Burlington Ship Canal, Aug. 17, 2008. John McCreery

Great Lakes Fleet Page Vessel Feature -- Hamilton Energy

By George Wharton

Launched as the small coastal tanker Partington; this vessel was built in 1965 by Grangemouth Dockyard Co. Ltd., Grangemouth, Scotland as their hull # 535 for Shell Mex and B.P. Ltd., London, UK entering service in December of that year. She sailed along the coast of England and in 1979 was renamed Shell Scientist after her ownership was transferred to Shell Tankers (UK) Ltd., London, UK. The Shell Scientist crossed the Atlantic Ocean to Canada in 1981 and was renamed Metro Sun at that time for the Metro Oil Co., Halifax NS. The small tanker arrived at Montreal, QC on her maiden voyage in her new service on November 14, 1981 and began trading along the St. Lawrence River and the Canadian east coast. In 1982, the tanker's ownership was changed to Shediac Coastal Carrier Corp. also of Halifax, NS. The Metro Sun saw only limited service and laid up at Halifax in mid-1984.

Provmar Fuels Inc., Hamilton, ON brought the single-hulled tanker to the Great Lakes in 1985 and had her refitted as a refueling tanker from April to June of that year below Lock 1 of the Welland Canal, St. Catherines, ON. Provmar Fuels Inc. was formed in 1984 as a joint venture between ULS International (Upper Lakes Group, Toronto, ON) and Canada Steamship Lines following the identification of the need for marine bunkering in Hamilton Harbour and western Lake Ontario. June 11, 1985 saw the refitted tanker depart for Hamilton under the new name of Hamilton Energy. The Canada Steamship Lines bulk carrier Simcoe was her first customer when she officially entered service on June 17. The Hamilton Energy provided bunkering services to domestic and foreign flagged ships along the western end of Lake Ontario from Oshawa, ON to the northern end of the Welland Canal. In 1993, Provmar Fuels

became a wholly owned division of Upper Lakes Group, Inc., Toronto, ON.

The Hamilton Energy was originally powered by a 6-cylinder Polar Atlas MN16 diesel engine of 1,120 b.h.p. (824 KW) built by British Polar Engines Ltd., Glasgow, Scotland. The power was fed to a single fixed pitch propeller. The small tanker is equipped with a bow thruster. Her liquid cargo is contained in 8 tanks where she is capable of carrying up to 1,260 tons (1,280 mt) of bunkering fuel made up of 768 tons (780 mt) of bunker heavy fuel oil (HFO) and 492 tons (500 mt) of marine diesel oil at a mid-summer draft of 13' 10" (4.21m).

On December 11, 1993 while moored at her berth alongside the oil barge Provmar Terminal at the Port of Hamilton's Pier 24, the Hamilton Energy was struck by the salty Nirja. The Nirja was attempting to dock at Pier 23 with the assistance of 3 tugs in high winds and failed to negotiate the turn into the slip. There was some damage to all vessels and the wharf. The tanker was privileged to provide bunkering services on April 15, 1996 to the Royal Yacht H.M.S. Britannia at Toronto, ON upon the Royal Yacht's last visit to the Great Lakes. The Hamilton Energy delivered bunker fuel to Canada Steamship Line's new bulk self-unloader CSL Niagara on July 23, 1999 before her departure from Port Weller Dry Docks on her maiden voyage.

An incident similar to 1993 occurred again on April 1, 2001 with more serious damages. The docking of Provmar Fuels' barges and the Hamilton Energy at Pier 24 had been modified as a result of the 1993 incident. Again, the small tanker was moored alongside the barge Provmar Terminal when the vessel was rammed in the stern, port side by the loaded salty Utiviken as it was attempting to negotiate the turn into Pier 23. The tanker instantly heeled over to port 60 - 70 degrees submerging the main deck port railing and, partially sunk, was set adrift dead-ship into harbour after her mooring cables parted. The McKeil tug Paul E No.1, one of the tugs assisting the Utiviken, quickly proceeded to assist the stricken tanker. Extensive damage resulted with stern plates being pushed in, the propeller bent, the rudder post broken and the propeller shaft pushed through the gearbox into and destroying the engine block. The barge Provmar Terminal was sunk by the stern. The Utiviken received damage to the bulbous bow which flooded the forepeak tank. After temporary repairs were made, the Hamilton Energy finished the 2001 season as a bunkering barge being tended to by McKeil tug Glenevis.

At the conclusion of the 2001 season, the Hamilton Energy was taken to Port Weller Dry Docks for permanent repairs. The tanker was repowered with a General Motors EMD 12-645-E6 V-12 cylinder, naturally aspirated 2 stroke cycle diesel engine rated at 1,500 b.h.p. (1,104 KW). The 1971 built engine had been remanufactured in 2001 by NREC Power Systems, Houma, LA under Lloyd's supervision. The engine was mated to a Scana Volda controlled pitch propeller system with 3.06:1 reduction. A stern thruster was installed and the vessel's 5 year drydock survey was also completed. On March 19, 2002, after successful sea trials were completed and adjustments made, the Hamilton Energy departed for Hamilton and a return to service. The Hamilton Energy continues to sail under the Provmar Fuel banner providing essential bunkering services to vessels in western Lake Ontario and the lower end of the Welland Canal.

Overall Dimensions (metric)	
Length	201' 05" (61.39m)
Beam	34' 01" (10.39m)
Depth	14' 09" (4.50m)

Capacity (mid-summer)	1,260 tons (1,280 mt) at a draft of 13' 10" (4.21m)
Power (diesel)	1,500 b.h.p.(1,104 KW)

Arriving at the Welland Canal below Lock 1, Apr. 2, 2010. Paul Beesley

Bunkering the Maritime Trader, Apr. 2, 2010. Paul Beesley

Bunkering the J.W. Shelley, Apr. 18, 2010. Paul Beesley

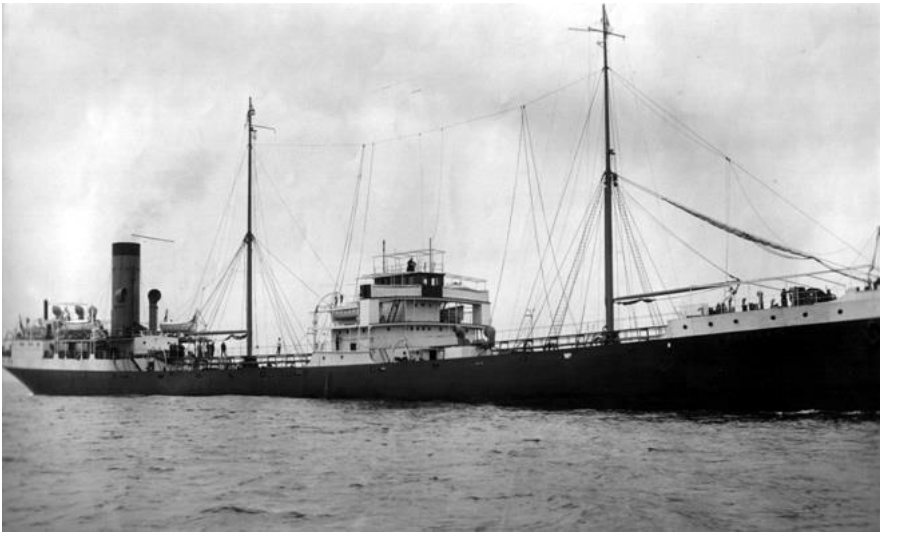
Bunkering the CSL Assiniboine below Lock 1, May 30, 2009. Michael Gosselin

Outbound the Burlington Ship Canal, July 27, 2009.
Eric Holmes

Into Lake Ontario.
Eric Holmes

S.S. Scalaria

18 juni 2013 om 0:08



The **S.S. Scalaria** was a 5,683 GRT Tanker built at Swan Hunter & Wigham Richardson (Yard No. 1173), Newcastle, UK, for the Anglo-Saxon Petroleum Company (Shell Tankers, manager). As with all "Shell Tankers" she was named after a mollusk, in this case twisting bivalve mollusk "*Scalaria*".

The ship was launched on 22 July 1921 and completed the following September with a length of 125.3 meters, beam of 16.2 meters, and 9.4 meters in draught. Propulsion was provided by a triple-expansion steam engine provided by Wallsend Slipway Engineering Co., Point Pleasant, Wallsend-on-Tyne, UK, and had a single shaft which gave her a top speed of 11 knots.

From the time of her launch in 1921 until the outbreak of World War II, the **Scalaria** carried cargoes of oil between Cardiff, Glasgow, Bristol, Dundee, Dover, and ports along the South African coasts. Soon after the outbreak of war on 03 September 1939, the ship, along with the entire Anglo-Saxon Petroleum Co. fleet, was requisitioned for war use by the British Ministry of Transport (MoWT). The ship was recalled to England and modified with defensive armament by the addition of a single 4" gun, a 12 pounder, 2 twin Lewis AA guns, 4 Hotchkiss guns, and a single Breda AA gun.
After the **Scalaria** was armed, she was crewed by 52 personnel, 4 of which were British Naval Gunners, and deployed to the Red Sea to be used as an oil storage hulk at Ras Gharib.

On 19 October 1942, the ship was anchored at Ras Gharib under the command of Captain J. Waring, and was taking on 7,000 tons of crude oil. Later that evening the ship was attacked by a German Heinkel 111.

The following is an account by the Captain concerning the attack:
"At 22:15 I made the rounds of the ship, saw the gunners at their posts. At 22:30 I retired to my room, but was awakened by an attacking Heinkel 111 approaching from the land, roughly westward. The aircraft circled at approximately 100 ft, then dropped a torpedo which struck the ship on the starboard side aft of the bridge in No. 3 tank. There was a terrific explosion which caused the ship to shudder violently and carried away the stern moorings, causing the ship to swing round from north to south. All the woodwork in my room collapsed and the iron frame twisted, jamming the two doors. By sheer force I burst one door open and on reaching the deck saw the whole of the after starboard side of the deck was ablaze, with burning oil pouring from the ships side and drifting aft. At this point the Heinkel lined up for another attack, this time releasing a bomb. Some of the men were trapped aft and ran up onto the poop, others on the fo'c'scle slid down ropes over the bow. I was about to shout to these men when a bomb struck the foredeck with a terrific explosion. I was badly burned and injured by this bomb and saw it was no use trying to get the men to come amidships as the whole foredeck was now blazing furiously".
Captain Waring, along with the Chief Officer and the Bo'sun, were able to lower the amidships lifeboat, and although they tried, were unable to rescue those of the crew in the water.

The Captain's account continues:
"As we drifted I called out to the men on the poop to jump or throw us a rope but they were too slow. By the stern buoy we could see more men calling out and we picked up six more crewmen. Even with this extra manpower we were unable to row against the wind, sea, and current. I was thankful to see a launch approach from the shore which picked up all

remaining survivors."
In all, 11 men lost their lives, and the ship settled to the bottom in shallow water at **position 28°20'626" N/33°07'236" E**, and would later be salvaged from the waterline up.

The stern, like the bow, is upright and reaches to within a few feet of the surface. Her propeller has been long since salvaged. Where the centre island had been, the wreckage stood almost to the surface with more large sections of her holds standing upright. There is evidence of the massive explosions in the form of huge sections of steel folded outwards, forming overhangs for fish to shelter.

Three huge boilers mark the aft section of the vessel. With the engine house gone, the triple expansion engine lays bare – big ends con rods and a huge reversing wheel are easily located and recognized.

The bow and fo'c'sle were found upright, broken off from the main section. From here back to the centre island was a dispersed area of huge proportions with her valveing and pipe work twisted, distorted and mangled. Portholes, deck fittings and winches lay scattered in a chaotic scrap yard of metal.

Although heavily salvaged, there is still much of the wreck to be seen, including the reversing wheel.


THE WALLSEND SLIPWAY
AND
ENGINEERING Co LTD
ENGINES No 843
1921
NEWCASTLE ON TYNE

Bouwnummer RDM-213, m.s. "Saidja", 1939, tanker.

Opdrachtgever: De Bataafsche Petroleum Maatschappij / Nederlands Indische Tankstoomboot Maatschappij.
Tonnage: 6671 brt, 5046 nrt, 8700 dwt, 21470 twvp.
Hoofdafmetingen: Loa = 137,21 m, Lll = 132 m, B = 19,10 m, H = 7,74 m, d = 6,37 m.
Voortstuwing: RDM diesel, 3800 pk, 3420 apk, snelheid 11 kn.
Verdere gegevens: Roepletters: PHHE.
Gebouwd door de RDM bij haar scheepswerf "De Nieuwe Waterweg" in Schiedam.

Historie:
Te water gelaten op 9-9-1939, in oktober 1939 in dienst gesteld.
Van 1939 tot 1955 als m.s. "Saidja" gevaren voor Nederlandsch-Indische Tankstoomboot Maatschappij.
Van 1955 tot 1960 als m.s. "Saidja" naar Shell Tankers N.V., Rotterdam.
In 1960 gesloopt te Singapore.

S.S. "SAIDJA"

In Juni 1952 kwam ik als 3e marconist op de “Oranje” in Tandjong Priok aan. In die dagen moest je bij Radio Holland minstens twee jaar in het Verre Oosten dienen dus ik werd snel van de “Oranje” gesleurd en in het zeemanshuis geplaatst. Dat was even wennen want het zeemanshuis was geen luxueus hotel, geen douche cel maar een mandi kamer met een grote bak met koud water en harde bedden met klamboes.
Er was nog geen schip beschikbaar en overdag liep ik mee op de schepen met de Inspecteur of een technicus om reparaties uit te voeren.
Het enige vertier in Tg Priok was Kampong Kotja dus daar gingen we ’s avonds stappen met de andere zeevaarders die ook aan de wal zaten. Het was een gewaarwording om in die atap hutjes die tot bars omgetoverd waren een koud biertje te gaan kopen en wat sateh te eten. Wel romantisch in het donker die olie lampen en die geur van de tropen maar overdag was het toch een zootje!

Een paar weken later ontving ik mijn “sailing orders”. Ik moest naar Pladju in Sumatra naar een Shell tanker om een collega te vervangen die ziek van boord gehaald was en opgenomen werd in het Shell ziekenhuis in Pladju. Het was haast je, rep je, zo snel mogelijk en ja, je vlucht naar Palembang is al geboekt voor morgenochtend vroeg!!!
Mooie bak, het vertrek was om 7 uur in de ochtend van Kemajoran – een flinke afstand van Tg. Priok . “Zoek zelf maar uit hoe je naar het vliegveld komt want we hebben geen transport voor je”. Ongelofelijk he? Zoiets zou men tegenwoordig niet meer kunnen flikken.
Enfin, ik een bedjak versierd die rond middernacht m’n bagage en mij van het zeemanshuis zou ophalen. Dat gebeurde dus en een paar uur later kwam ik op Kemajoran aan.
Alles nog dicht natuurlijk, ik de bedjak betaald en ben ik bij de ingang gaan zitten tot de deur open ging. Het inboeken ging snel, het vliegtuig was een ouwe Dakota DC-3 ingericht als vrachtvliegtuig met een zijbank als passagiers zetels. Net als de vracht werden ook de passagiers “geladen”. Later hoorde ik dat die vroege ochtend vlucht naar Palembang de “milk run” genoemd werd.

In Palembang was er niemand om mij af te halen en mij naar Pladju te brengen. Moest ik weer alles zelf regelen!
Uiteindelijk kreeg ik iemand van de Shell Marine Office in Pladju aan de draad. Het bleek dat ze niets van mijn komst afwisten, maar ze zouden een auto sturen en mij voorlopig in het Guest House in Pladju onderbrengen.
Zo gezegd, zo gedaan. In de Marine Office in Pladju werd alles verder geregeld en toen de

“Saidja” binnenkwam een paar dagen later kon ik aan boord gaan. Het Guest House in Pladju was wel even een verschil met het zeemanshuis in Tg Priok en het zwembad en de bar waren prettige afleidingen voor een paar dagen.
Ik wist niet wat me te wachten stond want iedereen die ik vertelde dat ik op de “Saidja” zat te wachten grijnsde en zei: “O ja, kom je bij Belo Ola en zijn Zigeuner orkest?”
Wat bleek nu dat de chef marconist een Hongaar was die Bela Ola heette (net als de leider van een heel bekend Zigeuner orkest toentertijd in Nederland). Bela was in het begin van de oorlog bij Radio Holland terechtgekomen en voer op Shell tankers. En omdat er nog twee andere marconisten aan boord zaten werd het trio “het zigeuner orkest”.
Ik werd geen muzikant want tegen de tijd dat ik aan boord kwam was Bela Ola al lang weg.

De PTT in Indonesië werkte niet best. In de jaren 50 kon het wel drie dagen duren om een telegram van Indonesië naar Singapore te verzenden of ontvangen en voor een onderneming zoals Shell was dat een groot probleem.
Om deze vertraging te voorkomen werd er op verzoek van Shell op de "Saidja" met drie marconisten 24 uur per dag wacht gelopen.
Al het Shell telegrammen verkeer van Pladju naar Shell Singapore werd door het Shell kuststation PKM in Pladju via de "Saidja" naar Singapore Radio VPW verstuurd en vice-versa van VPW via de “Saidja” naar PKM in Pladju.
Er werd ook in de haven wachtgelopen en het telegrammenverkeer was overdag erg druk .
Op dat schip heb ik echt wel m'n sporen verdiend want de telegrafisten op PKM hadden altijd haast en seinden minstens 25 woorden per minuut, er was veel verkeer en lange telegrammen van meer dan 200 woorden per telegram.
Op de schrijfmachine hadden we een rol papier met 3 doorslag kopieën. Het ontvangen telegram was geadresseerd aan "Master Saidja", met als eerste regel van de inhoud "For Shell Singapore". Wij hadden altijd voorrang bij VPW en als we met PKM klaar waren gingen we direct naar VPW, de tweede en derde doorslag kopie werd dan geadresseerd aan "Shell Singapore" .
De eerste regel werd dan '"from Shell Pladju quote" etc. Opnemen op de machine was de enige manier, dus fouten maken was er niet bij!

Het schip zelf en haar zuster schip “Saroena” hadden ook een speciale functie op de Musi River. Tankers met volle lading van crude oil uit Miri of de Perzische golf konden niet de rivier op vanwege de diepgang. Op de rede van Muntok lag een Mulberry Pierhead waar de grote tankers en de "Saidja" langszij kwamen en waar een gedeelte van de lading werd overgepompt. Als dat gebeurd was en het getij hoog genoeg was gingen beiden de rivier op naar de Shell raffinaderij in Pladju om te lossen. De Saidja" en "Saroena" waren zeer breed voor hun tonnage en hadden een geringe diepgang, uiteindelijk dus perfect voor de job.

Het Mulberry Pierhead was een erfstuk van de geallieerde landing in Normandie dat door Shell aangekocht was en naar Banka op de rede van Muntok bij de mond van de Musi River gesleept was .
Mulberry Pierhead werd bemand door een Nederlandse Shell Chief Officer en een aantal Indonesiërs. Kees Cupido heette de Pier Master, een vrolijke Terschellinger die altijd een vriendelijk woord voor iedereen had. Ik moest altijd lachen als hij zich voorstelde aan de kapiteins van de tankers die langszij kwamen. Hij zei dan: "My name is Cupido - See You Pee Eye Dee Oh -".
Wij lagen ook vaak buiten ten anker of langszij Mulberry Pierhead te wachten op de grote tankers. Voor een of andere “atmosferische” reden was er veel onweer op de rede van Muntok, donder en bliksem maakte het vaak een angstige wacht. Voor veiligheid werden de antennes van het apparatuur geïsoleerd en geaard, soms vlogen de vonken door de radio hut. Zelfs op kalmere dagen was het vaak onmogelijk te ontvangen door de atmosferische storing.

De kapitein had altijd wel een goeie reden om naar binnen te gaan voor het weekend, voor ons was dat ook iets om naar uit te kijken want iedere Zaterdag was er dansen in de Shell soos en er waren genoeg leuke verpleegsters van het Shell hospitaal om de zaak verder op te vrolijken.
Er was er een Noorse tanker, de "Björn Stange", die regelmatig tussen Miri en Pladju voer. De attractie van de "Björn Stange" was de vrouwelijke marconist die altijd een praatje kwam maken als wij langszij Mulberry Pierhead lagen. Zij was een beeldschone Noorse waar ik verliefd op was, jammer genoeg was ze getrouwd met de tweede stuurman van de "Björn Stange".

Aan boord konden wij "Tjap Kuntji" of "Bintang" bier kopen via de Shell Co-Op voor 1 Rupiah per fles. Het bier was OK, de brouwerij in Indonesië was opgezet door Heineken, dus wij mopperden niet. Het mooie was dat we de lege flessen weer voor 1 Rupiah per fles verpatsten aan de sampans op de rivier. Dat klinkt goed he? Free drinks forever.

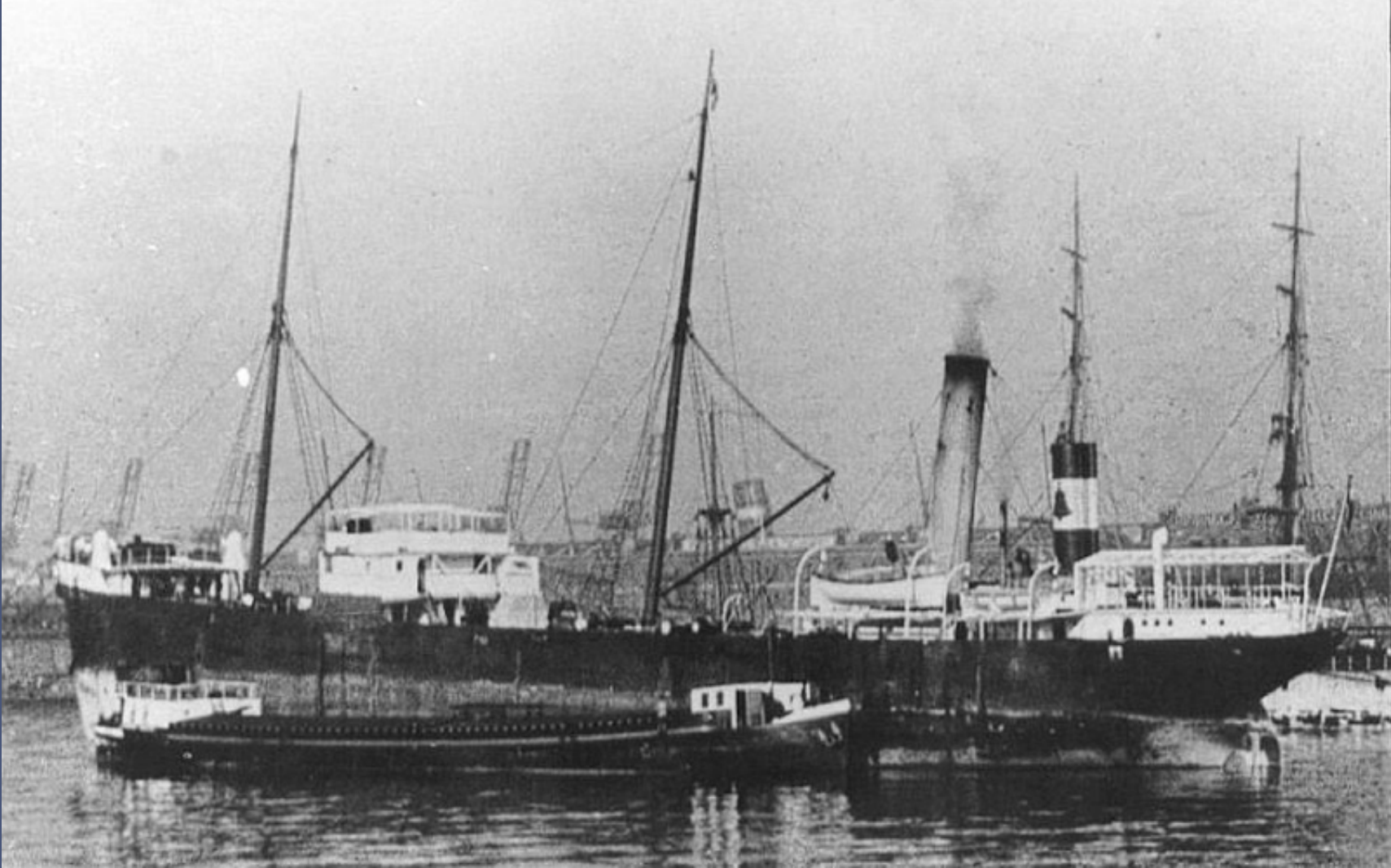
Na een jaar werd ik afgelost in Pladju en overgeplaats naar een Stanvac tanker die in Sungei Gerong op mij lag te wachten. Sungei Gerong was de Stanvac raffinaderij vlak naast Pladju, en het was de thuishaven voor de “Stanvac Djirak”. Voor 2 jaar lang voer ik nog op de “Stanvac Djirak” naar havens in Indonesië, Malaya, Singapore, Thailand en

Frans Indo-China voor ik eindelijk in 1955 met verlof naar Nederland ging in.

John Papenhuyzen

Name: ASTRAL Astral = Salahadji
Type: Tanker
Launched: 28/02/1889
Completed: 05/1889
Builder: Palmer's Ship Building & Iron Co Ltd
Yard: Jarrow
Yard Number: 606
Dimensions: 2249grt, 1471nrt, 281.0 x 38.2 x 18.3ft
Engines: T3cyl (21, 34 & 57 x 39ins), 219nhp
Engines by: Palmer's Ship Building & Iron Co Ltd
Propulsion: 1 x Screw
Construction: Steel
Reg Number: 96299
History:

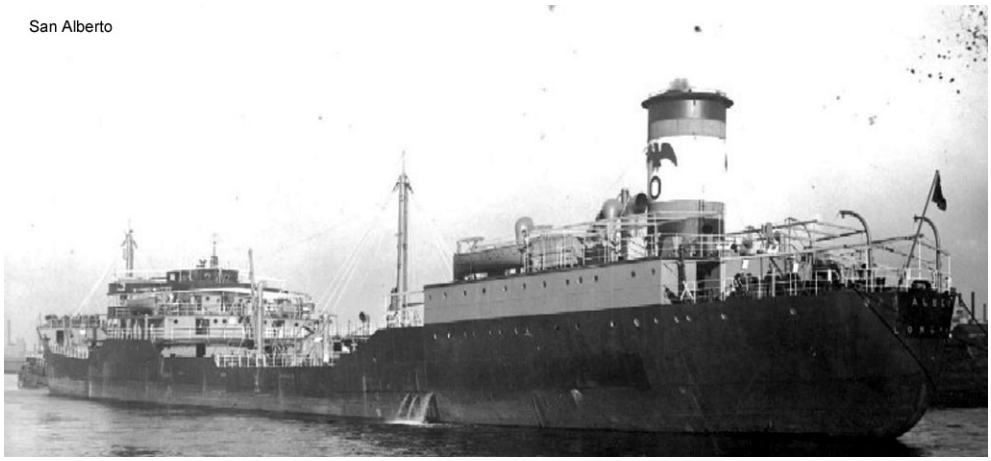
05/1889 "Astral" SS Co Ltd (W Tapscott & Co), Liverpool
1897 Managers Hamilton, Fraser & Co, Liverpool
1898 Rover Shipping Co Ltd (Hamilton, Fraser & Co), Liverpool
1898 Koninkl Nerderlandsche Mij tot Exploitatie van Petroleum Bronned in Nederlandsche Indie, Pangkalan Brandan; renamed SALAHADJI
1907 Bataafsche Petroleum Mij (Anglo-Saxon Petroleum Co), Batavia
1920 NV Scheepvaart Mij "Palmlijn", Batavia
1921 NV Petroleum & Scheepvaart Mij "Salahadji", Batavia
1922 J Schindler, Hamburg; renamed GUSTAV SCHINDLER
1925 Masconomo GmbH, Hamburg



San Alberto

British Motor tanker

San Alberto



Name	**San Alberto**		
Type:	Motor tanker		
Tonnage	7,397 tons		
Completed	1935 - Lithgows Ltd, Port Glasgow		
Owner	Eagle Oil & Shipping Co Ltd, London		
Homeport	London		
Date of attack	9 Dec 1939	**Nationality:**	British

Fate	Sunk by U-48 (Herbert Schultze)
Position	49.20N, 09.45W - Grid BE 3933
Complement	37 (1 dead and 36 survivors).
Convoy	OB-48
Route	Clyde - Trinidad
Cargo	Ballast
History	
Notes on loss	At 07.10 hours on 9 Dec, 1939, the **San Alberto** (Master George Waite OBE) in convoy OB-48 was hit amidships by one torpedo from U-48 about 120 miles south of Cape Clear and broke in two. She had been missed by the first two torpedoes at 06.44 and 06.46 hours. The forepart sank in 49°28N/09°51W and the stern was first reboarded but had to be abandoned in worsening weather and was scuttled by gunfire on 11 December by **HMS Mackay (D 70)** (Cdr G.H. Stokes), which took over the master and 35 crew members of the **San Alberto** from the Belgian tanker **Alexandre André** and landed them at Plymouth. One crew member was lost.

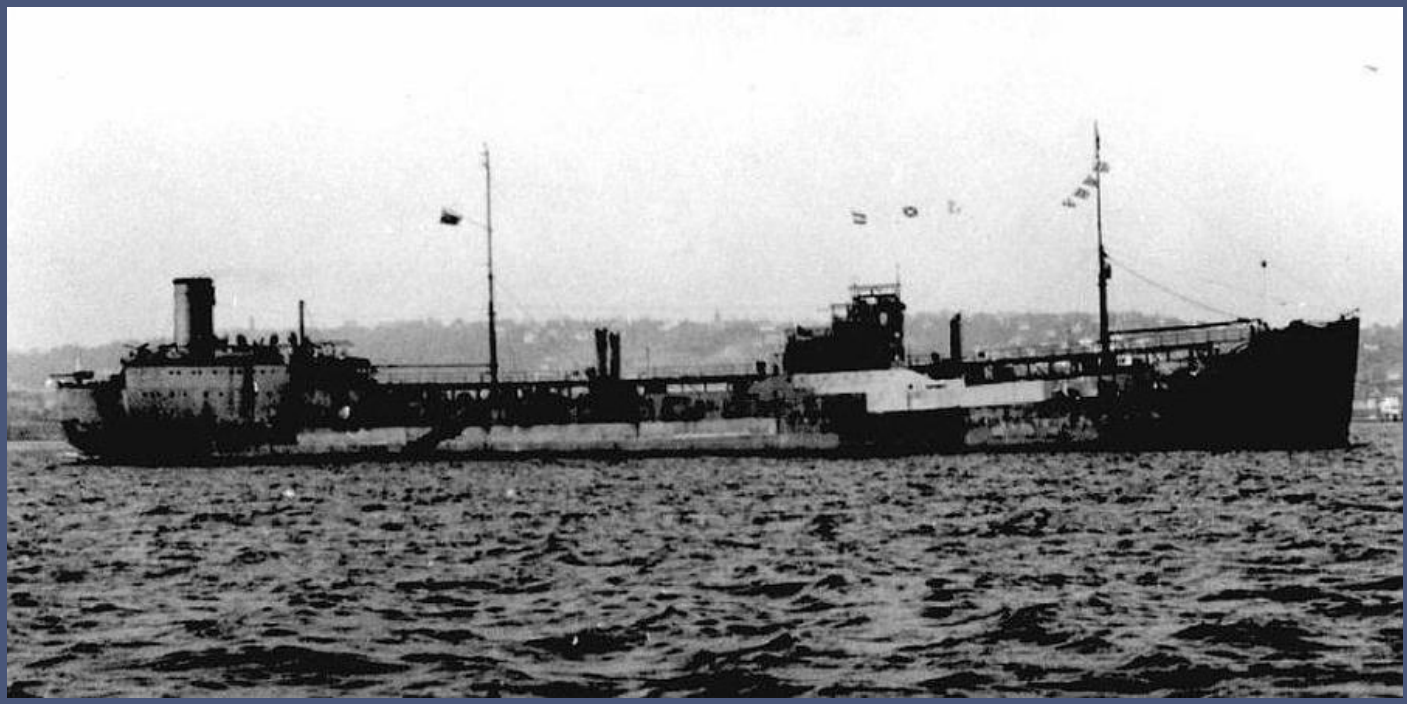
*Location of attack on **San Alberto**.*

ship sunk.

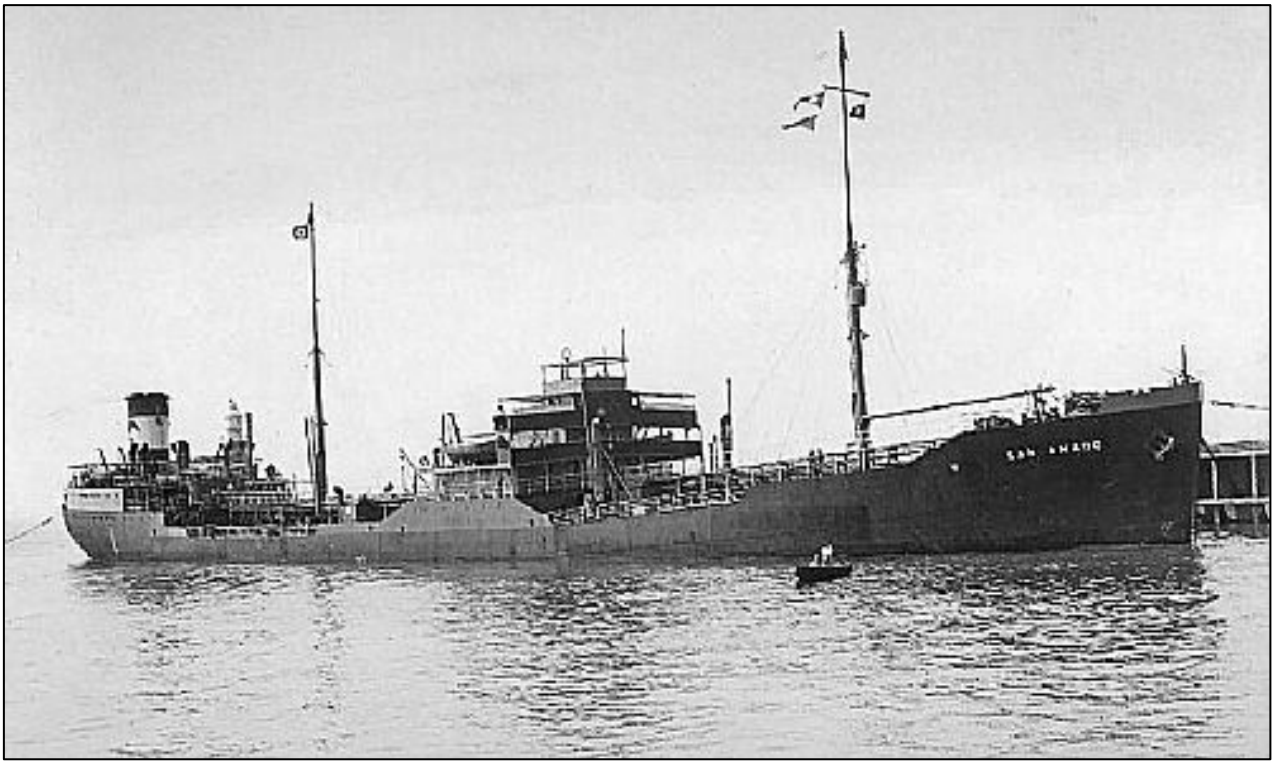
Name: SAN ALVARO
Type: Tanker
Launched: 17/01/1935
Completed: 03/1935
Builder: Swan, Hunter & Wigham Richardson Ltd
Yard: Wallsend
Yard Number: 1493
Dimensions: 7385grt, 4412nrt, 446.0 x 60.3 x 32.0ft
Engines: Oil engines, 4SCSA, 8cyl, 502nhp
Engines by: Hawthorn, Leslie & Co Ltd, Newcastle
Propulsion: 1 x Screw, 12.0knots
Construction: Steel
Reg Number: 163582

History:
03/1935 Eagle Oil & Shipping Co Ltd, London
23/02/1944 Sank

Comments: 23/02/1944: Torpedoed by U-Boat U510. She caught fire & was abandoned
She was then scuttled by gunfire & depth charges from an escorting warship
In position 13.46N - 48.55E, 200 miles SW of Aden
On a voyage from Abadan to Aden & Suez



Launched 1934: mv SAN AMADO



mv SAN AMADO

built by Blythswood Shipbuilding Company Scotstoun,
Yard No 37
Engines by J G Kincaid & Co Ltd Greenock

Last Name:	GOLFO DE CASTELLAMARE (1956)
Port of Registry:	London
Propulsion:	Oil engine 4S CSA 8cy machy aft
Launched:	Wednesday, 21/11/1934
Built:	1935
Ship Type:	Tanker
Tonnage:	7316 grt
Length:	446 feet
Breadth:	60 feet

Owner History:
Eagle Oil Company
1956 Andrea Marsano & Sons, Italy
1965 Cia. Generale di Nav.
Status: Scrapped - 10/10/1967

Remarks: Completed: February 1935
Scrapped at La Spezia

Name: SAN AMBROSIO
Type: Tanker
Launched: 02/02/1935
Completed: 04/1935
Builder: Hawthorn Leslie & Co Ltd
Yard: Hebburn
Yard Number: 593
Dimensions: 7410grt, 4404nrt, 446.0 x 60.4 x 32.0ft
Engines: 8cyl, oil engine 4SCSA, 502nhp
Engines by: Hawthorn Leslie & Co Ltd, St Peters
Propulsion: 1 x Screw, 12.0knots
Construction: Steel
Reg Number: 164444

