

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

Posted on May 23rd, 2009

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

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

By Alfred and John Donovan of royaldutchshellplc.com

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

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

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

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

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

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

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

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

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

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

In his summary de Vries states:

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

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

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

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

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

ARTICLE ENDS

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

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

Dear Mr Brandjes

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

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

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

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

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

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

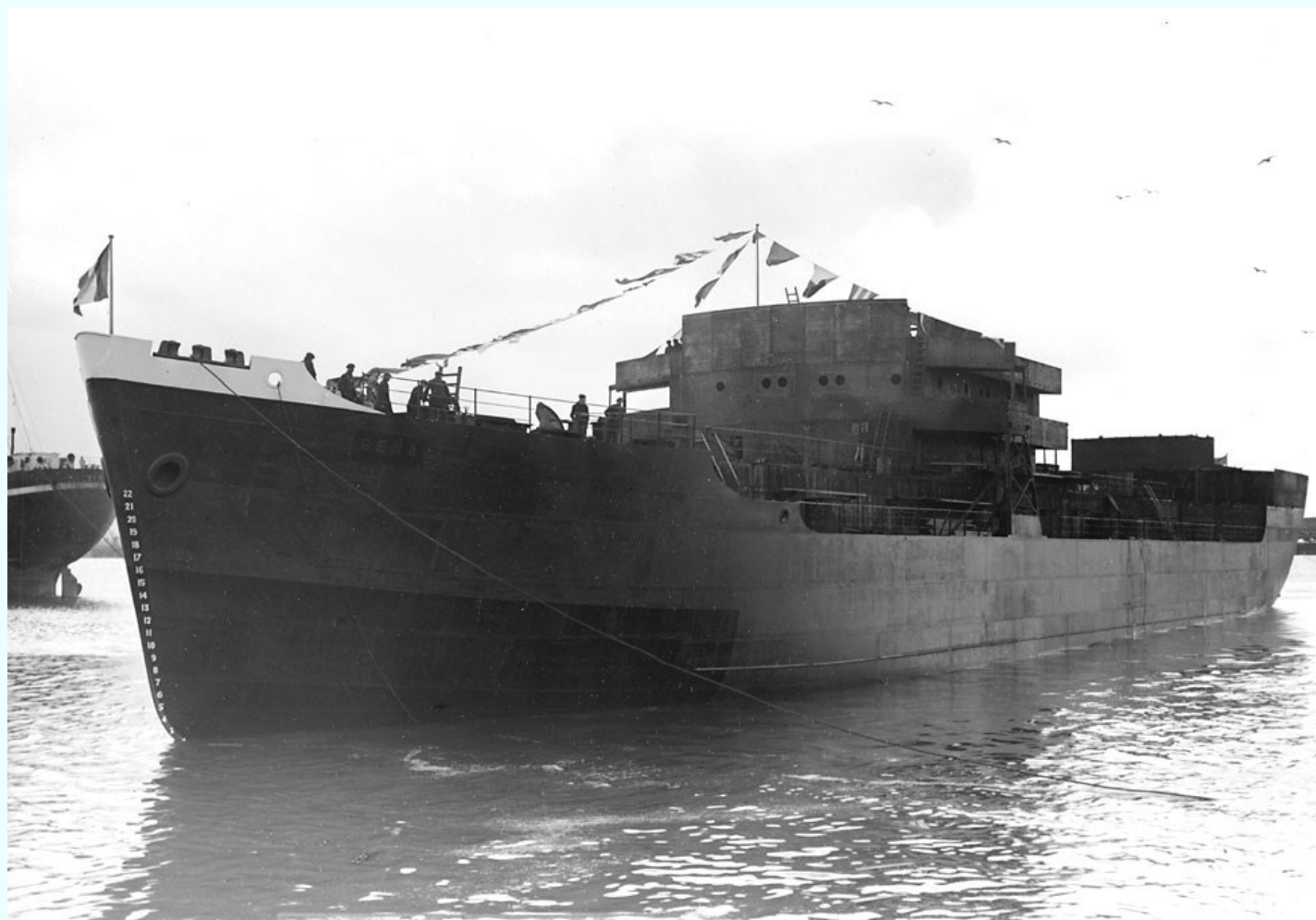
If you want to supply for publication with the article any related comment by Shell, we will happily publish it on an unedited basis.

