maar besloten een sleepboot te sturen zonder het schip hiervan in kennis te stellen. De sleepboot was van Bugsier met toen het grootste vermogen ter wereld dus geen halve maatregelen. Het schip werd opgeroepen en er werd gevraagd of ze konden vastmaken wat natuurlijk door de gezagvoerder van de Macoma werd geweigerd, zodoende lagen er 2 schepen te drijven. De Hwtk had in overleg met zijn wtk's besloten om een maximale condensaat temperatuur aan te houden van 35 graden Celsius en een koelwatertemperatuur in de top van de condensor van maximaal 38 graden Celsius het waren waarden die we maar met wat gevoel hadden aangenomen en we wisten niet hoe het in de praktijk uit zou komen. Om 9 uur werd voorzichtig stoom op de turbine toegelaten tot ongeveer 10 rpm van de schroef er kwam langzaam beweging in het schip tot verbazing van het sleepboot personeel, we werden natuurlijk gelijk opgeroepen omdat we ons langzaam verwijderden er werd alleen gemeld dat we aan het testen waren.Deze sleepboot had natuurlijk veel betere communicatieapparatuur dan de Macoma en heeft gelijk het kantoor opgeroepen voor uitleg. Nog geen half uur later was er al telefoon uit Rotterdam wat of we aan het uitspoken waren en waarom ze niet waren geïnformeerd dat we gingen varen, we waren alleen aan het testen en verder geen uitleg. De omwentelingen werden opgevoerd naar 15 en alle temperaturen nog steeds onder de gestelde waarden zo werd in de loop van de morgen een toerental bereikt van 25 op de schroef met een condensaat temperatuur van 34 graden en top condensor van 38 graden. De sleepboot was ondertussen een klein stipje geworden maar we horen ze nog mopperen. Het kantoor werd ingelicht dat we de reis voort zetten met 25 omwentelingen van de schroef en dat alles verder volgens wens verliep. Het volgende probleem deed zich nu voor de gezagvoerder kreeg opdracht van de medische dienst om Colombo aan te lopen voor medische verzorging van de 2 wtk die tijdens de werkzaamheden metaal splinters in een oog had gekregen Een helikopter was niet beschikbaar dus met dit moeilijk manoeuvreerbare schip werd toch Colombo zo dicht mogelijk aangelopen 2 wtk afgezet en de reis vervolgd naar Singapore. De reis naar Singapore heeft 18 dagen geduurd. In Singapore kwam de 2 wtk weer aan boord. De lading werd gelost maar men zat nog wel met het probleem dat de overboord onder water bleef en zo een groot schip kroppen viel ook niet mee. Aan de wal was al een nieuwe spindle in de maak want tekeningen met de goede maten waren aan boord. De stuurman werd opgedragen een ballastplan te maken om de overboord boven water te krijgen dit lukte in zoverre dat de top van de overboord ongeveer 15 cm boven water kwam. Zelden een schip gezien dat met zoveel hogging onder maximale spanning in het water lag. Top afsluiter gedemonteerd maar toen de grote vraag hoe halen we de schuif eruit zit hij vast of valt het mee. Het viel alles mee een takel erboven en de schuif kwam mooi naar boven zonder extra inspanning. Nieuwe spindle gemonteerd en alles afgemonteerd en ook deze ervaring waren we weer rijker. Voor zover mij

bekend is er nooit enige vorm van schriftelijke of telegrafische waardering geweest voor een toch wel aardig geklaarde klus, er viel natuurlijk ook niet veel eer te halen voor de walorganisatie.

Als kleine anekdote valt nog te vermelden dat de schrijver van dit verhaaltje 2 jaar later examen moest doen voor C 2 in het vak bijzondere herstellingen hij kwam te zitten tegenover 3 heren met een Shell schelpje op hun revérs en daar de kandidaat ook van club was zij gelukkig waren het weer niet over motoren te moeten hebben maar deze keer over stoom. De eerst stelling van de vragensteller was bij Shell Tankers gebeurt nooit iets dus we gaan het theoretisch houden. Gelukkig kon ik hierop antwoorden dat er wel eens iets gebeurde en kon het bovenstaande verhaal afdraaien wat met aandacht werd gevolgd en een dikke voldoende opleverde en over theorie werd niet meer gepraat.


NO SMOKING
MACOMA


MACOMA


TACOMA


MACOMA


MACOMA

Naam	Name	**MACOMA (3)**
IMO Nr.	IMO Nr.	9077850
Roepnr.	Callsign	MWSP6
Bouwjaar	Build	1995
Werf	Yard	Daewoo Heavy Industries, Okpo, South Korea.
Bouwnr.	Build. Nr.	5092
In dienst	In service	01/08/1995
Eigenaar	Owner	Lawrence Tankers Ltd. STASCO
Vlag	Flag	Isle of Mann
Thuishaven	Homeport	Douglas.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	332.0 mtr.
Lengte (p.p.)	Length (p.p.)	- mtr.
Breedte	Beam	57.20 mtr.
Holte	Depth	30.40 mtr.
Diepgang	Draft	20.80 mtr.
Tonnage DWT	DWT	298.432 ton
Tonnage GT	GT	156.802 ton
Tonnage NT	NT	171.000 ton
Inhoud	Cubic	330.787 m3
Machine(s)	Engine(s)	2 Sulzer 7RTA84T dieselengines.
Vermogen	Output	35.986 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	162.00 t/h
Aantal Tanks	Total Tanks	double bottom and double hull, 15 cargotanks

Bijzonderheden Remarks **Macoma (1)** (12.263 ton) build in 1936 by Ned. Dok & Scheepsbouw Mij., Amsterdam for Shell Tankers BV.
Macoma (2) (209.995 ton) build in 1968 by Ishikawajima Heavy Industries, Aioi, Japan for Shell Tankers BV.
Historie History Sisterships;
Murex, Macoma, Magdala, Megara and Myrina.
Status Status 2003 end Shell Charter.
Sold to : V Ships, UK, as "Chelsea", Flag, Marshall Islands, under callsign V7FW2.

Mactra

Tanker

Bau-Nr. 1200

Aufschwimmen: 25.11.1968; Ablieferung: 17.03.1969

1966 1966 als Turbinentanker mit ca. 165.000 t Tragfähigkeit (L.ü.A.: 320,00 m; B.a.Spt.: 47,17 m; Tfg.: 16,47 m) von der Shell Tankers (U.K.) Ltd., London, Großbritannien, bei der Kieler Howaldtswerke AG, Kiel, in Auftrag gegeben

1967 Vergrößerung des Tiefgangs von 16,47 m auf 18,98 m entsprechend den Regelungen des 1968 in Kraft getretenen neuen „Internationalen Freibordabkommens“ von 1966, sowie Vergrößerung der Länge ü. Alles von 320,00 m auf 325,32 m; dadurch Erhöhung der Tragfähigkeit von ca. 165.000 t auf ca. 212.000 t

1967 Nach der am 21.12.1967 erfolgten Fusion der Kieler Howaldtswerke AG, der Howaldtswerke Hamburg AG, Hamburg, und der Deutsche Werft AG, Hamburg, zur Howaldtswerke-Deutsche Werft AG, Hamburg und Kiel, Fortführung des Auftrags unter der gleichen Baunummer.

1968 Bau einer Bodensektion im Werk Finkenwerder, die schwimmend nach Kiel überführt wurde. Am 25.11.1968 Aufschwimmen im Baudock zum Anbau der Bugsektion im schwimmenden Zustand; Ausdocken am 01.12.1968.

1969 Abgeliefert an Shell Tankers (U.K.) Ltd., London; Mgr.: - ; **„Mactra“**; London - Großbritannien

BRT: 104.723; NRT: 75.3021; Tragfähigkeit: 211.890 t

Abmessungen: L.ü.A.: 325,32 m; L.zw.d.L.: 310,54 m; Br.a.Spt.: 47,17 m; Tfg.: 18,98 m; S.- H.: 24,50 m

Rauminhalt: 248.796,0 m³ Öl (100%).

Antriebsanlage: 1 Getriebedampfturbine; 60,0 atü; 510° C; AEG –De Schelde (Getriebe); 1 Wasserrohr-/Strahlungskessel; 62,0 atü; 515° C; Dampfleistung 100,0 t/h (max.); Howaldtswerke - Deutsche Werft AG - Babcock & Wilcox; 1 Wasserrohrkessel; 62,0 atü; 390° C; Dampfleistung 30,0 t/h (normal); Howaldtswerke - Deutsche Werft AG; 20.608 kW; 1 Propeller; 85 U/min;15,6 kn.

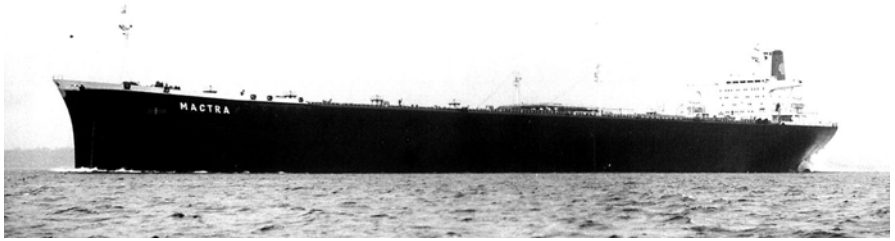
Ladebäume: 2 – 10,0 t; 2 – 1,0 t

Kräne: 1 – 5,0 t/ 9,1 m

Tanks: 17 (5 Mitteltanks; 12 Seitentanks, davon 2 für Ballastwasser und 2 für Sludge)

Besatzung: 40 + 4 Kadetten

Schwesterschiffe: „Murex“ (Bau-Nr. 1133)

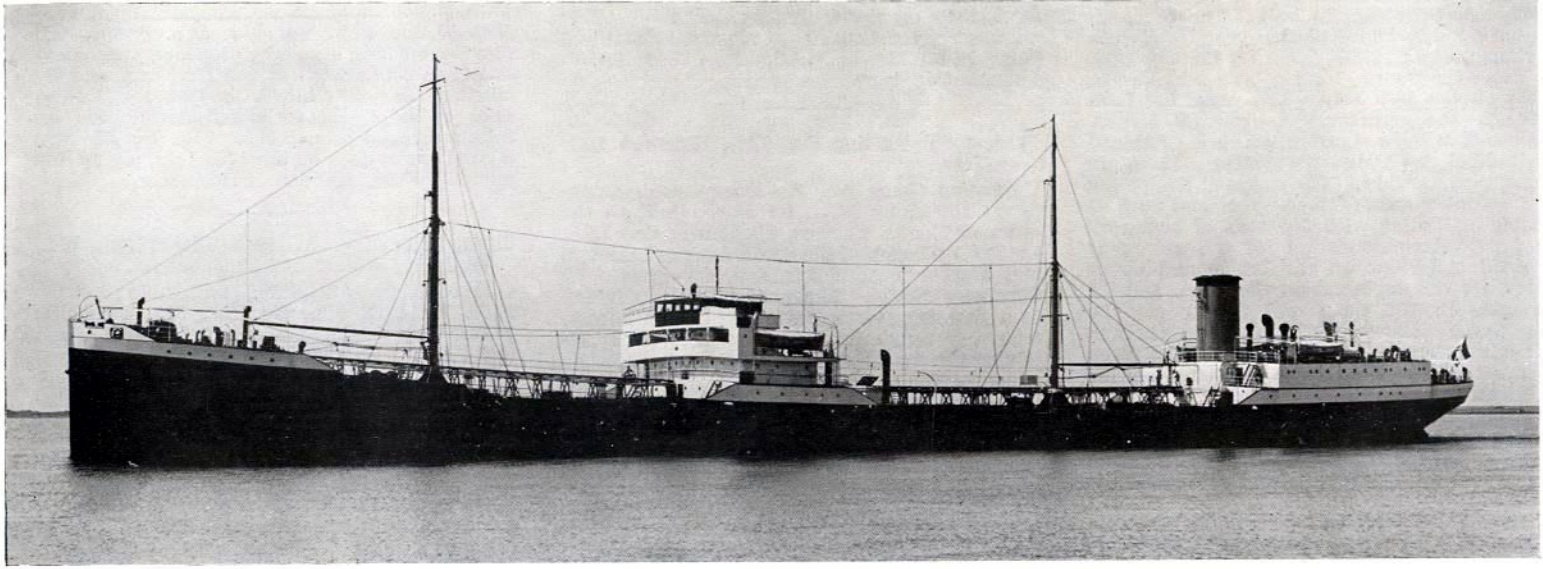


„Mactra“ Foto: Howaldtswerke - Deutsche Werft AG (1969)

1969/70 Am 29.12.1969 während der Reise Le Havre (Frankreich) – Persischer Golf im Indischen Ocean auf 19° 27’ S 39° 07’ E (ca. 250 Sm östl. von Beira, Mozambique) durch eine Explosion in einem leeren Tank, durch die das Oberdeck über eine Länge von ca. 150 m aufgerissen wurde, und einem anschließenden Feuer schwer beschädigt worden. Ankunft in Beira am 01.01.1970. Anschließend in Schlepp nach Durban (Südafrika) zur Durchführung einer Notreparatur; Ankunft in Durban am 14.01.1970.
Am 23.06.1970 ab Durban zur Reparatur durch Mitsubishi Heavy Industries Ltd., Yokohama, Japan; Ankunft in Yokohama am 29.07.1970.
Abschluß der Reparatur am

1974 An Societe Maritime Shell, Paris; Mgr.: - ;**“Mactra”;** Fos-sur-Mer - Frankreich

1980 Verkauft zum Abbruch an Gi Yuen Steel Enterprise Co. Ltd., Kaohsiung, Taiwan. Ankunft in Kaohsiung am 12.06.1980; Beginn des Abbruchs am 27.06.1980



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

HOLLAND.

N.V. Machinefabriek en Scheepswerf van P. Smit, Jr., Rotterdam.

Macuba.—Twin-screw oil-tank motorship; 450ft. B.P., by 61ft. 9in. moulded, by 34ft. moulded; 11,700 tons deadweight on 26ft. 2in. draught. The vessel is the first to be completed of 20 sister ships ordered from British and foreign shipbuilders in 1930 by the Royal Dutch-Shell group. The hull has been constructed to the plans and specifications of the owners. The oil-cargo space, which is arranged between cofferdams, is subdivided by transverse and longitudinal bulkheads into seven tanks, each of three compartments. By means of this subdivision, the engines, constructed by the Werkspoor Company, Amsterdam, and fitted aft, have been installed by the shipbuilders. These engines which can be supercharged to the extent of 60 per cent., developed 4,800 B.H.P. during the trials, giving the vessel a loaded speed of 13½ knots. Each engine drives an air compressor coupled directly to the forward end of the crankshaft, as well as cooling-water, fuel, lubricating-oil and bilge pumps. The remaining independent auxiliaries (including the steering gear) are steam-driven, steam being provided by two donkey boilers installed at the forward end of the engine-room over the cross bunker. These boilers are arranged to take the exhaust gases from the contract. The vessel is built on the Götaverken continuous-girder system. The two Götaverken-B. & W. single-acting, trunk-piston Diesel engines each have seven cylinders 550 mm. bore by 1,000 mm. stroke. The auxiliary engines include one two-cylinder Diesel engine and one steam engine, each coupled to a 50-kw., 110-volt dynamo. There are also installed two boilers arranged for exhaust-gas firing and oil firing, the former giving sufficient steam for the ordinary auxiliaries at sea. On the trial trip, which took place on the 4th July in loaded condition, a mean speed of 12·40 knots was attained, the fuel-oil consumption being 0·134 gramme per I.H.P. for all purposes.


MAGDALA


MAGDALA


MAGDALA


MAGDALA

Naam	Name	**MAGDALA (3)** ex. Magdala (ELRO9)
IMO Nr.	IMO Nr.	9077862
Roepnr.	Callsign	MWSQ6
Bouwjaar	Build	1995
Werf	Yard	Daewoo Heavy Industries, Okpo, South Korea
Bouwnr.	Build. Nr.	5093
In dienst	In service	01/09/1995
Eigenaar	Owner	Cedarhurst Tankers Ltd. STASCO
Vlag	Flag	Isle of Man
Thuishaven	Homeport	Douglas.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	334.0 mtr.
Lengte (p.p.)	Length (p.p.)	- mtr.
Breedte	Beam	58.05 mtr.
Holte	Depth	31,0 mtr.
Diepgang	Draft	20.80 mtr.
Tonnage DWT	DWT	278.405 ton
Tonnage GT	GT	156.802 ton
Tonnage NT	NT	107.829 ton
Inhoud	Cubic	330.787 m3
Machine(s)	Engine(s)	2 Sulzer 7RTA84T dieselengines.
Vermogen	Output	35.986 Hp
Snelheid	Speed	- mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	Double hull & bottom, 15 Cargotanks.

Bijzonderheden Remarks **Magdala (1)** (12.623 ton) build in 1931 by v.d. Giessen & Zn. , Krimpen a.d. IJssel for Shell Tankers BV.

Magdala (2) (211.789 ton) build in 1968 by Chantiers de L'Atlantic, St.Nazaire for Societe Maritime Shell.

Historie History Reflagged in 1997 to Isle of Man.

Sisterships, Murex, Macoma, Megara and Myrina.

Status Status **2003 End Shell charter, renamed MAYFAIR**.


MAGDALA


MAGDALA


MAGDALA

Naam	Name	**MAGDALA (2)**
IMO Nr.	IMO Nr.	6803727 Roepnr. Callsign FNVH
Bouwjaar	Build	1968 Werf Yard Chantier de L'Atlantic, St. Nazaire, France
Bouwnr.	Build. Nr.	R23 In dienst In service 02/03/1968
Eigenaar	Owner	Société Maritime Shell France, Parijs.
Vlag	Flag	French Thuishaven Homeport Le Havre.
Type	Type	Tanker Klasse Class LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	324.77 mtr.
Lengte (p.p.)	Length (p.p.)	- mtr.
Breedte	Beam	47.17 mtr Holte Depth 24.52 mtr.
Diepgang	Draft	19.00 mtr. Tonnage DWT DWT 208.445 ton
Machine(s)	Engine(s)	2 Stal Laval steamturbines.
Vermogen	Output	28.000 Hp Snelheid Speed 16.0 mile
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	**Magdala (1)** (12.623 ton) build in 1931 by v.d. Giessen & Zn. , Krimpen a.d. IJssel for Shell Tankers BV.
Historie	History Status	Status 12-04/1978 scrapped at Kaoshiung, Taiwan.

Ship Report for "MAGDALA"
ID No: 6803727 Year: 1968
Name: MAGDALA Launch Date: 16.10.1967
Type: Tanker Date of completion:
Flag: FRA Keel: -
Tons: 105296 Link: 1348
DWT: 211789 Yard No: R23
Length overall: 324.7 Ship Design: -
LPP: 310.0 Country of build: France
Beam: 47.2 Builder: L'Atlantique
Material of build: -Location of yard: St Nazaire
Number of screws/Mchy/Speed(kn): 1ST-16
Owner as Completed: Société Maritime Shell France
Naval or paramilitary marking : -
Subsequent History: -
Disposal Data: Scrapped at Kaohsiung 29.04.1978

uboat.net

Ships hit by U-boats

Maja

Name	**Maja**	
Type:	Motor tanker	
Tonnage	8,181 tons	
Completed	1931 - C. van der Giessen & Zonen's Scheepswerven NV, Krimpen aan den IJssel	
Owner	Anglo-Saxon Petroleum Co Ltd, London	
Homeport	London	
Date of attack	15 Jan 1945	**Nationality:** British
Fate	Sunk by **U-1055** (**Rudolf Meyer**)	
Position	53.40N, 05.14W - Grid AM 98 - **See location on a map** -	
Complement	65 (25 dead and 40 survivors).	
Convoy		
Route	Swansea - Belfast - Reykjavik	
Cargo	10680 tons of gasoil and motor spirit	
History	Completed in November 1931 for NV Petroleum Mij 'La Corona', The Hague. 1939 transferred to Anglo-Saxon Petroleum Co Ltd, London.	
Notes on loss	On 15 Jan, 1945, the unescorted **Maja** (Master William Cecil Robinson) was torpedoed and sunk by **U-1055** southeast of Drogheda. 17 crew members and eight gunners were lost. The master, 37 crew members and two gunners were picked up by the Belgian trawler **Hendrik Conscience** and landed at Holyhead.	

If you can help us with any additional information on this vessel then please **contact us**.

Return to Allied Ships hit by U-boats

Maja

British Motor tanker

Name	**Maja**
Type:	Motor tanker
Tonnage	8,181 tons
Completed	1931 - C. van der Giessen & Zonen's Scheepswerven NV, Krimpen aan den IJssel
Owner	Anglo-Saxon Petroleum Co Ltd, London
Homeport	London
Date of attack	15 Jan 1945 **Nationality:** British
Fate	Sunk by U-1055 (Rudolf Meyer)
Position	53.40N, 05.14W - Grid AM 98
Complement	65 (25 dead and 40 survivors).
Convoy	
Route	Swansea - Belfast - Reykjavik
Cargo	10680 tons of gasoil and motor spirit
History	Completed in November 1931 for NV Petroleum Mij 'La Corona', The Hague. 1939 transferred to Anglo-Saxon Petroleum Co Ltd, London.
Notes on loss	On 15 Jan, 1945, the unescorted **Maja** (Master William Cecil Robinson) was torpedoed and sunk by U-1055 southeast of Drogheda. 17 crew members and eight gunners were lost. The master, 37 crew members and two gunners were picked up by the Belgian trawler **Hendrik Conscience** and landed at Holyhead

*Location of attack on **Maja**.*

ship sunk.

Maja

British Motor tanker

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*Location of attack on **Maja**.*

ship sunk.

Mamura

Dutch Motor tanker

Name	**Mamura**
Type:	Motor tanker
Tonnage	8,245 tons
Completed	1932 - NV Wilton´s Maschinefabriek & Scheepswerf, Rotterdam
Owner	NV Petroleum Mij ´La Corona´, The Hague
Homeport	The Hague
Date of attack	26 Feb 1942 **Nationality:** Dutch
Fate	Sunk by U-504 (Hans-Georg Friedrich Poske)
Position	29N, 76.20W - Grid DC 7220
Complement	49 (49 dead - no survivors)
Convoy	
Route	Houston - New York - Halifax
Cargo	full load of gasoline
History	
Notes on loss	At 19.13 hours on 26 Feb, 1942, the unescorted **Mamura** (Master P. Dobbenga) was torpedoed by U-504 about 230 miles off the coast of Florida. One torpedo hit the engine room, while a second detonated in the bow. The tanker was immediately ablaze and broke in two. The U-boat had fired the torpedoes from a distance of 400 meters and had to avoid the burning gasoline by diving. After surfacing eight minutes later, the stern section sank, while the bow was still visible. None of the 49 crew members, 35 of them Chinese, survived.

*Location of attack on **Mamura**.*

ship sunk.

Mamura

Dutch Motor tanker

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Type:	Motor tanker		
Tonnage	8,245 tons		
Completed	1932 - NV Wilton´s Maschinefabriek & Scheepswerf, Rotterdam		
Owner	NV Petroleum Mij ´La Corona´, The Hague		
Homeport	The Hague		
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*Location of attack on **Mamura**.*

ship sunk.

SS Mangelia

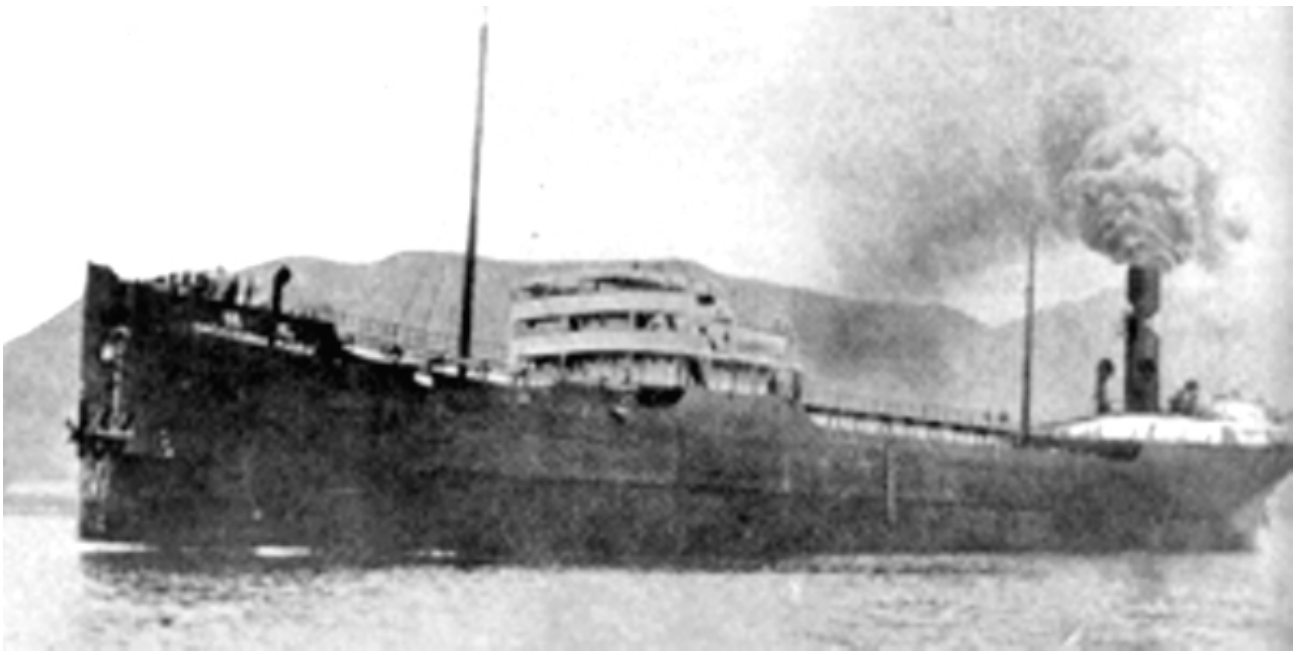

MANDELIA


MANGELIA
LONDON


MANGELIA

Naam	Name	**Mangelia**	
IMO Nr.	IMO Nr.	6822084	
Roepnr.	Callsign	GYKQ	
Bouwjaar	Build	1968	
Werf	Yard	Kawasaki Heavy Industries, Kobe. Japan.	
Bouwnr.	Build. Nr.	1100	
In dienst	In service	01/11/1968	
Eigenaar	Owner	Shell Tankers UK, Londen.	
Vlag	Flag	British	
Thuishaven	Homeport	London	
Type	Type	Tanker	
Klasse	Class	LR	
Sub Type	Sub Type	Crude	
Lengte (o.a.)	Length (overall)	325.08 mtr.	
Lengte (p.p.)	Length (p.p.)	- mtr.	
Breedte	Beam	47.22 mtr.	
Holte	Depth	28,43 mtr.	
Diepgang	Draft	18.95 mtr.	
Tonnage DWT	DWT	209.838 ton	
Tonnage GT	GT	- ton	
Tonnage NT	NT	- ton	
Inhoud	Cubic	- m3	
Machine(s)	Engine(s)	2 Kawasaki steamturbines.	
Vermogen	Output	28.000 Hp	
Snelheid	Speed	15.0 mile	
Verbruik	Consumption	- t/h	
Aantal Tanks	Total Tanks	8 centertanks and 5 wingtanks from which 2 Clean ballast tanks.	
Bijzonderheden	Remarks	Total 22 M-class tankers for Shell Tankers where build.	
Historie	History		
Status	Status	1976 sold to Goulandris Bros, Greece, renamed as “Andros Tanker”	
1976 sold to Anders Jahre, renamed “Jarmona”			
1979 sold to Asia Merchant Marine, renamed “Korea Donghae 2”			
30 december 1982 scrapped Ulsan, South Korea.			

Tachibana Maru Class Auxiliary Oiler

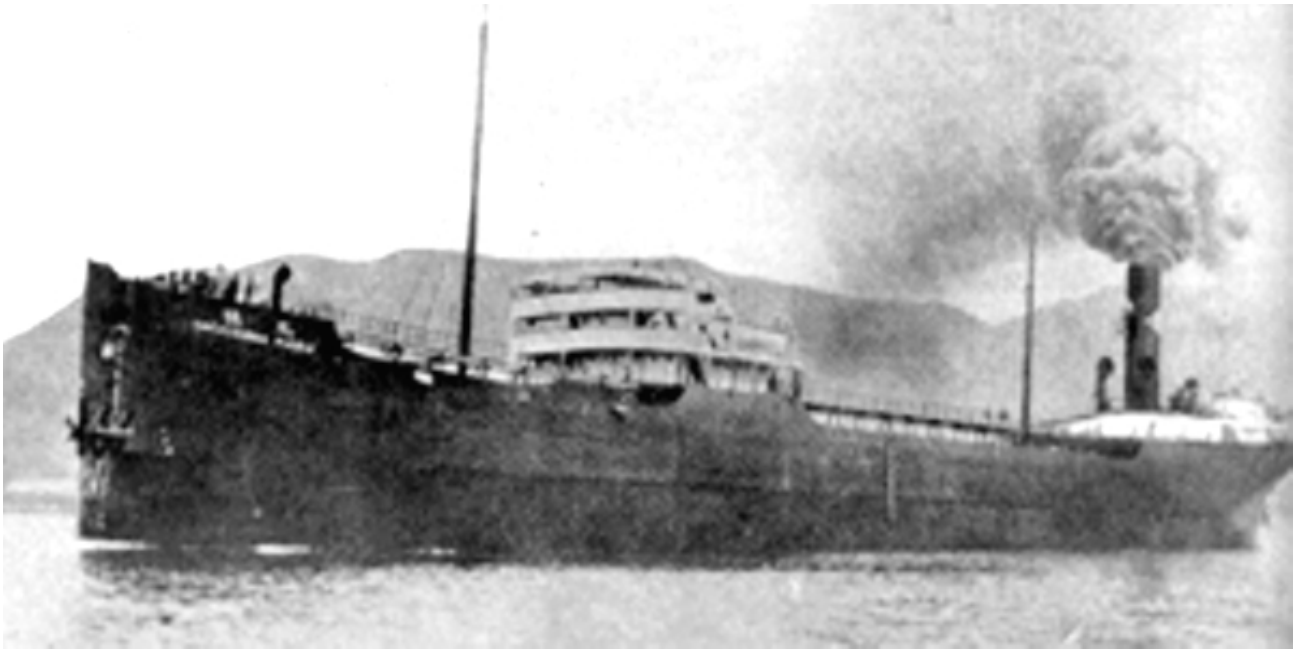


(TACHIBANA MARU)

IJA tanker TACHIBANA MARU was torpedoed and sunk by an American submarine off Formosa in Oct '44. Sister MANJU MARU was torpedoed and damaged by an American submarine off Formosa in Jan '45. Forced to beach, she was finished off that same month by planes from TF 38.

Builder and Year Completed:	Kobe Steel Co., Aioi. 1921
Gross tonnage:	6,515-6521 tons.
Dimensions:	420' (B.P.) x 54' x 26.6'
Propulsion:	Reciprocating engines, max speed 12 knots.
Oil Cargo Capacity:	71,400 barrels @ 42 gals/barrel or 9,741-tons of crude oil @7.33 barrels per metric ton
Armament:	1 80mm gun, 1 machine gun and depth charges.

YUSOSEN!



(TACHIBANA MARU)

IJN MANJU MARU:
Tabular Record of Movement

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20 December 1920:
Kobe. Laid down at Kobe Steel as a 6,515 GRT oil tanker for Iino Kaiun Kaisha, Ltd.

23 July 1921:
Launched and named MANJU MARU. [1]

2 September 1921:
Completed and registered at Tokuyama.

1922:
In service on Iino Kaiun Kaisha's Manchuria-California route.

1922:
Ownership of MANJU MARU is transferred to Asahi Sekiyu (Oil) Co.

7 August 1927:
Tokuyama Fuel Depot Pier. While working off shore, strong winds rip MANJU MARU from her buoy. The extent of damage to the ship, if any, is unknown.

1931:
Port of registry is changed to Tokyo.

8 August 1941:
Arrives at Yokkaichi. Probably loads fuel oil. Requistioned by the IJN and chartered to the Kure Naval district.

9 August 1941:
Departs Yokkaichi.

10 August 1941:
Arrives at Yokosuka. Probably discharges fuel.

12 August 1941:
Departs Yokosuka. Stops at Kawasaki and Kataoka Bay, Kuriles.

28 August 1941:
Arrives at Odomari, Karafuto (Sakhalin).

29 August 1941:
Departs Odomari.

31 August 1941:
Arrives at Nabilsky (Sakhalin).

12 September 1941:
Departs Nabilsky.

18 September 1941:
Arrives at Tokuyama. Probably loads fuel oil.

21 September 1941:
Departs Tokuyama. Stops at Kanogawa and arrives at Kure. Probably discharges fuel.

7 November 1941:
Requisitioned by the IJN.

8 November 1941:
Departs Kure. Makes stops at Kanogawa, Hakodate, Otaru, Yokkaichi, Shimotsu, Mako, Takao, Dairen, Tokuyama, Kudamatsu and Mako.

24 November 1941:
Arrives at Kure.

1 December 1941:
Registered as an auxiliary transport ship (oil supply) at the Kure Naval District.

27 January 1942:
Departs Kure.

8 February 1942:
Arrives at Truk.

13 February 1942:
Departs Truk.

18 February 1942:
Arrives at Palau.

21 February 1942:
Departs Palau.

28 February 1942:
LtCdr (later Rear Admiral) Charles W. Wilkins' USS NARWHAL (SS-167) torpedoes and damages MANJU MARU at 29-15N, 138-15E.

2 March 1942:
Arrives at Yokosuka.

24 April 1942:
Departs Yokosuka.

27 April 1942:
Arrives at Aioi.

28 April 1942:
At Harima shipyard. Undergoes repairs.

1 August 1942:
MANJU MARU's owner Asahi Oil, merges with Hayama Oil Co. and Niitsu Oil Co. to form Showa Oil Co., Ltd.

30 September 1942:
Completes repairs.

1 October 1942:
Departs Aioi.

2 October 1942:
Arrives at Kure.

5 October 1942:
Departs Kure and arrives at Hiro.

7 October 1942:
Departs Hiro.

8 October 1942:
Arrives at Kushimoto, Honshu.

9 October 1942:
Departs Kushimoto.

10 October 1942:
Arrives at Yokohama.

12 October 1942:
Departs Yokohama.

13 October 1942:
Arrives at Kushimoto.

14 October 1942:
Departs Kushimoto.

15 October 1942:
Arrives at Hiro.

19 October 1942:
Departs Hiro and arrives at Tokuyama. Probably loads fuel oil.

21 October 1942:
Departs Tokuyama. Later that day, arrives at Moji.

22 October 1942:
Departs Moji in convoy No. 178 consisting of MANJU MARU and two unidentified merchant ships escorted by destroyer WAKATAKE.

27 October 1942:
Arrives at Mako, Pescadores.

2 November 1942:
Departs Mako in Convoy No. 345 consisting of MANJU MARU and one unidentified merchant ship escorted by auxiliary gunboat KAZAN (HUASHAN) MARU. .

7 November 1942:
Arrives at St. Jacques, Indochina.

10 November 1942:
Departs St. Jacques.

13 November 1942:
Arrives at Singapore, Malaya. Probably loads fuel oil.

19 November 1942:
Departs Singapore in convoy No. 646 consisting of MANJU MARU and an unidentified merchant ship escorted by auxiliary gunboat KAZAN (HUASHAN) MARU.