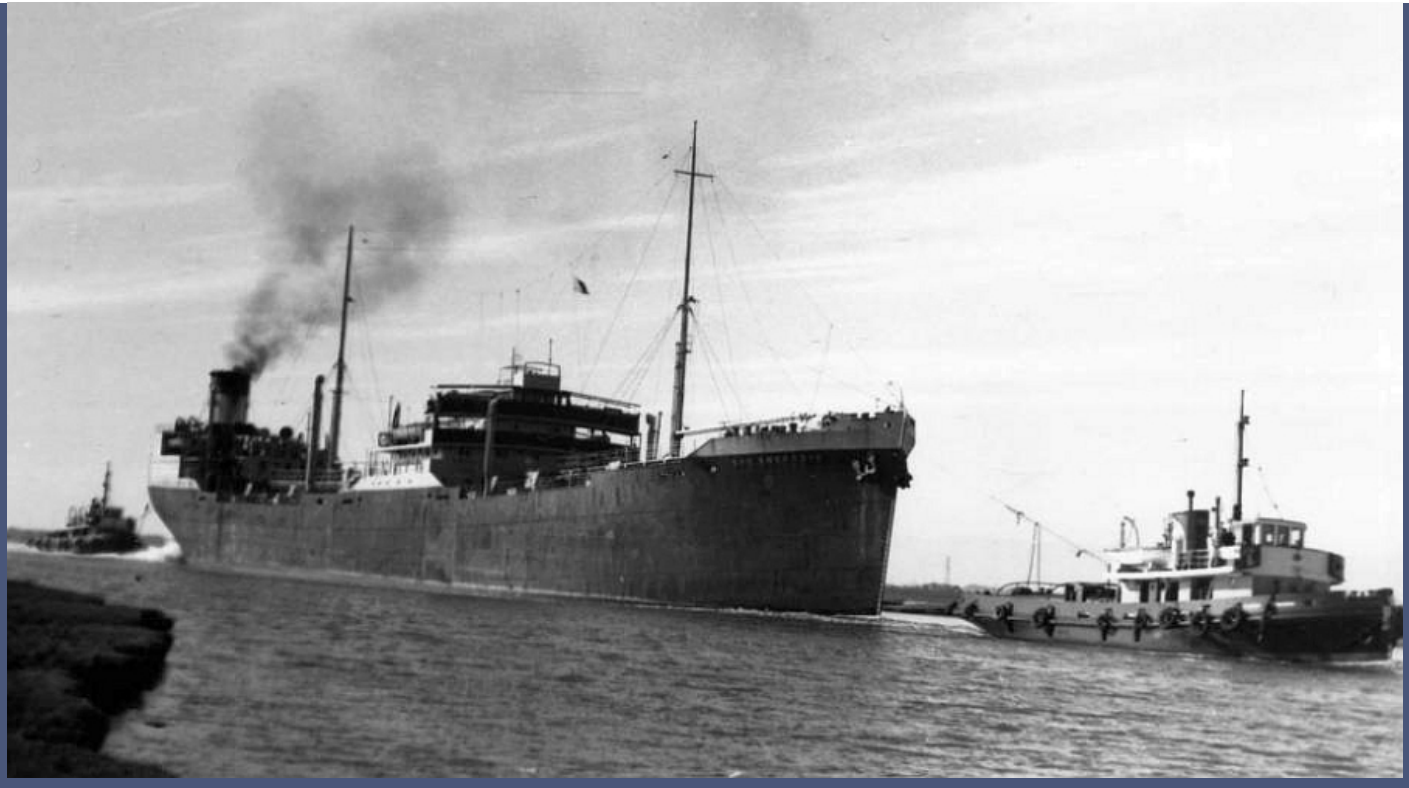
History:
04/1935 Eagle Oil & Shipping Co Ltd, London
13/10/1957 Broken up

Comments: 13/10/1957: Broken up at Preston

Photo courtesy of Kevin Blair

Photo courtesy of www.photoship.co.uk

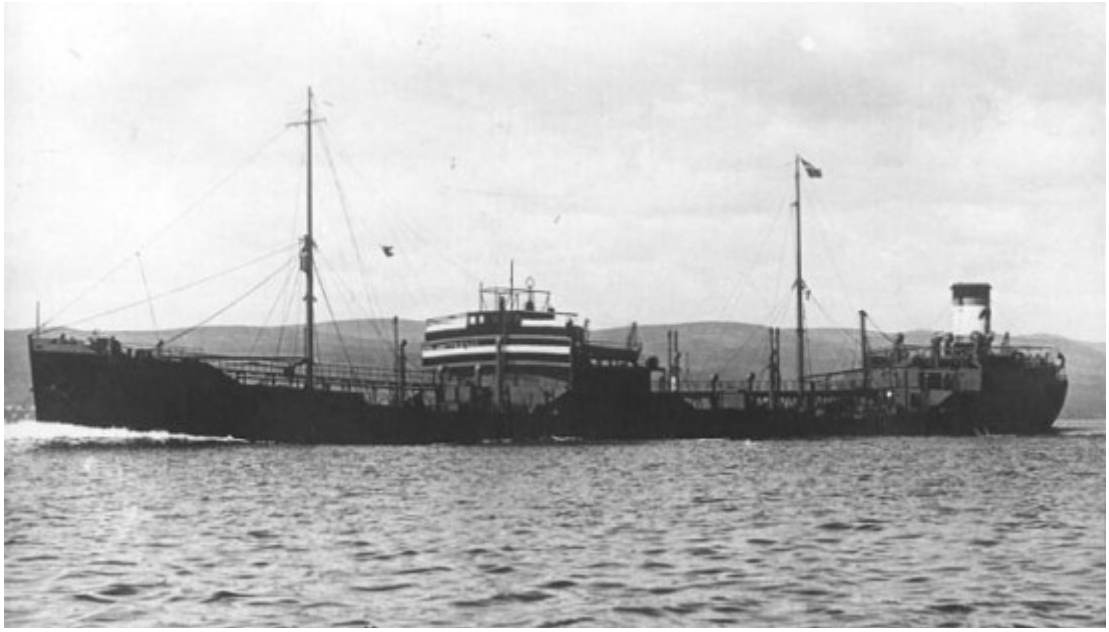
Photo courtesy of www.photoship.co.uk



Entering Preston for breaking up. Photo copyright of Donald Robertson

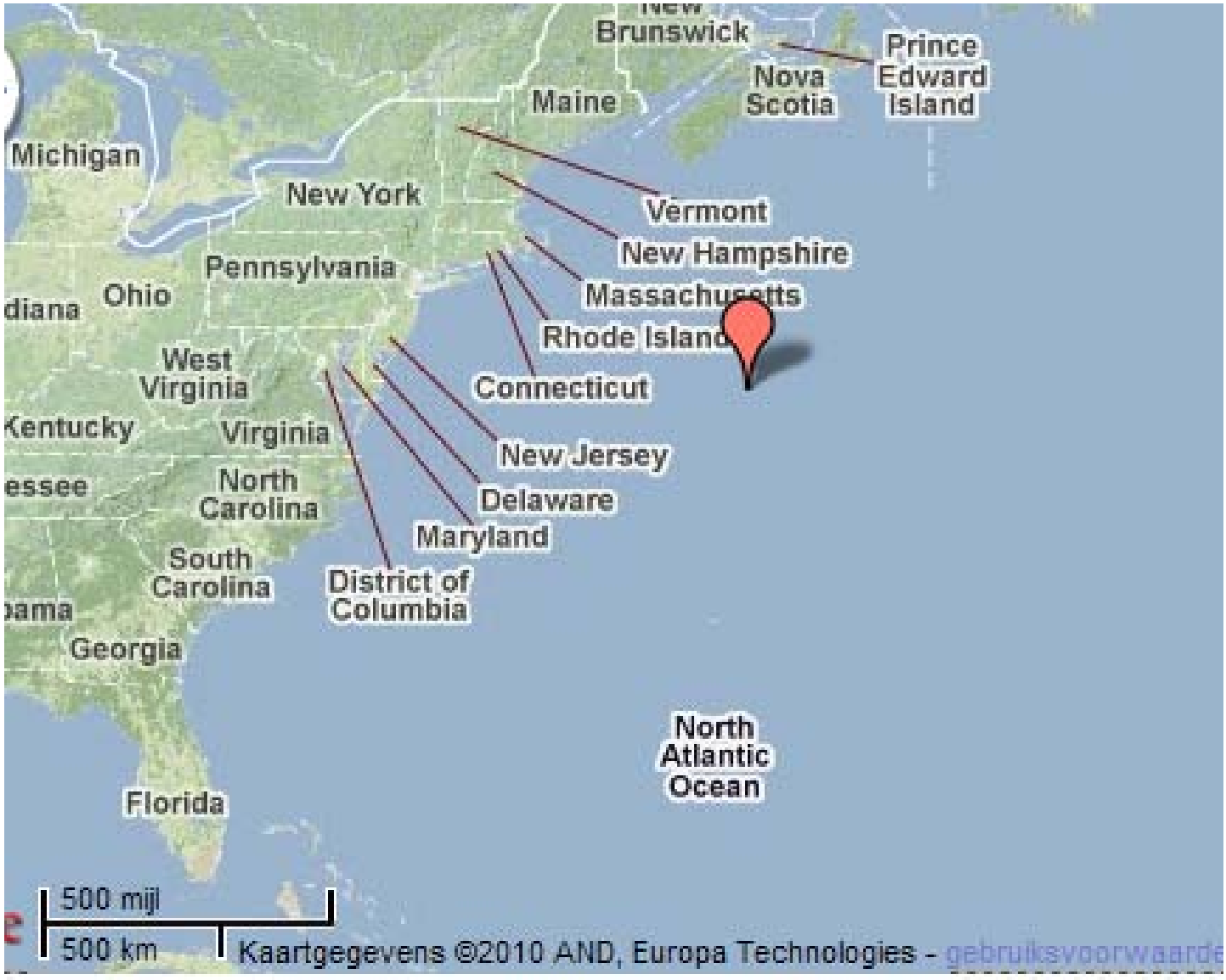
San Arcadio

British Motor tanker



Name	**San Arcadio**		
Type:	Motor tanker		
Tonnage	7,419 tons		
Completed	1935 - Harland & Wolff Ltd, Govan, Glasgow		
Owner	Eagle Oil & Shipping Co Ltd, London		
Homeport	London		
Date of attack	31 Jan 1942	**Nationality:**	British

Fate	Sunk by U-107 (Harald Gelhaus)
Position	38.10N, 63.50W - Grid CB 5478
Complement	50 (41 dead and 9 survivors).
Convoy	
Route	Houston - Halifax - Mersey
Cargo	6600 tons of gas oil and 3300 tons of lubricating oil
History	Completed in April 1935
Notes on loss	At 16.45 hours on 31 Jan, 1942, the unescorted **San Arcadio** (Master Walter Frederick Flynn) was hit in the bow by two torpedoes from U-107 north of Bermuda and caught fire. The U-boat surfaced after a coup de grâce hit in the engine room at 18.51 hours and caused the tanker to break in two. The Germans fired 24 rounds from the deck gun at the stern without scoring a hit and then left the area. The master, 37 crew members and three gunners were lost. Seven crew members and two gunners were rescued by a Mariner flying boat (VP-74 USN) and landed at Bermuda.



*Location of attack on **San Arcadio**.*

ship sunk.

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San Calisto

The first loss to the Shell group occurred on 1 December 1939 in the Thames Estuary, the 12,000 ton motor vessel **San Calisto** of Eagle Oil Co. en-route London to Hull to join a convoy, when altering course to pass Tongue Light Vessel almost immediately there was a deafening explosion, a few moments later a second mine exploded, a gaping hole appeared amidships, the steel deck plating was rolled back, the bridge and wheel-house were blown away. Two Officers and four ratings were killed instantly, six other members of the crew and two radio Operators were seriously injured. realising the ship would founder Captain Hicks although injured himself ordered abandon ship survivors cleared the ship without mishap and were landed at Margate. Had settled by the head with a list to starboard, the bridge was awash, shortly afterwards only the masts were visible, salvage was impossible. There was no sign of panic, crew members made a thorough search for any survivors. Engineers descended into the engine room seeking shipmates.

Name	SAN CALISTO
Type	Tanker
Yard Number	486
Launched	11/12/1958
Completed	06/1959
Off. Number	300935
Engine builder	Metropolitan Vickers Electrical, Manchester
Engine type	2 steam turbines
GRT	21179
Length (feet)	638.5
Beam (feet)	87.4
First owner	Eagle Tanker Co., London
History	1960 Shell Bermuda (Overseas) Ltd.
	1965 renamed VERMETUS
Fate	09/05/1975 arrived at Masan for breaking

Name	SAN CONRADO
Type	Tanker
Yard Number	487
Launched	17/09/1959
Completed	03/1960
Off. Number	301097
Engine builder	Metropolitan Vickers Electrical, Manchester
Engine type	2 steam turbines
GRT	21180
Length (feet)	638.5
Beam (feet)	87.4
First owner	Launched for Eagle Tanker Co., London, completed for Shell Bermuda (Overseas) Ltd.
History	1965 renamed VALVATA
Fate	12/04/1975 arrived at Bilbao for breaking

SAN CONRADO as VALVATA

Use browser to return to this year

San Conrado/Valvata (1960)

Teakol
1137 tons
Hull 412
San Dario 1918

A tanker. Which had quite a long life. 64.0 metres long, perpendicular to perpendicular, (210 or 220 ft.), twin-screw, speed of 9 1/2 knots, crew of 19. Built for the Admiralty for use as a WW1 Royal Fleet Auxiliary oiler. In 1920, the vessel was sold to The Eagle Oil Transport Co. Ltd., ('Eagle') of London, (or maybe 'Eagle Oil & Shipping Co. Ltd.'), & renamed ***San Dario***. Was it involved in WW1 & WW2 duty? On Nov. 20, 1936, while at anchor at Milford Haven, & under charter to Shell Mex & B.P., the vessel was hit by ***Thomas Deas***, a 276 ton trawler, steaming at 6 knots. ***San Dario*** was holed in No 5 tank above the water on the port side & several plates & frames were indented & buckled. The vessel was not in danger of sinking. ***Thomas Deas*** would seem to have not been damaged. On Sep. 30, 1957, the vessel arrived at Grays, Essex, to be broken up at the T. W. Ward Ltd. facilities there.

San Delfino

British Motor tanker

Name	**San Delfino**
Type:	Motor tanker
Tonnage	8,072 tons
Completed	1938 - Furness Shipbuilding Co Ltd, Haverton Hill, Middlesbrough
Owner	Eagle Oil & Shipping Co Ltd, London
Homeport	London
Date of attack	10 Apr 1942 **Nationality:** British

Fate	Sunk by U-203 (Rolf Mützelburg)
Position	35.35N, 75.06W - Grid CA 7965
Complement	50 (28 dead and 22 survivors).
Convoy	
Route	Houston (3 Apr) - Halifax - Hull
Cargo	11.000 tons of aviation spirit
History	Completed in September 1938
Notes on loss	At 03.47 hours on 10 Apr, 1942, the unescorted **San Delfino** (Master Albert Edward Gumbleton) was hit by one torpedo from U-203 east of Cape Hatteras but without any visible effect. A spread of two torpedoes fired in a second attack at 03.51 hours missed, but the next torpedo at 05.08 hours hit and sank the tanker. The U-boat needed altogether seven torpedoes to sink the ship. 24 crew members and four gunners were lost. The master, 19 crew members and two gunners were picked up by **HMS Norwich City (FY 229)** (Lt L.H. Stammers, RNVR) and landed at Morehead City, North Carolina.

*Location of attack on **San Delfino**.*

ship sunk.

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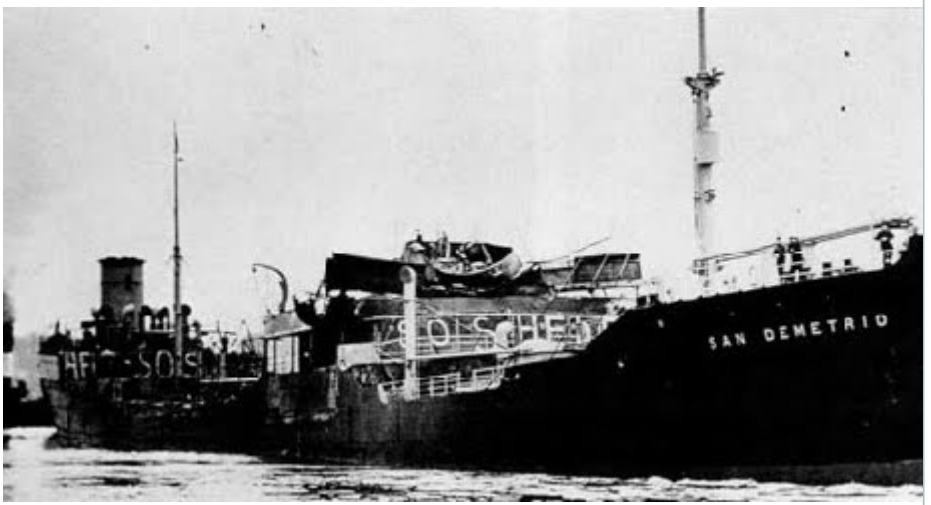
San Demetrio

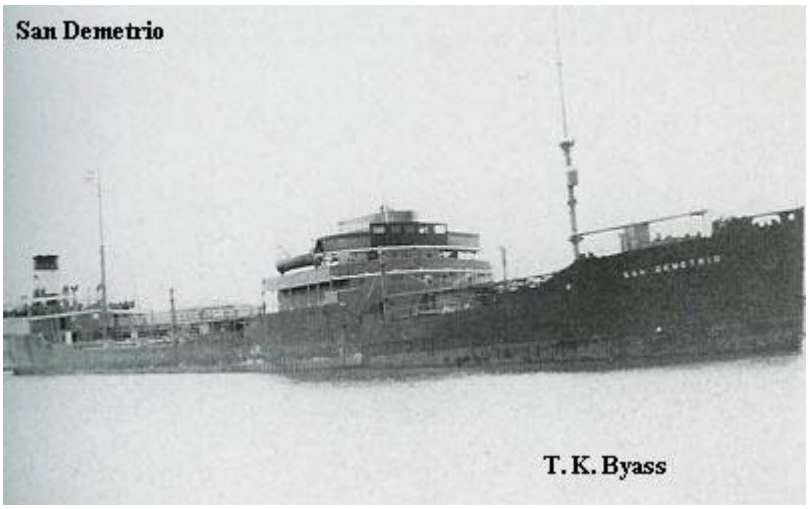


The 12,000ton motor tanker San Demetrio Captain G.Waite, O.B.E. of the Eagle Oil Company, was one of the ships in the convoy selected as a target by the pocket-battleship. Fire broke out amidships and aft and with a full cargo of petrol in the tanks her doom appeare3d certain. She was abandoned under continued heavy shell-fire, and the lifeboats became widely separated during the gale force winds that arose during the night. On the following day the San Demetrio was still afloat, and one boat remained in sight of her, in charge of the Second Mate A.G.Hawkins and Chief Engineer Pollard and fourteen crew members. She was a wreck, heavy smoke rising from the deck and surrounding sea, petrol spurting from the shell holes parts of the hull were glowing red. The boats crew conferred and decided to to reboard her, accepting the grave risk of the vessel exploding. By courage and toil unparalleled in ship salvage, they extinguished the fire, plugged the leaks, raised steam and steered 'By guess or by God' safely to port, to deliver no less than 11,000 tons out of a total of 11,200tons of gasolene cargo.

The reconditioned San Demetrio command of Captain Conrad Vidot, was torpedoed and sunk on 16 March 1942 in the Atlantic Ocean, less than 100 miles from the American coast.

San Demetrio

British Motor tanker



Name	**San Demetrio**
Type:	Motor tanker
Tonnage	8,073 tons
Completed	1938 - Blythswood Shipbuilding Co Ltd, Glasgow
Owner	Eagle Oil & Shipping Co Ltd, London
Homeport	London
Date of attack	17 Mar 1942 **Nationality:** British
Fate	Sunk by U-404 (Otto von Bülow)
Position	37.03N, 73.50W - Grid CA 8163
Complement	53 (19 dead and 32 survivors).
Convoy	
Route	Baltimore (14 Mar) - Halifax - UK
Cargo	4000 tons of alcohol and 7000 tons of motor spirit
History	
Notes on loss	At 02.16 hours on 17 Mar, 1942, the unescorted **San Demetrio** (Master Conrad Vidot) was torpedoed and sunk by U-404 northwest of Cape Charles, Virginia. 16 crew members and three gunners were lost. The U-boat inspected the lifeboats but did not communicate with the survivors and soon submerged again. The master, 26 crew members and five gunners were picked up after two days by the American merchant **Beta** and landed at Norfolk, Viriginia. The master Conrad Vidot was awarded the Lloyds War Medal for bravery at sea.

*Location of attack on **San Demetrio**.*

ship sunk.

MV *San Demetrio*

Owner:	Eagle Oil Company Ltd London
Launched:	1938
Homeport:	London
Fate:	Sunk by U-404 on 17 March 1942
Displacement:	8073 gross tons
Length:	479 ft 5 in (146.13 m)
Beam:	61 ft 2 in (18.64 m)
Propulsion:	Diesel

The MV ***San Demetrio*** was a British tanker that was abandoned by her crew in mid-Atlantic during the Second World War. She was later re-boarded and successfully brought into harbour. She was the subject of a 1943 film, *San Demetrio London*, one of the few films that recognised the heroism of the Merchant Navy crews during the war.

Convoy HX-84

San Demetrio had loaded 12,000 tons of aviation fuel in Galveston and was bound for Avonmouth. Her maximum speed was twelve knots. She joined Convoy HX-84 for the passage across the north Atlantic and left Halifax, Nova Scotia on 28 October 1940, one of 38 ships. The convoy's sole escort was the armed merchant cruiser HMS *Jervis Bay*, a converted passenger liner that had been fitted with eight ancient 6-inch guns.

Attack by the *Admiral Scheer*

On 5 November the German heavy cruiser *Admiral Scheer* found the convoy at 50°30′N 32°00′W50.5°N 32°W and attacked immediately. Captain E.S.F. Fegen of *HMS Jervis Bay* steamed out towards the raider so as to delay the *Admiral Scheer* to allow the convoy to scatter and escape. The *Jervis Bay* was completely outclassed, but she fought for 22 minutes [1] before she was sunk with the loss of 190 of her crew. Fegen received a posthumous Victoria Cross. Nevertheless, their sacrifice enabled most of the merchantmen from Convoy HX-84 to escape.

Admiral Scheer now tried to sink as many of the convoy as possible before darkness fell. *San Demetrio* was hit by several shells which left the upper deck in flames and destroyed the bridge and the poopdeck. Despite both the exploding shells and the resultant fire, the ship's highly flammable cargo did not explode. Nevertheless, her Master, Captain Waite, believed that the fire could set off the aviation fuel at any moment so he gave the order to abandon ship. Despite the ship remaining under fire from the *Scheer*, the crew escaped in two lifeboats. *Admiral Scheer* then turned her attention to other ships of the rapidly scattering convoy.

[edit] Re-boarding

The two lifeboats separated during the night and the lifeboat with the captain and twenty-five crew was picked up and taken to Newfoundland. The sixteen men in the other lifeboat, including Second Officer Arthur G. Hawkins and Chief Engineer Charles Pollard, drifted for 24 hours when they sighted a burning ship. To their surprise, they discovered that it was their own ship, *San Demetrio*. With precious few alternatives, the crew had to decide whether to risk death by exposure or to re-board and risk the fire. In the end they chose to remain in the lifeboat because the fire was too great and the weather too hazardous to attempt boarding, but after a second night aboard the little boat and enduring a freezing North Atlantic winter gale, they regretted not re-boarding the tanker. At dawn the following day, 7 November, the *San Demetrio* was about five miles downwind and so the crew set sail towards her and re-boarded. They put out the fire and rigged up a steering system. There was no navigational equipment so they guessed a course from occasional glimpses of the sun. They then managed to sail the tanker across the rest of the Atlantic braving bad weather and the U-boats and after seven days reached the waters off Ireland from where they were escorted on to the mouth of the Clyde, docking on 16 November. They declined the offer of a tow from a tug because of the high cost.

Amazingly, despite the damage and fire only 200 tons of the original cargo had been lost. There was only one fatality, John Boyle, who had been injured jumping into the lifeboat after the original battle and gradually began to feel unwell. He was propped up in the engine room to watch the gauges but died of a haemorrhage after two days. He was awarded the King's Commendation for Brave Conduct.

Since the crew had not received any assistance from another vessel, in the following court case they were able to claim the salvage money from the insurers for the ship and cargo. The oil and freight cargo were valued at £60,000. The ship herself, almost new, was worth £250,000. The court awarded the claimants £14,700 salvage money: £2,000 of it going to Skipper Hawkins; £1,000 to the estate of Joe Boyle. Another

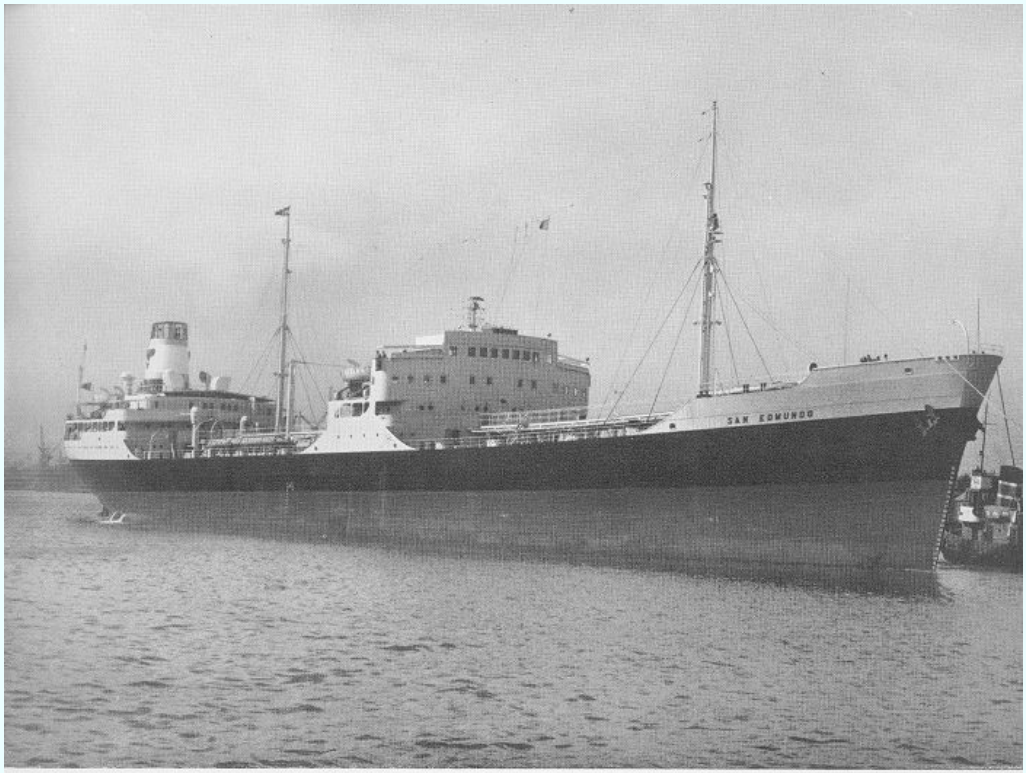
£1,000 went to 26-year-old Oswald Ross Preston, an American seaman, because he played a "magnificent" part when the battle started. Hawkins was also given the tattered Red Ensign of the ship.

Later events

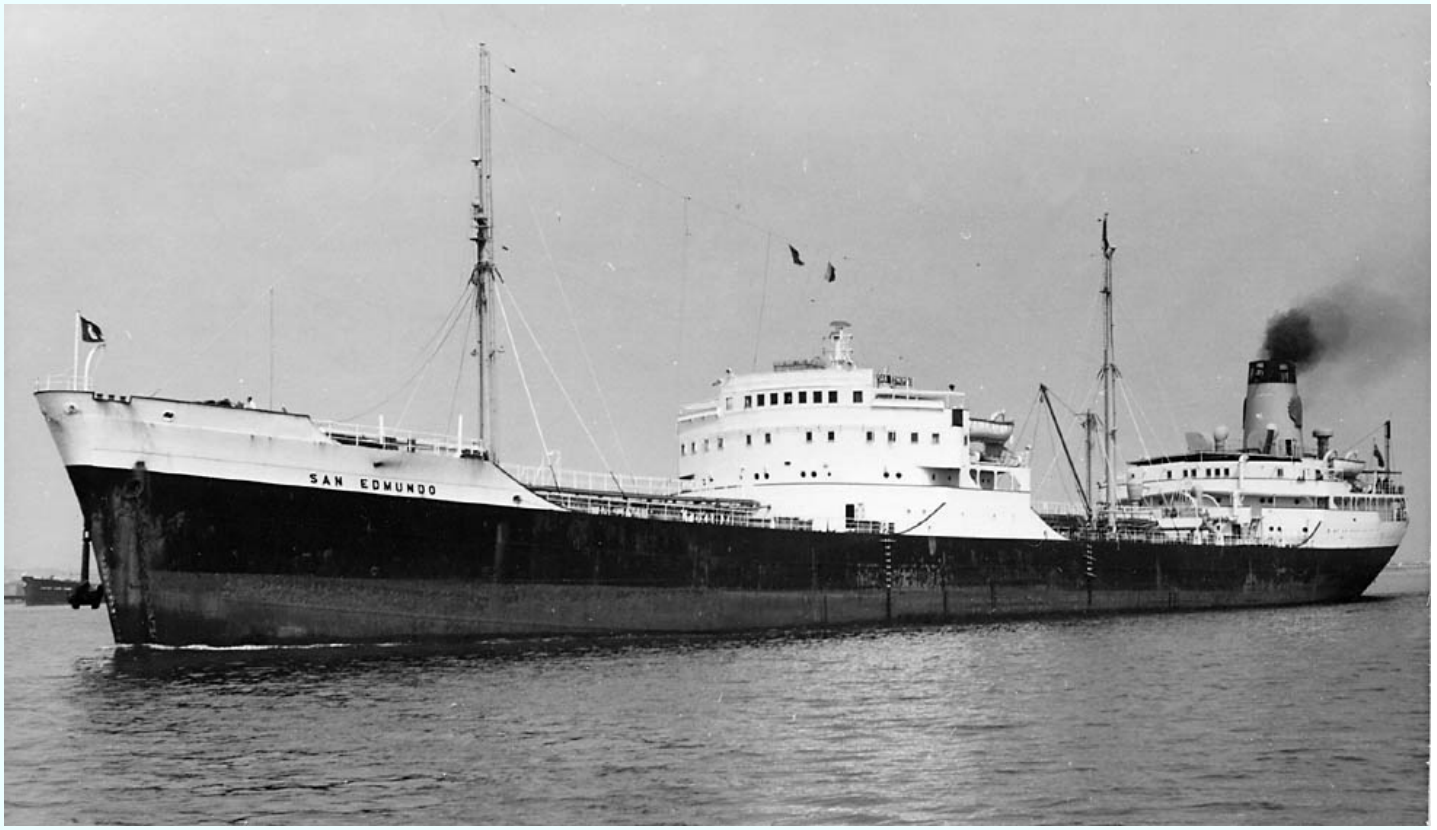
Second Officer Hawkins was awarded the OBE in recognition of his gallantry. *San Demetrio* was repaired and returned to service, but she was sunk by a torpedo from *U-404* on 17 March 1942.

The story was made into a film, the *San Demetrio London* in 1943, starring Walter Fitzgerald, Mervyn Johns, Ralph Michael, and Robert Beatty. It was one one of the few films to recognise the heroism of the Merchant Navy crews during the war.

Name	SAN EDMUNDO
Type	Tanker
Yard Number	496
Launched	24/10/1957
Completed	04/1958
Off. Number	187630
Engine builder	Richardson, Westgarth & Co., Hartlepool
Engine type	2 steam turbines
GRT	11955
Length (feet)	536.3
Beam (feet)	71.4
First owner	Eagle Tanker Co., London
History	1959 Shell Bermuda (Overseas) Ltd.
	1964 renamed HUMILARIA
	1973 DYNAMIC SAILOR, Cia. Nav. Orator, Greece
Fate	07/12/1984 arrived at Gadani Beach for breaking



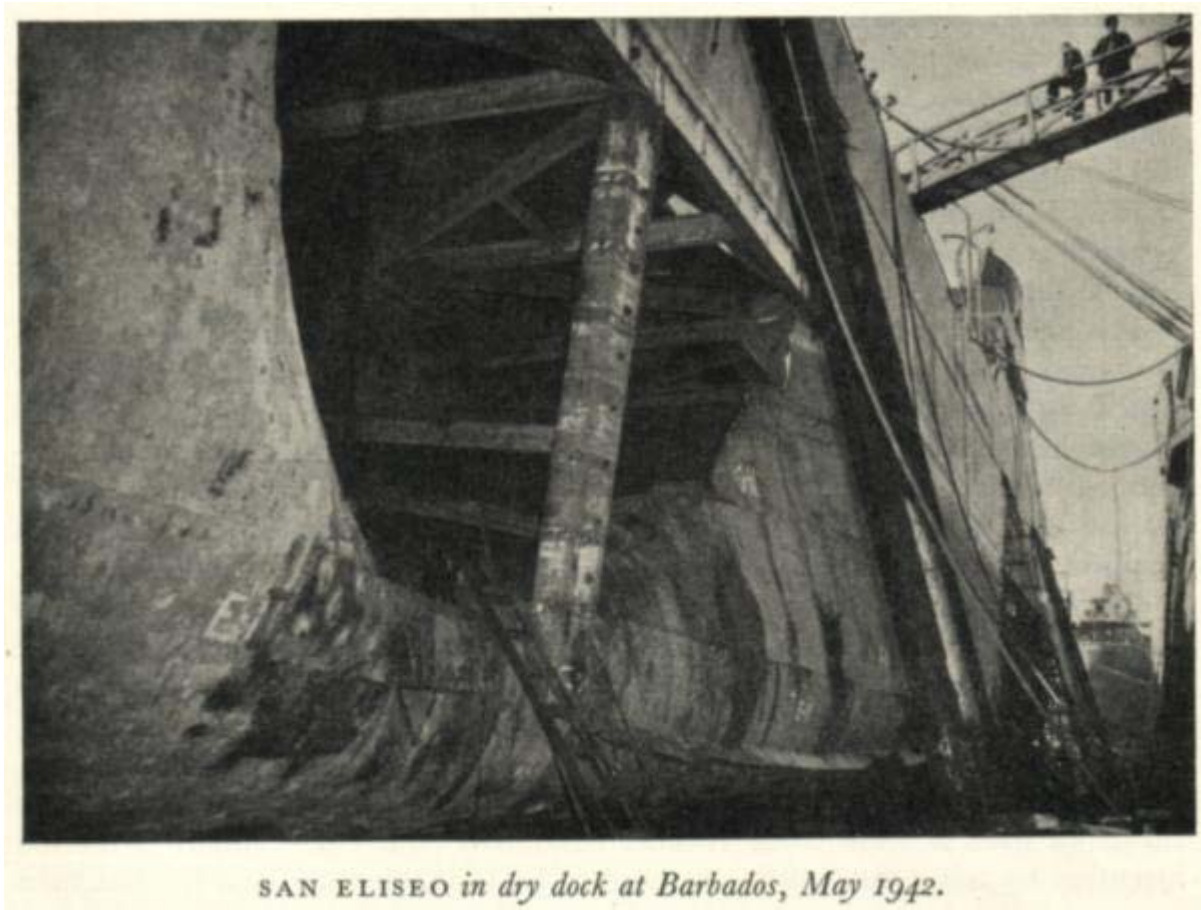
18,075 tons d.w. Steam Turbine Tanker *San Edmundo*, built for Eagle Tanker Co. Ltd., of Nassau, Bahamas



.... and later as HUMILARIA


HUMILARIA

	Broken up Bilbao 20 May 1963. See "Tanker Fleet" published by Anglo Saxon Petroleum Company 1948 for details of her adventures during the War.
Tonnage:	8,042 gross
Built:	1939
Type:	Tanker
Owner:	Eagle Oil
Official No:	167176
ID	1167176



SAN ELISEO *in dry dock at Barbados, May 1942.*

Above: SAN ELISEO in dry dock Barbados May 1942, after being torpedoed. May 1942. Source: Mersea Museum / Tanker Fleet, published by Anglo Saxon Petroleum Company in 1948.

San Eliseo - 1960

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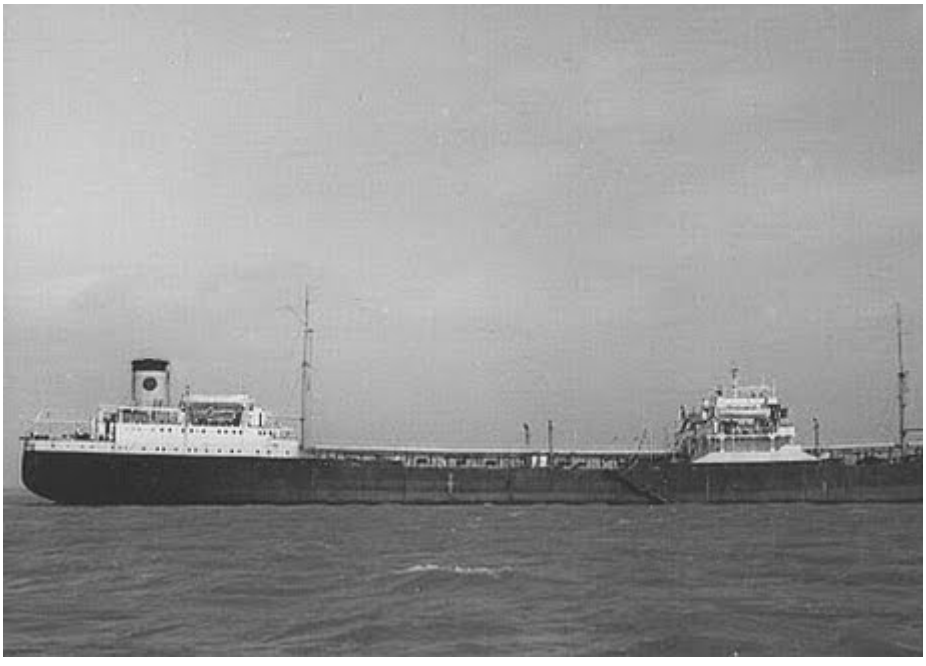
San Eliseo



San Eliseo Captain Peter Johnson The 12,000 ton tanker was attacked off Barbados May 1942, one torpedo struck under the bridge accomodation extensively damageing the ship. The gun crew with 4.7 inch shells fired at the U-boat's periscope. Meanwhile **San Eliseo** listing badly was brought onto an even keel by topping up the tanks with sea-water. Speed was reduced from thirteen to eleven knots. Preparations to shell the tanker by the Germans now surfaced were abandoned hastily, when they realised the tanker loomed in the darkness fearing being rammed the U-boat crash dived amid a great flurry of foam.