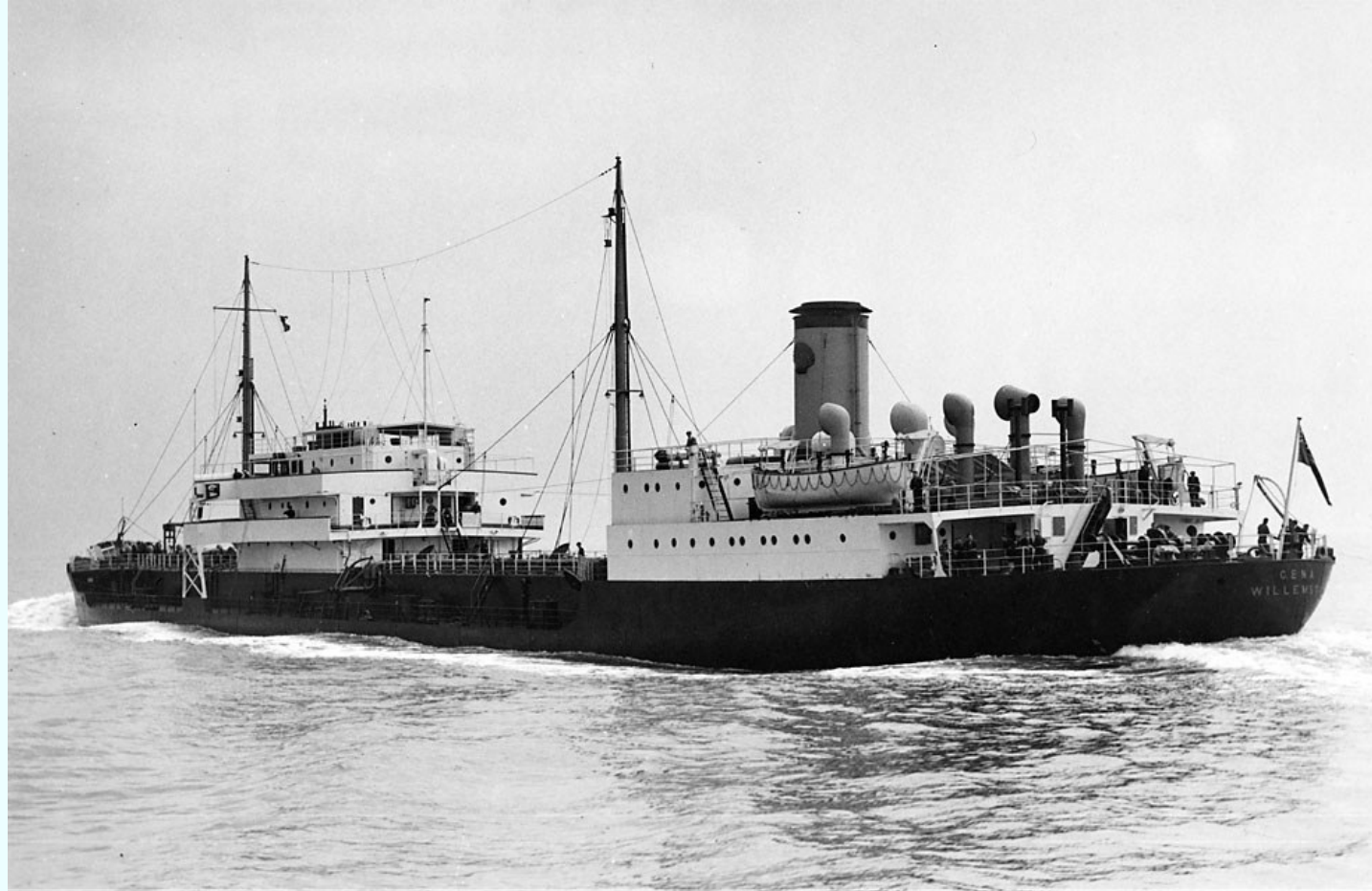
This is an important story which deserves publication in the English language.

Regards
Alfred Donovan

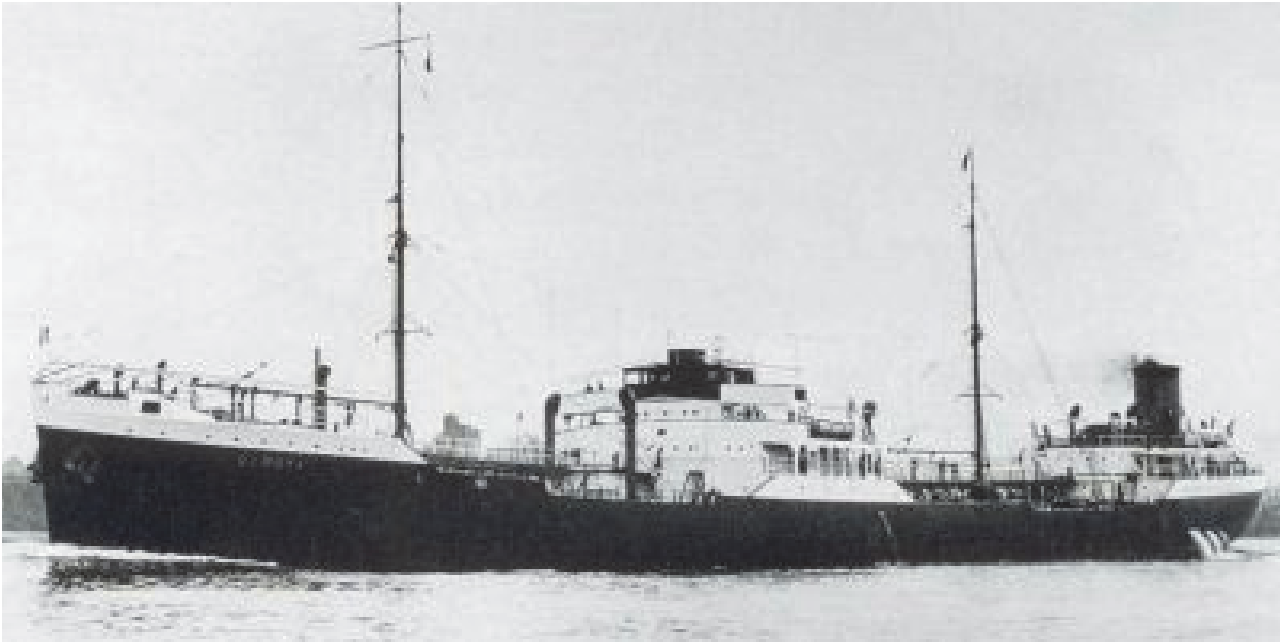
Name	GASTRANA
Type	Tanker
Yard Number	1185
Launched	27/05/1949
Completed	10/1949
Off. Number	301085
Engine builder	Shipbuilder
Engine type	T. 6cyl., twin screw
GRT	5072
Length (feet)	401.6
Beam (feet)	62.9
First owner	N.V. Curaçaosche Scheepvaart Mij., Willemstad
History	1960 Shell Tankers Ltd., London
	1964 Shell Tankers (U.K.) Ltd., London
Fate	10/05/1967 arrived at Hong Kong for breaking.

