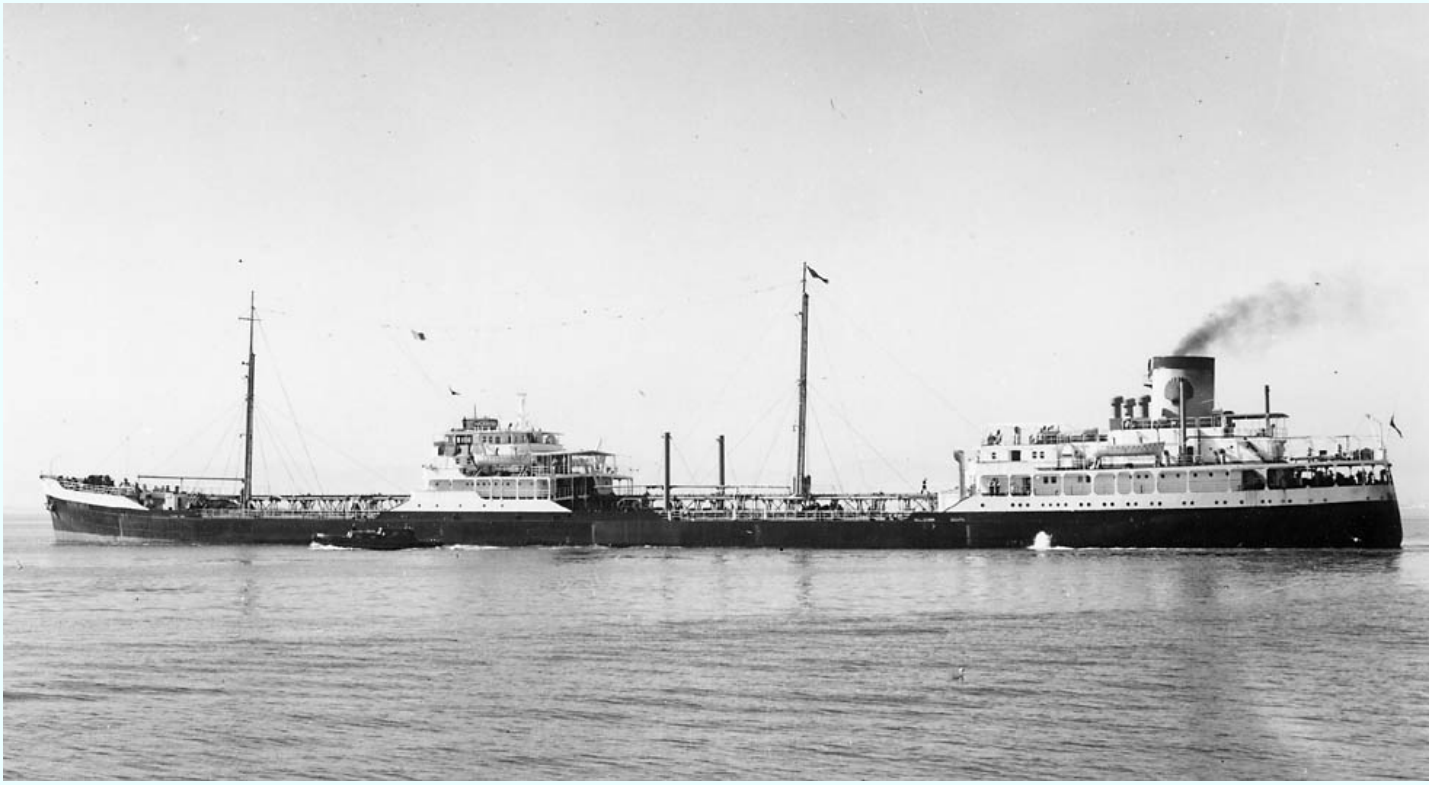
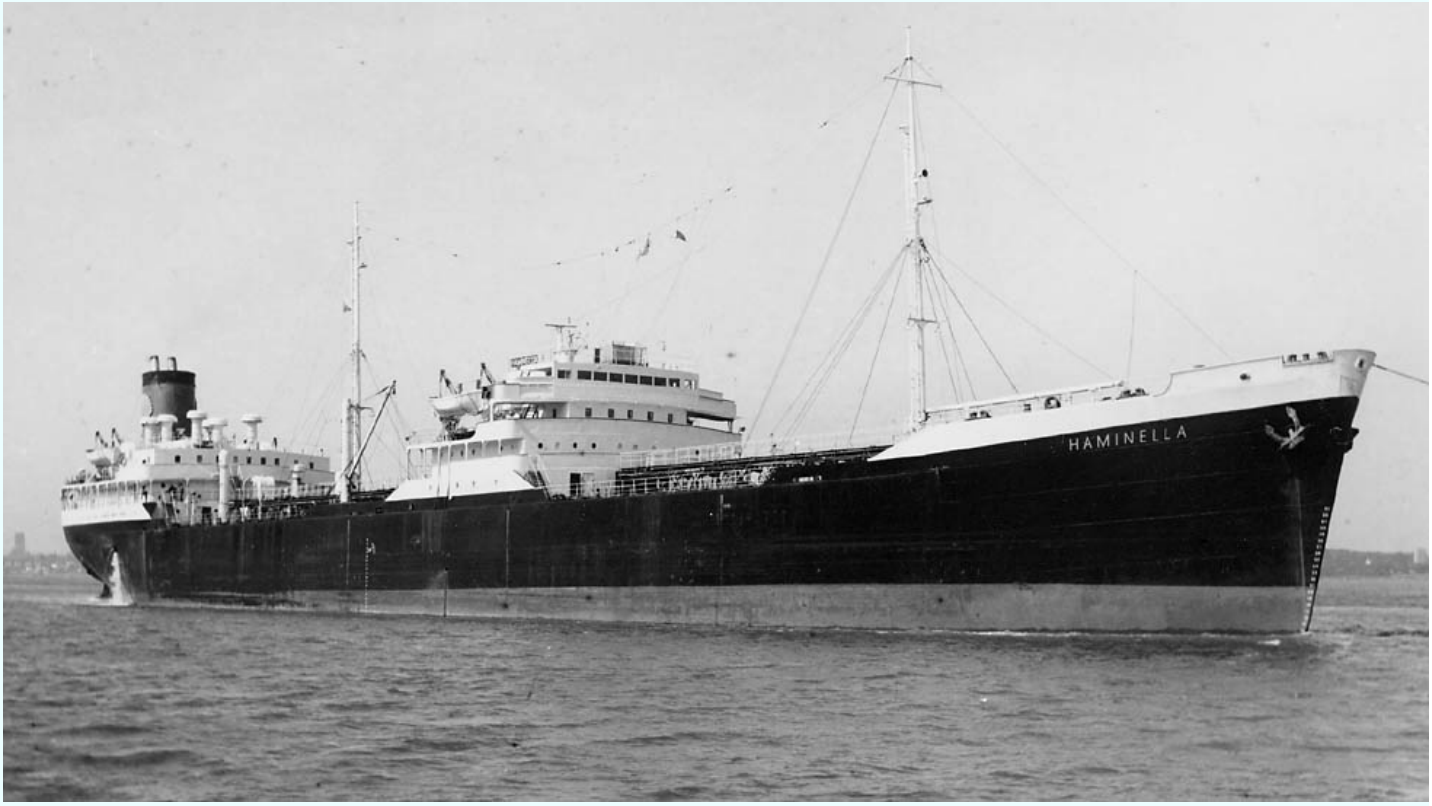
Name	HADRA
Type	Tanker
Yard Number	1229
Launched	20/11/1953
Completed	06/1954
Off. Number	186073
Engine builder	Hawthorn Leslie, Hebburn
Engine type	Steam turbines
GRT	12169
Length (feet)	555.8
Beam (feet)	69.5
First owner	Shell Bermuda (Overseas) Ltd., Hamilton, Bermuda
History	
Fate	06/05/1975 arrived at Kaohsiung for breaking