The **San Eliseo** was not molested again, she reached Barbados after many anxious hours, during which compressed air pressure was maintained continually on all compartments, by the equipment developed by Mr W. Lynn Nelson as previously told in the narratives of the War stories of the Shell Tankers and the men who manned them. The research for salvage and saving of life at sea by using compressed air to drive out the sea in damaged cargo tanks was claimed as one of the great inventions of WW2 briefly explained in the story of San Delfino.

Atlantic Raiders. The early months of 1941 were no better on the Atlantic. The U-boats and long range bombers of the Luftwaffe hunted over the ocean routes. All the vigilance of the Royal Navy and Allied sea patrols could not prevent the surface raiders from roaming the seas to the detriment of the merchant shipping and loss of life of merchant seamen. The loss of our former naval bases in Eire and the acquisition by the Germans of the ports in Brittany gave U-boats direct access to the Atlantic, and in March of the critical year of 1941, German attacks were calamitous to merchant shipping and the tankers of the Shell group. Two of the ships Eagle Oil's San Casimiroof 12,000 tons Under command of Captain Shotton, and the Anglo-Saxon companies Simnia of 9,000 tons both bound for Curacao in ballast, unaware that two of Germany's formidable Surface Raiders were between them and

their destination.

15 March at 11am the control tower of the battleship was sighted. The first shot from the Raider enabled a wireless message to be transmitted before being blotted out by the Raider, now steaming fast, soon closed the distance, the enemy fired again with her heavy guns, holing the engine room, smashing lifeboats, main aerial and destroying the wireless room. The warship closed the distance to two miles and was recognised as the Pocket Battleship 'Gneisenau' the tanker had no chance. The German could have laid off at nine miles and hammered her into wreckage with impunity. Captain Shotton accepted the inevitable, stopped his ship to save needless loss of life, nothing more could be done except dispose of all confidential documents and hoist the signal 'My engines are stopped'. The British tanker crew stood by ready to take to the boats, all knew that the Raiders guns were trained on the tanker. 'Geisenau' sent a message 'I am sending a motor boat boarding party' Two German Officers and thirty armed marines with revolvers , machine guns, and grenades were set guard over vital parts of the ship. The Germans took an inventory, of bunker tonnage and other particulars regarding the ship, Captain Shotton and the two DEMS gunners were removed from the ship as prisoners. San Casimiro with fourteen Germans on board as prize crew though damaged was got underway with the tanker crew confined to their accommodation. She proceeded in a northerly direction. Early afternoon on the fifth day three R.A.F aircraft approached the ship and kept the tanker under observation for some time. At four pm San Casimiro was stopped and the order 'abandon ship was give by the Germans, the prisoners were released and ship was being scuttled, RAF planes flew in and began machinegunning the ship, in retaliation to the bursts of fire from the Nazi's, having lighted the demolition charges the incendiary fire was taking hold. Racing up astern in the distance were two warships. They were the Battle Cruiser 'H.M.S. Renown' and the Aircraft Carrier 'H.M.S. Ark Royal' Launching the lifeboats proceeded smoothly.The San Casimiro crew were mostly Newfoundland men the German Boarding party were now very anxious being prisoners, the only casualty was the Chief Engineer who had received a serious bullet wound to the leg. The warships had little time to spare as the position of 'Gneisenau' and 'Scharndhorst'were known roughly. The elation of rescue was dampened by the explosions in the tanker and sheets of flame as fire spread, salvage was now out of the question and 'Renown gave the 'coup de grace'with her six-inch gun batteries. The survivors were landed at Gibraltaand repatriated to the United Kingdom on the transport 'Empire trooper'.

Captain Shotton and the two Gunners from San Casimiro aboard the German 'Gneisenau' and officers from the Norwegian vessel 'Bianca' It was the misfortune of another Shell Group tanker in the path steaming northward on an independent course of the German.

San Eliseo

British Motor tanker

Photo Courtesy of Library of Contemporary History, Stuttgart

Name	**San Eliseo**		
Type:	Motor tanker		
Tonnage	8,042 tons		
Completed	1939 - Lithgows Ltd, Port Glasgow		
Owner	Eagle Oil & Shipping Co Ltd, London		
Homeport	London		
Date of attack	18 May 1942	**Nationality:**	British

Fate	Damaged by U-156 (Werner Hartenstein)
Position	15.30N, 54.16W - Grid EE 6165
Complement	52 (0 dead and 52 survivors).
Convoy	
Route	Liverpool (30 Apr) - Trinidad - Aruba
Cargo	Ballast
History	
Notes on loss	At 18.52 hours on 18 May, 1942, the unescorted **San Eliseo** was hit on the starboard side under the bridge and amidships by two torpedoes from U-156. The tanker had been spotted five hours before and continued after counter-flooding, firing into the direction of the U-boat, which surfaced and tried to get into a new firing position. At 04.39 hours on 19 May, a third torpedo was fired that hit on the starboard side aft of the bridge but apparently only caused minor damage because the tanker still continued. Even a fourth torpedo hit at 07.39 hours on the starboard side near the engine room could not stop her. At 09.17 hours, a stern torpedo was fired at the ship from the port side but missed because the tanker zigzagged wild from 120° to 330°. The U-boat had finally to give up the chase because it was ordered by the BdU to set course on Martinique immediately and the chance to score another hit on the alarmed tanker was very small. The **San Eliseo** arrived at Barbados on 20 May for temporary repairs, later continued to the USA where she returned to service after permanent repairs were made.

*Location of attack on **San Eliseo**.*

ship damaged.

San Emiliano

San Emiliano

British Motor tanker

Name	**San Emiliano**		
Type:	Motor tanker		
Tonnage	8,071 tons		
Completed	1939 - Harland & Wolff Ltd, Govan, Glasgow		
Owner	Eagle Oil & Shipping Co Ltd, London		
Homeport	London		
Date of attack	9 Aug 1942	**Nationality:**	British

Fate	Sunk by U-155 (Adolf Cornelius Piening)
Position	07.22N, 54.08W - Grid EO 6134
Complement	48 (40 dead and 8 survivors).
Convoy	E-7 (dispersed)
Route	Curaçao (29 Jul) - Trinidad (6 Aug) - Table Bay - Suez
Cargo	11.286 tons of aviation spirit
History	Completed in April 1939
Notes on loss	At 03.24 hours on 9 Aug, 1942, the **San Emiliano** (Master James Wilfred Tozer), dispersed from convoy E-7, was hit by one of two torpedoes from U-155 about 450 miles west of Trinidad and sank in flames after breaking in two. The U-boat had to avoid the flames on the water surface by diving. The master, 35 crew members and four gunners were lost. Eight crew members were picked up by a US Army transport and landed at Paramaribo, Dutch Guinea. The apprentice Donald Owen Clarke was posthumously awarded the George Cross and the chief radio officer D.W. Dennis was awarded posthumously the George Medal, both for their outstanding bravery.

*Location of attack on **San Emiliano**.*

ship sunk.

Name	SAN ERNESTO
Type	Tanker
Yard Number	1254
Launched	10/12/1958
Completed	05/1959
Off. Number	300899
Engine builder	Hawthorn Leslie, Hebburn
Engine type	Steam turbines
GRT	12301
Length (feet)	559
Beam (feet)	69.5
First owner	Eagle Tanker Co. Ltd., London
History	1960 Shell Bermuda (Overseas) Ltd., Hamilton, Bermuda
	1964 renamed ALINDA
Fate	27/07/1983 arrived at Gadani Beach for breaking


SAN ERNESTO

Name	SAN ERNESTO
Type	Tanker
Yard Number	300
Launched	22/11/1938
Completed	03/1939
Off. Number	167214
Engine builder	J. G. Kincaid, Greenock
Engine type	4 SCSA 8cyl., aft
GRT	8078
Length (feet)	463
Beam (feet)	61.2
First owner	Eagle Oil & Shipping Co. Ltd., London
Fate	15/06/1943 torpedoed and shelled by Japanese submarine I-37 in 09.18S 80.20E on passage Sydney for Abadan in ballast, wreck drifted onto west side of Nias Island (01.15N 97.15E).

San Fabian

British Steam tanker

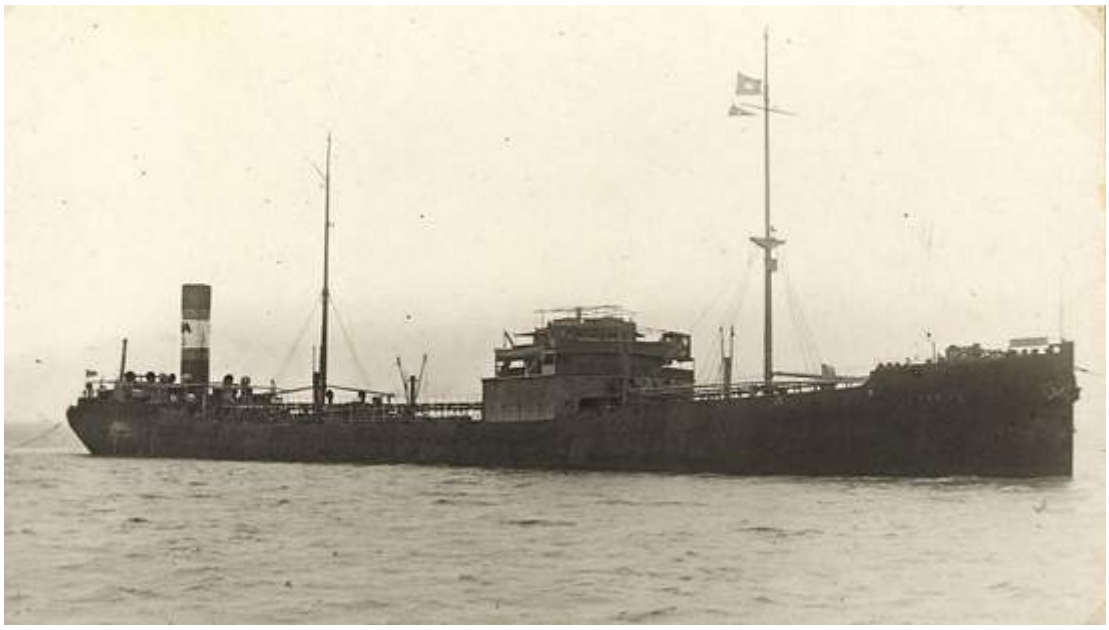


Photo Courtesy of Library of Contemporary History, Stuttgart

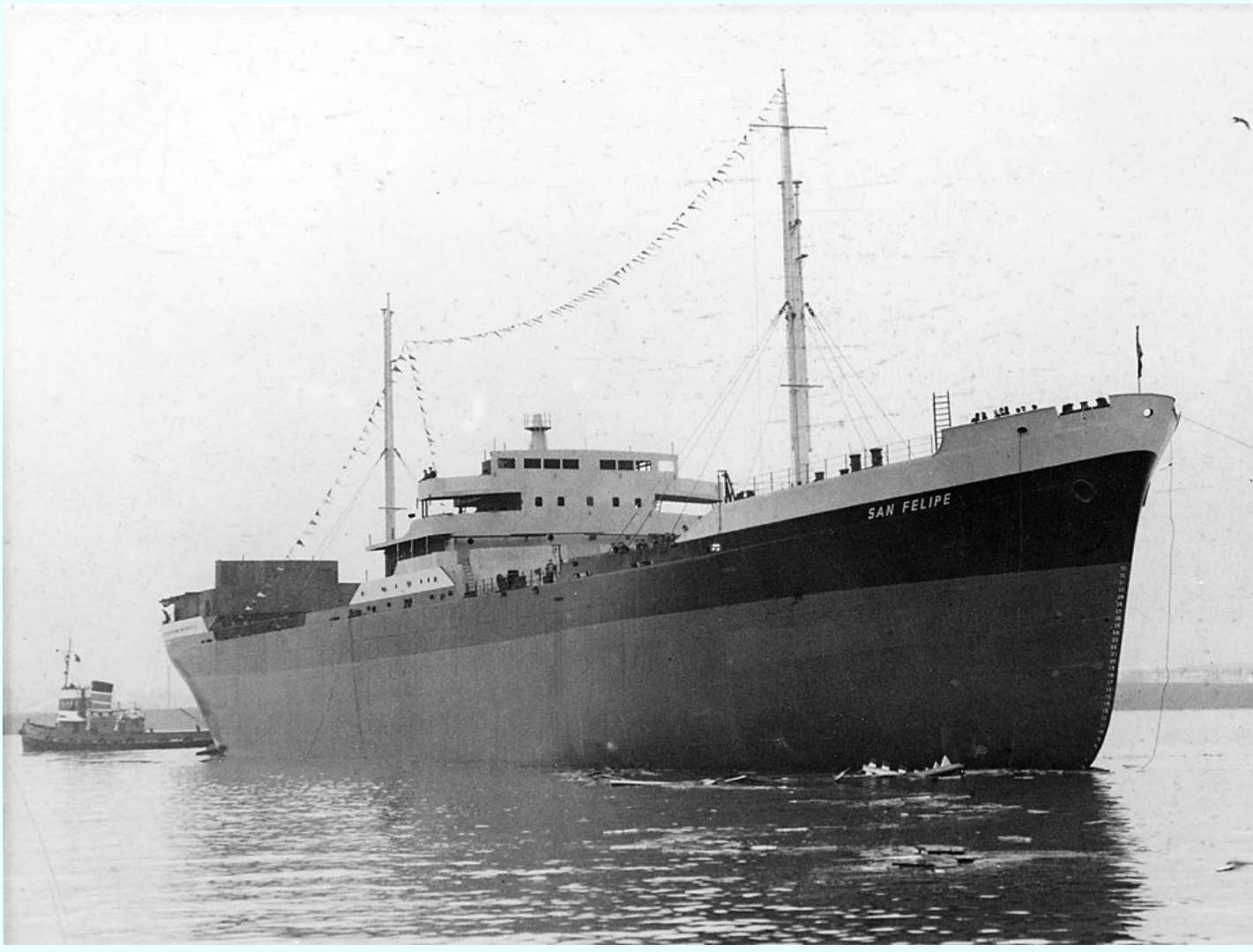
Name	**San Fabian**		
Type:	Steam tanker		
Tonnage	13,031 tons		
Completed	1922 - Sir W.G. Armstrong, Whitworth & Co Ltd, Newcastle-upon-Tyne		
Owner	Eagle Oil & Shipping Co Ltd, London		
Homeport	London		
Date of attack	27 Aug 1942	**Nationality:**	British

Fate	Sunk by U-511 (Friedrich Steinhoff)
Position	18.09N, 74.38W - Grid EC 1299
Complement	59 (26 dead and 33 survivors).
Convoy	TAW-15
Route	Curaçao (25 Aug) - Key West - UK
Cargo	18.000 tons of fuel oil
History	Completed in May 1922
Notes on loss	At 06.29 hours on 27 Aug, 1942, U-511 fired a spread of four torpedoes at the convoy TAW-15 about 120 miles south-southeast of Guantanamo and claimed two ships with 17.000 tons sunk and another damaged. The **San Fabian** and **Rotterdam** were sunk and the **Esso Aruba** was damaged. 23 crew members and three gunners from the **San Fabian** (Master Lloyd Guy Emmott) were lost. The master, 31 crew members and one gunner were picked up by **USS Lea (DD 118)** and the American patrol craft **USS PC-38** and landed at Guantanamo Bay. They were brought to Charleston, South Carolina by the American motor merchant **Nonsuco**, arriving on 15 September.

*Location of attack on **San Fabian**.*

ship sunk.

Name	SAN FELIPE
Type	Tanker
Yard Number	1241
Launched	27/01/1956
Completed	07/1956
Off. Number	187430
Engine builder	Hawthorn Leslie, Hebburn
Engine type	Steam turbines
GRT	12180
Length (feet)	555.8
Beam (feet)	69.5
First owner	Eagle Tanker Co. Ltd., London
History	1959 Shell Bermuda (Overseas) Ltd., Hamilton, Bermuda
	1965 renamed HOLOSPIRA
Fate	11/09/1976 arrived at Inchon for breaking



.... and below as HOLOSPIRA


HOLOSPIRA

San Felix

British Steam tanker

Name	**San Felix**		
Type:	Steam tanker		
Tonnage	13,037 tons		
Completed	1921 - Sir W.G. Armstrong, Whitworth & Co Ltd, Newcastle-upon-Tyne		
Owner	Eagle Oil & Shipping Co Ltd, London		
Homeport	London		
Date of attack	20 May 1941	**Nationality:**	British

Fate	Damaged by U-111 (Wilhelm Kleinschmidt)
Position	57.32N, 40.21W - Grid AJ 3542
Complement	53 (0 dead and 53 survivors).
Convoy	OB-322 (dispersed)
Route	Bowling - Curaçao
Cargo	Ballast
History	Completed in July 1921 **Post-war:** Broken up at Briton Ferry in October 1957.
Notes on loss	At 16.44 hours on 20 May, 1941, the **San Felix**, dispersed from convoy OB-322, was hit by one of two torpedoes from U-111, but escaped in a rain squall with a slight list to starboard after evading a second attack by zagging. The tanker arrived in St. Johns on 26 May. After temporary repairs, she continued to New York after two months and returned to service in October 1941.

*Location of attack on **San Felix**.*

ship damaged.

San Fernando

British Steam tanker

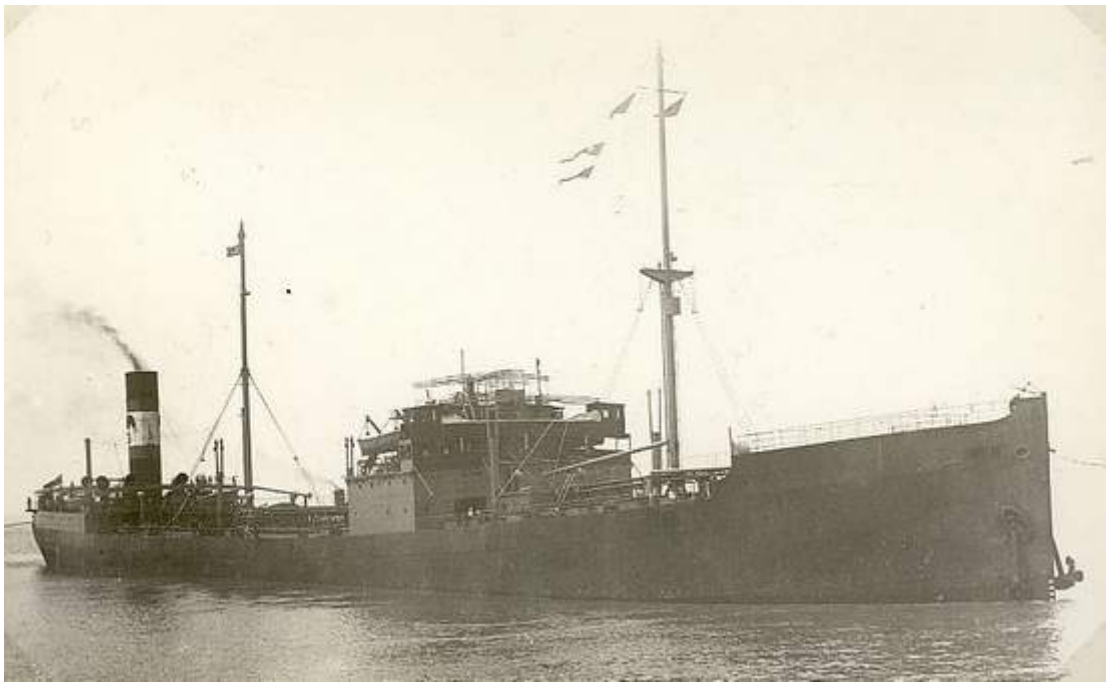


Photo Courtesy of Library of Contemporary History, Stuttgart

Name	**San Fernando**
Type:	Steam tanker
Tonnage	13,056 tons
Completed	1919 - Sir W.G. Armstrong, Whitworth & Co Ltd, Newcastle-upon-Tyne
Owner	Eagle Oil & Shipping Co Ltd, London
Homeport	London
Date of attack	21 Jun 1940 **Nationality:** British

Fate	Sunk by U-47 (Günther Prien)
Position	50.20N, 10.24W - Grid BF 1193
Complement	49 (0 dead and 49 survivors).
Convoy	HX-49
Route	Curaçao - Liverpool
Cargo	13.500 tons of crude oil and 4200 tons of fuel oil
History	Completed in October 1919
Notes on loss	At 20.07 hours on 21 Jun, 1940, U-47 fired a torpedo at a tanker in the middle of the convoy HX-49 about 50 miles south-southwest of Cape Clear and hit the **San Fernando**. The U-boat then fired two torpedoes at 20.08 and 20.10 hours but could not observe the results because they dived to 100 metres to avoid a steamer that was on collision course with the U-boat. Prien assumed that he had hit two 7000 grt steamers, but this is not confirmed in Allied reports. The **San Fernando** (Master Arthur Richard Buckley) was taken in tow by tugs but sank the next day. The master and 48 crew members were picked up by **HMS Fowey (L 15)** (Cdr H.B. Ellison, RN) and **HMS Sandwich (L 12)** (Cdr M.J. Yeatman, RN) and landed at Plymouth.

*Location of attack on **San Fernando**.*

ship sunk.

San Florentino

British Steam tanker

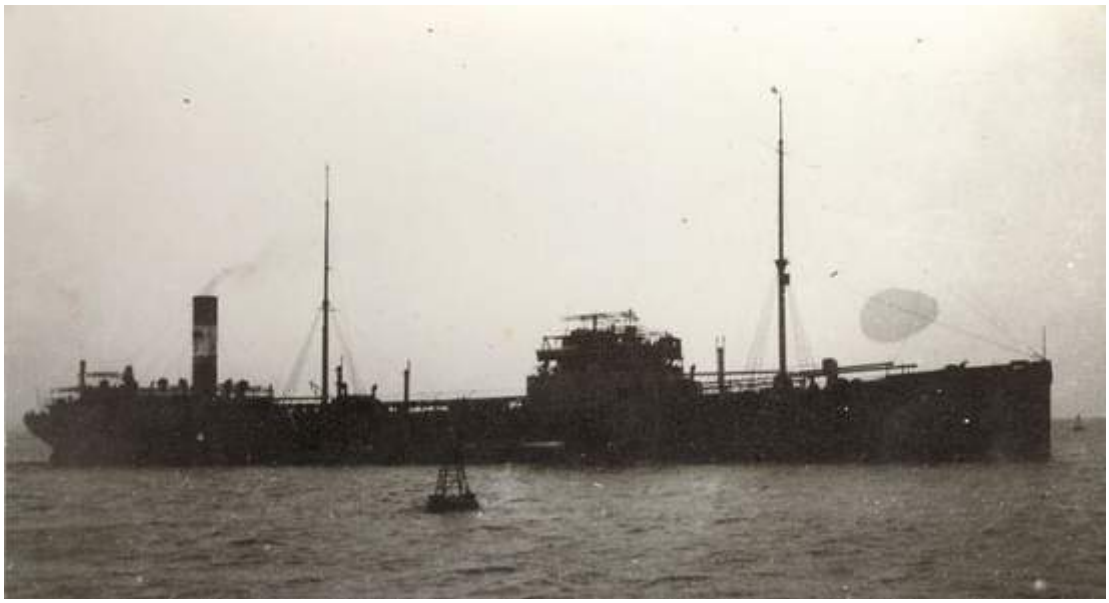


Photo Courtesy of Library of Contemporary History, Stuttgart

Name	**San Florentino**		
Type:	Steam tanker		
Tonnage	12,842 tons		
Completed	1919 - Swan, Hunter & Wigham Richardson Ltd, Wallsend, Sunderland		
Owner	Eagle Oil & Shipping Co Ltd, London		
Homeport	London		
Date of attack	1 Oct 1941	**Nationality:**	British

Fate	Sunk by U-94 (Otto Ites)
Position	52.50N, 34.40W - Grid AK 8168
Complement	58 (23 dead and 35 survivors).
Convoy	ON-19 (straggler)
Route	Glasgow - Halifax - Curaçao
Cargo	Ballast
History	At 12.08 and 12.09 hours on 4 Mar, 1940, U-29 (Schuhart) fired one torpedo each at two ships in a group of three dispersed from convoy HX-19 in grid BF 2135 and observed a hit on the **Pacific Reliance** and a small detonation near the second (the xB-Dienst reported the sinking of the **San Florentino**, but the vessel was in fact not hit).
Notes on loss	At 23.57 hours on 1 Oct, 1941, the **San Florentino** (Master Robert William Davis), a straggler from convoy ON-19, was hit amidships by one torpedo from U-94 southeast of Cape Farewell. The tanker had been spotted at 18.10 hours and missed by a first torpedo at 23.36 hours, but continued after being hit while firing into the direction of the U-boat. At 02.49 hours on 2 October, the **San Florentino** was hit in the bow by a torpedo in grid AK 8194, radioed the position 52°42N/34°51W, dropped fog buoys and continued. She even proceeded after being hit in the bow by a third torpedo in grid AK 8434 at 04.26 hours and evaded another torpedo 25 minutes later, but broke in two at 05.02 hours. The wreck was hit by a coup de grâce at 05.52 hours, that caused a boiler explosion. The bow remained afloat upright and the stern only sank slowly, so the U-boat fired 34 rounds from the deck gun into it and then left the area. Parts of the wreck

were scuttled by gunfire by **HMCS Alberni (K 103)** (LtCdr G.O. Baugh) on 2 October.

The master, 21 crew members and one gunner from **San Florentino** were lost. 31 crew members and four gunners were picked up by **HMCS Mayflower (K 191)** (LtCdr George Stephen) and landed at St. Johns.

*Location of attack on **San Florentino**.*

ship sunk.

San Gaspar

British Steam tanker

Name	**San Gaspar**		
Type:	Steam tanker		
Tonnage	12,910 tons		
Completed	1921 - Palmers Shipbuilding & Iron Co Ltd, Hebburn-on-Tyne		
Owner	Eagle Oil & Shipping Co Ltd, London		
Homeport	London		
Date of attack	18 Jul 1942	**Nationality:**	British

Fate	Damaged by U-575 (Günther Heydemann)
Position	10.30N, 60.27W - Grid EE 7778
Complement	52 (12 dead and 40 survivors).
Convoy	
Route	Curaçao (14 Jul) - Trinidad - Freetown
Cargo	Fuel oil and aviation spirit
History	Completed in November 1921 **Post-war:** Broken up at Osaka in February 1954.
Notes on loss	At 06.25 hours on 18 Jul, 1942, the unescorted **San Gaspar** was hit by two torpedoes from U-575 about 30 miles off Manzanilla, Trinidad. The U-boat assumed that the burning tanker will sink and left the area, but **HMS Roode Zee (W 162)** managed to save the vessel and towed her into Port of Spain on 22 July. After temporary repairs the ship was towed to Mobile in December 1942 and returned to service in October 1943.

*Location of attack on **San Gaspar**.*

ship damaged.

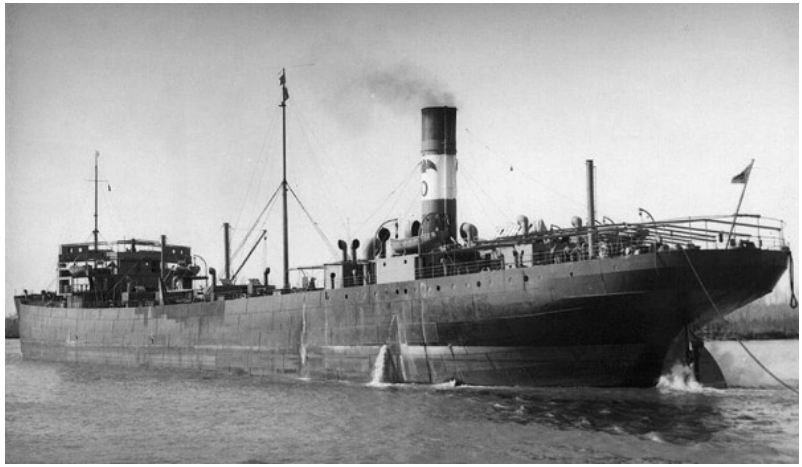
San Hilario

Name	San Hilario
Type	Tanker
GRT	10,157 tons (one of the **largest ships hit**)
Country	**British**
Built	1913
Builder	Palmers' SB. & Iron Co., Ltd., Newcastle
Operator	Eagle Oil Transport Co., Ltd., London
History	

U-boat attacks on Tanker San Hilario

	Date	U-boat	Loss type	Position	Location	Route	Cargo	Casualties
1	20 Apr 1917	**U 43** (**Hellmuth Jürst**)	Sunk	270 miles WxN of Fastnet	50.55N, 16.28W	Puerto Mexico - Queenstown	petroleum	0
	Master taken prisoner.							

San Melito



Name	San Melito
Type	Tanker
GRT	10,160 tons (one of the **largest ships hit**)
Country	**British**
Built	1914
Builder	Palmers' SB. & Iron Co., Ltd., Newcastle
Operator	Eagle Oil Transport Co., Ltd., London
History	

U-boat attacks on Tanker San Melito

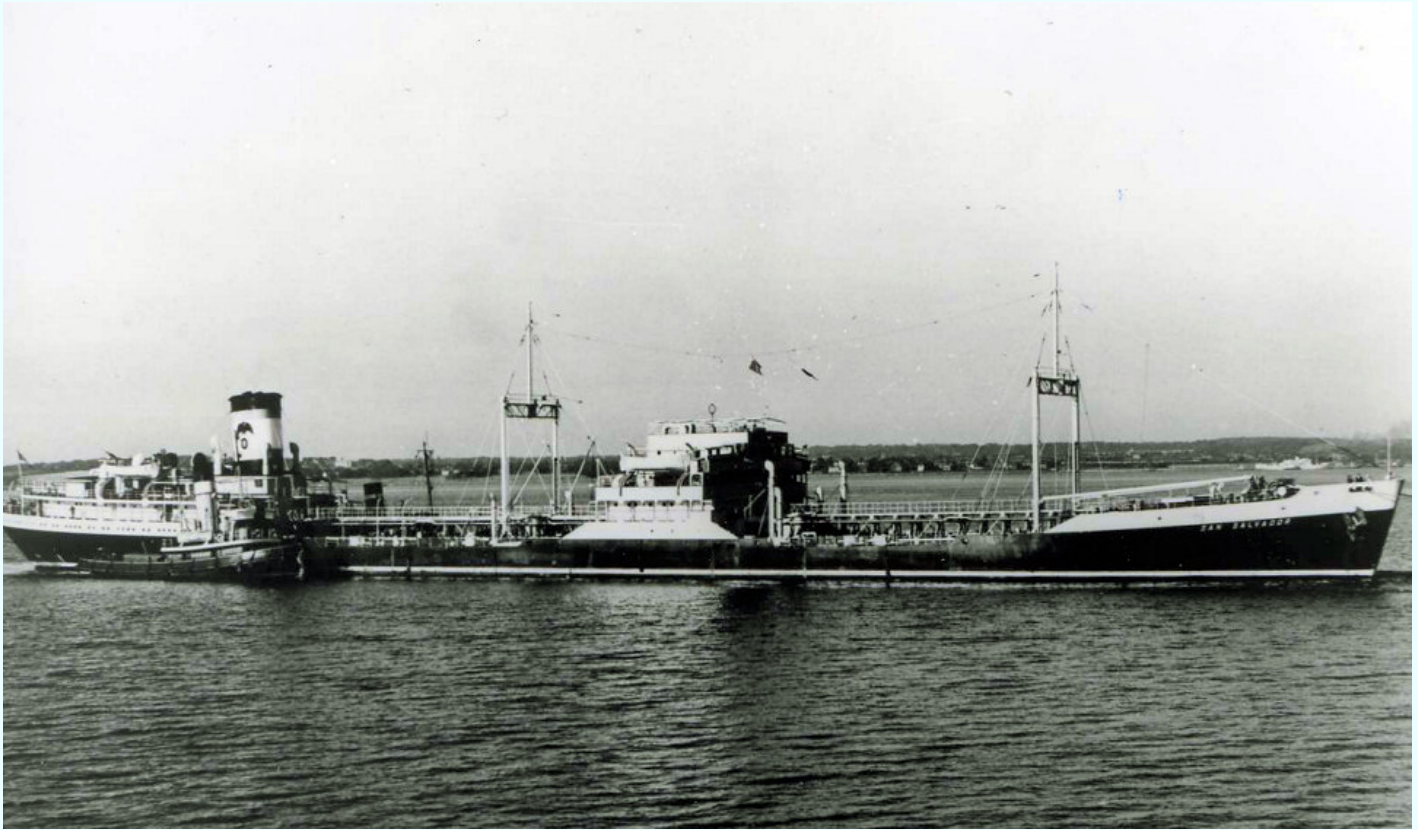
	Date	U-boat	Loss type	Position	Location	Route	Cargo	Casualties
1	21 Aug 1915	**U 38** (**Max Valentiner**)	Damaged	Damaged by gunfire 70miles SW of the Lizard		London - Mexico		0

Name	SAN SALVADOR
Type	Tanker
Yard Number	445
Launched	29/06/1950
Completed	12/1950
Off. Number	184336
Engine builder	General Electric Company, Erith
Engine type	Steam turbine with electric drive
GRT	10802
Length (feet)	537
Beam (feet)	69
First owner	Eagle Oil & Shipping Co. Ltd., London
History	1960 Shell Tankers Ltd., London
Fate	04/03/1961 arrived at Rotterdam for breaking.

Photos from Harold Appleyard

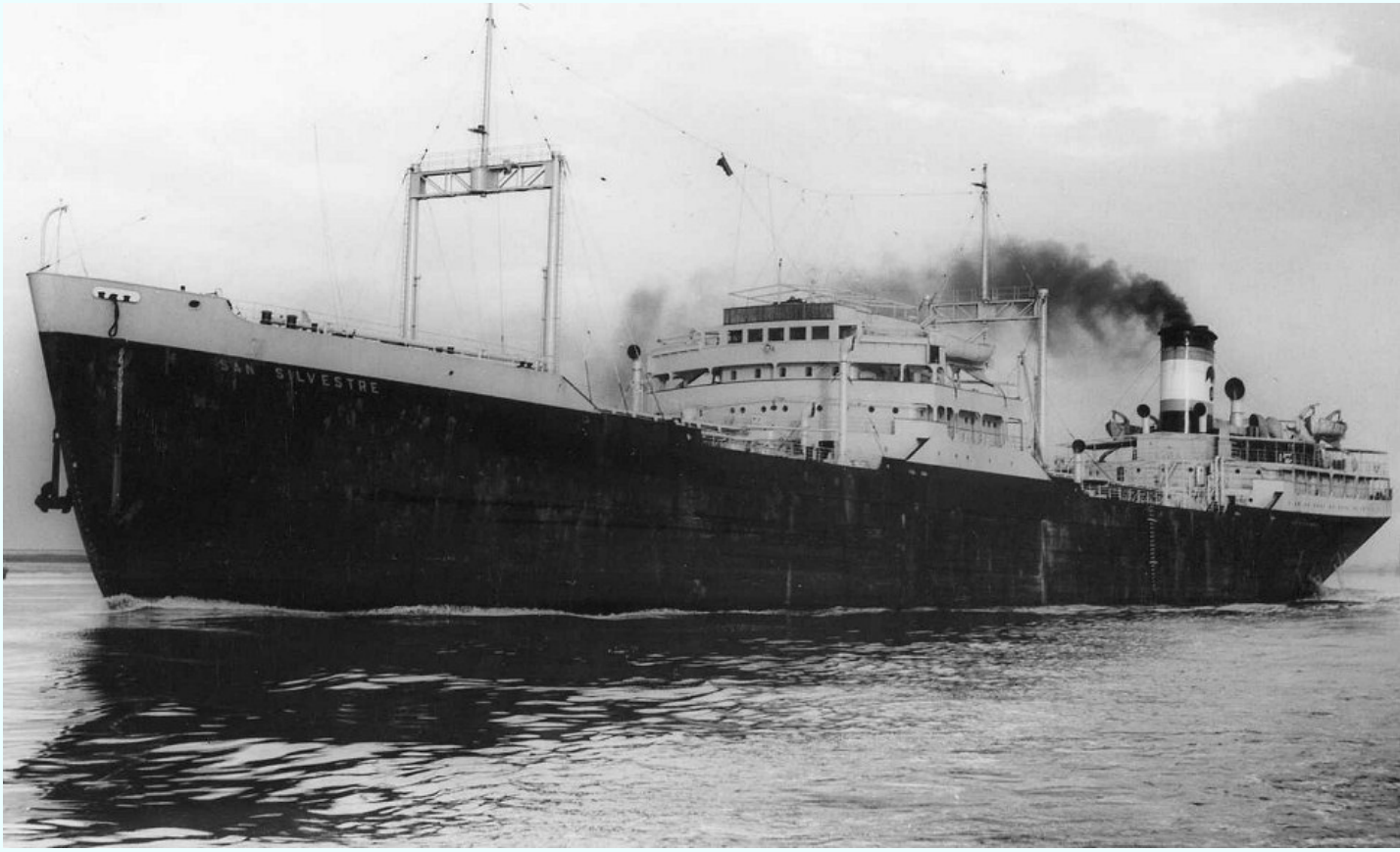
Launching by Lady Cohen on 29 June 1950

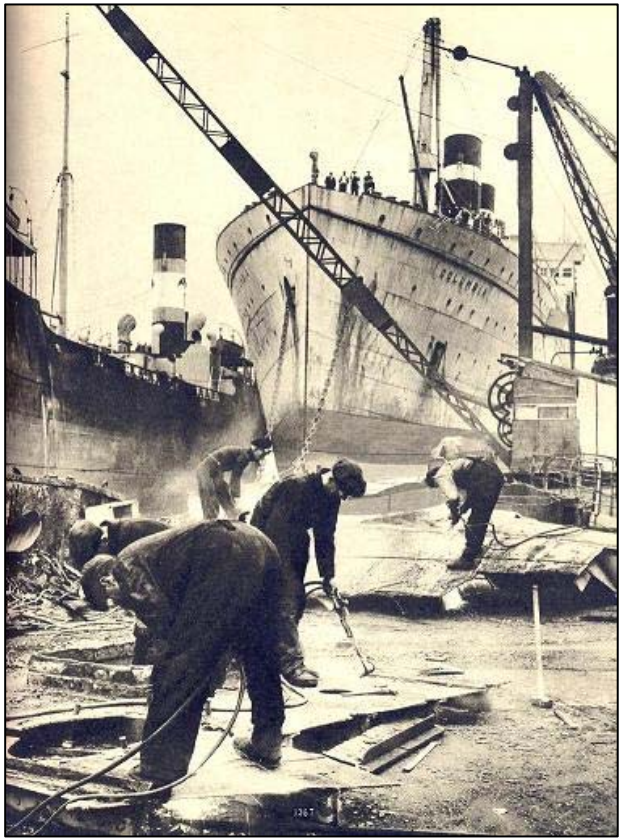

SAN SALVADOR


SAN SALVADOR

Name	SAN SILVESTRE
Type	Tanker
Yard Number	414
Launched	01/12/1948
Completed	07/1949
Off. Number	183053
Engine builder	General Electric Company
Engine type	Turbo electric
GRT	10953
Length (feet)	537
Beam (feet)	69
First owner	Eagle Oil & Shipping Co. Ltd., London
History	1960 Shell Tankers Ltd.
Fate	17/03/1961 arrived at Temse for breaking.