Name	GENA
Type	Tanker
Yard Number	1161
Launched	06/03/1947
Completed	06/1947
Off. Number	301105
Engine builder	Shipbuilder
Engine type	T. 6cyl., twin screw
GRT	5040
Length (feet)	401.6
Beam (feet)	62.9
First owner	N.V. Curaçaosche Scheepvaart Mij., Willemstad
History	1955 Cia. Shell de Venezuela, Maracaibo
	1956 N.V. Curaçaosche Scheepvaart Mij., Willemstad
	1960 Shell Tankers Ltd., London
	1964 Shell Tankers (U.K.) Ltd., London
	1965 Serena Shipping, Monrovia
Fate	04/08/1965 arrived at Onomichi prior to this date for breaking at Mukaishima.





YUSOSEN!



(Prewar Royal Dutch Shell tanker GENOTA later IJN OSE)

IJN OSE: Tabular Record of Movement

© 2006-2014:
Bob Hackett and Peter Cundall.

Revision 2

1934:

Hamburg, Germany. Laid down at Deutsche Werft A.G. Bet Finkenwerder for the Dutch La Corona (trading name of Royal Dutch Shell) of the Hague.

April 1935:
Launched and named GENOTA.

1935:
Completed.

1 September 1939:
Nazi Germany invades Poland. WWII begins. The Netherlands declares neutrality.

1935-May 1940:
GENOTA spends her entire prewar career in voyages between Europe and the Netherland East Indies.

10 May 1940:
Nazi Germany invades the neutral Netherlands.

15 May 1940:
Queen Wilhelmina and the Dutch government flee to London, England. The Netherlands surrenders.

1940:
GENOTA is requisitioned by the British Ministry of War Transport.

30 April 1942:
Australia. Captain J. In't Veld's Royal Dutch Shell tanker GENOTA departs Geraldton in ballast for Abadan, Iran.

9 May 1942:
Indian Ocean. 480 miles SSE of Diego Suarez, Madagascar. GENOTA is intercepted and captured by IJN armed merchant cruisers AIKOKU and HOKOKU MARUs at 17-40S, 76-20E. GENOTA's crew is ordered to stop and make no radio signals. A prize crew and 30 armed Special Naval Landing Force troops are put aboard. GENOTA is diverted to Singapore, Malaya.

30 May 1942:
GENOTA arrives at Tarakan, Borneo. She loads 5,800 tons of oil and departs for Yokohama.

11 July 1942:

GENOTA's Royal Dutch Shell crew is transferred to an internment camp in Formosa. Later, the Dutch crew is transferred to an internment camp in Fukuoka, Japan.

20 July 1942:

GENOTA completes conversion to a fleet oiler and is renamed OSE.

15 August 1942:

OSE arrives at Yokosuka. Undergoes tests.

5 October 1942:

OSE is registered in the IJN.

7 November 1942:

Arrives at Shanghai carrying 13,500-tons of fuel oil.

11 January 1943:

Yokosuka. OSE collides with escort carrier UNYO.

21 February 1943:

Off Ooagari Jima (Daito Islands). At about 2300, LtCdr Eugene T. Sands' (USNA '30) USS SAWFISH (SS-276) torpedoes and lightly damages OSE at 29-29N, 132-48E.

March 1943:

Undergoes repairs at an unknown location.

22 June 1943:

OSE departs Yawata, Kyushu for Takao, Formosa in convoy No. 169 consisting of SEISHIN, KINREI, NASUSAN, HOKUAN and RYUOSAN MARUs escorted by torpedo boat HAYABUSA and patrol boat PB-38.

24 June 1943:

W of Amami O-shima, Ryukuyus. At 1124, LtCdr (later Rear Admiral) Charles O. Triebel's (USNA '29) USS SNOOK (SS-279) torpedoes and damages OSE severely at 28-50N, 126-56E.

27 June 1943:

Arrives at Takao. Undergoes temporary repairs.

8 July 1943:

Arrives at Sasebo.

July-November 1943:

Undergoes battle damage repairs.

5 December 1943:

OSE departs Moji for Singapore escorting the second echelon of convoy HI-23 consisting of tankers ITSUKUSHIMA, TATEKAWA and BOKUEI MARUs with fleet oiler SUNOSAKI.

7 December 1943:

OSE departs Takao, Formosa in convoy HI-23 also consisting of Navy oilers TAKASAKI and SUNOSAKI, cargo passenger ships NOSHIRO and AKI MARUs and fleet tankers OMUROSAN, ICHIU, ITSUKUSHIMA, TATEKAWA, RYUEI and BOKUEI MARUs escorted by destroyer NAMIKAZE and kaibokan KANJU.

10 December 1943:

Arrives at St. Jacques, Indochina.

17 December 1943:

Arrives at Singapore.

30 December 1943:

OSE departs Singapore as designated escort of a convoy (possibly designated T convoy) also consisting of TATSUHARU MARU and tankers NAMPO, NICHIRIN and NICHINAN MARUs.

3 January 1944:

At 0210 in 08-10N 112-43E while sailing line astern with OSE leading, the convoy is attacked by an unidentified submarine with two torpedoes missing the fourth ship in the line.

8 January 1944:

Arrives at Takao.

10 January 1944:

The same ships leave Takao as Special Convoy T still escorted by OSE.

15 January 1944:

Arrives at Moji.

16 January 1944:

Arrives at Tokuyama Naval Fuel Depot. Refuels and departs that same day.

21 January 1944:

Arrives at Tokuyama Naval Fuel Depot. Refuels and departs that same day.

11 February 1944:

At 1600, convoy HI-43 departs Moji for Singapore consisting of tankers OSE and SEIYO and MANEI MARUs and four unidentified merchants escorted by kaibokan TSUSHIMA.

