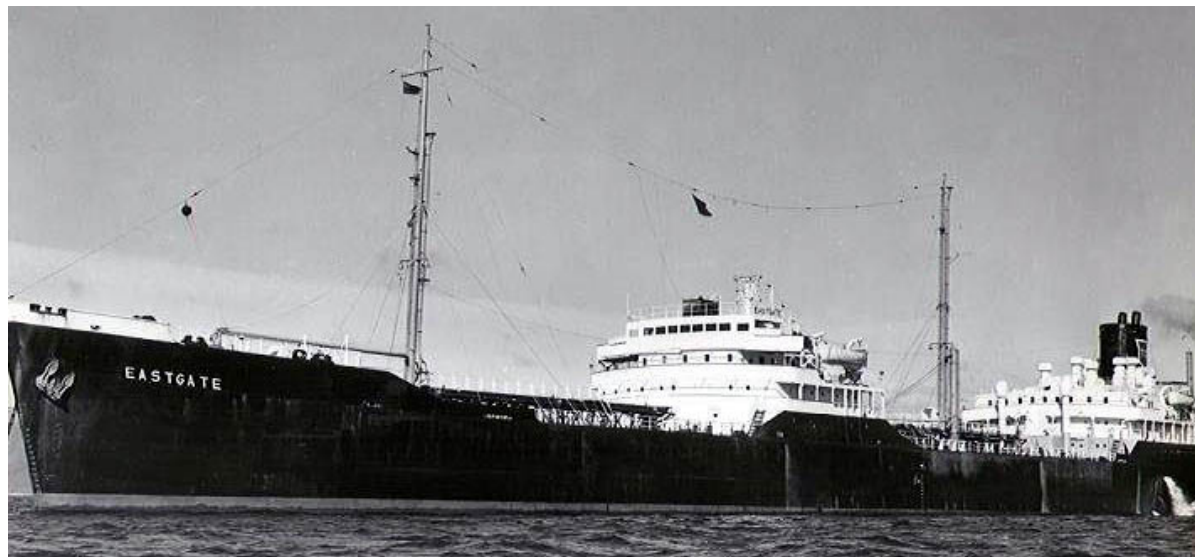


British tanker 'Eastgate' under attack at Vung Ro bay June 6 1968. story as told by W.T. Alexander

The fifth ship - a tanker - to be named Eastgate by Turnbull and Scott built in 1957 and sunk 30.3.1973 as a result of a collision off Hong Kong..



It promised to be an interesting stay in Vung Ro right from the start. As we were mooring up to the sea buoys a US Navy destroyer at the entrance to the bay started lobbing 5-inch shells over us and the

surrounding hills. This made us look questioningly at the 2 members of the US Army who were taking samples of our JP4 cargo prior to discharging.

"Don't you worry non son. There is a bit of battle goin on over them thar hills. But thars 10000 Koreans in them hills and Charlies scared shitless of them Koreans" He the regaled us with stories of Koreans taking Viet Cong heads and sticking them on poles outside their bases. It all sounded very reassuring.

I was 17 years old and training to be an officer in the British Merchant Marine. This was my first trip to sea and life was exciting. I'd joined the Eastgate just a couple of weeks before in Hong Kong. From there we had sailed to Singapore to load JP4 and other petroleum products for the United States Military in Vietnam.

Vung Ro was a small port south of Qui Nhon. There were 4 buoys to berth a tanker a short distance from the shore. The tanker discharged through a submarine pipeline attached to a buoy. This pipeline supplied an airbase inland. A jetty for cargo ships was just north of the base. These berths were occupied by the "American Scientist" and another US merchant vessel.

The day passed quickly with lots of things happening. A cliff face was blown up by the army engineers. A blast which knocked all of us interested spectators back two paces. Then two Hueys landed on the beach and some very nice looking young ladies stepped out and were escorted into the camp.

Our two resident army radio operators informed us of a strip show at the base that evening and if any of the crew were interested they would whistle up a boat. Well amazingly enough most of the crew were interested. So those who could get the time off duty duly went ashore and were royally treated by our American hosts. Unfortunately I was not one of the chosen few but you can't win them all.

I came on watch at midnight to find all was quiet. Andy, my sidekick, informed me that pumping had been stopped due to a suspected hole in the pipeline and the hole was to be investigated the next morning. Sounded good to me. 0130. I was on the poop on a routine fire watch, looking over towards the base ashore. A flash and a shower of silver sparks from the middle of the base followed immediately by an explosion, followed by another, and another. I got to thinking that this shouldn't be happening.

I went back midships to see the 2nd Officer who was also of the opinion that this was not usual. The 2/O hit the alarm bells whilst I went to let the Captain know what was happening. The Chief Officer started to organize

the disconnection of the pipeline and attaching it to the buoy ready for use next time. Andy and I were sent off to make sure the ship's blackout was complete whilst the Captain was conferring with the two radio operators as to the next move. Meanwhile a mortar round exploded close to the bow of the "American Scientist". Many of the crew jumped overboard whilst others left the ship on the landward side. They ran along the jetty but 2 shells landed at the shore end of the jetty and they turned and ran back to the ship. When I got back on deck after checking the blackout I found all the engineers on deck with lifejackets. I asked the 3rd engineer what was going on and he said the Captain had told them to get ready to abandon ship.

What had happened was that the Captain was a bit unsure of what to do and had asked the American radio operators. The operators had lost touch with the shore and were unhappy about sitting on top of 12,000 tons of JP4 with mortar shells flying around the place. So they had advised getting everyone ashore. Whilst the Captain considered the Chief Engineer, an old gnarled Scotsman with a limp, stormed up to him and told him in no uncertain terms "Captain you're not abandoning this fucking ship". This had the effect of pulling the Captain out of his uncertainty and ordered the Chief to get the engines ready for leaving. Our problem was that there was no emergency evacuation plan for leaving the port. We had lost touch with all other units and the local patrol boats were busy picking up the men in the water from the "American Scientist". Ashore there was no letup in the assault on the base with the sound of the mortar shells being joined by that of small arms fire.

Finally we were ready to go. We had to let our mooring ropes go from the ship as there were no boats available to let them go from the buoys. This would add to the hazards of leaving because of the risk of the ropes fouling the propeller. We let go one from each buoy, but then came the next problem. The "American Scientist" had let go her moorings and was manoeuvring to leave the bay. It was far too dangerous to have 2 large vessels manoeuvring in such confined waters at night, blacked out, and in the middle of a battle. So we had to wait.

In the meantime helicopter gunships had arrived and were spraying the hillside above the base with gunfire and rockets. This was hugely spectacular and worth waiting to see. So we were all stand by waiting to complete unmooring as soon as the "American Scientist" was clear. The only crew members who were not at their stations were our Arab firemen who were under the port lifeboat with packed suitcases. They were eventually driven back down the engine room by the 2nd Engineer.

I was up on the bridge as the order was finally given to let go the remaining mooring lines and leave the bay. A manoeuvre which the Captain did brilliantly, his former nerves now seemingly well settled. Our American radio operators still couldn't get in touch with the base and were more than a little worried sat on the deck on the bridge wing. Our Captain's remark to Dave Piggott the helmsman when we finally cleared the bay was "I don't know about you Piggott but I think I need a new pair of underpants" Bit of a wag at times our Captain.

And so we spent the night at a safe distance offshore to see what the morning would bring. And the following morning, still no radio contact with the base, so we continued our offshore patrol. Later in the day we received a message from Shell Tankers that we were to proceed to Qui Nhon to complete the discharge. But then the next problem. Most of our mooring ropes were still attached to the buoys in Vung To Bay and the Captain was loath to go without them.

So we headed back towards the bay to see if we could get them back. As we approached the bay one of the patrol boats dashed out and a chap with a megaphone demanded to know "what the fuck are you doing here with that ship Captain?" The Captain explained that we had been told to go to Qui Nhon but could we have our ropes back first please. Eventually a party of our crew went into the bay on the patrol boat and towed the mooring ropes out and we said goodbye to our radio men who seemed quite relieved to be off. From there we sailed to Qui Nhon. Three days later we passed Vung Ro on the way back to Singapore. We could see fighter bombers attacking the hills to the north of the bay. And so it went on.

Postscript

About 8 years later I was on a chemical tanker sailing from Newhaven to Elizabethport. The pilot for Long Island Sound turned out to be the Captain of the other merchant vessel that was berthed alongside the "American Scientist" and a regular runner into Vung Ro.

Het told me that the Koreans had been moved from the hills around Vung Ro but no one had thought to inform the American troops of this fact. They thought they were well protected but were not.

The other thing he told me was that the "American Scientist" had a large quantity of napalm on board hence the crew reaction to the near miss.

W.T. Alexander
Hornsea England

"Eastgate" sunk 30.3.1973

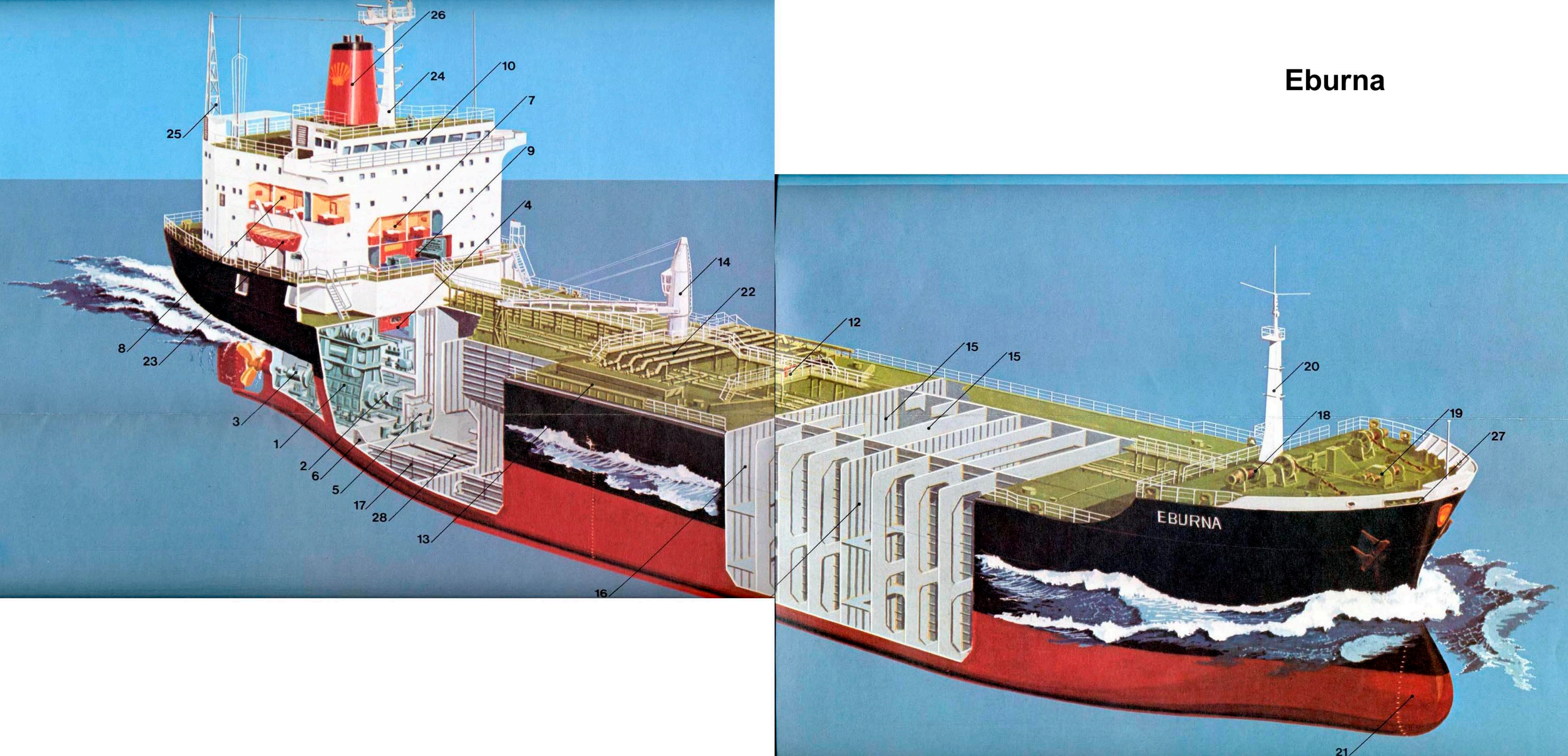
as a result of a collision when approaching Hong Kong at night.

With the French mv "Circea".

fire amidships and 3 crewmembers lost their lives.

Total loss and delivered to ship breakers at Kaohsiung 3 months later.

Eburna



SIR RAYLTON DIXON & COMPANY, MIDDLESBROUGH

Name	ECHUNGA
Type	Cargo
Yard Number	531
Launched	29/07/1907
Completed	10/1907
Off. Number	125623
Engine builder	
Engine type	T. 3 cyl. engine aft
GRT	4589
Length (feet)	390.1
Beam (feet)	56
First owner	Adelaide S.S. Co. Ltd., London / Port Adelaide
History	1916 Admiralty requisition, converted to tanker with cylindrical tanks (Anglo-Saxon Petroleum Co. Ltd.)
Fate	05/09/1917 torpedoed by U.52 when 40 miles N. by E. of Ouessant on passage from Port Arthur.

Painting by T.H.Frank in collection of Middlesbrough Institute of Modern Art




Name	ELAX
Type	Tanker
Yard Number	450
Launched	17/04/1893
Completed	1893
Off. Number	102764
Engine builder	Central Marine Engine Works, West Hartlepool
Engine type	T. 3cyl., engine aft
GRT	4015
Length (feet)	347.2
Beam (feet)	45.6
First owner	M. Samuel & Co., London
History	1898 Shell Transport & Trading Co. Ltd (M. Samuel & Co.), London
	1907 Anglo-Saxon Petroleum Co. Ltd., London
Fate	10/10/1916 torpedoed by UB.43 when 70 miles WSW of Cape Matapan (35.54N 21.19E) on passage Rangoon for Malta with fuel oil.

Elusa

Dutch Motor tanker

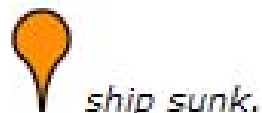


Name	Elusa		
Type:	Motor tanker		
Tonnage	6,235 tons		
Completed	1936 - Wilton-Fyenoord NV, Rotterdam		
Owner	NV Petroleum Mij 'La Corona', The Hague		
Homeport	The Hague		
Date of attack	21 May 1941	Nationality:	 Dutch
Fate	Sunk by U-93 (Claus Korth)		
Position	59N, 38.05W - Grid AJ 3255		
Complement	54 (5 dead and 49 survivors).		
Convoy	HX-126		
Route	Curaçao (27 Apr) - Halifax (10 May) - Clyde		
Cargo	Full load of gasoline		
History			
Notes on loss	<p>On 21 May, 1941, the Elusa (Master J.J. Beckeringh) was in convoy HX-126 which had already lost seven ships the day before. Her crew witnessed the explosion of the British Security, which was also carrying gasoline and was sunk with all hands by U-556.</p> <p>U-93 had tried for hours to come into a position from which an attack was possible, and when at last a torpedo was launched it missed the target, a tanker. In a second attack at 05.22 hours two single torpedoes were launched on a freighter and on a tanker, but missed the targets again. However, the torpedo aimed at the freighter hit the Elusa at 05.29 hours. Immediately after the tanker was hit, the cargo caught fire, mainly in the rear section of the vessel where the crew quarters were located. According to regulations they had stopped the main engines. Some crewmembers at the rear of the ship did not wait for orders to abandon ship. They immediately lowered the lifeboats and left the vessel, which saved their lives. Amidships some Chinese crewmembers also lowered a lifeboat without orders, and rowed away before the other crewmembers could enter it. Remembering the fate of the British Security, doubtless they wished to waste no time distancing themselves from their explosive cargo. The other crew members succeeded in lowering another lifeboat, in which all the remaining crew members found a place. The master coolly remained on board the Elusa, throwing the classified documents overboard and succeeding in leveling the vessel, which was listing to</p>		

starboard. Thirty minutes after the hit a British destroyer arrived, rescued the crew members in the three lifeboats and took the master aboard. The destroyer stayed near the burning ship during the night. Soon it became clear that the first engineer was missing (caught by surprise by the fire). Moreover two Chinese, the third cook and a donkeyman drowned when they tried to get into the lifeboats. In the next morning the master, the first mate and the second engineer re-boarded the Elusa and they saw how devastating the fire had been, but they also discovered that the boilers of the vessel were still in good shape. But fact was that the vessel was not able to sail under its own power and the distance to the nearest tug was too big, so they left the Elusa who was still afloat (She sank later in 58.30N/38.10W). The 49 survivors were disembarked at Reykjavik on 25 May.