22 November 1942:
Arrives at St. Jacques and departs later that same day.

1 December 1942:
Arrives at Mako.

2 December 1942:
Departs Mako in convoy No. 201 consisting of MANJU MARU and two unidentified merchant ships without escort.

9 December 1942:
Arrives at Kure.

15 December 1942:
Departs Kure.

19 December 1942:
Arrives at Dairen, Manchuria.

21 December 1942:
Departs Dairen.

24 December 1942:
Arrives at Sasebo.

27 December 1942:
Departs Sasebo.

31 December 1942:
Arrives at Takao, Formosa.

5 January 1943:
Departs Takao in convoy No. 360 consisting of MANJU MARU and four unidentified merchant ships escorted by destroyer FUYO.

11 January 1943:
Arrives at St. Jacques.

12 January 1943:
Departs St. Jacques in convoy No. 550 consisting of MANJU MARU and three unidentified merchant ships without escort. Enroute MANJU MARU is detached for Palembang, Sumatra.

16 January 1943:
Arrives at Palembang. Probably loads fuel oil.

19 January 1943:
Departs Palembang.

21 January 1943:
Arrives at Singapore. Probably discharges fuel.

28 January 1943:
MANJU MARU departs Singapore in convoy No. 663 also consisting of tanker OGURA MARU No. 2 and cargo ship TAIEI MARU and one unidentified merchant ship without escort.

1 February 1943:
Arrives at St Jacques.

3 February 1943:
Departs St Jacques in convoy No. 470 consisting of tankers MANJU MARU, OGURA MARU No. 2 and SHUNTEN MARU and merchant SHOYU MARU and three unidentified ships escorted by auxiliary gunboat PEKING MARU.

10 February 1943:
Arrives at Takao.

11 February 1943:
Departs Takao in convoy No. 230 consisting of tankers MANJU MARU, OGURA MARU No. 2 and SHUNTEN MARU and SHINWA and SHOYU MARUs and five unidentified merchant ships without escort. The convoy splits in two shortly after sailing with the slower ships in one section.

18 February 1943:
Arrives at Mutsure and departs and arrives at Kudamatsu later that same day.

19 February 1943:
Departs Kudamatsu and arrives at Kure later that same day.

20 February 1943:
Departs Kure.

21 February 1943:
Arrives at Tokuyama. Probably loads fuel oil.

23 February 1943:
Departs Tokuyama and arrives at Kure that same day. Probably discharges fuel.

26 February 1943:
Departs Kure.

27 February 1943:
Arrives at Kobe and later the same day departs. Probably discharges fuel.

8 March 1943:
Arrives at Ominato.

9 March 1943:
Departs Ominato and later that day arrives at Nonai.

10March 1943:
Departs Nonai.

15 March 1943:
Arrives at Shimushiro Island, Kataoka Bay.

16 March 1943:
Kuriles. At sea, transfers 3,799 tons of heavy oil to station tanker TEIYO MARU.

17 March 1943:
Arrives at Kataoka Bay, Kuriles.

21 March 1943:
Cdr Walter G. Ebert's USS SCAMP (SS-277) torpedoes MANJU MARU at 41-41N, 142-20E. SCAMP gets two hits that destroy MANJU MARU's engine room and make navigation impossible.

Later that day, destroyer SAWAKAZE takes MANJU MARU under tow to Muroran, Hokkaido.

23 March 1943:
Arrives at an open sea area west of Monbetsu.

25 March 1943:
Departs the west Monbetsu aarea and later that day arrives at Muroran.

25 April 1943:
Auxiliary transport TAMASHIMA MARU takes MANJU MARU under tow from Muroran.

26 April 1943:
Arrives at Hakodate, Hokkaido.

April 1943:
At Hakodate dock. Enters dock for repair to hull damage.

31 August 1943:
Removed from the Navy List.

1 September 1943:
Requisitioned by the IJN. Attached to the Kure Naval District as a naval supply ship.

12 December 1943:
Designated ship No. 26. Captain Sukezi Mori assumes command.

16 December 1943:
Departs Hakodate.

24 December 1943:
Arrives at Kure.

13 January 1944:
Departs Kure

20 January 1944:
Arrives at Yokosuka.

1 February 1944:

Departs Yokosuka.

5 February 1944:
Inland Sea. W of Ushijima, 1.25 miles off Bizan Seto. At 0253, MANJU MARU collides with hospital ship ASAHI MARU at 34-21N, 133-46E. [2]

7 February 1944:
Arrives at Aioi.

February 1944:
Enters dock at Harima shipyard. Undergoes collision repairs.

3 March 1944:
Departs Harima.

4 March 1944:
Arrives at Osaka.

5 March 1944:
Departs Osaka.

11 March 1944:
Arrives at Yokosuka.

14 March 1944:
Departs Yokosuka and later that day arrives at Tsurumi.

17 March 1944:
Departs Tsurumi.

18 March 1944:
Arrives at Osaka.

20 March 1944:
Departs Osaka.

21 March 1944:
Arrives at Kure.

22 March 1944:
Departs Kure and later that day arrives at Tokuyama. Probably loads fuel oil.

24 March 1944:
Departs Tokuyama.

29 March 1944:
Arrives at Yokosuka. Probably discharges fuel.

1 April 1944:
Departs Yokosuka.

3 April 1944:
Arrives at Tokuyama. Probably loads fuel oil.

5 April 1944:
Departs Tokuyama.

14 April 1944:

Arrives at Yokosuka. Probably discharges fuel.

17 April 1944:
Departs Yokosuka Arrives at Yokohama.

April 1944:
Undergoes repairs.

20 April 1944:
Departs Yokohama.

23 April 1944:
Engages in anti-submarine actions.

26 April 1944:
Arrives at Sasebo.

28 April 1944:
Departs Sasebo.

29 April 1944:
Arrives at Tokuyama. Probably discharges fuel.

3 May 1944:
Departs Tokuyama.

4 May 1944:
Arrives at Aioi.

5 May 1944:
Undergoes repairs at Harima.

20 May 1944:
Completes repairs and departs Aioi.

21 May 1944:
Arrives at Tokuyama. Probably loads fuel oil.

22 May 1944:
Departs Tokuyama.

27 May 1944:
Arrives at Ominato. Probably discharges fuel.

1 June 1944:
Departs Ominato.

5 June 1944:
Arrives at Tokuyama. Probably loads fuel oil.

7 June 1944:
Departs Tokuyama.

13 June 1944:
Arrives at Yokosuka. Probably discharges fuel. That same day, ownership of the ship changes to Nippon Yusosen (Oil Tanker) K.K.

17 June 1944:

Departs Yokosuka.

24 June 1944:
Arrives at Tokuyama. Probably loads fuel oil.

28 June 1944:
Departs Tokuyama.

29 June 1944:
Arrives at Kure. Probably discharges fuel.

30 June 1944:
Departs Kure and later that day arrives at Tokuyama. Probably loads fuel oil.

2 July 1944:
Departs Tokuyama.

5 July 1944:
Arrives at Ominato. Probably discharges fuel.

8 July 1944:
Departs Ominato.

9 July 1944:
Arrives at Otaru. Probably discharges fuel.

11 July 1944:
MANJU MARU departs Otaru in convoy RA-303 consisting of tankers MITSU and HAKUEI MARUs escorted by destroyer NOKAZE, minesweeper W-23 and subchaser CH-15.

13 July 1944:
Arrives at Wakannai, northern Hokkaido and at 2000 departs.

E 17 July 1944:
At latitude 50N, both W-23 and CH-15 are detached while the rest of the ships proceed to Okha, Karafuto (Sakhalin) Island.

25 July 1944:
Arrives at Okha and later that day departs.

28 July 1944:
Arrives at Wakkanai and later that day departs.

1 August 1944:
Arrives at Ominato.

4 August 1944:
Departs Ominato.

10 August 1944:
Arrives at Wakkanai. At 1804, MANJU MARU departs Wakkanai, Hokkaido for Oha, Karafuto (Sakhalin) Island in convoy KIRA-003 also consisting of KOSHO and MAYACHI MARUs escorted by kaibokan FUKUE and minesweeper W-24.

12 August 1944:
At about 2300, LtCdr (later Captain) Stephen H. Gimber‘s USS POMPON (SS-267) torpedoes and sinks MAYACHI MARU at 50-35N, 144-02E.

14 August 1944:

Convoy KIRA-003 arrives at Oha. Unloads and departs at 2315.

22 August 1944:
Convoy No. KIRA-003 arrives at Wakkanai.

23 August 1944:
Arrives at Otaru.

24 August 1944:
Departs Otaru.

25 August 1944:
Arrives at Ominato.

29 August 1944:
Departs Ominato.

4 September 1944:
Arrives at Tokuyama. Probably loads fuel oil.

11 September 1944:
Departs Tokuyama.

15 September 1944:
Arrives at Ominato. Probably discharges fuel.

18 September 1944:
Departs Ominato and later that day, arrives at Hakodate.

21 September 1944:
Enters dock.

28 September 1944:
Undocked.

4 December 1944:
Departs Hakodate.

6 December 1944:
Arrives at Niigata.

9 December 1944:
Departs Niigata.

10 December 1944:
Arrives at Maizuru. Loads 1,000 tons of oil sludge.

11 December 1944:
Loads 1,564 tons of oil sludge.

12 December 1944:
Loads 108 tons of oil sludge.

13 December 1944:
Departs Maizuru.

15 December 1944:
Arrives at Kudamatsu

18 December 1944:
Departs Kudamatsu and arrives at Tokuyama. Probably loads fuel oil then departs.

19 December 1944:
Arrives at Kure. Probably discharges fuel.

24 December 1944:
Departs Kure.

26 December 1944:
Arrives at Sasebo. Probably discharges fuel.

30 December 1944:
Departs Sasebo.

31 December 1944:
Arrives at Mutsure.

1 January 1945:
At 0715, MANJU MARU departs Moji for Takao in convoy MOTA-30 also consisting of ANYO, HISAGAWA, MEIHO, RASHIN, SANYO, HIKOSHIMA, DAIGA and TATSUYO MARUs escorted by kaibokan CD 26, CD-36, CD-67 and probably CD-39.

8 January 1945:
At 1830, Cdr (later Rear Admiral/MOH) Eugene B. Fluckey's USS BARB (SS-220) torpedoes TATSUYO MARU. Loaded with munitions, she explodes and sinks instantly. At 2020, LtCdr Evan T. Shepard's USS PICUDA (SS-382) torpedoes and sinks ANYO MARU. At 2120, Fluckey's BARB torpedoes and damages SANYO MARU. At 2230, while avoiding numerous torpedoes, HIKOSHIMA MARU runs aground in Tunghsiao Bay and is abandoned. At 2315, Cdr (later Rear Admiral-Ret) Charles E. Loughlin's QUEENFISH (SS-393) torpedoes and damages MANJU MARU At 2330, SANYO MARU is run aground to prevent sinking.

9 January 1945:
At 0040, MANJU MARU is deliberately run aground at 24-27 N, 120-32E. At 0430, SANYO MARU breaks in two and sinks. HISAGAWA MARU and two escorts head south. At about 0600, they join RASHIN MARU and another escort and head for Takao. MEIHO and TAIGA MARUs head for Keelung. At 0915, HISAGAWA and RASHIN MARUs are attacked by aircraft. HISAGAWA MARU is damaged severely and lags behind. The group heads for Mako, Pescadores, but at about 1255, HISAGAWA MARU sinks taking down 2283 men of the IJA's 19th Infantry Division's 3rd Transport Unit.

20 January 1945:
Planes of Vice Admiral John S. McCain’s Task Force bomb beached MANJU MARU. Thirty crewmen, 13 guards and an unknown number of her 154 passengers are KIA. MANJU MARU is abandoned as a total loss.

Bouwnummer RDM-095, s.s. "Manuella", 1924, tanker.

Opdrachtgever: Curacaosche Scheepvaart Maatschappij, Willemstad / Anglo-Saxon Petroleum Company, Londen.
Tonnage: 2694 brt, 1483 nrt, 2316 dwt, 3995 twvp.
Hoofdafmetingen: Loa = 92,96 m, B = 15,34 m, H = 6,09 m, d = 4,60 m.
Voortstuwing: 2 RDM triple expansie machines, 1500 ipk, 1350 apk, snelheid 9,5 kn.
Verdere gegevens: Roepletters: PJAD.

Historie:
In september 1924 in dienst gesteld.
1924-1955: s.s. "Manuela", Curacaosche Scheepvaart Maatschappij, Willemstad, N.A., (in 1949 omgebouwd voor Butaan).
1955-1961: s.s. "Manuela", Shell Tankers N.V., Rotterdam.
Op 05-08-1961 aanvang sloop te Bremerhaven, Duitsland.

DE ONTPLOFFING OP DE MEGARA.

Een strijd van 2½ uur tegen het vuur.

Nog duidelijk de sporen dragend van de explosie en den brand, die het schip in de Golf van Biscaye hebben geteisterd, ligt de Nederlandsche tankboot Megara nu in Southampton Water voor anker, een kwart mijl van de pier van de Shell.

Aan bakboordzijde van den boeg bevindt zich een gapend gat van negen meter breed, dat zich tot bijna twee meter boven de waterlijn uitstrekt. Het vooronder, het centrum der ontploffing, en het voordek zijn geheel vernield. Heele stukken van dek en reeling zijn gebroken en verbrijzeld. De gebogen boeg van het schip is bijna geheel recht geslagen en op het dek boven den bak liggen vernielde takelage en laadboomen wild door elkaar.

Van de vijf Chineezen, die het leven verloren, zijn er drie door de explosie overboord geslagen. De vierde werd door het vuur overrompeld en verbrandde levend. De vijfde man bezweek aan de gevolgen van de opgeloopen verwondingen en werd Woensdagmorgen aan de golven toevertrouwd.

11.000 ton olie in gevaar

Het is aan het heldhaftig optreden van kapitein P. Riepken, den hoofd[illegible] Scharpenbuyten en de andere officieren te danken, dat de brand, die op de explosie volgde, niet oversloeg naar de 11.000 ton ruwe petroleum, welke in de tank beneden de brug opgeslagen waren. Zij bestreden het vuur gedurende 2 1/2 uur en slaagden er tenslotte in te voorkomen, dat het de lading bereikte. Het moet zeer gespannen hebben, want een der tanks reikte tot aan het voorste deel van het schip.

Oorzaak een mysterie

Kapitein Riepker verklaarde, dat de oorzaak van de explosie een mysterie is. Waarschijnlijk is er echter gas van de tank naar den bak ontsnapt.

De hoofdmachinist vertelde:

— Ik was met den derden machinist Harteveld in mijn hut, toen het schip plotseling hevig begon te trillen, waarop een oorverdoovende slag volgde. Het geheele schip wankelde, alsof het door een ontzettenden slag was getroffen. De derde machinist, die bij een der patrijspoorten stond, zag een lichaam door de lucht vliegen. Toen wij naar den bak waren gesneld, waar de Chineezen verblijven zijn, zagen wij hoe alles daar in lichterlaaie stond. Twee uur lang duurde onze strijd tegen het vuur. Terwijl wij bezig waren met de blussching keek de Chineesche bemanning rustig van het bovendek toe. Van degenen, die gedood werden, waren er twee op wacht geweest.

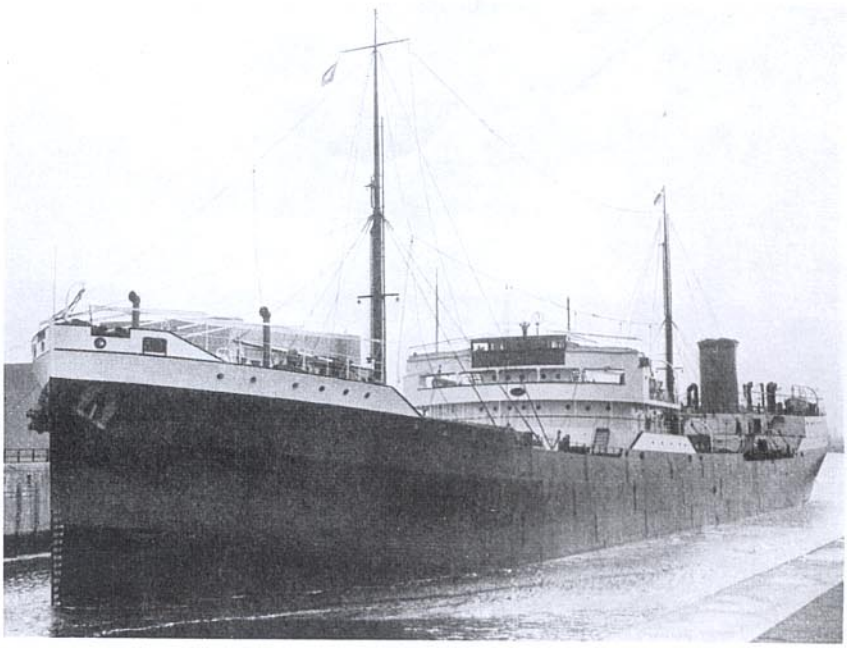
Wij bluschten het vuur met stoompijpen en brandslangen. Het koude water hielp niet veel, maar wij konden er althans het dek mee afkoelen.

Een van de Chineezen vertelde:

— Ik zag twee man overboord vliegen. Er was een slag en daar gingen zij de lucht in.

Nog vertelde de kapitein van de Zwarte Zee, die de Megara na de ramp tot Southampton geescorteerd heeft, dat zijn sleepboot bij de Megara aankwam, toen de brand reeds was gebluscht. Het schip maakte eenigszins water, doch dit was niet verontrustend en zoo bleef de Zwarte Zee in de nabijheid om eventueel toch nog hulp te kunnen verleenen.

SCHEEPSBOUW



210 „MANVANTARA" 211 „MERULA"

OWNERS: "ROYAL SHELL GROUP", BUILT 1931-1932

D.S. 12500 Tons Motortankschip

Lengte over alles	142.42 M.
Lengte tusschen loodlijnen	137.16 „
Breedte	18.82 „
Holte	10.36 „
Zomerdiepgang	8.40 „
Draagvermogen	12811 Ton
Bruto tonnenmaat	8237 R.T
Netto tonnenmaat	4770 R.T
Totale tankinhoud 98% gevuld	16304 M^3
Bunkerinhoud 98% gevuld	1033 M^3
Totaal aantal bemanning	64

Voortstuwingsmachine: 2 enkelwerkende 4 takt Werkspoor Dieselmotoren met oplading $2\times6\times630\times1100$ mM
Maximum A.P.K. bij 135 omw... 4000
Snelheid $12\frac{1}{2}$ Knoop
2 Schotsche ketels, elk 114 M^2 V.O. 10.5 Kg/cM^2 druk
1 Pompkamer, ladingleiding 254 mM
Overboord en achteruitaansluiting 204 mM
2 Ladingpompen, elk 230 ton per uur $255\times305\times457$
Stoomverwarming in alle ladingtanks 1 M^2/24.3 M^3
Stoomankerspil: Emerson Walker 62 mM ketting
Stoomlieren: John Lynn 1 bij voormast 225×305 mM
1 bij achtermast 185×254 mM
1 op kampagne 225×305 mM
Stuurmachine: Stoom, Wilson Pirrie 254×254 mM
Roer: enkel plaat

Klasse: Lloyds 100 A 1 "carrying petroleum in bulk"
Spantconstructie: langs- en dwarsspanten gecombineerd
2 Langsschotten, 21 ladingtanks elk 11.785 M lang
Laadboomen: 1 van $2\frac{1}{2}$ ton aan voormast
1 van 3 ton aan achtermast
Davits: 2 voor olieslangen
1 voor slangen achteruit
Reddingbooten: 4 van $7.32\times2.29\times0.915$ M
Werkboot: 1 van $5.49\times1.80\times0.71$ M

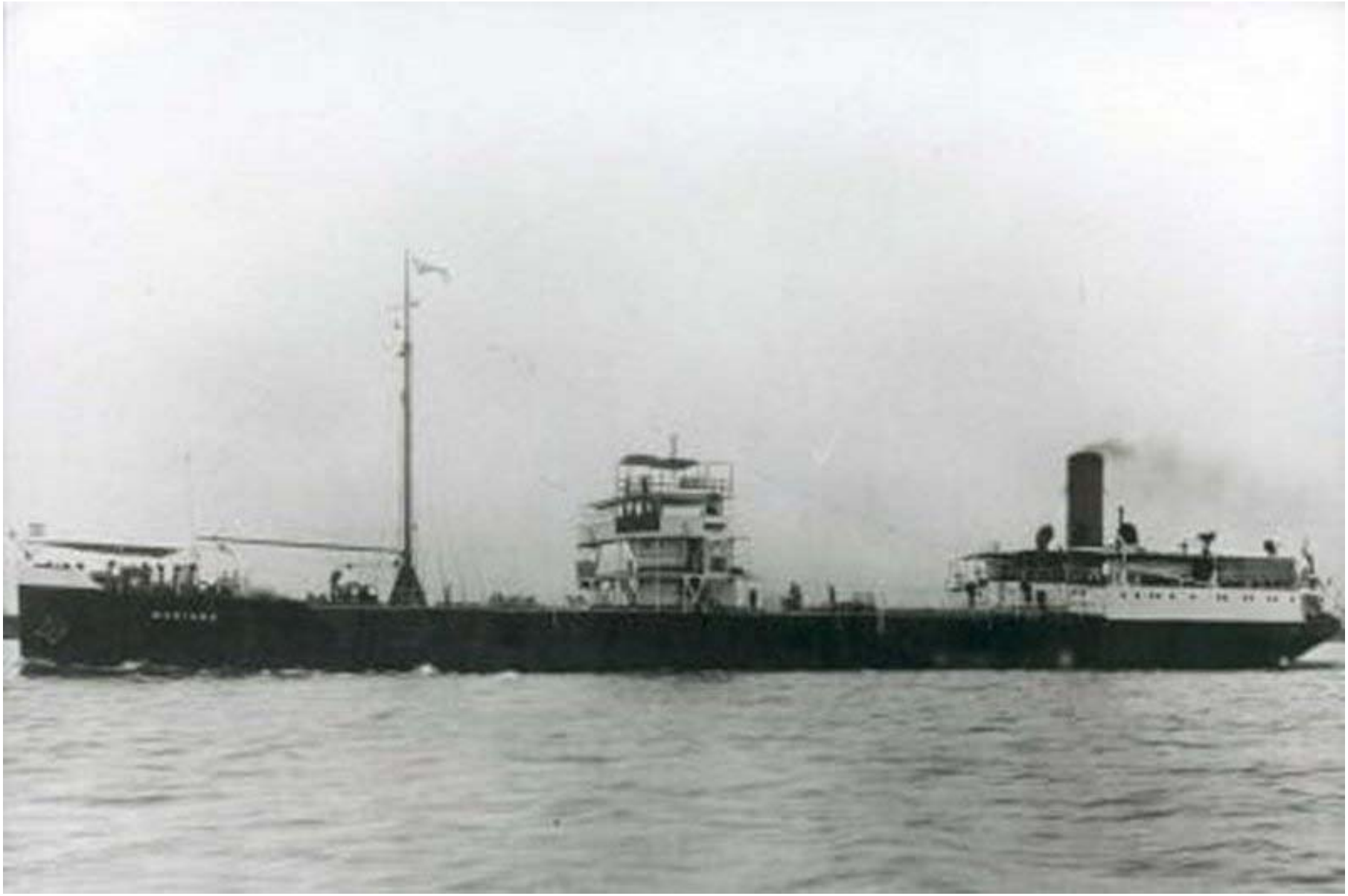
T.S. 12500 Tons Motortankship

Length over all	467′.3¼″
Length between perpendiculars	450′.0″
Breadth moulded	61′.9″
Depth moulded	34′.0″
Draught on summerfreeboard	27′.6¾″
Deadweight	12609 Tons
Gross registered tonnage	8237 R.T.
Nett registered tonnage	4770 R.T.
Total tank capacity 98% filled	575547 cub. ft.
Oilfuel capacity 98% filled	36463 cub. ft.
Total number of crew	64

Propellingmachinery: 2 supercharged S. A. 4 stroke Werkspoor Dieselmotors 2×6 cyl. 24¾″×43¼″
Maximum B.H.P. at 135 revs. 4000
Speed $12\frac{1}{2}$ Knots
2 Scotch boilers, each 1228 sq. ft. H.S. 150 lbs./sq.inch
1 Pumproom, cargo mainpipeline 10″
Side and sterndischarge 8″
2 Cargo oilpumps, each 230 tons per hour 14″×12″×18″
Steamheating in all cargo tanks 0.5 sq. ft. per 40 cub. ft.
Steamwindlass: Emerson Walker. $2^{7}/_{16}$″ chain
Steamwinches: John Lynn 1 at foremast 9″×12″
1 at mainmast 7″×10″
1 on poop 9″×12″
Steering gear: Steam, Wilson Pirrie 10″×10″
Rudder: single plate

Class: Lloyds 100 A 1 "carrying petroleum in bulk"
System of framing: combined longitudinal & transvere
2 Longitudinal bulkheads, 21 cargotanks of 38′.8″ length
Derricks: 1 of $2\frac{1}{2}$ ton at foremast
1 of 3 ton at mainmast
Davits: 2 for oilhoses
1 for sternhose
Lifeboats: 4 of 24′-0″×7′.6″ ×3′.0″
Dinghy: 1 of 18′-0″×5′.11″×2′.4″

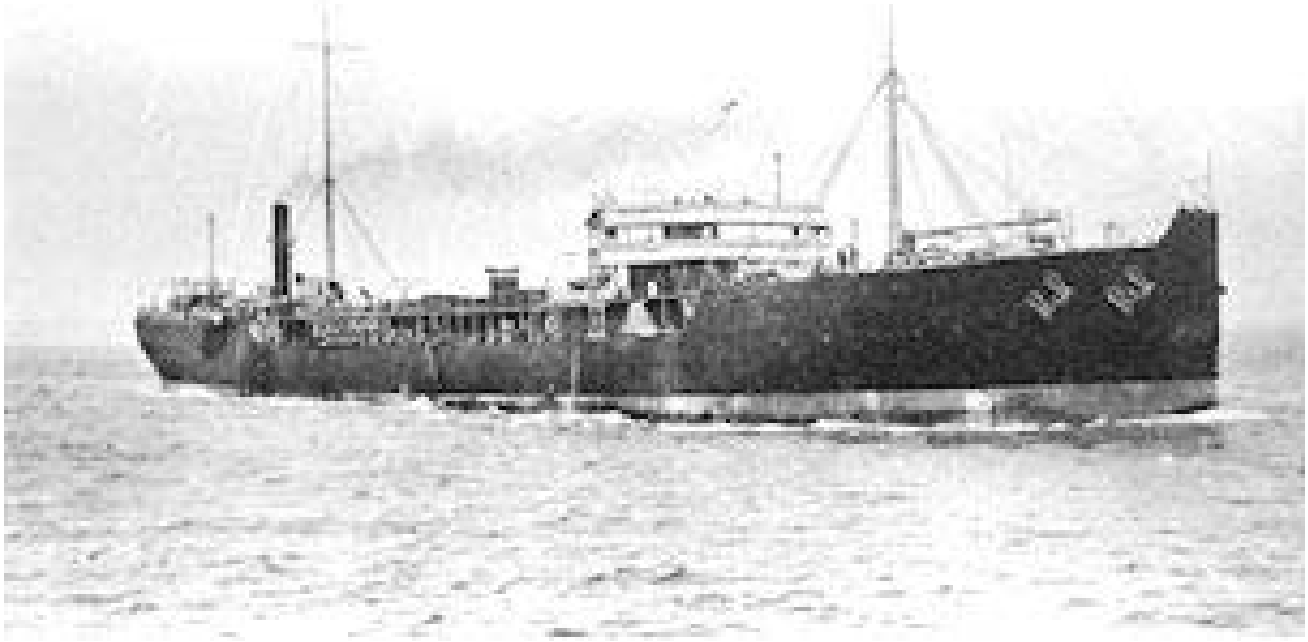
Bouwnummer RDM-096, s.s. "Mariana", 1925, tanker.



Opdrachtgever: Curacaosche Scheepvaart Maatschappij, Willemstad / Anglo-Saxon Petroleum Company, Londen.
Tonnage: 2682 brt, 1473 nrt, 2316 dwt, 3995 twvp.
Hoofdafmetingen: Loa = 92,96 m, B = 15,34 m, H = 6,09 m, d = 4,60 m.
Voortstuwing: 2 RDM triple expansie machines, 1500 ipk, 1350 apk, snelheid 9,5 kn.
Verdere gegevens: Roepletters: PJAE.

Historie:
In april 1925 in dienst gesteld.
Van 1925 tot 1954 als s.s. "Mariana" gevaren voor de Curacaosche Scheepvaart Maatschappij, Willemstad, N.A.
In april 1954 werd aangevangen met de sloop in België.

"SAINT CAMILLE, 1920, 3274 grt by Wm.Gray, West Hartlepool for Soc. Navale de l'Ouest, hit a magnetic mine and sank off Dunkirk on 26/5/40."



m.t. SANTA MARGHERITA

Tanker, Royal Fleet Auxiliary, built by Vickers at Barrow, a twin-screw motor tanker,ordered late 1912, laid down July 1913, launched 23 October 1915 and completed 1916.
7496 gross tons, 440 feet between perpendiculars x 54.3 feet powered by two 8 cylinder, four stroke, single acting Vickers diesels built at the Barrow works, speed 10 knots.
Managed by T. Royden, Liverpool. Originally to have been named "Olympia".
1920 sold to Anglo-Saxon Petroleum Company and renamed "Marinula".
1927 renamed "Trigonia".
1928 re-engined with 12 cylinder Werkspoor diesels of 3,000 bhp to give 13 knots.
WW2, used as oil hulk at Freetown.
July 1945 to Durban as oil hulk.
1946 to Gibralter.
Left Gibralter February 1951 and arrived Swansea March 1951. Later in 1951 towed to Rosyth and broken up.
Details from 'A Century of Shipbuilding by T. Clark published 1971. The book includes a photo.
(According to Middlemiss in "The Anglo Saxon/Shell Tankers" she was renamed "Trigonia" in 1931 when sold to Shell Co of Gibralter as a hulk and was broken up at Newport by J. Cashmore, arriving 5

SANTA MARGHERITA

Built by Vickers Ltd, Barrow, England, 1916. 7499 gross tons; 440 (bp) feet long; 54 feet wide. engines, twin screw. Service speed 10 knots.
Built for British owners, British flag, in 1916 and named Santa Margherita. Tampico to New York service. T. Royden. Sold to Anglo-Saxon Petroleum Company, British flag, in 1919 and renamed Marinula. Also Tampico to New York service. Renamed Trigonia in 1927. Scrapped in 1946.

Bouwnummer RDM-084, s.s. "Mariquita", 1923, tanker.

Opdrachtgever: Curacaosche Scheepvaart Maatschappij, Willemstad / Anglo-Saxon Petroleum Company, Londen.
Tonnage: 1951 dwt, 3358 twvp.
Hoofdafmetingen: L = 85,05 m, B = 14,23 m, H = 4,30 m, d = 3,75 m.
Voortstuwing: RDM triple expansie machine, 2x3 cinders, 1200 ipk, 970 apk, snelheid 11 kn..
Verdere gegevens: Roepletters: PLGJ, IMO nummer: 5606010.

Historie:
In 1929 als s.s. "Mariquita" naar Caribbean Petroleum Company Ltd., Venezuela.
In 1933 verkocht aan Francaise des Petroles Shell S.A., Frankrijk and herdoopt tot s.s. "Shellspra".
In juni 1940 door de Duitsers in beslag genomen in Bordeaux en gedurende WO II in Duitse dienst.
06-10-1945: hersteld in Bordeaux.
1946: als s.s. "Shelspra" in dienst van Soc. Francaise des Petroles Shell S.A., Frankrijk.
1949: als s.s. "Shelspra" in dienst van Soc. Shell d'Algerie, Frankrijk.
1951: als s.s. "Shelspra" in dienst van Soc. Maritime Shell, Frankrijk.
In 1955 te Duinkerken gesloopt.

(3)


MARISA

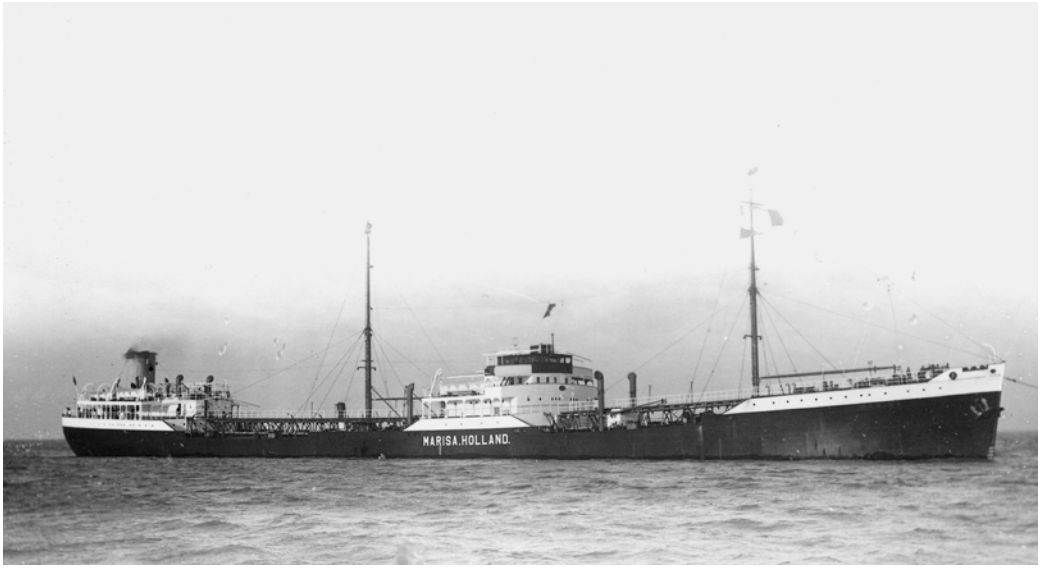
Naam	Name	**MARISA (3)**
IMO Nr.	IMO Nr.	6728599
Roepnr.	Callsign	PJTO
Bouwjaar	Build	1968
Werf	Yard	Hitachi Zosen Heavy Industries, Sakai, Japan.
Bouwnr.	Build. Nr.	4126
In dienst	In service	1968
Eigenaar	Owner	Curacaosche Scheepvaart Mij., Shell Tankers B.V.
Vlag	Flag	Dutch Antilles
Thuishaven	Homeport	Willemstad.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	325.30 mtr.
Lengte (p.p.)	Length (p.p.)	- mtr.
Breedte	Beam	47.17 mtr.
Holte	Depth	24.52 mtr.
Diepgang	Draft	18.99 mtr.
Tonnage DWT	DWT	210.285 ton
Tonnage GT	GT	105.495 ton
Tonnage NT	NT	- ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Mitsubishi steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	For Shell Tankers 22 M-klasse schips where build.

Marisa 1 (12.635 ton) build in 1937 by Nederlandse Dok & Scheepsbouw Mij., Amsterdam for Shell Tankers BV.
Marisa 2 (12.050 ton) build in 1949 by Nederlandse Dok & Scheepsbouw Mij., Amsterdam for Shell Tankers BV. ex. "Miralda".

Historie	History	1977 to Quadrant Shipping, Liberia, renamed as “Aegean Captain”.
Status	Status	26/03/1980 scrapped at Kaoshiung, Taiwan, after a collision in 1979.