16 February 1944:

At 1100, arrives at Kirun (Keelung), Formosa.

18 February 1944:

At 1000, departs Kirun.

23 February 1944:

At 1730, arrives at Camranh Bay, Indochina.

29 February 1944:

At 0900, departs Camranh Bay.

3 March 1944:

At 1700, arrives at Singapore.

March 1944:

Departs Singapore for Palau.

9 March 1944:

OSE departs Palau in a convoy with Navy oiler IRO escorted by CruDiv 5's MYOKO and HAGURO and destroyer SHIRATSUYU.

15 March 1944:

Arrives at Balikpapan, Borneo. Takes on a cargo of fuel oil.

March 1944:

OSE departs Singapore in a convoy consisting of tankers AMATSU, ASASHIO and YUHO MARUs with an unidentified escort.

24 March 1944:

Arrives at Palau.

30 March 1944: American Operation "Desecrate One" :

Palau, Carolines. The anchorage is attacked by F6F "Hellcats", SBD "Dauntless", TBF "Avenger" and SB2C "Helldiver" carrier aircraft from Task Group 58. 1's USS ENTERPRISE (CV-6), USS BELLEAU WOOD (CVL-24) and USS COWPENS (CVL-25), TG 58. 2's USS BUNKER HILL (CV-17), USS HORNET (CV-12), USS MONTEREY (CVL-26) and USS CABOT (CVL-28) and TG 58. 3's USS YORKTOWN (CV-10), USS LEXINGTON (CV-16), USS PRINCETON (CVL-23) and USS LANGLEY (CVL-27).

Urukhapel Island, Malakai Harbor, Palaus. At 1215, TBFs from USS YORKTOWN hit OSE with two of eight 500-lb. bombs. At 1730, an SBD from USS ENTERPRISE scores a hit on OSE with a 1,000-lb. bomb. Despite the heavy damage inflicted by the three bombs, burning OSE remains afloat.

31 March 1944:

At about 1200, TBFs from USS YORKTOWN attack OSE again and score two probable hits with 500-lb. bombs. Later, OSE floods, heels over to starboard and sinks in shallow water. Casualties are unknown. In all, Operation Desecrate One accounts for 36 Japanese vessels sunk or damaged.

10 May 1944:

Removed from the Navy List.

Postwar:

Scrapped in place by the Fujita Salvage K. K., of Osaka.

Authors' Note:

[1] See TROMS of AIKOKU and HOKOKU MARUs at [Tokusetsu Junvokan!](#)

Thanks to Mr. Gilbert Casse of France. - Bob Hackett and Peter Cundall.

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Battleships	Aircraft Carriers	Heavy Cruisers	Kaigun Home Page	Light Cruisers	Destroyers	Submarines
Guns	Torps	Officers	Kaiten	Maps	Links	Games
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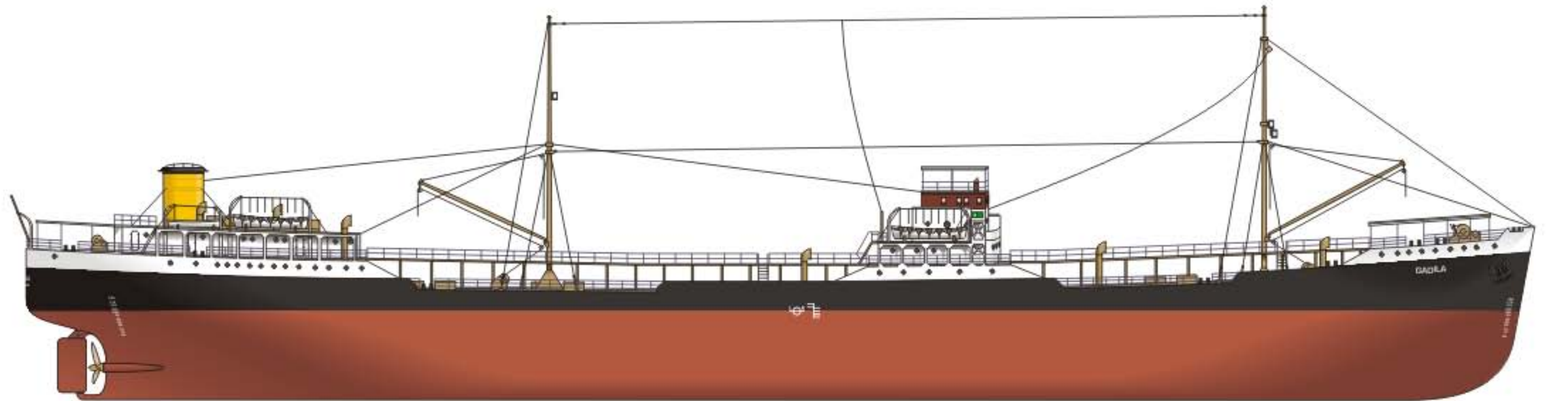
Name	GENOTA
Type	Tanker
Yard Number	1214
Launched	21/06/1951
Completed	12/1951
Off. Number	
Engine builder	Shipbuilder
Engine type	T. 6cyl., twin screw
GRT	5927
Length (feet)	423.6
Beam (feet)	62.7
First owner	N.V. Curaçaosche Scheepvaart Mij., Willemstad
History	1954 Cia. Shell de Venezuela, Maracaibo
	1960 renamed SHELL MANAURE
	1969 MANAURE, N.V. Curaçaosche Scheepvaart Mij., Willemstad
Fate	03/17/1969 arrived at Gandia for breaking.