Photo from Harold Appleyard

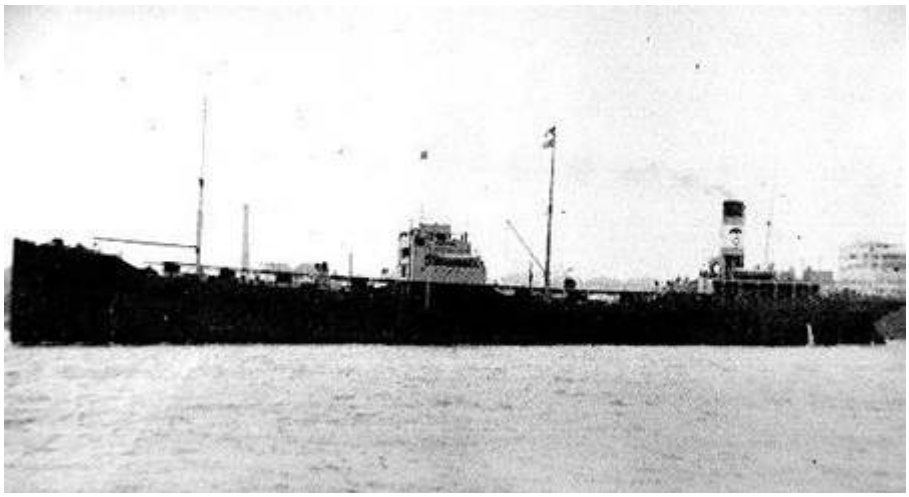




ON THE FIRTH OF FORTH, Shipbreaking at Bo'ness, West Lothian. The American liner Columbia (right), almost completely stripped of her fittings, is awaiting her turn to be broken up while men are dealing with the ***San Sylvestre*** (left), The Columbia, formerly the Belgenland, was built at Belfast in 1917. She had a gross tonnage of 27,132, and her main dimensions were: length, 670 ft. 5 in., beam 78 ft. 5 in. and depth 44 ft. 8 in. The San Sylvestre, of the Eagle Oil and Shipping Co., Ltd., was built at Newcastle on Tyne in 1911. She had a length of 420 ft. 6 in., a beam of 54 ft. 7 in. and a depth of 32 ft. 5 in. Her gross tonnage was 6,213.

San Tiburcio

British Steam tanker



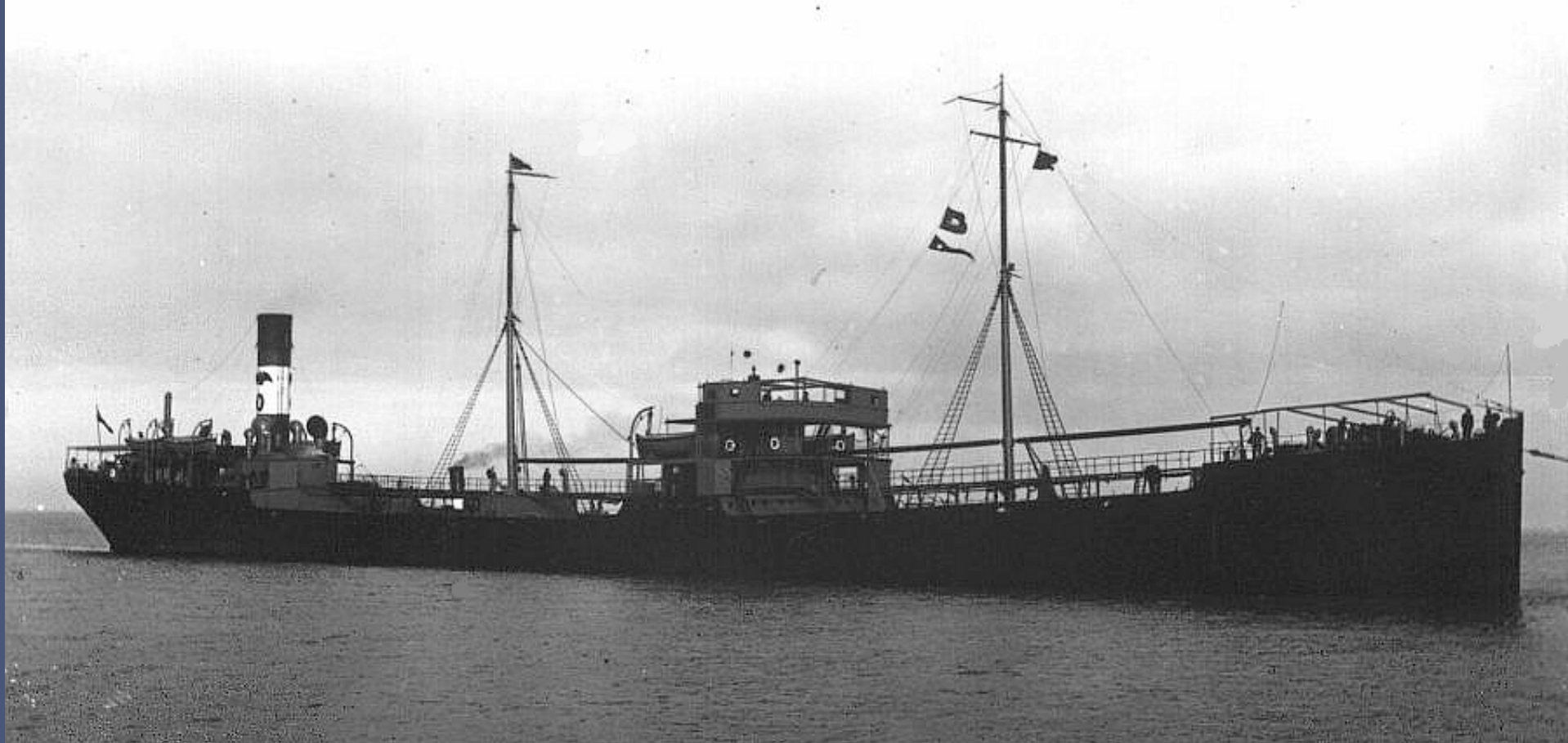
Name	**San Tiburcio**		
Type:	Steam tanker		
Tonnage	5,995 tons		
Completed	1921 - Standard Shipbuilding Corp, Shooter´s Island NY		
Owner	Eagle Oil & Shipping Co Ltd, London		
Homeport	London		
Date of attack	4 May 1940	**Nationality:**	British

Fate	Sunk by U-9 (Wolfgang Lüth)
Position	57.46N, 03.45W - Grid AN 1753
Complement	40 (0 dead and 40 survivors).
Convoy	
Route	Scapa Flow, Orkneys (4 May) - Invergordon, Cromarty Firth
Cargo	2193 tons of fuel oil and 12 Sunderland aircraft floats
History	
Notes on loss	At 20.10 hours on 4 May, 1940, the **San Tiburcio** (Master Walter Frederick Fynn) struck a mine laid on 10 February by U-9 4 miles 330° from Tarbett Ness, Moray Firth. A tug and **HMS Codrington (D 65)** were sent to assist the tanker, but she broke in two after 45 minutes and sank. The master and 39 crew members were picked up by her escort **HMS Leicester City (FY 223)** (T/Lt A.R. Cornish, RNR) and landed at Invergordon. The master Walter Frederick Fynn died when his next ship, the **San Arcadio** was sunk by U-107 (Gelhaus) on 31 Jan, 1942.

*Location of attack on **San Tiburcio**.*

ship sunk.

Name:	SAN VALERIO
Type:	Tanker
Launched:	14/11/1913
Completed:	12/1913
Builder:	Palmer's Ship Building & Iron Co Ltd
Yard:	Hebburn
Yard Number:	830
Dimensions:	6433grt, 4054nrt, 420.0 x 54.6 x 32.4ft
Engines:	Q4cyl (24, 35, 50.5 & 73 x 51ins), 554nhp
Engines by:	Palmer's Ship Building & Iron Co Ltd
Propulsion:	1 x Screw
Construction:	Steel
Reg Number:	135301
History:	
12/1913	Eagle Oil Transport Co Ltd, London
1930	Eagle Oil & Shipping Co Ltd, London
1937	Anglo-Saxon Petroleum Co Ltd, London
1945	Renamed KUPHUS
1948	Shell Company of Gibraltar Ltd, London
30/05/1953	Broken up
Comments:	30/05/1953: Arrived at Sunderland for breaking by Thos Young & Sons Ltd




KUPHUS

Navigation

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San Victoria

San Victoria The brand new motor tanker of 12,000 tons, under command of Captain S.Perry,and whilst on her maiden voyage May 1942, and returning from Aruba with a full cargo of gasolene when she was attacked by a U-boat and struck by a torpedo, the effect was volcanic. A fiery withering flame swept the ship, and almost instantly she was blown sky-high. That anyone should have lived to tell what happened is a miracle, one man was rescued, the Gunner Ryan of the Maritime Regiment of the Royal Artillery who happened to be on the poop-deck and was blown over the stern-rail by the first explosion, and was far enough away from the ship to escape the second devastating explosion that killed everyone else on board, human intervention was impossible in such a tragic case.

Winston Churchill expressed the opinion privately that had the Germans been able to put Curacao out of action the allies may have lost the war. Situated in the Dutch West Indies off the coast of Venezuaela, is one of the most important oil refining and shipping centres in the world, during WW2. Curacao was chosen as the refinery because of being the only Dutch deep water port available for deep draught Shell oil tankers. The Curacao refinery of C.P.I.M dealt with all cargoes from the area, producing aviation spirit, motor gasolene,lubricants, and other refined products. In 1944 alone the production of the refinery was 10,000,000 metric tons. This Dutch Islands achievement in production and transhipment represents 3,000,000,000 gallons. Surprisingly the Germans made no attempt to block the narrow entrance to Willemstadt

San Victorio

British Motor tanker

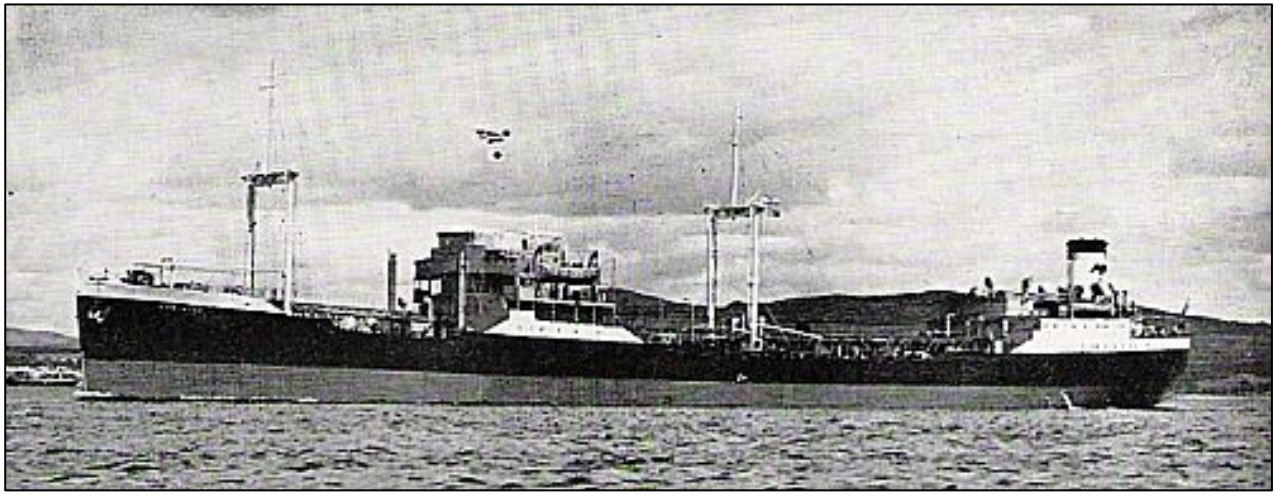
Name	**San Victorio**		
Type:	Motor tanker		
Tonnage	8,136 tons		
Completed	1942 - Blythswood Shipbuilding Co Ltd, Glasgow		
Owner	Eagle Oil & Shipping Co Ltd, London		
Homeport	London		
Date of attack	17 May 1942	**Nationality:**	British

Fate	Sunk by U-155 (Adolf Cornelius Piening)
Position	11.40N, 62.33W - Grid ED 9573
Complement	53 (52 dead and 1 survivor).
Convoy	
Route	Curaçao (13 May) - Freetown - UK
Cargo	12.000 tons of benzine and paraffin
History	
Notes on loss	At 02.17 hours on 17 May, 1942, the unescorted **San Victorio** (Master Sidney Perry), on her maiden voyage, was hit by two torpedoes from U-155 and sank southwest of Grenada. The tanker had been spotted at 00.33 hours and missed by a first torpedo at 01.14 hours. The U-boat had to crash dive 10 minutes after the hits because a flying boat was sighted. The master, 43 crew members, seven gunners and one passenger were lost. The sole survivor, gunner Anthony Ryan, was picked up by the American patrol yacht **USS Turquoise (PY 18)** and landed at Trinidad.

*Location of attack on **San Victorio**.*

ship sunk.

Launched 1943: mv SAN VITO



mv SAN VITO

built by Harland & Wolff Ltd Govan,
Yard No 1183
Engines by shipbuilder

Port of Registry:	London
Propulsion:	oil 4S CSA 8cy machy aft
Launched:	Tuesday, 02/11/1943
Built:	1943
Ship Type:	Tanker
Tonnage:	8163 grt
Length:	479 feet
Breadth:	61 feet

Owner History:
Eagle Oil & Shipping Company
Status: Arrived for Scrapping - 07/05/1962

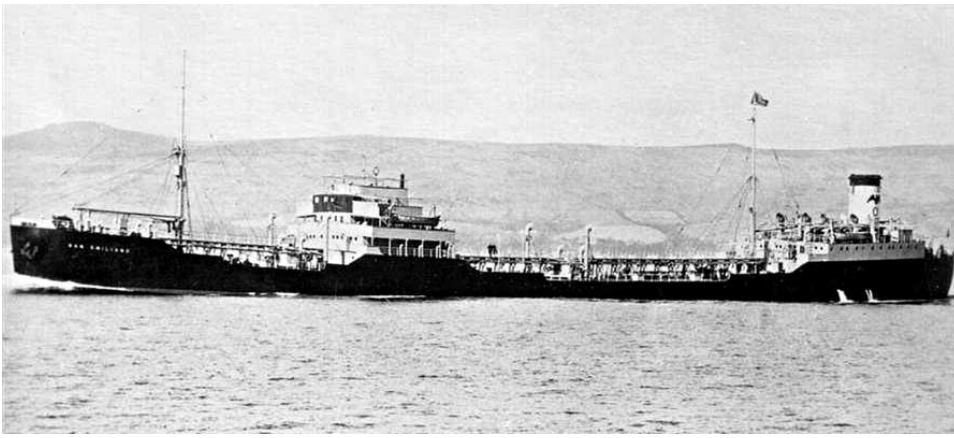
Remarks: Broken up at Antwerp

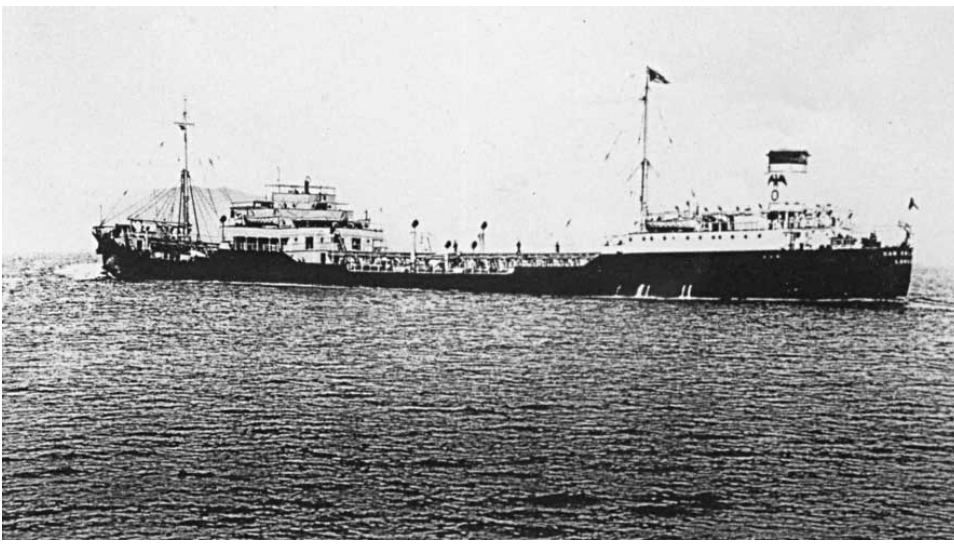
San Wilfrido (1945)

San Emiliano (1939)

Introduction

San Emiliano (1939) was in service from 1939 until she was sunk by enemy action in 1942 with great loss of life; she had a working life of less than 4 years. I will refer to her simply as **San Emiliano** on the rest of this page.





Basic Data

Item	Data
Type	Tanker
Registered owners, managers and operators	Eagle Oil and Shipping Co. Ltd, London
Builders	Harland & Wolff Ltd.
Yard	Govan, Glasgow
Country	UK
Yard number	1015g
Registry	Glasgow UK
Official number	167216
Signal letters	N/K
Call sign	GRGL
Classification society	N/K
Gross tonnage	8,071
Net tonnage	4,314
Deadweight	12,152
Length	463.2 ft
Overall Length	479.4 ft
Breadth	61.2 ft
Depth	33.1 ft
Draught	N/K

Engines	4-stroke cycle single acting 8 cylinder oil engine (4S.C.SA) with cylinder bore 29 9/16" and stroke 55 1/8".
Engine builders	Harland and Wolff
Works	Glasgow
Country	UK
Boilers	2 double boilers operating at 180 psi
Power	502 NHP
Propulsion	Single screw
Speed	12 knots
Cargo capacity	12,000
Crew	48 at time of sinking

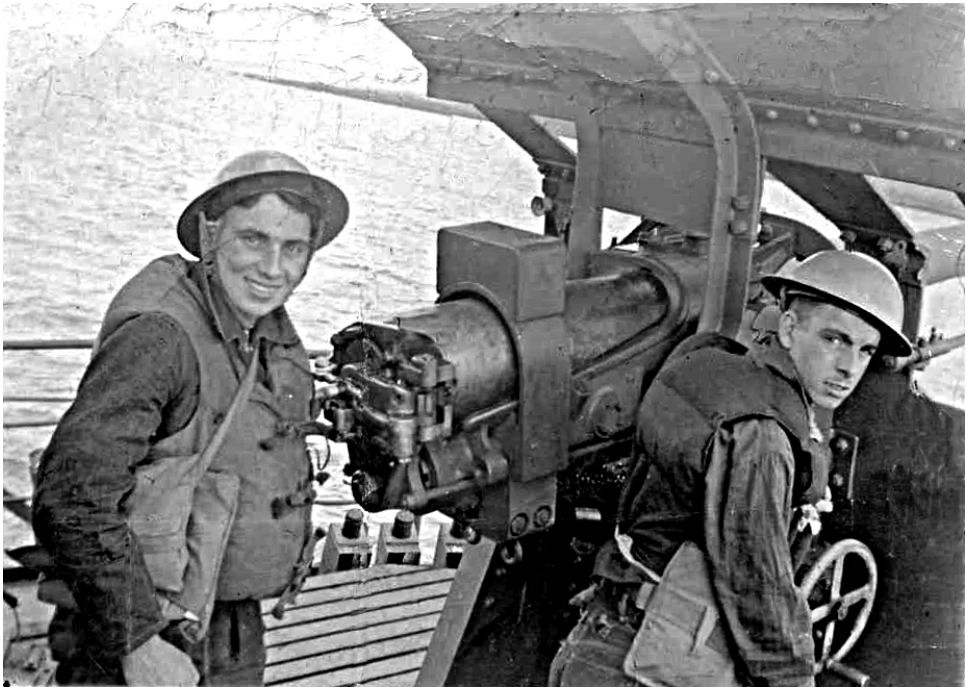
San Emiliano took part in 47 convoys plus a large number of independent voyages according to information shown in the table below which is provided courtesy of Convoyweb - see External Ref. #4.

Departure	Convoy	Arrival
Natal, Sep 7, 1939	Independent	Trinidad, Sep 9, 1939
Trinidad, Sep 25, 1939	Independent	Kingston, Sep 30, 1939
Kingston, Oct 4, 1939	KJ.3 (Kingston Jamaica - UK Ports)	Liverpool, Oct 28, 1939
Liverpool, Nov 20, 1939	OB.38 (Liverpool - Dispersed)	
	Independent	Corpus Christi, Dec 12, 1939
Corpus Christi, Dec 15, 1939	Independent	Halifax, Dec 24, 1939
Halifax, Dec 27, 1939	HXF.14 (Halifax - Liverpool)	Havre, Jan 9, 1940
Havre, Jan 20, 1940	Independent	New York, Feb 10, 1940
New York, Feb 14, 1940	Independent	Halifax, Feb 17, 1940
Halifax, Feb 18, 1940	HX.21 (Halifax - Liverpool)	London, Mar 6, 1940
Southend, Mar 31, 1940	OA.120G (Southend - r/v OB 120 49.27N 06.32W)	
	Independent	Aruba, Apr 18, 1940
	Independent	Curacao, Apr 20, 1940
Aruba, Apr 20, 1940	Independent	
Curacao, Apr 25, 1940	Independent	Halifax, May 3, 1940
Halifax, May 4, 1940	HX.40 (Halifax - Liverpool)	Clyde, May 19, 1940
Clyde, Jun 5, 1940	OB.162 (Liverpool - Dispersed)	
	Independent	Corpus Christi, Jun 23, 1940
Corpus Christi, Jun 26, 1940	Independent	Bermuda, Jul 3, 1940
Bermuda, Jul 5, 1940	Independent	Halifax, Jul 8, 1940
Halifax, Jul 11, 1940	HX.57 (Halifax - Liverpool)	Methil Roads, Jul 27, 1940
Methil, Aug 3, 1940	OA.193 (Methil - Dispersed)	
	Independent	Baytown, Aug 23, 1940
Baytown, Aug 26, 1940	Independent	
Bermuda, Sep 4, 1940	BHX.71 (Bermuda - Jd HX 71)	
	Independent	Bermuda, Sep 12, 1940
	HX.71 (Halifax - Liverpool)	Liverpool, Sep 27, 1940
Liverpool, Oct 7, 1940	OB.225 (Liverpool - Dispersed)	
	Independent	Aruba, Oct 24, 1940
Aruba, Oct 27, 1940	Independent	Bermuda, Nov 2, 1940
Bermuda, Nov 3, 1940	BHX.86 (Bermuda - Returned To Bermuda)	
Bermuda, Nov 10, 1940	Independent	Halifax, Nov 13, 1940
Halifax, Nov 14, 1940	HX.88 (Halifax - Liverpool)	Liverpool, Dec 1, 1940
Liverpool, Jan 5, 1941	OB.270 (Liverpool - Dispersed)	
	Independent	Aruba, Jan 23, 1941
Aruba, Jan 25, 1941	Independent	Bermuda, Jan 30, 1941
Bermuda, Feb 1, 1941	BHX.107 (Bermuda - Jd HX 107)	
	HX.107 (Halifax - Liverpool)	Avonmouth, Feb 23, 1941

Avonmouth, Mar 6, 1941	Independent	Clyde, Mar 9, 1941
Clyde, Mar 12, 1941	OB.297 (Liverpool - Dispersed)	
	Independent	Curacao, Apr 1, 1941
Curacao, Apr 5, 1941	Independent	Halifax, Apr 13, 1941
Halifax, Apr 16, 1941	HX.121 (Halifax - Liverpool)	Liverpool, May 2, 1941
Liverpool, May 17, 1941	OB.323 (Liverpool - Dispersed)	
	Independent	Baytown, Jun 7, 1941
	Independent	Mobile, Jun 8, 1941
Mobile, Jun 8, 1941	Independent	
Baytown, Jun 30, 1941	Independent	Bermuda, Jul 6, 1941
Bermuda, Jul 6, 1941	Independent	Halifax, Jul 9, 1941
Halifax, Jul 11, 1941	HX.138 (Halifax - Liverpool)	Liverpool, Jul 27, 1941
Liverpool, Aug 6, 1941	ON.5 (Liverpool - Dispersed)	
	Independent	New York, Aug 20, 1941
New York, Aug 23, 1941	Independent	Halifax, Aug 25, 1941
Halifax, Aug 29, 1941	HX.147 (Halifax - Liverpool)	Loch Ewe, Sep 11, 1941
	WN.179 (Oban - Methil)	Methil, Sep 13, 1941
Methil, Sep 13, 1941	FS.594 (Methil - Southend)	Southend, Sep 15, 1941
Southend, Sep 20, 1941	FN.521 (Southend - Methil)	Methil, Sep 22, 1941
Methil, Sep 24, 1941	EC.76 (Southend - Clyde)	Loch Ewe, Sep 27, 1941
	Independent	New York, Oct 15, 1941
New York, Oct 17, 1941	Independent	Halifax, Oct 19, 1941
Halifax, Oct 22, 1941	HX.156 (Halifax - Liverpool)	Belfast Lough, Nov 4, 1941
Belfast Lough, Nov 6, 1941	BB.97 (Belfast Lough - M Haven)	Swansea, Nov 8, 1941
	Independent	Milford Haven, Nov 11, 1941
Swansea, Nov 11, 1941	Independent	
Milford Haven, Nov 12, 1941	ON.36 (Liverpool - Dispersed)	
	Independent	New York, Dec 1, 1941
New York, Dec 3, 1941	Independent	Halifax, Dec 6, 1941
Halifax, Dec 8, 1941	HX.164 (Halifax - Liverpool)	Belfast Lough, Dec 23, 1941
Belfast Lough, Dec 26, 1941	BB.116 (Belfast Lough - M Haven)	Swansea, Dec 27, 1941
	Independent	Milford Haven, Jan 4, 1942
Swansea, Jan 4, 1942	Independent	
Milford Haven, Jan 5, 1942	ON.54 (Liverpool - Dispersed)	
	Independent	Aruba, Jan 28, 1942
Aruba, Jan 30, 1942	Independent	Bermuda, Feb 6, 1942
Bermuda, Feb 6, 1942	Independent	Halifax, Feb 9, 1942
Halifax, Feb 13, 1942	HX.175 (Halifax - Liverpool)	Liverpool, Feb 25, 1942
Liverpool, Mar 23, 1942	ON.79 (Liverpool - Halifax)	Halifax, Apr 5, 1942
Halifax, Apr 8, 1942	HX.184 (Halifax - Liverpool)	Belfast Lough, Apr 20, 1942
Belfast Lough, Apr 21, 1942	BB.165 (Belfast Lough - M Haven)	Swansea, Apr 23, 1942
	Independent	Milford Haven, Apr 29, 1942
Swansea, Apr 29, 1942	Independent	
Milford Haven, May 1, 1942	OS.27 (Liverpool - Freetown)	
	Independent	Trinidad, May 20, 1942
Trinidad, May 23, 1942	TO.1 (Trinidad - Curacao)	Aruba, May 25, 1942
	Independent	Curacao, May 27, 1942
Aruba, May 27, 1942	Independent	
Curacao, May 29, 1942	OT.4 (Curacao - Trinidad)	
	Independent	Takoradi, Jun 16, 1942

Takoradi, Jun 19, 1942	Independent	
Matadi, Jun 28, 1942	Independent	Trinidad, Jul 14, 1942
Trinidad, Jul 15, 1942	TAW.5 (Trinidad - Key West)	Curacao, Jul 17, 1942
	Independent	Aruba, Jul 19, 1942
Curacao, Jul 19, 1942	Independent	Curacao, Jul 26, 1942
Aruba, Jul 26, 1942	Independent	
Curacao, Jul 29, 1942	WAT.8 (Key West - Trinidad)	Trinidad, Jul 31, 1942

Stan Mayes served on **San Emiliano** from 18 September 1941 until 23 April 1942 and accounts of his voyages with photos, including convoy HX 184 can be found in the Recollections section of the Benjidog website HERE.



Degaussing

Degaussing minimised or removed the magnetic field of a ship and was carried out by passing a strong electical current through cables fitted around a ship.

Image 6 shows part of the Degaussing cables fitted to **San Emiliano**. Degaussing reduced the risk of ships being detected by magnetic mines and was initially fitted externally as shown here. The thick cables carrying the degaussing current are to be seen strapped to the diagonal metal trough. [1]

Almost Overpaid!

In March 1942 it appears that there was an administrative error at Eagle Oil with the wages of ship's carpenter D.P. Brennan - they were shown as £16 15s 0d instead of £14 15s 0d so the office notified Captain Tozer in a letter dated 9 April 1942. The main point of this appears to be to ensure that, in the case of loss of the ship, he would not be overpaid. Wages in any case would cease immediately for crew whose ship was sunk.

In the event Daniel Brennan lost his life when San Emiliano was sunk four months later and we can all rest in our beds knowing that no overpayment would have occurred.

Images 7 and 8 show a copy of the letters sent to Captain Tozer. [1]

EAGLE OIL & SHIPPING COMPANY LIMITED.

LONDON.

Telegraphic Address:— "SANSEVERIA, ... "
Telephones:—Ships Operations WEMBURY ... 144.
Marine Staff do ...
Ships Stores do 147.
Accounts do 148.
General 'Phone do 136.

MAIL Nº

LANGDON COURT,
WEMBURY,
Nr. PLYMOUTH.

JDS/OG
SHIPPING DEPARTMENT.

8th April, 1942.

-9 APR 1942

Registrar General of Shipping & Seamen,
Wood Street Schools,
Cardiff.

Mr. Sharp

Dear Sir,

M/V "SAN EMILIANO"

We enclose herewith copy of letter we have sent to the Master of the above vessel, Official No:167216. This is for your information and alteration to the red copy of Articles in case the vessel becomes a casualty, and ship's papers either lost or disposed of through enemy action, in accordance with Admiralty instructions.

Yours faithfully,

For EAGLE OIL & SHIPPING CO. LTD.

Oct 24

Encl.

JDS/OG

LANGDON COURT,
WEMBURY,
Nr. PLYMOUTH.

8th April, 1942.

Captain J.W. Tozer,
M/V "SAN EMILIANO"

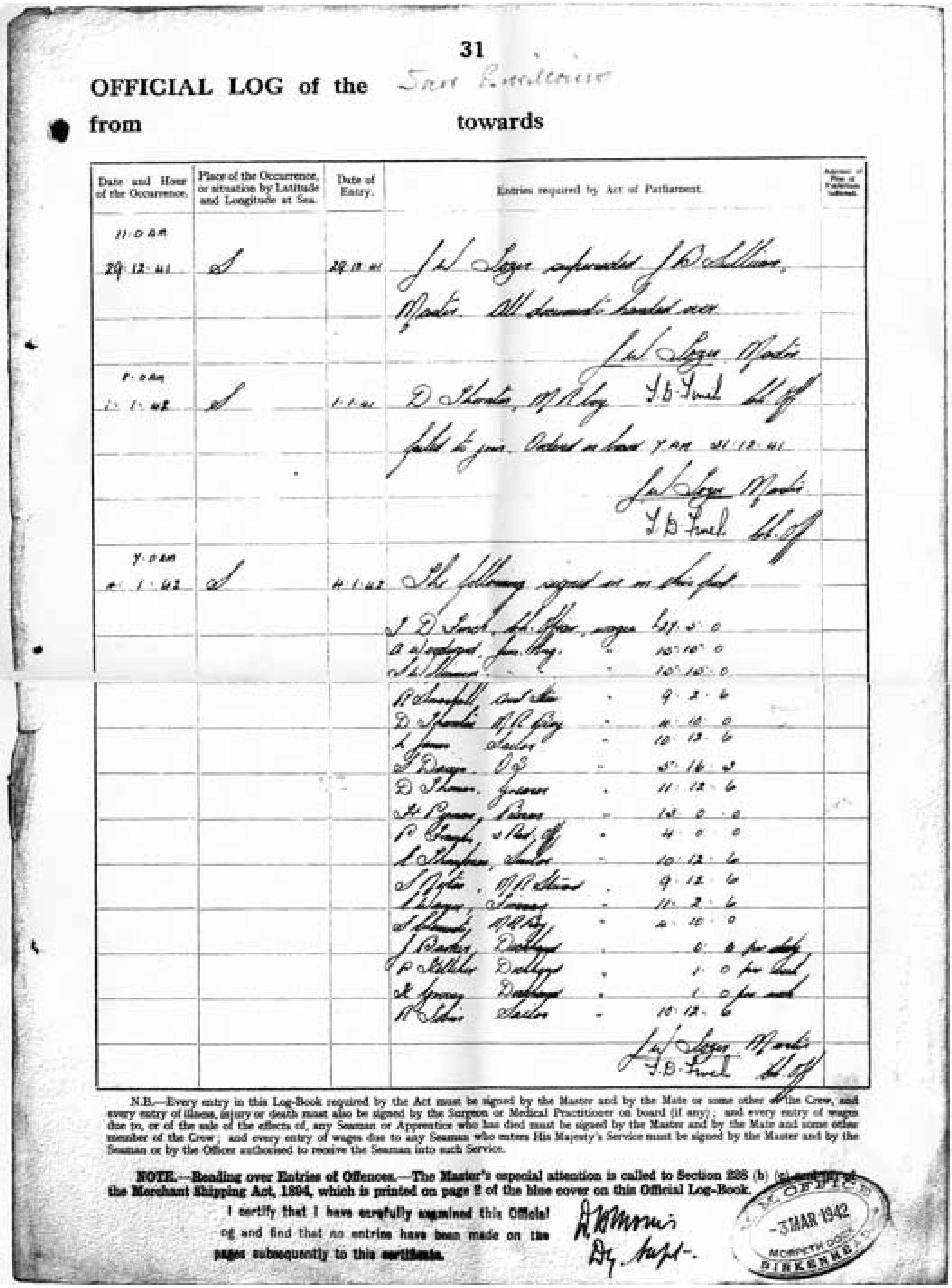
With reference to your crew list dated Birkenhead 20th March 1942, please note the following alteration in the wages of your crew:-

D.P. Brennan. Carpenter: monthly Wages shewn as £16.15. 0. should be £14.15. 0.

This should be taken into consideration when paying off this man.

- - - - - -

J. J. B.



31

OFFICIAL LOG of the San Emiliano

from towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.
11.0 AM 29.12.41	do	29.12.41	J W Logan superseded J R Williams, Master. All documents handed over. J W Logan Master	
8.0 AM 1.1.42	do	1.1.42	D Thornton, M R Boy, [illegible] failed to join Vessel on board 7 AM 31.12.41. J W Logan Master; J D Finch Ch Off	
7.0 AM 4.1.42	do	4.1.42	The following signed on on this [illegible]:	
			J D Finch, Ch. Officer, wages £27. 5. 0	
			[illegible] — 10. 10. 0	
			[illegible] — 10. 10. 0	
			[illegible] — 9. 2. 6	
			D Thornton, M R Boy — 4. 10. 0	
			[illegible], Sailor — 10. 12. 6	
			[illegible], O S — 5. 16. 3	
			D Thomas, Greaser — 11. 12. 6	
			[illegible] — 12. 0. 0	
			[illegible] — 4. 0. 0	
			[illegible], Sailor — 10. 12. 6	
			[illegible] — 9. 12. 6	
			[illegible], Fireman — 11. 2. 6	
			[illegible], M R Boy — 4. 10. 0	
			[illegible] — 0. 0 per [illegible]	
			[illegible] — 1. 0 per [illegible]	
			[illegible] — 1. 0 per [illegible]	
			[illegible], Sailor — 10. 12. 6	
			J W Logan Master; J D Finch Ch Off	

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the blue cover on this Official Log-Book.

I certify that I have carefully examined this Official Log and find that no entries have been made on the pages subsequently to this certificate.

D Morris
Dy. Supt.

-3 MAR 1942
MORPETH DOCK
BIRKENHEAD

Loss of San Emiliano

San Emiliano was sunk by enemy action on 9 August 1942 under horrific circumstances.

San Roberto

Introduction

San Roberto was an Eagle Oil tanker in service from 1922 until she was broken up 1949. She had a working life of 27 years during which she participated in a huge number of WW2 convoys.