Marisa

Dutch Motor tanker



Name	**Marisa**
Type:	Motor tanker
Tonnage	8,029 tons
Completed	1937 - Nederlandsche Scheepsbouw Mij NV, Amsterdam
Owner	NV Petroleum Mij ´La Corona´, The Hague
Homeport	The Hague
Date of attack	17 May 1941 **Nationality:** Dutch

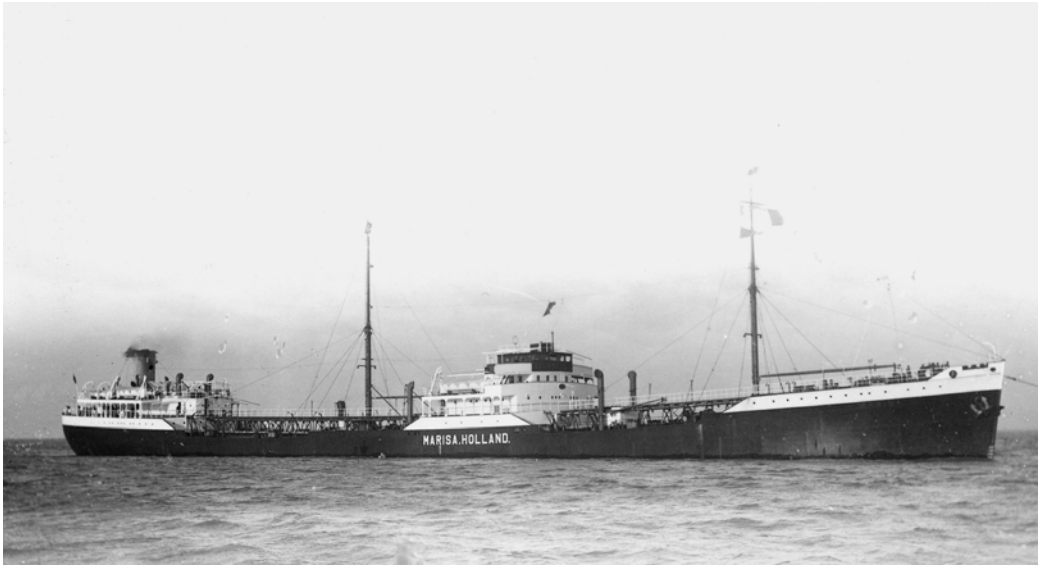
Fate	Sunk by U-107 (Günter Hessler)
Position	06.10N, 18.09W - Grid ET 4568
Complement	49 (2 dead and 47 survivors).
Convoy	
Route	Freetown (15 May) - Curaçao
Cargo	Ballast
History	Completed in March 1937
Notes on loss	At 00.36 hours on 17 May, 1941, the unescorted **Marisa** (Master J.C. Landman) was hit in the engine room by one torpedo from U-107, killing the fourth engineer and one crew member. The U-boat had followed the tanker since 12.49 hours the day before. The tanker stopped and was hit in the stern by a coup de grâce at 01.15 hours, after the crew abandoned ship in three lifeboats. 15 minutes later, the U-boat surfaced, opened fire with the 105mm deck gun and hit the ship with 20 rounds, but the next grenade burst in the barrel and made the deck gun useless. The burning tanker settled by the stern, but the bow remained afloat. At 02.17 hours, the 20mm AA gun was used to shoot holes in the empty tanks, until the weapon was damaged by a round that exploded in the barrel. A part of the barrel hit a man on the conning tower, but fell off without wounding him. Hessler wrote in the KTB: *What kind of weapons and munition do we have, we must be afraid of it*. On 20 May, one lifeboat was found by **HMS Columbine (K 94)** (T/Lt S.J. Lavis, RNR) and a second by the British patrol yacht **HMS Surprise**. The third lifeboat with the master landed at the coast of French-Guinea on 23 May.

*Location of attack on **Marisa**.*

ship sunk.

Marisa

Dutch Motor tanker



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*Location of attack on **Marisa**.*

ship sunk.

Bouwnummer RDM-098, m.s. "Marpessa" (1), 1927, tanker.

Opdrachtgever: Curacaosche Scheepvaart Maatschappij, Willemstad / Anglo-Saxon Petroleum Company, Londen.
Tonnage: 7408 brt, 4237 nrt, 9780 dwt, 15185 twvp.
Hoofdafmetingen: Loa = 134,13 m, B = 18,09 m, H =10,03 m, d = 8,12 m.
Voortstuwing: Werkspoor diesel, 6 cilinders, 3500 apk, snelheid 12 kn.
Verdere gegevens: Roepletters: PFVE.

Historie:
In maart 1927 in dienst gesteld.
Van 1927 tot 1928 als m.s. "Marpessa" gevaren voor N.V. Petroleum Maatschappij "La Corona", Den Haag.
In 1928 als m.s. "Marpessa" naar N.I.T.M.
Van 1955 tot 1957 als m.s. "Marpessa" naar Shell Tankers N.V., Rotterdam.
Van 1957 tot 1964 als opslagschip dienst gedaan in Colancha, Venezuela.
In 1964 gesloopt bij Simons in Nederland.


MARPESSA


HAMPSTEAD

Name	**MARPESSA (2)**	
IMO Nr.	IMO Nr.	6921678
Roepnr.	Callsign	PJLN
Bouwjaar	Build	1969
Werf	Yard	Ishikawajima Harima Heavy Industries, Aioi, Japan.
Bouwnr.	Build. Nr.	2020
In dienst	In service	30/09/1969
Eigenaar	Owner	Curacaose Scheepvaart Maatschappij., Shell Tankers BV, Rotterdam.
Vlag	Flag	Dutch Antilles
Thuishaven	Homeport	Willemstad.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	325.37 mtr.
Lengte (p.p.)	Length (p.p.)	- mtr.
Breedte	Beam	47.16 mtr.
Holte	Depth	24.50 mtr.
Diepgang	Draft	18.98 mtr.
Tonnage DWT	DWT	209.996 ton
Tonnage GT	GT	104.373 ton
Tonnage NT	NT	- ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Misubishi steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	15.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	For Shell Tankers 22 M-klasse schips where build.

Marpessa (1) (10.519 ton) build in 1927 by Rotterdamse Droogdok Mij., Rotterdam for Shell Tankers BV.

Historie	History	
Status	Status	Sunk 14/12/1969 on his second voyage.

HOME

"The Ships"

featuring

- M/S "BORIBANA" -

- a typical dry cargo ship from the sixties -

M/S "Boribana"
- the bow,- with the logo of the East Asiatic Company -
(Photography by Karsten Petersen)

Builders: B&W Ship Yard, Copenhagen
Delivered: 1961
Length,- overall: 151,4 m
Breadth: 19,4 m

Deadweight: 10300 tons
Propulsion: A B&W diesel engine, 10.000 bhp
Speed: 17,5 knots

M/S "Boribana"
- bow -
(Photography by Karsten Petersen)

M/S "Boribana"
- in Aarhus, -Denmark, 1969 -, preparing for the Far East -
(Photography by Karsten Petersen)

"BORIBANA" is the next development in cargo ships.
The main difference from M/S "SAMOA" from the fifties is,- that the ship owners now had started to think in more economical ways.
Why use the mid section of the ship for a huge engine room???? The mid section is the best cargo space you have,- and if you could move the engine room aft,- where the hull is narrow and sharp-, then you could carry a lot more cargo.
And an extra bonus is, that you do not need the long "tunnel" for the propeller shaft any longer,- and thereby you also saved cargo space in the aft cargo holds.

However,- it was believed, that the duty officers could not keep a proper lookout, if also the bridge was moved aft,- like you see it on present days ships.
Therefore the bridge,- as well as the accommodation for the deck officers-, was kept in its traditional place,- mid ships -, on this class of ships.
However,- it was soon discovered, that it was perfectly OK also to have the bridge aft, and after a very short period with split superstructures,- this arrangement was abandoned on later new buildings, where everything was moved aft.

That split arrangement of the superstructure spoiled the harmony and beauty of the ship,- although the hull lines were still beautiful,- with rounded stern, raised bow, and a beautiful deck sheer,- just like on the older ships.

M/S "Boribana"
- on this picture, the unusual split superstructure is clearly seen -
(Photography by Karsten Petersen)

M/S "Boribana"
- here loading for the Far East in Aarhus, Denmark, - with sister ship "Busuanga" behind -
(Photography by karsten Petersen)

M/S "Boribana"
- with sister ship "Busuanga" in Aarhus, Denmark -
(Photography by Karsten Petersen)

M/S "Boribana"
- finally at sea, - in the South Atlantic -, bound for the Far East -
(Photography by Karsten Petersen)

M/S "Boribana"
- the house flag of the East asiatic Company -
(In port Klang, - which I believe -, was known as Port Swettenham in those days -)

(Photography by Karsten Petersen)

M/S "Boribana"
- in Japan -
(Photography by Karsten Petersen)

The "Marpessa" disaster

- the explosion and sinking of the biggest ship ever -

You cannot possibly be a seagoing man for 37 years without experiencing disasters of some sort, - mainly **storms** -, but also fire, explosions, collisions, grounding or whatever dangers you might encounter when you navigate the great oceans.

On "Boribana" we witnessed such a disaster, - the explosion and eventual sinking of the brand new Shell super tanker "Marpessa" of 209.996 tons.
"Marpessa" was on her second voyage to the Middle East to pick up a new cargo, when during tank cleaning operation an explosion suddenly ripped up one of the center tanks, killing two crew members and injuring many more - - -
This was on December 12th. 1969 off Dakar while "Boribana" was homeward bound in the opposite direction from her round trip to the Far East.
When the distress message from the "Marpessa" was received, we immediately altered course towards the crippled super tanker, but since several other ships were already there, our assistance was not required - - -

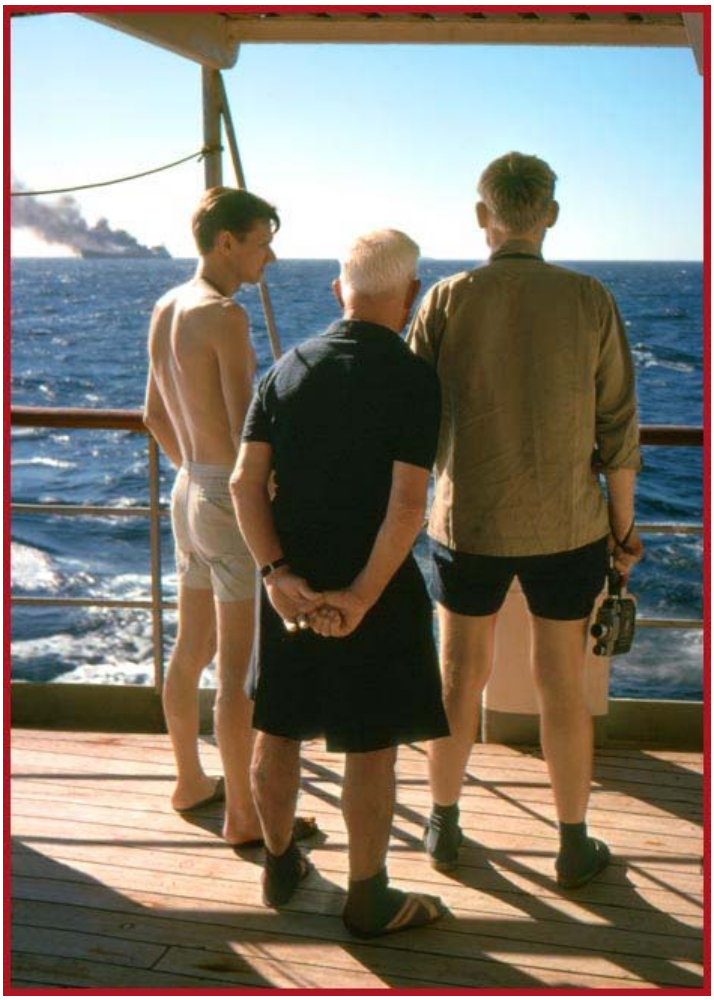
The "Marpessa" crew did of course try to put out the fire, but since the fire lines on deck was damaged, they did not succeed.
The "Marpessa" started to take in water, and as she slowly flooded, bulkhead after bulkhead gave way under the pressure, and on December 15th. 1969 she finally sank, and became the biggest ship that had

ever gone to the bottom of the sea.

I took a few pics of this event - - - - - -

M/S "Boribana"
- racing to the rescue - , while smoke from the burning "Marpessa" clearly shows in the horizon -
(Photography by Karsten Petersen)

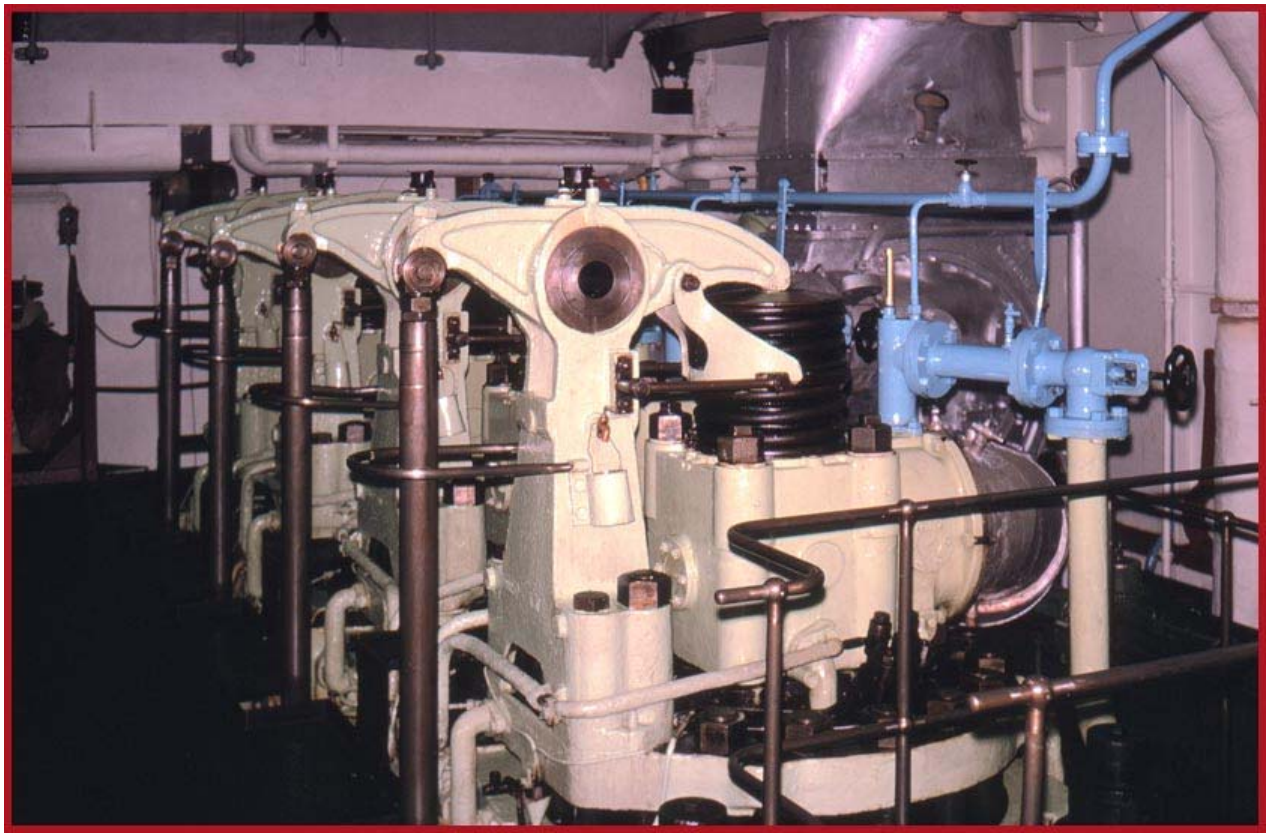
Shell tanker "Marpessa"
- "Marpessa" on fire before she sank -
(Photography by Karsten Petersen)



M/S "Boribana"
- watching the "Marpessa" die -
Left to right: 1st. Engineer Henning Lisby, the Chief Engineer Just Petersen and Electrician Jørgen Friis -
(Photography by Karsten Petersen)

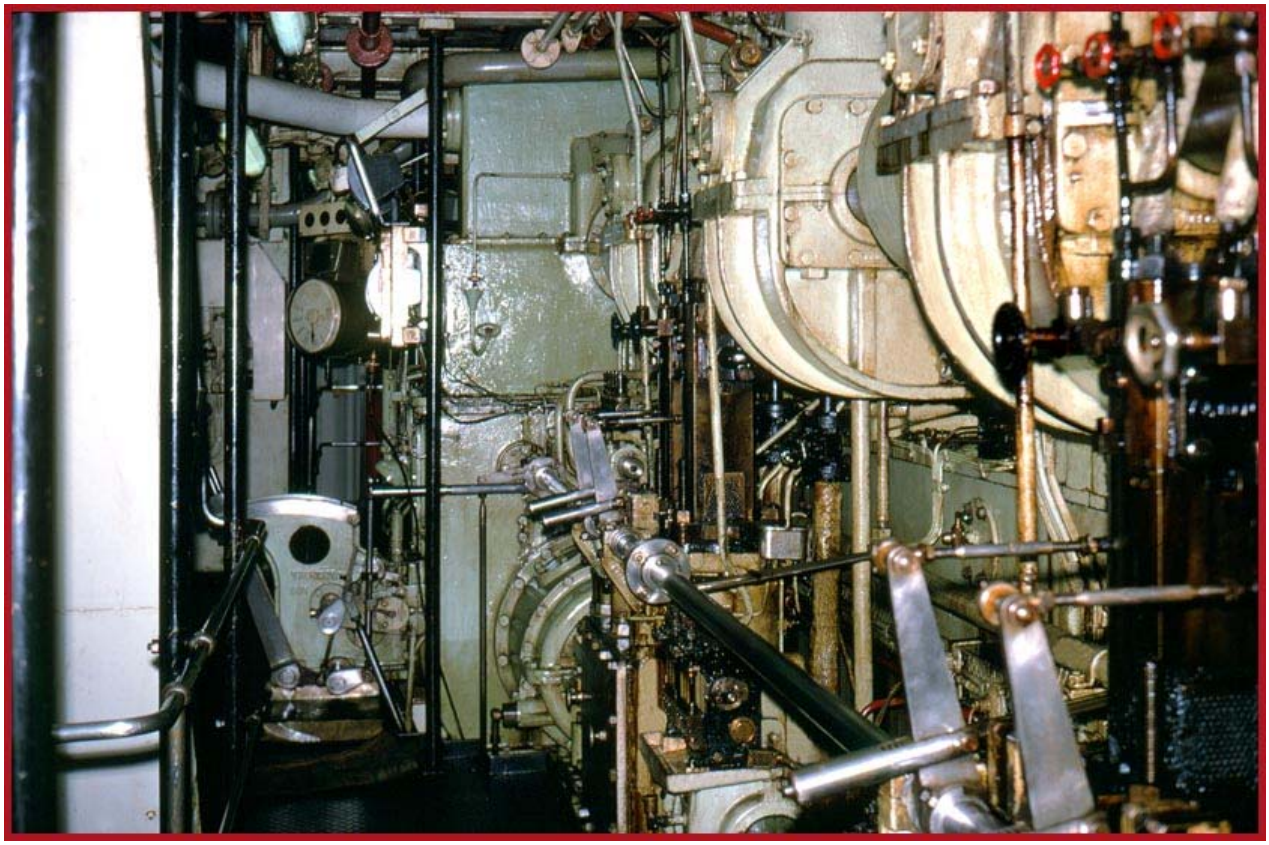
M/S "Boribana"
- coming home to winter after a great trip Far East round trip, - take note of fog and ice in the water -
(Photography by Karsten Petersen)

The Engine room -



M/S "Boribana"
- the engine top -
(Photography by Karsten Petersen)

M/S "Boribana"
- the engine top with rocker arms and exhaust valves -
(Photography by Karsten Petersen)



M/S "Boribana"
- the intermediate platform with fuel rack and fuel pumps -and maneuver stand in the background -
(Photography by karsten Petersen)

-

Click **HERE** for part two - A "Boribana" trip from 1971 - 1972

NOTE: You can see much more about "The Finest Shipping Company in the World", - the "East Asiatic Company" of Copenhagen -, at following address: **www.snesejler.dk** where many old EAC sailors like myself have contributed with pictures, stories and memories. A truly GREAT site - - -

Back to **"SAMOA"**

Back to **"My Ships"**

Back to **"The Ships"**

CLick HERE for **"JUTLANDIA"** (Part 1, 2 and 3)

Bouwnummer RDM-094, s.s. "Marsella", 1924, tanker.

Opdrachtgever: Curacaosche Scheepvaart Maatschappij, Willemstad / Anglo-Saxon Petroleum Company, Londen.
Tonnage: 2698 brt, 1486 nrt, 2326 dwt, 3995 twvp.
Hoofdafmetingen: Loa = 92,96 m, B = 15,34 m, H = 6,09 m, d = 4,60 m.
Voortstuwing: 2 RDM triple expansie machines, 1500 ipk, 1350 apk, snelheid 9,5 kn.
Verdere gegevens: Roepletters: PJAG.

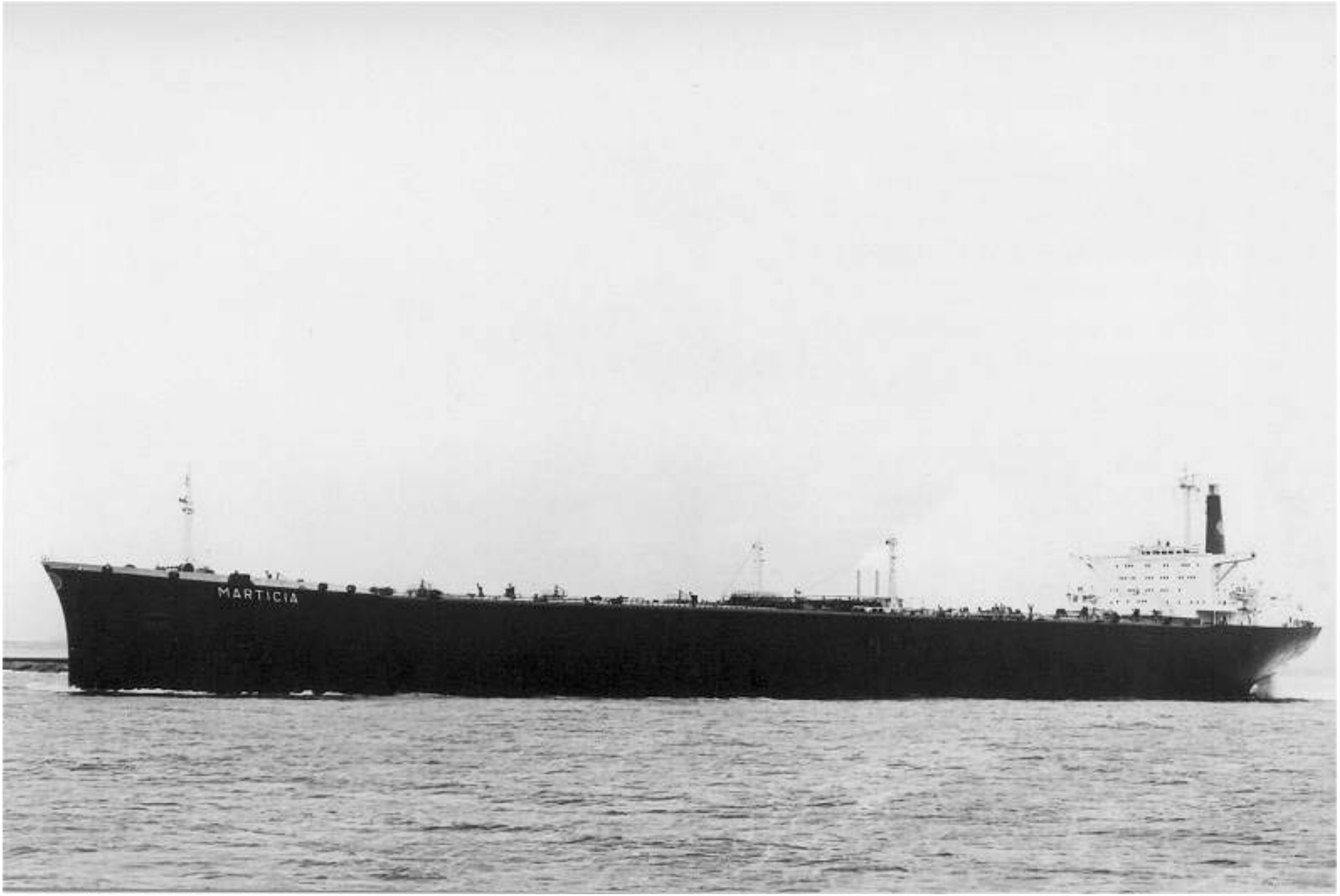
Historie:
In juni 1924 in dienst gesteld.
1924-1926: s.s. "Marsella", Anglo-Saxon Ltd., London.
1926-1954: s.s. "Marsella", Curacaosche Scheepvaart Maatschappij, Willemstad, N.A.
1954-1956: s.s. "Marsella", United British Oilfields of Trinidad.
1956-1961: s.s. "Marsella", Shell, Trinidad.
In juni 1961 aanvang sloop in België.

Bouwnummer NW-134, s.s. "Martica", 1925, tanker.

Opdrachtgever: Curacaosche Scheepvaart Maatschappij, Willemstad / Anglo-Saxon Petroleum Company, Londen.
Tonnage: 2679 brt, 1471 nrt, 2318 dwt, 3995 twvp.
Hoofdafmetingen: Loa = 92,96 m, B = 15,34 m, H = 6,09 m, d = 4,60 m.
Voortstuwing: 2 RDM triple expansie machines, 1500 ipk, 1350 apk, snelheid 9,5 kn.
Verdere gegevens: Roepletters: PJAB.
Gebouwd bij de RDM. In de bouwlijst in de archieven van de RDM in het Gemeentearchief van Rotterdam heeft dit schip bouwnummer 102.

Historie:
Kiellegging op 19-01-1925, tewaterlating op 04-07-1924 door mevr. Dijxhoorn-Lehmann, proefvaart en oplevering op 15-07-1925. In oktober 1925 in dienst gesteld.
Van 1925 tot 1952 als s.s. "Martica" gevaren voor de Curacaosche Scheepvaart Maatschappij, Willemstad, N.A.
Op 21-04-1954 verkocht voor de sloop aan Heyghen Freres in Gent. Op 10-08-1954 aankomst in Gent voor de sloop.


MARTICIA


MARTICIA


MARTICIA

Naam	Name	**MARTISIA (2)**
IMO Nr.	IMO Nr.	7019062
Roepnr.	Callsign	GZZU
Bouwjaar	Build	1970
Werf	Yard	Nederlandse Dok- & Scheepsbouw Maatschappij, Amsterdam, Holland.
Bouwnr.	Build. Nr.	537
In dienst	In service	01/08/1970
Eigenaar	Owner	Shell Tankers UK Londen.
Vlag	Flag	British
Thuishaven	Homeport	London.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	325.33 mtr.
Lengte (p.p.)	Length (p.p.)	310.35 mtr.
Breedte	Beam	47.22 mtr.
Holte	Depth	24.52 mtr.
Diepgang	Draft	18.99 mtr.
Tonnage DWT	DWT	212.759 ton
Tonnage GT	GT	105.495 ton
Tonnage NT	NT	75.055 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	15.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	For Shell Tankers 22 M-klasse schips where build.

Marticia (1) (3.272 ton) build in 1925 by Rotterdamse Droogdok Mij., Rotterdam for Shell Tankers BV.

Historie History 1976 sold to Bergesen Norway and renamed “Bergemaster” ; renamed “Mobil Raven” in 1976. 1977 sold to Arabian International renamed “Al Qasim”.

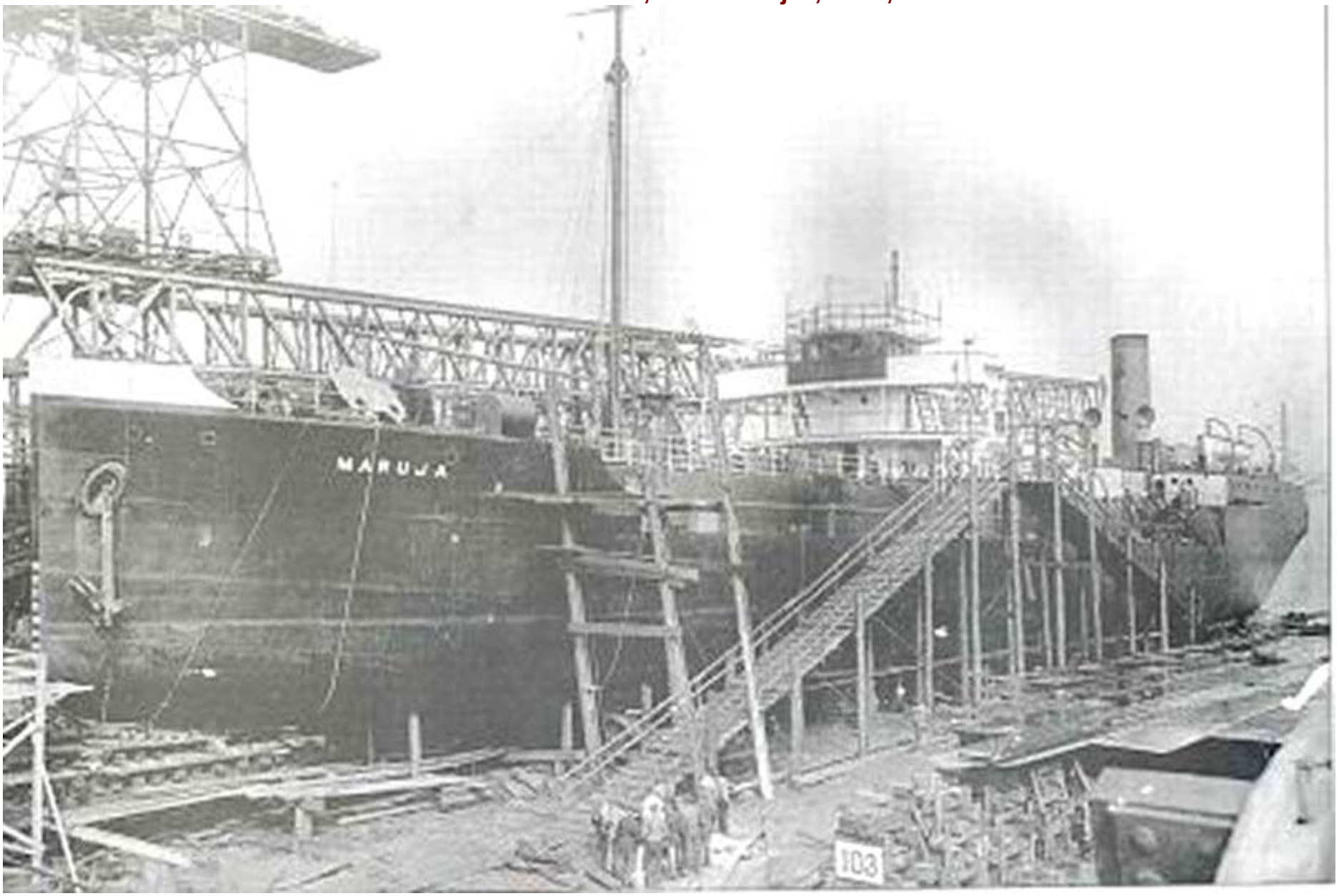
Status Status 11/11/1983 scrapped at Kaohsiung.

Bouwnummer RDM-093, s.s. "Martina", 1924, tanker.

Opdrachtgever: Curacaosche Scheepvaart Maatschappij, Willemstad / Anglo-Saxon Petroleum Company, Londen.
Tonnage: 2698 brt, 1486 nrt, 2320 dwt, 3995 twvp.
Hoofdafmetingen: Loa = 92,96 m, B = 15,34 m, H = 6,09 m, d = 4,60 m.
Voortstuwing: 2 RDM triple expansie machines, 1500 ipk, 1350 apk, snelheid 9,5 kn.
Verdere gegevens: Roepletters: PJAH.

Historie:
In mei 1924 in dienst gesteld.
1924-1954: s.s. "Martina", Curacaosche Scheepvaart Maatschappij, Willemstad, N.A.
1954-1956: s.s. "Martina", United British Oilfields of Trinidad.
1956-1961: s.s. "Martina", Shell, Trinidad.
Op 02-02-1961 aanvang sloop in België.

Bouwnummer RDM-097, s.s. "Maruja", 1925, tanker.



Opdrachtgever: Curacaosche Scheepvaart Maatschappij, Willemstad / Anglo-Saxon Petroleum Company, Londen.
Tonnage: 2681 brt, 1473 nrt, 2326 dwt, 3995 twvp.
Hoofdafmetingen: Loa = 92,96 m, B = 15,34 m, H = 6,09 m, d = 4,60 m.
Voortstuwing: 2 RDM triple expansie machines, 1500 ipk, 1350 apk, snelheid 9,5 kn.
Verdere gegevens: Roepletters: PJBB.

Historie:
In mei 1925 in dienst gesteld.
Van 1925 tot 1955 als s.s. "Maruja" gevaren voor de Curacaosche Scheepvaart Maatschappij, Willemstad, N.A.
Van 1955 tot 1956 als s.s. "Maruja" naar Shell Tankers N.V., Rotterdam.
Van 1956 tot 1963 als opslagschip dienst gedaan te Trinidad.
Op 3-7-1963 werd aangevangen met de sloop in België.

Bouwnummer RDM-140, s.s. "Matilde", 1926, tanker.

Opdrachtgever: Curacaosche Scheepvaart Maatschappij, Willemstad / Anglo-Saxon Petroleum Company, Londen.
Tonnage: 2601 brt, 1132 nrt, 2290 dwt, 3995 twvp.
Hoofdafmetingen: Lll = 92,96 m, B = 15,34 m, H = 6,09 m, d = 4,60 m.
Voortstuwing: 2 RDM triple expansie machines, 1500 ipk, 1350 apk, snelheid 9,5 kn.
Verdere gegevens: Roepletters: PJAJ.
Gebouwd door de RDM bij haar scheepswerf "De Nieuwe Waterweg" in Schiedam.

Historie:
Te water gelaten op 16-9-1926, in oktober 1926 in dienst gesteld.
Van 1926 tot 1955 als s.s. "Matilde" in dienst van de Curacaosche Scheepvaart Maatschappij, Willemstad, N.A.
Van 1955 tot 1957 als s.s. "Matilde" naar Shell Tankers N.V., Rotterdam.
Op 27-6-1953 aanvang sloop in Belgie.

MAUREA. Seen here when operating on the UK coast as "Fragum".

MAUREA. 2,926grt. 331' 11" x 46' 4" x 17'. A specially built bitumen tanker

AUREA. Alongside the Western Viaduct, Auckland, 5 February 1966

Bouwnummer NW-135, s.s. "Maximina", 1925, tanker.

Opdrachtgever: Curacaosche Scheepvaart Maatschappij, Willemstad / Anglo-Saxon Petroleum Company, Londen.
Tonnage: 2679 brt, 1471 nrt, 2318 dwt, 3995 twvp.
Hoofdafmetingen: Loa = 92,96 m, B = 15,34 m, H = 6,09 m, d = 4,60 m.
Voortstuwing: 2 RDM triple expansie machines, 1500 ipk, 1350 apk, snelheid 9,5 kn.
Verdere gegevens: Roepletters PJBC, IMO nummer 5606373.
Gebouwd bij de RDM. In de bouwlijst in de archieven van de RDM in het Gemeentearchief van Rotterdam heeft dit schip bouwnummer 103.