Name	GEOMITRA
Type	Tanker
Yard Number	1158
Launched	16/04/1946
Completed	07/1946
Off. Number	301073
Engine builder	Shipbuilder
Engine type	T. 6cyl., twin screw
GRT	5040
Length (feet)	401.6
Beam (feet)	62.9
First owner	N.V. Curaçaosche Scheepvaart Mij., Willemstad
History	1952 Shell Caribbean Petroleum Co., Maracaibo
	1953 Cia. Shell de Venezuela, Maracaibo
	1960 Shell Petroleum Co., London
	1960 Shell Tankers Ltd., London
	1964 Shell Tankers (U.K.) Ltd., London
Fate	23/03/1965 breaking began at Hong Kong

Name	GLESSULA
Type	Tanker
Yard Number	1186
Launched	09/08/1949
Completed	12/1949
Off. Number	300911
Engine builder	Shipbuilder
Engine type	T. 6cyl., twin screw
GRT	5017
Length (feet)	401.6
Beam (feet)	62.9
First owner	N.V. Curaçaosche Scheepvaart Mij., Willemstad
History	
Fate	21/02/1963 arrived at Antwerp for breaking.

mv Gadila





m/v Gadila

Name	GADINIA
Type	Tanker
Yard Number	1187
Launched	18/11/1949
Completed	03/1950
Off. Number	300911
Engine builder	Shipbuilder
Engine type	T. 6cyl., twin screw
GRT	5924
Length (feet)	423.6
Beam (feet)	62.7
First owner	N. V. Curaçaosche Scheepvaart Mij., Willemstad
History	1952 Shell Caribbean Petroleum Co., Maracaibo
	1953 Cia. Shell de Venezuela, Maracaibo
	1955 Shell Tankers (U.K.) Ltd., London
Fate	05/05/1962 arrived at Dunston-on-Tyne for breaking.



GALEA

IMO NUMBER 9236614
VESSEL TYPE LNG TANKER
HULL TYPE SINGLE HULL
GROSS TONNAGE 111.459 tons
SUMMER DWT 67.300 tons
BUILD 2002
BUILDER MITSUBISHI HEAVY INDUSTRIES KOBE - JAPAN
FLAG SINGAPORE
MANAGER ROYAL DUTCH SHELL LONDON - U.K.
OWNER SHELL TANKERS LONDON - U.K.
INSURER STEAMSHIP MUTUAL UNDERWRITING U.K.

VESSEL DETAILS

CLASSIFICATION +100A1, LIQUIFIED GAS CARRIER, SHIPTYPE 2G, METHANE (LNG) IN INDEPENDENT SPHERICAL TANKS TYPE B. MAXIMUM VAPOUR PRESSURE 0.25BAR AT SEA MINIMUM CARGO TEMPERATURE MINUS 163 DEG C. SHIPRIGHT (SDA), IWS, LI, EP, +LMC, UMS, ICC, IBS, NAV.

GENERIC
DIMENSIONS

LAST DRY DOCK 2007 May 25
LAST SPECIAL SURVEY 2007 Sep 29
SPEED 19,0 knots
BOW TO BRIDGE 235,13 m
BREADTH EXTREME 46,00 m
BREADTH MOULDED 46,00 m
DEPTH 25,50 m
DRAUGHT 11,00 m
FREEBOARD 14.500,0 mm
KEEL TO MASTHEAD 69,09 m
LENGTH B/W PERPENDICULARS 276,00 m
LENGTH OVERALL 290,00 m
NET TONNAGE 33.437 tons
DEADWEIGHT (NORMAL BALLAST) 47.776 tons
DEADWEIGHT (TROPICAL) 75.309 tons
DEADWEIGHT (WINTER) 70.187 tons

TONNAGES
LOADLINE

DISPLACEMENT (LIGHTSHIP) 32.217 tons
DISPLACEMENT (NORMAL BALLAST) 79.993 tons
DISPLACEMENT (SUMMER) 104.998 tons
DISPLACEMENT (TROPICAL) 107.567 tons
DISPLACEMENT (WINTER) 102.445 tons
DRAFT (LIGHTSHIP) 4,17 m
DRAFT (NORMAL BALLAST) 9,03 m
DRAFT (SUMMER) 11,41 m
DRAFT (TROPICAL) 11,64 m
DRAFT (WINTER) 11,17 m
DRAUGHT AFT (NORMAL BALLAST) 9,03 m
DRAUGHT FORE (NORMAL BALLAST) 9,03 m
FREEBOARD (LIGHTSHIP) 17.678,0 mm
FREEBOARD (NORMAL BALLAST) 12.818,0 mm
FREEBOARD (SUMMER) 10.443,0 mm
FREEBOARD (TROPICAL) 10.206,0 mm
FREEBOARD (WINTER) 10.680,0 mm
FWA (SUMMER DRAFT) 242,0 mm
TPC IMMERSION (SUMMER DRAFT) 108,00 tons
BALLAST 53.474 m³
CALL SIGN 9VGC3
DATE OF ORDER 2000 Jan 01
KEEL LAID 2001 Jun 15
YARD NUMBER 2.172

CAPACITIES
COMMUNICATION
HISTORICAL INFO

HISTORICAL INFO
FORMER FLAGS

since 2002 Jun 24 BERMUDA

"GAMACRUZ"



Tanquero fluvial de Shell

TIME-LINE

Merchant and Navy Ship events

1919 - 1938

1919

5/1 1919 GLADYS. Off No 98824. Built 1891 for Charles Hill , Bristol. 1897. Shaw Savill & Co., Bristol. No name change. 1912. Taital Shipping Co. (Cheney ,Eggar & Forrester , managers), Bristol. 1918 GAPER SHELL.(name as recorded) Anglo Saxon Petroleum Co., London. Converted to motor tanker. 1919. 5th January. Wrecked on Matamede Island , near Angoche, while on passage Singapore to Beira with a cargo of benzine and kerosene.