*Location of attack on **Elusa**.*



Empire Airman

9813 tons

Hull 739

San Wenceslao

1942

A tanker. 503 ft. 10 in. (or 8 in.) long, speed of 14 knots. Built for the Ministry of War Transport & managed by Eagle Oil & Transport Co. 'Shell Tankers (UK)' were the owners, but when I wonder? I read that from 1944, ***Empire Airman*** was under charter to an American oil company (which one?) to carry aviation fuel for planes on U.S. aircraft carriers. She operated between Williamstown (a suburb of Melbourne, Australia), & various Pacific islands, including New Guinea & the Solomon Islands. [1](#) references the ship in 4 WW2 convoys.

But there are 55 such references in total including 13 N. Atlantic crossings, three of which were to Port Said, Egypt. Also served in the Mediterranean, in the Caribbean & to W. Africa (Freetown). In 1946, the vessel was sold to 'Eagle Oil & Shipping Co. Ltd.', & renamed ***San Wenceslao***. On Jul. 20, 1959, the vessel arrived at Hong Kong to be broken up at the facilities of Four Seas Enterprises Ltd.



SS Empire Airman (1941)

From Wikipedia, the free encyclopedia

Empire Airman was a 9,813 ton tanker which was built in 1941. She was renamed *San Wenceslao* in 1946 and served until 1959 when she was scrapped.

Contents

- 1 History
- 2 War service
- 3 Post war service
- 4 Official Number and Code Letters
- 5 References
- 6 External links

History

Empire Airman was built by Sir J Laing & Sons Ltd, Sunderland as yard number 739. She was launched on 18 November 1941 and completed in January 1942. *Empire Airman* was owned by the Ministry of War Transport^[1] and operated under the management of the **Eagle Oil & Transport Co.**^[2]

War service

Empire Airman was a member of a number of convoys during the Second World War.

HX 178

Empire Airman was a member of Convoy HX 178 which departed from Halifax, Nova Scotia on 3 March 1942 and arrived at Liverpool on 17 March.^[3]

SL 112

Empire Airman was a member of Convoy SL 112 which departed from Freetown on 4 June 1942 and arrived at Liverpool on 23 June. *Empire Airman* joined the convoy at sea, being en route from Aruba to Belfast laden with oil and motor spirit.^[4]

KMS 4

Empire Airman was a member of Convoy KMS 5, which departed the Clyde on 11 December 1942, and arrived at Gibraltar on 24 December and Bone on 27 December.

MKS 16A

Career

Name:	<i>Empire Airman</i> (1942-46) <i>San Wenceslao</i> (1946-59)
Owner:	Ministry of War Transport (1941-46) Eagle Oil & Transport Co (1946-59)
Operator:	Eagle Oil & Transport Co (1942-59)
Port of registry:	 Sunderland
Builder:	Sir J Laing & Sons Ltd., Sunderland
Yard number:	739
Launched:	18 November 1941
Completed:	January 1942
Identification:	UK Official Number 169009 Code letters BCWX
Fate:	Scrapped in Hong Kong, 1959

General characteristics

Tons burthen:	9,813 GRT
Length:	484 feet (147.52 m)
Beam:	68 feet 3 inches (20.80 m)
Draught:	36 feet 1 inch (11.00 m)
Propulsion:	1 x triple expansion steam engine (North East Marine Engineering Co (1938) Ltd, Newcastle upon Tyne) 674 hp (503 kW)
Speed:	14 knots (26 km/h)

Empire Airman was a member of Convoy MKS 16A, which departed Tripoli on 29 June 1943 and arrived at Gibraltar on 6 July.^[5]

From 1944, *Empire Airman* was under charter to an American oil company to carry aviation fuel. She operated between Williamstown on the Yarra River and various Pacific islands, including New Guinea and the Solomon Islands.^[6]

Post war service

In 1946, *Empire Airman* was sold to her operators, and renamed *San Wenceslao*.^[2] She served for thirteen years and arrived for scrapping in Hong Kong on 20 July 1959.^[1]

Official Number and Code Letters

Official numbers were a forerunner to IMO Numbers.

Empire Airman had the Official Number 169009 on Lloyd's Register and used the Code Letters BCWX^[7]

References

- ¹ [^] ^a ^b "Search results for "1169009"" (Click on link for ship data). *Miramar Ship Index*. R.B. Haworth. http://www.miramarshipindex.org.nz/ship/list?search_op=OR&IDNo=1169009. Retrieved 2008-12-20.
- ² [^] ^a ^b "Empire - A". *Mariners*. <http://www.mariners-l.co.uk/EmpireA.html>. Retrieved 2008-12-20.
- ³ [^] "CONVOY HX 178". *Warsailors*. <http://www.warsailors.com/convoys/hx178.html>. Retrieved 2008-12-20.
- ⁴ [^] "ConvoySL.112". *Convoyweb*. <http://www.convoyweb.org.uk/sl/index.html?sl112.htm~slmain>. Retrieved 2008-12-20.
- ⁵ [^] "Convoy MKS.16A". *Convoyweb*. <http://www.convoyweb.org.uk/mks/index.html?mks.php?convoy=16A!~mksmain>. Retrieved 2008-12-20.
- ⁶ [^] "Mr D W Halden's story". *BBC*. <http://www.bbc.co.uk/ww2peopleswar/stories/33/a6126833.shtml>. Retrieved 2008-12-20.
- ⁷ [^] "STEAMERS & MOTORSHIPS". *Plimsoll Ship Data*. <http://www.plimsollshipdata.org/pdf/169009.pdf>. Retrieved 2008-12-20.

External links

Empire Barkis

Empire Barkis was a 340 GRT coastal tanker which was built by Rowhedge Iron Works Ltd, Rowhedge, Essex. Launched on 8 June 1944 and completed in August 1944. Sold to Van Castricum & Co Ltd, London and renamed *Sodok*. Sold in 1947 to Shell Company of Singapore Ltd and renamed *Guntur*. Sold in 1962 to Madam Dolly Seah, Singapore. Sold in 1972 to P T Perusahaan Pelayaran Palka Utama, Indonesia.

EMPIRE BETSY = SOEGIO

Built 1943 by Cochrane and Sons, Selby. YN1280. Hoedic class standard tug. L105.2'. B26.6'. D12.2'. 274grt. 850ihp 3cylTE 15"x25"x42" 27" stroke 200psi oil fired steam engine by Amos and Smith Ltd., Hull. Bunkers 93 tons. Four bladed prop, 10' dia, 11.75' pitch. Speed 11 knots. Official No. 180248. Call sign MNNX.

14-12-1943 Launched for MoWT. 4-5-1944 Completed and handed over to William Watkins Ltd., London as Managers employed on coastal towing duties. 6-6-1944 Under COTUG control departed Portland escorting Corncob blockships to Normandy. 28-7-1944 Departed Newhaven to join convoy FTC50 ex Seine Bay. 29-7-1944 Arrived Southend. 27-8-1944 Departed Seine Bay with convoy FTC80 towing Empire Factor [450/44]. 28-8-1944 Arrived Southend. 12-9-1944 Taken into Admiralty service. 1945 Townsend Bros., London appointed Managers. 13-1-1945 Departed Antwerp with convoy ATM37. 14-1-1945 Arrived Southend. 12-2-1945 Damaged by LST at Ostend. 20-4-1945 Allocated to relieve Empire Piper in Iceland. 4-6-1945 Released from Overlord tug pool. **1946 Sold to NV de Bataafsche Petroleum Maats, Holland, renamed Soegio.** 12-2-1948 Hit drifting mine and sank in position 02.36S 116.33E, in Macassar Strait, off Borneo.

Name	EMPIRE BOUNTY
Type	Tanker
Yard Number	356
Launched	30/09/1943
Completed	02/1944
Off. Number	169126
Engine builder	Richardson Westgarth & Co. Ltd., West Hartlepool
Engine type	2 steam turbines
GRT	8128
Length (feet)	473.8
Beam (feet)	64.3
First owner	Ministry of War Transport (Anglo-Saxon Petroleum Co. Ltd.), Middlesbrough
History	1946 WAVE VICTOR, The Admiralty, London
	08/1960 The Air Ministry, London for service as a fuel storage hulk at Gan, Maldive Islands
Fate	04/1971 towed to Singapore for breaking but reported as a hulk in Manila Bay in 03/1975.

EMPIRE BOUNTY as WAVE VICTOR



RFA *Wave Victor* (A220)

From Wikipedia, the free encyclopedia

RFA *Wave Victor* (A220) was a 8,187 GRT Wave-class fleet support tanker of the Royal Fleet Auxiliary built at Haverton Hill-on-Tees by Furness Shipbuilding Company. She was built in 1942 as ***Empire Bounty*** for the Ministry of War Transport (MoWT). She was transferred to the Royal Fleet Auxiliary in 1946 and renamed *Wave Victor* with Pennant number X130. Her pennant number was later changed to A220. She served until scrapped in 1981.

Contents

- 1 Description
- 2 Career
 - 2.1 Empire Bounty
 - 2.2 Wave Victor
- 3 Notes
- 4 References

Description

Empire Bounty was laid down at the yards of the Furness Shipbuilding Company, Haverton Hill-on-Tees on 16 November 1942.^[1] She was yard number 356.^[2] *Empire Bounty* was launched on 30 September 1943 and completed in February 1944.^[1] *Empire Bounty* was recorded on Lloyd's Register as being 473 feet 8 inches (144.37 m) long, with a beam of 64 feet 3 inches (19.58 m) and a depth of 35 feet 4 inches (10.77 m). She was propelled by two steam turbines driving a single screw. The turbines were made by Richardsons, Westgarth & Co Ltd, Hartlepool.^[3]

Career

Empire Bounty

Empire Bounty entered service for the MoWT, and was operated on their behalf by the Anglo-Saxon Petroleum Company, of London.^[4] Her Official Number was 169126 and she used the Code Letters GCBT.^[3]



Empire Bounty was a member of a number of convoys during the Second World War, mostly



RFA *Wave Victor*

Career (UK)



Name:	SS <i>Empire Bounty</i> (1943-46) RFA <i>Wave Victor</i> (1946-74)
Owner:	Ministry of War Transport (1943-46) Royal Fleet Auxiliary (1946-81)
Operator:	Anglo Saxon Petroleum Co Ltd (1944-46) Royal Fleet Auxiliary (1946-60) Air Ministry (1960-81)
Port of registry:	 Middlesbrough (1944-46)
Builder:	Furness Shipbuilding Company, Haverton Hill-on-Tees
Yard number:	356
Laid down:	16 November 1942
Launched:	30 September 1943
Completed:	February 1944
Identification:	UK Official Number 169126 (1943-46) Code Letters GCBT (1944-46)  Pennant Number X130 (1946-60), A220 (1960-81)
Fate:	Transferred to the Air Ministry as a refuelling hulk Hulked in 1975 Scrapped in 1981

General characteristics

between Liverpool and New York. Her first crossing was with Convoy UC 14, leaving Liverpool on 1 March 1944 and arriving at New York on 11 March.^[5] She returned to America with Convoy UC 28, departing Liverpool on 1 July 1944 and arriving at New York on 12 July.^[6] *Empire Bounty* made one further voyage to New York that year, leaving Liverpool on 28 December and reaching her destination on 8 January 1945, having sailed via Belfast Lough.^[7] She returned to Britain with Convoy CU 54, departing New York on 19 January 1945 and reaching Liverpool on 22 January, from where she made for the Isle of Grain.^[8]

Tonnage:	8,187 gross register tons (GRT)
Displacement:	16,483 tonnes full load
Length:	492 feet 8 inches (150.16 m) LOA 473 feet 8 inches (144.37 m) (registered length)
Beam:	64 feet 3 inches (19.58 m)
Draught:	28 feet 6 inches (8.69 m)
Depth:	35 feet 4 inches (10.77 m)
Propulsion:	Single screw
Speed:	14.5 knots (26.9 km/h)
Complement:	60

Empire Bounty sailed with four more convoys before the end of the war, all between Liverpool and New York. She sailed from Liverpool with Convoy UC 54A on 28 January 1945, arriving on 9 February.^[9] *Empire Bounty* sailed from Milford Haven on 29 January.^[10] She returned with Convoy CU 59, departing on 19 February 1945 and arriving at Liverpool on 1 March, from where she headed to the Clyde.^[11] Two journeys back to America with convoys followed, with Convoy UC 59A between 6 March 1945 and 17 March,^[12] having sailed from Milford Haven,^[10] and with Convoy UC 66A from 2 May 1945 to 13 May.^[13] *Empire Bounty* put into Fayal with an unspecified defect that her master stated could only be repaired in the United Kingdom. She sailed from Fayal on 17 May and arrived at West Hartlepool on 29 May. Repairs took until 23 June to complete.^[10]

Wave Victor

Empire Bounty and the remaining MOWT operated tankers of her class were transferred to the Royal Fleet Auxiliary in 1946 and *Empire Bounty* was renamed *Wave Victor*.^{[1][4]} She was allocated Pennant number X130.^[10]

In 1952, there was a fire on board *Wave Victor* whilst she was anchored off Greenock, Renfrewshire. On 17 January 1954, *Wave Victor* was sailing down the Bristol Channel when a fire broke out in the engine room. The fire was reported at 17:24, and five minutes later was stated to be "out of control". At 17:37 a message was broadcast by radio that the ship was to be abandoned.^[14] Several tugs and lifeboats, as well as the corvette HMS *Carisbrooke Castle* came out to the ship, but by then the fire was raging out of control and the crew abandoned her, fearing the explosion of her bunkers.^[15] The tug *Nirumand* brought six firemen from Swansea to the ship, which was 9 nautical miles (17 km) off Bull Point, Devon.^[14] Acting Chief Engineer George McBain remained aboard so the vessel could not be claimed by private tugs under marine salvage laws. The ship continued to drift, and after some time several of the crew and a fire fighting team re-boarded her and brought the fire under control.^[15] The fire was extinguished by 12:00 the next day.^[16] She was subsequently towed back to Swansea, and then to Wallsend on Tyne to be repaired.^[15]

She was loaned to the Air Ministry in 1960, and transferred to Gan, the location of RAF Gan, as a refuelling hulk.^{[1][4][17]} She remained in this role until replaced in 1971 by RFA *Wave Ruler*, and was then laid up in Manila Bay in 1975.^{[4][17]} She was finally scrapped in 1981.^[17]

Empire Coral

8602 tons

Hull 734 (or 733?)

Derwent River

Derwentfield

1941

A 'Norwegian type' tanker. 144.7 metres perpendicular to perpendicular (501.3 ft.), long. Built for the Ministry of War Transport & **managed by Eagle Oil & Shipping Co.**

Later (1943) was managed by British Empire Steam Navigation Co., Ltd. ('Empire'). 62 WW2 convoy voyages including 8 N. Atlantic crossings, served extensively in Indian Ocean & Persian Gulf (Bandas Abbas, Bombay, Columbo, Calcutta), Mediterranean (Egypt), Galveston, Texas, & U.K. coastal. Presumably carried various petroleum products. In 1946, the vessel was sold to Empire, a

Houlder Line company & renamed ***Derwent River***, Houlder Bros & Co., or Furness, Withy & Co. Ltd., (also associated) the managers. Possibly chartered to Shell Oil. In 1947, the vessel was sold to Northern Petroleum Tankship Co. Ltd., & renamed ***Derwentfield***, with Hunting & Son Ltd., of Newcastle, the managers. On Sep. 1, 1952, while tank cleaning was underway at Balikpapan, Borneo, the ship was extensively damaged by explosions & subsequent fires. On Sep. 16, 1952, it was abandoned as a total loss. I have not read the circumstances. In 1953, the vessel was re-floated, sold to 'Compagnia Globo de Navigazione S.A.', of Panama, & on May 15, 1953 arrived as Osaka, Japan, for repairs. Repairs proved to be uneconomical so the vessel was beached in the Kitzu river at Osaka where break-up commenced on Aug. 21, 1953.