Image 1 shows **San Roberto** - the date and location are not known. [1]

Basic Data

Item	Data
Type	Tanker
Registered owners, managers and operators	Eagle Oil and Shipping Co. Ltd, London
Builders	Armstrong, Whitworth & Co.
Yard	Low Walker (Walker on Tyne)
Country	UK

Saroena

"Saroena'. Built in the 30's as a Dutch flag ship but transferred to British fleet when Soekarno expelled the Dutch from Indonesia.
She was mainly involved in carrying wax from Pladju to Pulo Sambo with occasional breaks to other ports with fuel and Christmas Island with diesel.
In 1961 she went to Hong Kong to be scrapped.

Saroena

Dutch Steam tanker

Name	**Saroena**
Type:	Steam tanker
Tonnage	6,671 tons
Completed	1939 - Wilton-Fyenoord NV, Rotterdam
Owner	NV Petroleum Mij ´La Corona´, The Hague
Homeport	The Hague
Date of attack	10 Feb 1943 **Nationality:** Dutch

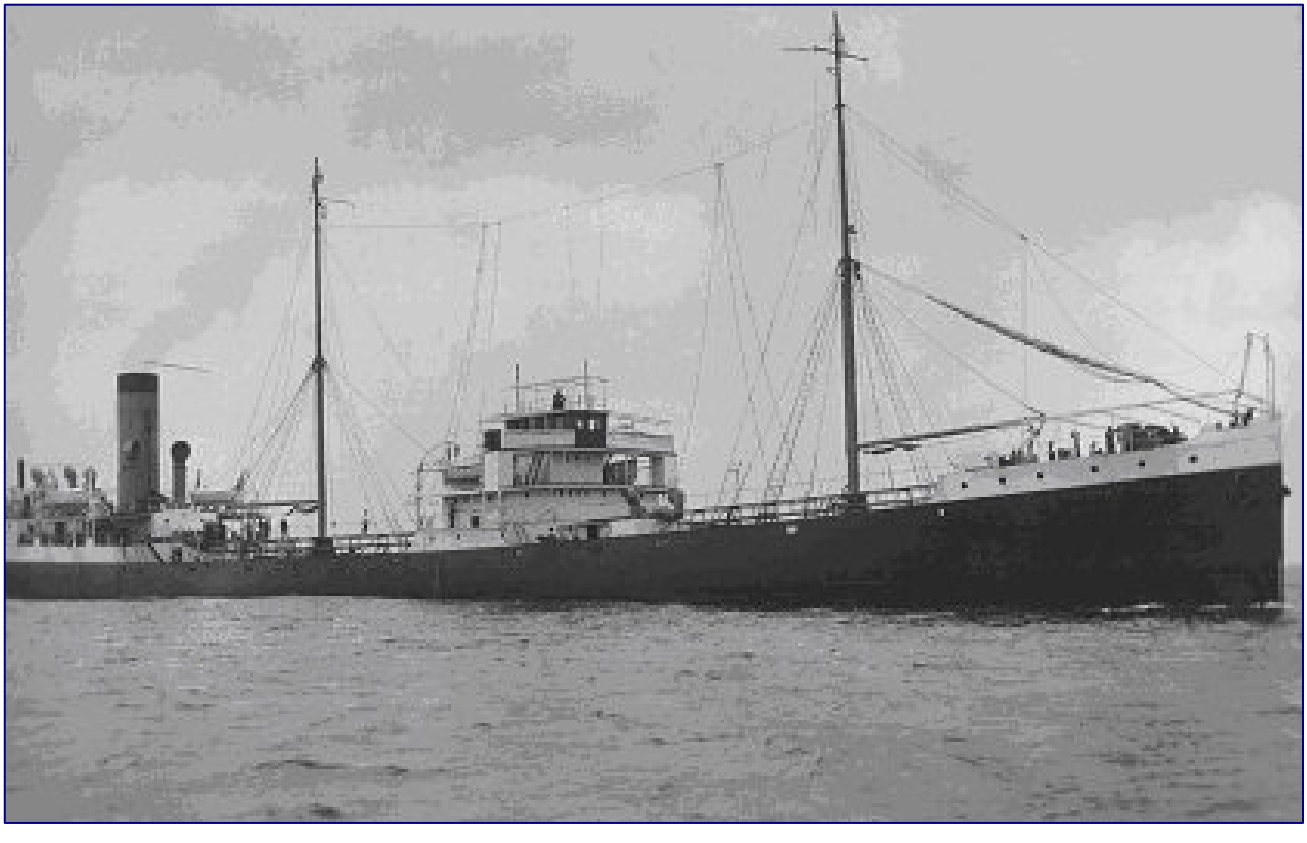
Fate	Damaged by U-81 (Johann-Otto Krieg)
Position	33.47N, 35.09E - Grid CP 5636
Complement	59 (2 dead and 57 survivors).
Convoy	
Route	Tripoli, Syria - Haifa
Cargo	7681 tons of crude oil
History	
Notes on loss	At 23.25 hours on 10 Feb, 1943, U-81 fired a spread of four torpedoes at the **Saroena** (Master W.L. Happee), which was escorted by an armed trawler and observed a hit in the stern that set the tanker on fire. Two Chinese crewmen and three gunners panicked and jumped overboard, two of them drowned. She was beached after four hours near Beirut and the crew reached the shore. After the fire was extinguished, the ship was refloated on 12 February and after temporary repairs towed to Port Said, where further repairs were made before the ship went to Calcutta for permanent repairs and then returned to service.

*Location of attack on **Saroena**.*

ship damaged.

WRECK OF THE SCALARIA

Built in 1922 for the Anglo-Saxon Petroleum Co at Swan Hunters, this 5683 ton steam tanker was attacked by enemy aircraft while off RAS GHARIB with a cargo of dirty oil. using aerial torpedoes and bombs. She was sunk on October 19th 1942, with the loss of 11 lives. Her captain, J.Waring survived. One of the ships officers Mr Armatage was awarded the George cross and the Lloyds medal for his actions in saving the lives of his fellow crewmen as they clung to her anchor chain, surrounded by burning oils She was 411 ft long, 55 FT beam and 30 FT draught, capable of 10 knots and fitted with triple expansion engines. She lies in shallow water, with only the lower hull remaining having been dismantled below the waterline.



S.S. Scalaria.

S.S. Scalaria

Built in 1922 for the Anglo-Saxon Petroleum Co at Swan Hunters, Newcastle, this 5683 ton steam tanker was 411ft long, 55ft beam and 30ft draught. She was capable of 10 knots and fitted with triple expansion engines built by the Wallsend Slipway Engineering Co. She was requisitioned in the Admiralty services during WW2 and armed with 1 x 4" gun, 1 x 12pnr, 2 x twin Lewis, 4 x Hotchkiss and one Breda. She had a crew of 52 including 4 navy gunners.

Constructed: 1922 (Newcastle, England)
Wrecked: 1942
Length of ship: 125m (411ft)
Wreck location: Ras Galib, Egypt.
Depth range of wreck: surface to 10m

View **wreck location** using Google Earth.
(Requires Google Earth: Get it here).

Final Voyage

On the 19th October 1942, the S.S. Scalaria was anchored at Ras Gharib and taking on a load of 7,000 tons of crude oil.

The Captains account reads: "At 22:15 I made the rounds of the ship, saw the gunners at their posts. At 22:30 I retired to my room, but was awakened by an attacking Heinkel 111 approaching from the land, roughly westward. The aircraft circled at approximately 100 ft, then dropped a torpedo which struck the ship on the starboard side aft of the bridge in no. 3 tank. There was a terrific explosion which caused the ship to shudder violently and carried away the stern moorings, causing the ship to swing round from north to south. All the woodwork in my room collapsed and the iron frame twisted, jamming the two doors. By sheer force I burst one door open and on reaching the deck saw the whole of the after starboard side of the deck was ablaze, with burning oil pouring from the ships side and drifting aft.

At this point the Heinkel lined up for another attack, this time releasing a bomb. Some of the men were trapped aft and ran up onto the poop, others on the fo'c'scle slid down ropes over the bow. I was about to shout to these men when a bomb struck the foredeck with a terrific explosion. I was badly burned and injured by this bomb and saw it was no use trying to get the men to come amidships as the whole foredeck was now blazing furiously".

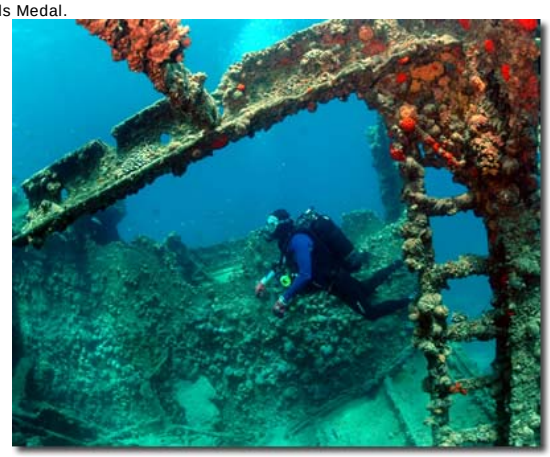
Aided by the Chief officer, and although badly wounded, Captain Waring lowered the amidships life boat. The bo'sun and chief steward made it into the boat as Warring and the chief officer slid down the falls. With only the Chief officer and the bo'sun uninjured they were unable to progress forward to rescue other crew members in the water due to the weight of the boat and strong currents.

Captain Waring: "As we drifted I called out to the men on the poop to jump or throw us a rope but they were too slow. By the stern buoy we could see more men calling out and we picked up six more crewmen. Even with this extra manpower we were unable to row against the wind sea and current. I was thankful to see a launch approach from the shore which picked up all remaining survivors."

2nd Officer Armatage accounts: "I was 2nd officer on the tanker Scalaria. At about 11pm I was thrown out of my bunk by a terrific explosion. Altogether we were hit by 4 bombs. The ship was like an inferno. I noticed the 3rd officer unconscious. I picked him up and made my way forward. We joined others on the fo'c'le and lowered the anchor cables, went over the side and hung onto them with the ship blazing above our heads."

For his bravery, Armatage was awarded the MBE and the Lloyds Medal.

Discovering the Wreck



Armed with the detailed accounts from the ships logs, and information and hydrographic reports, three expeditions were carried out to try and locate the wreck.

By the third trip we had located several other wrecks; Aboudy, Attiki, Bakr, Birchwood, Elliot, Gemini and Laura Security. These findings has allowed us to eliminate several suspects - Scalaria was by far a bigger ship and by the third trip we had a pretty good idea where she must be. At 411ft long and 5600 tons, this was a lot of ship and should have been an easy target to spot. Members of Brighton BS-AC joined me in the search and we found her a mile north of our 'guesstimate'. Even before we dived her, I knew this was the Scalaria - there was her bow facing south just as Captain J. Waring had stated.

PROOF OF ID.
It was amongst the plates, gratings and piles which had been the engine room that we found absolute proof that would keep any skeptics quiet. The engine manufacturers plate lay upside down amongst the debris covered in concretion and half buried. Exhumed and cleaned, it was to read "WALLSEND SLIPWAY and ENGINEERING CO LTD - NEWCASTLE ON TYNE 1921" "ENGINES NO 843".

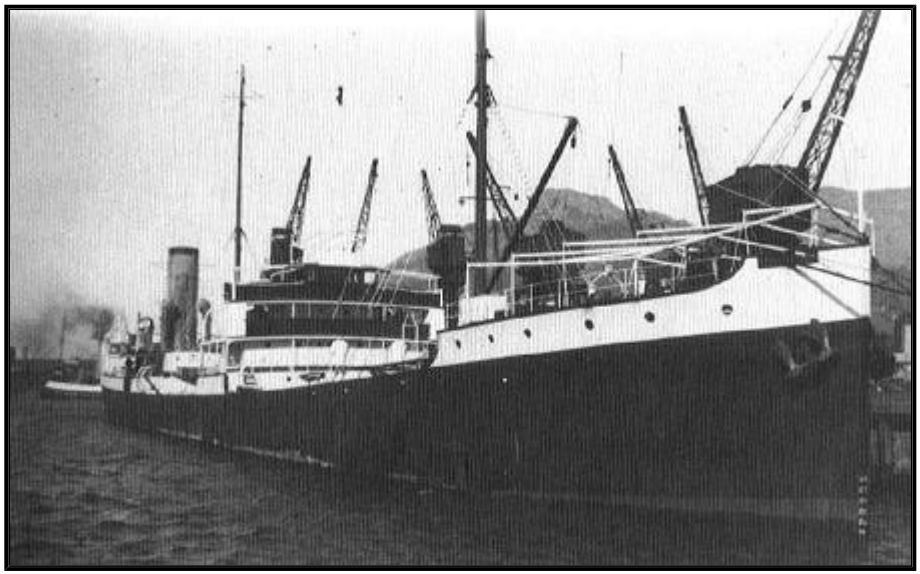
The Wreck Today

The stern, like the bow, is upright and reaches to within a few feet of the

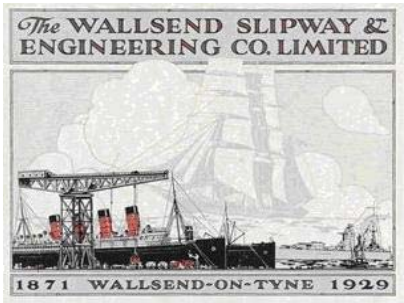
S.S. Scalaria

The **S.S. Scalaria** was a 5,683 GRT Tanker built at Swan Hunter & Wigham Richardson (Yard No. 1173), Newcastle, UK, for the Anglo-Saxon Petroleum Company (Shell Tankers, manager). As with all "Shell Tankers" she was named after a mollusk, in this case the twisting bivalve mollusk "*Scalaria*.

The ship was launched on 22 July 1921 and completed the following September with a length of 125.3 meters, beam of 16.2 meters, and 9.4 meters in draught. Propulsion was provided by a triple-expansion steam engine provided by Wallsend Slipway Engineering Co., Point Pleasant, Wallsend-on-Tyne, UK, and had a single shaft which gave her a top speed of 11 knots.



The "Scalaria"



From the time of her launch in 1921 unitl the outbreak of World War II, the **Scalaria** carried cargoes of oil between Cardiff, Glasgow, Bristol, Dundee, Dover, and ports on the South African coasts. Soon after the war started on 03 September 1939, the ship, along with the entire Anglo-

Saxon Petroleum Co. fleet, was requisitioned for war use by the British Ministry of Transport (MoWT). The ship was recalled to England and modified with defensive armament by the addition of a single 4" gun, a 12 pounder, 2 twin Lewis AA guns, 4 Hotchkiss guns, and a single Breda AA gun.
After the **Scalaria** was armed, she was crewed by 52 personnel, 4 of which were British Naval Gunners, and deployed to the Red Sea to be used as an oil storage hulk at Ras Gharib.

The Loss of the S.S. Scalaria:
On 19 October 1942, the ship was anchored at Ras Gharib under the command of Captain J. Waring, and taking on 7,000 tons of crude oil. Late that evening, or early on the morning of the 20th, the ship was attacked by a German Heinkel 111.

The following is an account by the Captain concerning the attack:
"At 22:15 I made the rounds of the ship, saw the gunners at their posts. At 22:30 I retired to my room, but was awakened by an attacking Heinkel 111 approaching from the land, roughly westward. The aircraft circled at approximately 100 ft, then dropped a torpedo which struck the ship on the starboard side aft of the bridge in no. 3 tank. There was a terrific explosion which caused the ship to shudder violently and carried away the stern moorings, causing the ship to swing round from north to south. All the woodwork in my room collapsed and the iron frame twisted, jamming the two doors. By sheer force I burst one door open and on reaching the deck saw the whole of the after starboard side of the deck was ablaze, with burning oil pouring from the ships side and drifting aft. At this point the Heinkel lined up for another attack, this time releasing a bomb. Some of the men were trapped aft and ran up onto the poop, others on the fo'c'scle slid down ropes over the bow. I was about to shout to these men when a bomb struck the foredeck with a terrific explosion. I was badly burned and injured by this bomb and saw it was no use trying to get the men to come amidships as the whole foredeck was now blazing furiously".

Captain Waring, along with the Chief Officer and the Bo'sun, were able to lower the amidships lifeboat, and although they tried, were unable to rescue those of the crew in the water.

The Captain's account continues:

"As we drifted I called out to the men on the poop to jump or throw us a rope but they were too slow. By the stern buoy we could see more men calling out and we picked up six more crewmen. Even with this extra manpower we were unable to row against the wind sea and current. I was thankful to see a launch approach from the shore which picked up all remaining survivors."

Second Officer Frederick Alfred Armitage's account of the attack and actions that followed:
"I was 2nd officer on the tanker Scalaria. At about 11pm I was thrown out of my bunk by a terrific explosion. Altogether we were hit by 4 bombs. The ship was like an inferno. I noticed the 3rd officer unconscious. I picked him up and made my way forward. We joined others on the fo'c'le and lowered the anchor cables, went over the side and hung onto them with the ship blazing above our heads."

Note: For his bravery in the face of enemy action, Frederick Armitage would later receive the Medal of Brazen Endurance (MBE) and the Lloyd?s War Medal for Bravery at Sea.

In all, 11 men lost their lives, and the ship settled to the bottom in shallow water at **position 28°20.626' N/033°07.236' E**, and would later be salvaged from the waterline up.

For Divers:*The Wreck Today*:
The the remains of the bow and stern of the ship lie only a few meters from the surface and are seperated from the rest of the wreck. The area in-between is covered with piping and ladders, as well as sections of hull plating. The ship's three boilers still remain in the aft section indicating where the Engineering compartments were. The ship's triple-expansion engine is also in place, with various engine components easily recognizable, as is the main engine reverse direction steam control handwheel. The rest of the rest is a pile of assorted and mangled debris including valves, portholes, and assorted deck fittings and equipment.

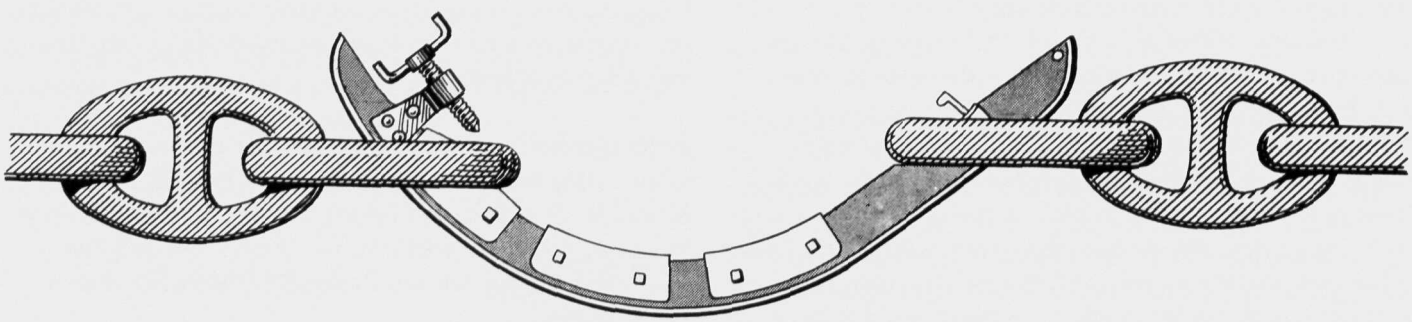
Een van de vele proeven met de glijspanten-methode aan boord van het wrak van de 'Prince George'. A.P. Schat staat geheel links in de sloep. De vijf andere personen zijn van links naar rechts: onbekend, Jacob Vriendjes, Dirk van der Vlies, Jan Vriendjes en Klaas van der Vlies.

SCHAT-DAVIT DEMONSTRATIE

Ane Pieter Schat (geboren 24 mei 1895 te Utrecht) diende korte tijd bij de Koninklijke Marine (in veel later stadium opnieuw als officier-zeewaarnemer bij de marineluchtvaartdienst), voer daarna als stuurman bij de KNSM en de Nederlandsch-Indische Tankstoomboot Mij N.V. Nam hier in 1917 ontslag en vertrok als 22-jarige jonge man naar San Francisco, waar hij als arbeider te werk werd gesteld op de scheepswerf 'Union Iron Works' en vervolgens als administratieve kracht bij de Holland-American Chamber of Commerce. Zijn belangstelling ging echter meer uit naar de veiligheid op zee.

Het was, en is nog altijd, geen eenvoudige zaak om met stormweer de reddingboten te vieren vanaf een slingerend en slagzij-makend schip. De destijds open, houten reddingboten, hangend aan de davits aan de hoge zijde van het schip konden maar al te gemakkelijk geblokkeerd raken, kantelen of tegen de scheepsromp stukslaan. De reddingboten aan de lage zijde daarentegen waren, nadat de davits uitgedraaid waren en de boten gestreken, vaak heel moeilijk dan wel onbereikbaar voor de schipbreukelingen, die acrobatische toeren moesten verrichten om zich in te schepen.

De jonge Ane Pieter was van mening, dat bij een scheepsramp meer mensenlevens dat tot dusver gespaard konden worden, wanneer de reddingsmiddelen werden verbeterd. Bij zijn eerste pogingen in San Francisco slaagde hij erin om met de door hem ontwikkelde bootsklampen en sjorrings een reddingboot, hangend aan davits die onder een hoek van 30 graden gemonteerd waren, in enkele seconden te vieren.



De boot kon in twee seconden uitgezwaaid buiten boord hangen. Het Amerikaanse opleidingsschip *Iris* was het eerste van een groot aantal zeeschepen dat hij van deze automatische inrichting voor tewaterlating van reddingboten voorzag. In Europa deed hij vervolgens zaken onder de naam 'Schat Patent'.

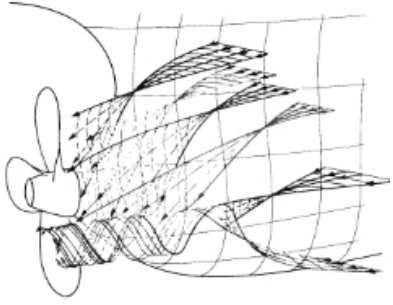
De uitvinder heeft zich vervolgens geheel gewijd aan de vervolmaking van zijn vele uitvindingen, die hij alle liet patenteren. Onder grote belangstelling van maritieme deskundigen demonstreerde hij in 1925 aan boord van het wrak van de *Prince George* zijn 'glijspanten-methode'.

De 46 graden slagzij makende *Prince George* bood hiertoe een ideale gelegenheid.

De glijspant is een metalen profiel (soort schaats), dat door middel van houten klossen is aangebracht aan de buitenzijde van de reddingboot en wel aan die zijde die naar de scheepswand is gekeerd. De glijspanten beschermen de boot tijdens het afvieren en worden na het tewater laten eenvoudig losgeschroefd en gelost. Een voordeel was nog, dat bij deze methode de davits zelfs niet uitgezwaaid behoefden te worden. De glijspant is, zij het in gewijzigde vorm, nog altijd in gebruik.

Current missions

References



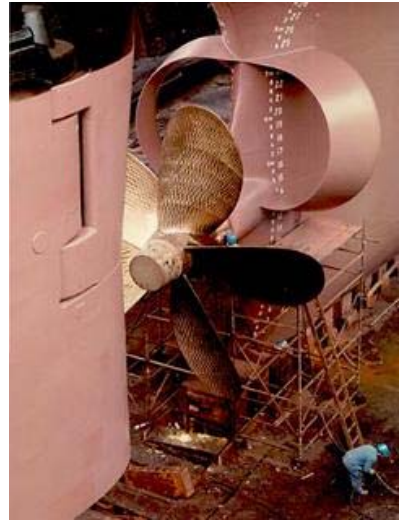
Abstract of references :

Shipyards :

- Chantiers de l´Atlantik / France
- Ferus Smit Shipyards / Netherlands
- IZAR Contrucciones Navales / Spain
- Howaldtswerke Deutsche Werft AG / Germany
- Peene Werft / Germany
- Slovenske-Lodenice / Slowakei
- Stocina Szczeinska / Poland
- TVG Shipyard / Türkiye
- Wadan Yards / Germany

Owner / Manager :

- Atlantic Bulk Carriers / Greece
- Bergesen / Norway
- BHP / Australia
- Carl Büttner / Germany
- Cho Yang Shipping / Korea
- China Navigation / Hong Kong / UK
- Döhle / Germany
- Exxon / USA
- Grimaldi / Italy
- Hanjin / Korea
- Knutsen / Norway
- Mobil / USA
- Oldendorff / Germany
- Reederei Nord / Germany
- Shell Tankers / UK
- Stolt Nielsen / Norway
- ZIM / Israel



Schneekluth duct

Die ruhige Kraft des homogenen Nachstroms

Fahrleistung: Geometrie zwischen Ausgleichsdüse und Spoiler entscheidet

Schwingungen, wie sie etwa vom Propeller an Schiffen mit strömungsungünstigem Unterwasserheck ausgehen können, bergen die Gefahr, Konstruktionsteile und ihre Verbindungen anzugreifen. Sie beeinflussen in Form von Schall den Komfort und die mäßige Hydrodynamik solcher Risse mindert natürlich die Fahrleistung von See- und Binnenschiffen. Dass Zustromausgleichsdüsen hier einiges verbessern können, ist bekannt. Dass zusätzliche Spoiler die Effektivität merklich erhöhen, wenn sie mit den Halbschalen am Rumpf als eine Einheit entworfen werden, belegen Messreihen an Modellen und auf See.

Durch den Einsatz der W.E.D. in Kombination mit Umlenkflossen, den Grothues-Spork Spoiler, werden erstaunliche Verbesserungen erzielt. Die erhebliche Beeinträchtigung des Propulsionsgütegrades durch Fallströmungen wurde lange unterschätzt und konnten durch verfeinerte Meßmethoden näher untersucht werden. Hierbei zeigte es sich, dass die abfallende „Crossflow“ eine Folge der am Schiffsrumpf bei Fahrt auftretenden hydrodynamischen Druckunterschiede ist, nach denen sich die Strömung nach Geschwindigkeit und Richtung orientiert und ausrichtet.

Nach erfolgreichen Modellversuchen mit Strömungsleitflossen in Berlin, Japan und Norwegen ließen sich sehr gute Erfolge durch die Kombination der Schneekluth W.E.D. mit Spoilern erzielen. So wurden in der Niederländischen Versuchsanstalt MARIN für laufende Tankerneubauten Brennstoffeinsparungen von 9,7% und in der HSVA in Hamburg für E3-Tanker Verbesserungen von 11,8% erreicht.

Für die Schiffsbau-Versuchsanstalt Potsdam erklären sich propeller-induzierte Pulsationen unter anderem mit einer inhomogenen Anströmung der Schraube. In einem nicht-laminaren, turbulenten Strömungsfeld ändere sich der Anstellwinkel der Propellerflügel mit jedem Winkelschritt. Das wiederum bedeute für die Schraube eine permanent wechselnde Belastung und damit zwangsläufig Schwingungen.

Die Druckimpulse pflanzen sich über die Außenhaut fort, unter Umständen bis in den Antrieb, sind aber vor allem eine Gefahr für Schweißverbindungen nahe dem Propeller, mithin für die Ruderanlage. Des Weiteren kann sich der Propeller im turbulierenden Umfeld im wahren Sinn des Wortes nicht kraftvoll abstützen. Die Maschine muss für eine bestimmte Fahrgeschwindigkeit bei ungünstigen Nachstrom-Verhältnissen mehr leisten als bei einem, über die gesamte Propellerfläche gesehen, vergleichmäßigtem Nachstrom.

Das raue Gesicht der Flotte

Die Konstrukteure bemühen sich deshalb um schlanke, strömungsgünstige Unterwasser-Heckpartien. Ziel: Erst gar nicht hydrodynamische Inhomogenitäten zuzulassen. Das gelingt heute auch mehrheitlich. Nun ist allerdings das Gesicht der Handelsflotte nicht durch Neubauten geprägt. Das Gros des aktuellen Bestands an Bulk Carriern, Tankern, Containerschiffen schiebt sich mit relativ plumper Heck-Geometrie durchs Wasser und muss deshalb Einbußen in Wirtschaftlichkeit (Verbrauch, unter Umständen auch Instandhaltungskosten) und Fahrkomfort hinnehmen. In beschränktem Maße gilt das ebenfalls für neue Rümpfe, wenn zum Beispiel die Positionierung der ausladenden Hauptmaschine ganz hinten im Heck die Optimierung der Linien bremst.

Doch ist es möglich, einen Teil der Verluste mit Spoilerblechen am Rumpf, im

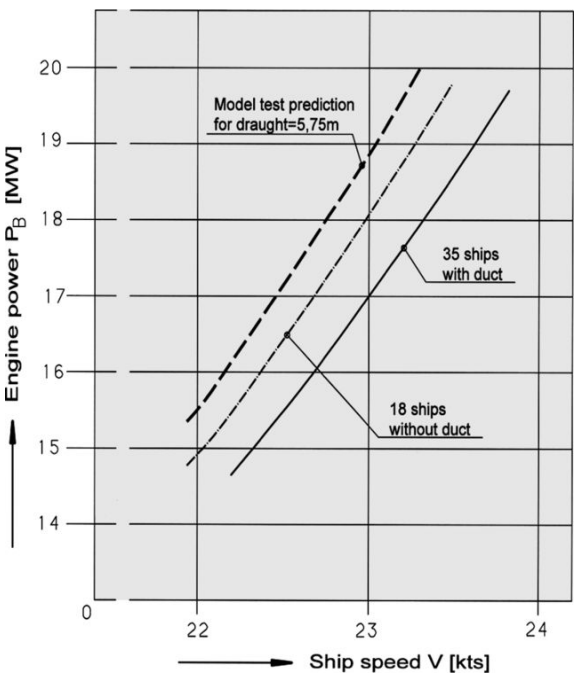
Anströmbereich des Propellers, sowie mit einer Zustromausgleichsdüse des Typs Schneekluth abzufangen. Sie ist nach ihrem Entwickler Prof. Dr.-Ing. Herbert Schneekluth benannt. Angeschweißt wird sie back- und steuerbordseitig am Heckende des Unterwasserschiffs. Physikalisch gesehen handelt es sich um einen zu zwei Halbschalen gebogenen Venturi-Trichter aus Tragflächenprofil, mit der größeren Öffnung zum Bug und der Profilwölbung zur Schiffswand hin. Dadurch entsteht im Querschnitt ein Unterdruck, der das Wasser ansaugt, beschleunigt und weitgehend homogen zum Propeller kanalisiert. Angepasste Spoilerbleche unterstützen die Kanalisierung.

Aktuelle Untersuchungen, zum Beispiel der Marine Engineering Consulting, Wismar, an zwei Mehrzweck-Frachtschiffen vom Typ MPC Neptun 30 der Reederei Hermann Buss, Leer, belegen die Effizienz: Eine hydrodynamisch orientierte Auslegung und Anordnung von Spoilern und Ausgleichsdüse im Zustrombereich des Drei- oder Mehrflüglers baut Schwingungen bis 50 Prozent ab und gestattet die gleiche Fahrgeschwindigkeit mit weniger Leistung.

Brennstoffeinsparung

Mehr als 1.500 Tanker, Container, Bulk Carrier, LNG-Carriern, aber auch Binnenschiffe profitieren bereits von einer derartigen Bestückung. Die Shell AG, die 14 Tanker nachrüsten ließ, errechnete Treibstoffeinsparungen zwischen 1 bis 7 t/Tag. Bei einem Schwerölpreis von 450 $/Tag, einer Fahrtzeit von 200 Tagen/Jahr und einem Einsparungsmittelwert von 4 t/Tag ergeben sich im Mittel Betriebskosteneinsparungen je Schiff und Jahr von 360.000 $.

Um die enormen Einsparungen zu verdeutlichen führen wir im folgenden Berechnungen, basierend auf Messungen an 35 Großausführungen eines 2500 TEU Containerschiffes mit 21.560 kW Leistung an (Bunkerpreis Treibstoff: Stand Frühjahr 2008, Einmalige Investitonskosten ca. 105.000,00 €)



- Hamburg / Sydney 11.800 Seemeilen
  27.000,00 € Einsparung Treibstoffkosten 253 to CO2 Reduktion
- Hamburg / Singapore 8541 Seemeilen
  19.000,00 € Einsparung Treibstoffkosten 184 to CO2 Reduktion
- Hamburg / Hong Kong 9950 Seemeilen
  22.000,00 € Einsparung Treibstoffkosten 214 to CO2 Reduktion

Weitere Einsparungen

In Geld schlagen aber nicht nur die Energiekosten zu Buche. Auch der Abbau von Ermüdungserscheinungen in Form von Anrissen und Rissen – Schäden aufgrund der Schwingungsbelastung – dürfte sich in Betriebskosteneinsparungen (Wartung und Reparatur) ausdrücken. Am Institut „Entwerfen von Schiffen und Schiffssicherheit“ der Technischen Universität Hamburg-Harburg ist man zwar der Meinung, dass derartige Anbauten für moderne Entwürfe die falsche Richtung seien – Professor Dr.-Ing. Stefan Krüger: „Zustromausgleichsdüsen können vielleicht 50 oder 60 Prozent von den Verlusten eines schlecht angeströmten Propellers zurückholen, intelligenter ist es, von vornherein solche Verluste zu vermeiden“ –, gibt aber zu, dass wahrscheinlich sehr viele klobige Unterwasserformen auf den Weltmeeren herumfahren, die zur Leistungssteigerung und Vibrationssenkung durchaus eine Anströmungsverbesserung vertragen würden.

Den Leistungs- und Geschwindigkeitszuwachs mit einer additiven Schneekluth-Düse protokollierte u.a. die Tankreederei Karl Büttner, Bremen. Sie betreibt

Rechnerisch verbraucht die „Lemonia“ mit Spoiler und Zustromausgleich 2,6 t Schweröl pro Tag weniger als die „Levana“.

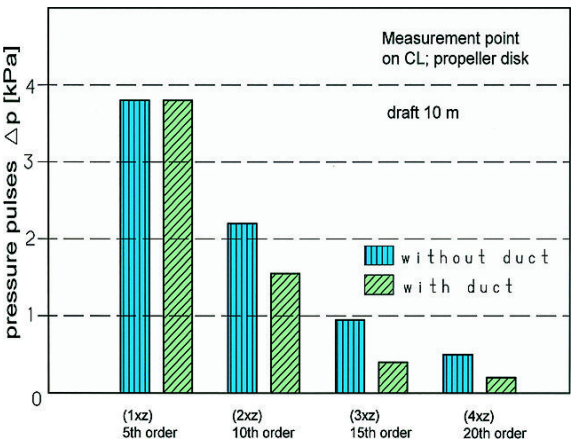
Die Messereihen entstammen Werftprobefahrten. Wortwörtlich steht im Report: „Es fällt auf, dass auf ‚MT Lemonia’ die Vibration im Hinterschiff merklich geringer ist und der Speed sich um 0,5 kn erhöhte.“ 2,6 t Brennstoff kosten cirka 1.000 $. Die Installationskosten von rund 70.000 € (ca. 84.000 $) haben sich demnach nach knapp einem halben Jahr bereits amortisiert. Die Völligkeit eines Unterwasserrisses geht maßgeblich in den Zeitraum der Refinanzierung ein. Bei einem Blockkoeffizienz Cb größer 0,7 dürften die Leistungseinsparungen für konvexe Wasserlinien zwischen 3 und 8 Prozent und für konkave Wasserlinien bei 3 bis 5 Prozent liegen.

Vibrations Reduzierung

Die Anforderungen an heutige Schiffsneubauten sind im Wesentlichen: schnell, leicht, geringer Tiefgang. Dies führt in den meisten Fällen zu Schwingungsproblemen die zu Rissbildung und Materialermüdungen im Schiffshinterbereich führen, sowie die Zerstörung und den Ausfall teurer Schiffstechnik und Elektronik verursachen. Sehr wesentlich ist auch die starke Belastung der Mannschaft durch Schall und Schwingungen – oft bis zur Schmerzgrenze. Durch die Nachrüstung mit einer Kombination aus Düse und Spoiler wurden mehr als 50% der Schwingungen abgebaut.

Im konkreten Fall erhielt das erste von zwei baugleichen 31.000-t-Konstruktionen (NB 551) von vorne herein Düse und Spoiler, während NB 552 zunächst ohne diese Anbauten ausgeliefert wurde. Auf den Probefahrten beider Schiffe dokumentierten die Nautiker I Fahrleistung, Geschwindigkeit und Schwingungsverhalten. Ein Gewicht der Analyse lag auf den Schwingungsfrequenzen an unterschiedlichen Messpunkten: Am Steuerstand auf der Brücke maßen die Ingenieure ohne/mit Spoiler und Ausgleichsdüse longitudinale Vibrationen von 2,38 mm/s gegenüber 0,93 mm/s und vertikale Bewegungen von 1,98 gegenüber 1,39 mm/s. Ähnliche Unterschiede verteilten sich über das gesamte Layout. Natürlich werden selbst identische Konstruktionen aufgrund zahlreicher Einflussfaktoren kein in allen Werten und Orten übereinstimmendes Schwingungsbild zeigen, doch dürfte der homogenere Wasserfluss im Sogbereich des Propellers in erster Linie für die besseren Werte zuständig sein.

Nachstehendes Diagram: Schwingungsmessungen an 2500 TEU Containerschiffen



Die beschriebene Untersuchung bestätigt: Ganz besonders die Aufbauten oberhalb des Hecks – und das ist bei Containerschiffen das Deckshaus – leiden unter den propeller-induzierten Druckimpulsen. In den Ausschreibungen von Neubauten wird deshalb vielfach eine Schwingungsbelastung von nicht mehr als 4 Kilopascal (kPa) für die Schwingungen erster Ordnung verlangt. Wie gesagt, diese Begrenzungen setzen die Schiffbauer nach Möglichkeit durch eine strömungsgünstige Ausformung des Heckbereichs um, was sich aber allein über die Linien nicht grundsätzlich realisieren lässt.

Referenzen

Hier finden Sie eine Auswahl an Schiffen, die bereits mit der Schneekluth WED ausgerüstet sind.