SMITH'S DOCK COMPANY LTD., SOUTH BANK

Name	GARI
Type	Tanker
Yard Number	1162
Launched	19/08/1947
Completed	11/1947
Off. Number	301104
Engine builder	Shipbuilder
Engine type	T. 6cyl., twin screw
GRT	5040
Length (feet)	401.6
Beam (feet)	62.9
First owner	N.V. Curaçaosche Scheepvaart Mij., Willemstad
History	1960 Shell Tankers Ltd., London
	1964 Shell Tankers (U.K.) Ltd., London
	1965 Serena Shipping, Monrovia
Fate	02/09/1965 breaking began at Aioi.

Use browser to return to this year

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

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mv Gena



Built 1947 for Shell Co Venezuela.
Transferred to Shell Tankers fleet from 1960 to 1965, spent that time trading out of Singapore.
7000 tons, twin screw shallow draft for running into Lake Maracaibo.

9 mei 1942

De tanker 'Genota' van de Petroleum Maatschappij 'La Corona' (Shell), op weg van Geraldton naar Abadan, wordt in de Indische Oceaan door de Japanse hulpkruisers 'Aikoku Maru' en de 'Hokoku Maru' aangehouden en door een prijsbemanning opgebracht naar Singapore.

Op 15 augustus 1942 wordt het schip door het prijzenhof te Yokosuka tot krijgsbuit verklaard; vervolgens herdoopt in 'Ose' en als marinetanker aan de Japanse oorlogsvloot toegevoegd.

Op 30 maart 1944 zal het schip bij Palau (Carolinen) met een Amerikaanse luchtaanval tot zinken worden gebracht.

De Europese Shell-bemanning werd overgebracht naar een interneringskamp in Taiwan en later naar het Fukuoka-kamp in Japan. Van de Chinese opvarenden zal nooit meer iets is vernomen worden.

Bron: L.L. von Münching: 'De Nederlandse koopvaardij in WO II' (1978)

GENOTA

Bouwjaar 1935, grt 7887

Eigenaar N.V. Petroleum Maatschappij "La Corona", 's-Gravenhage

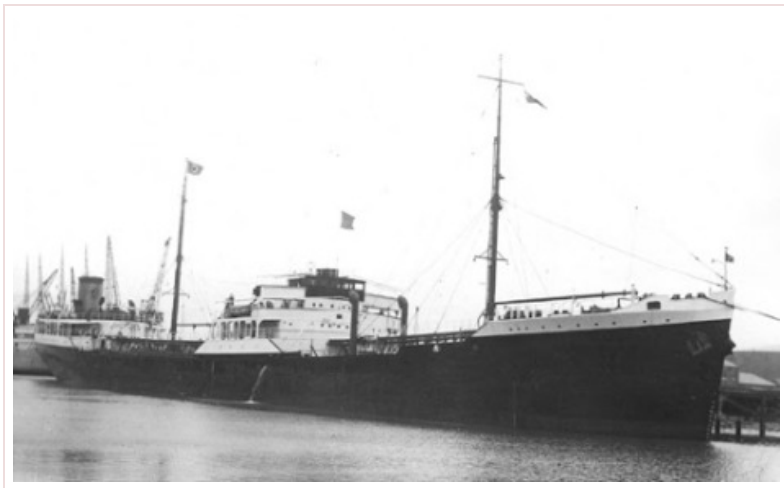
Gebouwd Deutsche Werft A.G., Hamburg / 156

LxBxH 141.12 x 17.96 x 10.29 meter

Vermogen 3600 pk, snelheid 12.0 knoop, roepnaam PEHL

Indienst 10-04-1935

Uit collectie Albert Heino - Zaandam



Golar LNG - Shell and Golar LNG sign time charter agreement for 3 LNG vessels

Shell and Golar are pleased to announce today (2nd December 2005) a five-year agreement for the time charter of three liquefied natural gas carriers.

Shell Tankers (UK) Ltd will charter the 2004 built "Golar Viking" and the new builds "Golar Asia" and Hull 2234, which will be delivered in 2006. Shell International Trading and Shipping Company Ltd (Stasco) will become technical managers of all three vessels.

In line with Shell tradition, the ships will be renamed after sea shells: Gracilis, Grandis and Granosa.

Stasco's commercial shipping manager Gary Smith said: "Today's deal is in line with our strategy of building our portfolio of LNG carriers as well as ensuring we are well placed to take advantage of charter opportunities which will support our growing LNG business more broadly. We manage one of the largest LNG fleets in the world so this deal also enables us leverage our extensive experience of managing LNG vessels".

Golar LNG's Chief Executive Tor-Olav Troim said: "Golar has for a long time worked with the purpose of generating improved return for our shareholders by providing unique flexibility to our customers. This market related contract with Shell will lead to higher utilisation and hence improved earnings from the ships. By combining a deal between a major LNG producer and owner of uncommitted LNG tonnage we create opportunities to take out benefits which would have been difficult to achieve without this venture.

We see this as a first breakthrough in our strategy to provide flexible and innovative deals and are confident that more will follow".

Ends

FOR FURTHER INFORMATION

Shell Media Relations Bernadette Cunnane +44 (0) 20 7934 2713
Golar LNG: Charlie Peile/Graham Robjohns +44 (0) 20 7517 8600

NOTES TO EDITORS

The agreement involves the following vessels:

- "Golar Viking" (to be renamed Gracilis)
 - o Built Hyundai Heavy Industries, delivered 2004
 - o Capacity 140,000 m3, membrane (Mk III)
 - o Steam Propulsion
- New Build "Golar Asia" (to be renamed Grandis)
 - o Built DSME, delivery Jan 2006
 - o Capacity 145,700 m3, membrane (No. 96 E2)
 - o Steam Propulsion
- New-build Hull 2234 (to be named Granosa)
 - o Built DSME, delivery 2006
 - o Capacity 145,700 m3, membrane (No. 96 E2)

- o Steam Propulsion

Stasco

Stasco is the principal trading and shipping business within the Shell Group. It comprises a network of companies which are all independent entities, trading in their own right, but also seeking to leverage the opportunities open to a global organisation by sharing information, advice and best practice.