Historie:
Kiellegging op 04-04-1925, tewaterlating op 24-09-1925, proefvaart en oplevering op 06-10-1925. In oktober 1925 in dienst gesteld.
Van 1925 tot 1953 als s.s. "Maximina" gevaren voor de Curacaosche Scheepvaart Maatschappij, Willemstad, N.A.
Op 01-10-1953 aankomst in Baltimore voor sloop bij Boston Iron & Metal.


MEDORA


MEDORA


MEDORA


SHELL/ESSO FULMAR FSU

Naam	Name	**Medora**	IMO Nr.	IMO Nr.	6823090
Roepnr.	Callsign	GYKN	Bouwjaar	Build	1968
Werf	Yard	Mitsubishi Heavy Industries, Nagasaki, Japan.			
Bouwnr.	Build. Nr.	1655	In dienst	In service	01/11/1968
Eigenaar	Owner	Shell Tankers UK, Londen.	Vlag	Flag	British
Thuishaven	Homeport	London			
Klasse	Class	LR			
Sub Type	Sub Type	Crude			
Lengte (o.a.)	Length (overall)	325.08 mtr.			
Breedte	Beam	47.22 mtr.			
Holte	Depth	28,43 mtr.			
Diepgang	Draft	18.95 mtr.			
Tonnage DWT	DWT	210.658 ton			
Tonnage GT	GT	105.252 ton			
Tonnage NT	NT	74.999 ton			
Machine(s)	Engine(s)	2 Mitsubishi steamturbines.			
Vermogen	Output	28.000 Hp			
Snelheid	Speed	15.0 mile			
Aantal Tanks	Total Tanks	8 centertanks and 5 wingtanks from which 2 Clean ballast tanks.			
Bijzonderheden	Remarks	Total 22 M-class tankers for Shell Tankers where build.			
Status	Status	1979 Sold and rebuild as a Floating Storage Unit “Fulmar FSU”.			

Ship Report for "MEDORA"
ID No: 6823090 Year: 1968
Name: MEDORA Launch Date:
Type: Tanker Date of completion: 11.1968
Flag: GBR Keel: -
Tons: 105252 Link: 1443
DWT: 210658 Yard No: 1655
Length overall: 325.0 Ship Design:
LPP: 310.0 Country of build: JP
Beam: 47.2 Builder: Mitsubishi
Material of build: Location of yard: Nagasaki
Number of screws/Mchy/Speed(kn): 1ST-16
Owner as Completed: Shell Tankers UK
Naval or paramilitary marking : -
Disposal Data: 1979 Sold and rebuild as a Floating Storage Unit “Fulmar

Four-masted barque MEDWAY, 1910-1918

This image depicts the four-masted barque MEDWAY. Built in 1902, it was sold to Devitt and Moore's Ocean Training Ships Limited in 1910. *In 1918, it was sold to Anglo-Saxon Petroleum Company Limited.*

This photo is part of the Australian National Maritime Museum's Samuel J. Hood Studio collection. Sam Hood (1872-1953) was a Sydney photographer with a passion for ships. His 60-year career spanned the romantic age of sail and two world wars. The photos in the collection were taken mainly in Sydney and Newcastle during the first half of the 20th century.

The ANMM undertakes research and accepts public comments that enhance the information we hold about images in our collection. This record has been updated accordingly.

Photographer: Samuel J. Hood Studio Collectio


MEGARA


NEGARA


MEGARA


MEGARA

Naam	Name	**MEGARA (3)** ex. Megara (ELRP4)
IMO Nr.	IMO Nr.	9077886 Roepnr. Callsign MWRS6
Bouwjaar	Build	1996 Werf Yard Daewoo Heavy Industries, Okpo, South Korea
Bouwnr.	Build. Nr.	5095 In dienst In service 01/07/1996
Eigenaar	Owner	Hewlett Tankers Ltd. STASCO
Vlag	Flag	Isle of Man Thuishaven Homeport Douglas.
Type	Type	Tanker Klasse Class LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	332.0 mtr.
Lengte (p.p.)	Length (p.p.)	- mtr.
Breedte	Beam	58.05 mtr.
Holte	Depth	31,0 mtr.
Diepgang	Draft	20.80 mtr.
Tonnage DWT	DWT	278.405 ton
Tonnage GT	GT	156.802 ton
Tonnage NT	NT	107.829 ton
Inhoud	Cubic	330.787 m3
Machine(s)	Engine(s)	2 Sulzer 7RTA84T dieselengines.
Vermogen	Output	35.986 Hp
Aantal Tanks	Total Tanks	Double hull & bottom, 15 Cargotanks.

Bijzonderheden Remarks **Megara (1)** (11.469 ton) build in 1929 at Ateliers & Chantiers, de la Seine, Rouaan for Shell Tankers BV., Hollnad.
Megara (2) (210.067 ton) build in 1968 at Mitsubishi Heavy Industries, Nagasaki, Japan for Shell Tankers UK.
Historie History Reflagged in 1997 to Isle of Man.
Sisterships, Murex, Macoma, Magdala, and Myrina.
Status Status 2003 End Shell charter.
Sold to : Thome Ship Management, as "Hamstead", Flag, Marshall Islands, under callsign V7FU3.
Renamed in 2006 as "TI Ningbo".

CARGO HANDLING: 3 Cargo Separations, 5 Centre Tanks with a capacity of 153,591 cu.m., 10 Wing Tanks with a capacity of 177,196 cu.m., 3 Cargo Manifolds, Stern Discharge, Closed Loading System, Cargo connections have diameters of 26 inches, Manifold height above deck of 2.10 m., Distance from bow to centre manifold is 167.14 m., 3 Centrifugal Pump(s) in 1 Pumproom(s), Maximum operating capacity of cargo pumps is 15,000 t/hr, Steel cargo lines, Crude Oil Washing, Fixed Cleaning, Portable Cleaning.

DE ONTPLOFFING OP DE MEGARA.

Een strijd van 2½ uur tegen het vuur.

Nog duidelijk de sporen dragend van de explosie en den brand, die het schip in de Golf van Biscaye hebben getroffen, ligt de Nederlandsche tankboot Megara nu in Southampton Water voor anker, een kwart mijl van de pier van de Shell.

Aan bakboordzijde van den boeg bevindt zich een gapend gat van negen meter breed, dat zich tot bijna twee meter boven de waterlijn uitstrekt. Het vooronder, het centrum der ontploffing, en het voordek zijn geheel vernield. Heele stukken van dek en reeling zijn gebroken en verbrijzeld. De gebogen boeg van het schip is bijna geheel recht geslagen en op het dek boven den bak liggen vergeelde takelage en laadboomen wild door elkaar.

Van de vijf Chineezen, die het leven verloren, zijn er drie door de explosie overboord geslagen. De vierde werd door het vuur overrompeld en verbrandde levend. De vijfde man bezweek aan de gevolgen van de opgeloopen verwondingen en werd Woensdagmorgen aan de golven toevertrouwd.

11.000 ton olie in gevaar

Het is aan het heldhaftig optreden van kapitein P. Riepker, den hoofdmachinist [illegible] en de anderen officieren te danken, dat de brand, die op de explosie volgde, niet oversloeg naar de 11.000 ton ruwe petroleum, welke in de tank beneden de brug opgeslagen waren. Zij bestreden het vuur gedurende 2 1/2 uur en slaagden er tenslotte in te voorkomen, dat het de lading bereikte. Het moet zeer gespannen hebben, want een der tanks reikte tot aan het voorste deel van het schip.

Oorzaak een mysterie

Kapitein Riepker verklaarde, dat de oorzaak van de explosie een mysterie is. Waarschijnlijk is er echter gas van de tank naar den bak ontsnapt.

De hoofdmachinist vertelde:

— Ik was met den derden machinist Harteveld in mijn hut, toen het schip plotseling hevig begon te trillen, waarop een oorverdoovende slag volgde. Het geheele schip wankelde, alsof het door een ontzetenden slag was getroffen. De derde machinist, die bij een der patrijspoorten stond, zag een lichaam door de lucht vliegen. Toen wij naar den bak waren gesneld, waar de Chineezen verblijven zijn, zagen wij hoe alles daar in lichterlaaie stond. Twee uur lang duurde onze strijd tegen het vuur. Terwijl wij bezig waren met de blussching keek de Chineesche bemanning rustig van het bovendek toe. Van degenen, die gedood werden, waren er twee op wacht geweest.

Wij bluschten het vuur met stoompijpen en brandslangen. Het koude water hielp niet veel, maar wij konden er althans het dek mee afkoelen.

Een van de Chineezen vertelde:

— Ik zag twee man overboord vliegen. Er was een slag en daar gingen zij de lucht in.

Nog vertelde de kapitein van de Zwarte Zee, die de Megara na de ramp tot Southampton geëscorteerd heeft, dat zijn sleepboot bij de Megara aankwam, toen de brand reeds was geblusscht. Het schip maakte eenigszins water, doch dit was niet verontrustend en zoo bleef de Zwarte Zee in de nabijheid om eventueel toch nog hulp te kunnen verleenen.

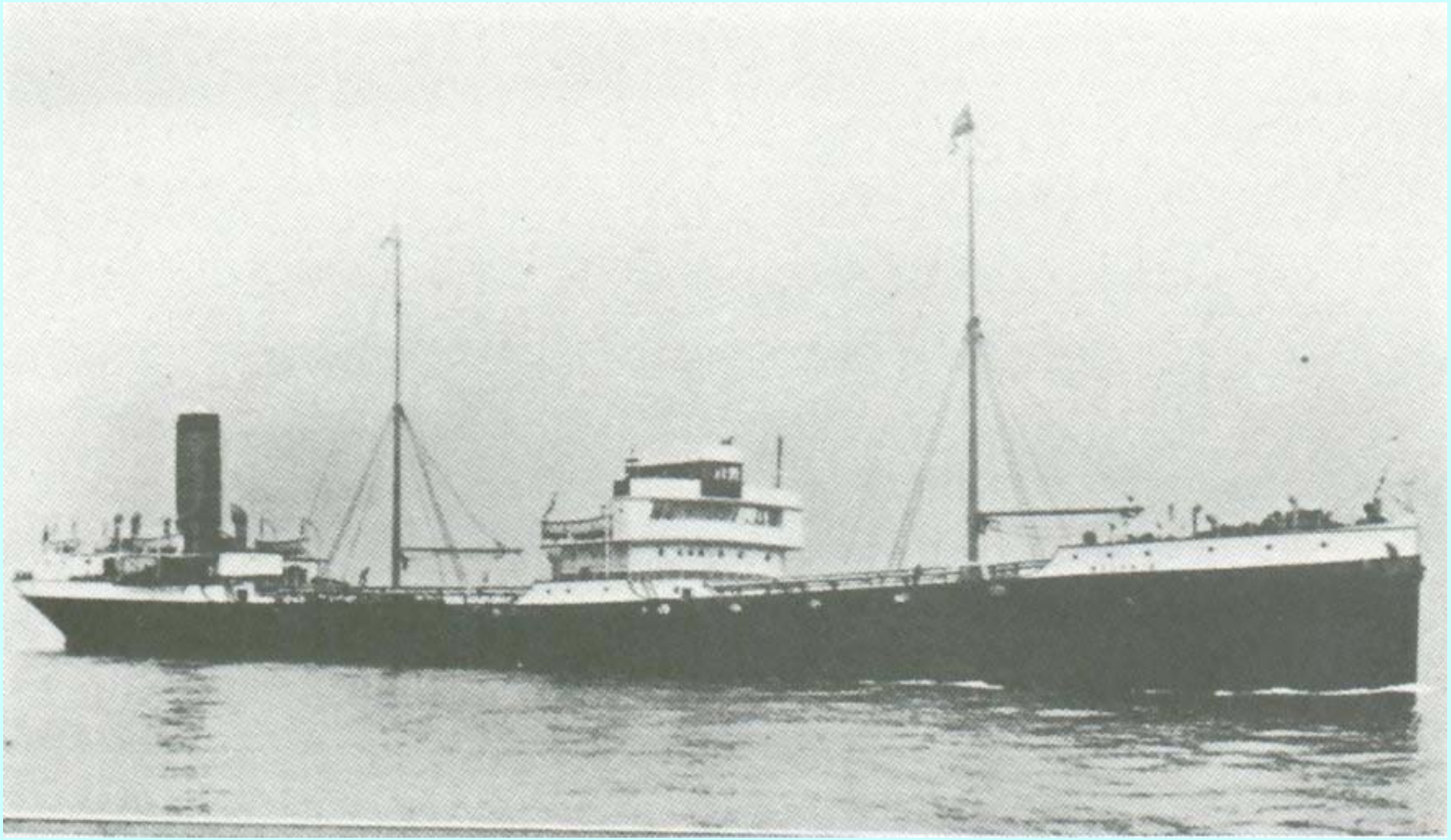

MEGARA


MEGARA


MEGARA

Naam	Name	**Megara (2)**
IMO Nr.	IMO Nr.	6727387
Roepnr.	Callsign	GXDU
Bouwjaar	Build	1968
Werf	Yard	Mitsubishi Heavy Industries, Nagasaki, Japan.
Bouwnr.	Build. Nr.	1655
In dienst	In service	19/01/1968
Eigenaar	Owner	Shell Tankers UK, Londen.
Vlag	Flag	British
Thuishaven	Homeport	London
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	325.08 mtr.
Lengte (p.p.)	Length (p.p.)	- mtr.
Breedte	Beam	47.22 mtr.
Holte	Depth	28,43 mtr.
Diepgang	Draft	18.95 mtr.
Tonnage DWT	DWT	210.067 ton
Tonnage GT	GT	105.245 ton
Tonnage NT	NT	74.989 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Mitsubishi steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	15.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 centertanks and 5 wingtanks from which 2 Clean ballast tanks.
Bijzonderheden	Remarks	Total 22 M-class tankers for Shell Tankers where build.
Historie	History	**Megara (1)** (11.469 ton) build in 1929 at Ateliers & Chantiers, de la Seine, at Rouaan for Shell Tankers BV., Holland.
Status	Status	1976`Sold to Goulandris Carriers, renamed “Dyvi Nova”, sold to Nova Tanker, Norway. 03/06/1978 ssrapped at Masan, Z.Korea.

ss Melania



Built in 1924 for Anglo Saxon and sold to Norwegian owners 1931.
Sunk by U4 West Indies July 1940.


MELANIA


MELANIA

Naam	Name	**MELANIA (2)**
IMO Nr.	IMO Nr.	6828569
Roepnr.	Callsign	GYCE
Bouwjaar	Build	Keel laid down : 31/08/1967.
Launched aftship 27/04/1968, foreship 24/08/1968.		
Werf	Yard	Nederlandse Dok- & Scheepsbouw Maatschappij, Amsterdam, Holland.
Bouwnr.	Build. Nr.	535
In dienst	In service	08/01/1969
Eigenaar	Owner	Shell Tankers UK Londen.
Vlag	Flag	British
Thuishaven	Homeport	London.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	325.08 mtr.
Lengte (p.p.)	Length (p.p.)	- mtr.
Breedte	Beam	47.22 mtr.
Holte	Depth	24.50 mtr.
Diepgang	Draft	18.99 mtr.
Tonnage DWT	DWT	104.561 ton
Tonnage GT	GT	75.104 ton
Tonnage NT	NT	- ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Atlantique Stal Laval Verolme Steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	15.4 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	For Shell Tankers 22 M-klasse schips where build.e Melania, Myselle, Marticia (and Danish Dagmar Maersk) where build at NDSM **in two parts** and later welded together.
Historie	History	**Melania (1)** (5.824 ton) build in 1914 at Gray Taylor & Co Ltd., Stockton for Shell Tankers UK.
Status	Status	1976 sold to Goulandris, Greece, renamed “Andros Tempo”.
1976 sold to Centurion Maritime, renamed “Atlas Titan”.		
Explosion at tanker cleaning Lisboa.		
31/05/1990 scrapped at Kaohsiung.		

9) S.S. Melo (GYYV) (Shell Tankers) 105138 GRT (280,000 DWT) 28000 SHP
Mina al Ahmadi 3/1/72 - 24/2/72 Milford Haven. Re-signed on articles.
10) S.S. Melo (Shell Tankers) R/E/O
Milford Haven 25/2/72 - 3/6/72 Singapore.

This was a Shell 280,000 ton super tanker, one of the largest in the world, and certainly the largest in the shell fleet, which took crude oil from the Persian Gulf to the UK and Europe via the Cape. We also did one trip from the Persian Gulf to Singapore with crude oil. The ship was powered by steam turbines, as at that time, it was still the only reliable way to obtain the huge engine powers needed to drive such big ships. Later, even the super tankers were Diesel powered as engine designs improved. The Diesel requires only a fraction of the fuel that a steam turbine uses, but needs greater maintenance and its initial cost is higher. It's a trade-off between fuel prices and maintenance costs. As the price of fuel increased, higher reliability and better design decreased the maintenance required for Diesel engines, they then had a clear lead, despite their greater initial capital cost. They slowly replaced steam turbines in virtually all merchant ships

After having Christmas at home, I flew out to Kuwait on the 29th December, and was met by the agents at the airport as arranged. It was night as we drove for an hour or more out into the pitch black desert, along a nice new road which suddenly just stopped, apparently in the middle of nowhere. A few hundred yards of bumpy desert followed, then a temporary road started again, leading eventually into the port area. I was taken to a Missions to Seamen's hostel to await the ship.

I was somewhat disappointed, as I was hoping for a nice hotel with all modern conveniences. The hostel was clean, but a bit Spartan and the food was somewhat plain. Unfortunately the ship was delayed a few days, and it was after New Year before I finally made my way up the gangway. Mina then was not a particularly large place, so outside the refinery and tank farm was just a village – not much to see or do there, and certainly no night life.
Kuwait is of course a "dry" country, so I couldn't even toast in the New Year with a drink. The New Year celebrations at the hostel were a very quiet affair, and I actually went to bed at 10 pm with a glass of orange juice. Happy New Year!

It was my first close view of these massive ships, and I was very impressed. Climbing up the accommodation ladder when light ship (i.e. empty) was like climbing the side of a 4 or 5 story

building. It was hard work and a very long way! The gangway was only a framework, so looking through and down made one feel somewhat insecure. Luckily my baggage was hauled up on a rope by some sailors as I looked on apprehensively in case it fell.

I arrived puffing and blowing on deck next to the loading manifold, only to be greeted by a 200ft walk to reach the accommodation aft, and then another 5 flights of stairs up to my deck. For someone used to smaller ships, the size of these things was almost unbelievable. I was just about dead when I finally arrived at the radio room, where I gratefully collapsed onto a chair and accepted a cold consoling beer from my welcoming opposite number.

The sheer size of the ship made getting around a problem. At least I found that there was a lift to get to the engine room, which eased things considerably. The lift started 2 decks below the bridge and ran almost down to the bottom plates. This saved no end of effort and was essential for quick access. During emergencies and rough weather however it was banned in case it jammed or we lost power, which would mean people trapped inside.

The radio equipment was relatively good, consisting of the Marconi Crusader 1.5 KW SSB transmitter, and the ubiquitous old Redifon R408 receiver, (which was – to be truthful – considerably better than the Marconi Atalanta). Each cabin had its own radio antenna outlet from a Pantenna communal aerial amplifier to prevent the otherwise usual forest of wires strung all over the ship. The main and reserve HF transmitting antennas were strung from the mainmast on top of the all aft accommodation, to two Sampson posts near the manifold amidships. The sheer size of the ship meant that they were high, long and efficient. We had an immense range on 500 KHz CW and 2 MHz SSB R/T. The high power on 500 KHz meant the aerials had to be extremely well insulated and maintained to prevent flashover or arcing across the insulators.

Despite being fairly modern, these huge ships still relied on hand sent Morse code telegrams and the odd R/T call for all urgent changes of orders, cargo information and general management operations. Shipborn radio telex was still in its infancy, and satellite communications were still a long way in the future. The communications work load was fairly high, but people were expert in imparting maximum information in the smallest number of words. Some of the messages we had to send and receive were cryptic to say the least, and were often coded using the company's private code book to compress them still further.

We were fitted with Marconi Argus/Hermes Radars, which were almost the ultimate in complexity for civilian systems at that time. Stabilised North up, True and Relative motion with or without picture offset. It even had a simple form of analogue computer using capacitor storage and integration techniques in a so called "dry box". It was all valve and had an impressive output power of 75 KW. The scanner was large and perched right on top of the main mast, around 30 - 40 metres or more above sea level.

I used to be somewhat nervous of heights, but after having to go up and down this mast a few times (no one else was going to look after the scanner!), I became quite blasé about it. The first time though - talk about white knuckles! Wow! From above however, one got a superb view over the ship and the surrounding sea which made up a bit for the effort of climbing up there. I was higher than any lookout in the days of sail, and people on deck were small and insignificant. On a hot still day, there was always a breeze up there, so I sometimes used to “service the radar scanner” and admire the scenery. It was great for spotting whales and dolphins too.

The radar used to tick madly when in operation (The sampling relay for the true motion computer was quite noisy). The Ledex motor for the remote switching also made a great noise on changing ranges or other operational parameters. The radar display and transceiver unit used to sing tunefully to themselves as the ranges were changed too. It gave a good picture though. I never did manage to find one fault however. It was an intermittent one, and I ended up chalking a cross at one particular point on the side of the radar display, with a note: - “If it doesn't work, kick it here”. It used to work for weeks afterwards without problem.

We had a very nice swimming pool on the starboard side of the accommodation. This was a favourite spot in good weather after the watch. In hot weather we used to throw the beers into the pool to keep them cool. One had merely to dive down and grab one. There is something about the slight taste of salt with a beer which stays with me even now!. The pool was even

illuminated at night with some underwater lights! Luxury!

Another way of passing time off duty was star gazing. At sea, there is no “light pollution” as found ashore. The ship is blacked out at night except for its navigation lights so One can lay on deck and have a magnificent view of the cosmos. On clear moonless nights the sky was literally ablaze with stars. Shooting stars were often to be seen, sometimes really bright with long tails and very occasionally, even colours. One even splashed down nar to us, and was duly entered into the logbook. On moonless cloudy nights of course, it was profoundly dark and somewhat eerie! Although I often looked, I have never seen a UFO or anything that could not be explained as a natural phenomenon. I have travelled numerous times through the Bermuda Triangle, with never a hint of anything mysterious. Most disappointing!

Sometimes the sea would glow with phosphorescence, the entire hull being outlined in a bright blue-white or greenish glow. I have seen dolphins outlined in a glowing light streaking around deep under the water, and brilliant, almost dazzling explosions of light from the bow wave. The deep ocean at night can sometimes seem like a wonderfully magical place.

The ship was so big that it took 10 minutes or more to walk up to the bow. In order to help increase efficiency, we had two bicycles for getting around. In bad weather however they were too unsafe and we had to walk! In fact, the deck area was so big, one could almost get lost when going for a walk, especially at night. I sometimes used to go for a stroll after the watch on fine nights. The quarter hour slow walk up to the bow, with the bright stars slowly moving above as the ship rolled, was a great way to relax – except when the night was really dark. Then, the ever present creaks and groans emanating from the pipework as it moved to the ships motion, sounded very eerie indeed.

Looking back aft from the bow, one could only see an indistinct silhouette of the accommodation block against the sky. All forward facing cabin ports were blacked out and the only lights were the port and starboard navigation lights and the masthead lights, which shone out brightly. All engine noises were blotted out by the restful susurration of the sea hitting the bow and washing against the hull.
Quite often crew relief's were done on passing Capetown. The Suez canal was closed, and ships of this size would be unable to pass through it anyway. Capetown was a very

convenient point, as it was about half way through the month or more needed for the trip. The relief's were done either by helicopter or by boat, thus not requiring the ships to enter port. The helicopter used to sometimes land on our deck or sometimes hover just above. This was a masterly feat of flying in blustery weather, and over a rolling and pitching ship too. It was much preferred by those who had to use it to the small converted fishing boat needed if the helicopter could not fly (perhaps due to bad weather or other engagements).
The seas around Capetown can be very heavy and it was often a long, wet, uncomfortable trip, and a somewhat dangerous business transhipping if the boat had to be used.

The helicopter or boat also brought out stores, mail and spare parts. The ship very often only slowed down for a while during the transfer, then continued at full speed. The whole operation only taking a half hour or so. Occasionally, we would go close inshore near to Green Point, just off Capetown itself. This would allow the boat to come out when weather conditions were too bad further off shore. It was wonderful on a warm calm night, just drifting about one or two miles off, watching the lights, and listening to the hum of the city. So near, but yet so far, and totally unattainable. At least we could get some good music on the radio.

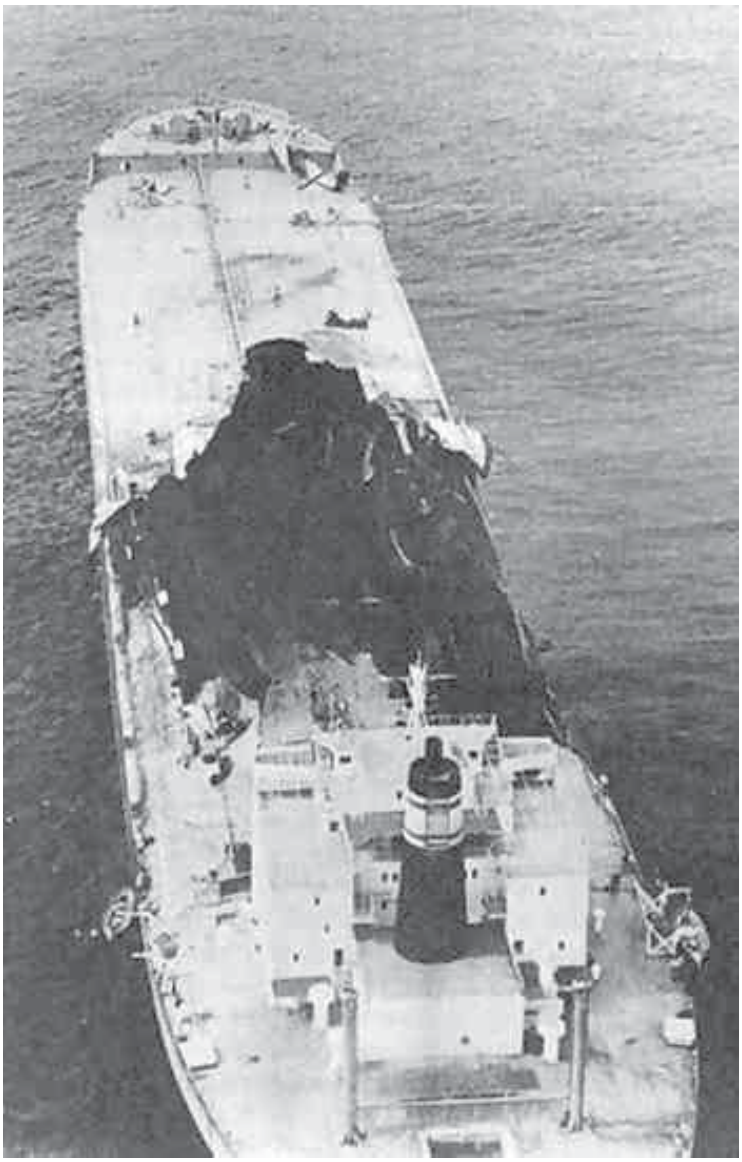
It was during this period that two sister ships to the Melo, (the Mactra and Marpessa) exploded violently within two weeks of each other, whilst tank cleaning off West Africa. There was also some loss of life. Approximately two weeks prior to this, another super tanker, the King Haakon 4 had also exploded with devastating effects, and was also in approximately the same position, and doing the same tank cleaning operations. This was particularly worrying for us, as the first we heard about our sister ships fate was via the BBC radio. News photographs apparently showed the deck plating rolled back like an opened sardine can, and the entire ship aflame. We only heard about it officially from Shell head office via a radio message after several hours anxious wait.

Later we heard that two of the officers wives had been sun bathing on the monkey island (above the bridge) on the Mactra at the time of the explosion, but they were incredibly lucky. They heard a loud Woompf! but the blast wave passed over their heads, and they survived.

The brand new Marpessa sank on her maiden voyage, but very slowly. Her bow being visible above water for several days, but slowly settling lower. The rest of around 800 feet of ship just hung down under the water like a huge whale. She sank suddenly and completely after the bulkheads gave way under the tremendous strain. She was the largest single shipping loss ever suffered up until that time.

The Mactra however, due to some heroic work by her crew, did not sink. Her quick thinking captain ran her astern, so the flames blew away from the accommodation. She retained power and could fight her fires. They were eventually brought under control and extinguished, and the ship was towed to Durban with a huge 400 foot by 50 foot hole in her deck. There she was virtually rebuilt and actually sailed again.

Here is a photograph of the first ship to explode in this tragic series.
It is the Norwegen tanker King Haakon 4, and shows the immense hole in her deck after the fire had finally been put out. The Mactra had a similar hole in her foredeck, showing the power of the explosion. That a ship can survive such a blast shows how well built they really are. The forces acting on them however were still imperfectly understood. Luckily, The relatively weak deck plating allowed the explosive forces to escape upwards, and so minimising damage to the hull. The relatively undamaged double bottoms could keep the ship afloat. Even then however, it was luck that the damage to frames and other longitudinal members was not bad enough to cause the ship to fold up, or even to sever the fore part from the after part of the ship. Providing the ship does not sink, it can be repaired. Often however the repair cost exceeds the value of the ship, (a constructive total loss) and in most cases it is then sold for scrap.



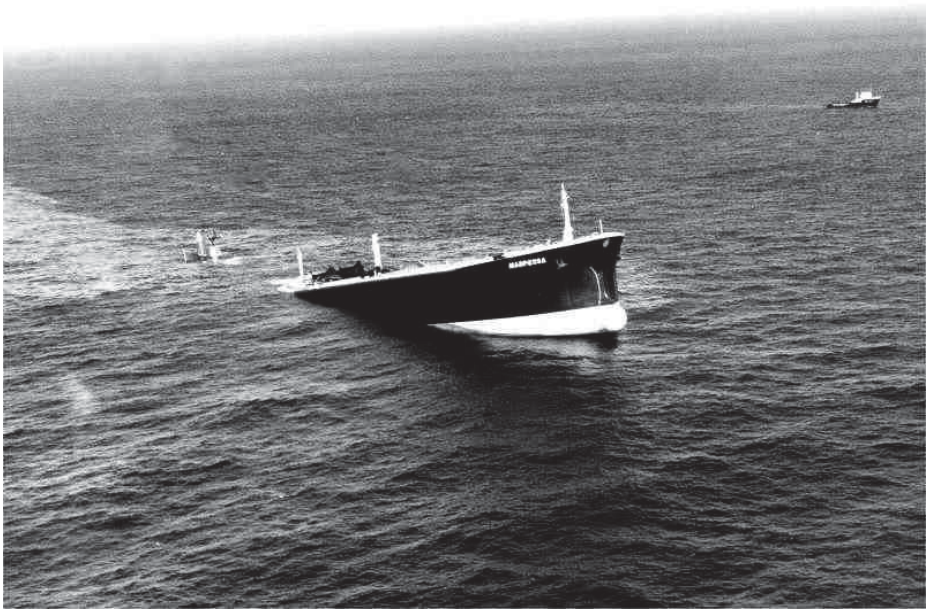
Super Tankers were rather new, and unknown effects occurred. The tanks had to be washed with almost boiling hot high pressure water jets to remove the oil sludge and sand in them. The sand is often in suspension in the crude oil when it is pumped aboard. It settles out during the voyage and must be cleaned out of the tanks from time to time. Hot water dissolves the oil, but the sand must often be shovelled out by hand, usually in drydock when the tanks are guaranteed gas free.

The oily water mix from the tank washing was pumped into a settling tank. When the oil had settled at the top, the water was pumped off. The oil and sludge was then mixed in with the next load of crude (The so called load on top system). Sometimes the so-called “slops” could be pumped ashore to be processed at the loading port. It all cost money however, and some refineries could not accept the oil and salty water mix as the investment in separators had not been made.

It was not unknown for unscrupulous captains to pump the slops overboard during the night, then pocket a large backhander for saving costs. The oil slicks, sometimes tens of miles long, were often observed from aircraft. Positive identification of the offender however was almost impossible at that time, unless he was actually seen doing it. Today, modern satellite observations can pinpoint oil slicks and even analyse some of their constituents to identify the oil type, and perhaps even which ship it came from. Oil pollution of the worlds oceans however, still presents a very serious environmental problem.

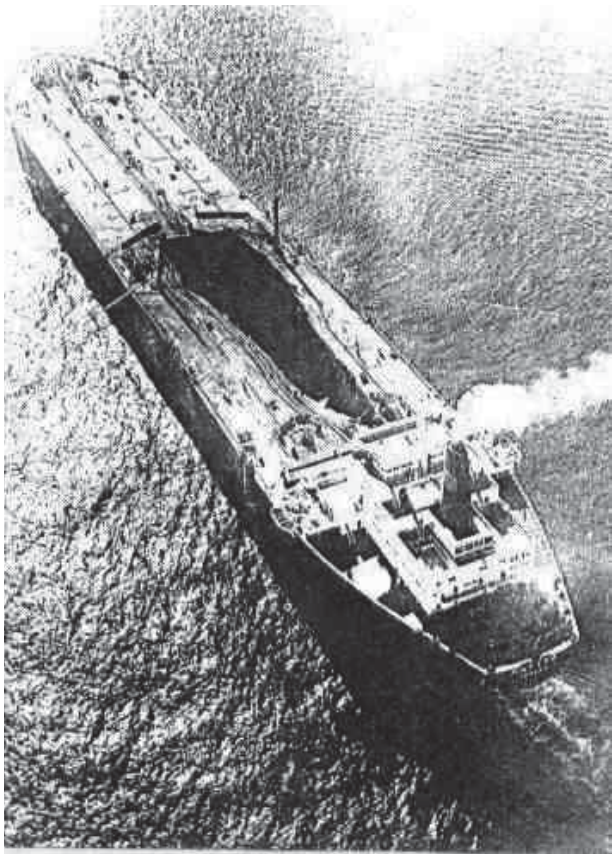
During tank cleaning, the almost boiling water is pumped into moveable high pressure jets (cleaning guns) which automatically rotate vertically and horizontally, spraying the hot water at high velocity around the tank walls. They are similar in principal to the garden lawn sprayer, but vastly bigger and much more powerful. Due to the way the voyages are planned, most of the hot washes take place on the return trip to the Gulf, about a week after leaving Europe. This puts the most dangerous time of the voyage off West Africa, which is where the explosions occurred.

Marpessa Sinking



At the start of tank washing, there is so much gas, it is not possible to have a tank explosion. The gas mixture is “too rich” There is not enough air to burn. At the end of the tank washing, there is very little, or no gas. It is thus also not possible to have a tank explosion. The gas mixture is “too lean”. Between these two extremes though, there is a point where a spark with enough energy, can ignite the inflammable gas mixture in a tank as big as a church. The resultant energy release is enormous, and the results only too evident on the Mactra, Marpessa and King Haakon 4.

Mactra after the Explosion



Immediately after the explosions on board our two sister ships, we were ordered by an urgent telegram to all M-Class vessels, to cease hot washes. “Imperative. Whatever it is you are carrying out with regard to tank washing, stop at once”.