Carrier | Cargo | Coaster | Container | Tanker | Andere

Name	Kunde	Größe	Antrieb	Details
"Narcella" Deutsche Shell AG Tanker Ges. mbH Hamburg	Swan Hunter (S.Bs.) Ltd. Wallsend Nr.2022 11.1968	117.137 t 60.274 BRT 253,45 m 42,02 m	13.240 kW 15 kn	Tanker Duct Di=2,60 m Ld=1,30 m
"Narica" Deutsche Shell AG Tanker Ges. mbH Hamburg	Swan Hunter (S.Bs.) Ltd. Wallsend Nr.2021 9.1967	115.306 t 59.868 BRT 252,99 m 42,02 m	13.240 kW 15 kn	Tanker Duct Di=2,60 m Ld=1,30 m
"Stellata" Shell Rotterdam Den Haag	Hayundai Heavy Ltd. Korea Nr.354	83.660 t 55.456 BRT 234,02 m 42,68 m	11.776 kW 15 kn	Tanker Duct Di=3,40 m Ld=1,70 m
"Diala" Deutsche Shell Tanker GmbH Hamburg	Deutsche Werft AG Hamburg Nr.811 09.1966	71.375 t 39.426 BRT 232,87 m 33.53 m	11.769 kW 16 kn	Tanker Duct Di=3,00 m Ld=1,50 m delivery time 16.02.1985
"Bebatik" ex "Gadinia" Shell Tankers (U.K.) Ltd. London Bagawan	Ch. De l´Atlantique Nr.25 1972	48.612 t 48.662 BRT 232,04 m 34,75 m	15.300 kW 18 kn	Gas Tanker Duct Di=3,00 m Ld=1,50 m delivery time 24.09.1987
"Gouldia" Shell Tankers London Monrovia	Ch. De l´Atlantique Nr.290 1975	37.441 t 48.662 BRT 231,40 m 34,75 m	13.200 kW 18 kn	Gas Tanker Duct Di=3,00 m Ld=1,50 m delivery time 26.08.1985
"Fjordshell" Norske Shell Oslo	Haugesund mek. Verksted A/S Nr.48 1974	32.477 t 18.623 BRT 163,06 m 25,90 m	10.592 kW 16 kn	Tanker Duct Di=2,60 m Ld=1,30 m
"Erinna" Shell Tankers London Monrovia	St. John SB & D.D.Co Nr.1119 1977	30.980 t 18.092 BRT 162,00 m 26,00 m	8.827 kW 15 kn	Tanker Duct Di=2,50 m Ld=1,20 m
"Etrema" Shell Tankers London Monrovia	St. John SB & D.D.Co Nr.1119 1978	30.980 t 18.092 BRT 162,00 m 26,00 m	8.827 kW 15 kn	Tanker Duct Di=2,50 m Ld=1,20 m
"Eburna" Shell Tankers London	Mitsui / Japan Nr.1123 1979	31.375 t 18.654 BRT 162,03 m 26,00 m	8.238 kW 14 kn	Tanker Duct Di=2,50 m Ld=1,30 m
"Geomitra" Shell Tankers London	CNIM Nr.1399 1975	37.529 t 53.128 BRT 230,75 m 34,75 m	15.300 kW 18 kn	Gas Tanker Duct Di=3,00 m Ld=1,50 delivery time 25.09.1986
"Eulima" Shell Tankers London	Nuovi Cantiere Aquania (Italien)	162,00 m 26,00 m		Tanker Duct Di=2,40 m Ld=0,60 m delivery time 22.08.1985
"Cardissa" Shell Tankers Rotterdam	Verolme, Heusden Holland Nr.987 1983	19.900 t 14.605 BRT 160,00 m 22,70 m	7.250 kW 15 kn	Tanker Duct Di=2,30 m Ld=1,20 m delivery time 14.10.1987
"Caurica" Shell Tankers B.V. Rotterdam Gravenhage	Haugesund M/V A/S Nr.986 1982	32.229 t 19.274 BRT 163,15 m 25,90 m	7.250 kW 15 kn	Tanker Duct Di=2,30 m Ld=1,20 m delivery time 31.07.1987
"Fossarus" US Trust Co of New	Haugesund M/V A/S	32.229 t 19.274	8.827	Tanker Duct Di=2,60 m Ld=1,30

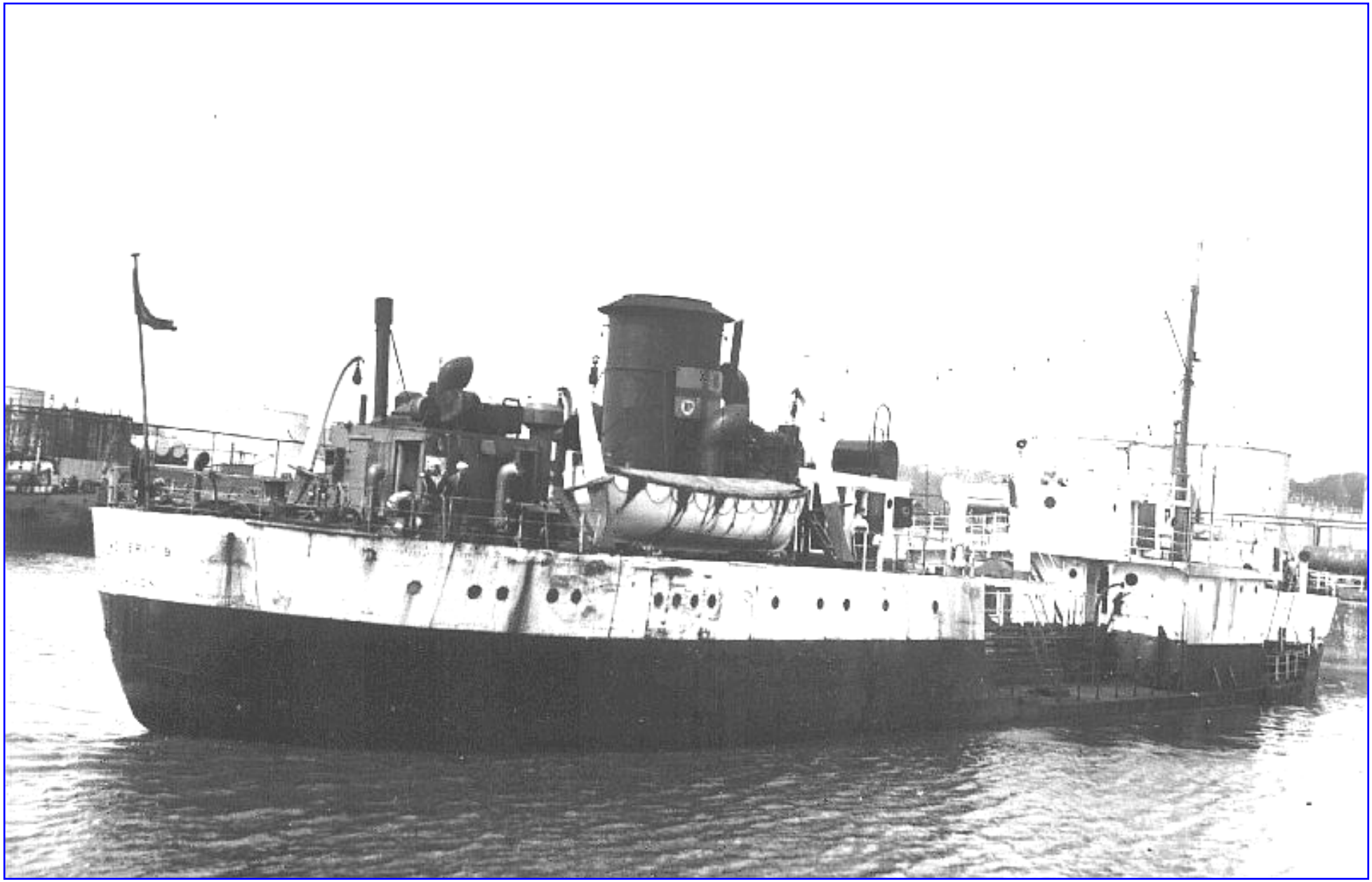
York	Nr.56 1976	BRT 163,15 m 25,90 m	kW 16 kn	m
"Felipes" Shell Tankers Rotterdam	Haugesund mek. Verksted A/S Nr.52 1975	32.229 t 19.274 BRT 163,15 m 25,90 m	8.827 kW 16 kn	Tanker Duct Di=2,60 m Ld=1,30 m
"Ficus" Shell Tankers Rotterdam	Haugesund M/V A/S Nr.53 1976	32.229 t 19.274 BRT 163,15 m 25,90 m	8.827 kW 16 kn	Tanker Duct Di=2,60 m Ld=1,30 m
"Flammulina" Shell Tankers Rotterdam	Haugesund M/V A/S Nr.54 1976	32.229 t 19.274 BRT 163,15 m 25,90 m	8.827 kW 16 kn	Tanker Duct Di=2,60 m Ld=1,30 m
"Fossarina" US Trust of New York Monrovia	Haugesund M/V A/S Nr.55 1976	32.201 t 19.274 BRT 163,07 m 26,60 m	8.827 kW 16 kn	Tanker Duct Di=2,60 m Ld=1,30 m
"Felania" Shell Tankers BV Rotterdam Monrovia	Haugesund M/V A/S Nr.50 1975	32.229 t 19.274 BRT 163,15 m 25,90 m	8.827 kW 16 kn	Tanker Duct Di=2,60 m Ld=1,30 m
"Fusus" Shell Tankers BV Rotterdam Monrovia	Haugesund M/V A/S Nr.51 1975	32.230 t 19.274 BRT 163,07 m 25,90 m	8.827 kW 16 kn	Tanker Duct Di=2,60 m Ld=1,30 m
"Marine Renaissance" Societe Maritime Shell Paris	Astano Astilleros y Talleres del Nr.260 1983	81.729 t 41.883 BRT 233,03 m 39,36 m	12.799 kW	Tanker Duct Di=2,80 m Ld=1,40 m
"Solena" Deutsche Shell Tanker GmbH Hamburg Monrovia	Inabari Shipbuilding Co Ltd. Nr.1082 1980	81.561 t 41.911 BRT 235,00 m 42,00 m	15.100 kW	Tanker Duct Di=3,20 m Ld=1,60 m delivery time 25.10.1985
"Entalina" Shell Tankers London	Saint John Nr.1.120 1978	71.486 t 18.092 BRT 162,00 m 26,00 m	7.000 kn 15 kn	Tanker Duct Di=2,50 m Ld=1,20 m delivery time 20.12.1985
"Gari" Shell Tankers London	Ch. De l´Atlantique St.Nazaire Nr.125 1973	37.441 t 48.662 BRT 231,40 m 34,75 m	13.200 kW 18 kn	Gas Tanker Duct Di=3,00 m Ld=1,50 m delivery time 20.12.1985
"Nivosa" Shell of Australia Sydney	Mitsubishi heavy Ind. Nr.1921 1984	136.115 t 72.609 BRT 255,40 m 45,70 m	11.769 kW 16 kn	Tanker Duct Di=3,60 m Ld=2,80 m delivery time 02.02.1987
"Mobil Challenger" Mobil Shipping Comp. London	Brodogradiliste Rijeka Nr.613 1983	39.600 t 22.587 BRT 169,02 m 32,01 m	8.385 kW 15 kn	Tanker Duct Di=2,70 m Ld=2,00 m delivery time 15.04.1986
"Gadila" Shell Tankers London	Chantiers de l ´Atlantique, St. Naz. Nr.231 06.1973	37.441 t 48.662 BRT 231,40 m 34,75 m	15.300 kW 18 kn	Gas Tanker Duct Di=3,00 m Ld=1,50 m delivery time 21.03.1986
"Eva" Societe Maritime Shell Paris	Astano Astilleros y Talleres del Nr.257 1981	85.500 t 41.223 BRT 233,03 m 39,36 m	12.357 kW	Tanker Duct Di=2,80 m Ld=1,40 m
"Saudi Glory" Mobil Shipping USA Monrovia	Sumito SB, Japan Nr.1014 1974	276.368 t 122.296 BRT 324,01 m 54,41 m	27.951 kW 16 kn	Tanker Duct Di=3,90 m Ld=2,50 delivery time 13.02.1987
"Erdona" Shell Tankers London	Saint John Nr.1.121 1978	30.990 t 18.092 BRT 162,01 m 26,01 m	8.827 kW 15 kn	Oil-Tanker Duct Di=2,50 m Ld=1,20 m

"Eulota" Shell Tankers London	Nuovi Cantiere Aquania (Italien)	162,00 m 26,00 m		Tanker Duct Di=2,40 m Ld=0,60 m delivery time 09.09.1986
"Genota" Shell Tankers London	Con. Nav. & Ind. De la Mediterranee Nr.1400 1975	37.529 t 53.128 BRT 230,75 m 34,75 m	15.300 kW 18 kn	Gas Tanker Duct Di=3,00 m Ld=1,50 m
"Ensis" Lepton Shipping BRD-Shell Tanker GmbH Monrovia/Liberia	Saint John SB + D.D. Co Ltd. Nr.1122 1979	31.487 t 18.092 BRT 162,01 m 26,00 m	8.827 kW 15 kn	Tanker Duct Di=2,50 m Ld=1,20 m
"Lampas" Shell Tankers Ltd. London	Harland & Wolff Ltd. Belfast Nr.1695 1975	317.996 t 161.632 BRT 336,00 m 55,40 m	26.480 kW 15 kn	Tanker Duct Di=4,00 m Ld=2,00 m
"Mobil Meridian" Mobil Oil Corp. New York	Bethlehem Steel Corp. Nr.4577 1961	49.981 t 28.218 BRT 214,89 m 31,09 m	11.033 kW 16 kn	Tanker Duct Di=3,00 m Ld=2,00 m
"Mobil Petrel" Mobil Shipping Co. Ltd Hamilton	Sasebo Ship Yard Nr.224 1973	280.000 t 139.092 BRT 324,00 m 53,50 m	26.480 kW 15 kn	Tanker Duct Di=3,90 m Ld=2,00 delivery time 13.02.1987
"Mobil Vanguard" Mobil Shipping & Transportation Co. Monrovia	Sumito SB, Japan Nr.1094 1982	81.283 t 41.135 BRT 233,03 m 42,02 m	12.799 kW	Tanker Duct Di=3,30 m Ld=1,70 m
"Mobil Swift" Mobil Shipping London Monrovia	Mitsui / Japan Nr.961 1973	272.494 t 119.969 BRT 317,91 m 56,01 m	27.951 kW 16 kn	Tanker Duct Di=3,50 m Ld=1,80 m
"Elona" Deutsche Shell Tanker GmbH Saint John SB	D.D. Co. Ltd. St. John N.B. Nr.1123 1979	31.487 t 18.092 BRT 162,01 m 26,00 m	8.827 kW 15 kn	Tanker Duct Di=2,50 m Ld=1,20 m
"Exxon Baton Rouge" Esso International Inc New York	Avondale Shipyards Inc. Nr.1181 1970	76.813 t 34.266 BRT 232,56 m 38,10 m		Tanker Duct Di=3,60 m Ld=1,80 m delivery time 02.02.1987
"Liotina" Deutsche Shell Tanker GmbH Hamburg	Bremer Vulkan AG Nr.991 1974	317.588 t 162.225 BRT 336,00 m 55,40 m	26.800 kW 15 kn	Tanker Duct Di=4,60 Ld=2,30 m
"Neverita" Deutsche Shell Tanker GmbH Piraeus	Scheepsbouw Amsterdam Nr.501 1968	111.465 t 57.905 BRT 253,45 m 40,00 m	13.240 kW 15 kn	Tanker
"Berge Borg" ex "Matilde R" Bergesen D.Y. A/S Norway	Odense Staalshipsv. A/S Dänemark Nr.59 1976	111.465 t 57.905 BRT 253,45 m 40,00 m	13.240 kW 15 kn	Tanker Duct Di=3,00 m Ld=1,50 m
"Mobil Jade" Mobil Oil Hamburg	Schulte & Bruns, Emden Nr.276 1975	11.090 t 6.444 BRT 112,53 m 20,50 m	2.207 kW 13 kn	Tanker Duct Di=1,80 m Ld=1,20 m
"Lima" Shell Tankers London	Harland u. Wolff, Belfast Nr.1698 1977	318.013 t 161.632 BRT 336,00 m 55,40 m	26.480 kW 15 kn	Tanker Duct Di=4,60 Ld=2,30 m
"Leonia" Shell Tankers London	Harland u. Wolff, Belfast Nr.1697 1976	318.000 t 161.626 BRT 336,00 m 55,40 m	26.480 kW 15 kn	Tanker Duct Di=4,60 m Ld=2,30 m

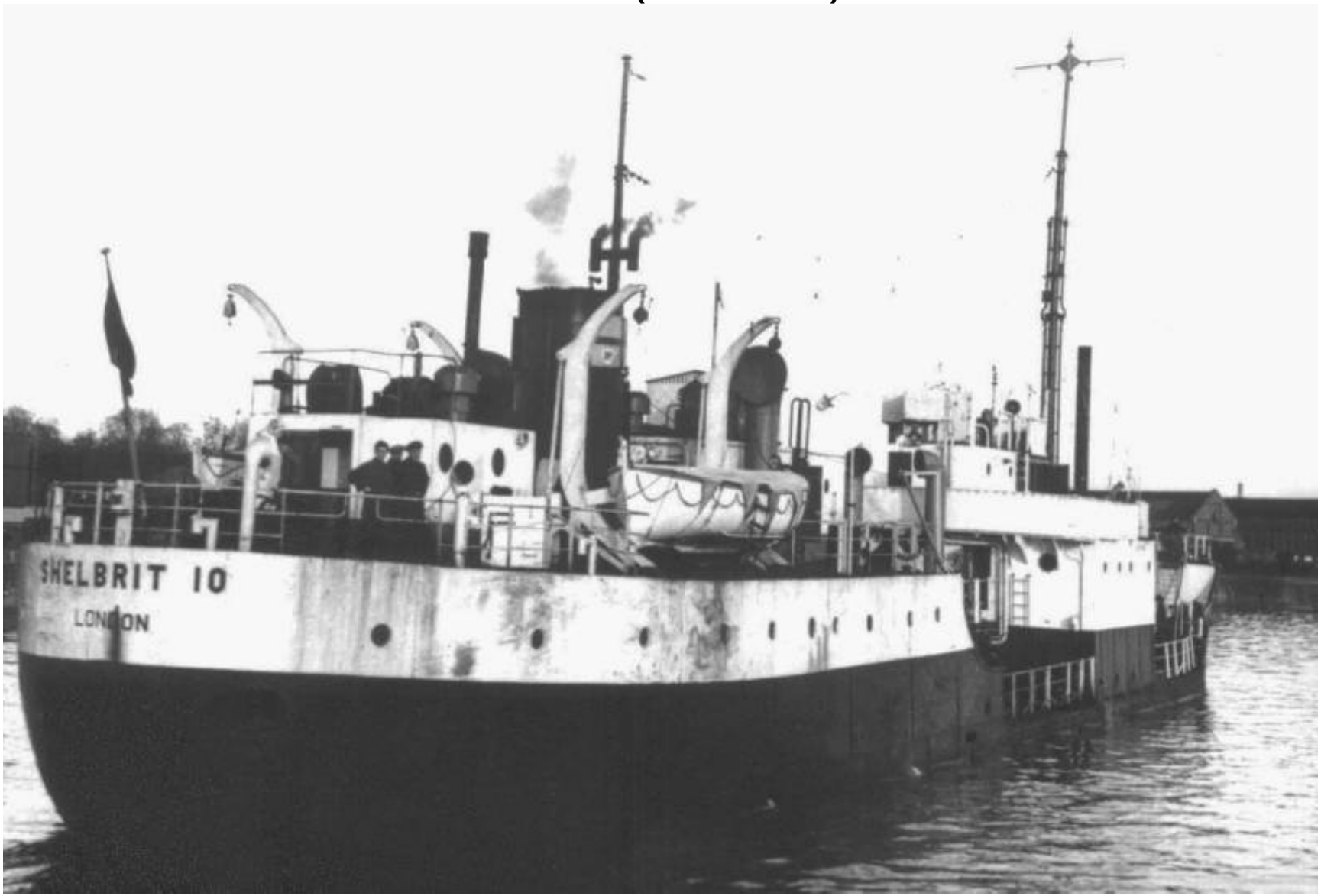
		28,55 m	kn	
"Solaris" Shell Tankers BV Rotterdam	Daewoo Shipbuilding & Heavy Machines Ltd.	83.651 t 56.456 BRT 234,02 m 42,68 m	11.776 kW 15 kn	Tanker Duct Di=3,50 m Ld=1,80 m
"Esso Clyde" Esso Petroleum Co.Ltd. London	Cammell Laird Shipbuilders Ltd. Nr.1351 1972	20.499 t 12317 BRT 160,51 m 42,68 m	8.032 kW 15 kn	Tanker Duct Di=2,30 m Ld=1,20 m
"Belais" ex "Gastrana" Shell Tankers (UK) Ltd. London	Ch. De l´Atlantique St.Nazaire Nr.25 1974	37.441 t 48.662 BRT 231,40 m 34,75 m	15.300 kW 18 kn	Liquid Gas Tanker Duct Di=3,00 m Ld=1,50 m Delivery time 17.02.1988

"Spectrum" Shell Tankers BV. Rotterdam	Hyundai Heavy Ind. Nr.353 1982	83.651 t 56.456 BRT 234,02 m 42,68 m	11.976 kW 15 kn	M Tanker Duct Di=3,50 m Ld=1,80 m

Shellbrit 9, Fulgur, Empire Tesland



Shelbrit 10 (Shell Director)



Anthonie II

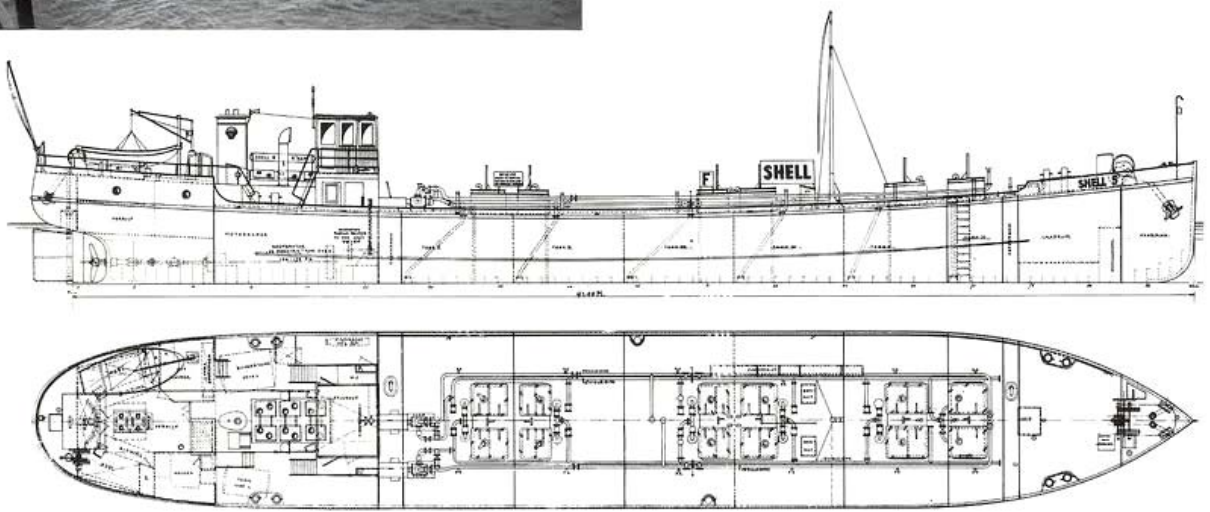
Anthonie II , 24,30 x 4,68 x 1,90 , 100 ton , Bouwjaar 1971 , Werf Ruijtenberg, Raamsdonksveer (Nederland) , 180 pk DAF , ex Shell 76 , ex 2 x Anthonie II , eigenaar Verweij Kampen Beheer in Kampen, ENI 02313193 Foto's gemaakt in Kampen op 21-06-2010.

Anthonie II , 24,30 x 4,68 x 1,90 , 100 ton , Bouwjaar 1971 , Werf Ruijtenberg, Raamsdonksveer (Nederland) , 180 pk DAF , ex Shell 76 , ex 2 x Anthonie II , eigenaar Verweij Kampen Beheer in Kampen, ENI 02313193

Foto's gemaakt in Kampen op 21-06-2010.

De 'Shell 4 en 5' zijn in 1929 bij scheepswerf Rijkee in Rotterdam gebouwd. De afmetingen bedroegen 42.5 meter x 6.42 meter en met een diepgang van 2.40 meter was het laadvermogen 330 ton.
De schepen werden ingezet voor het vervoer van lichte produkten naar de depots. In het voorschip was een laadruim voor het vervoer van vaten.
De schepen zijn aan firma v.d. Linden verkocht en als 'Nautilus' en 'Mitilus' in de vaart gebleven.
Het is niet bekend of de schepen nog varen.

Algemeen plan 'Shell 4 en 5'.



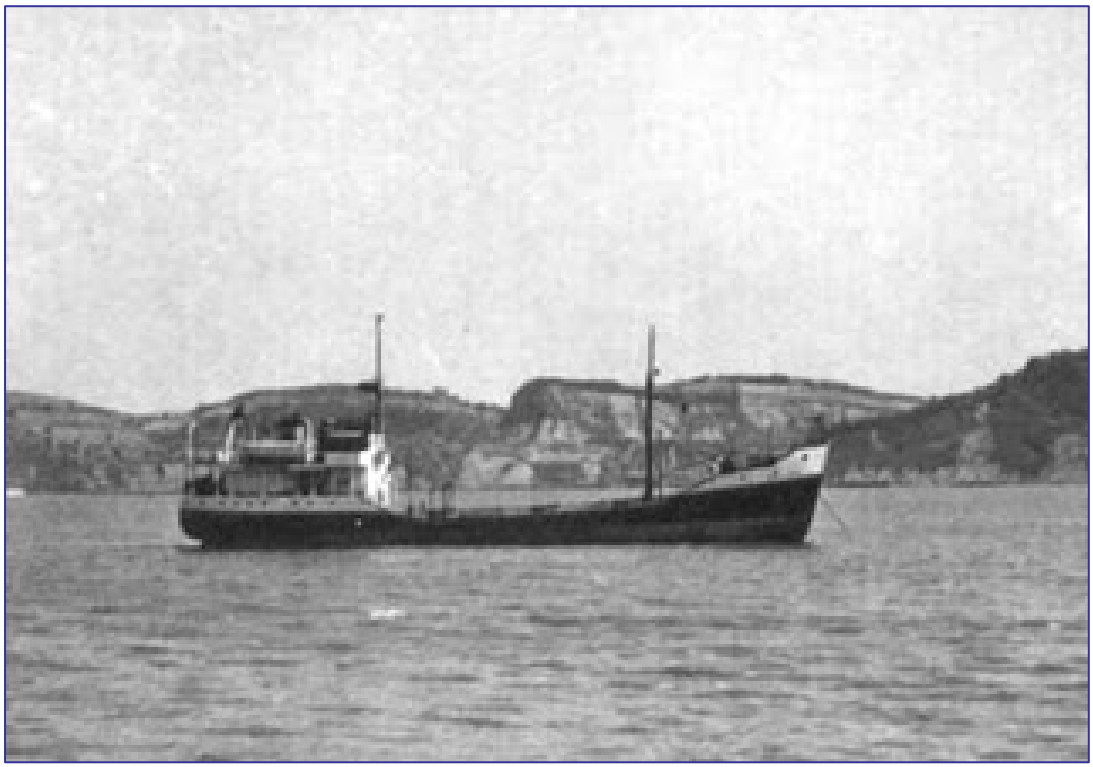
Shell 4 & 5 - 1928

Navios da Shell Portuguesa

O "Shell Onze"

1947 -1968

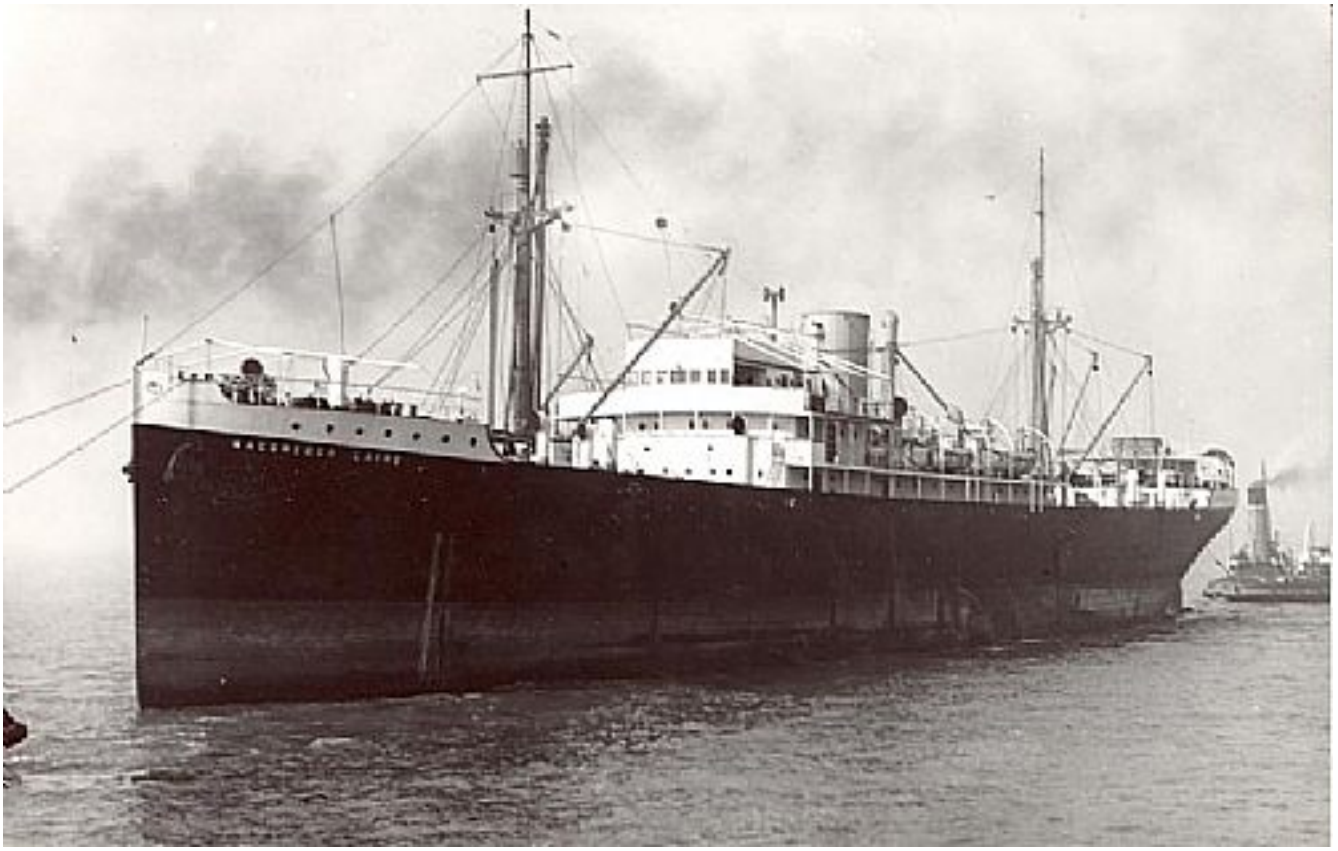
Na oportunidade resgatamos a memória do quarto e último navio tanque da Shell Portuguesa, porquanto foram já referênciados o “Penteola”, o “Shell Dezassete” e o “Shell Tagus”. Foi colocado pela empresa para prestar serviço de cabotagem no período pós II Grande Guerra Mundial, revelando-se fundamental na distribuição de combustíveis pelos portos nacionais, evitando a completa paragem fabril no norte e centro do país. Lembramos que a frota nacional de tanques nesta época além dos navios da Shell atrás referidos, era composta apenas pelo “Gerez”, “Aire” e “Sameiro”, primeiros navios da Soponata.



O "Shell Onze" em Lisboa - foto colecção fsc

Nº Oficial : G-496 > Iic.: ?? > Registo : Lisboa
Construtor.: Iron Works & Co., Rowhedge, Inglaterra, 08.1946
ex “Trapp” – Shell (Anglo-Saxon Petroleum), Ldrs., 1946-1947
Tonelagens : Tab 358,02 to > Tal 151,15 to > Porte 420 to
Cpmts.: Ff 46,53 mt > Pp 43,94 mt > Bc 7,25 mt > Ptl 2,83 mt
Máq.: Britist Polar Engines Ltd, 1944 > 1:Di > 395 Bhp > 9 m/h
dp “Sonap Tanque” - Sonap Portuguesa, Lisboa, 1968-1983
dp “Macuse” - Emp. Moçambicana, Lrço. Marques, 1983-1997

Foi amarrado / ancorado na costa Moçambicana, na posição 25°58’S 32°28’E em Setembro de 1997, local onde veio a submergir.



MACGREGOR LAIRD

built by D & W Henderson Ltd Glasgow,
Yard No 869

Last Name: SALAMAT (1956)
Previous Names: **SHELL QUEST (1953)**
Launched: Friday, 28/02/1930
Built: 1930
Ship Type: Cargo Vessel
Tonnage: 4015 grt
Length: 370.1 feet
Breadth: 51.7 feet
Owner History:
1930 African Steamship Company Liverpool (Elder Dempster)
1934 Elder Dempster Lines
1953 Anglo-Saxon Petroleum Co.
1954 Shell Company of Qatar
1956 Stanhal Navigation, Costa Rica
Status: Scrapped - ??/??/1961

Remarks: Coverted to exploration depot for Shell in the Persian Gulf . Converted back to dry cargo in 1956.
Broken up at Split Q4/1961

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Petroleum products tanker - **METRO STAR** Registry & flag - Sarnia, Ontario, Canada IMO Number - 6407523

Location - Upbound in the Welland Canal at St. Catharines, Ontario, Canada **Photograph Date** - 31 May 1984
Photographer - **Rob Sharik** **Added to archive** - 21 August 2005 **Last updated** - 21 August 2005

SHIP'S HISTORY

Keel laid - unknown
Launched - unknown
Delivered - April 1964
Newbuild price - Unknown

(a) **Hamble** - England (1979)
(b) **Shell Refiner** - unknown (1981)
(c) **Metro Star** - Canada (1987)
(d) **Erin T** - Panama (2/1992)
(e) **Marine Supplier** - Nigeria

It is assumed that **Marine Supplier** is still in service

CONSTRUCTION & DIMENSIONS

Builder - Henry Robb Ltd.
Country - Leith, Edinburgh, Scotland
Hull number - 486
Gross tonnage - 1,657
Net tonnage - 1,026
Deadweight tonnage - 1,511
Length overall - 87.67 meters
Width overall - 11.36 meters
Draught - 4.28 meters
Depth - 5.80 meters
Engine builder - British Polar Engines Ltd.
Country - Glasgow, Scotland
Type - 1 - Polar MN16S diesel engine
Engine horsepower - 1,230 bhp

ADDITIONAL INFORMATION - Viewer contributions

1964 - **Hamble** was built at the drydock of Henry Robb Ltd., at Leith for Shell Tankers U.K. of London England. She was a near sistership to at least three other vessels named **Dingle Bank**, **Killingholme** and **Partington** which now operates as Hamilton Energy

1981 - **Shell Refiner** was purchased by Shediac Bulk Shipping (Metro Oil) of Sarnia, Ontario, Canada and she was renamed **Metro Star**

Winter 1981-82 - **Metro Star** was lengthened by 18.2 meters and her deck was raised by about 1 meter at the Marystown Shhipyard in Marystown, Newfoundland, Canada. The new midship addition added two more cargo tanks to her existing five. It is not known whether she was just lengthened or if she received an entirely new midsection

31 October 1982 - **Metro Star** ran aground at St. Augustine, Quebec City and started taking on water. She was subsequently beached to avoid sinking, fortunately, without the loss of any of her gasoline or diesel oil cargo. Her fleetmate, **Metro Sun** later came alongside and off loaded **Metro Star**'s cargo.

4 November 1982 - She was refloated however it is not known which tugs were involved with her salvage

10 November 1982 - **Metro Star** was returned to Shediac by the salvors at Pictou, Nova Scotia. She was later towed to Halifax, Nova Scotia where subsequent inspections resulted in the ship being declared a constructive total loss.. Her owners decided to repair the ship anyhow since they had invested heavily in the ship's refit only eight months earlier.

February 1983 - The work of repairing **Metro Star**'s damage began at Halifax **(Additional details would be most appreciated)**

1983 - Lloyds of London records her owner as Shediac Tanker Corporation of Sarnia, Ontario, Canada

1987 - Lloyds of London records her owner as Laurentide Financial Corporation Ltd. and Merlac Marine Shipping Inc., of Sarnia, Ontario as her manager.

Summer 1987 - **Metro Star** was sold to Woodward Oil Ltd. and she was renamed **Erin T**. She sailed under the management of Coastal Shipping Ltd.