Within Stasco, the Shipping division encompasses an extensive range of professional engineering and nautical expertise. It provides management services for 47 vessels: 23 oil tankers (ranging from 10,000 deadweight product carriers up to 300,000 deadweight very large crude carriers) and 24 liquefied natural gas carriers (not including the new Golar vessels).

For more information about Shell's trading and shipping activities, please see our websites: www.shell.com/trading and www.shell.com/shipping.

Golar LNG

Golar LNG is the largest independent LNG ship owner, and currently owns a fleet of 10 vessels, with three more on order. Golar operates vessels worldwide in well established relationships with BG, Pertamina, CPC, Petronas, Sonatrach, and now Shell. The Company has invested substantially in the future; a fleet of 6 vessels is available to service the changing requirements of the LNG Transportation business under innovative short medium and long term structures. The Company has developed a strategy to utilise its assets and expertise to develop business upstream and downstream from transportation that will enhance earnings and returns to investors. Such business will include Floating Storage and Regasification vessels, and vessels equipped to delivery Electricity directly to the Customer. Further strategic alliances in the LNG Industry, both upstream and downstream are being actively developed.

D/T Willy

Updated Dec. 28-2011

To Willy on the "Ships starting with W" page.

A picture is available on [this external page](#) (when named *Gold Shell*).

Manager: Victor Jenssen, Oslo

Tonnage: 5832 gt, 8400 tdwt

Signal Letters: LCKH

Built in 1916 by Harlan & Hollingsworth, Wilmington, Delaware (437) as *Gold Shell* for Shell Oil Co., California. 411' 6" x 50' 1" x 24' 8", service speed 12 knots, 3-cyl triple expansine steam engine (Harlan & Hollingsworth). Acquired by the U.S. Navy on Aug. 8-1917, commissioned the same day, Comdr. David R. Fleming in command. Departed Philadelphia on Aug. 26-1917 for Plymouth, U.K., and until Dec. 10-1918 carried fuel oil to various European ports in support of the Allied forces. She made a total of nine voyages to such ports as Spithead, Scapa Flow, Tobermory and Brest, arriving at New York after her last crossing on Dec. 10-1918. Decommissioned on March 5-1919 at the New York Navy Yard, returning to her owner the same day. Owned from 1923 to 1929 by Shell S.S. Co., New York (Asiatic Petroleum Co.). Sold in 1929 to N.V. Petroleum Maatschappij La Corona, Holland (after 1960 Shell Tankers N.V.). Sold again in 1930 to Victor Jenssens Rederi A/S, Oslo, Norway, renamed *Willy*. (Compare with the details found on [this external page](#)).

Captain: R. J. Farsjø

Her voyages are listed on [this original document](#) received from the National Archives of Norway.

Notes:

Judging from the information found on the archive document above, *Willy* was in Corpus Christi when war broke out in Norway on Apr. 9-1940. She had arrived there from Trinidad on March 29.

A Fire On Board - 1940:

On fire Apr. 29/30-1940 in Cooper River off Charleston, when on a voyage from Corpus Christi to the U.K. with a cargo of aviation fuel (she was scheduled for [Convoy HX 40](#) from Halifax on May 4 but did not join). No casualties. The fire was extinguished by a fire and rescue party

detailed by Commandant Sixth Naval District, and the ship as well as the waterfront were saved.

According to the [archive document](#), she left Charleston on May 10 and arrived New York May 16, remaining there for a month, but these entries may be incorrect?

She was sold that same year to Cia Nacional de Navegação Costeira, Rio de Janeiro, repaired and renamed *Itamaraty*. Sold in 1941 to Lloyd Brasileiro Patrimônio Nacional, Rio de Janeiro, no name change. Further voyages can be found by going to [this external page](#) and clicking on "Ship search", entering "Itamaraty" in the search field.