Much later modified tank cleaning guns were fitted which lowered the high static build-up alleged to have caused the explosions. Reportedly, experiments on another "M-Boat" to purposely cause an explosion, failed to do so. It was however found that the high pressure water jets, and the clouds of steam acted just like a thunder cloud. Sensitive cameras actually photographed sparks inside the tanks. The huge tanks were big enough for these “flashes of lightning” to contain enough energy to ignite the air-hydrocarbon mixture inside, with disastrous results

It was thought that the ships effectively blew themselves up with their own miniature thunderstorm. It shows how unpredictable the subject was and also how much value was

placed on finding the cause. Shell were willing to sacrifice another ship to do it.

The outcome of the whole painful and extremely expensive exercise, was that the cargo tanks were “inerted” using scrubbed and processed exhaust gas from the main engine. This contains virtually no free oxygen, all having been removed by being burnt in the engine. Instead, it consists almost entirely of a mixture of carbon dioxide and nitrogen, neither of which can sustain combustion. There was thus no oxygen to cause any explosions under any circumstances, and the ships were safe. Virtually all new super tankers now use this system of inert gas filled tanks. Many of the older ones were modified to include this system too, as their insurance premiums were reduced accordingly.

We also had an adventure with an old Line Throwing rocket during one lifeboat drill. Sometimes the outdated pyrotechnics (emergency rockets, flares etc) were kept for practice purposes during lifeboat drill instead of being dumped as was actually required. This was against regulations, but many captains thought it gave an element of realism.

If rockets were actually fired or flares lit, I always had to send a navigation warning to all ships in the area saying were doing so, thus preventing any untoward panic if the other ships saw rockets being let off. In this particular case, the line throwing rocket broke its line and flew free...nearly knocking a hole in the ship (which was fully laden with oil at the time!) and causing much excitement on the bridge, where we were watching it.

These rocket lines are used in emergency situations for getting a light line across to another ship or ashore in order to haul a heavier rope across. The heavier rope can be used to ferry people ashore with a breeches buoy, or to heave a large towing line aboard for rescue purposes. This time, a very shaken and sooty Chief Officer told how the rocket line jammed in the holder when he fired it as a demonstration.

Until this time, we had often used old pyrotechnics for demonstration purposes without problems (even though it was against company regulations). In this case however, the old rocket ignited correctly, roared out of its firing container, and then just sat at the end of around 8 feet or so of wire strop right in front of our shocked Chief Officer. The wire end having jammed in the container which he was holding, and aiming like a gun. Finally the wire strop broke (we found it was rusted, hence the jamming), and the rocket flew free without the stabilising weight of the line behind it. It flew high into the air, looped back and fell into the sea close amidships.

I was on the bridge at the time, testing the lifeboat transmitter on the bridge wing. I remember seeing (and hearing) the rocket soaring high overhead, leaving a dark trail of smoke behind. Perhaps I should add that the rocket was made of steel and rather heavy. If it had landed on deck, it almost certainly would have made a hole, or maybe even have penetrated through the deck plating. Underneath were the oil tanks full of crude oil and gas! The mind boggles at the possible consequences. After this occurrence, All old pyrotechnics were hastily dumped, and we never used any for training purposes again.

We had a somewhat hairy passage through the Malacca Straits, between Malaysia and Indonesia. It is one of the busiest shipping areas in the world, rivalling and perhaps even surpassing the English Channel. It is narrow and only just deep enough for the biggest tankers like us. We were so deep (drawing over 60 feet of water) that we could not alter course, and had to stay exactly within the marked channel. We had a Marconi Metron shallow water indicator which sometimes showed there was only a foot or so of water under us.

This caused the captain and pilot many a nervous moment. Large ships exhibit a phenomenon known as “squat” where the ship actually sits deeper when moving in shallow water than when it is not moving at all, or when moving in deep water. The exact amount depending on many variables and cannot be easily calculated. We had echo transducers on both bow and stern so we could take this effect into account. The definition of “deep water” however differs with the ship size. A shallow passage for us was deep water for a normal general cargo vessel.

Another complication at night was that there are numerous small fishing boats drifting about between Malaysia and Indonesia. Many are nothing much more than rowing boats with a small outboard or maybe only just a sail. They are mostly of wooden construction, and do not show up on the radar. They are also without lights. Sometimes we would see a flickering flame close by the bow as a fisherman set fire to a piece of paper or rag to show us he was there. It could well be that we hit some. We would never know, and were unable to manoeuvre anyway. Fishing in those waters is a dangerous job. The visibility can also sometimes be very poor due to heavy rain or squally showers from thunderstorms. Dense rain can hide even big ships, both visually and from the eye of the radar. An unlit small wooden boat would never be seen, and of course never noticed, even if we hit it.

Some bigger ships insisted on the rule of the road, but we were unable to change course. We were obliged to keep to the deep water channel. We had lights and signals saying we were deeply laden and not manoeuvrable, but the small ship captains still tried it on. I remember looking forward with apprehension as we gently nudged a small coaster out of the way without touching it. Our bow pressure wave was enough to do it.

Years later, navigational warnings were broadcast, naming the ships, and times they would be passing various points of the Malacca Straits, so that this sort of thing was less common. A collision in this waterway could block traffic for weeks, with subsequent horrendous costs due to re-routing, not to mention the environmental pollution it could cause. Despite this, no effective policing of the Malacca Straits traffic exists, even to this day. The English channel is better controlled, but small boat owners or cowboy captains still disobey the rules, and a major collision is only a matter of time. If a ship refuses to identify itself by radio, there is no way the coast guard can do so. Thus short of sending out a helicopter or asking another ship to look, it remains anonymous. We are still a long way from the point where all ships have automatic radar transponders like aircraft, enabling the authorities can see at a glance exactly who they are. Until that happens the cowboys will stay with us.

A fully loaded OBO travelling at 15 Knots will NOT stop for a red light!

This picture perhaps goes to illustrate the tremendous size and the virtual unstoppability of this class of ship, whether it be an oil tanker or a bulk carrier. If this is the view you are seeing, its already far too late to run. It will run right over you without even slowing down or knowing you are there. These are the modern day monsters of the ocean, and even the mythical Kraken would have its work cut out to pull one of these man made giants down into the abyss.

ss Melo

Elmleaf

Built by Earles Shipbuilding and Engineering Co. Ltd., Hull, England, 1917. 5948 gross tons; 419 (bp) feet long; 55 feet wide. Steam triple expansion engine, single screw. Service speed 10.5 knots.

Built for British Government, British flag, in 1917 and named **Elmleaf**. Liverpool to New York 1918 service. Laid down as the OLIVET for the British Navy. ***Sold to Anglo-Saxon Petroleum Company, British flag, in 1921 and renamed Melona.*** Sold to British owners, British flag, in 1925 and renamed **Athelcrest**. Sold to Additional Arrivals, in 1935 and renamed **Vlismar II**. Converted to storage tanker in 1935 then scrapped in 1983.

Mena

Merchant Aircraft Carriers (MAC-schepen)

In de beginjaren van de Tweede Wereldoorlog leden de Atlantische konvooien gigantische verliezen. De grootste oorzaak bleek te liggen in een gat in de luchtdekking midden op de Atlantische Oceaan.

Om dit gat te dichten werd vanaf 1940 al geëxperimenteerd. De eerste oplossing werd gevonden in het plaatsen van een katapultinstallatie aan boord van een vrachtschip (zogenaamd CAM-schepen (*Catapult Aircraft Merchantman*)), met een Hawker Hurricane hierop gemonteerd. Het nadeel was natuurlijk dat het toestel na afloop van zijn missie op het water moest landen, waardoor het vliegtuig verloren ging. Vanaf de zomer van dat jaar werden diverse schepen hiertoe uitgerust.

Een tweede experiment was de ombouw van bestaande schepen tot Escorte vliegdekschepen. In de herfst van 1940 werd hiertoe als proef een voormalig Duits passagiersschip, de *MV Hannover*, dat was buitgemaakt, omgebouwd tot *Escort Carrier HMS Audacity*. De *Escort Carriers* waren volwaardige vliegdekschepen in dienst van de *Royal Navy* en de *US Navy*.

Een derde experiment was het vanaf 1942 uitrusten van graanschepen of olietankers met een vliegdek, waarbij het schip zijn originele functie als vrachtschip behield en als zodanig ook onder koopvaardijvlag bleef varen. Het idee voor de ombouw van de graanschepen is afkomstig van Sir Douglas Thomson van het *British Ministry of War Transport*, terwijl het idee om de olietankers te verbouwen afkomstig was van John Lamb van de *Anglo-Saxon Petroleum Company*.

Oorspronkelijk was het plan opgevat om een aantal passagiersschepen om te bouwen tot *Escort Carrier*. Omdat men de beschikbare schepen echter hard nodig had voor troepentransport, werd besloten de graan- en olietankers te gebruiken. In oktober 1942 werd uiteindelijk het besluit genomen. Aanvankelijk zag vooral de *Royal Navy* niets in het concept, waarbij de schepen onder koopvaardijvlag bleven varen. Aangezien echter de konvooien onder toezicht van de marine stonden gaf ook de *Royal Navy* toe.

In februari 1942 werd het plan opgevat om allereerst twee graanschepen om te bouwen. De schepen zouden drie tot vier vliegtuigen mee krijgen. In juni 1942 werd dit definitief en was besloten dat de twee schepen koopvaarder bleven en ieder vier vliegtuigen van het type Fairey Swordfish mee zouden krijgen. Het vliegdek zou een formaat van 124,95 x 18,88 meter krijgen. In oktober werd besloten om nogmaals twaalf koopvaarders om te bouwen, zes graanschepen met vliegdek, hangar en lift en zes olietankers zonder hangar. Het vliegdek werd verlengd naar 140,20 x 18,88 meter. De schepen zonder hangar en lift zouden niet vier maar drie vliegtuigen meekrijgen. Later werden de plannen weer bijgesteld door nogmaals zes graanschepen, vier nieuwe en tien bestaande olietankers te verbouwen, waarmee het totaal te produceren MAC-schepen op 32 kwam.

Er werden uiteindelijk zes graanschepen van de Empireklasse, vier olietankers van de Empireklasse, zeven olietankers van de *Anglo-Saxon Petroleum Company* (Britse rederij van Shell) en twee olietankers van de Petroleum Mij. *La Corona* omgebouwd. De schepen werden ontdaan van alles wat boven de romp uitstak. Op deze romp

werd een houten vliegdek aangebracht. De graanschepen kregen in de romp een bescheiden hangar en een lift, de olietankers niet. Bij de laatste diende het onderhoud van de vliegtuigen dus aan dek te gebeuren. Aan boord hadden de graanschepen vier en de olietankers meestal drie vliegtuigen. De militaire bemanning voor onderhoud en bedienen van de toestellen werd geleverd door de *Fleet Air Arm* van de *Royal Navy*. Meestal werden hiervoor Fairey Swordfishes gebruikt, maar ook de Sea Hurricane kwam wel voor. Omdat de schepen onder koopvaardijvlag bleven varen, kregen ze geen militaire codenummers toegewezen. In plaats daarvan kregen ze een tweelettercode die werd aangebracht op het vliegdek.

De schepen konden in een redelijk snel tempo worden verbouwd. Alle waren ongeveer volgens hetzelfde concept gebouwd. De ombouw kon daardoor worden gestandaardiseerd. Het nieuwbouwschip, de *Empire Mac Alpine*, was als eerste klaar in april 1943. De *Rapana* was de eerste van de bestaande schepen die klaar was en de tweede van het totaal. Toen in mei 1944 de *Macoma* als laatste werd overgedragen, was de situatie op de Atlantische Oceaan dusdanig verbeterd dat werd afgezien van de ombouw van de laatste dertien schepen.

De bemanning van de schepen bestond, naast de vaste koopvaardijmensen, uit een vaste ploeg vliegdienstpersoneel, welke scheepsgebonden was, een ploeg voor de wapenbediening van de DEM (*Defensive Equipment Merchant Ships*) die ook gebonden was aan het schip en een mobiele groep van vlieg- en grondpersoneel die tezamen de vliegeenheid (*air-unit*) formeerden.

Alle MAC's hebben gedurende de gehele oorlog alleen dienst gedaan op de Noord-Atlantische konvooiroutes.

Empire Mac Alpine klasse graanschepen:

	Empire Mac Alpine	Empire Mac Kendrick
Eerste omgebouwd:	december 1942	
Laatste omgebouwd:	januari 1944	

De *Empire Mac Alpine* en de *Empire Mac Kendrick* waren iets groter dan de andere schepen, maar hadden hetzelfde basisontwerp. Alle Empire-graanschepen uit deze klasse werden al bij de bouw verbouwd tot *Merchant Aircraft Carrier*. Alhoewel ze dus alle als graanschip zijn ontworpen, werden ze met vliegdek en hangar afgebouwd. Direct na de oorlog kregen alle schepen hun oorspronkelijk ontworpen uiterlijk. De *Empire Mac Alpine* (MH) was op 14 april 1943 af. De kiel was op 11 augustus 1942 gelegd bij *Burnisland* en de tewaterlating heeft op 23 december 1942 plaatsgevonden. Na de oorlog weer verbouwd als *Derryname* en uiteindelijk als *Pacific Endeavour* in 1970 gesloopt. De Empire Mac Kendrick (MO) werd in december 1943 in de vaart genomen en werd uiteindelijk als *Vassil Levsky* aan de grond gezet bij de Arabisch-Israelische oorlog tussen 1967 en 1975 in het Suezkanaal. Het schip is in 1975 uiteindelijk in Split gesloopt. Alle Empire-klasse graanschepen hadden vier vliegtuigen aan boord van het type Fairey Swordfish of Sea Hurricane.

Technische gegevens na verbouw:

Klasse:	Empire Mac Alpine graanschepen
Aantal in klasse:	2
Land:	Engeland
Type:	Merchant Aircraft Carrier
Waterverpl.:	volledig beladen 12000 BRT
Gebouwd door:	Diversen
Verbouwd:	1943
Einde:	jaren zestig/zeventig
Afmetingen:	Lengte: over alles: 140 meter Lengte vliegdek: 140,20 meter Breedte: 18,30 meter Diepgang: 7,3 (volledig beladen) meter
Aandrijving:	Motor: diesel Vermogen:3500 pk Max. Snelheid: 12,5 knopen
Bepantsering:	Geen
Bewapening:	Een kanon van 102 mm (4 inch HA/LA), twee 40 mm Bofors en vier 20 mm Oerlikon. Vliegtuigen: vier
Bemanning:	107 in oorlogstijd

Empire Mac Andrew klasse Graanschepen:

	Empire Mac Andrew Empire Mac Callum	Empire Mac Dermott Empire Mac Rae
Eerste omgebouwd:	?	
Laatste omgebouwd:	Mei-juli 1943	

De *Empire Mac Andrew* (MK) was in juli 1943 klaar en ging na de oorlog als *Patricia* in 1970 naar de sloop. De *Empire Mac Callum* (MN) werd in december 1943 in de vaart genomen en als graanschip de *Phorkiss* in 1960 gesloopt. De *Empire Mac Dermott* (MS) kwam pas in maart 1944 onder de wapens. Van dit schip is bekend dat ze uiteindelijk in 1976 in handen kwam van de Chinese overheid. Wat er met het schip is gebeurd, is niet bekend. In september 1943 kwam de *Empire Mac Rae* (MU) in de vaart. Na de oorlog heeft het onder diverse vlaggen en namen gevaren om uiteindelijk in 1971 te worden gesloopt onder de naam *Despina P*. Alle Empire-klasse graanschepen hadden vier vliegtuigen aan boord van het type Fairey Swordfish of Sea Hurricane.

Technische gegevens na verbouw:

Klasse:	Empire Mac Alpine graanschepen
Aantal in klasse:	4
Land:	Engeland
Type:	Merchant Aircraft Carrier
Waterverpl.:	volledig beladen 12000 BRT
Gebouwd door:	Diversen
Verbouwd:	1943
Einde:	jaren zestig/zeventig
Afmetingen:	Lengte: over alles: 136,5 meter Lengte vliegdek: 140,20 meter Breedte: 18,30 meter Diepgang: 7,5 (volledig beladen) meter
Aandrijving:	Motor: diesel Vermogen:3300 pk Max. Snelheid: 12,5 knopen
Bepantsering:	Geen
Bewapening:	Een kanon van 102 mm (4 inch HA/LA), twee 40 mm Bofors en vier 20 mm Oerlikon. Vliegtuigen: vier
Bemanning:	107 in oorlogstijd

Empire klasse olietankers:

	Empire Mac Cabe Empire Mac Coll	Empire Mac Mahon Empire Mac Kay
Eerste omgebouwd:	?	
Laatste omgebouwd:	Mei-juli 1943	

Alle Empire-klasse olietankers werden eveneens tijdens de bouw al omgevormd tot MAC-schepen. Ze hadden net als de Rapana-klasse alleen een vliegdek en de vliegtuigen werden dus ook aan dek onderhouden en gestald. De vier schepen uit deze klasse kregen alle drie Fairey Swordfishes mee. Alhoewel het ontwerp van alle vier de schepen eniszins verschilde, werden ze volgens eenzelfde concept verbouwd als de schepen van de Rapana-klasse. De *Empire Mac Kay* (MH) werd in oktober 1943 afgeleverd. Het schip is na de oorlog weer verbouwd en heeft als *British Swordfish* gevaren tot de sloop in 1959. Een maand later werd de *Empire Mac Coll* (MB) overgedragen. Als *British Pilot* is het schip in 1962 naar de sloper gegaan. In december 1943 kwamen de *Empire Mac Mahon* (MJ) en de *Empire Mac Cabe* (ML)

van de werf af. De eerste is in 1960 als *Naninia* gesloopt en de laatste in 1962 als *Easthill Escort*.

Technische gegevens na verbouw:

Klasse:	Empire Mac Kay olietankers
Aantal in klasse:	4
Land:	Engeland
Type:	Merchant Aircraft Carrier
Waterverpl.:	volledig beladen 8900 BRT
Gebouwd door:	Harland & Wolff, Cammell Laird en Swan Hunter
Kiel gelegd:	1943
Te water:	1943
Verbouwd:	1943
Einde:	1959/1962
Afmetingen:	Lengte: over alles: 146 meter Lengte vliegdek: 140,20 meter Breedte: 18,3 meter Diepgang: 8,2 (volledig beladen)meter
Aandrijving:	Motor: diesel Vermogen: 3300 pk Max. Snelheid: 11 knopen
Bepantsering:	Geen
Bewapening:	Een kanon van 102 mm (4 inch HA/LA) en acht 20 mm Oerlikon. Vliegtuigen: drie Fairey Swordfishes
Bemanning:	122 in oorlogstijd

Rapana klasse olietankers:

	Acavus	Ancylus	Rapana
	Adula	Gadila	
	Alexia	Macoma	
	Amastra	Miralda	
Eerste omgebouwd:	1942		
Laatste omgebouwd:	1944		

Naast de bovenstaande tankers werden nog negen bestaande tankers verbouwd. Zeven schepen van de *Anglo-Saxon Petroleum Company* (Britse dochter van Shell) en twee van de Petroleum Mij. *La Corona*. De *Acavus* (MA) was op 24 november 1934 van stapel gelopen bij *Workman Clark* en in januari 1935 in dienst genomen.Ze

is in Falmouth verbouwd tot MAC. De vliegtuigen die aan boord waren kwamen onder andere van het *No 860 Squadron*. Tussen januari 1944 en april 1944 was de O-flight van dit squadron gelegerd aan boord. Direct na de Tweede Wereldoorlog is het schip weer omgebouwd en als *Iacara* tot 1952 in de vaart gehouden. De *Adula* (MQ) liep op 28 januari 1937 van de helling in Blythswood en voer vanaf maart 1937. De ombouw vond plaats in februari 1944. Na de oorlog werd het schip weer verbouwd en in 1953 uit de vaart genomen. De *Alexia* (MP) is gebouwd bij *Bremer Vulkan* en werd in april 1935 in de vaart genomen. De ombouw vond plaats tot december 1943. Na de oorlog kwam ze als *Ianthina* weer in de vaart en werd in 1954 gesloopt. De *Amastra* (MD) werd maart 1935 in de vaart genomen en verbouwd bij *Smith's Dock* tot september 1943. Na de oorlog in dienst gekomen als *Idas*, werd het schip in 1955 gesloopt. De *Ancylus* (MF) werd in oktober 1943 afgeleverd als MAC. Het schip werd in oktober 1934 gebouwd en kwam in januari 1935 in de vaart. Als *Imbricia* werd het schip in 1954 gesloopt.

De *Gadila* (MR) is op 11 april 1935 afgeleverd bij de *Howaldtswerke* in Kiel en is tussen april 1943 en februari 1944 verbouwd bij *Smith's Dock*. Na de oorlog werd ze weer verbouwd en werd in 1958 gesloopt in Hong Kong. Vanaf de *Gadila* werd gevlogen met Swordfishes van de S-flight van *No 860 Squadron*. De S-flight heeft aan boord gezeten van februari 1944 tot 15 mei 1945. De *Macoma* (MX) werd gebouwd bij de Nederlandse Scheepsbouw Maatschappij te Amsterdam. Begin 1936 kwam het schip in de vaart en is tussen eind 1943 en begin 1944 omgebouwd. O-flight van *No 860 Squadron* was ook hier gelegerd en wel vanaf 2 juni 1944. De flight werd op 19 oktober 1944 hernoemd tot F-flight en bleef aan boord tot 21 mei 1945. Het schip is als tanker begin 1958 gesloopt in Hong Kong. De *Miralda* (MW) was gebouwd bij de Nederlandse Droogdok Maatschappij en werd juli 1936 afgeleverd. De ombouw vond plaats tot januari 1944. Begin 1960 is het schip als *Marisa* gesloopt in Hong Kong.

De *Rapana* (MV) is in maart 1935 gebouwd bij Wilton-Feijenoord. In juli 1944 was de ombouw klaar tot MAC-schip. De *Rapana* werd de naamgever van deze klasse MAC-schepen. Interessant gegeven is dat van de drie tankers die onder Nederlandse vlag voeren (*Gadila, Macoma* en *Miralda*) de eerste twee onder Nederlandse vlag bleven varen en ook Nederlandse Swordfishes kregen toegewezen van het *No. 860 (Dutch) Squadron*. Als zodanig worden ze ook wel de eerste vliegdekschepen van de Nederlandse marine genoemd. Alhoewel de schepen niet helemaal identiek aan elkaar waren, zijn ze allemaal volgens hetzelfde concept gebouwd en verbouwd. De Nederlandse marine had al langere tijd het idee om zelf een vliegdekschip in de vaart te nemen. Op dit tijdstip van de oorlog was dat echter onmogelijk. Er waren geen schepen beschikbaar en de Koninklijke marine had geen enkele ervaring met vliegdekschepen om een bestaand schip over te nemen. Het eerste plan was om een schip van de KPM, de *Ruys*, om te bouwen. Dit soort schepen was echter onmisbaar voor troepentransport. Toen men lucht kreeg van de MAC-plannen werd hier onmiddellijk op ingespeeld. Nederland bood aan om twee Nederlandse schepen op te laten nemen in het programma en deze geheel door Nederlanders te bemannen. De Nederlandse marine kon zo de nodige ervaring opdoen.

Technische gegevens na verbouw:

Klasse:	Rapana
Aantal in klasse:	9
Land:	Engeland/Nederland
Type:	Merchant Aircraft Carrier
Waterverpl.:	standaard 8011 BRT volledig beladen 16000 BRT
Gebouwd door:	Diversen
Kiel gelegd:	1934-1937
Te water:	1934-1937
Verbouwd:	1943/1944
Einde:	jaren vijftig
Afmetingen:	Lengte: over alles:ca 146,6 meter Lengte vliegdek: 140,20 meter Breedte: ca 18,3 meter Diepgang: (volledig beladen) 8,4 meter
Aandrijving:	Motor: 8 cylinder MAN diesel Vermogen: 4400 pk Max. Snelheid: 11,5-12,75 knopen
Bepantsering:	Geen
Bewapening:	Een kanon van 102 mm (4 inch HA/LA), twee 40 mm Bofors en zes 20 mm Oerlikon. Vliegtuigen: meestal drie Fairey Swordfishes
Bemanning:	54 in vredestijd 118 in oorlogstijd

Bronnen

- Münching L.L. von , De Nederlandse Koopvaardijvloot in de Tweede Wereldoorlog, Den Boer uitgevers, Middelburg, 1986
- Fleet Air Arm Archive, 1939-1945, website (laatst bekende adres: http://www.fleetairarmarchive.net/Index.html)

Afbeeldingen

Empire Mac Kendrick

Empire Mac Mahon


HETA


META


META

Naam	Name	**META** ex. Meta -1974
IMO Nr.	IMO Nr.	6828296
Roepnr.	Callsign	PJUK
Bouwjaar	Build	1968
Werf	Yard	Hitachi Zosen Heavy Industries, Sakai, Japan.
Bouwnr.	Build. Nr.	4164
In dienst	In service	1968
Eigenaar	Owner	Curacaosche Scheepvaart Mij., Shell Tankers B.V.
Vlag	Flag	Dutch Antilles
Thuishaven	Homeport	Willemstad.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	328.37 mtr.
Lengte (p.p.)	Length (p.p.)	310.02 mtr.
Breedte	Beam	47.16 mtr.
Holte	Depth	24.49 mtr.
Diepgang	Draft	18.98 mtr.
Tonnage DWT	DWT	210.233 ton
Tonnage GT	GT	105.532 ton
Tonnage NT	NT	75.656 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Mitsubishi steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	-
Historie	History	-
Status	Status	24/07/1982 scrapped atUlsan, South Korea.

Methane Princess

s.s. "METHANE PROGRESS 21,875 GROSS REGISTERED TONS.

13) Methane Princess (Shell Tankers) 21876 GRT. 12,500 SHP. R/E/O Tilbury 20/9/73 - 16/12/73 Canvey Island.

s.s. "METHANE PRINCESS" 21,876 GROSS REGISTERED TONS.

The ship was one of two experimental liquefied natural gas (Methane) tankers running between Arzew in Morocco and Canvey Island near Southend. The sister ship Methane Progress was almost identical. They carried their cargo at around minus 150 degrees Centigrade and at atmospheric pressure. The round trip took around 12 days, twice passing through two busy bottlenecks, the English Channel and the straights of Gibraltar. (These were the reasons why the ship was chosen as a test bed for the Marconi Predictor Radar).

The gas was piped from the gas field, then liquefied at Arzew in a huge refrigeration and storage plant. It was then pumped to the ship in heavily insulated pipes. At Canvey Island, we pumped the gas ashore with our own cryogenic pumps, into huge underground insulated tanks. Here it was stored prior to being distributed. This was a relatively high tech ship using the Methane boil-off as additional fuel for the main engine via a compressor. There was no refrigeration plant, the boil off took heat from the tanks and kept them cold. We lost around 10 percent of our cargo on the run, but this was planned for in the economics of the operation.

The ship was steam turbine powered instead of a diesel engine, as the easiest (and most economical) way to use the cargo boil off was by burning it in our boiler. This supplemented the normal heavy oil fuel and reduced the oil consumption very considerably. Ancillary equipment consisted of a Data logger (Ex Battersea power station), a comprehensive system of temperature monitors, a gas analyser and Coaxial pipelines with Nitrogen outside, Methane inside.

The Nitrogen was carried as liquid, in a huge tank like a vacuum flask carried in the bow. It was refilled once a trip by road tanker at Canvey. (One spill on the steel deck caused a hole through 3 decks! The steel shattering like thin glass due to the ultra cold temperatures). The gas analyser would check for any hydrocarbon impurities in the Nitrogen circulating in the outside jacket and thus check for leaks.

All those measurements, plus tank temperatures, pressures, flow rates etc were automatically recorded by the data logger. The tanks were stainless steel with thick Balsa wood insulation between the tank and the steel bulkhead of the tank space. The ballast space inspections (between the steel tank bulkhead and the outer hull) were made by the chief officer and a cadet looking for cold spots. If they saw a frost spot, the temperature of it was measured and a log kept. If the temperature dropped below about minus 10 degrees then the ballast space must be flooded to keep the steel "warm" and prevent any cracking or fracturing due to the normal stresses of the ship. Steel becomes brittle and loses its tensile strength when very cold.

This inspection work is not very nice, being inside the totally dark ballast spaces with ribs and stringers ready to knock heads and knees. It was however an important safety check, and was done without fail. There was generally a team of three people, the Chief officer and two others – frequently an AB and a cadet.

Once, during one of these inspections, a walkie-talkie was dropped, falling into a sea water filled section of tank. These radios were an essential communications medium on board, so after fishing it out, an apprentice was sent to bring it to me as fast as possible. It was of course a long way from the bowels of the ship up to the radio room, so it took him around ten minutes. The salt water had caused the battery to short circuit, and the thing was almost cooking by the time it reached me in the radio room.

I must admit I was very doubtful I could get it to work again, but it was worth a try. I removed and cleaned the battery as soon as it arrived, then obtained several buckets of distilled water from the engine room. The watch officer looked in amazement as I submerged the radio in the water, and let it soak until all traces of salt were gone. I cleaned up the corroded bits on the circuit board and power switch then carefully dried out the insides on deck in the hot sun. No one was more surprised than me, when after re-assembly, replacing the battery and switching on, it worked! It did my reputation good though. On a lot of ships the standard comment is often “give it to sparks, he can fix anything”!

The ship boasted some very comfortable accommodation. It was built as a floating test-bed by Shell and money had not been not skimped. Also, due to our regular return to Canvey Island, we even had draft English beer in our spacious and well used bar, a real luxury that not many ships could offer!

The Predictor radar however was very temperamental. At the time it was one of the first self plotting radars, and in its way quite advanced. Radar video data was stored on a sort of video tape, on an endless loop in a cassette. The scanner azimuth information was also carefully stored and synchronised with the radar echoes, so that a continuous picture could be built up of the last 6 minutes. The cassette contained just enough tape for 6 minutes of data to be stored before being overwritten. Due to its continual use, the tape had a limited life, and had to be replaced after a while. This was easily done by replacing the whole cassette.

After a change in tape manufacturer, static electricity build up caused the tape to jam and mangle up within the cassette. The old cassettes were fine, but the new ones never worked for long. The only cure I could find was to "steam" the radar transceiver with the bridge kettle to disperse the static! This caused no end of funny comments from the bridge watch officers. It was also of course not to be recommended as a permanent solution. The days of “steam radio” were long gone! I never did find out how they cured this problem, as I left Marconi shortly after, and never saw another Predictor radar again.


METULA


TULA


TULA
TULA


TULA

Naam	Name	**METULA (2)**
IMO Nr.	IMO Nr.	6818760
Roepnr.	Callsign	PJLM
Bouwjaar	Build	1968
Werf	Yard	Ishikawajima Harima Heavy Industries, Aioi, Japan.
Bouwnr.	Build. Nr.	2019
In dienst	In service	25/09/1968
Eigenaar	Owner	Curacaose Scheepvaart Maatschappij., Shell Tankers BV, Rotterdam.
Vlag	FlagDutch	Antilles
Thuishaven	Homeport	Willemstad.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	325.05 mtr.
Lengte (p.p.)	Length (p.p.)	310.02 mtr.
Breedte	Beam	47.16 mtr.
Holte	Depth	24.52 mtr.
Diepgang	Draft	18.98 mtr.
Tonnage DWT	DWT	210.036 ton
Tonnage GT	GT	104.379 ton
Tonnage NT	NT	78.411 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Misubishi steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	15.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	For Shell Tankers 22 M-klasse schips where build.

Metula (1) (12.035 ton) build in 1938 at Rotterdamse Droogdok Mij., Rotterdam for Shell Tankers BV., Holland.

Historie	History	09/08/1974 stranded in Streat Magelhaen.
Status	Status	13/06/1976 as “Tula” towed to Santander, Spain for scrapping.

Metula (2)

Naam	Name	**METULA (2)**
IMO Nr.	IMO Nr.	6818760
Roepnr.	Callsign	PJLM
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Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Misubishi steamturbines.

Vermogen	Output	28.000 Hp
Snelheid	Speed	15.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	For Shell Tankers 22 M-klasse schips where build. **Metula (1)** (12.035 ton) build in 1938 at Rotterdamse Droogdok Mij., Rotterdam for Shell Tankers BV., Holland.
Historie	History	09/08/1974 stranded in Streat Magelhaen.
Status	Status	13/06/1976 as “Tula” towed to Santander, Spain for scrapping.

Mexican Eagle Petroleum Company

From Wikipedia, the free encyclopedia

Compañía Mexicana de Petróleo El Aguila SA, (*El Aguila* for short[*citation needed*]), called in English the **Mexican Eagle Oil Company** or **Mexican Eagle Petroleum Corporation**, was a Mexican oil company in the 20th century.

Contents

History

Sir Weetman Pearson, Bart. (Viscount Cowdray from 1910) founded the company in 1909 to develop his investments in the Mexican oil fields.

Weetman Pearson, Viscount Cowdray

Pearson's interests in Mexico had begun in 1889 when he won a contract from the government of Porfirio Díaz for his civil engineering company, S. Pearson and Sons Ltd, to build the Gran Canal in Mexico City.[1] This was followed by contracts in 1895 to build a harbour at Veracruz and in 1896 to build the Tehuantepec Railway.[2] Pearson diversified into mining, landholding, transport and electrical utilities around Veracruz.[2] He and the engineer F.S. Pearson (no relation) founded the Mexico Power and Light Company, which provided Mexico City's first public electricity supply.[2] Pearson's businesses and government contracts put him in a favourable position with members of the Díaz dictatorship.[2]

Oil production in Mexico was begun in 1901 by a US oil investor, Henry Clay Pierce.[3] He was quickly followed by a rival, Edward L. Doheny, in the same year.[3] Pearson's land surveys in the vicinities of Pedregal and San Cristóbal for the route of the of the Tehuantepec Railway had reported oil seepage from the ground, so in April 1901 he ordered his manager in Mexico to secure prospecting options on *"...all land for miles around"*.[4] Pearson built a refinery, pipelines and port facilities to handle the oil in 1905–06, but his company didn't make a major oil strike until 1908.[5] In the same year one of Pearson's oil strikes caught fire and burned out of control for eight weeks, destroying the entire oil field.[5]

In 1909 Pearson founded the *Compañía Mexicana de Petróleo El Aguila SA* ("Mexican Eagle Oil Company") in Mexico to take over S. Pearson and Sons' oil interests.[6] This followed Pearson's creation of Whitehall Securities Corporation Ltd. in the UK in 1908 to manage all of S. Pearson and Sons' investments outside the oil industry.[7] Pearson's prospecting continued without success until 27 December 1910, when a well on the Gulf of Mexico coast between Veracruz and Tampico struck oil that flowed at a rate of 100,000 barrels *per* day.[8] This single well turned the fortunes of Pearson's oil business. Within a few years he was one of Mexico's two major oil magnates, the other being Doheny.[8] Other oil companies from the USA and Europe had entered the Mexican oil industry but Doheny and Pearson's companies remained pre-eminent until after the First World War.[8]

In 1911 the Mexican revolution overthrew the Díaz dictatorship that had favoured Pearson, ending the civil engineering contracts for which he had first become involved in Mexico.[9] However, Pearson had exclusive rights to prospect for oil in several Mexican states[10] and by 1914 the company 1,500,000 acres (6,100 km^2) of prospecting rights, 175 miles (282 kilometres) of pipeline, two refineries (the second being newly built at Tampico) and storage for seven million barrels of oil.[8]

By June 1913 Mexican Eagle was the largest company in the Pearson group, with net assets valued at £6.8 million.[11] However, in December 1918 Pearson claimed in a letter to the UK Chancellor of the Exchequer, David Lloyd George, that Mexican Eagle was worth £8 million.[11] Mexican Eagle was the largest contributor to the Pearson group's valuation in 1913 of £17 million, which made it the seventh largest business in the UK and among the 30 largest businesses in the World.[12] By 1919 the Pearson group was worth £29.6 million, of which in June of that year Mexican Eagle made up £13.4 million.[12] To what extent this represents a growth in value must be considered against the degree of inflation that took place in the First World War.[13] However, in 1919 the Pearson group's share value was £79.1 million, of which Mexican Eagle made up £62.6 million.[14] This made Mexican Eagle roughly the equal of Burmah Oil and far bigger than the Anglo-Persian Oil Company or Shell Transport and Trading.[15]

Buyout offers and eventual sale

In 1911 Pearson declined an offer from the Texas Oil Company offered to buy his oil interests.[16] In 1912 and 1913 he declined buyout bids from Royal Dutch Shell.[16] and in 1913 and 1916 he declined bids from Standard Oil of New Jersey.[16] By 1916 Pearson was keen to sell, but the UK Government persuaded him for strategic reasons not to do so.[16] Pearson asked the UK Government to buy 50% of his oil interests, but it responded in 1917 by imposing restrictions that prevented him from transferring ownership as long as the war continued.[16] The Constitution of Mexico adopted in 1917 nationalised oil deposits.[16]

In October 1918, a month before the Armistice, Calouste Gulbenkian started negotiations with Pearson for Royal Dutch Shell to buy Mexican Eagle.[17] On April 2, 1919[17] the Royal Dutch Petroleum Company and the "Shell" Transport and Trading Company jointly bought Mexican Eagle for US$75 million.[18]

Mexican Eagle was the dominant firm in the Mexican petroleum industry until March 18, 1938, when the government of Lázaro Cárdenas nationalized it, along with all other foreign-owned oil interests, to create *Petróleos Mexicanos* (Pemex).