Empire Airman

9813 tons

Hull 739

San Wenceslao

1942

A tanker. 503 ft. 10 in. (or 8 in.) long, speed of 14 knots. Built for the Ministry of War Transport & managed by Eagle Oil & Transport Co. 'Shell Tankers (UK)' were the owners, but when I wonder? I read that from 1944, ***Empire Airman*** was under charter to an American oil company (which one?) to carry aviation fuel for planes on U.S. aircraft carriers. She operated between Williamstown (a suburb of Melbourne, Australia), &

various Pacific islands, including New Guinea & the Solomon Islands. [1](#) references the ship in 4 WW2 convoys. But there are 55 such references in total including 13 N. Atlantic crossings, three of which were to Port Said, Egypt. Also served in the Mediterranean, in the Caribbean & to W. Africa (Freetown). In 1946, the vessel was sold to 'Eagle Oil & Shipping Co. Ltd.', & renamed ***San Wenceslao***. On Jul. 20, 1959, the vessel arrived at Hong Kong to be broken up at the facilities of Four Seas Enterprises Ltd.



Thirlby

13105 tons

Hull 815

Diamondo

1958

An oil tanker. Per [1](#) [***Thirlby*** (4)], [2](#) (images & text), [3](#) (image, ***Thirlby***, also -06), [4](#) (Miramar, link, you now must be registered to access). 170.5 metres long, speed of 14 knots. Built for Ropner Shipping Company Ltd. (4th vessel of that name). Under charter to Shell Oil for 23 unbroken years. Sold in 1981 (have also read 1982) to Greek interests (?) & renamed ***Diamondo***. Arrived at Aliaga, Turkey, on Dec. 12, 1984 to be scrapped (actually scrapped 1985). Is it possible that you have anything to [add](#)?

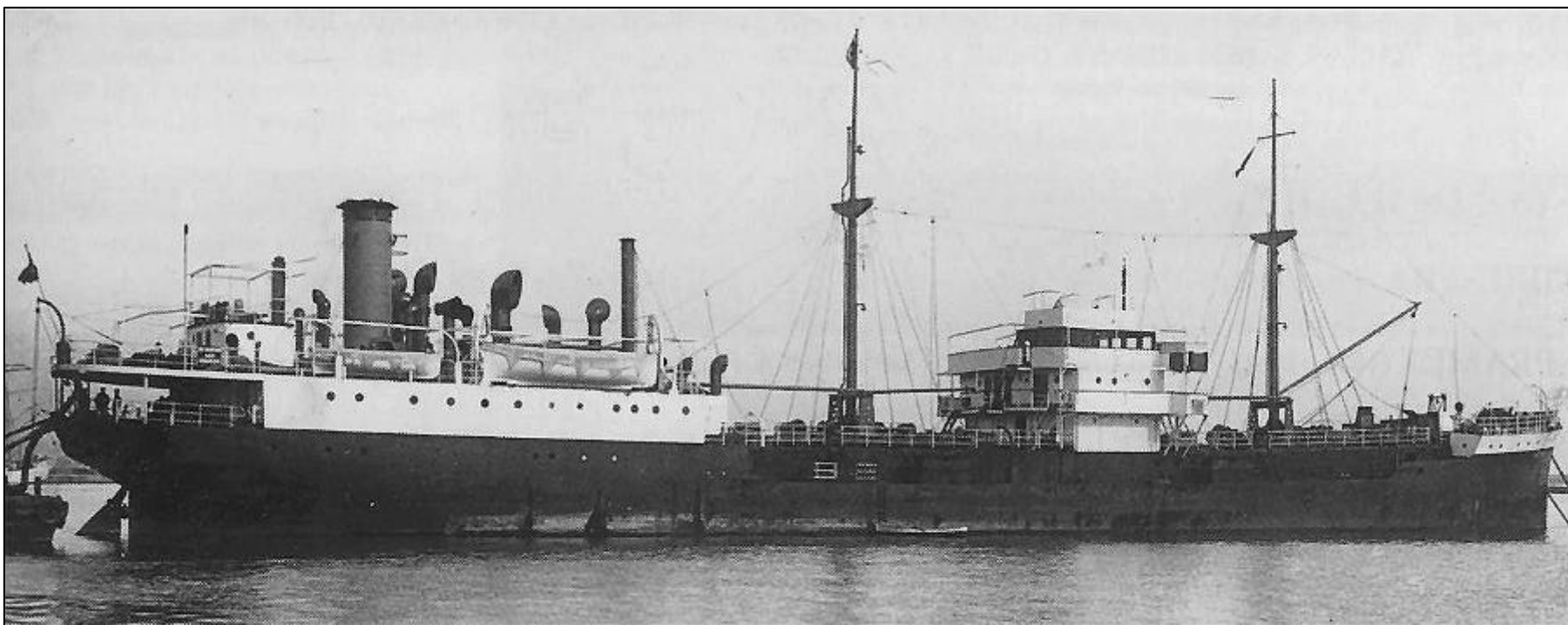
Helix

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

Armilla

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

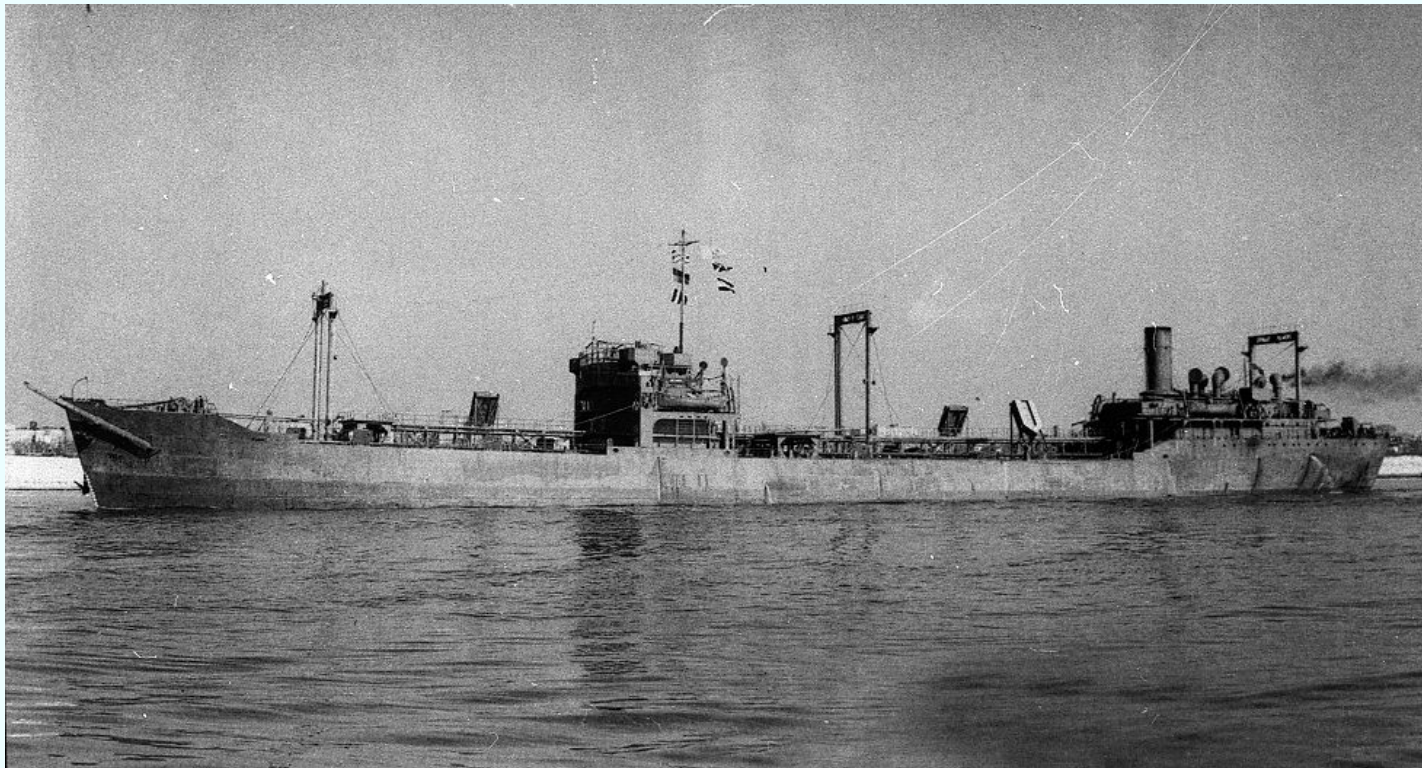
Helix was a
tanker built in
1931 by 'R. &



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

Name	EMPIRE COBBETT
Type	Tanker
Yard Number	350
Launched	19/11/1942
Completed	12/1942
Off. Number	164861
Engine builder	Richardson Westgarth & Co. Ltd., West Hartlepool
Engine type	T. 3 cyl.
GRT	9811
Length (feet)	483.8
Beam (feet)	68.3
First owner	Ministry of War Transport (Eagle Oil & Shipping Co. Ltd.), Middlesbrough
History	1945 SAN WILFRIDO, Eagle Oil & Shipping Co. Ltd., London
Fate	10/11/1959 arrived at Hong Kong for breaking.

EMPIRE COBBETT from collection of the late Dick Parsons, courtesy of Malcolm Cranfield



EMPIRE COBBETT as SAN WILFRIDO



Name	EMPIRE GRANITE
Type	Tanker
Yard Number	326
Launched	12/12/1940
Completed	03/1941
Off. Number	164844
Engine builder	Richardson Westgarth, Hartlepool
Engine type	T. 3cyl.
GRT	8028
Length (feet)	463.5
Beam (feet)	61.2
First owner	Ministry of War Transport (Hadley Shipping Co.), Middlesbrough
History	1943 managers Anglo-Saxon Petroleum Co., London
	1946 KENNERLEYA, Anglo-Saxon Petroleum Co., London
	1953 Shell Company of Gibraltar Ltd.
Fate	04/02/1960 arrived at La Spezia for breaking.

Name	EMPIRE GRANITE
Type	Tanker
Yard Number	326
Launched	12/12/1940
Completed	03/1941
Off. Number	164844
Engine builder	Richardson Westgarth, Hartlepool
Engine type	T. 3cyl.
GRT	8028
Length (feet)	463.5
Beam (feet)	61.2
First owner	Ministry of War Transport (Hadley Shipping Co.), Middlesbrough
History	1943 managers Anglo-Saxon Petroleum Co., London
	1946 KENNERLEYA, Anglo-Saxon Petroleum Co., London
	1953 Shell Company of Gibraltar Ltd.
Fate	04/02/1960 arrived at La Spezia for breaking.

Name	EMPIRE GRENADIER
Type	Tanker
Yard Number	344
Launched	25/08/1942
Completed	10/1942
Off. Number	164859
Engine builder	Richardson Westgarth & Co. Ltd., West Hartlepool
Engine type	T. 3cyl.
GRT	9811
Length (feet)	483.8
Beam (feet)	68.3
First owner	Ministry of War Transport (Eagle Oil & Shipping Co. Ltd.), Middlesbrough
History	1946 FICUS, Anglo-Saxon Petroleum Co. Ltd., London
	1951 Shell Company of Gibraltar Ltd., London
Fate	06/08/1960 arrived in Clyde under tow for breaking at Port Glasgow.

EMPIRE GRENADIER as FICUS



EMPIRE INVENTOR – 1944



1944, 9912grt, 'Norwegian' class tanker, 14500dwt, 153.6 x 20.8m, 11 knots

Sir James Laing & Sons, Sunderland (749) as EMPIRE INVENTOR for Min. of War Transport (**Anglo-Saxon Petroleum Co.**)

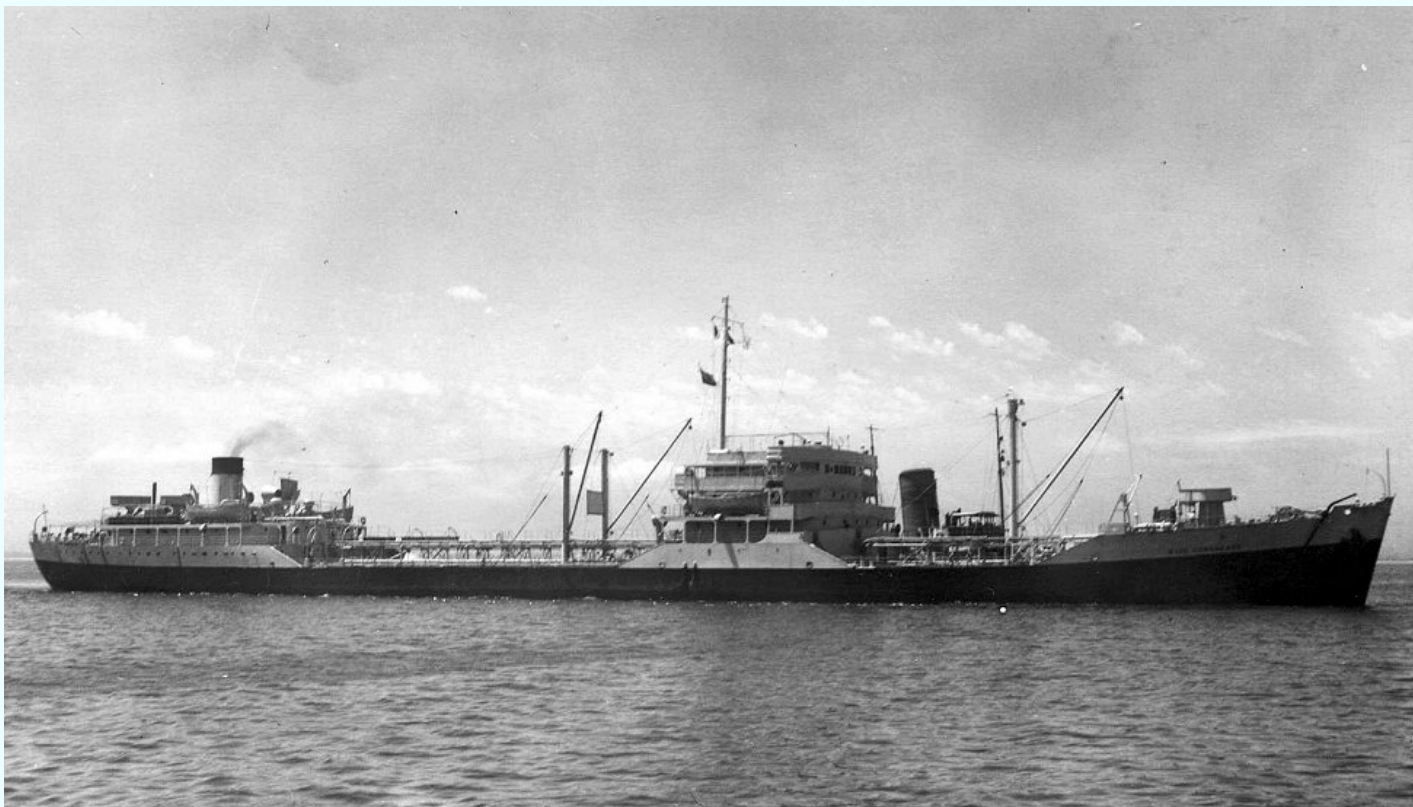
1946 VIVIEN LOUISE, British Oil Shipping Co. (Stevinson, Hardy & Co.)