7 February 1992 - Canadian registry on this ship was closed following a sale to Specialize Shipping & Chartering Inc., of Panama. She was renamed **Marine Supplier** and headed south for ship bunkering duties

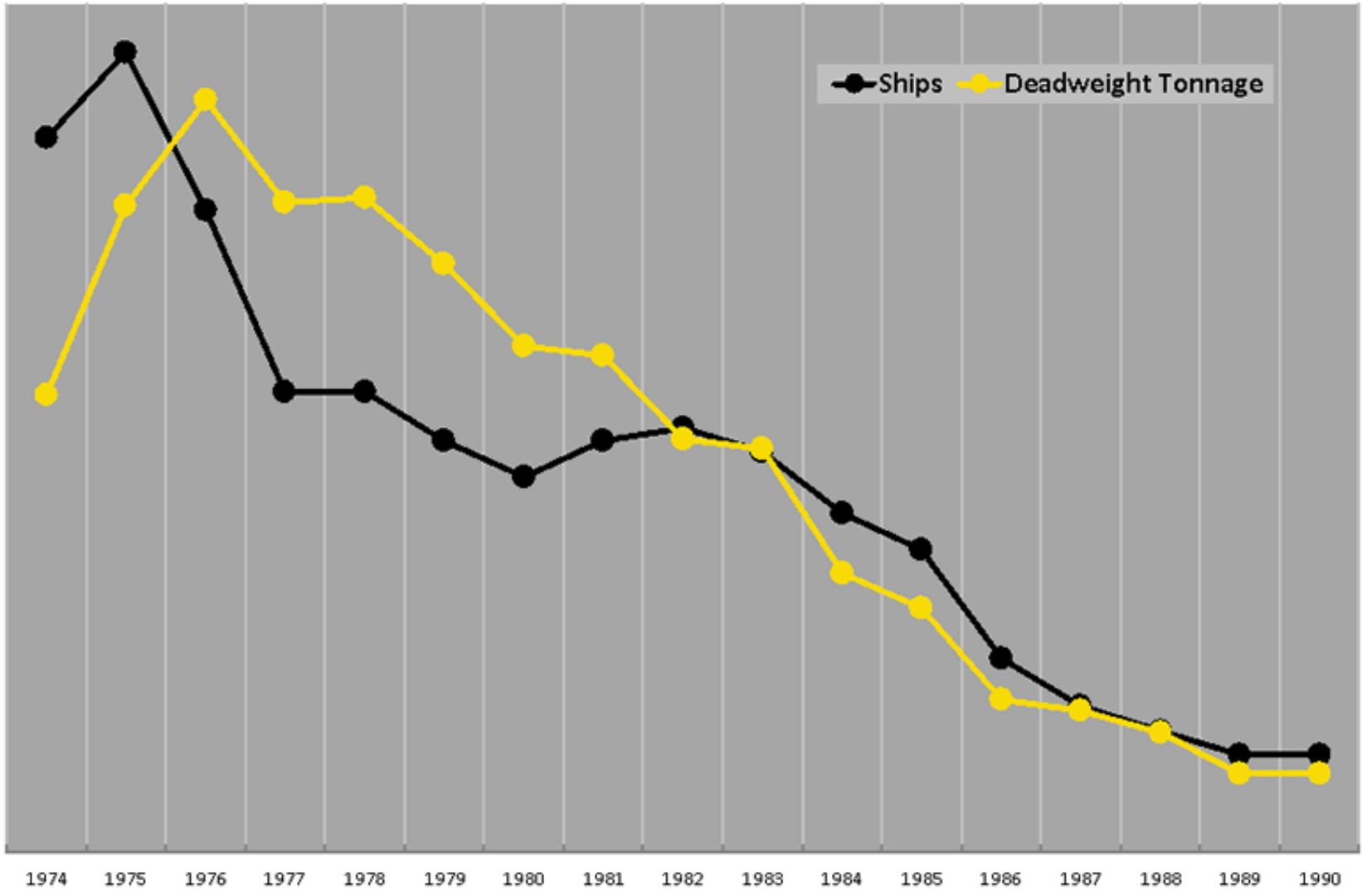
2004 - Lloyds of London records that the ship was last listed classed with Lloyds in February of 1992 and that its ownership and registry is likely Nigerian. No further information has been found regarding **Marine Supplier**'s current status

Information sources - Fairplay Internet Ship Register, Imperial Oil Fleet News, Marine News - The World Ship Society
The Scanner - The Toronto Marine Historical Society

tonyholt.co.uk

This page shows the size of the STUK fleet between 1974 and 1990. The number of ships in the STUK fleet fell from a maximum of 96 in 1975, to 38 in 1990. The combined Deadweight tonnage in the fleet fell from a maximum of 9.2 million tons in 1976, to 3.6 million tons in 1990.

Year	**1974**	**1975**	**1976**	**1977**	**1978**	**1979**	**1980**	**1981**	**1982**	**1983**	**1984**	**1985**	**1986**	**1987**	**1988**	**1989**	**1990**
Ships	89	96	83	68	68	64	61	64	65	63	58	55	46	42	40	38	38
DWT (Million Tons)	6.8	8.3	9.2	8.4	8.4	7.9	7.2	7.1	6.4	6.3	5.3	5.0	4.3	4.2	4.0	3.6	3.6



LEXINGTON USS (CV-16)

Built as an aircraft carrier under yard No 1508 by the Bethlehem Shipbuilding Corp., Quincy for the USA Navy.
15 July 1941 laid down as the USS CABOT.
23 September 1942 launched as USS LEXINGTON (CV-16), christened by Mrs. Theodore Douglas Robinson. One of the Essex class aircraft carrier.
Displacement 27,100 tons standard and 36,380 tons full load. Dim. 266 x 45 x 10.41m (draught)

Posted by aukepalmhof on 26 Jul - Click to read the full article

MUREX tanker 1892

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• Page **1** of **1**

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.

Some websites. Register of Merchant ships completed in 1892.

Papoose

Name	**Papoose**		
Type:	Steam tanker		
Tonnage	5,939 tons		
Completed	1921 - South Western Shipbuilding Co, San Pedro CA		
Owner	Petroleum Navigation Co, Houston TX		
Homeport	Houston		
Date of attack	19 Mar, 1942	**Nationality:**	American

Fate	Sunk by U-124 (Johann Mohr)
Position	34.17N, 76.39W - Grid DC 1167
Complement	34 (2 dead and 32 survivors).
Convoy	
Route	Providence, Rhode Island (15 Mar) - New York - Corpus Christi, Texas
Cargo	Water ballast
History	Built as Dutch **Silvanus**, 1927 sold to USA and renamed **Papoose**
Notes on loss	At 04.31 hours on 19 Mar, 1942, the unescorted and unarmed **Papoose** (Master Raymond Zalnick) was torpedoed by U-124 about 15 miles southwest of Cape Lookout, while steaming a zigzag course at 11 knots in moderately rough seas. One torpedo struck on the port side at the break of the poop and entered the fuel bunker, causing the flooding of the engine room and fireroom. The engines stopped immediately and two crew members on watch below were killed. The first lifeboat was launched after five minutes and was barely missed by a second torpedo at 04.44 hours, which struck on the starboard side just aft of amidships. The explosion opened a large hole near the waterline that extended eight feet above the water, causing the ship to sink a few hours later. A second lifeboat was launched five minutes after the second hit. The surviving eight officers and 24 crewmen were picked up by **USS Stringham (DD 83)** about ten hours after the attack and taken to Norfolk, Virginia.

1926 8

April

De stoomtanker ***'Silvanus' (1921)*** van de Nederlandsch-Indische Tankstoomboot Maatschappij komt op de rivier de Mississippi in dichte mist in aanvaring met de Amerikaanse tanker 'Thos H. Wheeler'. De tanker, op weg van New Orleans naar Europa, raakt in brand. 25 bemanningsleden en de loods komen om het leven. De NITM zal later het schip verkopen, waarna het later na reparatie onder Amerikaanse vlag als 'Papoose' weer in de vaart zal worden gebracht.

Bron: scheepsrampen koopvaardij 1855 - 1991

10-4-1926

Schip vergaan.

Op de Missisippi, twintig mijl van New-Orleans heeft 'n aanvaring plaats gehad tusschen het Nederlandsche s.s. „Silvanus", van de te 's-Gravenhage gevestigde Nederlandsch-Indische tankstoomboot maatschappij en het Amerikaansche tank stoomschip „Thomas H. Wheeler". Vijf en dertig man van de, uit vijftig man bestaande équipage van de „Silvanus" worden vermist.

Laatstgenoemd schip stond geheel in brand, en is gezonken.

Volgens nadere berichten uit New-Orleans zijn 29 man van de bemanning verdronken. Kapitein Weiser en drie Chineezen werden opgepikt door de Koelboot „Topatopa", en 15 anderen, onder wie 12 Chineezen zwommen naar land.

SS *Silver Shell* (American Tanker, 1915)

Silver Shell , een 5606 bruto ton (12.000 ton waterverplaatsing) tanker gebouwd in Wilmington, Delaware, in 1915 voor de Shell Oil Company, werd geïnspecteerd door de Derde Naval District in januari 1918 voor eventuele Amerikaanse marine service. Hoewel toegewezen van het register ID # 2270, werd ze niet overgenomen door de Marine en bleef in civiele hechtenis.

Foto #: NH 70462 SS *Silver Shell*

(American Tanker, 1915) Op het erf van haar bouwer, Harlan en Hollingsworth van Wilmington, Delaware, waarschijnlijk toen eerst uitgevoerd. Dit schip was een zuster van SS *Gold Shell* (bouwjaar 1916), die diende als USS *Gold Shell* . (ID # 3021) in 1917-1919 .

Foto #: NH 104069 SS *Silver Shell*

(American Tanker, 1915) Mogelijk gefotografeerd in de buurt van New York City op 23 januari 1918, toen ze werd geïnspecteerd door de Derde Naval District. is gebouwd in 1915 door Harlan en Hollingsworth van Wilmington, Delaware, dit schip werd beschouwd voor Wereldoorlog I era Amerikaanse marine service, en gekenmerkt met het register ID # 2270, maar werd niet overgenomen. *US Naval Historical Center Foto.*

THE SUNDERLAND SITE

Niceto de Larrinaga
8869 (or 6251) tons, later 10519 (or 10520) tons
Hull 534

Aegis Bounty
Char Chun
Char Cheng
1959

A cargo ship. 149.7 metres (470.2 ft.) long, single screw, speed of 16 (or 15 1/2) knots, registered Liverpool. Built for 'Larrinaga Steamship Company Limited', of Liverpool. Was chartered to carry wheat from Geelong, Australia, to Shanghai, China, & then, in Aug. 1961, was chartered to 'British Phosphate Commissioners' to carry phosphates from Nauru, Micronesian S. Pacific, to Lyttelton, New Zealand. Carried nitrates from Tocopilla, Chile. On Sep. 23, 1961, while en route, with a cargo of iron ore, from Freetown, West Africa, to Ymuiden, Holland, with a crew of 42 all told, the vessel collided in calm conditions but in dense fog (visibility of no more than 300 ft.)& with ***Sitala, a 49204 ton supertanker of 'Société Maritime Shell France'***. Niall Golding, Acting 3rd Mate at the time, advises (thanks Niall!) that the collision occurred on Sep. 23, 1961, 8 to 10 miles N. of the Casquets, just west of Alderney in the English Channel. ***Niceto de Larrinaga***'s stern & port side was badly damaged (it collided with the stem & forward bow of ***Sitala***) & two ***Niceto de Larrinaga*** crew members were killed as a result. The vessel was towed

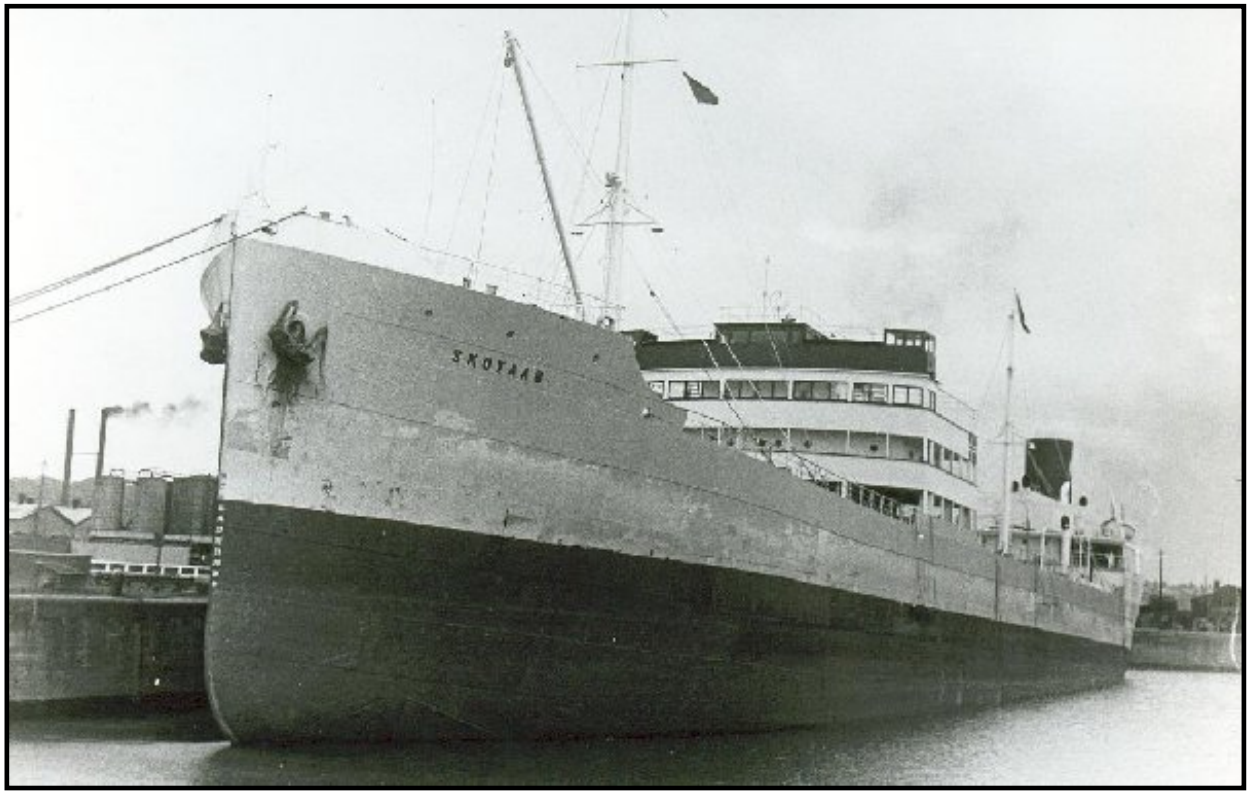
to Ymuiden, Holland, to be unloaded & then towed to Amsterdam for dry-docking & repairs. We seem to not know what happened to ***Sitala***.The Court found that the bad navigation of ***Niceto de Larrinaga*** was a cause in the collision & the Master's Certificate of Joseph Meade, its Master, was suspended for 9 months. The Chief Mate's also, I understand. I underlined the 'a' because the Master of ***Sitala*** was not present at the hearing, rather his statutory statement, made at Rotterdam, was read to the Court & the Court agreed to proceed based only on the data presented at the hearing. I wonder why he was not required to appear? Was there a French hearing into the collision? It would, regardless, seem that ***Niceto de Larrinaga*** was proceeding at an excessive speed in all of the circumstances. '*There is no doubt that the navigation of the "Niceto de Larrinaga" was deplorable. The speed of between 12 and 13 knots was excessive ...*' If I understand Niall's words correctly, ***Sitala*** made course changes which were quite inappropriate, but that evidence was maybe not presented at the hearing? In 1964, the vessel was lengthened to 170.2 metres at Harland & Wolff, Belfast, & her tonnage increased from 8,869 to 10,519 (or 10,520) tons. Images of the separated bow section is at 2 (access as above). The vessel was sold, in 1972, to 'Navarino Shipping Co.', of Cyprus (owned by N. D. Papalios, i.e. Aegis Lines) & renamed ***Aegis Bounty***. Was sold again, in 1978, to 'Char Chun Marine (Panama) S.A.', & renamed ***Char Chun***. Sold again, in 1979, to 'Char Hang Marine (Panama) S.A.', & renamed ***Char Cheng***. Broken up at Kaohsiung, Taiwan, in 1981.

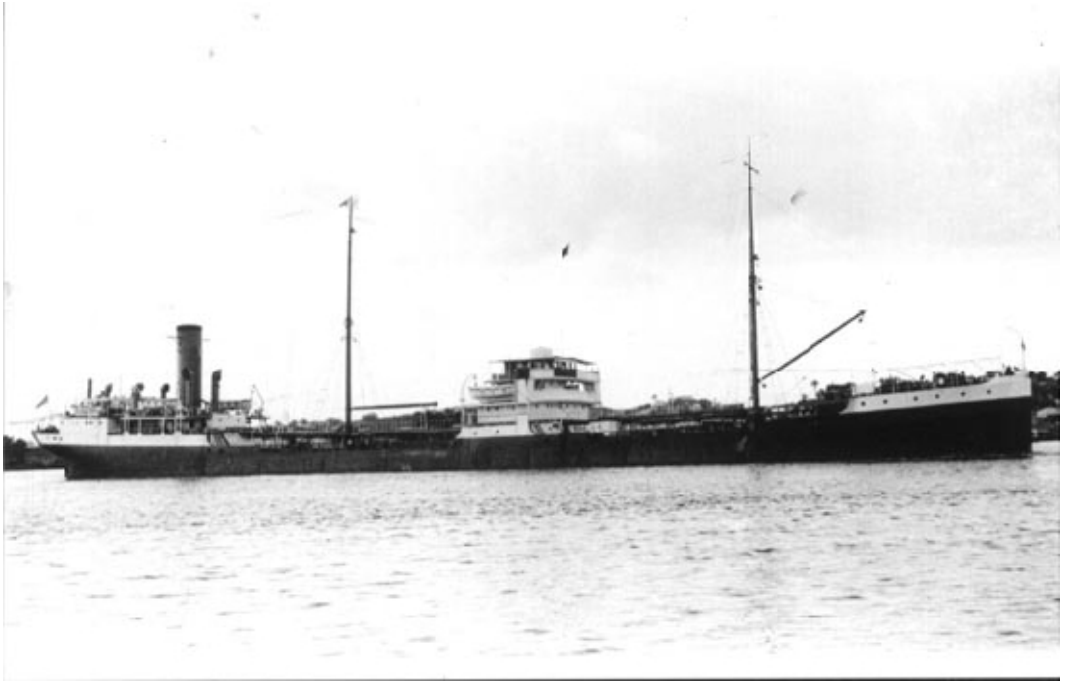
SKOTAAS

451ft 2ins x 59ft 3ins x 26ft
8,190 grt; 4,894 nrt
Call Sign : LJSD - LDSK
Built 1931 Caledon Shipbuilding & Engineering Co. Ltd., Dundee.
Yard Nr 335
She was launched at Dundee on 18th November 1930, and towed to Gøteborg for fitting. The work was done by AB. Gøtaverken, Gøteborg.
The ship was delivered 30th March 1931.
Engines : Akers Mekaniske Verksted
Originally sailing for Nortraship, under the Swedish Managers AB Alse, Malmø. A/S Nanset (Iver Bugge) of Larvik took over the contract, and bought the ship.

1946 For ten years, the ship worked for Anglo-Saxon Petroleum Co.Ltd., London.

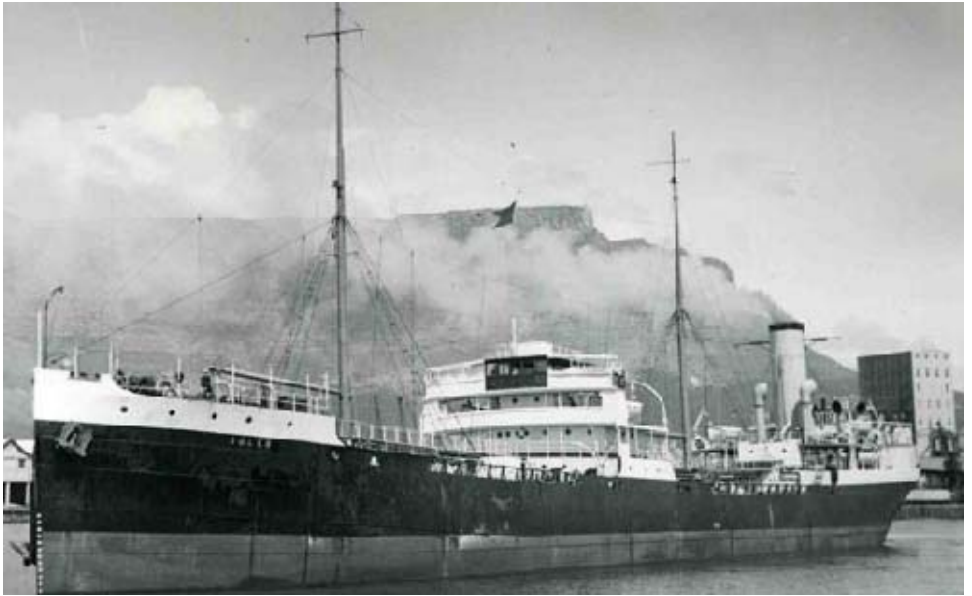
(Skibs A/S Nanset, Larvik (Iver Bugges Rederi, Larvik, Norway))
1956 Sold N.V. Scheepvaart Mij "Mineral", Rotterdam (Wm.H.Müller & Co. NV) for £130,000
1956 LOUIS LANTZ ; Converted to freighter by Howaldtswerke A.G., Hamburg.
8,293 grt; 4,205 nrt; 12,140 dwt. Registered Rotterdam, Netherlands
1960 1st April : Docked at Amsterdam for repairs, but she needed too much work. Her age had taken its toll, and she was laid up at Amsterdam for six months.
1960 22nd October : Arrived at Bruges for scrapping.





SOLEN later captured and renamed SHOSEI MARU.

SHOSEI MARU 22 5698 ex SOLEN (Br) (tanker) While not shown in any sources as sunk the ship made no further movements from arrival Singapore 23 September to departure 17 December 1943. This strongly implies the ship was repairing damage. Radio signals show the ship as under repair in at least 5 such signals from 6 October 1943 to 12 November 1943. Further the records of movement show the ship arrived from Palembang 23 September but did not depart Singapore for Palembang until 17 December (arrived there 18 December 1943).
Configuration: MMF, counter stern, 3 island with engines aft.
This seems the likeliest candidate for the misidentified SHINKOKU MARU (Target 1) though see additional comments below.



A further view of SOLEN later SHOSEI MARU at Cape Town.

2) S.S. Solen (Shell Tankers 42162 Tons 22000 SHP callsign GHPG
2nd R/O - London 1/1/68 - 4/5/68 Stavanger.

I joined at Shellhaven on the river Thames, not all that far from home, and thus easily found. A friend of my mothers drove me there, which made things a lot easier. This was a really beautiful ship, with fine lines and relatively new. She had split accommodation, with cabins amidships and aft. There was a very impressive double curved staircase in the amidships accommodation from the main entrance hall up to the captains and owners suits on the second and third decks. The bridge and radio room (and the senior radio officers cabin) were up a further flight of stairs. Engineers and crew were aft, deck officers amidships. The bar and saloon were also aft, which caused some problems in heavy weather particularly after a few beers. We never lost anyone though, but people occasionally got very wet when a wave ran up on deck and sprayed the raised catwalk.

The chief R/Os cabin was just abaft the bridge. It was roomy and close to the radio room. My cabin (as still a junior R/O) was two decks down, just across from the officers laundry! The mid-ships accommodation was beautifully quiet, and when the ship was rolling, I could quite often hear the oil in the cargo tanks a few feet below my cabin gurgling or sloshing around. My chief was a Mr A. J. Pennington (Anthony James hyphen Pennington as he used to call himself, but was quite happy being called Tony). He was young but experienced and had recently taken the advanced Marine Electronics course, probably one of the first to do so.

We were powered by a steam turbine which gave a very quiet vibration-free ride, especially amidships where I was. There were two tall funnels aft, where the engine room was situated, the large swimming pool being sited between them. Each of the bright red painted funnels had a huge floodlit yellow shell emblem painted on the side, the trade mark of the company. They could be seen for miles. That and the twin aft funnels made the ships very distinctive and easily recognised.

The radio equipment was also better than the old Benhope, especially the transmitter, which was a Globespan with over a Kilowatt output using AM and CW modes from a final stage comprising 3 x 4-400a valves in parallel, modulated by 2 x 4-400's in push-pull). the usual Atalanta receiver and accessories rack with the Salvor emergency transmitter, Alert receiver, autokey automatic keyer and Seaguard auto-alarm was fitted. The radars were interswitched

Argus-Hermes, my first experience of interswitched radars. It enabled any radar transceiver, display or scanner to be used by any other component, by use of a very flexible cross switching system. The radio antenna was also large and high, stretching almost the full length of the ship. It was a really super high T type, between the Foremast and After mast. We could work stations on 500 KHz and 2 MHz R/T which other ships could hardly even hear.

I even managed to work back to Humber Radio (GKZ) on 2 MHz R/T from the Persian Gulf, but signals were not good enough for a telephone call. I got told off by him actually for trying. He said I should use Portishead (the British long range HF station, which would have been much more expensive!) For my trial, the power reduction on 2 MHz was turned off, and I was running the full kilowatt output of anode and screen modulated AM (around 4Kw PEP output on 2 MHz!) I doubt I have ever had more power at my disposal at any time since. I can remember that the modulation transformer used to talk back to me quietly on full power, and on 500Khz I could occasionally hear the modulation tone from a slight brush discharge due to the very high voltages around the antenna connection.

The large antenna could also however be a disadvantage when static electricity built up. One evening, I heard an intermittent loud crack when talking to my chief outside my cabin. Curious, we followed the sound upstairs, and into the radio room. There we were led to the aerial switch box by the bright blue flashes and almost ear-splitting bangs emanating from it. The antenna was being charged up by static laden dust, and arced across to earth when the voltage was high enough to jump the gap inside the antenna switch box. Carefully making sure whatever we touched was earthed, we turned the earthing switch. As the contact got closer to the antenna, the intermittent bangs changed to a deep loud angry buzz, then higher into a whine, finally ending in silence when the antenna was properly earthed. The initial gap which arced across must have been fully three inches, so it proved the antenna insulation was good!

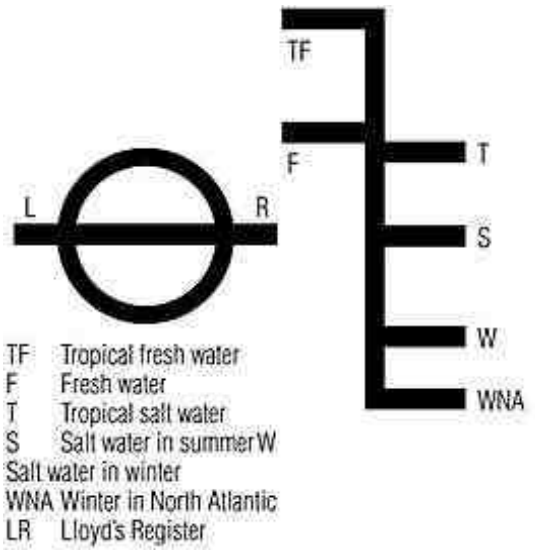
The build-up of static charge on antennas is a re-occurring theme on all ships, especially off the West African coast, where a dust laden wind (The Harmatan) can carry Sahara dust hundreds (or even thousands) of miles out to sea, giving every ship it passes over a thick red coating, and a charge of several hundred Kilovolts!. This effect was be experienced a number of times throughout my seagoing career, but it never ceased to be somewhat disconcerting.

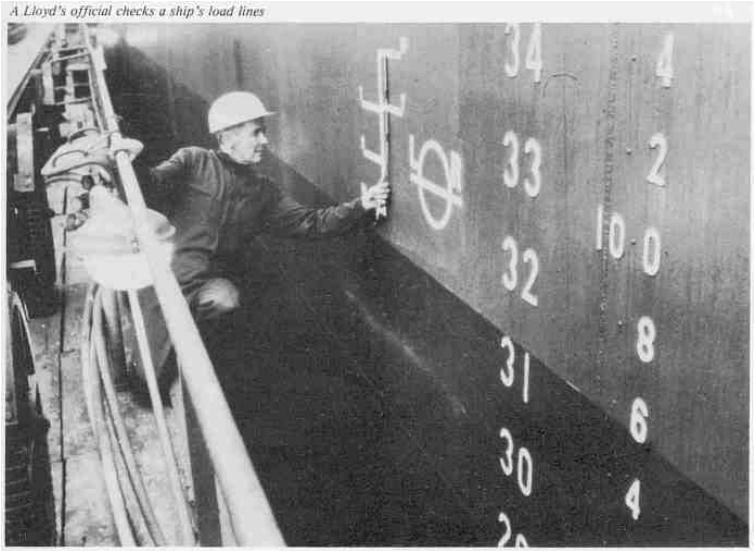
When viewed through the skylights from above, the ship had a huge, seemingly almost empty engine room. Looking down, the apparently small, white mound of the turbines could be seen far below, with their associated high pressure pipe work, all very well insulated and painted white too. There were two massive boilers at the foreword end of the engine room, completely filling it. These provided the steam at around 800 degrees for the turbines. Despite this, it was possible to stand right next to the turbine casing and high pressure steam pipes without feeling any undue heat, due to the very thick insulation around them. The boiler uptakes, steam safety valves and soot blowers took up most of the room above the boilers and on into the funnel itself. There was also an economiser – a sort of hot water boiler using the exhaust gases for pre-heating the boiler water before it is injected into the boiler.

The turbines were connected to the propeller shaft by a huge gearbox which reduced the 15000 or so RPM of the turbines to the 120 RPM required by the single huge propeller. This, and the air blowers for ventilation and supplying air to the burners for the boiler gave the most noise in the engine room. Under the turbines, were the huge condensers, for recycling the steam. They could maintain around 30 inches of vacuum to improve the efficiency of the

turbines, and get the last kilowatt of power from the steam. The size and power of engine room machinery started to fascinate me, and I used to spend quite some time down there talking to the watch officers and looking around.

One should maybe mention here something taken for granted by seamen. Its called the Plimsoll line. This is a marking on the ships side showing the maximum depth to which the ship can be laden for various parts of the world. It prevents unscrupulous owners loading ships down until they are virtually underwater in an effort to get as much cargo in them as possible. This of course is dangerous to the ship and crew, particularly in stormy waters. In the “good old days of sail” many a ship was lost due to being overloaded by owners out for as much profit as could be had. These days it is more uncommon, but by no means unheard of.




A Lloyd's official checks a ship's load lines

The markings of the Plimsoll line take account of the weather conditions and densities of the various oceans. Also the type of cargo a ship carries and the ships construction play a part in where the markings are placed. For example a ship cannot be loaded so heavily for “Winter North Atlantic” waters as she could for tropical waters, as it would be dangerous to do so.. It is not only the bad weather, but also the cold waters of the North Atlantic are denser, and make the ship float higher. The ship would then be overloaded, and float too deep when sailing in tropical waters On its passage through the oceans, a ship actually floats higher and lower due to the density changes caused by variation of water temperature and salinity. This can make several feet difference and is thus of great importance if you are in a heavy storm!

These markings are periodically reviewed, and certain classes of ships suddenly are able to carry more (or less) cargo than before. The Solen for example was initially certified to carry 67000 tons of cargo. Later this was revised in the light of heavy waterproof deck fittings, and all main deck doors being water tight and other changed regulations, together with the trading pattern of the ship. She was able to load deeper, hence the uprated carrying capacity of 72000 tons. The markings are inspected and renewed each drydock and surveyors check the ships draught rigorously against what is allowed at almost every port. An overloaded ship can be heavily fined and refused clearance to sail. It is something not taken lightly.

Chinese New Year

The crew of the Solen were Hong Kong Chinese, who lived aft, underneath the engineers accommodation. At Chinese New Year, which was their biggest celebration, we were invited aft to their party. Mountains of delicious food, and booze that flowed like a river. One beer in the glass, one beer can open ready and one cold beer can "on standby" next to it. After a while, when the party started to get louder, I was introduced to the dreaded "Yam Sing" with a glass of whisky. Drink it in one gulp, and the empty glass must be placed upside down on your head. Not to do so was to "lose face" with the crew, so not something to be thought of. I didn't like whisky, and never usually drank spirits, but it seemed here it was compulsory!

I don't remember much after a while, but I apparently took myself off. It seems that God looks after children and straying seamen. In any event, I made it to my cabin without getting my feet wet. The Chief Officer (obviously an experienced drinker!) became a little worried, wondering where I had got to, and went amidships to see. He found me lying on the floor beside my bunk - asleep. He tried to wake me up to get me to get into bed. I reportedly got half way up, then said "I'm quite comfortable here really" and flopped back down. He then apparently picked me up and plonked me on the bunk, where I woke up next morning, not remembering anything of it.

Our route was Europe - Curacao / Maracaibo – Europe with one trip out to the Persian Gulf. These ensured quite long periods at sea. We thus devised various ways to prevent boredom, and keep ourselves entertained. We had a spare cabin next to the Officers bar. This was turned into a Scalectrix model racing car track, complete with paper mache mountains and tunnels built on a huge sheet of plywood. Each officer had his own car, and we could race I think three at a time around the track. Each car was "customised" to make it faster or more manoeuvrable. Some had miniature lights fitted as well, so we could turn off the cabin lighting and still follow the race. This looked really rather spectacular, but was often the time when an anonymous strategically placed beer can would sabotage a run, and sometimes cause absolute mayhem on the track or in a tunnel!

As radio officers, we were the all important repair men when a car started smoking, or its lights failed. The radio room carried a varied supply of fine motor winding wire, miniature light bulbs, motor brushes and small screws for quick repairs. The middle of the South Atlantic is not an easy place to get your model car repaired, and the call out charge is horrendous! The engineers never really trusted themselves to do their own repairs. A heavy shifting spanner (their tool of choice) was not the best one for this job!, so someone with a somewhat lighter touch was preferred.

As these car races could become quite ferocious, the loser having to buy the next round of drinks, all tricks were resorted to. These including beer cans in the tunnels, a stealthy finger on the track, or the surreptitious short circuit. When a round of beers is at stake, all sense of fair play vanishes!

At Mina Al Ahmadi, we were moored to a very long oil jetty, with virtually nothing ashore except tank farms and pumping houses. The hospitals in almost all the Arabian countries, have a hard time getting blood for their hospital operations, the Muslim religion often forbidding the giving of blood. Foreign merchant ships are therefore an important source of blood donors for them, and frequently, a blood donor service is set up at the end of the jetty. At that time, the donor got 5 Dinars (about 2 Pounds Stirling at the exchange rate then valid) for his pint of blood. I had just started to collect foreign bank notes, and as I did not have any

from Kuwait, I got a walk, a free blood test and a nice new 5 Dinar note for my trouble. Not a bad deal!.

The ships Gyro compass was a somewhat large, older model Sperry. It was housed in its own room together with a rotary transformer and control electronics, located aft of the bridge, and next to the Radio Room. One day, there was shouts of dismay from the bridge as the ship started to turn in circles. There was also a horrible howling noise coming from the gyro room. The bridge quickly switched off the auto pilot, and called a sailor to steer by hand using the magnetic compass. I and my chief dashed into the gyro room to see what was happening to the gyro.

We were confronted by this delicate piece of apparatus virtually standing on its head inside the cage, screaming loudly in distress as it was brutally pushed around by a faulty servo system. A bright flickering blue glow was coming from the control electronics rack. It must be remembered that these older gyros contained a heavy 20 or 30 pound (10 - 15 Kilos) wheel, revolving at 5 to 10 thousand RPM. The whole thing suspended by thin piano wire on gimbals to lessen frictional losses and ensure freedom of movement.

The forces acting on those thin pieces of wire when the system was driven around by its servo must have been tremendous. There were stories of faults which caused the heavy gyro wheel to actually break loose and wreak havoc inside the gyro room until its energy was expended. We quickly switched off the system, and waited outside until the wailing had died down before venturing inside again to take stock.

The servo was driven by a balanced valve thyratron system. One of the thyratrons had suddenly gone short circuit, causing the balanced system to become totally unbalanced and giving full drive to the servo motor. A new valve, some quick adjustments, and all was right with the world again. A sigh of relief from all concerned. There was no damage, and after letting it run up to speed and stabilising, the ship could be put back on auto pilot.

At the time, this ship was classed as a very large crude carrier (VLCC), and only a very few tankers were larger. These days of course, it would be looked at as being comparatively small, as there are many much larger ships. The process of docking such large ships however was, and still is, a problem. The pilot must be expert in judging very slow movements, as bringing a loaded tanker alongside just a bit too fast could well result in a concertina shaped pier and pipelines, not to mention a bent boat!

The inertia of well over 50,000 tons of ship (or these days possibly a lot more), plus cargo and fuel is immense. A fully loaded modern supertanker, sometimes carrying a cargo weighing over half a million tons takes a lot of stopping, even when moving very slowly. Modern technology includes Doppler speed measurement systems and automated side thrusters on the ships to help, but even so, accidents can - and unfortunately do - still happen. These modern monsters can reach well over 600,000 tons displacement. You can imagine what could happen if they “nudged” a pier just a bit too hard.

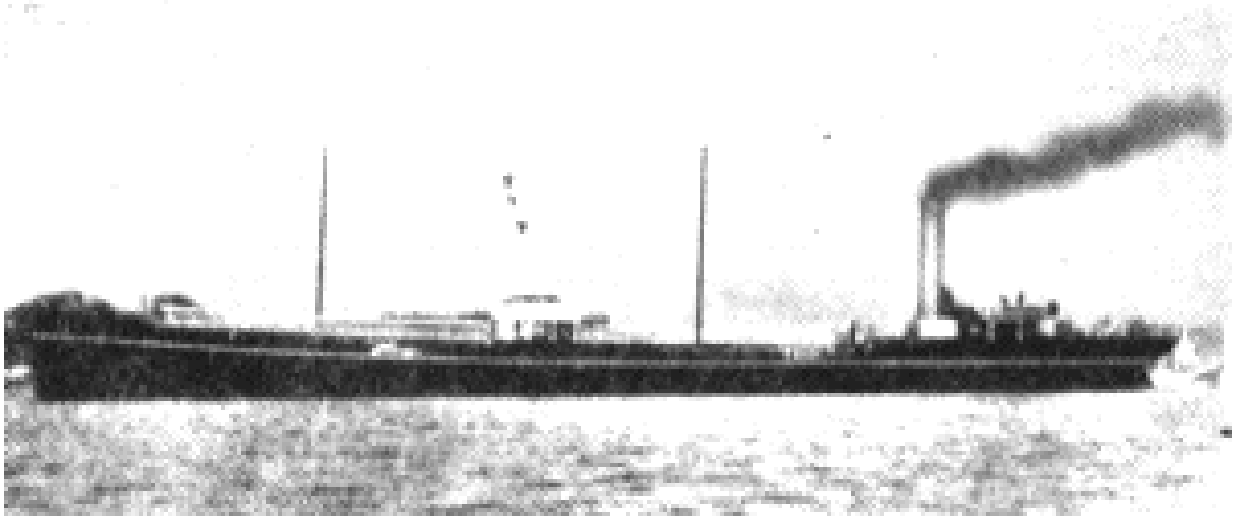
The net result was that berthing was, and still is, a very slow process for these huge ships, often requiring long hours standing in the cold and rain on the bow and stern of the ship waiting to get it tied up. Patience is hard to keep after a long tiring voyage. It was especially hard for jolly Jack waiting to spend his hard earned cash on a run ashore. Even when the ship is alongside, all ropes and fenders have to be checked and secure before “finished with engines” is rung by the captain, and everyone can stand down. The gangway must be lowered, gantries rigged, and the huge cargo hoses connected as quickly as possible so that the precious oil could be pumped out. Port health must clear the ship, then Customs and

immigration officials must visit, and see that we have no unwanted persons on board, and that no one is smuggling illegal or undisclosed goods. This can sometimes take quite a while if rummage squads tour the ship looking into likely hiding places. It is only when all formalities are finished, and the ship and everyone on it are cleared, that the waiting crew can go ashore. It can sometimes be a long and frustrating wait.