El Aguila formally dissolved itself on May 24, 1963.[19]

Eagle Oil and Shipping Company

Main article: Eagle Oil and Shipping Company

Pearson started to acquire steam tankers to carry the oil that he hoped to produce. Armstrong Whitworth on the River Tyne launched SS *San Cristobal* (2,041 tons) in 1906 and Swan Hunter, also on Tyneside, launched SS *San Antonio* (5,251 tons) in 1909. Pearson also bought SS *James Brand* (3,907 tons), which had been built by Armstrong Whitworth in 1893, and renamed her *San Bernardo*.

In 1912 Pearson founded the Eagle Oil Transport Company in the UK to take over his ships and carry Mexican Eagle's products[20] and the **Anglo-Mexican Petroleum Company** in the UK to sell Mexican Eagle's products outside Mexico.[21]

Eagle Oil Transport immediately ordered 20 modern steam tankers[6] at a cost of £3 million.[11] Eagle Oil Transport lost a number of ships to enemy action in the First World War. After the First World War, Eagle Oil Transport renewed and expanded its fleet. It bought numerous new tankers, including six of about 13,000 tons each. When Royal Dutch Shell bought Pearson's oil interests, that included Eagle Oil Transport and Anglo-Saxon Petroleum as well as Mexical Eagle Petroleum.

In about 1930 the Eagle Oil Transport Company was renamed the Eagle Oil and Shipping Company. In about 1935 the company started adding a new generation of motor tankers of about 8,000 tons each.[22]

Eagle Oil and Shipping was registered in the United Kingdom. Therefore after 1938 although the Mexican government had nationalised Mexican Eagle Petroleum, Eagle Oil and Shipping remained a subsidiary of Royal Dutch Shell. After 1938 the fleet continued to carry oil from the Gulf of Mexico to the UK.[23] During the Second World War the company played an important role in supplying petroleum and petroleum products to the United Kingdom. Oil tankers were a particular target in Germany's economic warfare against the UK. Enemy action sank 17 Eagle Oil's ships and killed at least 206 officers, men and DEMS gunners serving aboard them.

Among the ships lost was MV *San Demetrio* (8,073 tons), which was famous for surviving a naval bombardment by the German heavy cruiser *Admiral Scheer* in 1940 that set the tanker on fire. *San Demetrio* was repaired and returned to service, but the U-boat U-*404* torpedoed and sank her in the western Atlantic off Virginia in 1942 with the loss of 19 lives.

MV *San Demetrio* reached the Clyde in 1940 with a cargo of aviation spirit despite having been damaged by shellfire from the *Admiral Scheer*

In 1942 the Ministry of War Transport placed a number of Empire ships under Eagle Oil and Shipping's management. One was sunk by enemy action in 1943[24] but after the war the company bought two of the surviving ships from the ministry. The company also bought two T2 tankers that had been built in the USA. The company further renewed its fleet with 16 new ships between 1950 and 1960, and maximum tonnages steadily rose towards the end of the decade. The Royal Dutch Shell parent group absorbed Eagle Oil and Shipping in 1959.

Oostenburg
Nederlandse Dok- en Scheepsbouw Maatschappij:
Te waterlating van de tanker 'Miralda' bestemd voor de Petroleum Maatschappij La Corona, Den Haag. Verkocht in 1960 voor sloop.


MIRALDA


MIRALDA

Naam	Name	**MIRALDA (2)**
IMO Nr.	IMO Nr.	6929260
Roepnr.	Callsign	FNYR
Bouwjaar	Build	1968
Werf	Yard	Chantier de L'Atlantic, St. Nazaire, France
Bouwnr.	Build. Nr.	S23
In dienst	In service	11/1969
Eigenaar	Owner	Société Maritime Shell France, Parijs.
Vlag	Flag	French
Thuishaven	Homeport	Le Havre.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	324.27 mtr.
Lengte (p.p.)	Length (p.p.)	309.99 mtr.
Breedte	Beam	47.17 mtr.
Holte	Depth	24.49 mtr.
Diepgang	Draft	18.99 mtr.
Tonnage DWT	DWT	213.603 ton
Tonnage GT	GT	105.317 ton
Tonnage NT	NT	76.207 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Stal Laval steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	**Miralda (1)** (12.050 ton) build in 1936 at Ned. Dok- & Scheepsbouw Mij., Amsterdam for Shell Tankers BV., Holland.
Historie	History	1982 sold to Cyttaro Maritime, Greece, renamed “Urania”.
Status	Status	09/09/1985 scrapped at Kaohsiung, Taiwan.


MITRA


MITRA
LONDON


MITRA

Naam	Name	**MITRA (3)** ex. MITRA
IMO Nr.	IMO Nr.	6904301
Roepnr.	Callsign	PJUR
Bouwjaar	Build	1969
Werf	Yard	Odense Staalskibsvaerft A/S te Lindo Denemarken.
Bouwnr.	Build. Nr.	L25
In dienst	In service	1974
Eigenaar	Owner	Curacaosche Scheepvaart Mij. Shell Tankers B.V.
Vlag	Flag	Dutch Antilles
Thuishaven	Homeport	Willemstad.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	328.37 mtr.
Lengte (p.p.)	Length (p.p.)	313.01 mtr.
Breedte	Beam	47.16 mtr.
Holte	Depth	24.52 mtr.
Diepgang	Draft	18.98 mtr.
Tonnage DWT	DWT	202.236 ton
Tonnage GT	GT	98.876 ton
Tonnage NT	NT	73.315 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Stal Laval steamturbines.
Vermogen	Output	27.618 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	**Mitra 1** (5.573 ton) build in 1912 at Swan Hunter & Wigham Rich. Ltd., Wallsend for Shell Tankers BV. **Mitra 2** (12.358 ton) build in 1949 at Wilton Fijenoord, Schiedam for Shell Tankers BV.
Historie	History	For Shell Tankers where 22 M-class schips build.
Status	Status	Out of service, 1978 and scrapped Kaohsiung, Taiwan.

Lake Maracaibo. Monitors

Venezuela is rich in oil and there are three areas of oil production. By far the greatest is Lake Maracaibo, which yields some three-quarters of Venezuela's petroleum. Along its eastern shore is the great Bolivar field where drilling has been extended to the Lake itself and which bears a forest of derricks and wells drilled beneath its waters. There are more fields on the western side of the Lake and to its south-west. Eastwards in the Llanos-the lowland plains-there is oil north of the Orinoco and more fields in the Barinas-Apure basin in the central west Llanos. Long pipelines stretch to the Caribbean ports of Cabello and La Cruz.

Lake Maracaibo is 130 miles long and varies from fifty to seventy miles in width. And as the story goes, the Spanish navigator Amerigo Vespucci was sailing along the northern coast of South America in 1499 when he discovered the lake and was so reminded of Venice by the rough timber huts built on stilts in the shore waters of the lake, that he called the place Venezuela-Spanish for Little Venice.

From Lake Maracaibo, northwards, is a strait about thirty-four miles long, five to ten miles wide, and this leads to the Gulf of Maracaibo, about 150 miles wide and extending some seventy miles northwards from the strait.

Concessions for the development of oil were sold in 1907 to British and North American companies and in 1913, oil was discovered at Mena Grande, on the eastern shores of Lake Maracaibo. Early developers were Standard Oil Company of New Jersey, Shell and Gulf Oil.

The first discovery was developed into four pools, the additions being at Ambrosio and La Rosa and later, in 1926, at Lagunillas. The north-east coast belt of the Lake and the adjoining offshore area was named the Bolivar field.

At first, there was a problem, for the entrance to Lake Maracaibo was obstructed by a sand bar which prohibited the entry of ocean-going tankers. In fact, no ships over eleven feet draught could cross.

Then in 1915-16 the Royal Dutch Shell company constructed a refinery at Willemstad on Curacao, an island some thirty miles off the Venezuelan coast, to crack the crude oil to be brought from the mainland.

In 1917 the Curacaosche Seheepvaart Maatschappij began a tug/lighter weekly shuttle service across the bar at Maracaibo to San Lorenzo, then returning to Curacao with the oil. This was under the management of Curacaosche Petroleum Maatschappij who operated the tug *Samson,* 139 gt and built for the service by J. Constant, Kierits and Company, Dordrecht, Holland, in 1917. She was 95½ feet in length, 21 feet in breadth and had triple expansion engines.

From the end of the Great War in 1918 the development of the Maracaibo oilfields area became of great economic importance, for it was a natural source of crude supplies for the refineries of the North Atlantic seaboard of the United States. Maracaibo is, indeed, about 150 miles nearer New York than Tampico, Mexico, from where much oil was shipped during the 1914-18 war years and the 1920s. It is also seventy-five miles nearer to Standard Oil's refinery at Bayonne than the United States Gulf ports from where oil was shipped.

The arrangement of the tug/lighter service proved uneconomic and in 1920, in the aftermath of war, there came a reduction in British naval strength. In this period it was difficult to get shipbuilding orders executed. Many schemes were floated for making commercial use of surplus war materials, and **Anglo-Saxon Petroleum Company (Shell) acquired six monitors from the Royal Navy in January 1920 and two more in May for conversion to oil-carrying vessels for Maracaibo Lake. The eight monitors acquired were part of a group of eighteen ordered from various yards in early 1915, mostly those which had not done any naval work at all. Some were single deck ships, some had two decks. With twin screws, some had oil engines and some were given triple expansion machinery; some had quadruple screws. They were 177 feet (oa) in length; breadth was 31 feet and as commercial craft, the tonnages were 490-500 gross.**

Those acquired were *Tiga* (ex M.16), Toedjoe *(M.1 7),* and *Anam (M.18),* all from the yard of Wm Gray and Company Ltd., Hartlepool; *Ampat (M.32)* from Workman, Clark Ltd., Belfast; and *Delapan (M.19), Lima (M.20), Sane (M.24)* and *Doewa* (M.26) all built by Sir R. Dixon and Company Ltd., Middlesbrough. The ships were purchased as a temporary measure pending the arrival of new ships and most of them had been sold by 1924.

Meanwhile, orders were placed in Britain for shallow draught tankers, able to work their way from the loading ports of the Lake, through the shifting sands of the Maracaibo bar to the ocean tanker anchorages of the deep water bays. Many shallow draught tankers were to be constructed over the next two decades.

Here a few figures are offered to illustrate the growth of the Venezuelan oil area. When the United States entered the war in April, 1917, the average daily production of oil was 618 barrels. From 1922 to 1926 Venezuelan production doubled each year and by 1927 had increased to 62,775,000 barrels from a total of 355 producing wells. This averaged 172,000 barrels a day of which 142,000 were shipped, the difference being oil run into storage and then put through local refineries and consumed as oil for drilling purposes. At the end of 1927 fifty-eight tankers, varying in size, were employed in the Maracaibo operations by three operating companies and by the end of 1928 the gross production approached one hundred million barrels.

In those days the depth of water on the outer Maracaibo bar was twelve to seventeen feet and on the inner bar at high water eleven to twelve feet, but in 1938 a shallow draught tanker, *Invercaibo,* was withdrawn from service and converted into a suction dredger for deepening the water at the bar.

British Monitors East of Malta

Author	Buxton, Ian
Categories	History - WW2, Naval Historical Review
Tags	No tags for this post.

A full account of the design, construction and operation of the Royal Navy's 42 monitors is contained in the book Big Gun Monitors *by Ian Buxton.*

WHEN WINSTON CHURCHILL and Jacky Fisher authorised a fleet of monitors to be built for the Royal Navy at the end of 1914, their main idea was to use them to bombard German naval bases to force the High Seas Fleet to sortie to face the Grand Fleet. To this end, four 6,150 ton vessels each carrying a twin 14-inch turret of American origin were ordered in November, followed by eith 5,900 ton vessels with a twin 12-inch in December and two 6,700-ton vessels in January 1915 with a twin 15-inch. By March, it was clear that the original intention was impractical so the plans were altered to use the monitor fleet to support operations against the Turks in the attempt to force the Dardanelles.

Meantime 22 smaller 600 ton monitors had been ordered, four with a single long range 9.2-inch Mark X (M15-18), ten with a short range 9.2-inch Mark VI (M19-28) and five with two modern 6-inch Mark XII (M29-33). With the first monitors nearing completion in May, Churchill ordered nine large and six small monitors to be sent out to the Dardanelles to support the landings made at Helles and Anzac in April. Heavy artillery was lacking ashore, yet battle -ships with their big guns were too vulnerable to mines and torpedoes close inshore. Their place was successfully taken by the monitors, designed essentially as expendable vessels with a shallow 10-foot draft and protective bulges, which could operate in such conditions.

Abercrombie was the first of the 14-inch monitors to arrive during July 1915 at the Allied naval base at Mudros, 50 miles west of the Dardanelles. She was soon followed by her sisters *Roberts*, *Havelock* and *Raglan*. Their big guns could range nearly 20,000 yards, so they were deployed immediately off the Gallipoli peninsula firing on the Turkish lines. One was normally anchored in the shelter of Mavro Island to counter Turkish batteries on the Asiatic shore. *Havelock* supported the Suvla landings in August, which linked up with the Australians and New Zealanders at Anzac, but failed to break through the peninsula to open up the Dardanelles and the way to Constantinople and the ally Russia.

Fifteen of the smaller monitors, M15-23 and M28-33, were used for close support, bombardments of other parts of the Turkish coastline and patrol work in the Aegean. Two of the 12-inch monitors arrived in the autumn, *Earl Of Peterborough* and *Sir Thomas Picton*, but the planned deployment of more of the class and the 15-inch monitors (*Marshals Ney* and *Soult*) has been cancelled after Churchill and Fisher left the Admiralty in May. These latter vessels were used off the Belgian coast to support the Allied flank on the Western Front and to bombard German forward naval bases.

With the evacuation of Gallipoli at the end of 1915, some of the monitors were withdrawn. *Havelock* and *Roberts* went home to be allocated to guardship duties at East Coast ports, where their low 7-knot speed would be little handicap. Others moved north to Salonika to support Allied operations against Bulgaria on the Macedonian Front. Four of the small monitors moved south to the Suez Canal area to protect the vital waterway against Turkish attacks. Australian troops were among those deployed in Sinai, who during 1916 stopped the Turks 30 miles from Port Said. Then as Allied forces were built up in Egypt, an advance was made along the Sinai coast towards Palestine. Initial assaults on Gaza were repulsed in the spring of 1917, but a new offensive was started in October.

Supported by a heavy bombardment from *Raglan*, M15, M29, M31 and M32, the Turkish lines broke and the advance into Palestine continued into 1918, with the Anzac Corps playing an important part.

Other small monitors were involved in minor operations in the Eastern Mediterranean and Gulf of Akaba, but the best known was the destruction of the German cruiser *Konigsberg*. The latter had taken refuge in the shallow Rufiji River delta in East Africa, out of range of British ships patrolling offshore. Two shallow draft river monitors, which had originally been ordered for Brazil but taken over by the RN on the outbreak of war, were sent in to bring their two single 6-inch to destroy Konigsberg. In July 1915, *Severn* and *Mersey* fired 837 rounds to put the German ship out of action with the aid of aircraft spotting. Their sister *Humber*, who retained the original twin 6-inch turret, had remained in the Mediterranean, initially off the Anzac beaches, later in Egyptian waters.

In 1916, *Earl of Peterborough* and *Sir Thomas Picton* moved to the Adriatic to support the Italians against the Austrians. Based at Venice, their bombardments helped stem the Austrian advance after Caporetto in October 1917. The Italians had also developed a number of monitors, but these were mostly makeshift converted craft less successful than the British purpose-built ships.

After the evacuation from Gallipoli, several monitors were deployed watching the Dardanelles to try to prevent a sortie by the German battle cruiser *Goeben* and cruiser *Breslau*. Although their slow speed, light protection and high -explosive shells would be of limited use against the more powerful German vessels, there were two 12-inch gun battleships, *Lord Nelson* and *Agamemnon*, based nearby at Mudros. When the German ships did sortie on 20 January 1918, there was no prior warning. *Raglan* and M28 were caught at anchor at Imbros and quickly sunk by accurate gunfire. The battleships were too far away to help, although British defensive minefields sank *Breslau* and damaged *Goeben*.

After the Armistice, most of the monitors were soon paid off. *Abercrombie*, *Earl of Peterborough* and *Sir Thomas Picton* returned home in 1919, but most of the small monitors were laid up at Malta. Four were recommissioned in 1919 for operations against the Bolsheviks in the Black Sea. They were able to help the White Russians (anti-Bolsheviks) against the Bolsheviks in their initial successes in the Crimea; although after the monitors were withdrawn, the Bolsheviks gradually took control of the whole country in 1920.

Eight of the small monitors were sold to Anglo-Saxon Petroleum (now Shell) for conversion into coastal tankers. M16 was renamed *Tiga* and was used as a bunkering vessel at Sydney from 1924 to 1953. She was then sold to J. Stride at Sydney, but her ultimate fate is not recorded - perhaps readers can help?

No monitors were built between the wars. By the outbreak of World War II, only three of the large vessels remained - *Erebus*, *Terror* and *Marshal Soult*. The two former were 12-knot 8,000-ton vessels built in 1916 for operations off the Belgian Coast. Their two 15-inch guns could range 29,000 yards with 30° elevation. All other monitors not sold or scrapped were converted to depot ships or coastal minelayers.

During the 1930s, the large naval base at Singapore gradually took shape. Fixed defences with coastal artillery up to 15-inch calibre were planned, but to fill the gap while they were still building, *Terror* was sent out as guardship in 1933. In the event of war, she would be stationed east of the naval base, provided with Walrus spotting aircraft and linked up with the fortress plot ashore. Before the war, she made occasional cruises up the Malayan coast and carried out shoots at towed targets with armour-piercing shells.

After the five 15-inch had been installed at Singapore, together with 9.2-inch and 6- inch coast defences, *Terror* was assigned at the end of 1939 to the Mediterranean to reinforce the naval forces depleted by transfers to home waters. Arriving at Malta in April 1940, she was used as an anti-aircraft guardship whilst the island's AA defences were being strengthened. After helping beat off Italian air attacks, she moved to Suda Bay at Crete in November as guardship at this forward naval base. Then came her opportunity to revert to her originally designed role of coastal bombardment. A major offensive against the Italian Army threatening Egypt and the Suez Canal was planned for December.

Nationaal monument Curacao

De enige oorlogsdoden die Curaçao te betreuren had in WO II, waren vijftien Chinese stakers die werden doodgeschoten door "ordebewakers" toen een staking bij Shell grimmige vormen begon aan te nemen.

Meer dan 60 jaar na dato werden de namen van de vijftien dodelijke slachtoffers van de staking van 1942 door de Stichting Eerherstel Oorlogsslachtoffers Curaçao (SEOC) in de Nederlandse WO II geschiedenis geplaatst. Daarmee konden deze uit Rotterdam afkomstige Chinezen, die veelal als stoker op de schepen van de Curaçaosche Scheepvaart Maatschappij (Koninklijke Shell) werkten, gerehabiliteerd worden. Hun begraafplaats, waar zij vrijwel meteen na de schietpartij werden begraven, anoniem, tussen prostituees en andere "heidenen", werd in 2003 gewijd en in 2007 als Nationaal Monument aangemerkt.

Drs. Junness E. Sint Jago, de huidige secretaris van de SEOC, was degene die als eerste de gebeurtenissen rondom de stakingen op Curaçao in 1942 wetenschappelijk heeft beschreven. Naar aanleiding van Sint Jago's boek en verder onderzoek publiceerde Nizaar Makdoembaks (de huidige voorzitter van de SEOC) in 2008 Goelag in de Indische Archipel, een lijvig werk over verschillende stakingen op Curaçao, in Suriname en in Oost Indië, als ook over het Nederlandse beleid aangaande Joodse Nederlanders die naar de West wilden vluchten. De historische feiten die Sint Jago en Makdoembaks beschrijven vormen zeker geen reden tot vaderlandse trots. Het zou kunnen dat ze daarom zo lang uit de geschiedenisboeken gebleven zijn (of gehouden zijn). Met het werk van beide auteurs en de jaarlijkse herdenking door de SEOC is dit gat in de geschiedenis van het Koninkrijk der Nederlanden in de Tweede Wereldoorlog voor goed gedicht.

De geschiedenis

In 1917 werd de Curacaosche Scheepvaart Maatschappij (CSM) opgericht als West Indisch onderdeel van de Koninklijke Shell. In 1940 had de Shell 94 schepen waarvan 36 van de CSM. Op 25 februari 1942 gingen meer dan 400 werknemers en een groep officieren van de CSM op Curaçao in staking tegen de erbarmelijke beveiliging van de toch al slecht onderhouden olietankers. Duitse U-boten hadden de doodsangst er stevig in gejaagd. De officieren en zeelieden die meededen aan de staking werden, omdat het oorlogstijd was, apart opgepakt en opgesloten als dienstweigeraars. Al snel werden de eisen van de voornamelijk Nederlandse officieren door de Nederlandse rechtbank en Shell ingewilligd en zij kregen een betere behandeling. De Chinese zeelieden werden daarentegen massaal opgesloten in kamp Suffisant bij Willemstad. Deze zogenaamde ‘Rotterdamchinezen’ waren voornamelijk stokers en ander machinepersoneel.

De Chinese gemeenschap plaatste zelf in alle stilte een gedenksteen voor de slachtoffers van de staking. In 2008 plaatste de SEOC aan de andere kant van de gedenksteen een plaquette met de namen van de vijftien slachtoffers erop.

De omstandigheden waaronder zij moesten werken deden denken aan de tijden van de slavernij. Zij staakten dan ook niet alleen voor betere bescherming tegen de U-boten, maar ook voor een gelijkwaardiger en menswaardiger behandeling. Op 20 april 1942 werd vroeg in de ochtend een poging gedaan werkwillende Rotterdamchinezen van stakers te scheiden. Er ontstond een grote chaos onder de stakers en de ordebewaarders van Shell Curaçao, die werden bijgestaan door enkele agenten van de Nederlandse Militaire Politie. De situatie kreeg het karakter van een opstand. Deze werd door de bewakers met scherp

geschut neergeslagen. Enkele van hen raakten hierbij licht gewond, maar onder de ongewapende gevangenen vielen vijftien doden en meer dan veertig gewonden. Deze slachting koste meer mensenlevens dan alle oorlogshandelingen op Curaçao bij elkaar.

Naam	Geboortejaar	Geboorteplaats
1. Nhu Che Lin	1913	Anhwei
2. Yu Sio Kan	1903	Cheiang
3. Lan Chun	1897	Kwantung
4. Tchou Zao	1886	Foochow
5. Huang Yu Seng	1894	Kwantung
6. Chong Fat	1897	Kwantung
7. Lee Chuan	1897	Kwantung
8. Kaung King	1902	Kanton
9. Wang Ah Kuo	1896	Fukiun
10. Au Liang	1895	Kwantung
11. Asu Sen Cheng	1901	Chekiang
12. Chan Yam Si	1908	Kanton
13. Feng Che Ying	1905	Chekiang
14. Chong Ming	1888	Kwantung
15. Low Nam	1908	Fukiun

De gegevens van de 15 slachtoffers die anoniem zijn begraven werden door de SEOC boven tafel gehaald.

Het optreden was zo meedogenloos omdat de inderhaast geïnformeerde autoriteiten, conform de richtlijnen van de regering in ballingschap in Londen, besloten dat de olieproductie niet in gevaar mocht komen. Aruba en Curaçao beschikten destijds over enkele van de grootste olieraffinaderijen ter wereld, die met name de Engelse troepen in Noord-Afrika van brandstof moesten voorzien. Alsof de schending van hun mensenrechten bij leven nog niet genoeg was, werden de vijftien doodgeschoten stakers anoniem op een ongewijd veldje van Kolebra Bèrdè tussen de heidenen, prostituees en ongedoopte kinderen begraven. Pas op 20 april 2003 werd dit deel van de begraafplaats, op instigatie van de door Makdoembaks geïnformeerde bisschop Mgr. Muskens, door de bisschop van de Nederlandse Antillen, Mgr. Luis Antonio Secco, gewijd tot erebegraafplaats. In april 2007 is de erebegraafplaats vervolgens aangemerkt als Nationaal Monument, ter gelegenheid waarvan door mgr. Dr. Amado Römer een plaquette werd onthuld en gewijd.

Een CSM tanker uit de tijd van de staking.
Bron foto: Club van Nederlandse Oud Gezagvoerders en Oud Hoofdwerktuigkundigen der koninklijke Shell (CNOOKS)

Noch de Nederlandse overheid, noch enige onafhankelijke onderzoekscommissie heeft zich ooit beziggehouden met deze wandaad. Nog tijdens de oorlog werd het de toenmalige gouverneur van de Antillen zelfs officieel opgedragen een Chinese gezant die mogelijk naar de toedracht van het incident zou gaan informeren ‘terstond de mond te snoeren’. Na de oorlog weigerde de Parlementaire Enquêtecommissie Regeringsbeleid 1940-1945 om het bloedbad onder de Shell-stakers in haar onderzoek te betrekken. Maar de werkweigering van de Nederlandse scheepsofficieren die samen met deze Chinese Shell-arbeiders meestaakten, werd wel door deze commissie in behandeling genomen. Ook Nederlands bekendste Tweede Wereldoorlog geschiedschrijver, Dr. L. de Jong, vond het niet nodig veel woorden aan dit drama vuil te maken. De beschrijving van deze Februaristakingen in 1942 beslaat welgeteld één pagina van zijn omvangrijk historisch verslag van Nederland in 1940-’45. Dat hier sprake was van ernstige schendingen van mensenrechten en arbeidsrechten heeft De Jong in het geheel niet ter sprake gebracht.

De genummerde grafmarkeringen, die onder de gekapte overgroeiing vandaan kwamen, zijn het bewijs van de inzet om de vijftien slachtoffers met een absoluut minimum aan fatsoen, z.s.m. en voor altijd te laten verdwijnen.

Murena

Dutch Motor tanker

Photo Courtesy of arendnet.com

Name	**Murena**
Type:	Motor tanker
Tonnage	8,252 tons
Completed	1931 - NV Burgerhout´s Maschinefabriek & Scheepswerf, Rotterdam
Owner	NV Petroleum Mij ´La Corona´, The Hague
Homeport	The Hague
Date of attack	23 Feb 1943 **Nationality:** Dutch

Fate	Damaged by U-202 (Günter Poser)
Position	31.10N, 27.30W - Grid DG 5624
Complement	62 (0 dead and 62 survivors).
Convoy	UC-1
Route	Clyde (14 Feb) - Curaçao
Cargo	Ballast
History	On 2 Aug, 1941, the **Murena** collided with the Dutch steam merchant **Rozenburg** (2068 tons) off Halifax and was damaged, while the other ship sank.
Notes on loss	At 21.55 hours on 23 Feb, 1943, U-382 (Juli) fired one acoustic Falke torpedo at the convoy UC-1 south of the Azores in 31°15N/27°22W. The torpedo was observed crossing the course of the **Murena** in station #41 and detonating between the ships in station #42 and #52. Between 22.17 and 22.20 hours on the same day, U-202 (Poser) fired four torpedoes at the convoy UC-1 and reported hits on three ships. The first and second hit the **Murena** and **British Fortitude**, which both continued, the third torpedo failed and the last hit the already damaged **Empire Norseman**.

*Location of attack on **Murena**.*

ship damaged.

Murex

Tanker

Bau-Nr. 1133

Aufschwimmen: 02.01.1968; Ablieferung: 29.07.1968

1965 Im 1. Quartal 1965 als Turbinentanker mit ca. 165.000 t Tragfähigkeit (L.ü.A.: 320,00 m; B.a.Spt.: 47,17 m; Tfg.: 16,47 m) von der Shell Tankers (U.K.) Ltd., London, Großbritannien, bei der Kieler Howaldtswerke AG, Kiel, in Auftrag gegeben

1967 Vergrößerung des Tiefgangs von 16,47 m auf 18,98 m entsprechend den Regelungen des 1968 in Kraft getretenen neuen „Internationalen Freibordabkommens“ von 1966, sowie Vergrößerung der Länge ü. Alles von 320,00 m auf 325,32 m; dadurch Erhöhung der Tragfähigkeit von ca. 165.000 t auf ca. 212.000 t

1967 Nach der am 21.12.1967 erfolgten Fusion der Kieler Howaldtswerke AG, der Howaldtswerke Hamburg AG, Hamburg, und der Deutsche Werft AG, Hamburg, zur Howaldtswerke-Deutsche Werft AG, Hamburg und Kiel, Fortführung des Auftrags unter der gleichen Baunummer.

1967/68 Ende 12.1967 erstes Aufschwimmen im Baudock zum Anbau der Bugsektion im schwimmenden Zustand; Ausdocken am 02.01.1968.

1968 Abgeliefert an Shell Tankers (U.K.) Ltd., London; Mgr.: - ; **„Murex“**; London - Großbritannien

BRT: 104.772; NRT: 73.351; Tragfähigkeit: 212.137 t

Abmessungen: L.ü.A.: 325,32 m; L.zw.d.L.: 310,54 m; Br.a.Spt.: 47,17 m; Tfg.: 18,98 m; S.- H.: 24,50 m

Rauminhalt: 247.494,0 m³ Öl (100%).

Antriebsanlage: 1 Getriebedampfturbine; 60,0 atü; 510° C; AEG –De Schelde (Getriebe); 1 Wasserrohr-/Strahlungskessel; 62,0 atü; 515° C; Dampfleistung 100,0 t/h (max.); Howaldtswerke - Deutsche Werft AG - Babcock & Wilcox; 1 Wasserrohrkessel; 62,0 atü; 390° C; Dampfleistung 30,0 t/h (normal); Howaldtswerke - Deutsche Werft AG; 20.608 kW; 1 Propeller; 85 U/min;15,6 kn.

Ladebäume: 2 – 10,0 t; 2 – 1,0 t

Kräne: 1 – 5,0 t/ 9,1 m

Tanks: 17 (5 Mitteltanks; 12 Seitentanks, davon 2 für Ballastwasser und 2 für Sludge)

Besatzung: 40 + 4 Kadetten

Schwesterschiffe: „Mactra“ (Bau-Nr. 1200)

„Murex“ Foto: Howaldtswerke - Deutsche Werft AG (1968)

1974 Societe Maritime Shell, Paris; Mgr.: - ; **“Murex”**; Fos-sur-Mer - Frankreich

1981/82 Umbau zum schwimmenden Ölverarbeitungs- und Lagerschiff (FPSU) für den Einsatz in dem in der Straße von Sizilien in etwa 140 m Wassetiefe liegenden tunesischem Ölfeld Tazerka durch Chantiers Navales de La Ciotat, La Ciotat,Frankreich.
Durchgeführt wurden u.a. folgenden Arbeiten:
Verstärkung des Schiffskörpers zur Aufnahme der Ölaufbereitungsanlagen; Verstärkung der Bugbereichs zur Aufnahme der Verankerungseinrichtung und Anbau der Verankerungseinrichtung (Single Anchor Leg System); Außerbetriebnahme und Konservierung der Hauptmaschine und des Hauptkessels sowie Umbau des Hilfskessels- und der übrigen Maschinenanlage einschließlich Einbau von zwei Dieselgeneratoren mit je 1.875 kW Leistung; Ausbau der Propellerwelle, des Propellers, des Ruders und der Ruderanlag; Überholung und Erweiterung der Feuerlöschanlagen; Einbau eines Hubschrauberlandedecks auf dem Vorschiff; Einbau von Mooring- und Verladeeinrichtungen zur Übergabe der Ladung an andere Tanker; Einbau von Ölaufbereitungsanlagen und Kontrolleinrichtungen für die Produktiosbohrlöcher.

Beginn des Umbaus: 1981; Ablieferung nach dem Umbau: 18.10.1982

1982 Nach dem Umbau an Shell Tunirex, Tunis, abgeliefert; Mgr.: - ; **„Tazerka“;** ??? - Tunesien

1982 Im November 1982 im Ölfeld Tazerka auf etwa 36° 37’ N 11° 43’ E (ca. 16 Sm südwestlich der italienischen Insel Pantellaria) auf Position gebracht und mit den Fördereinrichtungen verbunden worden.