1955 STANLOCH, Stanhope S.S. Co. (J.A.Billmeir)

Broken up at Savona, arrived 20/03/1959

Name	EMPIRE LAW
Type	Tanker
Yard Number	357
Launched	27/11/1943
Completed	03/1944
Off. Number	169132
Engine builder	Richardson Westgarth & Co. Ltd., West Hartlepool
Engine type	2 steam turbines
GRT	8128
Length (feet)	473.8
Beam (feet)	64.3
First owner	Ministry of War Transport (Anglo-Saxon Petroleum Co. Ltd.), Middlesbrough
History	1946 WAVE CONQUEROR, The Admiralty, London
	1959 Sold to H.G.Pounds, then used as a fuel hulk at Le Havre
Fate	23/04/1960 arrived at La Spezia for breaking.

Photo from Harold Appleyard, as WAVE CONQUEROR



Another view as WAVE CONQUEROR




Name	EMPIRE NORSEMAN
Type	Tanker
Yard Number	342
Launched	20/04/1942
Completed	06/1942
Off. Number	164855
Engine builder	Richardson Westgarth & Co. Ltd., West Hartlepool
Engine type	T. 3cyl.
GRT	9811
Length (feet)	483.8
Beam (feet)	68.3
First owner	Ministry of War Transport (Eagle Oil & Shipping Co. Ltd.), Middlesbrough
Fate	23/02/1943 torpedoed by U.202 and U.558 in 31.18N 27.20W on passage Greenock for Curacao in ballast.

Empire Norseman

British Steam tanker

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

Name	Empire Norseman				
Type:	Steam tanker				
Tonnage	9,811 tons				
Completed	1942 - Furness Shipbuilding Co Ltd, Haverton Hill, Middlesbrough				
Owner	Eagle Oil & Shipping Co Ltd, London				
Homeport	Middlesbrough				
Date of attack	23 Feb 1943	Nationality:	 British		
Fate	Sunk by U-558 (Günther Krech)				
Position	31.18N, 27.20W - Grid DG 5389				
Complement	53 (0 dead and 53 survivors).				
Convoy	UC-1 (straggler)				
Route	Greenock - Curaçao				
Cargo	Ballast				
History	Completed in June 1942 for Ministry of War Transport (MoWT)				
Notes on loss	<p>At 22.14 hours on 23 Feb, 1943, U-382 (Juli) fired one FAT torpedo and one minute later a spread of two G7e torpedoes at the convoy UC-1 south of the Azores. Juli thought that he sank two ships, but only one of these torpedoes struck the Empire Norseman on the starboard side and the tanker stopped.</p> <p>Between 22.17 and 22.20 hours on 23 February, U-202 (Poser) fired four torpedoes at the convoy UC-1 and reported hits on three ships. The first and second hit the Murena and British Fortitude, which both continued, the third torpedo failed and the last hit the already damaged Empire Norseman on her port side. At 23.45 hours on 23 February, the drifting wreck of the Empire Norseman was sunk by a coup de grâce from U-558.</p> <p>The master, 41 crew members and eleven gunners from the Empire Norseman (Master William Sharp Smith) were picked up by HMS Totland (Y 88) (LtCdr L.E. Woodhouse, RN), transferred to the Dutch steam merchant Maaskerk and landed at Trinidad.</p>				

Attack entries for Empire Norseman

Date	U-boat	Commander	Loss type	Tons	Nat.
23 Feb 1943	U-382	Kptlt. Herbert Juli	Damaged	9,811	
23 Feb 1943	U-202	Kptlt. Günter Poser	Damaged	9,811	
23 Feb 1943	U-558	Kptlt. Günther Krech	Sunk	9,811	



*Locations of attacks on **Empire Norseman**.*



ship sunk.

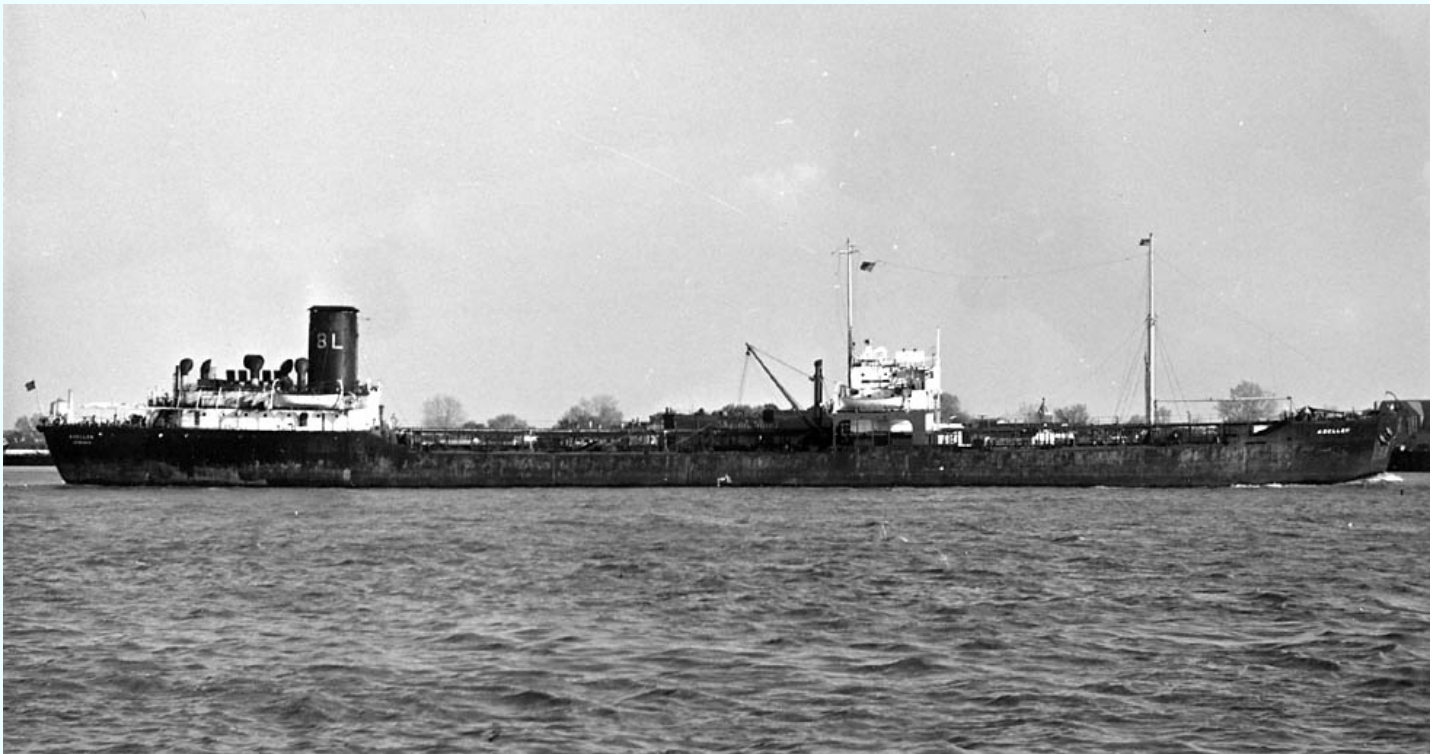


ship damaged.

FURNESS SHIPBUILDING COMPANY LTD., HAVERTON HILL

Name	EMPIRE NUGGET
Type	Tanker
Yard Number	349
Launched	28/09/1942
Completed	11/1942
Off. Number	164860
Engine builder	Richardson Westgarth & Co. Ltd., West Hartlepool
Engine type	T. 3 cyl.
GRT	9807
Length (feet)	483.8
Beam (feet)	68.3
First owner	Ministry of War Transport (Anglo-Saxon Petroleum Co. Ltd.), Middlesbrough
History	1946 ADELLEN, Adellen Shipping Co. Ltd., Middlesbrough (Bernuth, Lembcke Co. Inc., New York)
	1958 Torres Shipping Co. Ltd., Monrovia
Fate	10/10/1961 breaking commenced at Sakai.

EMPIRE NUGGET as ADELLEN



[Use browser to return to this year](#)

[Return to this builder's yardlists](#)

[Return to all builders main index](#)



SS Empire Progress (+1942)

Details

general

nationality: [british](#)
 purpose: [transport](#)
 type: [cargo](#)
 propulsion: [steamer](#)
 date built: [1918](#)
 is nickname: no

details

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

about the loss

cause lost: [torpedo](#)
 date lost: [13/04/1942](#) [dd/mm/yyyy]
 casualties: † [12 rank 462](#)

about people

builder:  [Harland & Wolff Ltd., Belfast & Glasgow](#)

owner:  [Ministry of War Transport \(MOWT\), London](#)

captain: Thomas S.Hewitt
 complement: 10
 no. of crew: 39

about the wreck

depth:
 orientation:
 protected:
 war grave:

references

reference(s): [1] [uboat.net](#)
 [2] [Lloyd's of London, Lloyd's Register of Shipping](#)

updates

entered by: [Allen Tony](#)
 entered: 25/12/2007
 last update: [Vleggeert Nico](#)
 last update: 24/01/2010

Position

[Allen Tony](#) 25/12/2007

latitude: [hydro_member](#)
 longitude: [hydro_member](#)
 AIS: [check AIS](#)
 mark: [add_position_to_my_marks](#)
 dist. homeport: [members_only](#)
 ref. used: [uboatwaffe.net](#)

show neighbour. wrecks: [members_only](#)

[insert new position](#)

The Wreck today

[insert wrecksite info](#)

Pictures



[Chipchase Nick](#) 02/11/2009

builder: [Harland & Wolff Ltd.](#)

Harland and Wolff was formed in 1861 by Edward James Harland and Hamburg-born Gustav Wilhelm Wolff. Based in Belfast at Queen's Island, Harland and Wolff are a huge and very important shipbuilding...



[insert new picture](#)

History

[Allen Tony](#) 13/04/2008

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

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

ref. used: [uboatwaffe.net](#)

[insert new history](#)

Documents

[insert new document](#)

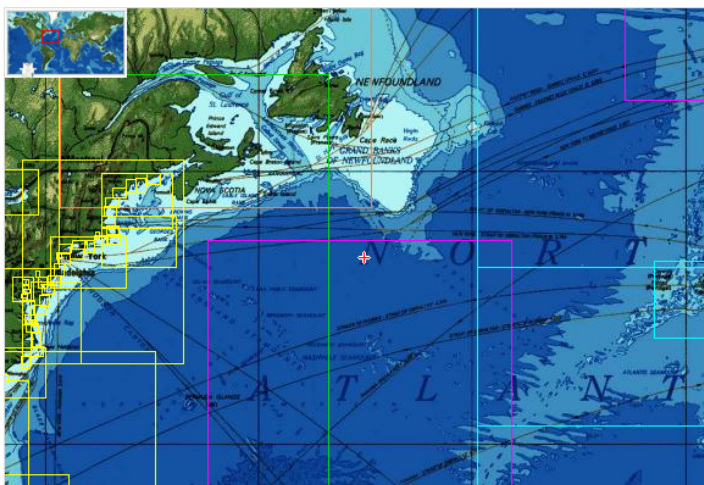
About Builder(s)

 [Harland & Wolff Ltd., Belfast & Glasgow](#)
 Harland and Wolff was formed in 1861 by Edward James Harland and Hamburg-born Gustav Wilhelm Wolff. Based in Belfast at Queen's Island, Harland and Wolff are a huge and very important shipbuilding company. The shipbuilding complex is only one of two yards left in the U.K. capable of building large merchant ships. The yard was most well known for...

[read more](#)

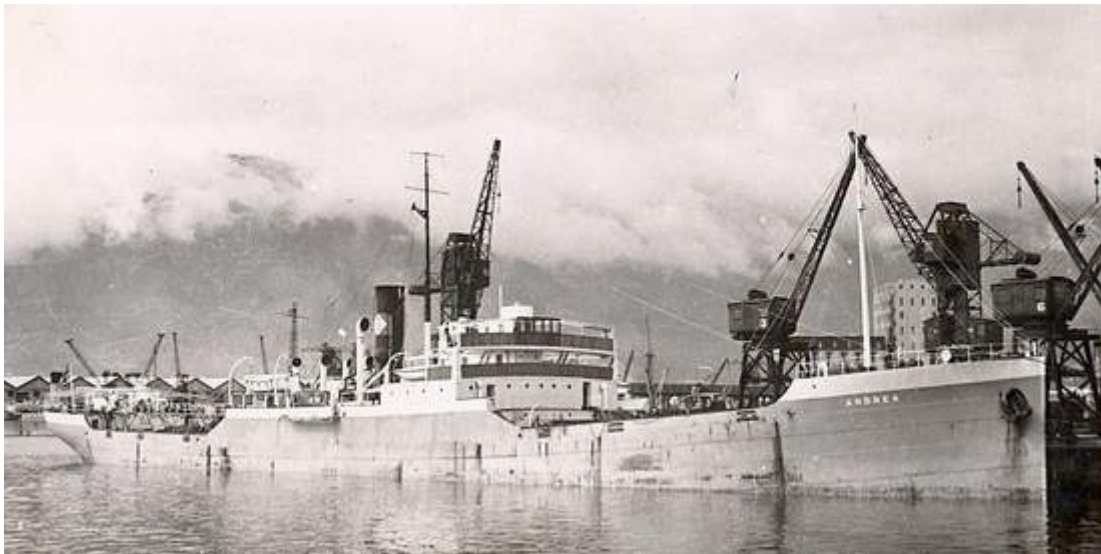


LAT: 51°30,3XXN LON: 32°25,8XXW




Empire Progress

British Steam merchant



Empire Progress under her former name **Andrea**. Photo Courtesy of Library of Contemporary History, Stuttgart

Name	Empire Progress	
Type:	Steam merchant	
Tonnage	5,249 tons	
Completed	1918 - Harland & Wolff Ltd, Govan, Glasgow	
Owner	H. Hogarth & Sons Ltd, Glasgow	
Homeport	London	
Date of attack	13 Apr 1942	Nationality:  British
Fate	Sunk by U-402 (Siegfried von Forstner)	
Position	40.29N, 52.35W - Grid CC 2855	
Complement	50 (12 dead and 38 survivors).	
Convoy	ON-80 (dispersed)	
Route	Glasgow (28 Mar) - Tampa, Florida	
Cargo	Ballast	
History	Completed in March 1918 as British steam tanker War Expert for The Shipping Controller (Anglo-Saxon Petroleum Co), London. 1921 renamed Anomia for Anglo-Saxon Petroleum Co Ltd, London. 1927 sold to Norway and renamed Andrea for	

A/B Brøvigseil (Th. Brøvig), Farsund. 1938 sold to Italy and converted to the steam merchant **Mugnone** for Ditta Marino Querci, Genoa. On 10 Jun, 1940, seized by Britain at Newcastle and was renamed **Empire Progress** by Ministry of War Transport (MoWT).


Notes on loss

At 23.26 hours on 13 Apr, 1942, the **Empire Progress** (Master Thomas S. Hewitt), dispersed from convoy **ON-80**, was hit by one of two torpedoes from **U-402** south of Cape Race. The torpedo was a dud but the ship stopped nevertheless and was missed with a first coup de grâce at 00.17 hours. Seven minutes later a second coup de grâce was fired that hit aft and caused the ship to sink in less than 8 minutes. The master, seven crew members and four gunners were lost. 32 crew members and six gunners abandoned ship, were questioned by the Germans and later picked up by the **Olaf Fostenes** and landed at Halifax.