Steam turbine ships of this size required immense amounts of fuel. It is the main reason they have virtually died out today. The Solen burned around 120 tons of heavy fuel oil a day at normal cruising speed, and carried enough for several months between fuel stops. Heavy oil is one of the cheapest of fuels, being almost like tar, and has to be heated to around 100 degrees Centigrade before it can be pumped into the burners. Bunkering 10,000 tons of the stuff however, is still expensive in anyone's language. It also took quite a while to load, and bunkering alone could take a whole day. It is strange to think that we carried as much oil in our fuel tanks, just for our own use, as would have been contained in a fully loaded oil tanker as cargo only a few years previously. Such is the speed of progress!

Even though my Grandfather used to work as an engineer for the British airline BEA, I had never flown before, or even been near an aircraft up until then. Thus, my first time ever in an aircraft was the flight home from Stavanger to London. I was a little bit nervous – but also quite excited at the prospect. All relief's had previously been in the UK and so the ships had been reached by train or taxi. It was a new experience and was to be the first of many, sometimes much longer, international flights to and from ships all over the world. It was a good flight, but I was not so impressed by the raw fish (apparently a delicacy) which we were served on the plane as a meal.
I was never one for fish (unless deep fried together with chips and peas!)

Our Sister ship Serenia



‘Š—mŠÛ Soyo Maru

“Œ—m‹D‘D,ª‰^ q,µ,½,í,ª ‘ ‰,Ì q—m‘åŒ^–û‘…‘D BRoyal Fleet Auxiliary,its ancestry and affiliations 1600-1968,Captain E.E.Sigwart(Â–ØžÄˆêŽ ’ñ‹Ÿ),É,æ,é,Æ‘Š—mŠÛ,Ì ‰Šú,Ì Š—LŽÒ,ÍC T Bowring & Co Ltd,Æ, ,è A‰p ‘ŠCŒR,É”„‹pŒã,É,Í‹É“Œ …ˆæ,É, ,Á,ÄŠÖ“Œ‘å k Ð,Ì Û,É,à‹~‰‡Šˆ“®,ð s,Á,½ B1924”N,Éƒjƒ… [ƒW [ƒ‰ƒ“ƒhŠC ŒR(Royal New Zealand Navy),ÉˆÚ Ð AƒJƒŠƒtƒHƒ‹ƒjƒA ^ƒjƒ… [ƒW [ƒ‰ƒ“ƒh,ÌŒ´–û—A‘— ,É, ,½,è,»,ÌŒã A‘æ2ŽŸ ¢ŠE‘å í IŒ‹,Ü,Åƒnƒ‹ƒN(fuelling hulk),Æ,µ,ÄŽg—p,³,ê,Ä,¢,½ A,Æ, ,é B• —mŠÛ,Í‘D‘Ì’† S ü ã,É•À,ñ,¾2–{,Ì‰Œ“Ë,ª“Á’¥ B–{‘D,É,Í2 Ç,ÌŽo–…‘DLUCIGEN(Messrs MossŽÐ Š—L),ÆCHEYENNE(Moss Tanker Co.Œš‘¢ AAnglo-American Oil Co. Š—L j,ª, ,Á,½ i“¯Ž‘—¿,æ,è j B

–û‘…‘D 4,716G/T 1906.7(–¾39) i … 114.00 x 14.42 x 8.81 m Žå‹@ R) 410NHP 10kt
W. G. Armstrong, Withworth & Co.,Newcastle Upon TyneŒš‘¢
Bear Creek & Shipping Co,Ltd,London **Hermione** ¨1908(–¾41)“Œ—m‹D‘D(“Œ‹ž),É”„‹p A‘Š—mŠÛ SOYO MARU ,Æ‰ü–¼ ¨1917(‘å6)The Shipping Controller(London,**Angle-Saxon Petroleum Co.,Ltd**‰^ q),É”„‹p A**NUCULA**,Æ‰ü–¼ ¨1923(‘å12)‰p ‘ŠCŒR,É”„‹p ¨1939(º14)Lloyd's Register 1939-40”N”Å,Ü,Å“¯ Š—LŽÒ,ÅŒf Ú

MV Spectrum

Shell Tanker 1999

On July 22nd 1999, the Shell Oil Company tanker fleet asked Hi-Bar (UK) Ltd to mobilise its Emergency Strike Team and respond to a commercially threatening oil spill onboard the crude oil carrying tanker MV Spectrum. The aims of the project were to:

- Safeguard the reputation of the Shell Oil Company
- Recover and remove the spilled oil
- Safeguard the environment
- Return the vessel to service as a segregated ballast ship

The Spectrum lost an estimated 700 litres of hydraulic oil during routine operations while on passage in the North Atlantic. The hydraulic oil was lost due to a valve seal failure in the ballast transfer system.

Although the spill was contained in the ships ballast tanks and no oil entered the environment, the incident was significant in operational terms for the vessel. With contaminated ballast the Spectrum could no longer function as a segregated ballast tanker.

With the ship only able to operate at a reduced cargo capacity, clean-up time and costs were of great importance to Shell.

To provide the most cost effective solution for Shell, Hi-Bar immediately deployed a management team to meet the vessel and survey the problem. The management team consisted of an Oil Spill Incident Manager and Class 1 Marine Engineer.

As a result of the survey, Hi-Bar was able to mobilise an immediate, positive response with a minimal cost burden to Shell.

Equipment was drawn from Hi-Bar's Gatwick stockpile and a sister stockpile in Milford Docks. Co-ordinated through Shell STASCo the equipment package was sent by road to meet the vessel at the Tranmere Oil Terminal. A select response team was mobilised, comprising an Oil Spill Incident Manager, two Oil Spill Operators and a Marine Engineer.

The Strike Team set to work immediately on joining the ship. It was an undertaking of the response that works would not disrupt vessel operations and that the Strike Team would operate during an unladen voyage.

The first response was to recover any significant oil accumulations using a *rope mop* skimmer driven by a hydraulic power pack.

Any recovered oil and material waste was to be maintained onboard and disposed off using a authorised Hi-Bar waste contractor.

The second response stage was to remove lighter oil accumulations using absorbent materials. As passage time was limited the operation of the absorbent stage was crucial and the Strike Team broke into six hour watches to allow 24 hour operations.

Directing absorbent pads and booms around ballast tanks was a pain staking task and was executed over a 35 hour period with Hi-Bar team members operating in several ballast tanks simultaneously.

Three out of the four contaminated tanks had oil present on the water surface only, but tank number 2 starboard was heavily oiled with hydraulic oil coating all of the internal surfaces.

To provide adequate treatment of tank 2s it was necessary to float members of the Strike Team in the tank on inflatable boats while regularly changing the tanks water level to allow the team to clean all of the stringers and bulkhead sections. This one tank took almost 48 hours to clean, with the entire surface area being cleaned by hand.

Ships crew were used to provide the Strike Team with essential safety cover. Although the team was equipped with its own flotation and evacuation equipment in addition to Draeger breathing apparatus, the open sea conditions and the tiring effects of working in an enclosed space meant that every safety aspect had to be double checked.

Recovered waste and free oil was segregated, solid waste was bagged and labelled and an inventory made for disposal.

From the beginning of the response, Hi-Bar established a programme of regular meetings with the

A time line log was also opened and copies of this along with status reports were issued to the ships Master regularly throughout each day of the operation.

At the close of the physical response, it was apparent that there was no more recoverable oil in the tanks. Any remaining oil could only be classified as "traces".

At this point the operation entered the final polish phase. Hi-Bar's unique LK-301 product was used as a biostimulant to promote natural microbial activity in the tanks.

Using the natural surfactant, nutrient and bacterial stimulant properties of seaweed, the product LK-301 was sprayed over the surface of the previously contaminated tanks. Applications were carefully assessed to ensure minimal quantities of LK-301 were used and maximum contact was made with the oil traces.

A spray application of 1:50 (product to water) was made limiting the product to one litre per ballast tank. Additionally, post spray monitoring was carried out in each tank on an hourly basis.

Six hours prior to taking on a pilot for berthing at Hound Point terminal the response was signed off as a complete success by the ships First Officer.

On arrival at Hound Point the vessel was operated as a segregated ballast ship and returned to full service.

Explosive argument aboard Spondilus

RESEARCHING your family tree can sometimes give you the odd, unexpected jolt.

In Bill Forster's case, it meant stumbling over an alarming episode on the Tyne, involving a toxic mix of gambling debts and a gun which led to attempted murder aboard ship.

SCENE OF CRIME ... the Spondilus and, above, Bill's dad, William Forster.

It all started when Bill, looking into his father's 40 years at sea as a marine engineer, was startled to find a paragraph in the Lloyds Weekly Casualty Reports for April 26, 1931, which read: 'A serious disturbance among the Chinese members of the crew of the motor vessel Spondilus, owned by Anglo-Saxon Petroleum Company, occurred at Hebburn-on-Tyne on Saturday night.

'Revolvers were used and Ah Ling Kee, fireman, was wounded in the head. The officers eventually succeeded in establishing order.'

Bill was eager to know more. Was it reported in the Gazette, he wondered?

"My father left the ship the next day and was unemployed for 12 months. Only the master had a gun, in case of mutiny, and I think it unlikely that, as fourth engineer, he would have been directly involved," he said. Well, it was reported in the paper. It seems that the trouble erupted between Ah Ling Kee, who was actually the ship's bo'sun, and an An Kow, the quartermaster, over a gambling debt of £20.17s (about £700 today) which Ah Ling Kee claimed he was owed.

There were all kinds of counter accusations that he himself had been cheating and that it was he who had bought the gun, in Hamburg.

He actually survived the shooting and in court a few weeks later, the charge against the quartermaster was reduced from attempted murder to unlawful wounding. He was sentenced to six months' hard labour and ordered to be deported.

Bill's father, by the way, William Redvers Forster, was born in 1900 and was from Monkseaton. He died in 1975.

In his youth he served his apprenticeship as a fitter with the Wallsend Shipyard and Engineering Co, which was interrupted by wartime service in the RAF as an observer gunner on anti-submarine patrol at Scapa Flow.

He went to sea in 1921 as a junior engineer on the SS San Fraterno, the world's largest oil tanker when she was launched on the Tyne in 1905, and remained with Eagle Oil until 1929.

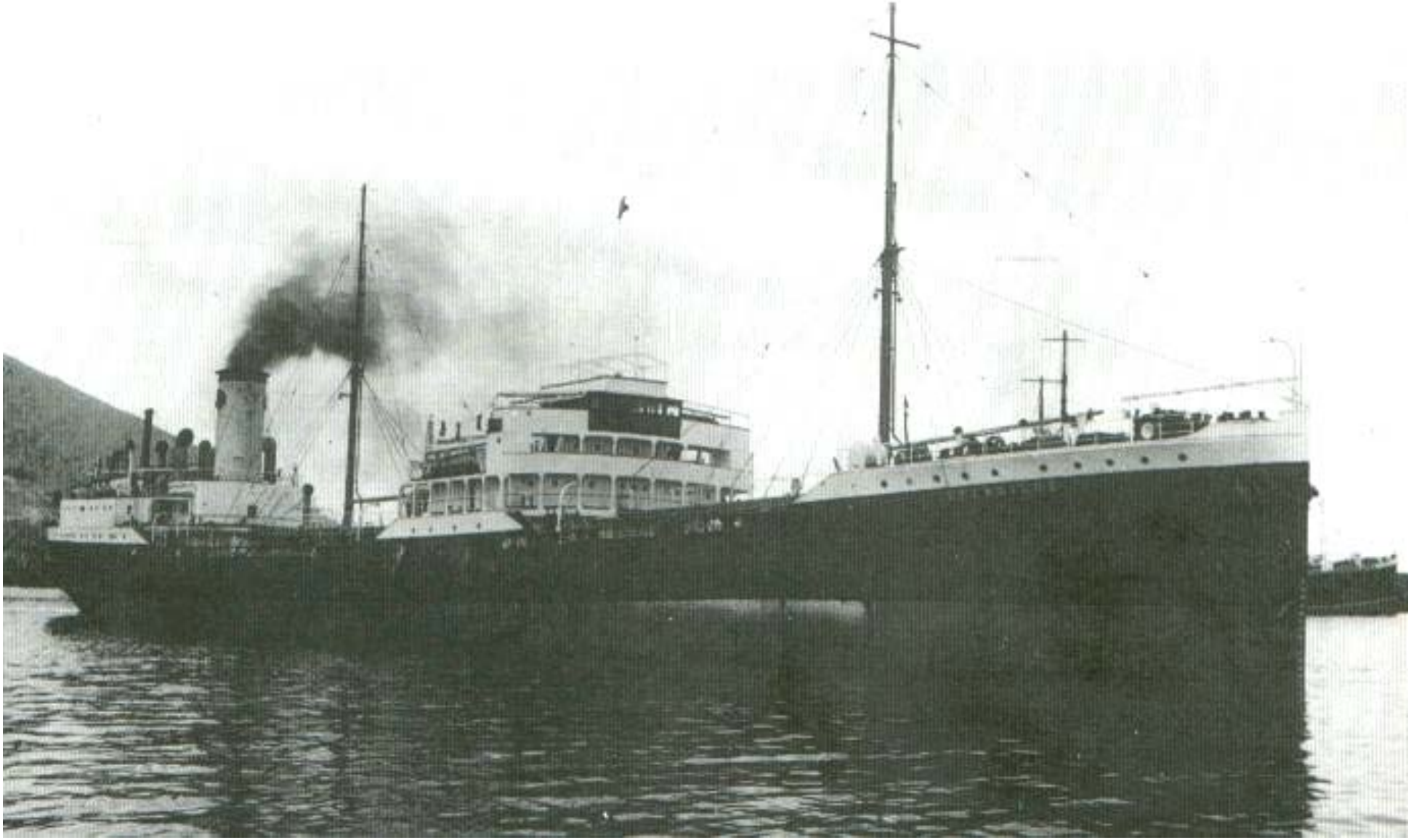
When he found himself without a job, he had to sign on with a 250-ton Antarctic whaler before landing the job on the Spondilus.

He later returned to sea as second engineer on the SS Kinross in 1932.

The accompanying picture of Bill's dad was taken in 1937.

Bill would be delighted to hear from anybody who knew his dad. Drop him a line at 88 Holywell Hill, St Albans, AL1 1DH, telephone (01727) 838595, or e-mail him at: bill@fischer-balcke.de

Spondilus



Standella

British Motor tanker

Name	**Standella**		
Type:	Motor tanker		
Tonnage	6,197 tons		
Completed	1936 - Harland & Wolff Ltd, Govan, Glasgow		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	2 Jun 1943	**Nationality:**	British

Fate	Damaged by U-126 (Siegfried Kietz)
Position	07.25N, 13.26W - Grid ET 6246
Complement	72 (0 dead and 72 survivors).
Convoy	TS-42 (straggler)
Route	Marschall, Liberia (1 Jun) - Freetown
Cargo	Ballast
History	Completed in April 1936 At 11.54 and 11.55 hours on 14 Aug, 1942, U-598 (Holtorf) fired two spreads of two torpedoes at the convoy TAW-12J northwest of Barlovento Point, Cuba and reported misses. At 11.57 hours, the stern torpedo was fired and a detonation was heard. No other U-boat attacked at this time, so the first spread must have hit the **Michael Jebsen**, which sank immediately. One torpedo of the second spread damaged the **Standella**, after missing the ship of the convoy commodore, the **Empire Corporal**, which was then sunk by the stern torpedo. The **Standella** was en route from Curaçao to Reykjavik with a cargo of oil and spirits,

when she was torpedoed in 21°41N/76°09W. Six of the 58 crew members on board were killed.

Post-war:
Broken up at Hong Kong in September 1959.

Notes on loss	At 07.34 hours on 2 Jun, 1943, the **Standella**, a straggler from convoy TS-42, was hit by two torpedoes from U-126 off Freetown and escaped because a destroyer chased away the U-boat with artillery and depth charges. The damaged tanker reached Freetown the same day and left the harbour after temporary repairs on 15 June for permanent repairs at Dakar.

Attack entries for Standella

Date	U-boat	Commander	Loss type	Tons	Nat.
14 Aug 1942	U-598	Oblt. Gottfried Holtorf	Damaged	6,197	
2 Jun 1943	U-126	Oblt. Siegfried Kietz	Damaged	6,197	

*Locations of attacks on **Standella**.*

ship damaged.

Gespot op de Westerschelde, april 1990

STELLATA

Eigenaar : Shell Tankers B.V., 's-Gravenhage
Shell International Trading & Shipping Company Ltd.)
Werf : Hyundai Heavy Industries Co. Ltd., Ulsan / 354
Bouwjaar : 1986
Brt : 56456
Imonummer : 8322038
Roepnaam : PHVG
Mutatie:
December 2003 verkocht India, herdoopt **Jag Larjish**
December 2004 verkocht Panama, herdoopt **Trust Spirit**
30 april 2007 herdoopt **Spirit**

Verkocht voor de sloop

De **STELLATA** bouwjaar 1986, imonummer 8322038
Gebouwd 1986, Hyundai Heavy Industries Co. Ltd., Ulsan (354)
56.456 BRT 32.733 NRT 83.660 DWT
244,53 (234,02) x 42,73 x 19,82 x 14,601 meter.
8 ladingtanks, 103.639 m3, verbruik 43 ton/dag, 15 kn., 16.009 EPK,
11.776 kW, 5 cyl, 2 tew, 800 x 2592, B&W 5L80MCE,
Hyundai Shipbuilding & Heavy Industries Co. Ltd., Ulsan.
1-1986 opgeleverd als **STELLATA** aan Shell Tankers B.V., 's-Gravenhag
1997 thuishaven en vlag: Douglas-Isle of Man, roepsein MWRB9.
11-2003 verkocht The Great Eastern Shipping Co. Ltd., Mumbai-India,
herdoopt **JAG LARJISH**.
12-2004 verkocht aan Pertangle Management S.A., Panama,
in beheer bij Trustoil Tankers S.A., Piraeus,
2005 herdoopt **TRUST SPIRIT**,
12-2006 verkocht aan PetroProd Ltd., Noorwegen, vlag: Panama,
om verbouwd te worden tot opslagtanker bij Jurong Shipyard Pte. Ltd.,
Singapore, in beheer bij Thome Ship Management Pte. Ltd., Singapore,
tot aan de verbouwing als tanker in de vaart gehouden,
26-4-2007 (m) herdoopt **TRUST**,
2009 geplande inbedrijfstelling als opslagtanker.
9-1-2009 vertrokken van Batu Ampar naar Singapore om verbouwd
te worden, te Singapore gebleven en de verbouwing ging niet door.
15-1-2009 (e) verkocht aan BW Marine Cyprus Ltd., Panama,
in beheer bij Thome Offshore Management Pte. Ltd., Singapore.
2-4-2010 (e) opgelegd te Singapore.
2012 verkocht voor sloop naar Pakistan,
2012 vlag: Comoros, roepsein D6HB6, 22-3-2012 ETA te Gadani

Bron: Scheepsfotoruilbeurs = volgende op 12 mei 2012

Stoom-ladingpompen, 1925, tankschepen.

Terug naar Overzicht

Foto boven: Een serie onderdelen van horizontale duplex stoom-ladingpompen, in bewerking in 1923 en bestemd voor tankschepen.

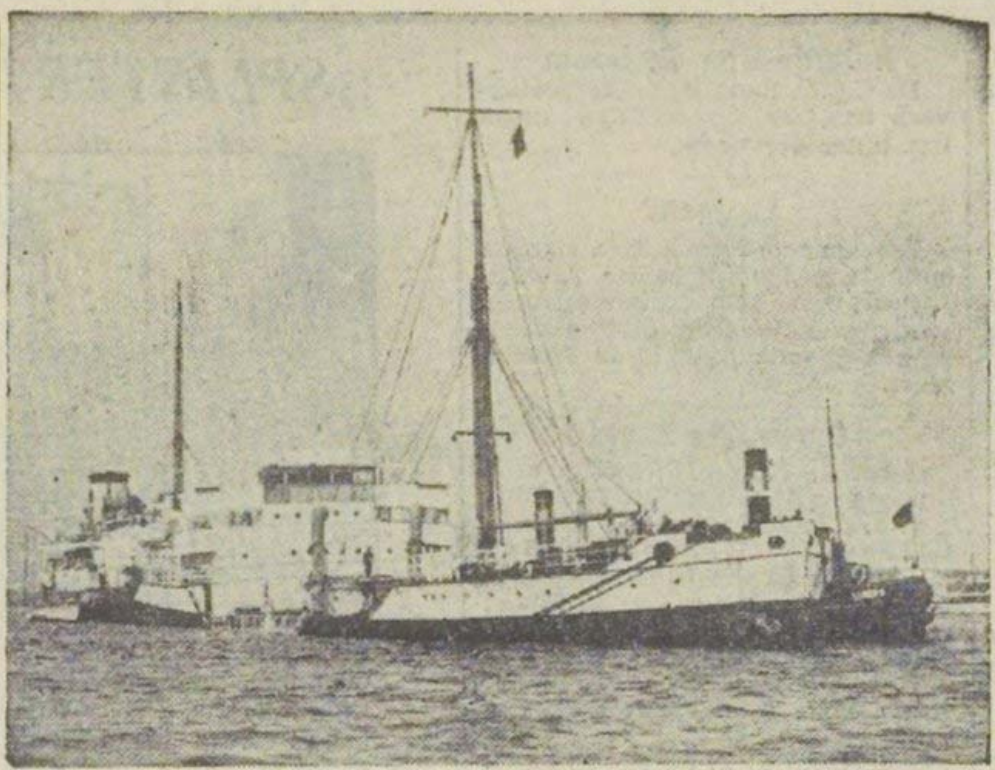
Tanker m.s. "Sunetta", 1947, op een mijn gelopen.

Foto boven: m.s. "Sunetta", voor anker in Schiedam, nadat ze in 1947 bij Hoek van Holland op een mijn was gelopen.

Terug naar Overzicht

Omschrijving:
Dit schip werd in 1935 bij de RDM gebouwd, bouwnummer 186.
12248 dwt, Loa = 147,22 m, B = 18,09 m, H = 10,29 m, d = 8,36 m.

Citaten:
- "Rotterdamsche Droogdok Maatschappij" door Evert van der Schee, blz. 59/60:
... ... Eind '47 diende zich een bijzondere reparatieklus aan. Het motorschip "Sunetta" was op een mijn gelopen. Het schip was midscheeps ingescheurd en had een knik opgelopen waardoor voor- en achterschip dieper in het water lagen. Hou repareer je nou zoiets? Knappe koppen hebben daar het volgende op gevonden. Voor en achter in het dok werden speciale kielblokken opgesteld. Het schip werd daar zeer nauwkeurig boven gemanoeuvreerd en in dok opgesteld. Midscheeps werd het schip volgepompt met water. Door dit gewicht zakte het schip ook daar op de kielblokken. De reparatie kon beginnen. Vast staat dat deze aanpak maanden werk heeft bespaard. ... ...



HET TANKSCHIP „SUNETTA", van de petroleum-maatschappij „La Corona", is binnen de pieren van Hoek van Holland op een mijn gelopen. Twee opvarenden kwamen om het leven, vier werden gewond. Het zwaar gehavende schip is bij Schiedam voor anker gegaan.

ms Sunetta

A rather old picture of the Sunetta, call sign PHUW and tonnage 12.248, sailing in the harbour of Sydney, Australia near the Sydney Harbour bridge. A position in which all Dutch ships who touched Sydney had been photographed. No radar mast to be seen yet. Later the ship had a British Thompson Houston (BTH) radar on board. The ship was built in 1935 as new build 186 by the

Sunetta Perexcavata Fulton,1915, 45 mm , W. Australia, Group of Venus clams, after which the ship in true Shell fashion was named. Use the shell's picture as a button and find more shells, including a number of Sunetta shells.

I received this picture of the radio station on board the Sunetta from Radio Officer Jaap Albers, who can be seen scribbling away. The equipment and the lay out is almost identical to that of the Ondina's radio station. Underneath the lamp is the reserve receiver HL7UC, a rather simple 'direct' receiver as it was called. To the right is the Marconi CR-300 main receiver. The SMZ-100 transmitter is to the right of Jaap, consisting out of a Medium Wave transmitter (410, 425, 454, 468, 480, 500 and 512 KHz) and the 100 Watt short wave transmitter. The call sign on the original photo can be read as: PHUW The position of the radio station on this ship was rather unusual, on the lower deck of the amidships, port side aft. The sleeping cabin was next to radio station. Radio stations usually were located as high as possible for safety reasons.

I sailed on this ship which was built before WW II from August 24, 1961 until April 26, 1962. This last date also was the end of the Sunetta's life at sea as it was sold for scrap. When I joined the ship, due to condition it was in, it had a certificate for coastal trade only. So we were ordered to shuttle back and forth between Shell's berths in Pernis near Rotterdam and Norway, Sweden and Finland, but mostly to Swedish ports all via the Kieler Canal. The canal is a shortcut route to the Baltic Sea, avoiding the longer trip around Denmark. I think we were in every Swedish port along the entire coast line, often just parcelling, meaning discharging a couple of hundred tons of kerosene at one port and then moving on to the next one. It was funny to note that we were quite often discharging at an Esso-plant. And we were thinking that it was the competition. But business is business I suppose. The Chinese crew were heavily involved in smuggling strong liquor, most whiskey to Sweden. They are naturals to that game, we never understood how and where they got the crates with whiskey on board. Later on it was found that the crates were lowered over the side at the harbour side of the ship into small rowing boats whose two men's crew understood the art of silent rowing very well. At the gangway on the shore side of the vessel there always was a custom officer paying close attention to any movement of material from and to the ship. The chief officer decided not to inform the captain and asked everybody to keep all eyes and mouths closed. Those poor bastards must be allowed a little extra money to help support the family back home was his philosophy. Beer, but especially hard liquor was extremely expensive in Sweden. Before going ashore it was customary for us to do some 'advance drinking' to reduce to costs ashore. I notice now that my son and his friends do the same thing now before going to the disco where prices for drinks are approaching Swedish levels. Sweden always was a rich and very nice country without having suffered the consequences of both World Wars as they managed to remain neutral, but it also was a very expensive country in every way. Especially beverages with an alcoholic content were so heavily taxed by the government that sales prices were rather extreme and therefore the smuggling of hard liquor such a whiskey was very profitable indeed. A funny thing was that if we ordered a beer in a bar ashore you had - by law - also to order something to eat with the beer. The cheapest thing was to order a sandwich, but as we usually already had eaten on board we left the sandwich on the counter. With a number of colleague's ordering a number of beers the bar was strewn pretty soon with uneaten sandwiches, but we were abiding the local law. Quite a sight all those sandwiches.

With my wife and friends visited as tourists Sweden two years ago. Still an expensive country and the spirits' situation had not changed much. The only changes were that they were driving on the right lanes of the road suddenly and that we could now order a beer without having to order a sandwich with it, so that's a very small step forward for the Swedes. Like in the old days wine and liquor are still sold exclusively in government shops. You have to identify yourself in the shop, so I suppose the government is also keeping tracks of everybody's drinking habits. Swedish people are fuming about this rather antique situation which they regard as kind of medieval Kindergarten mentality as they explained. But no changes in the present system are foreseen yet. Swedish and Norwegian people, when together, are always exchanging recipes how to produce the best - moon shine - liquor and I suppose that this is a natural development under the prevailing circumstances. But let's not wander off too far.

I must say that I and the other officers had a great time on board the ship. We had a fantastic lot of colleagues and the sailing back and forth was quite relaxing and all that between the turmoil of all the ports we were touching. But that became a kind of routine also. Playing word scrabble was the thing on board this ship then and playing for drinks of course. Normally on board other ships when entering the English Channel and thus nearing Rotterdam everybody grew restless. Some could not even sleep any more. We called it simply 'Channel Fever'. No Channel Fever on this ship as we were in Rotterdam almost every ten days. When leaving the Pernis berth and once on the Rotterdam New Waterway sailing towards the North Sea we immediately were in the scrabbling business again, where we had left off. During the winter in the end we could reach certain ports, one of which was Stockholm, because of the ice. The ships was not built for this climate, more for the tropics. It had a steam heating system but it was leaking in many places also in my sleeping cabin. It made everything quite damp and in the winter the water in the air immediately froze on the brass port hole just forty centimetres above my berth. When lying down and reaching out I could touch the big lump of ice on port hole. The Chinese servant removed it every now and then but it was growing hopelessly fast again. Due to the dampness all the nice copper handles of the drawers, the port hole etc. in the cabin became green in no time. Although the ship was expected to be taken out of service any moment the Chinese servants kept polishing all the brass as if there lives depended on it. Often a heating element's sealing broke and pure steam was leaking into the cabins. The ship's engineers were repairing the heating system all the time I remember. Steam pipes and contraptions attached to it such as heaters, always make unexpected explosive sounds. These sounds travel via the steam pipes all over the ship. Quite a concert. On tankers in general the anchor winches were steam powered. This was done for safety reasons, no heavy current electricity running over the entire length over the tanks. When nearing a port you could almost hear that as when the steam was fed to the winches a lot of such explosive sounds could be heard. It had to do with the sudden temperature changes in the steam pipe and inherent small but very powerful movement of steel against steel parts due to the expansion of steel. A steam pipe was never a straight pipe, at certain places along the pipe expansion curves were fitted to allow for the changes in the pipe's length, otherwise it would literally burst.

The captain on this ship was like the ship also unfit for full ocean duty since his had a heart operation just before. Therefore the Sunetta's trade suited him fine. Probably due to his conditions he was chewing raw garlic cloves all day as that seemed to be the healthy thing to do he had heard. No problem in itself but for the unbearable odour he used to spread around. It looked like he was oozing garlic from his whole body all the time. It was no picnic when the captain came on the bridge for his usual cup of coffee and some small talk. The chief officer, a shrewd character, sometimes made good use of this. For instance when a Swedish harbour or refinery official were behaving very 'officially' he used to invite them up to the captain's cabin to discuss the problem more in depth. The captains cabin was already deeply drenched in garlic vapours. The stuff seems to cling to all the furniture, drapes and even to the walls it seemed. When the relevant shore person had a high breaking point the chief asked the captain in Dutch to do some in- and exhaling exercises or just cough a lot which he did. And that ended the discussion pretty soon. So as can be seen from this all bad things have their good sides. On April 26, 1962 the fun was over. Instead of proceeding to our usual berth at Pernis we were ordered to moor on the buoys in the Vulkaan Harbour in Schiedam, the smaller city next to Rotterdam. Even during the mooring exercise the office boys came on board by means of a launch and immediately confiscated the ship's bell forward, the Sunetta shell in the nice little glass box in the mess room, paintings etc. And that was it. While I was still finishing my paper's in a hurry the radio station was demolished during that time. When I was done and looked into the radio room nothing was in it's place anymore. A very strange sight I must admit. On to the next ship which was the **ms Bovenkerk** as it turned out.

The ms Sunetta participated in search of disappearance of HMAS Sydney, torpedoed by a German raider with no survivors in WW-II. The ship sent an report about the incident dated 30 November 1941. For further particulars go to:

http://www.naa.gov.au/Publications/research_guides/guides/sydney/pages/chapter03.htm

Another war episode in which the Sunetta participated is described in the address mentioned below. Just to wet your appetite a small text sample is offered here:

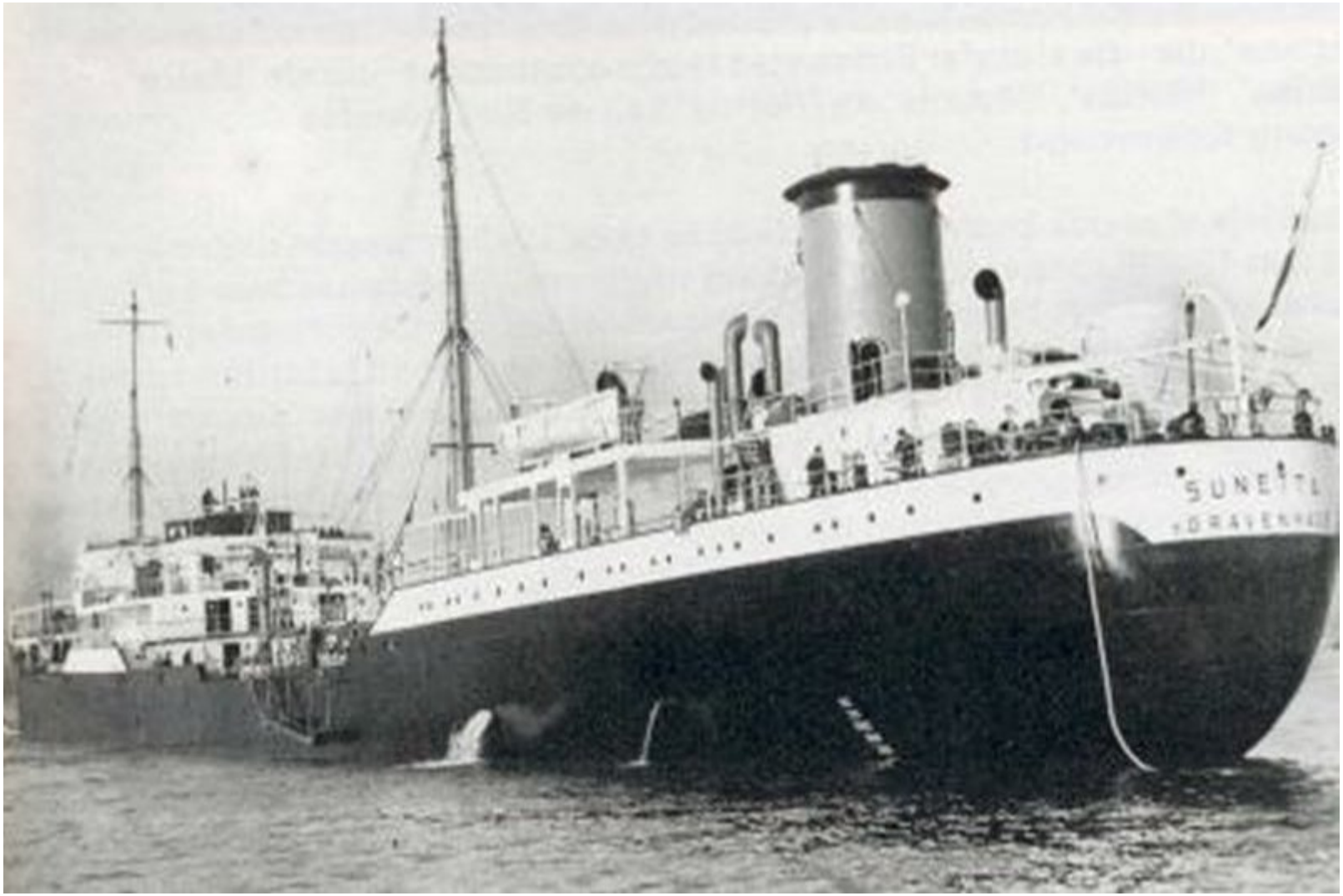
"The day following the sinking, the survivors were picked up by the Liberty ship Benjamin Boume and the Dutch tanker Sunetta. The survivors were interviewed for their official account of the sinking. During these interviews the crew claimed that the John Barry was carrying far more than just war supplies. There was an unmanifested cargo which even today remains a mystery. The purser, G.L. Richards from Missouri stated that the S.S. John Barry was carrying a special cargo of silver bullion with a 1944 value of $26,000,000, representing 1,200 tons of silver.
Here the mystery begins.

The coins were secretly documented as "other" cargo and in addition there is a good paper trail of official documents which show the Treasury Department releasing the required amount of silver to produce 3,000,000 riyals, 37 tons in all. Documentation also shows the coins were to be stowed in No.2 hold. However, there is no absolute proof to substantiate the purser's silver bullion claim.

This is what makes the John Barry one of those controversial treasure ships with a mystery yet to be solved."

How exciting! For the entire story go to the following URL:
http://www.bluewater.uk.com/folders/john_barry/

Bouwnummer RDM-186, m.s. "Sunetta" (1), 1935, tanker.



Opdrachtgever: Anglo-Saxon Petroleum Company, Londen / N.V. Petroleum Maatschappij "La Corona", Den Haag.
Tonnage: 7987 brt, 4764 nrt, 12248 dwt, 16800 twvp.
Hoofdafmetingen: Loa = 147,22 m, B = 18,09 m, H = 10,29 m, d = 8,36 m.
Voortstuwing: Werkspoor diesel, 8 cilinders, 3500 apk, snelheid 12 kn.
Verdere gegevens: Roepletters: PHUW.

Historie:
In februari 1935 in dienst gesteld.
Van 1935 tot 1955 als m.s. "Sunetta" gevaren voor N.V. Petroleum Maatschappij "La Corona", Den Haag.
Van 1955 tot 1962 als m.s. "Sunetta" naar Shell Tankers N.V., Rotterdam.
Op 25-1-1962 aanvang sloop te Rotterdam.

l'ancien pétrolier SAN NAZARIO
construit en 1914 pour la Eagle Oil Co,
converti en baleinier-usine en 1928, et
démoli en 1962.