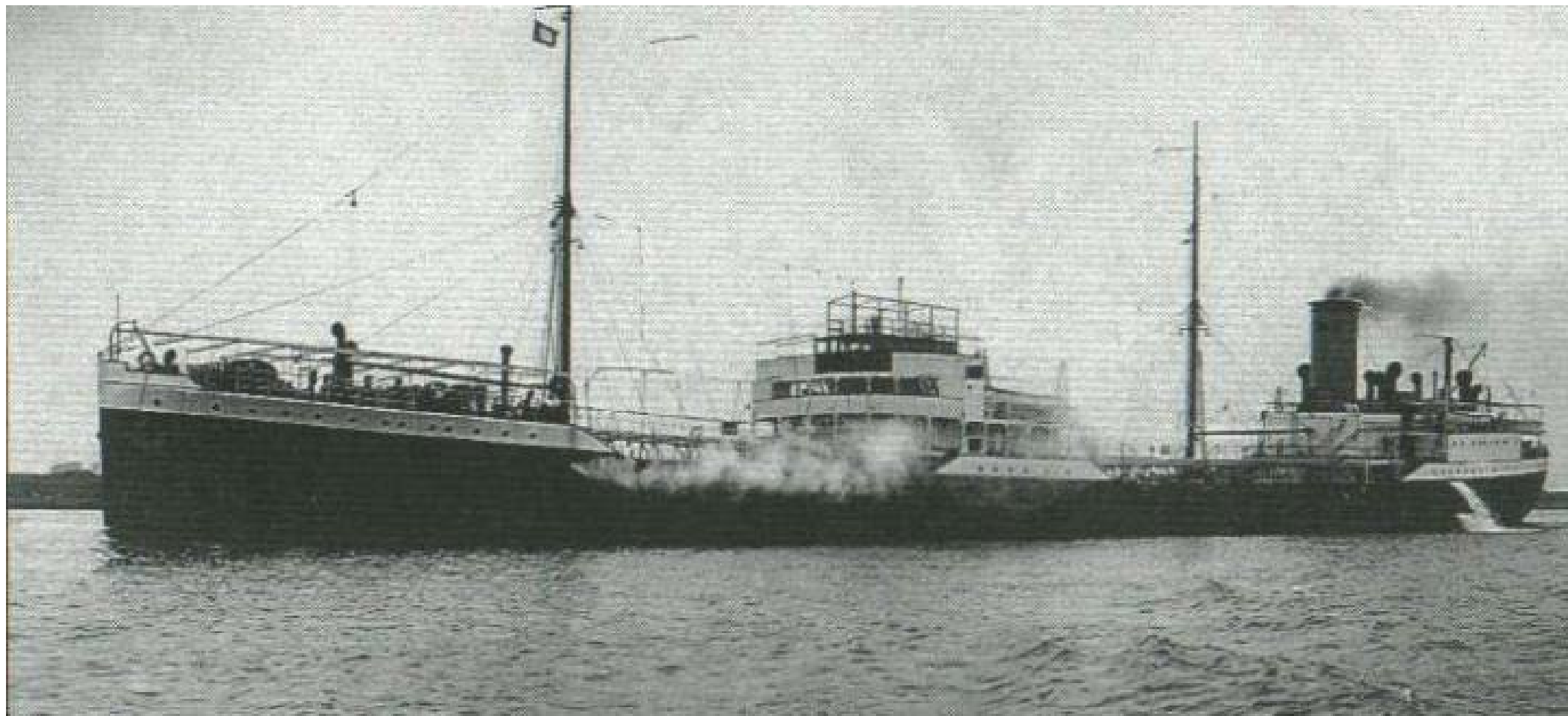
Crew List - No casualties:

Captain R. J. Farsjø	1st Mate Finn S. Block	2nd Mate Bjarne Christensen	Carpenter Olaf Lundgren	Boatswain Julius Engvik	Able Seaman Trygve Aanonlie
Able Seaman Sverre Lund	Ordinary Seaman Robert Sundvall	Ordinary Seaman Arne Dahl	Ordinary Seaman Otto Fredriksen	Ordinary Seaman Ingar Sandberg	Jr. Ordinary Seaman J. Theissens
Jr. Ordinary Seaman Trygve Engbraaten	1st Engineer Gerog Møller	2nd Engineer Andreas Hult	3rd Engineer? Olaf Larsen	Assistant Rolf Gundersen	Pumpman Chung Tham (Chinese?)
Stoker Lauri Sappanen (Finnish?)	Stoker Alf Larsen	Stoker Ingolf Haakonsen	Stoker Reidar Andersen	Oiler Trygve Kristiansen	Oiler Antonius Springel (Nationality?)
Oiler Halvar Sethre	Steward J. G. Hasfeld (Nationality?)	Galley Boy S. Haanstra (Nationality?)	Mess Boy Finn Mikkelsen	Sabon Boy A. Andeweg (Nationality?)	Passenger? Norm. Tjøstolfsen

POST WAR:

Broke in two following an explosion while in drydock in Rio de Janeiro, Jan.12-1949. Scrapped in Rio de Janeiro.

Goldmouth



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**S.S. *Gold Shell* (American Tanker, 1916).
Served as USS *Gold Shell* (ID # 3021) in 1917-1919**

Gold Shell, a 5614 gross ton (12,000 tons displacement) tanker, was built at Wilmington, Delaware, in 1916. On 10 July of that year, while in the Bay of Biscay, she struck a mine and was damaged. Following repairs, she was chartered by the Navy for World War I service and, in August 1917, placed in commission as USS *Gold Shell* (with the registry ID # 3021 being assigned to her about a year later). For the rest of 1917 and nearly all of 1918 the ship transported fuel oil across the Atlantic from the United States to France and the British Isles. The last of nine such voyage ended in December 1918, and *Gold Shell* spent the next three months at New York. She was decommissioned in early March 1919 and turned over to the U.S. Shipping Board for return to her owners, the Shell Oil Company.

This page features the only view we have concerning the tanker *Gold Shell* of 1916, which was USS *Gold Shell* (ID # 3021) in 1917-1919.

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Click on the small photograph to prompt a larger view of the same image.

Photo #: NH 104071

S.S. *Gold Shell* (American Tanker, 1916)

Possibly photographed on 10 August 1917, when she was inspected by the Third Naval District. She was already USS *Gold Shell* (ID # 3021) by that date. Built in 1916 by Harlan and Hollingsworth of Wilmington, Delaware, this ship was chartered by the Navy for World War I service and placed in commission on 8 August 1917. She was decommissioned on 5 March 1919 and returned to her owner, the Shell Oil Company.

U.S. Naval Historical Center Photograph.

Online Image: 32KB; 740 x 265 pixels



Name	GOULDIA
Type	Tanker
Yard Number	1159
Launched	29/07/1946
Completed	11/1946
Off. Number	301084
Engine builder	Shipbuilder
Engine type	T. 6cyl., twin screw
GRT	5040
Length (feet)	401.6
Beam (feet)	62.9
First owner	N.V. Curaçaosche Scheepvaart Mij., Willemstad
History	1954 Cia. Shell de Venezuela, Maracaibo
	1960 Shell Petroleum Co., London
	1960 Shell Tankers Ltd., London
	1964 Shell Tankers (U.K.) Ltd., London
Fate	01/07/1965 breaking began at Hong Kong