Empire Spenser

British Motor tanker

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

Name	Empire Spenser		
Type:	Motor tanker		
Tonnage	8,194 tons		
Completed	1942 - Harland & Wolff Ltd, Belfast		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	Belfast		
Date of attack	8 Dec 1942	Nationality:	 British
Fate	Sunk by U-524 (Walter von Steinaecker)		
Position	57.04N, 36.01W - Grid AK 1959		
Complement	58 (1 dead and 57 survivors).		
Convoy	HX-217		
Route	Curaçao - New York (27 Nov) - Stanlow		
Cargo	10.000 tons of motor spirit		
History	Completed in September 1942 for Ministry of War Transport (MoWT).		
Notes on loss	<p>At 02.17 and 02.19 hours on 8 Dec, 1942, U-524 fired two spreads each of two torpedoes at the convoy HX-217 southeast of Cape Farewell. A column of fire was observed on a freighter, which was later sunk by a coup de grâce at 05.53 hours. A column of black smoke was seen issuing from a destroyer, then a freighter exploded. Steinaecker reported two ships sunk, another freighter and a destroyer damaged.</p> <p>The Empire Spenser (Master John Barlow Hodge) on her maiden voyage was hit in the first attack and was later sunk by the coup de grâce. The destroyer observed was HMS Fame (H 78) (Cdr R. Heathcote, RN), which had been missed. One crew member was lost. The master, 47 crew members and nine gunners were picked up by the British rescue ship Perth (Master Keith Williamson, OBE) and landed at Greenock on 13 December.</p>		



*Location of attack on **Empire Spenser**.*



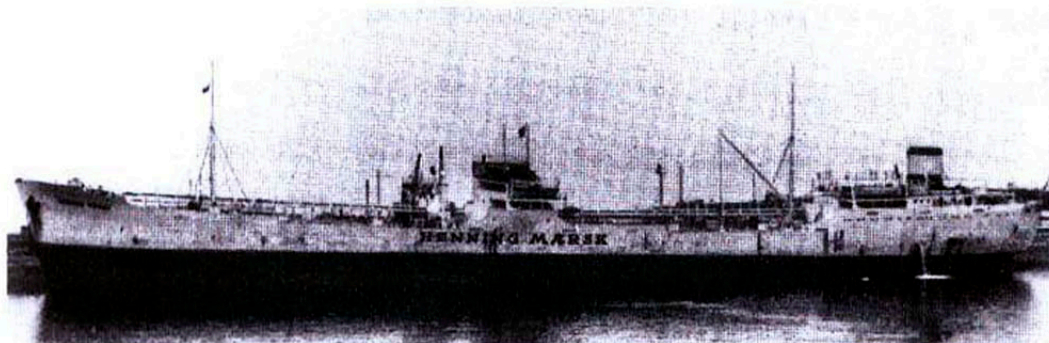
Empire Taganax

Tanker (Reconditioning)

Delivery after the Reconditioning: 26.04.1946

~ 1938 Contracted by A/S D/S Svendborg & A/S D/S af 1912 A/S, Copenhagen, with Nakskov Skibsvaerft A/S, Nakskov, Denmark
1940 Launched on 20.03.1940 for A/S D/S Svendborg & D/S af 1912 A/S, Copenhagen; Mgr.: A. P. Möller, Copenhagen; "**Henning Maersk**"; Copenhagen - Denmark

Meas: 10,062; **6,057 Dw:** 15,443 **Dim:** 156.48; 148.33; 20.26; 8,74; 10,95 (Maindeck) **Cap:** 20,896 li; 741 ba in DCr; **EP:** 1 Oil; 4 SA; 9 Z; B & W; 3,128 kW; 1Pr; 12.5 kn **Der:** 5 – 5.0 **Ha:** 1 – 2.74 x 3.05 **Ta:** 21 (7 Ct; 14 St) **Compl:** 44 **Sisterships:** -



„Henning Maersk“

Foto (1940): Collection D. Jung

1940 After the occupation of Denmark by German Armed Forces on 09.04.1940 construction ceased **1941** Sold uncompleted to the German Reich, Naval High Command (*Deutsches Reich, Oberkommando der Kriegsmarine*), Berlin **1941** German Reich, Naval High Command, Admiral of the Naval Office Hamburg (*Deutsches Reich, Oberkommando der Kriegsmarine, Admiral der Kriegsmarine-dienststelle Hamburg*), Hamburg; Mgr.: Nordwestdeutsche Tankschiff-Reederei GmbH, Hamburg; registered on 20.06.1941 as „**Orion**“ in the shipregister (*Seeschiffsregister*) Hamburg; Hamburg – German Reich (*Deutsches Reich*) **1941** German Reich, Naval High Command, Admiral of the Naval Office Hamburg (*Deutsches Reich, Oberkommando der Kriegsmarine, Admiral der Kriegsmarine-dienststelle Hamburg*), Hamburg; Mgr.: Nordwestdeutsche Tankschiff-Reederei GmbH, Hamburg; registered on 21.06.1941 as „**Hydra**“ in the shipregister (*Seeschiffsregister*) Hamburg, because there were already the Norwegian Tanker “Orion” confiscated by the German Navy (*Kriegsmarine*); Hamburg – German Reich (*Deutsches Reich*) **1941** German Reich, Naval High Command, Admiral of the Naval Office Hamburg (*Oberkommando der Kriegsmarine, Admiral der Kriegsmarinedienststelle Hamburg*), Hamburg; Mgr.: Hamburger Walfang - Kontor GmbH, Hamburg; „**Hydra**“; Hamburg - German Reich (*Deutsches Reich*) **1941/42** Continuation of the construction for completion as an Escorttanker for warships of the German Navy (*Kriegsmarine*) by Nakskov Skibsvaerft A/S Nakskov. Among other things following work were performed:

Erection of a hosedeck above the maindeck in front of the aft deckhouse; fitting of accomodation for the intended larger complement of 126 men (86 men civilian crew, 40 men military personnel); fitting of living spaces for 340 Prisoners of War; fitting of an armament comprising 1 gun – calibre 10.5 cm, 2 antiaircraftguns – calibre 3.7 cm each, 4 antiaircraftguns – calibre 2.0 cm each

1942 German Reich, Naval High Command, Admiral of the Naval Office Hamburg (*Oberkommando der Kriegsmarine, Admiral der Kriegsmarinedienststelle Hamburg*), Hamburg; Mgr. from 01.03. on: Rhenania – Ossag Mineralölwerke AG, Hamburg; „**Hydra**“; Hamburg - German Reich (*Deutsches Reich*) **1942** On 29.10. preliminary acceptance by the Naval Yard (*Kriegsmarinewerft*), Kiel; subsequently transferred to Copenhagen for completion by Burmeister & Wain A/S, Copenhagen **1943** On 20.07. trials after the completion as an Escorttanker; commissioned on 01.09. by the Navy Office (*Kriegsmarineamt*) Kiel; German Reich, Naval High Command, Admiral of the Naval Office Hamburg (*Deutsches Reich Oberkommando der Kriegsmarine, Admiral der Kriegsmarinedienststelle Hamburg*), Hamburg; Mgr.: J.T. Essberger, Hamburg; „**Hydra**“; Hamburg – German Reich (*Deutsches Reich*) **1944** Damaged heavily on 03.09.1944 in the Baltic Sea near Swinemünde (Germany) by a mine **1945** Damaged heavily on 04.04.1945 in Hamburg by bombs dropped by allied aircraft; subsequently transferred to Kiel. On 09.05., the day of the surrender of the German Armed Forces, in Kiel; subsequently confiscated by the British Army. By order of the British Authorities start of the reconditioning to a tanker by Howaldtswerke AG, Yard Kiel, on 29.11. **1946** Delivered on 26.04. to the British Government (Ministry of Transport), London; Mgr.: Anglo Saxon Petroleum Co. Ltd., London; "**Empire Taganax**"; London – Great Britain **1947** St. Helier Shipowners Ltd., London; Mgr.: Falkland Whaling Co., London; "**Busen Star**"; London – Great Britain ~**1955** Hansen-Tangens Rederi A/S, Kristiansand; Mgr.: H.E. Hansen-Tangen, Kristiansand; "**Busen Star**"; Kristiansand – Norway



„Empire Taganax“ as „Busen Star“

Photo: Foto Flite

MV Empire MacMahon

From Wikipedia, the free encyclopedia

MV Empire MacMahon was an oil tanker converted to a merchant aircraft carrier or MAC ship.

MV Empire MacMahon was built by Swan Hunter, Wallsend under order from the Ministry of War Transport. She entered service as a MAC ship in December 1943, however only her air crew and the necessary maintenance staff were naval personnel ^[1]. She was operated by Anglo-Saxon Petroleum Co.^[2]

She returned to merchant service as an oil tanker in 1946 and renamed *Naninia* and was eventually scrapped in Hong Kong in 1960.

External links

- FAA archive

References

- ↑ H.T. Lenton & J. J. Colledge. *Warships of World War II*. Ian Allen. p. 296. ISBN 0-7110-0403-X.
- ↑ "List and history of the Empire ships - M". *Mariners*. <http://www.mariners-1.co.uk/EmpireM.html>. Retrieved 2007-03-18.

Career (UK)



Name:	<i>Empire MacMahon</i>
Owner:	Ministry of War Transport
Operator:	Anglo-Saxon Petroleum Co.
Builder:	Swan Hunter & Wigham Richardson, Wallsend
Launched:	2 July 1943
Renamed:	<i>Naninia</i> in 1946
Fate:	Scrapped Hong Kong 1960

General characteristics

Displacement:	8,908 tons (gross)
Length:	463 feet (141 m) (pp) 485 ft 9 in (148.1 m) (oa)
Beam:	61 ft 9 in (18.8 m)
Draught:	27 ft 6 in (8.4 m)
Propulsion:	Diesel one shaft 3,300 bhp
Speed:	11 knots (20 km/h)
Complement:	110
Armament:	1 x 4 inch 8 x 20 mm
Aircraft carried:	Four Fairey Swordfish

Bouwnummer RDM-195, m.s. "Ensis" (1), 1937, tanker.



Opdrachtgever: De Bataafsche Petroleum Maatschappij / The Anglo-Saxon Petroleum Company.

Tonnage: 9140 dwt, 13045 twvp.

Hoofdafmetingen: L = 129,50 m, B = 16,50 m, H = 9,40 m.

Voortstuwing: 2800 apk, snelheid 12 kn.


Verdere gegevens:

Ensis

British Motor tanker



Photo Courtesy of Library of Contemporary History, Stuttgart

Name	Ensis	
Type:	Motor tanker	
Tonnage	6,207 tons	
Completed	1937 - NV Rotterdamsche Droogdok Mij, Rotterdam	
Owner	Anglo-Saxon Petroleum Co Ltd, London	
Homeport	London	
Date of attack	29 Feb 1944	Nationality:  British
Fate	Damaged by U-407 (Hubertus Korndörfer)	
Position	35.36N, 35.33E - Grid CP 34	
Complement	66 (0 dead and 66 survivors).	
Convoy		
Route	Iskenderun - Haifa	
Cargo	Ballast	
History	<p>At 13.25 hours on 8 Jun, 1941, U-46 fired a spread of two torpedoes on the unescorted Ensis in 48°46N/29°14W (grid BD 3748). The tanker was en route from London to Curaçao in ballast. Both torpedoes hit, but one was a dud. The damaged ship proceeded under own power to St. Johns, arriving on 15 June.</p> <p>At 01.10 hours on 4 Apr, 1942, the Ensis was slightly damaged by 20mm gunfire from U-572 in 35°43N/66°08W (grid CB 7588).</p>	
Notes on loss	At 17.04 hours on 29 Feb, 1944, the Ensis was torpedoed and damaged by U-407 , while in an unknown convoy in the Mediterranean.	

Attack entries for *Ensis*

Date	U-boat	Commander	Loss type	Tons	Nat.
8 Jun 1941	U-46	Kptlt. Engelbert Endrass	Damaged	6,207	
4 Apr 1942	U-572	Kptlt. Heinz Hirsacker	Damaged	6,207	
29 Feb 1944	U-407	Oblt. Hubertus Korndörfer	Damaged	6,207	



Locations of attacks on *Ensis*.




ship damaged.

Erodona

British Motor tanker



Photo Courtesy of Library of Contemporary History, Stuttgart

Name	Erodona		
Type:	Motor tanker		
Tonnage	6,207 tons		
Completed	1937 - C. van der Giessen & Zonen's Scheepswerven NV, Krimpen aan den IJssel		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	16 Mar 1941	Nationality:	 British
Fate	Damaged by U-110 (Fritz-Julius Lemp)		
Position	61.20N, 17W - Grid AE 7959		
Complement	57 (36 dead and 21 survivors).		
Convoy	HX-112		
Route	Aruba (12 Feb) - Bermuda (27 Feb) - Coryton		
Cargo	Oil products, including pool spirit and benzine		
History	Completed in March 1937		
	Post-war: Broken up at Rosyth in October 1959.		
Notes on loss	<p>Between 00.18 and 00.22 hours on 16 Mar, 1941, U-110 fired three torpedoes at ships in the convoy HX-112 and reported one tanker sunk and a possible hit on a steamer. In fact, the Erodona in station #11 was hit by a torpedo and exploded when the cargo in tank #4 caught fire. 32 crew members and four gunners were lost. The surviving crew members had to abandon ship but the tanker did not sink.</p> <p>After the fire burnt out the Erodona was taken in tow to Edisvik near Reykjavik, arriving on 30 March. Due to the extensive damages the temporary repairs lasted until August 1942, when she was towed to Blyth to be fitted with a complete new stern section. The tanker returned to service in February 1944.</p>		



*Location of attack on **Erodona**.*



ship damaged.

Errina



**Errina - Built in St Johns, New Brunswick 1977 for Shell Tankers UK Ltd.
Transferred to Dutch Shell 1989. Sold to Norwegian owners 1993, renamed White Star.**

History in short + Fleetlist

Ships managed by the Anglo-American Oil Company Ltd., for Ministry of War Transport 1939-1946

Name	Completed	Gross tons
------	-----------	------------

Lean Martin	1936	1,951
--------------------	------	-------

Built by Ch & At de St Nazaire, Quevilly, France, for (tanker) Standard Francaise des Petroles, Paris (Standard Oil Co. of New Jersey).

Measurements: 252 feet length x 46 feet breadth.

Engines: Oil.

1940: Transferred from French flag and operated by Anglo-American for M.O.W.T.

13.11.1940; Mined and sunk near St Anthony Point, Falmouth.

Petrophalt	10.1930	2,627
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Built by Harland & Wolff, Belfast, as Ebano for Ebano Oil (tanker) Co., Glasgow, for carrying asphalt or oil in portable tanks from Lake Maracaibo to the U.S.A.

Measurements: 290 feet length x 47 feet breadth.

Engines: T3cyl.

1933 (Soc. Aux. de Transports, Rouen).

1939 Petrophalt (Standard Francaise des Petroles, Paris).

1940 Transferred from French flag and operated by Anglo-American for M.O.W.T.

1945 Reverted to French flag and owners.

1952 Esso La Mailleraye (Esso Standard Soc. Anon. Francaise, Paris).

1953 Scrapped Spain.

Christian Holm	1927	9,119
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Built by Burmeister & Wain, Copenhagen, as Christian. (tanker)

Measurements: 500 feet (oa)/488 feet length x 64 feet breadth.

Engines: Oil. Twin screws.

1929: Christian Holm (Det Danske Petroleum A/S, Copenhagen (Standard Oil Co. (New Jersey))).

1941: Transferred from Danish flag and operated by Anglo-American for M.O.W.T.

1945: Reverted to Danish flag and owners.

1953: Riza Kaptan (Nazim Kalkavan, Istanbul).

1.1960: Scrapped Istanbul.

Empire Mica	6.1941	8,032
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Built by Furness Shipbuilding Co., Haverton, for (tanker) M.O.W.T.

Measurements: 479 feet (oa)/464 feet length x 61 feet breadth.

Engines: T3cyl.

1941: Operated by Anglo-American for M.O.W.T.

29.6.1942: Sunk by submarine (L/67) torpedo in N. Atlantic.29.25N85.17W.

Empire Oil	5.1941	8,029
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Built by Furness Shipbuilding Co., Haverton, for (tanker) M.O.W.T.

Measurements: 479 feet (oa)/464 feet length X 61 feet breadth.

Engines: T3cyl.

1941: Operated by Anglo-American for M.O.W.T.

10.9.1942: Sunk by submarine (U.659) torpedo in N. Atlantic, 51.23N 28.13W.

Empire Sapphire	7.1941	8,031
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Built by Furness Shipbuilding Co., Haverton, for (tanker) M.O.W.T.

Measurements: 479 feet (oa)/464 feet length X 61 feet breadth.

Engines: T3cyl.

1941: Operated by Anglo-Iranian Oil Co. for M.O.W.T.

1942: Operated by Anglo-American for M.O.W.T.

1943: Operated by British Tanker Co. for M.O.W.T.