“Tazerka” Foto:Sammlung Kees Helder, Niederlande

1983 Government of the Republic of Tunesia, Tunis; Mgr.: Office des Ports Nationaux Tunisien, Tunis; **„Tazerka“**; ??? - Tunesien

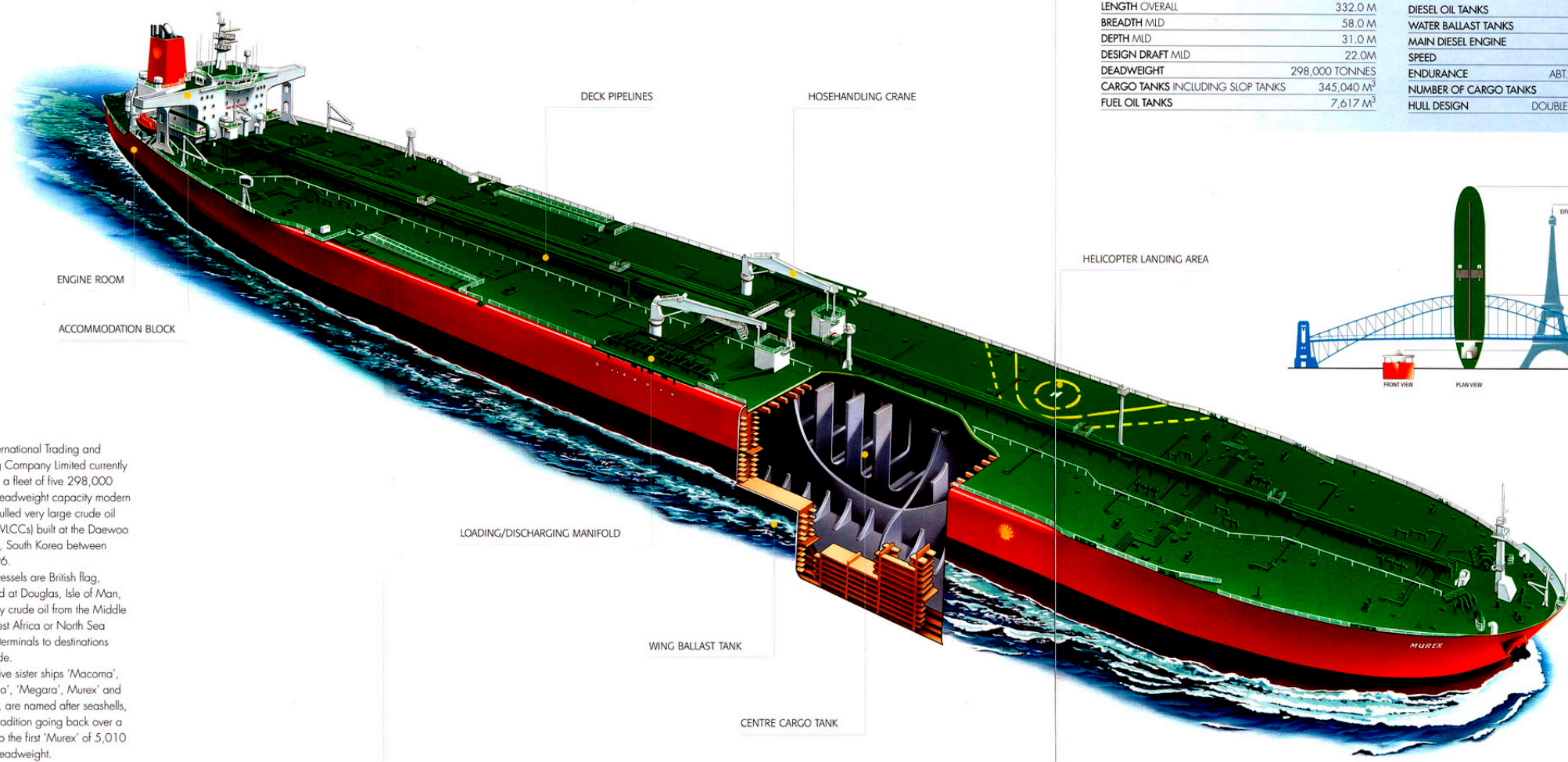
1994 „Delete Entry – Non-propelled and no longer classed with Lloyds Register“

1999 Nach der Ausförderung des Ölfeldes Tazerka außer Betrieb genommen

1999 Verkauft zum Abbruch an Priya Blue Industries Pvt. Ltd., Alang, Indien; Beginn des Abbruchs am 29.09.1999

CRUDE OIL TANKER

SHELL CRUDE OIL CARRIER (VLCC)



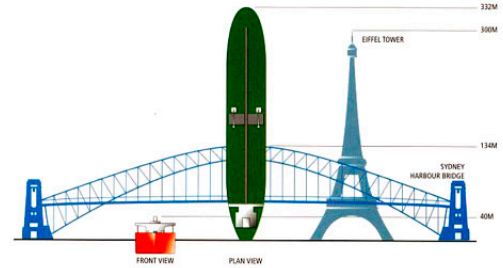
Shell International Trading and Shipping Company Limited currently operates a fleet of five 298,000 tonnes deadweight capacity modern double-hulled very large crude oil carriers (VLCCs) built at the Daewoo shipyard, South Korea between 1995/96.

The vessels are British flag, registered at Douglas, Isle of Man, and carry crude oil from the Middle East, West Africa or North Sea loading terminals to destinations worldwide.

The five sister ships 'Macoma', 'Magdala', 'Megara', Murex' and 'Myrina', are named after seashells, a Shell tradition going back over a century to the first 'Murex' of 5,010 tonnes deadweight.

PRINCIPAL VESSEL CHARACTERISTICS

LENGTH OVERALL	332.0 M
BREADTH MLD	58.0 M
DEPTH MLD	31.0 M
DESIGN DRAFT MLD	22.0M
DEADWEIGHT	298,000 TONNES
CARGO TANKS INCLUDING SLOP TANKS	345,040 M^3
FUEL OIL TANKS	7,617 M^3
DIESEL OIL TANKS	535 M^3
WATER BALLAST TANKS	99,866 M^3
MAIN DIESEL ENGINE	36,000 BHP
SPEED	15.5 KNOTS
ENDURANCE	ABT. 25,800 NAUTICAL MILES
NUMBER OF CARGO TANKS	15
HULL DESIGN	DOUBLE BOTTOM/DOUBLE SIDES




MUREX


MUREX


MUREX


HUREX


MUREX


MUREX

Naam	Name	**MUREX (4)**
IMO Nr.	IMO Nr.	9077848
Roepnr.	Callsign	MWSS6
Bouwjaar	Build	1995
Werf	Yard	Daewoo Heavy Industries, Okpo, South Korea.
Bouwnr.	Build. Nr.	5091
In dienst	In service	08/03/1995
Eigenaar	Owner	Inwood Tankers LDC (STASCO)
Vlag	Flag	Isle of Mann
Thuishaven	Homeport	Douglas.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	332.00 mtr.
Lengte (p.p.)	Length (p.p.)	320.28 mtr.
Breedte	Beam	58.05 mtr.
Holte	Depth	31.00 mtr.
Diepgang	Draft	22.023 mtr.
Tonnage DWT	DWT	298.306 ton
Tonnage GT	GT	156.802 ton
Tonnage NT	NT	107.829 ton
Inhoud	Cubic	330.787 m3
Machine(s)	Engine(s)	2 Sulzer 7RTA84T dieselengines.
Vermogen	Output	35.986 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	162.00 t/h
Aantal Tanks	Total Tanks	double bottom and double hull, 15 cargotanks
Bijzonderheden	Remarks	In 1997 reflaged to Isle of Man.

Murex (1) (3.564 ton) build in 1892 by W.Gray & Co., Ltd., West Hartlepool, for Shell Tankers UK.
Murex (2) (8.887 ton) build in 1922 by H.M. Dockyard, Porthsmouth, for Shell Tankers UK.
Murex (3) (208.800 ton) build in 1968 by Kieler Howaldtswerke A/G., Kiel, for Societe Maritime Shell, France.

Historie	History	Sisterships;

Murex, Macoma, Magdala, Megara and Myrina.

Status	Status	Sold as "**Camden**", 13/04/2004 to Knightsbridge Tanker, Island of Man callsign MWSS6.


MUREX


HURIA


MUREX


MUREX

Naam	Name	**MUREX (3)** ex. Murex (3) - 1974
IMO Nr.	IMO Nr.	6806365
Roepnr.	Callsign	FNPE
Bouwjaar	Build	1968
Werf	Yard	Kieler Howaldtswerke A/G., Kiel, Germany.
Bouwnr.	Build. Nr.	1133
In dienst	In service	1974
Eigenaar	Owner	Société Maritime Shell France, Parijs.
Vlag	Flag	French
Thuishaven	Homeport	Fos sur Mer.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	326.33 mtr.
Lengte (p.p.)	Length (p.p.)	310.55 mtr.
Breedte	Beam	47.17 mtr.
Holte	Depth	24.52 mtr.
Diepgang	Draft	18.99 mtr.
Tonnage DWT	DWT	208.800 ton
Tonnage GT	GT	104.772 ton
Tonnage NT	NT	73.351 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 AEG steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	5 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	**Murex (1)** (3.564 ton) build in 1892 at W.Gray & Co., Ltd., West Hartlepool for Shell Tankers UK. **Murex (2)** (8.887 ton) build in 1922 by H.M. Dockyard, Porthsmouth, for Shell Tankers UK
Historie	History	1982 sold to Government of Tunesië as Floating Storage Unit and renamed “Tazerke FSU”.
Status	Status	Out of service, 1999 and scrapped in India.

MUREX tanker 1892

by **shipstamps** » Tue Feb 17, 2009 4:33 pm

Built as a tanker under yard No. 442 by W.Gray & Co., Ltd. of West Hartlepool for Marcus .Samuel & Co., London.
28 May 1892 launched under the name MUREX, named after the Latin name of a shell.
Tonnage 3.564 gross, 2.329 net. dim. 338.0 x 43.0 x 26.4ft.
One triple expansion steam engine aft, ?hp
Five oil tanks. To make her as safe as possible during a collision the tanks were placed in the amidships section of the hull. Under the oil tanks there was a double bottom and on the forward of the tanks and between the tanks and boiler- engine room a cofferdam was placed.
July 1892 completed.

Click image to view full size

She was designed by Fortescue Flannery, and would be used for the transport of oil from the Black Sea mostly to Far Eastern ports.
26 July 1892 the MUREX was completed and set sail under command of Capt. John R. Coudon in ballast for Batum in the Black Sea.
After loading there a cargo of kerosene she headed for the Far East.
24 August 1892 she passed the Suez Canal, she was the first tanker, which sailed through the canal, and arrived 16 September 1892 at Singapore with 4.720 tons of kerosene, the first tanker who arrived at this port.

1898 The company was renamed in Shell Transport & Trading Co. Ltd. (M. Samuel & Co.) London, and the MUREX were transferred to the new company together with the other 13 vessels of the company.
01 January1907 the company amalgamated with the Royal Dutch Petroleum Co., and became the Royal Dutch Shell Group.
1907 The MUREX was transferred to the Anglo-Saxon Petroleum Co. Ltd. at London.

21 December 1916 torpedoed by the German submarine U-73, 94 miles NW off Port Said, and sunk, with the loss of one men.

Singapore 1980 $2 sg 374.

AMA BEGOÑAKOA = MYR SHELL

The cadet ship Medway: This splendid cadet ship was specially built by A. McMillan & Son in 1.902 for Sota y Aznar of Monte Video, and her first name was Ama Begoñakoa. On a gross tonnage of 2.516 tons she could lift a deadweight cargo of 4.000 tons.

A big house was built on the main deck abaft the mizen mast in order to acommodate a large number of cadets. Besides this house there was the usual midshophouse, and the two were connected to the poop and topgallant fo´c´sle (abreviación de forecastle o castillo de proa en ingles) by flying bridges. Messrs. McMillan were able to give the new cadet ship a big sail plan with the knowledge thet she will always be well manned. Though she never had the speed quite of the Port Jackson, she could make good passages if she got enough wind, being able to bear sail well, especially with the wind abaft the beam.

Devitt & Moore bought the Ama Begoñakoa in 1.910, and the chief officer of the Port Jackson, was placed in command, the ship being renamed Medway. Under Devitt & Moore´s housé-flag she was kept in the australian trade, and her passages were very steady, except in 1.912, when she got a bit out of her beat, and crossing from Lisbon to New York made a long passage out to Australia via the Cape.

Esto solo es el principio de un detallado relato hecho por ***Basil Lubbock*** en su libro ***The Last of Windjammers. Vol II***, editado por ***Brown, Son & Ferguson, Ltd*** de Glasgow, en una primera edición en 1.929.

Entre las paginas 284 y 293 *Lubbock* nos muestra las fabulosas singladuras de la fragata *Ama Begoñakoa* bajo el nombre de *Medway*, y como termino su vida como pontón petrólero en Singapoore y su final en Japón ya con el nombre de *Myr Shell*.

Porque si, todo esto llego a ser este *comevientos,* cuyo padre fue el no menos formidable *D. Ramon de la Sota*, una de esas figuras de la que hay que usar el topico *"nunca bien ponderado"*. Ya vimos en el articulo del *Artagan-Mendi* como fue el proceso de la creación de una serie de buques escuela de los que se beneficio -porque tambien los pago- sobre todo la flota de *Sota y Aznar,* ya que el Estado, como siempre, ejercio sus funciones de dejadez total en este fundamental sector de la formación maritima en una epoca en que la marina mercante estaba injustamente ligada a los intereses de la marina militar. Malo para todos y bueno para unos pocos; como siempre.

La pagina linkada en donde se muestra en detalle toda la vida operativa de la fragata, es de aquellas a las que nunca se le podra agradecer bastante su contribución a la historia de la marina, y es una gran fuente de información que recomiendo mirar con calma y consultar al tener necesidad de consultar datos referentes a los *comevientos*.

30.000 libras esterlinas se gasto *Don Ramón* en este estupendo colegio flotante, y de el salieron ya formados muchos de los mejores Capitanes de la Marina Mercante del Estado.

Thank you Mr. Lars Bruzelius in the name of the maritime life knowledge.

Volvamos ahora al comienzo de la historia. Vamos a transcribir integramente un articulo aparecido en la revista ***La Vida Maritima, Año II, Num. 67 de 10 de Noviembre de 1.903*** titulado literalmente ***El Ama Begoña Koa,*** escrito como veremos al leerlo por dos de los tripulantes de la fragata: *Tal es el nombre del primer buque-escuela para marinos mercantes que tenemos en España, ó mejor dicho que tienen los españoles en el Uruguay, debido a los herrores de nuestros gobernantes. (*La bandera uruguaya era la favorita para buques de conveniencia de los armadores del Estado, ya que se evitaban los derechos de matriculación y demas impuestos, etc. Una vieja historia ya conocida y que llega, corrupta, hasta nuestros dias). *Es el Ama Begoña Koa una hermosisima fragata de 4.000 toneladas, perteneciente á la acreditada compañia naviera bilbaína de los Sres. Sota y Aznar, de reciente existencia, y que pocos conocen en España.*

Es hermosos su casco y aun mas su aparejo. De gallarda construcción, tiene su proa rematada en mascarón por la Virgen de Begoña (que da nombre al buque). Es de acero, de 300 pies ingleses de eslora, 43 de manga y 34 de puntal; está pintado con los cuadros blancos y bandas negras, que recuerdan las portas de aquellas fragatas invencibles que hicieron respetar y pasear por el mundo nuestro pabellon.

El hermoso aparejo es de lo más grande que suele verse: consta de cuatro palos, tres de ellos cruzados, de la misma altura é igual cruzámen. Los palos machos son de hierro, con la particularidad de ser enterizos hasta las crucetas, como los de las polacras,y cuya longitud es de 106 pies y medio, sostienen las mayores, gavias dobles y juanetes dobles de hierro todas y de un cruzámen tal, que las mayores miden 85 y las gavias 79 de longitud. Un mastelero completa estos palos, que miden la respetable altura de 152 pies ingleses; en el aparejan el sobre-juanete. El mesana, mas pequeño que los anteriores, solo apareja en él vela de ese nombre con pico fijo. En cuanto al botalón, excusado es decir que es enterizo, tratándose de esta clase de buques. La cabullería y velámen necesariamente guarda relación con el aparejo y es por lo tanto de gran cantidad y valor; baste indicar que la fija es tal, que entre burdas y obenques (firmes con tensores) se cuentan trece por banda en cada palo.

La cubierta, a pesar de tanta maniobra, esta muy despejada, y en ella cuatro escotillas, winches á mano y maquinillas á vapor que suministra una caldereta, cubren las necesidades de la carga y descarga.

Vense tambien varias bombas patentes y una movida á vapor, capaz de desalojar 400 toneladas de agua por hora; pero lo que encierra mayor novedad es una bomba contra incendios, cuyas pruebas realizadas en Glasgow, dieron admirables resultados, y que por medio de la combustión del azufre ahoga todo incendio que en la bodega se produzca.

La tripulación esta formada por 52 personas, al mando de D. Tomas Undabarrena, y consta de tres oficiales, veinte agregados-pilotos con su profesor D. Juan Costabarria, persona que á más de sus titulos academicos en Ciencias y en Letras posee grandes conocimientos en todas materias; dos Contramaestres veleros, etc. Alojanse en magnifico y espacioso rancho la marinería y clases. A popa, en lujosa cámara, la oficialidad y el Capitán, y entre el mayor de popa y el mesana, hállase la cámareta de los alumnos. Cinco camarotes grandes y ventilados, con cuatro literas cada uno y cómodas y escritorios correspondientes, un cuarto-tocador con cuatro lavabos corridos, un cuarto de baño y en medio un espacioso comedor con dos mesas, forman esta pieza que detallamos, por ser la que con el alumno se relaciona, ya que este es el asunto capital.

Repartidos en las tres guardias de Oficiales, uno de los alumnos cada semana monta guardia en la toldilla con el Oficial, mientras los demás desarrollan los cálculos y problemas que les han impuesto, practicando de esta manera las teorías que sustentaron en las clases del día.

Estas son varias: á las nueve de la mañana es la primera, y sucesivamente siguen todas las demás, dándose en ellas conferencias de Ciencia Náutica, Meteorologia, Contabilidad, Comercio, Legislacióné Inglés. Estas conferencias se dan en una dependencia aislada, dispuesta á propósito para el fin a que está destinada.

Cada semestre, final de curso, examínanse los alumnos ante un Tribunal compuesto del Capitán, profesor y un oficial, que confiere notas que no solo sirven de estimulo, sino que, terminados los cuatro semestres de que consta su educación, son meritos para embarcar en los vapores de la Compañia a que pertenecen.

Con la educación teórica descrita, y la práctica marinera que en el buque adquieren es consiguiente que sean los oficiales de la Casa Sota y Aznar lo que se propusieron sus armadores. En cuanto al trato moral es excelente, no deja nada que desear. Considerados y respetados, ocupan los alumnos el lugar que les corresponde, y hállanse uniformados como los Oficiales, usando botón de ancla en ropa azul, y en la gorra cruzan las banderas de Sota y Aznar y blánca con el arbol de Gernika y la cruz de San Andrés.

El buque escuela ha realizado ya su primer viaje. Salido de Glasgow, hizo una travesia algo penosa, propia

de las latitudes en que tenia que navegar y la época en que las atravesaba, y á los 158 dias de viaje fondeaba en san Francisco de California.De alli salio para Liverpool, donde arribaba el 18 del pasado julio a los 125 días de travesia. Esta ha sido ligerisima y hubiera sido feliz del todo si, corriendo un tiempo en el Cabo de Hornos, un golpe de mar no se hubiera llevado al timonel. Este desgraciado, llamado Ignacio Avia, al ser arrastrado al mar, agarróse á la corredera buscando su salvación, pero faltó aquellapor la excesiva velocidad del buque y Avia desaparecio sin que fuese posible encontralo. Esta descripcción del buque escuela y la marcha educativa en el de los alumnos , basada en datos que debemos a los Sres. Urrechaga y Goirigorkarri, agregados al mismo, evidencia un progreso evidente en la educación del futuro Oficial, colocado solo bajo la protección de los particulares que quieren pilotos aptos para sus buques, ya que están exentos de toda protección oficial. ¡Lastima grande que una fragata-escuela de pilotos españoles, donde en castellano se enseña, y donde deben acostumbrarse á querer la patria para quien se educan y a quien servirandefendiendo su pabellón, lleve bandera extranjera!

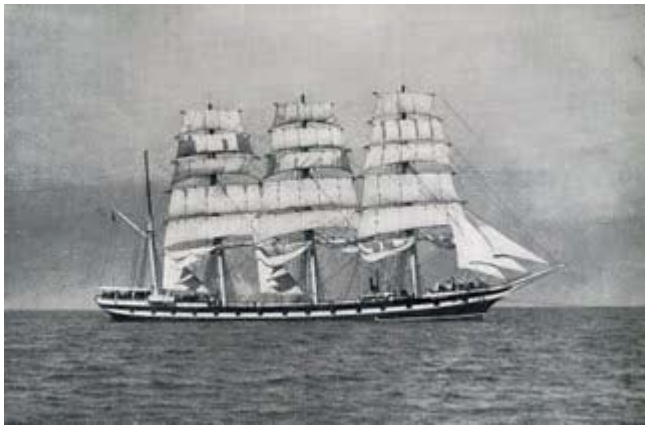
Es doloroso que el exceso de gravámenes y gabelas produzca consecuencias como la de que una escuela-flotante sostenida particularmente por españoles, no sea española; pero de todas suertes es digna de aplauso la iniciativa de los Sres. Sota y Aznar, ya que al redundar en su propio beneficio, coloca a la oficialidad española en el puesto de ilustración que por su brillante historia le pertenece.

El Boletin Nautico de Barcelona, proclama las excelencias de la educación y trato que reciben los pilotos-alumnos en la fragata-escuela de Sota y Aznar y añade: "Por regla general , los pilotos que realizan estos viajes para poder examinarse de Capitán , son en su mayoria jóvenes, y como tales (sin la experiencia de los años), muy dados a cambiar de parecer y á no permanecer mucho tiempo en la sujeción á que forzosamente, y para que lleven el tiempo necesario a su aplicación , se les obliga. En evitación de esto, oblíganse, mediante un contrato firmado por el alumno y su padre , á permanecer á bordo los cuatro semestres de que consta esa ampliación a sus estudios , y caso de abandonar el buque en ese interregno , abonaran 1.500 pesetas en concepto de indemnización...

He aqui por ultimo la lista de personal embarcado en la fragata Ama Begoña Koa: Capitán, D. Tomas de Undabarrena; Oficiales, D. Natalio de Larracoechea, D. Fermín de Aguirre, D. Martín Bayo; Profesor, D. Juan de Costabarria; Alumnos; D. Pedro de Goirigokarri, D. Romualdo Sáenz, D. Venanció de Goitia, D. Jósé de Bajineta, D. Ildefonso de Irala, D. Juan de Garay, D. Nicolás de Garay, D. Nicolas de Izaguirre, D. Eusebio de Longaray, D. Gabriel de Libano, D. Jesus Fernández Gamarra, D. Benjamín de Aqueche, D. Vicente de balarroa,D. Francisco de Bollegui, D. Cirilo de Ugalde, D. Sebastian Nuñez, D. Celestino de Aguirre, D. Juan de Basterrechea; Contramaestres, D. Bautista de Ubillos y D. Alberto de Ibarzabal; Velero, D. Pedro de Sustacha; Carpintero, D. Vicente de Chindurza; Calderetero, D. Domingo Bañares.

Nueve marineros, dos grumetes, ocho mozoz, dos cocineros y dos camareros.

Estupendo articulo, que si algun lector pudiera cuadrar los nombres con la foto le quedaria muy agradecido.



Tambien si algun lector desea copias de las paginas referentes al *Medway*, del libro de *Lubbock*, puede contactarme y se las remitire gustosamente ya que son una delicia de lectura. Entre otras cosas describe la navegación a traves del Cabo de Hornos, desde los 50º de latitud Sur del atlantico a los 50 Sur del Pacifico. Solo decir, que hay que saber lo que se lee, o bien usarlo de escuela de nomenclatura.

Como hemos visto en 1.910 se vende a *Devitt & Moore* y se renombra *Medway*. En 1.918, expropiado por el Gobierno britanico se convierte en mototanque en Hong-Kong. **En 1920 se lo queda la Anglo Saxon Petroleum Co. de Londres por 41.000 libras. En 1.922 es renombrado Myr Shell, y en 1.933 es vendido por 1.500 libras para desguace en Japón.**

Foto 1. Ama Begoñakoa fondeado a la entrada del Clyde. De la revista ***Vida Marítima. Año.1.903****.*

Foto 2. El padre de la criatura, el formidable D. Ramón de la Sota. Revista ***Vida Marítima. Año 1.903****.*

Foto 3. Acuarela de la fragata Ama Begoñakoa. Primer buque escuela de la flota Sota y Aznar. Del libro ***Historia de la Navegación.*** *Autor* ***F. Fariña****.*

Foto 4. Tripulación de la fragata, en una famosa foto. En el texto citado se expresan los nombres de algunos de los tripulantes. Seria estupendo si algún lector los pudiese identificar uno a uno. De la revista ***Vida Marítima, Año 1.903****.*

Foto 5. En las calmas ecuatoriales. De la misma revista.

Foto 6. Medway leaving New York. Lent by Captain J. Fitzpatrick. Del libro ***The Last of the Windjammers. De Basil Lubbock****.*

Etiquetas: Barcos. veleros


NYRIKA


HYRINA


MYRINA
DOUGLAS

Naam	Name	**MYRINA (2)** ex. Myrina (ELRP3)
IMO Nr.	IMO Nr.	9077874
Roepnr.	Callsign	MWST6
Bouwjaar	Build	1995
Werf	Yard	Daewoo Heavy Industries, Okpo, South Korea.
Bouwnr.	Build. Nr.	5094
In dienst	In service	15/08/1995
Eigenaar	Owner	Woodmerc Tankers LDC (STASCO)
Vlag	Flag	Isle of Mann
Thuishaven	Homeport	Douglas.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	332.00 mtr.
Lengte (p.p.)	Length (p.p.)	320.28 mtr.
Breedte	Beam	58.05 mtr.
Holte	Depth	31.00 mtr.
Diepgang	Draft	22.023 mtr.
Tonnage DWT	DWT	298.504 ton
Tonnage GT	GT	156.802 ton
Tonnage NT	NT	107.829 ton
Inhoud	Cubic	330.787 m3
Machine(s)	Engine(s)	2 Sulzer 7RTA84T dieselengines.
Vermogen	Output	35.986 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	162.00 t/h
Aantal Tanks	Total Tanks	double bottom and double hull, 15 cargotanks
Bijzonderheden	Remarks	In 1997 reflagged to Isle of Man

Myrina (1) (191.250 ton) build in 1968 by Harland & Wolff Ltd., Belfast, for Deutsche Shell Tanker Gmbh.
Historie History Sisterships;
Murex, Macoma, Magdala, Megara and Myrina.

Status	Status	Sold as "**Kensington**",13/04/2004, to V Ships, UK, Marschall Islands, callsign V7FV9. Renamed as "TI Qingdao" 2006.

CARGO HANDLING: 3 Cargo Separations, 5 Centre Tanks with a capacity of 153,591 cu.m.,
10 Wing Tanks with a capacity of 177,196 cu.m., 3 Cargo Manifolds, Stern Discharge

Myrina

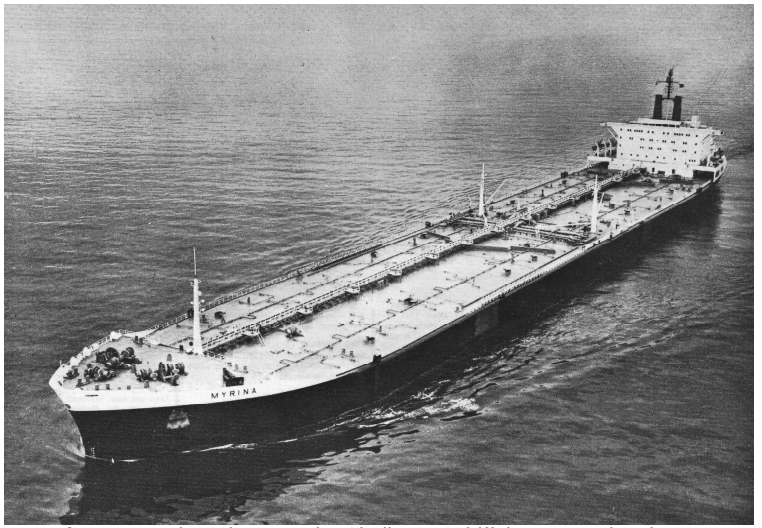
LR-Nr. (seit 1970): 6755236
Tanker
Bauwerft: Harland & Wolff Ltd., Belfast
Bau-Nr. 1666
Stapellauf: 06.09.1967; Ablieferung: 24.04.1968

1965 Von S. Bergesen d.y. & Co., Stavanger, Norwegen, im Mai als Tanker mit ~ 167.000 t Tragfähigkeit für eine Lieferung im Dezember 1967 in Auftrag gegeben

1966 Im Februar Übernahme des Baus durch die Deutsche Shell AG, Hamburg, nachdem Bergesen den Auftrag storniert hatte

1968 Abgeliefert an Deutsche Shell AG, Hamburg; KR: Deutsche Shell Tanker GmbH, Hamburg; **„Myrina“**; Hamburg - Bundesrepublik Deutschland

BRT: 95.836; NRT: 75.587; Tragfähigkeit: 193.040 t;
Abmessungen: L.ü.A.: 320,04 m; L.zw.d.L.: 307,84 m; Br.a.Spt.: 47,24 m; Tfg.: 17,67 m; Seitenhöhe; 23,47 m (Oberdeck)
Rauminhalt: 236.196,5 m³ Öl (100 %)
Container: -
Antriebsanlage: 1 Getriebedampfturbine; Harland & Wolff Ltd. – Pametrada; Typ PSF/E/N 35; 2 Wasserrohrkessel; Harland & Wolff Ltd. – Foster-Wheeler, Typ ESD; 22.080/ 19.872 kW; 1 Propeller; 105/ 101,5 U/min 16,0 kn.
Sondereinrichtungen: -
Kräne: -
Ladebäume: 2 – 10,0 t; 2 – 2,0 t
Luken: -
Tanks: 14 (4 Mitteltanks, 8 Seitentanks, 2 Sloptanks)
Besatzung: 36
Passagiere: -
Schwesterschiffe: -



„Myrina“ Foto (1968): Deutsche Shell AG; Schiffahrt International 1985, Nr. 05

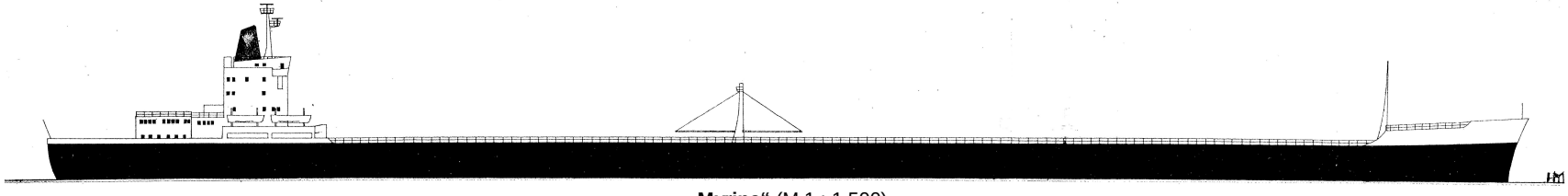
1971 Deutsche Shell AG, Hamburg; KR: Deutsche Shell Tanker-Gesellschaft mbH, Hamburg; **„Myrina“**; Hamburg - Bundesrepublik Deutschland

1974 Deutsche Shell Tanker-Gesellschaft mbH, Hamburg; KR: - ; **„Myrina“**; Hamburg - Bundesrepublik Deutschland

1976 Am 02. Januar im Mersy River, Großbritannien, auf Grund gelaufen; keine weiteren Angaben

1981 Verkauft zum Abbruch in Inchon, Südkorea; Ankunft in Inchon am 17. August.

1982 Beginn des Abbruchs am 05. September



„Myrina“ (M 1 : 1.500)

Naam	Name	**MYRTEA**
IMO Nr.	IMO Nr.	7005712
Roepnr.	Callsign	FNYS
Bouwjaar	Build	1970
Werf	Yard	Chantier de L'Atlantic, St. Nazaire, France
Bouwnr.	Build. Nr.	X23
In dienst	In service	1970
Eigenaar	Owner	Société Maritime Shell France, Parijs.
Vlag	Flag	French
Thuishaven	Homeport	Le Verdon.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	324.77 mtr.
Lengte (p.p.)	Length (p.p.)	309.99 mtr.
Breedte	Beam	47.22 mtr.
Holte	Depth	24.49 mtr.
Diepgang	Draft	18.99 mtr.
Tonnage DWT	DWT	210.976 ton
Tonnage GT	GT	105.397 ton
Tonnage NT	NT	76.207 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Stal Laval steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	15.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	**-**
Historie	History	-
Status	Status	17/06/1982 scrapped at Kaoshiung, Taiwan.


MYSELLA


MYSELLA

Naam	Name	**MYSELLA**
IMO Nr.	IMO Nr.	7002667
Roepnr.	Callsign	GYYX
Bouwjaar	Build	1970
Werf	Yard	Nederlandse Dok- & Scheepsbouw Maatschappij, Amsterdam, Holland.
Bouwnr.	Build. Nr.	536
In dienst	In service	01/02/1970
Eigenaar	Owner	Shell Tankers UK Londen.
Vlag	Flag	British
Thuishaven	Homeport	London.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	325.33 mtr.
Lengte (p.p.)	Length (p.p.)	310.55 mtr.
Breedte	Beam	47.22 mtr.
Holte	Depth	24.52 mtr.
Diepgang	Draft	18.97 mtr.
Tonnage DWT	DWT	212.759 ton
Tonnage GT	GT	105.561 ton
Tonnage NT	NT	75.055 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	15.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	For Shell Tankers 22 M-klasse schips where build.e Melania, Myselle, Marticia (and Danish Dagmar Maersk) where build at NDSM **in two parts** and later welded together.
Historie	History	1976 sold to Bergesen, Norway, renamed “Berge Captain”.
		1976 renamed "Mobil Tern".
		1978 renamed "Solon".
		1982 sold to Arabian International, renamed “Alaman”.
		1983: Aftership broken, foreship rebuild as Workplatform.
Status	Status	03/12/1983 partly scrapped at Yokohama, Japan.


MYSIA


MYSIA

Naam	Name	**MYSIA**
IMO Nr.	IMO Nr.	6918467
Roepnr.	Callsign	GYZA
Bouwjaar	Build	1656
Werf	Yard	Mitsubishi Heavy Industries, Nagasaki, Japan.
Bouwnr.	Build. Nr.	1655
In dienst	In service	01/09/1969
Eigenaar	Owner	Shell Tankers UK, Londen.
Vlag	Flag	British
Thuishaven	Homeport	London
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	325.03 mtr.
Lengte (p.p.)	Length (p.p.)	310.02 mtr.
Breedte	Beam	47.22 mtr.
Holte	Depth	24,52 mtr.
Diepgang	Draft	18.96 mtr.
Tonnage DWT	DWT	210.846 ton
Tonnage GT	GT	105.258 ton
Tonnage NT	NT	74.996 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Mitsubishi steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	15.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 centertanks and 5 wingtanks from which 2 Clean ballast tanks.
Bijzonderheden	Remarks	Total 22 M-class tankers for Shell Tankers where build.
Historie	History	
Status	Status	23/08/1978 scrapped at Kaohsiung, South Korea.


MYTILUS


MYTILUS

Naam	Name	**MARISA (3)** ex. Mytilus-1974
IMO Nr.	IMO Nr.	6916213
Roepnr.	Callsign	PJUU
Bouwjaar	Build	1969
Werf	Yard	Hitachi Zosen Heavy Industries, Sakai, Japan.
Bouwnr.	Build. Nr.	4165
In dienst	In service	17/12/1974
Eigenaar	Owner	Curacaoscheе Scheepvaart Mij., Shell Tankers B.V.
Vlag	Flag	Dutch Antilles
Thuishaven	Homeport	Willemstad.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	324.92 mtr.
Lengte (p.p.)	Length (p.p.)	310.02 mtr.
Breedte	Beam	47.16 mtr.
Holte	Depth	24.49 mtr.
Diepgang	Draft	19.974 mtr.
Tonnage DWT	DWT	210.285 ton
Tonnage GT	GT	105.521 ton
Tonnage NT	NT	75.423 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Mitsubishi steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	For Shell Tankers 22 M-klasse schips where build.