1946: Esso Saranac (qv)

Scandia (tanker)	12.1918	8,571
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Built by Newport News Shipbuilding & Dry Dock Co. as F. D. Ashe.

Measurements: 464 feet length X 60 feet breadth.

Engines: Quad.

1922: Scandia (Det Danske Petroleum A/S, Copenhagen (Standard Oil Co. of New Jersey)).

1941: Transferred from Danish flag, operated by Anglo-American for M.O.W.T.

1946: Reverted to Danish flag and owners.
1950: Amada (Cia. Mar. Iguana S.A., Panama).
2.1.1959: Arrived Savona for scrapping.

Bulkoil (tanker) 1.1942 8,071

Built by Welding Shipyards Inc., Norfolk, Va., for National Bulk Carriers Inc., New York.
Measurements: 438 feet length x 59 feet breadth.
Engines: 2 steam turbines.
1.1942: Transferred from American flag, operated by Anglo-American for M.O.W.T.
1943: (War Shipping Administration, U.S.A.).
1947: Returned to American owners.
1947: Munger T. Ball (Sabine Transportation Co., U.S.A.).
1958: Transwestern (Transwestern Shipping Corp., New York).
1961: (To U.S. Government under Ship Exchange Act).
21.8.1961: Arrived Burgh, Belgium, for scrapping.

Empire Coleridge 5.1942 9,813

Built by Sir James Laing & Sons Ltd., Sunderland, for (tanker) M.O.W.T.
Measurements: 504 feet length X 68 feet breadth. Engines: T3cyl.
1942: Operated by Anglo-American for M.O.W.T.
1945: Esso Cheyenne (qv).

Kentucky 1942 9,308

Built by Sun Shipbuilding & Dry Dock Co., Chester, Pa., (tanker) for The Texas Co., Wilmington, Delaware.
Measurements: 488 feet length X 68 feet breadth.
Engines: 2 steam turbines.
1942: Transferred from U.S. flag and operated by Anglo-American for M.O.W.T.
15.6.1942: Bombed and damaged in Mediterranean, sunk by naval escort in position 36.37N 12.10E while on chart-er to the Admiralty.

Empire Bronze 11.1940 8,142

Built by Hawthorn, Leslie & Co. Ltd., Newcastle, for (tanker) M.O.W.T.
Measurements: 483 feet length X 59 feet breadth.
Engines: Oil.
1943: Operated by Anglo-American for M.O.W.T. 1946: Esso Cadtlac(qv).

Empire Dickens 4.1942 9,819

Built by Furness Shipbuilding Co., Haverton, for (tanker) M.O.W.T.
Measurements: 504 feet length X 68 feet breadth.
Engines: T3cyl.
1944: Operated by Anglo-American for M.O.W.T.
1946: Esso Appalachee (qv).

Empire Pike 1905 1,854

Built by Government Yard, Sorel, Canada, as W. S. (tanker) Fielding.
Measurements: 248 feet (oa)/240 feet length X 43 feet breadth.
Engines: T6cyl. Twin screws.
1914; P.W.D. No. 1 (dredger) (Ministry of Public Works, Canada).
1943: Riding Mountain Park (converted to tanker by St John D.D. & S.B.Co., New Brunswick, for Canadian Government).
1945: Empire Pike (operated by Anglo-American for M.O.W.T.).
1947: Basingford (Bulk Storage Co. Ltd., London).
1949: Scrapped Dunston.

Empire Tagalam 7.1936 10,401

Built by F. Schichau, Danzig, as Paul Harriett for Deutsch-(tanker) Amerikanische Petroleum Ges., Hamburg.
Measurements: 506 feet (oa)/488 feet length X 70 feet Breadth
Engines: Oil
1945: Empire Tagalam (operated by Anglo-American for M.O.W.T.).
1946: Transferred to U.S. flag (U.S.M.C.).
1947: Tagalam (Marine Transport Lines, New York).
1955: Cassian Sea (Pioneer Shipping Corp., Liberia).
1960: Scrapped Split.

Empire Maldon 1946 3,734

Built by Sir James Laing & Sons Ltd., Sunderland, for (tanker) M.O.W.T.
Measurements: 358 feet (oa)/344 feet length X 48 feet breadth.
Engines: Oil.
1946: Operated by Anglo-American for M.O.W.T.

1946: Imperial Halifax (Imperial Oil Co., Toronto).
1970: Congar (Johnstone Shipping Ltd., Toronto).
1977: Sold for breaking up.

Twenty-four small tankers of the TI-M-AI type, built in the United States during the war under the jurisdiction of the United States Maritime Commission, were loaned to Britain under Lease/Lend terms. They were operated under the Red Ensign on behalf of the Ministry of War Transport. Twelve of them were operated by the Anglo-American Oil Company during 1943 and thereafter management passed to a number of other British tanker shipping companies as fields of activity altered due to the demands of war.

By 1945 they were all being operated by the Anglo-Saxon Petroleum Company Ltd. (later to become Shell).

After the war the eleven surviving vessels were returned to American ownership and in 1946 ten were sold to the China Merchants Steam Navigation Company and then, in 1947, transferred to the China Tanker Company, both of Shanghai. Following hostilities in China between Communist and Nationalist forces both the fleets were divided when taken over by the China People's Steam Navigation Company in 1949, although some vessels avoided confiscation by the Peking Government and escaped to follow the Nationalist cause, becoming registered in Formosa. In the May of that year the retreating Nationalist forces destroyed all the dockyards and workshops at Shanghai, on the eastern bank of the Whangpoo River. As the city fell into Communist hands and the last defending troops surrendered, all unwanted vessels on the river were scuttled. Among them were three TI-type tankers owned by the China Tanker Company (see below). Less than two months later it was reported that salvage teams working for the Communists had, in only twenty days, refloated thirty-one of the ships scuttled in the Whangpoo River.

All the twelve vessels -were built by Barnes-Duluth Shipbuilding Co., Duluth, Minnesota, as their yard Nos 1-12.

Measurements; 210 feet length X 37 feet breadth.

Engines: Oil, 800 hp. 10 knots.

1,124-1,148 gt. 1,600 tdw.

Tarentum 5.1943

1943 Operated by Anglo-American for M.O.W.T.

1944 Operated by J. W. Cook & Co. for M.O.W.T.

1945 Operated by Anglo-Saxon Pet. Co. for M.O.W.T. ,

1946 Returned to U.S.A.

1946 Yung Huai (Oil No. 126) (China Merchants S.N. Co., Shanghai).

1947 (China Tanker Co., Shanghai).

24.5.1949: Scuttled in Whangpoo River during Chinese hostilities.

Mannington 5.1943

1943: Operated by Anglo-American for M.O.W.T.

1944: Operated by C. Rowbotham & Sons for M.O.W.T.

1945: Operated by Anglo-Saxon Pet. Co. for M.O.W.T.

1946: Returned to U.S.A.

1946: Yung Siang (Oil No. 127) (China Merchants S.N. Co., Shanghai).

1947: (China Tanker Co., Shanghai).

1949: (Government of China).

1984: Name still listed in some shipping registers but removed from others due to lack of information regarding vessel's whereabouts.

Titusville 6.1943

1943 Operated by Anglo-American for M.O.W.T.

1944 Operated by Immingham Agency Ltd. for M.O.W.T.

1945 Operated by Anglo-Saxon Pet. Co. for M.O.W.T.

1946 Returned to U.S.A.

1946 Yung Han (Oil No. 122) (China Merchants S.N. Co., Shanghai).

1947 (China Tanker Co., Shanghai).

24.5.1949: Scuttled in Whangpoo River during Chinese hostilities.

Glen Pool 6.1943

1943: Operated by Anglo-American for M.O.W.T.

1944: Operated by J. W. Cook & Co. for M.O.W.T.

1945: Operated by Anglo-Saxon Pet. Co. for M.O.W.T.

1946: Returned to U.S.A.

1946: Yung Fei (Oil No. 125) (China Merchants S.N. Co., Shanghai).

1947: (China Tanker Co., Shanghai).

1949: (China Tanker Co., Formosa).

11.1959: Scrapped Formosa.

Jennings 6.1943

1943: Operated by Anglo-American for M.O.W.T.

1944: Operated by F. T. Everard & Sons for M.O.W.T.

1945: Operated by Anglo-Saxon Pet. Co. for M.O.W.T.

1946: Returned to U.S.A.

1946: Yung Loo (Oil No. 130) (China Merchants S.N. Co., Shanghai).

1947: (China Tanker Co., Shanghai).

24.5.1949: Scuttled in Whangpoo River during Chinese hostilities.

Salt Creek 7.1943

1943: Operated by Anglo-American for M.O.W.T.

1944: Operated by C. Rowbotham & Sons for M.O.W.T.

1945: Operated by Anglo-Saxon Pet. Co. for M.O.W.T.

1946: Returned to U.S.A.

1947: Punta Rasa (Argentinian Navy).

1971: Deleted from Argentinian Navy list.

Tonkawa 8.1943

1943: Operated by Anglo-American for M.O.W.T.

1944: Operated by C. Rowbotham & Sons for M.O.W.T.

1945: Operated by Anglo-Saxon Pet. Co. for M.O.W.T.

1946: Returned to U.S.A.

1946: Yung Luan (Oil No. 124) (China Merchants S.N. Co., Shanghai).

1947: (China Tanker Co., Shanghai).

1949: (China Tanker Co., Formosa).

1965: Scrapped Formosa.

Benton Field 8.1943

1943: Operated by Anglo-American for M.O.W.T.

1944: Operated by J. W. Cook & Co. for M.O.W.T.

1945: Operated by Anglo-Saxon Pet. Co. for M.O.W.T.

1946: Returned to U.S.A.

1946: Yung Lu (Oil No. 123) (China Merchants S.N. Co., Shanghai).

1947: (China Tanker Co., Shanghai).

1949: (China Tanker Co., Formosa).

11.1959: Scrapped Formosa.

Cromwell 9.1943

1943: Operated by Anglo-American for M.O.W.T.

1944: Operated by Immingham Agency Ltd., for M.O.W.T.

1945: Operated by Anglo-Saxon Pet. Co. for M.O.W.T.

1946: Returned to U.S.A. 1946: Yung Chang (Oil No. 128) (China Merchants S.N. Co., Shanghai).

1947: (China Tanker Co., Shanghai).

1949: (China Tanker Co., Formosa).

1963: Scrapped Formosa.

Rio Bravo 9.1943

1943: Operated by Anglo-American for M.O.W.T.

1944: Operated by F. T. Everard & Sons for M.O.W.T.

2.11.1944: Torpedoed in engine room by German E-boat while at anchor in Ostend Roads, Belgium (voyage Ost-end/River Thames-ballast). Vessel flooded aft and caught fire; accommodation destroyed. Ship capsized and last seen floating bottom up; presumed sunk.

Walnut Bend 10.1943

1943: Operated by Anglo-American for M.O.W.T.

1944: Operated by F. T. Everard & Sons for M.O.W.T.

1945: Operated by Anglo-Saxon Pet. Co. for M.O.W.T.

1946: Returned to U.S.A.

1946: Yung Wei (Oil No. 129) (China Merchants S.N. Co., Shanghai).

1947: (China Tanker Co., Shanghai).

1949: (Government of China).

1984: Name still listed in some shipping registers but removed from others due to lack of information regarding vessel's whereabouts.

Loma Novia 10.1943

1943 Operated by Anglo-American for M.O.W.T.

1944 Operated by C. Rowbotham & Sons for M.O.W.T.

1945 Operated by Anglo-Saxon Pet. Co. for M.O.W.T., in service with British Pacific Fleet.

1946 Returned to U.S.A.

1946 Yung Fu (Oil No. 121) (China Merchants S.N. Co., Shanghai).

1947 (China Tanker Co., Shanghai).

1949 (China Tanker Co., Formosa).

2.1962: Scrapped Formosa.

One vessel operated by Anglo-American Oil Company for Petroleum Shipping Company Ltd., Panama (Socony Vacuum Oil Company).

Algonquin 11.1920 7,229

Built by Bethlehem Shipbuilding Corp., Alameda, California, for Standard Transportation Co. Inc., New York (Socony Vacuum Oil Company).

Measurements: 453 feet (oa)/435 feet length X 56 feet breadth.

Engines: T3cyl.

1941: Transferred to British flag, operated by Anglo-American Oil Co. for owners.

1946: Reverted to owners.

1953: Scrapped Japan.

"ESTRELLA ANTARTICA"



Buque tanque.

Astillero: Akers Mekaniska Verksted A/S.

Lugar de construcción: Noruega.

Casco nº: 527

Sociedad clasificadora: NV

Matrícula:

Señal distintiva: L. Q. A. A.

IMO: 5203188

Tripulantes: 38

Pasajeros: 0

TRB: 12.978

TPB: 21.286

DV: 9.676

Eslora: 169,74

Manga: 21,94

Puntal: 12,22

Calado: 9,68 metros.

Bodegas:

E. P:

TEUs:

Equipos de cubierta (Cantidad x toneladas):

Capacidad granel: 0 m³.

Capacidad general: 0 m³.

Capacidad

frigorífica: 0 m³.

Tanques:

Capacidad de tanques: 27.128 m³.

Capacidad combustible: 1.625 F. O.

Consumo diario:

Un motor diesel Burmeister & Wain; 2T SA; 8 cilindros (700 x 1.600). Akers M. V. A/S., Oslo, Noruega.

Calderas:

9.300 CVe.

Hélices: 1

Velocidad: 15 nudos.

1962. 14 de Junio. Botado. LANVARD. (Noruega)

1969. HERSTEIN. (Noruega).

1978. FLEET TRADER. (Liberia).

1978. Shell Compañía Argentina de Petróleo S. A. Re bautizado ESTRELLA ANTARTICA. (Argentina).

1991. Baja del Registro Argentino. (Liberia). (ELQAA).

1995. 26 de Septiembre. Desguazado en Alang, India.

"ESTRELLA ARGENTINA"



Astillero: NV Wilton Fijenoord.

Lugar de construcción: Schiedam, Holanda.

Casco nº: 762

Sociedad clasificadora:

Matrícula:

Señal distintiva: L. Q. U. Y.

IMO: 5379963

Tripulantes: 37

Pasajeros: 0

TRB: 22.083

TPB: 35.724

DV: 9.946

Eslora: 202,80

Manga: 25,91

Puntal: 14,20

Calado: 34' 05"

Bodegas: 0

E. P: 0

TEUs: 0

Equipos de cubierta (Cantidad x toneladas): Plumas: 0

Capacidad granel: 0 m³.

Capacidad general: 0 m³.

Capacidad frigorífica: 0

Tanques: 30

Capacidad de tanques: 1.430.616 p³.

Capacidad combustible: 2.700 F. O.

Consumo diario: 87

Dos turbinas a vapor Pometrada. NV Wilton Fijenoord, Schiedam, Holanda.

Calderas: 2

11.000 CV.

Hélices: 1

Velocidad: 15 nudos.

1960. 21 de Mayo. Botado. VIDENA. (Holanda).

1960. Octubre. Alistado.

1969. Incorporado a la flota de Estrella Marítima S. A. de Navegación y Comercio. Rebautizado ESTRELLA ARGENTINA. (Argentina).

1972. Transferido a Shell Compañía Argentina de Petróleo S. A. (Argentina).

1983. Abril. Radiado. Desguazado en Buenos Aires, Argentina.

"ESTRELLA ATLANTICA"



Buque tanque.

Astillero: Astilleros Alianza.

Lugar de construcción: Avellaneda, Buenos Aires, Argentina.

Casco nº: 41

Sociedad clasificadora: ABS

Matrícula:

Señal distintiva: L. R. A. P.

IMO:

Tripulación: 36

Pasajeros: 0

TRB: 20.690

TPB: 28.750

DV: 7.478

Eslora: 182,60 metros.

Manga: 28,24

Puntal: 13,49

Calado: 8,24

Bodegas: 0

E. P: 0

TEUs: 0

Equipos de cubierta (Cantidad x toneladas):

**Capacidad granel: 0 m³.
0 m³.**

Capacidad general: 0 m³.

Capacidad frigorífica:

Tanques: 8

Capacidad de tanques: 31.695 m³.

Capacidad combustible:

Consumo diario:

Un motor diesel Sulzer 6 RND 68; 2T SA ; 6 cilindros (680 x 1.250 MM.); 150 RPM, A. F. N. E. Argentina.

Calderas:

9.900 CV.

Hélices: 1

Velocidad: 15 nudos.

1982. Botado.

1983. Incorporado a Yacimientos Petrolíferos Fiscales. (Argentina).

1993. Vendido a Transportes Marítimos Petroleros S. A. (Argentina).

1994. Baja del Registro Argentino. (Liberia).

1995. Marzo. Vendido a Shell Compañía Argentina de Petróleo S. A. (Liberia). Re bautizado ESTRELLA ATLANTICA. (Liberia).

2005. 20 Julio. Bandera argentina.

"ESTRELLA AUSTRAL" 1988



Buque tanque de ultramar. Astillero: Kasado Dockyard Co.

Lugar de construcción: Kudamatsu, Japón. Casco nº: 341

Sociedad clasificadora:

TRB: 21.314

TPB: 45.718

DV:

Eslora: 197,03

Manga: 32,20

Puntal: 16,80

Calado: 10,92 metros.

Bodegas: 0

E. P: 0

TEUs: 0

Equipos de cubierta (Cantidad x toneladas): Plumas: 2 x 15. Grúas: 1 x 5.

Capacidad granel: 0 p³. Capacidad general: 0 p³. Capacidad frigorífica: 0 p³.

Tanques:

Capacidad de tanques: 56.165 m³.

Capacidad combustible:

Consumo diario:

Un motor diesel Sulzer; 2T SA; 6 cilindros (580 x 1.700); Sumitomo Heavy Industries Ltd, Kurashiki, Japón.

Calderas:

7.428 KW.

Hélices: 1

Velocidad: 14,1 nudos.

1984. Botado. FEOSA AMBASSADOR 2. (Panamá).

1988. Incorporado a Shell Compañía Argentina de Petróleo S. A. (Argentina). Re bautizado ESTRELLA AUSTRAL.

1991. Baja del Registro Argentino. (Liberia). (ELOK9).

2004. Retorna al Registro Argentino.

"ESTRELLA DEL PARANA"



Buque tanque fluvial.

Astillero: Príncipe, Menghi y Penco S. A.

Lugar de construcción: Avellaneda, Argentina.

Casco nº: 152 Sociedad clasificadora: LR

Matrícula: Señal distintiva: L. Q. A. E.

Tripulantes: 18 Pasajeros: 0

TRB: 2.696 TPB: 4.975 DV: 1.800

Eslora: 109,90 Manga: 19,49 Puntal: 6,30 Calado: 4,25 metros.

Bodegas: 0 E. P: 0 TEUs: 0

Equipos de cubierta (Cantidad x toneladas):

Capacidad granel: 0 m³. Capacidad general: 0 m³. Capacidad frigorífica: 0 m³.

Tanques: 14 Capacidad de tanques: 6.740 m³.

Capacidad combustible: 151 D. O. Consumo diario:

Dos motores diesel Deutz; 4T SA; 6 cilindros (240 x 280); Klockner – Humboldt – Deutz, Köln, Alemania.

Calderas:

2.960 CVe. Hélices: 2 Velocidad: 11 nudos.

1981. Botado.

1981. Incorporado a la flota de Shell Compañía Argentina de Petróleo S. A. (Argentina).

1991. baja del registro Argentino. (Liberia). (ELOL3).

"ESTRELLA DEL PLATA"



Buque tanque fluvial.

Astillero: Astilleros Argentinos Río de la Plata S. A. Astarsa.

Lugar de construcción: Tigre, Argentina.

Casco nº: 135 Sociedad clasificadora: LR

Matrícula: Señal distintiva: L. W. 3.865

Tripulantes: 20 Pasajeros: 0

TRB: 2.484 TPB: 4.750 DV: 1.643

Eslora: 108,80 Manga: 18,80 Puntal: 6,10 Calado: 4,25 metros.

Bodegas: 0 E. P: 0 TEUs: 0

Equipos de cubierta (Cantidad x toneladas):

Capacidad granel: 0 m³. Capacidad general: 0 m³. Capacidad frigorífica: 0 m³.

Tanques: 11 Capacidad de tanques: 6.749 m³.

Capacidad combustible: 115 D. O. Consumo diario:

Dos motores diesel FIAT; 4T SA; 6 cilindros (230 x 270); Grandes Motores Diesel S. A. I. C. Córdoba, Argentina.

Calderas:

2.700 CVe. Hélices: 2 Velocidad: 11,5 nudos.

1971. Botado.

1971. Incorporado a la flota de Shell Compañía Argentina de Petróleo S. A. (Argentina).

1991. Baja del Registro Argentino. (Liberia). (ELOL4).

"ESTRELLA FUEGUINA"





Buque tanque de ultramar.

Astillero: Eriksberg Mekaniska Verksted A/B.

Lugar de construcción: Göteborg, Suecia.

Casco nº: 548

Sociedad clasificadora: NV

Matrícula:

Señal distintiva: L. Q. B. K.

IMO: 5281635

Tripulantes: 38

Pasajeros: 0

TRB: 12.780

TPB: 21.649

DV: 9.733

Eslora: 170,65

Manga: 21,91

Puntal: 12,27

Calado: 9,75 metros.

Bodegas: 0

E. P: 0

TEUs: 0

Equipos de cubierta (Cantidad x toneladas):

Capacidad granel: 0 m³.

Capacidad general: 0 m³.

Capacidad frigorífica: 0

m³.

Tanques:

Capacidad de tanques: 26.675 m³.

Capacidad combustible: 1.566 F. O.

Consumo diario:

Un motor diesel Burmeister & Wain; 2T SA; 7 cilindros (740 x 1.600); Eriksberg Mekaniske Verksted A/B, Göteborg, Suecia.

Calderas:

8.750 CVe.

Hélices: 1

Velocidad: 15 nudos.

1962. 22 de Mayo. Botado. Bautizado POLYSTAR. (Noruega)

1978. Incorporado a Shell Compañía Argentina de Petróleo S. A. Rebautizado ESTRELLA FUEGUINA. (Argentina)

1989. Vendido a Naviera Augusta S. A. Rebautizado FUEGUINA. (Argentina)

1990. CAROLINE COB. (Noruega)

1990. CAROLINE. (Liberia)

1990. Radiado.

"ESTRELLA PAMPEANA"



Buque tanque de ultramar.

Astillero: Koyo Dockyard Co., Ltd.

Lugar de construcción: Mihara, Japón.

Casco nº: 1.101

Sociedad clasificadora:

Matrícula:

Señal distintiva:

IMO:

Tripulantes: 24

Pasajeros: 0

TRB: 37.685

TPB: 57.741

DV:

Eslora: 228,62

Manga: 32,24

Puntal: 19,00

Calado: 11,92 metros.

Bodegas: 0

E. P: 0

TEUs: 0

Equipos de cubierta (Cantidad x toneladas):

Capacidad granel: p³. Capacidad general: p³. Capacidad frigorífica: p³.

Tanques: 9

Capacidad de tanques: 74.012 m³.

Capacidad combustible: 2.653 F. O.

Consumo diario:

Un motor diesel Burmeister & Wain 7L67GFG; 2T SA; 7 cilindros (670 x 1.700); Mitsui E. & S. Co. Ltd.,

Tamano, japon

Calderas:

9.636 KW.

Hélices: 1

Velocidad: 14 nudos.

1981. Botado. SALENA.

19. OAK RIVER.

1988. Shell Tankers U. K. (Inglaterra). Re bautizado ZENATIA.

1996. Incorporado a Shell Compañía Argentina de Petróleo S. A.. Re bautizado ESTRELLA

PAMPEANA. (Liberiana). (ELTL7).

1999. 15 de Enero. Colisión con el porta containers alemán SEA PARANA en el Km. 93 del canal de acceso a Buenos Aires debido a un black out del SEA PARANA. 450 m³ de petróleo derramado.

2004. Incorporado al Registro Argentino.

"ESTRELLA PATAGONICA "



Astillero: Furness Shipbuilding Co. Ltd.

Lugar de construcción: Haverton Hill, U. K.

Casco nº: 515

Sociedad clasificadora: LR

Matrícula:

Señal distintiva: L. Q. Y. U.

IMO: 5383548

Tripulantes: 38

Pasajeros: 0

TRB: 24.406

TPB: 39.115

DV: 9.800

Eslora: 202,64

Manga: 27,36

Puntal: 14,56

Calado: 11,23 metros.

Bodegas: 0

E. P: 0

TEUs: 0

Equipos de cubierta (Cantidad x toneladas): Plumás: 4 x 1; 2 x 10.

Capacidad granel: 0 m³.

Capacidad general: 0 m³.

Capacidad frigorífica: 0

Tanques: 30

Capacidad de tanques: 44.539 m³.

Capacidad combustible:

Consumo diario:

Dos turbinas a vapor A. E. I. Associated Electrical Industries Ltd., Manchester, U. K.

Calderas: 2 acuotubulares; 47 bares.

12.500 CVe.

Hélices: 1

Velocidad: 16 nudos.

1962. 23 de Noviembre. Botado para The Eagle Oil Transportation Co., Londres. Bautizado SAN CASIMIRO. (U. K.) 1962. Julio. Alistado.

1962. Transferido a Shell Tankers U. K. Rebautizado VOLUTA. (Inglaterra)

1970. Incorporado a Shell Compañía Argentina de Petróleo S. A. Re bautizado ESTRELLA PATAGONICA. (Argentina)

1989. Rebautizado ESTRELL. 1989. 1 de Julio. Desguazado en Alang, India.

Bouwnummer RDM-193, m.s. "Etrema" (1), 1936, tanker.



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

Tonnage: 6236 brt, 3606 nrt, 9135 dwt, 13020 twvp.

Hoofdafmetingen: Loa = 135,96 m, B = 16,60 m, H = 9,21 m, d = 7,80 m.

Voortstuwing: Werkspoor diesel, 6 cilinders, 2800 apk, snelheid 10,5 kn.

Verdere gegevens: Roepleetters: PDZP.

Historie:

In mei 1936 in dienst gesteld.

Van 1936 tot 1940 als m.s. "Etrema" gevaren voor de Bataafsche Petroleum Maatschappij.

Van 1940 tot 1947 hernoemd tot m.s. "Memelland" na in beslag name door Duitsland.

Van 1947 tot 1955 als m.s. "Etrema" naar N.V. Petroleum Maatschappij "La Corona", Den Haag.

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

Op 8-10-1959 aanvang sloop te Inverkeithing.

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  **MV Eulima (+1943)**

Details

general

nationality: british
purpose: transport
type: tanker
propulsion: motor vessel (diesel)
date built: 1937
is nickname: no
status: unknown




details

weight (tons): 6207 [grt](#)
dimensions : 136.1 x 16.6 x 9.4 m
material: steel
engine: 6cyl diesel engine
power: 377 [n.h.p.](#)
speed: 12 knots
yard no.: 659
IMO/Off. no.: 165402
call sign: GZLR 

about the loss

cause lost: torpedo
date lost: 23/02/1943 [dd/mm/yyyy]
casualties:

about people

builder:  Wilton Feijenoord N. V., Rotterdam
engine by:  Wilton Feijenoord N. V., Rotterdam
owner:  Anglo-Saxon Petroleum Co. Ltd.London
captain: Frederick William Wickera
complement: 9
no. of crew: 53

about the wreck

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

references

references: [uboot.net](#)

updates

entered by: Allen Tony
entered: 03/11/2007
last update: Vlieggeert Nico
last update: 30/09/2013

Position

[Allen Tony](#) 03/11/2007

latitude: [hydro member](#)
longitude: [hydro member](#)
AIS: [hydro member](#)
mark: [add position to mv.marks \(+7 Smiles\)](#)
dist. homeport: [dist. homeport](#)
ref. used: [ubootwaffe](#)

position disp.:

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

[insert new position](#)

The Wreck today

[insert wreck site info](#)

Movies

[insert new movie](#)

Related wrecks

related by histories:

 Chattanooga City	5687 tons	22/02/1943	 Manchester Merchant	7264 tons	25/02/1943
 Empire Redshank	6615 tons	22/02/1943	 N. T. Nielsen Alo.	9348 tons	22/02/1943
 Empire Trader	9990 tons	21/02/1943	 Stigstad	5964 tons	21/02/1943

Pictures

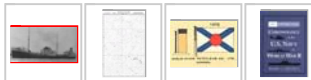


Vlieggeert Nico 16/09/2009

[Eulima](#)

copyrights: Unknown - onbekend - inconnu

ref. used: [helderline.nl](#)



[insert new picture](#)

History

Allen Tony 17/03/2008

Eulima MV was a British Motor Tanker of 6,207 tons built in 1937. On the 23rd February 1943 when on route from LIVERPOOL for NEW YORK in Convoy ON-166 and in ballast she was torpedoed by German submarine U-186 when about 310 miles S of Cape Race and sunk by torpedo and gunfire. Crew of 63 lost.

ref. used: [ubootwaffe](#)

Letpens Jan 31/10/2010

CONVOY ON-166

February 21st 1943

the Battle to protect convoy ON 166 from German submarines begins as U-332 and U-603 torpedo and sink Norwegian motor tanker Stigstad.

U-92 torpedoes British steamer Empire Trader (she will be scuttled by Canadian corvette HMCS Dauphin).

Coast Guard cutter Campbell (WPG-32), British corvette HMS Dianthus and Canadian corvette Dauphin, aided by flying boats, temporarily drive off U-332, U-454, and U-753 threatening the merchantmen.

Coast Guard cutter Spencer (WPG-36) sinks German submarine U-225....

read [more](#)

ref. used: [Cressman R. J., Official Chronology of the U.S. Navy in WWII](#)

[insert new history](#)

Documents

[insert new document](#)

FAVOURITE CHART

Western Europe



PAGES VISITED

 Eulima MV (+1943)

 Expositor	4959 tons	23/02/1943	 Stockport	1683 tons	23/02/1943
 Glittre	6409 tons	23/02/1943	 U-225	864.7 tons	21/02/1943
 Hastings	5401 tons	23/02/1943	 U-606	864.7 tons	22/02/1943
 Ingria	4391 tons	24/02/1943	 Winkler	6907 tons	23/02/1943
 Jonathan Sturges	7176 tons	24/02/1943			

History

Letpens Jan 31/10/2010

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Coast Guard cutter Spencer (WPG-36) sinks German submarine U-225.

February 22nd

British rescue ship Stockport rescues Empire Trader's survivors. German submarine U-92 torpedoes Norwegian motor tanker N. T. Nielsen Alonso (which is again torpedoed by U-92 and then by U-753, but is eventually scuttled by Polish destroyer Burza).

U-606 torpedoes a trio of merchantmen: U.S. freighters Chattanooga City, Expositor, as well as British steamer Empire Redshank. Chattanooga City sinks. Canadian corvette HMCS Trillium rescues all hands (including the 21-man Armed Guard) from Chattanooga City as well as 34 of 41 merchant sailors (two of whom die of their wounds) and the entire 21-man Armed Guard from Expositor. Trillium scuttles Empire Redshank.

U-606's opportunity to savor her triple play is short-lived, for Canadian corvette HMCS Chilliwack and Polish destroyer Burza depth charge U-606 and drive her to the surface, where Coast Guard cutter Campbell (WPG-32) rams and sinks her. Campbell, damaged in the encounter, is taken in tow by Burza.

February 23rd

After Canadian corvette HMCS Trillium's attempt to scuttle U.S. freighter Expositor (torpedoed the previous day by U-606) with depth charges fails, it falls to German submarine U-303 to sink the hardy American merchantman.

U-186 then torpedoes and sinks U.S. freighter Hastings as well as British motor tanker Eulima. From Hastings, nine merchant sailors (of the 41-man civilian complement) perish, but all 20 Armed Guards and the ship's sole passenger survive, rescued by Canadian corvette HMCS Chilliwack.

U-604 hits the British merchant Stockport with 2 torpedoes and she sinks within 3 minutes, taking with her the entire crew of 64.