Mytilus 1 (5.716 ton) build in 1916 by Swan Hunter & Wigham Rich. Ltd.,`Wallsend voor Shell Tankers UK.

Historie	History	1981 sold to Philippine National Crude Oil Tanker Inc., renamed as “Gregorio del Pilar”.

1987 sold as barge to Kharg Island, Iran, renamed “Nita 1”.

Status	Status	1993 scrapped at Gadani Beach.

See also : **Mytilus (2)**

(Photo collection Dag Bjerke)

Have you (also) been a sailor on this ship ?

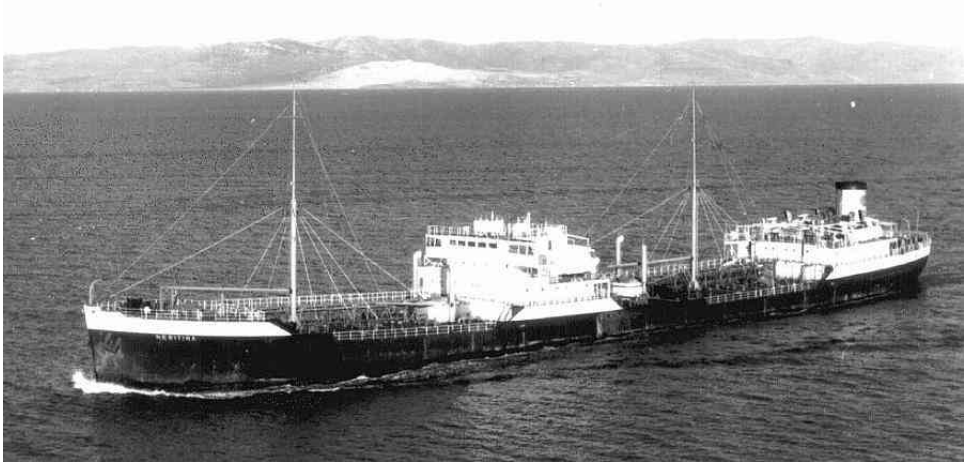
(You will be directed to Helderline.nl)

Additional Information by Kees Helder ;

Naam	Name	**MARISA (3)** ex. Mytilus-1974
IMO Nr.	IMO Nr.	6916213
Roepnr.	Callsign	PJUU
Bouwjaar	Build	1969
Werf	Yard	Hitachi Zosen Heavy Industries, Sakai, Japan.
Bouwnr.	Build. Nr.	4165
In dienst	In service	17/12/1974
Eigenaar	Owner	Curacaosche Scheepvaart Mij., Shell Tankers B.V.
Vlag	Flag	Dutch Antilles
Thuishaven	Homeport	Willemstad.
Type	Type	Tanker
Klasse	Class	LR
Sub Type	Sub Type	Crude
Lengte (o.a.)	Length (overall)	324.92 mtr.
Lengte (p.p.)	Length (p.p.)	310.02 mtr.
Breedte	Beam	47.16 mtr.

Holte	Depth	24.49 mtr.
Diepgang	Draft	19.974 mtr.
Tonnage DWT	DWT	210.285 ton
Tonnage GT	GT	105.521 ton
Tonnage NT	NT	75.423 ton
Inhoud	Cubic	- m3
Machine(s)	Engine(s)	2 Mitsubishi steamturbines.
Vermogen	Output	28.000 Hp
Snelheid	Speed	16.0 mile
Verbruik	Consumption	- t/h
Aantal Tanks	Total Tanks	8 center, 5 wingtanks, 2 clean ballasttanks.
Bijzonderheden	Remarks	For Shell Tankers 22 M-klasse schips where build. **Mytilus 1** (5.716 ton) build in 1916 by Swan Hunter & Wigham Rich. Ltd.,`Wallsend voor Shell Tankers UK.
Historie	History	1981 sold to Philippine National Crude Oil Tanker Inc., renamed as “Gregorio del Pilar”. 1987 sold as barge to Kharg Island, Iran, renamed “Nita 1”.
Status	Status	1993 scrapped at Gadani Beach.

Name:	NEAERA
Type:	Tanker
Launched:	19/11/1945
Completed:	03/1946
Builder:	R & W Hawthorn, Leslie & Co Ltd
Yard:	Hebburn
Yard Number:	670
Dimensions:	8254grt, 4816nrt, 483.4 x 59.2 x 33.8ft
Engines:	Oil engine, 8cyl (25.6 x 55.3ins), 502nhp
Engines by:	R & W Hawthorn, Leslie & Co Ltd, Newcastle
Propulsion:	1 x Screw
Construction:	Steel
Reg Number:	180821
History:	
03/1946	Anglo-Saxon Petroleum Co Ltd, London
1955	Shell Petroleum Co Ltd, London
1960	Shell Tankers Ltd, London
03/08/1960	Broken up
Comments:	03/08/1960: Arrived at Hong Kong for breaking up but then laid up Subsequently broken up



Basisgegevens

Item	Gegevens
Type	Tankschip
Geregistreerde eigenaren, beheerders en exploitanten	Angelsaksische Petroleum Co Ltd, Londen
Bouwers	Harland & Wolff
Yard	Govan

Land	UK
Bouwnummer	1174g
Registry	Londen
Officieel scheepsnummer	169634
Signaal letters	N / K
Roepnaam	GDFY
Classificatiebureau	N / K
Brutotonnage	8228
Netto tonnage	4788
Draagvermogen	11.874
Lengte	483,3 ft
Totale lengte	483,3 ft
Breedte	59,5 ft
Diepte	33,8 ft
Diepgang	N / K
Motoren	8 cilinder 4-takt cyclus enkelwerkend (4S.C.SA) olie-motor - met 25 9/16 "diameter en 55 1/8" slag
Motor bouwers	Harland & Wolff
Werken	Glasgow
Land	UK
Boilers	Hulpmotoren - 2 dubbele ketels werken op 180 psi
Vermogen	502 NHP
Voortstuwing	N / K
Snelheid	N / K
Laadvermogen	N / K
Aantal passagiers	N / A
Crew	58 op maidentrip, waaronder een aantal DEMS gunners

Career Highlights

Datum	Evenement
31 augustus 1943	Gelanceerd
3 december 1943	Voltooid
09 december 1943	Eerste reis
Juli 1961	Opgebroken in Hirao

Service in WW2

Neritina werd gebouwd tijdens WW2 en volgens Stan Mayes, die was op haar eerste reis (details hieronder), werd ze defensief ingericht als volgt:

- Torpedo bescherming netten: Admiraliteit Netto Defensie (EN)
- Een 4 "pistool achter
- Een anti-aircraft gun for'ard
- Vier Oerlikons
- Vier machinegeweren.

Konvooien

Neritina deelgenomen in 21 samenstellen volgens gegevens in de tabel, die wordt aangeboden door Convoyweb - zie External. Ref. # 4 .

Vertrek	Konvooi	Aankomst
Clyde, 09 december 1943	ON.215 (Liverpool - NYC)	New York, 28 december 1943

Casablanca, 16 februari 1944	OS.67 (ex OS 67/KMS 41 - Freetown)	Freetown, 26 februari 1944
Lagos, 04 maart 1944	LTS.12 (Lagos - Freetown)	Freetown, 11 maart 1944
Trinidad, 24 maart 1944	TAG.123 (Trinidad - Guantanamo)	Curaçao, 26 maart 1944
Curaçao, 31 maart 1944	TAG.124 (Trinidad - Guantanamo)	Guantanamo, 3 april 1944
Guantanamo, 3 april 1944	GN.124 (Guantanamo - NYC)	New York, 10 april 1944
New York, 12 april 1944	HX.287 (NYC - Liverpool)	Liverpool, 26 april 1944
Liverpool, 04 mei 1944	ON.235 (Liverpool - NYC)	New York, 18 mei 1944
Hampton Roads, 2 juni 1944	UGS.44 (Hampton Rds - Port Said)	Bizerta, 22 juni 1944
Bizerta, 30 juni 1944	GUS.44 (Port Said - Hampton Rds)	Casablanca, 05 juli 1944
Casablanca, 13 juli 1944	GUS.45 (Port Said - Hampton Rds)	Hampton Roads, 29 juli 1944
New York, 17 augustus 1944	HX.304 (NYC - Liverpool)	Liverpool, 1 september 1944
	JW.60 (Loch Ewe - Kola Inlet)	Kola Inlet, 23 september 1944
Kola Inlet, 02 november 1944	RA.61 (Kola Inlet - Loch Ewe)	Loch Ewe, 09 november 1944
Liverpool, 19 november 1944	ON.267 (Southend - NYC)	New York, 05 december 1944
New York, 3 januari 1945	HX.330 (NYC - Liverpool)	Clyde, 17 januari 1945
Clyde, 3 februari 1945	JW.64 (Clyde - Kola Inlet)	Kola Inlet, 15 februari 1945
Kola Inlet, 23 maart 1945	RA.65 (Kola Inlet - Loch Ewe)	Loch Ewe, 1 april 1945
Liverpool, 27 april 1945	ON.299 (Southend - NYC)	New York, 13 mei 1945
Hampton Roads, 18 mei 1945	UGS.93 (Hampton Rds - Oran)	Oran, 4 juni 1945

Stan Mayes wordt gevoerd op **Neritina** vanaf 7 december 1943-01 mei 1944 en de rekeningen van zijn reizen in die periode kan worden gevonden in de Herinneringen deel van de Benjidog website HIER .

Eerste reis

Maidentrip Neritina's gestart op 9 december 1943. Dit was het eerste schip voor 8 van de bemanning en Stan verschijnt de naam op nummer # 22 op de crewlist hieronder weergegeven.

Name of

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age.	* Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Name of last Ship with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement. Date.	Place.
	1.	2.	3.	4.	5.	6.	7.
1	W. Shaw [illegible] Master to sign first.	48	Shields	Catherine J. Shaw (wife) 5 [illegible] Rd North Shields	Doranella (?)	4/12	4 DEC 1943 GREENOCK
2	1112246 T. Truman (?)	40	London	W/ Norah 33 [illegible] Rd. Coulsdon Surrey	Falmouth (?)		4 DEC 1943 GREENOCK
3	R188822. [illegible] Salisbridge (?)	26	London	W/ Edna 17 Montrose Ave: [illegible] Pk. N.W.6	Clarissa (?)		4 DEC 1943 GREENOCK
4	R279714 [illegible]	20	Denny	M/ Ann 20 Anderson Drive Denny Stirlingshire	[illegible]		4 DEC 1943 GREENOCK
5	1057176 AP S. Kitchin (?)	47	Argentina (?)	W/ Harriet. 27 [illegible] Ave Cleator Moor Cumberland	Pellerla (?)		4 DEC 1943 GREENOCK
6	R130726 [illegible]	29	Glasgow	W/ Agnes c/o [illegible], 3[illegible] Glasgow [illegible]	Dolabella		4 DEC 1943 GREENOCK
7	R159052 G. P. Turnbull (?)	26	No. Shields	F/ Isaac. 5 Trinity Bldgs No. Shields	Elona (?)		4 DEC 1943 [illegible]
8	R216584 L. D. [illegible] Winwood (?)	22	Alton Hants	W/ Agnes 100 [illegible] Ave: [illegible] Pk [illegible]	Ressa (?)		4 DEC 1943 GRE[illegible]
9	R298189 R. H. Barclay	23	Clydebank	Bro/ John S/A c/o Adams, 722 [illegible] Glasgow.	Dorcasia (?)		4 DEC 1943 GREENOCK
10	R298266 Frederick Robbie.	21	Glasgow	F/ Charles. 414 Dumbarton Rd Glasgow	1st Ship.		4 DEC 1943 GREENOCK
11	R291470 Ernest Smart	23	Monifieth	F/ Wm. 22 Reform St. Monifieth	1st Ship		4 DEC 1943 GREENOCK
12	R207114 J. E. Mackinlet (?)	27 (4/8)	Hong Kong (?)	M/ Evelyn The [illegible], Victoria Pk. Herne Bay	1st Ship.		4 DEC 1943 GREEN[illegible]
13	R271870 AP Jas. [illegible]	21	Glasgow	F/ James 31 [illegible] St Dennistoun. Glasgow	Fort Abitibi (?)		4 DEC 1943 GREEN[illegible]
14	R220613 AP J. Baillie.	19	Edin.	F/ George. Station House. Huntly, Aberdeenshire	Empire [illegible]		4 DEC 1943 GREEN[illegible]
15	R209438 AP J. Flanagan	18	Manchester.	F/ Thomas 37 Cornbrook Grove: Manchester	[illegible]		4 DEC 1943 GREEN[illegible]
16	R271254 AP [illegible]	36	Liverpool	W/ Catherine 27 [illegible] Rd. Maghull. Lancs	Daphnella	11/12/43	Greenock
17	1128518 AP D. S. Knight.	37	[illegible]	W/ Margt. 3 [illegible], Rock Ferry. Cheshire	[illegible]		4 DEC 1943 GREENOCK
18	R208006 C. Jones.	23.	Newmarket	W/ Marion 12 Chantry St. Liverpool 7	Do.		4 DEC 1943 GREENOCK
19	R203468 A. Campbell	20	Liverpool	W/ Winifred 35 Norfolk St. L'pool 1	Davarla (?)		4 DEC 1943 GREENOCK
20	R128847 AP J. [illegible]	25	London	M/ Elizabeth 3c [illegible] Pk Rd [illegible] Hill N11	King James		4 DEC 1943 GREENOCK

* If a British subject, state town or country of birth, and if born in a foreign

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as

‡ If the advance of wages is not conditional on going to sea

§ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "*Cause of Leaving*

** An entry should be made in column 21 for every member of the Crew as follows :—(*a*) The number of weeks for which contributions are payable. (*b*) "F," where the Seaman is not Officer whose employment is non-manual and remunerated at a rate exceeding £250 a

Name of

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age.	* Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement. Date.	Place.
1.	1.	2.	3.	4.	5.	6.	7.
NR 21	R182011 np. A. S. v. Wyk	32	South Africa	m/ Mane. 223 Lower Main Rd Observatory: Cape Town	Settler.	4 DEC 1943	GREENOCK
SP 22	R197835 np S. G. Mayes	22	Grays Essex	m/ Maud 69 Hampden Rd: Grays Essex	Largs Bay	7/12/43	Greenock
SR 23	R233857 R Wood	21	Grays Essex	m/ Rose 28 Exmouth Rd. Grays. Essex	Empire Alliance	do	do
S 24	R232838 J. McDermott	19	Stalybridge	Guardian/ Mrs Ingham. S/A. 27 Canning St. Stonyholme Burnley	Valcomaro	4 DEC 1943	GREENOCK
SP 25	R233195 np D. Murray	18	London	m/ Alice. 44 Canton St. Poplar E14	Benad Head	4 DEC 1943	GREENOCK
S 26	R283[illegible] np P Dutton	19	Liverpool	m/ Ellen 4 Gerrard Gdns Lpool 3	Empress of Australia	4 DEC 1943	GREENOCK
SP 27	R256606 np G. R. Allen	26/36	Sheffield	m/ Vera. [illegible] WAAF [illegible] 79 [illegible] Rd Crookes: Sheffield	Glenwood	4 DEC 1943	[illegible]
MI 28	R208765 np. R Vincent	23	London	w/ Elsie 32 Wilkinson Rd Highbury N5.	Empire Alliance	7/12/43 4 DEC 1943	Greenock GREENOCK
S 29	R94378 W. Aitken	38	Stranraer	m/ Bethea. Grange Restaurant. Grangemouth.	Dorwale.		
S 30	R49142 np W Clark	37	London	Friend: [illegible] L'pool. Sailors Home: London	Nanda	4 DEC 1943	GREENOCK
S2 31	R201602 np J. Hills	21	Grays.	F/ Sydney 23 Elms Rd. Grays. Essex	British Progress.	4 DEC 1943	GREENOCK
32	R72271 A. Avery	32	Purfleet	w/ Myrtle 1 East St. South Stifford: Grays Essex	do.	4 DEC 1943	GREENOCK
M 33	R294243 A.W. [illegible]	39	Enfield.	w/ Edith. 6 Sydney Rd Enfield. Mdx	Rimutaka	4 DEC 1943	GREENOCK
34	R44747 np J. Kirk	36	Bristol.	w/ Olive. 210 Shaftesbury Ave: Thorpe Bay Southend	Assiduous	4 DEC 1943	GREENOCK
S 35	R297169 Ralph L. Condon	30	India.	m/ Alice 38 Nottingham Pl. London WC1	Ocean Valley	4 DEC 1943	GREENOCK
SP 36	R122659 P H Burbeago	50	London	Sis. Winifred 37 Rectory Rd. Salisbury	Daphnella	4 DEC 1943	GREENOCK
37	753166 [illegible]	53	Deal	w/ Madeline. 21 Glynde Rd Bexley Heath. Kent	Otranto	4 DEC 1943	GREENOCK
S 38	R216610 np O. Clements	20	London	m/ Alice. 53 Clarence Rd. Grays. Essex	El Alto	4 DEC 1943	GREENOCK
SP 39	R176335 Thomas Judge	30	Glasgow	Sis/ Maret 84 Sanda St. Glasgow NW	Spondilus	4 DEC 1943	GREENOCK
S 40	R259134 A. Hocking	16/26	Jarrow	m/ Jane 32 Ransom St. Jarrow / Tyne	Narella	4 DEC 1943	GREENOCK

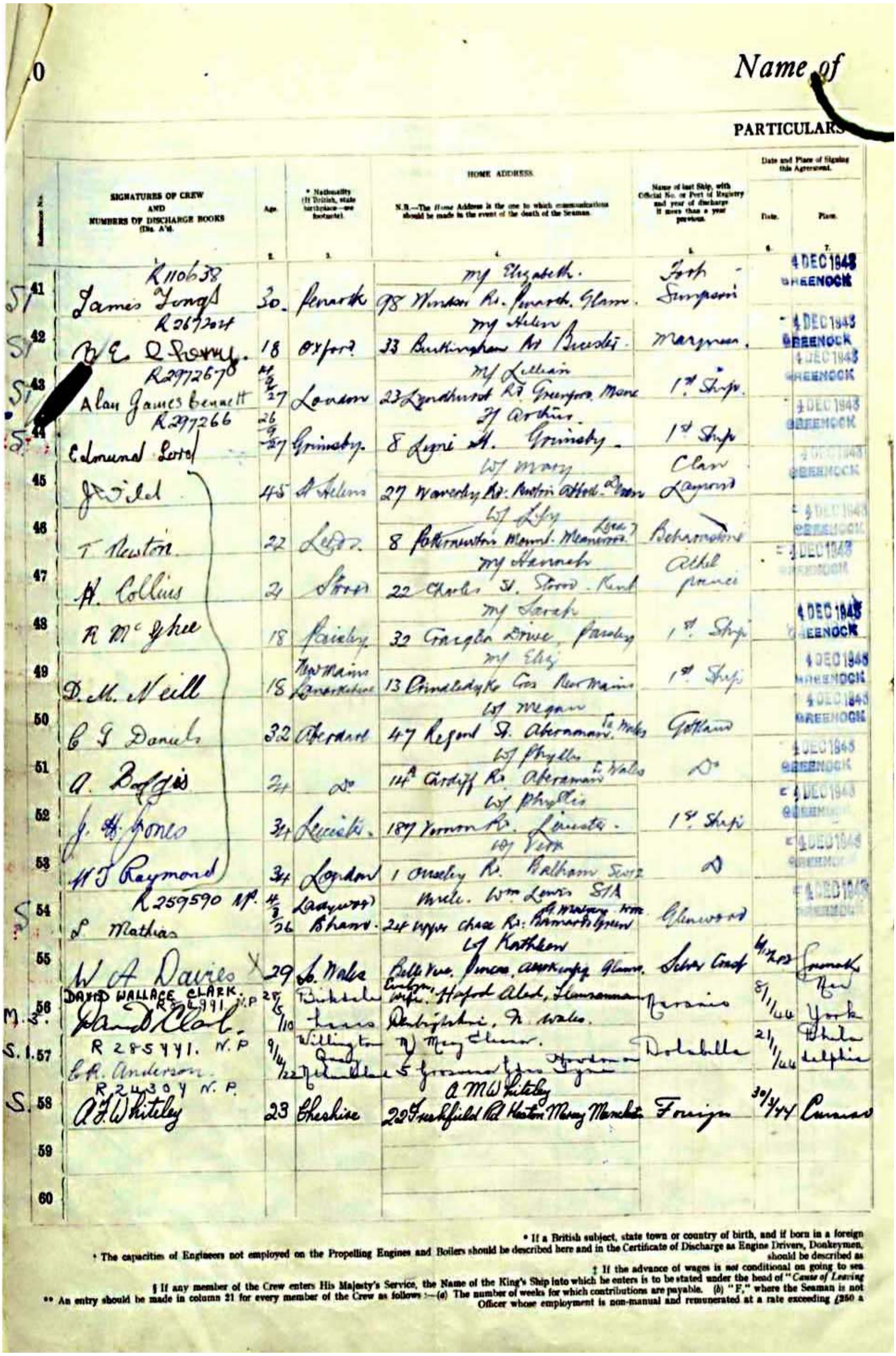
* If a British subject, state town or country of birth, and if born in a foreign

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as

‡ If the advance of wages is not conditional on going to sea

§ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving

** An entry should be made in column 21 for every member of the Crew as follows:—(a) The number of weeks for which contributions are payable. (b) "F," where the Seaman is not Officer whose employment is non-manual and remunerated at a rate exceeding £250 a



0 Name of

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age.	* Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Name of last Ship, with Official No. or Port of Registry and year of discharge If more than a year previous.	Date and Place of Signing this Agreement. Date.	Place.
	1.	2.	3.	4.	5.	6.	7.
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* If a British subject, state town or country of birth, and if born in a foreign
* The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as
‡ If the advance of wages is not conditional on going to sea
§ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving
** An entry should be made in column 21 for every member of the Crew as follows:—(a) The number of weeks for which contributions are payable. (b) "F," where the Seaman is not Officer whose employment is non-manual and remunerated at a rate exceeding £250 a

Certificaten en tarieven

Een groot deel van papierwerk was betrokken in de scheepvaart tijdens de oorlog, net zo als het nu is, en we hebben het geluk dat een deel van de papieren van **Neritina** hebben overleefd. Kosten waren betaald en we kunnen zien in Afbeelding # 5 dat dit betalingen aan consulaire ambtenaren voor zeeman gemaakt op de bemanning, wijzigingen in overeenkomsten opgenomen, bemanningsleden ontslagen of hebben verlaten, Aanmelden | van geboorten en sterfgevallen, enz.

Merk op dat in Afbeelding 5:

- Er is een verwijzing naar een zeeman wordt opgenomen in het ziekenhuis januari 1944.
- Het verwijst naar een wisselkoers van $ 4 tot £ 1. Toen de eigenaar van de site was een kind dat we gebruikt om te verwijzen naar vijf shilling als "een dollar" - en dat is in lijn met deze wisselkoers.
- Postzegels uitgegeven door de Consulaire Dienst bevestigt de betaling bevestigd zijn (zie hieronder).

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shewn in the Consular Fees Orders in Council.

Services required by Law.

	In countries other than China. s. d.	In China. s. d.
(10.) For every seaman engaged before a Consular Officer ...	3 0	3 0
(11.) For every alteration in agreements with seamen made before a Consular Officer. (N.B.—This fee is chargeable separately in respect of every seaman concerned) ...	4 0	4 0
(12.) For every seaman discharged or left behind with the sanction of a Consular Officer ...	3 0	3 0
(13.) For every desertion certified by a Consular Officer ...	4 0	4 0
(14.) For receiving a return of the birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto ...	4 0	4 0
(19.) For custody of ship's papers, making any endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ship's papers—*See* No. 48) ...	6 6	7 0

Services required by parties interested.

	In countries other than China. s. d.	In China. s. d.
(33.) For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Act requires should be made accessible to the Crew:— *In Countries other than China*— Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man—maximum £2 10s. 0d. *In China*— 2/- for each man with minimum of £1 and maximum of £3 0s. 0d.		
(48.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not to be charged in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval) ...	6 6	7 0

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 33, the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

All dis to produced on Engagement have been handed back to Seamen

[signature] Supt

M. M. OFFICE — -DEC1948 — GREENOCK

British Consulate General
York,

Vessel ... 28-12-43

Articles ... 29-12-43

" ... 15-1-44

Rate of exchange on $4.03 per £

For conversion of ... wages only

Hereby certify that the seamen with the undermentioned reference number ... he ... been discharged and left behind at this port on the ground of Transferred and with my sanction; and that the balance of wages due ... has been paid to ... in the presence No 22

further certify that I have engaged the ... upon the terms mentioned in the within Agreement of the seam...n with the following reference number ... that I have ascertained and am satisfied that ... he ... fully understand ... the Agreement, and that ... he ... has ... signed ... same in my presence. No 56

[stamps: CONSULAR SERVICE 7s 6d; 2s; 2s 6d; 10s — BRITISH CONSULATE PHILADELPHIA; BRITISH CONSULATE GENERAL NEW YORK]

[signature] ... NEW YORK.

BRITISH CONSULATE GENERAL
PHILADELPHIA

Vessel arrived ... January 18th 1944.

Articles deposited ... January 19th 1944

Articles returned ... January 21st 1944

Average Rate of Exchange ... $4.03 to £

I certify that the undermentioned Seaman has been left behind in hospital with my sanction and that the balance of wages due to him has been delivered to me together with his Dis. A and Unemployment Insurance Card

The seaman's effects have been left in his possession

Ref. No. 10 ~~Name~~ ~~Wages~~.

Peter J Nolan
For H. M. Consul General

BRITISH CONSULATE GENERAL PHILADELPHIA

Ship 15

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH CONSULATE.
CASABLANCA (MOROCCO.)
VESSEL ARRIVED 11 Feby
ARTICLES DEPOSITED 11 Feby 1944
Do. RETURNED 11 Feby
Average rate of Exchange £ 1 = Frs. 200
H.M. Consul

CUSTOM HOUSE,
Takoradi
6pm 2 · 3 · 44
11am 3 · 3 · 44
9.30am 4 · 3 · 44
Shipping Master

BRITISH CONSULATE
CURACAO, N. W. I.
VESSEL ARRIVED: 26 MAR 1944
ARTICLES DEPOSITED 27 MAR 1944
RETURNED 30 MAR 1944
Average rate of Exchange F.7.55 to £
(For the Conversion of Seamen's Wages Only)
I......hereby......certify that the seaman......with the undermentioned reference number...has been discharged at this port with my sanction on the grounds of...illness...... and that the balance of wages due to ......him......has been paid to me and that ...his...effects are with ...him......
Ref. Nos. 7

I...further...certify that the seaman...with the undermentioned number...has been engaged before me on the terms of the within agreement which were made known to him and which he signed in my presence
Ref. No. 58

BRITISH CONSULATE CURACAO
British Vice-Consul
for H. M. CONSUL

Dublin 1944
W Shaw
F.J. Hughes
29 APR 1944 DUBLIN MARINE SECTION

National Health and Unemployment Insurance Schedules received

M. M. OFFICE -1 MAY 1944 32 CORNHILL, LIVERPOOL

[Twenty pages.

Stempels op Documenten

Het gebruik van stempels in de documenten is interessant dat de meesten van ons in het Verenigd Koninkrijk zijn bekend met. National Insurance stempels zijn een voorbeeld - uw werkgever - of jezelf als zelfstandige - letterlijk moest een speciale stempel te kopen en te plakken op je National Insurance kaart die werd aan het eind van het jaar ingediend bij het Nationale Verzekeringskantoor. Het verslag van de bijdragen die u hebt gemaakt in je leven bepaald hoeveel pensioen u zou krijgen. Dit principe is nog steeds niet veranderd, maar de bijdragen worden elektronisch nu geregistreerd.

We hebben nog steeds betalen "Stamp Duty" op de meeste onroerend goed transacties, maar dit is gewoon een andere belasting en de werkelijke stempels worden niet meer betrokken. Dat is net zo goed als de belasting is op dit moment tegen het tarief van 1% van de transactie voor de verkoop van onroerend goed tussen de £ 125k en € 250k. Je nodig zou hebben een zeer groot document om postzegels te houden aan de waarde van 1.250 pond op! In de volgende paragrafen een overzicht van de geschiedenis van het gebruik van zegels voor juridische en fiscale doeleinden en is afkomstig van externe Ref. # 27:

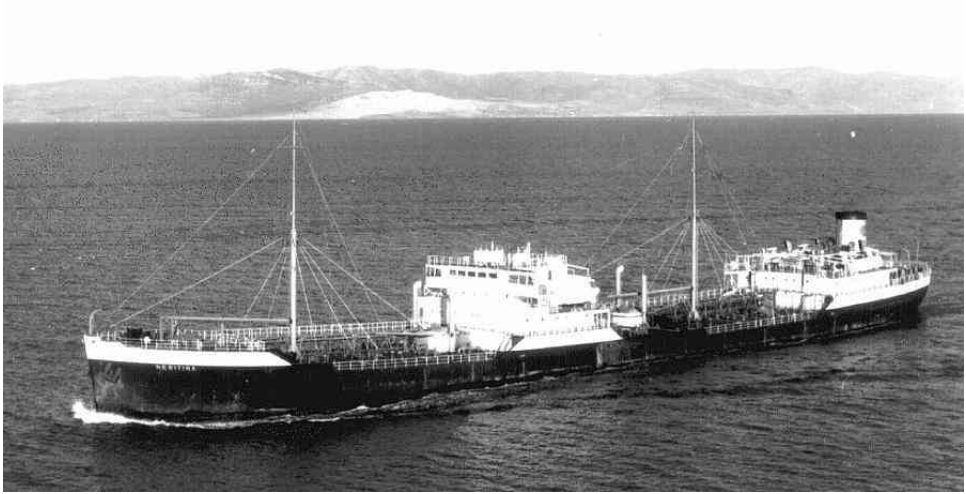
> *In Groot-Brittannië is het gebruik van voorgestanste papier voor fiscale doeleinden dateert uit de Stamp Duty Act (5 & 6 William & Mary, C21) van 1694. Het principe, vervolgens toegepast op een breed scala van belastingen, bepaalt dat documenten die belichaming van een belastbare handeling moet worden afgestempeld voordat er iets wordt geschreven of gedrukt op hen. Blanco papieren en perkamenten werden geleverd kant-en-gestempeld door de Stamp Office of ter Stamp Office door advocaten, kantoorboekhandel, enz. voor het stempelen. Bij kant-gestempelde papier betaling werd (door de belasting) voor de stempel zelf, er een afzonderlijke toeslag de kosten van het papier bedekt. In het geval van papier gebracht voor stempelen bedroeg deze slechts voor het stempelen.*
>
> *Het woord "postzegel" een verandering heeft ondergaan sinds de 17e eeuw applicatie. In eerste instantie het woord verwezen naar een toegepaste indruk, al geïnkt of "blind", later heeft zij aangevoerd dat een apart vel papier, die, voorzien van een indruk, wordt aangebracht op een document, dus "stempelen" het. Belastingzegels, aangebracht of direct toegepast, zijn te vinden in de documenten van grote verscheidenheid, met inbegrip van inkepingen, paspoorten, leasing, verzekeringen, almanakken, licenties, octrooien, obligaties, brieven van administratie, speelkaarten, haar-poeder fiscale etiketten, overeenkomsten , Newgate vergeeft, de academische*

graden, hypotheken, naturalisatie papieren, en vele anderen. De meeste van deze stempels dragen het bedrag van de belasting in woorden, uitgedrukt als een som of als percentarge, veel geven ook aan het onderwerp van de belasting: "Dog licentie", "Copyright van design", "Consulaire Dienst", enz. Een aantal Britse fiscale zegels in gebruik bleef aan het einde van de 20e eeuw. Het reliëf belasting stempel op de controle, een van de meest bekende in de 20e eeuw, werd afgeschaft in Groot-Brittannië in 1971.

Neritina Wordt geleverd in Dublin 1944

Ierland was neutraal tijdens de oorlog en de volgende rekening van Walter Kennedy in Externe Ref. # 26 beschrijft het bezoek van **Neritina** naar Dublin in april 1944 onder andere komen en gaan:

*Woensdag 26 april Handel met Lissabon opgeschort. Een grote grijze tanker bij Alexandra Quay. Dit was **Neritina** 8.222 ton gebouwd 1943 door Harland en Wolff Govan en eigendom van Angelsaksische Petroleum Co Londen en ze had 12.000 ton olieproducten uit Curaçao. Ze had paravane versnelling op de bogen en een groot geweer naar voren op de voorplecht hoofd en een andere in de buurt van de achtersteven. Ze had dezelfde opstelling van doelpaal masten, laadbomen en torpedonetten als de vorige schepen, maar droeg haar Red Ensign op een gaff boven het centrum doelpaal. **Oak** en **E.Hayward** waren op North Wall. Ierse Plane, **monaleen** en **Stad Antwerpen** als de zaterdag laatste. vrijdag 28 april **Neritina** was verhuisd naar Sir John Rogerson's Quay. Over de kade was een publiek huis genaamd "De Oliebron" en een aantal van haar zeelieden waren daar zingen en genieten van zichzelf. Folklore heeft het dat de uitbaters had de naam 'Oil Well' aangenomen na het winnen van compensatie voor de vermeende lekkage in hun gebouwen uit de buurt olieleidingen. van dichtbij de tankers bewapening bleek een 4 "pistool op de kak en een twaalf ponder nemen of 3 "in de bogen. Machinegeweren waren rond de brug. Guns zoals Hotchkiss, 20 mm Oerlikon en 40 mm Bofors werden geïnstalleerd op schepen zoals deze voor de verdediging tegen vliegtuigen aanval. zaterdag 29 april De sleepboten **Coliemore** en **Ben Eadar** kwam om **Neritina** uit. Terwijl ze verbonden towlines - **Coliemore** op bogen en **Ben Eadar** achteruit, de bemanning nam in het gangpad en zet een Jacob's ladder over de rand van de Pilot. Aangezien de ligplaatsen werden genomen in en het schip zich van de kade een groot aantal omstanders zwaaide en alle bemanningsleden aan dek zwaaide terug. Downriver **Ben Eadar** laten gaan de achtersteven lijn en **Neritina** de motoren gestart. **Coliemore** dan loslaten van de boog lijn en sleep-en tanker uitgewisseld groet op hun sirenes als ze afscheid - **Neritina** . aan zee en de sleepboten om hun ligplaatsen in Alexandra Basin **Neritina** werd ingekort tot 15 voet vooruit en 18 meter naar achteren. maandag 1 mei handel met Lissabon was opgeschort in het belang van de veiligheid, terwijl de voorbereidingen voor de invasie van Normandië plaatsvonden.*



Ship launched as RFA Olivet but completed as RFA Elmleaf. Managed by Lane & MacAndrew.
24 December 1917 torpedoed and damaged by a German submarine U91 during a voyage from Port Arthur to the UK with a cargo of oil and in a position North of the North Minch. No casualties. Towed to port
1920 Sold to Anglo-Saxon Petroleum Co., London.
1921 renamed Melona.
1925 sold to British Molasses Co., London and renamed Athelcrest. In 1926 Company became United Molasses Company.
1935 sold to N. V. Vlissingsche Mineraalolie en Asphalt Raffinaderij, Vlissingen, Holland and renamed Vlismar II.
Converted to a storage hulk. 8 February 1983 towed from Flushing to Burcht, Belgium for breaking up.