The Norwegian tanker Glittre, first damaged by U-628, is sunk by 2 torpedoes from U-603.

The Panamanian tanker Winkler is torpedoed and sunk by U-223, after being damaged by U-628. 19 were killed.

U-707 torpedoes and sinks straggling U.S. freighter Jonathan Sturges; no. 1 lifeboat (with 19 survivors on board) from Jonathan Sturges encounters one from torpedoed Dutch motorship Madoera (three men on board) and transfers eight men to the Dutch lifeboat to equalize the number of survivors in each craft; Jonathan Sturges's no. 3 lifeboat (nine men) locates one merchant sailor in the no. 2 boat and four Armed Guards from the ship; that second group of survivors is then divided between boats no. 2 and no. 3 to distribute them evenly.

February 24th

Defense of convoy ON 166 continues; German submarine U-604 is damaged by depth charges from Coast Guard cutter Spencer (WPG-36) or corvettes HMCS Chilliwack, HMCS Rosthern or HMCS Trillium. U-621 conducts unsuccessful attack on Spencer. The American Jonathan Sturges (7.176 grt.) is sunk by U-707 and the Norwegian Ingria (3.491 grt.) is sunk by U-628.

N. T. Nielsen-Alonso, already hit by 2 torpedoes from U-92 is abandoned and hit again by a torpedo from U-753 and still afloat. The merchant is later scuttled by ORP Burza.


February 25th

Battle to protect convoy ON 166 comes to a close. U-92 and U-600 conduct unsuccessful attacks on Coast Guard cutter Spencer (WPG-36). U-628 torpedoes and sinks British steamer Manchester Merchant, bringing to a close enemy operations against ON 166, for the enemy loses contact with the convoy this evening.

ref. used: Cressman R. J., Official Chronology of the U.S. Navy in WWII

The World pref. Google:

WRECKS:



MV Eulima (+1943)

More charts:

[Update statistics](#)

From: "Richard Goring"

Subject: [WORLD WAR II] **MV 'Eulima'**

This was a motor fuel tanker of 6,207 GRT owned and operated by Anglo-Saxon Petroleum Co. She was sailing Liverpool - New York in ballast as part of convoy ON.166 when she was torpedoed at around 07.00 on 23 Feb 1943 by U-186, a type IX/C40, commanded by KapitanLeutnant Siegfried Hesemann. In the same attack, the submarine sank a freighter.

'Eulima' did not sink immediately, and was finished-off by a second torpedo from U-186 at about 10.30 the same morning. She went down at 4648N:3618W, north-west of the Azores. All the 54 crew and nine gunners were lost.

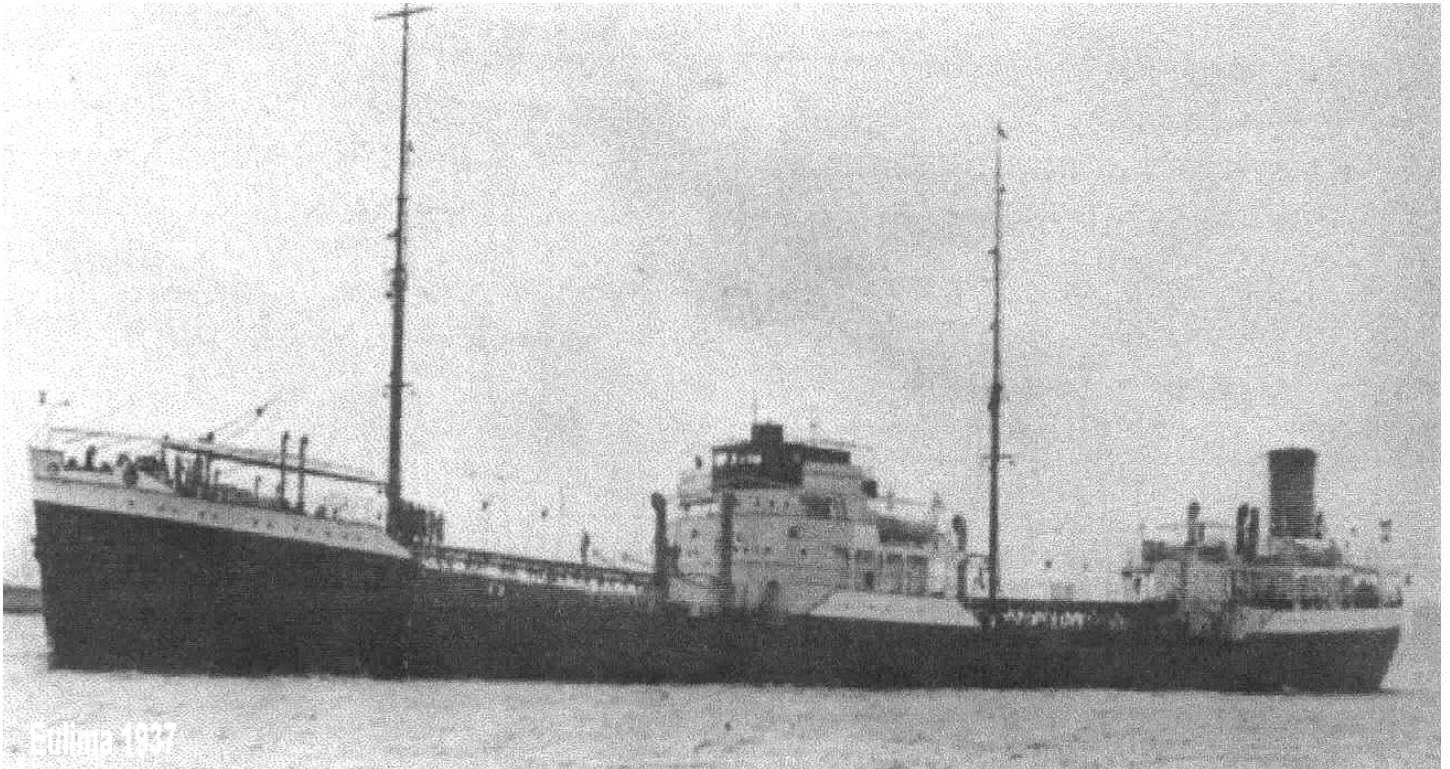
U-186, commissioned in July 1942, was herself depth-charged and sunk with all 53 hands by the RN destroyer HMS 'Hesperus' on 12 May 1943, at 4154N:3149W, north of the Azores.


I recall the original list-poster queried the allocation of a RN seaman lost on 'Eulima' but in the CWGC records as belonging to HMS 'President III'. 'President III' (yet one more 'stone frigate') existed in several places at once, notably London and Bristol. It was simply an accounting base for pay, etc. purposes and its main 'crew' were naval ratings serving on DEMS (Defensively Equipped Merchant Ships - ie, those on which the navy had mounted guns for which it also provided the gun crews).

Sources: 'Britain's Sea War', 'Lloyds War Losses', 'Axis Submarine Successes'.

Eulima

British Motor tanker



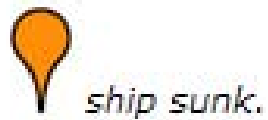
Name	Eulima		
Type:	Motor tanker		
Tonnage	6,207 tons		
Completed	1937 - Wilton-Fyenoord NV, Rotterdam		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	23 Feb 1943	Nationality:	 British
Fate	Sunk by U-186 (Siegfried Hesemann)		
Position	46.48N, 36.18W - Grid BD 4835		
Complement	63 (62 dead and 1 survivor).		
Convoy	ON-166		
Route	Liverpool (11 Feb) - New York		
Cargo	Ballast		
History			
Notes on loss	<p>At 07.35 hours on 23 Feb, 1943, U-186 fired a spread of three torpedoes at the convoy ON-166 about 310 miles south of Cape Race and observed one hit after 2 minutes 32 seconds on the ship in station #12, the Hastings, which was erroneously reported as Hassop. A second hit, after 2 minutes 35 seconds was possibly on the same ship, which sank within seven minutes. After 2 minutes 41 seconds a third hit was heard but not observed.</p> <p>At 07.40 hours, U-186 fired a spread of two stern torpedoes and heard two detonations on different targets, but only the Eulima was hit, the second detonation being a depth charge from the US Coast Guard cutter USS Spencer.</p> <p>At 11.30 hours, the drifting wreck of the Eulima was sunk by a coup de grâce and</p>		

gunfire from U-186.

The master, 52 crew members and nine gunners from the **Eulima** (Master Frederick William Wickera) were lost. The third officer J. Campkin was taken prisoner by U-186, landed at Lorient on 5 March and taken to the POW camp Milag Nord near Bremen



*Location of attack on **Eulima**.*



Eulota

Dutch Motor tanker



Name	Eulota		
Type:	Motor tanker		
Tonnage	6,236 tons		
Completed	1936 - Wilton-Fyenoord NV, Rotterdam		
Owner	NV Petroleum Mij 'La Corona', The Hague		
Homeport	The Hague		
Date of attack	11 Mar 1940	Nationality:	 Dutch
Fate	Sunk by U-28 (Günter Kuhnke)		
Position	48.35N, 08.22W - Grid BF 1669		
Complement	42 (0 dead and 42 survivors).		
Convoy			
Route	Rotterdam - Curaçao		
Cargo	Ballast		
History			
Notes on loss	At 03.17 hours on 11 Mar, 1940, the Eulota (Master B. Elzinga) was hit by a torpedo from U-28 about 120 miles west of Quessant. The torpedo, fired from about 1000 meters, struck amidships, broke her in two and set her on fire. The crew abandoned ship, but returned later that morning. An Allied aircraft sighted the burning tanker in the afternoon and directed the HMS Broke (D 83) and the HMS Wild Swan (D 62) to the ship. They picked up the survivors and scuttled the still floating bow section		

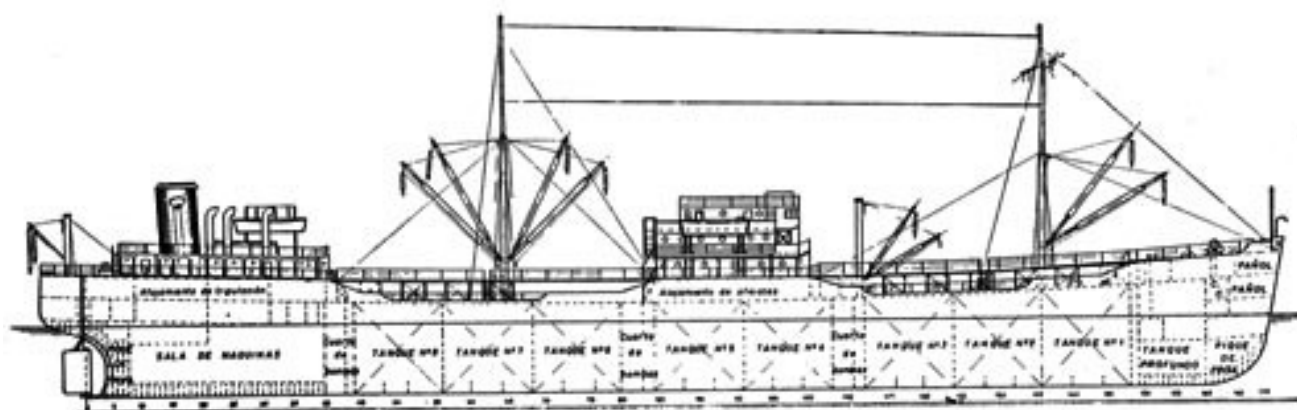
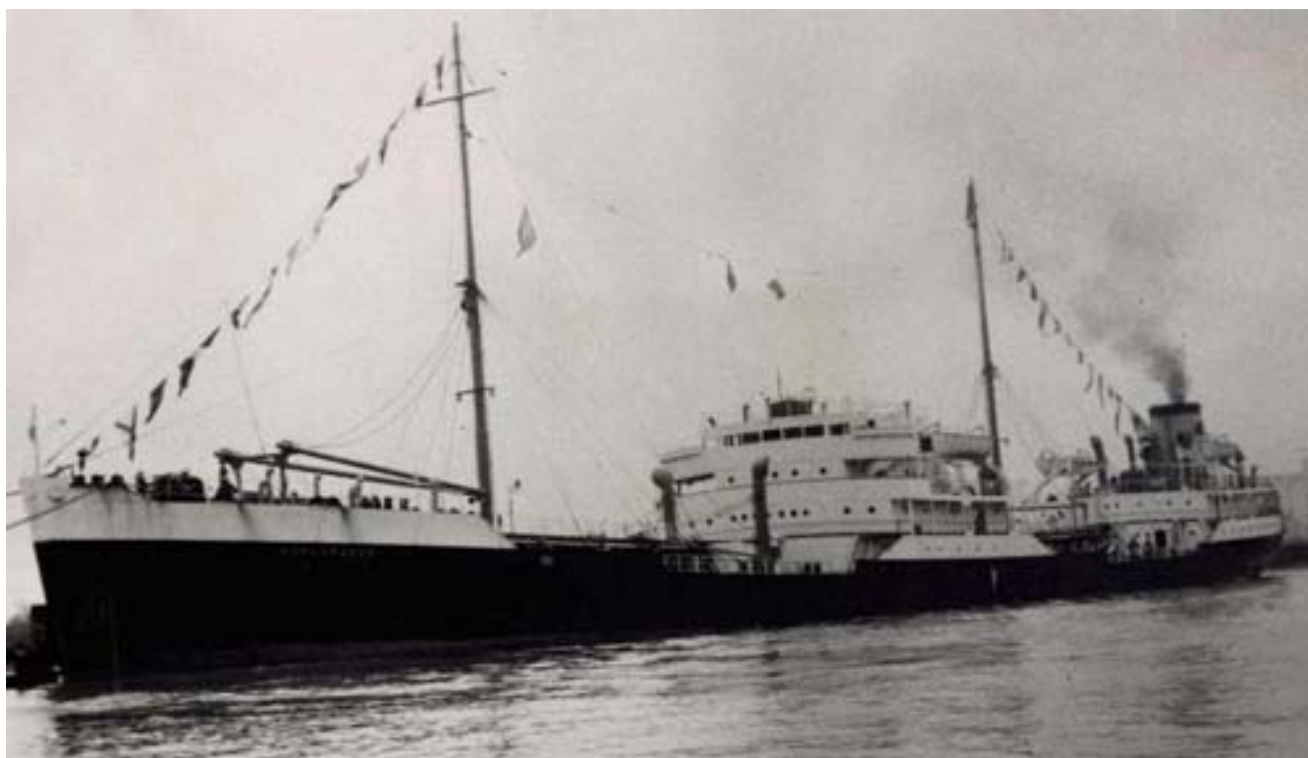


Location of attack on ***Eulota***.



ship sunk.

"EXPLORADOR"



Buque tanque.

Astillero: Harland & Wolf Ltd.

Lugar de construcción: Belfast Ltd., Irlanda.

Casco nº: 1.382

Sociedad clasificadora:

Matrícula: 4.110

Señal distintiva: L. Q. X. S.

IMO:

Tripulantes: 45

Pasajeros: 12

TRB: 4.226

TPB: 9.384

DV: 3.886

Eslora: 135,99

Manga: 16,52

Puntal: 9,45

Calado: 25' 7"

Bodegas: 1

E. P: 0

TEUs: 0

Equipos de cubierta (Cantidad x toneladas): Plumos: 2 x 5

Capacidad granel: 18.218 p³. Capacidad general: 16.562 p³. Capacidad frigorífica: 0 m³.

Tanques: 24

Capacidad de tanques: 431.714 p³.

Capacidad combustible: 600

Consumo diario: 10

Un motor diesel Burmeister & Wain. 4T SA, 6 cilindros (650 x 1.400), Harland & Wolf, Govan.

Calderas:

3.300 CVe.

Hélices: 1

Velocidad: 12 nudos.

1949. Construido para Estrella Marítima S. A. de Navegación y Comercio. (Argentina). Gemelo del CAZADOR

SS *Empire Cross*

From Wikipedia, the free encyclopedia

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

Contents

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

Description

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

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

History

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

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

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

Career

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

General characteristics

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

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