Name	HADRIANIA
Type	Tanker
Yard Number	1231
Launched	01/06/1954
Completed	11/1954
Off. Number	186154
Engine builder	Hawthorn Leslie, Hebburn
Engine type	Steam turbines
GRT	12160
Length (feet)	555.8
Beam (feet)	69.5
First owner	Shell Bermuda (Overseas) Ltd., Hamilton, Bermuda
History	
Fate	15/04/1975 arrived at Kaohsiung for breaking

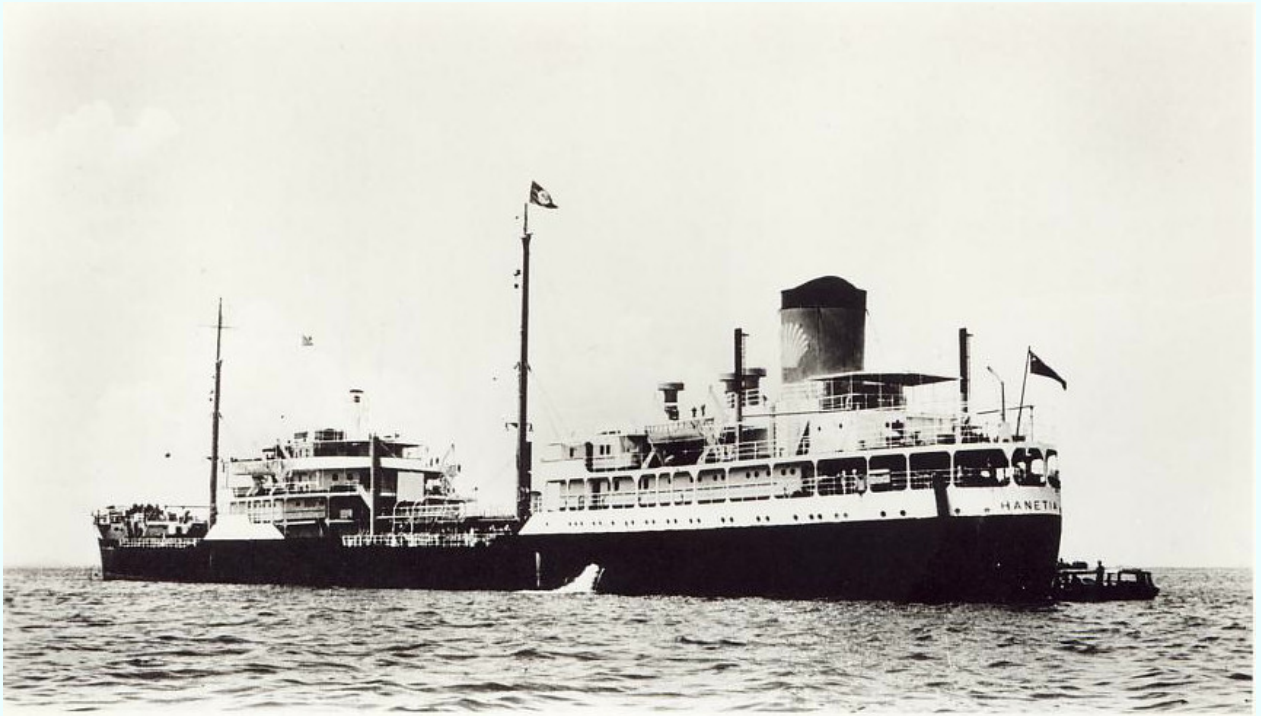


Name	HAMINEA
Type	Tanker
Yard Number	1234
Launched	25/03/1955
Completed	10/1955
Off. Number	186292
Engine builder	Hawthorn Leslie, Hebburn
Engine type	Steam turbines
GRT	12191
Length (feet)	555.8
Beam (feet)	69.5
First owner	Shell Bermuda (Overseas) Ltd., Hamilton, Bermuda
History	
Fate	19/11/1972 arrived at Whampoa for breaking

Name	HAMINELLA
Type	Tanker
Yard Number	1243
Launched	20/11/1956
Completed	05/1957
Off. Number	187572
Engine builder	Hawthorn Leslie, Hebburn
Engine type	Steam turbines
GRT	12189
Length (feet)	555.8
Beam (feet)	69.5
First owner	Tanker Finance Ltd., London
History	1976 Shell Tankers Ltd.
Fate	28/04/1976 arrived at Vinaroz breaking



Name	HANETIA
Type	Tanker
Yard Number	1245
Launched	30/05/1957
Completed	10/1957
Off. Number	187655
Engine builder	Hawthorn Leslie, Hebburn
Engine type	Steam turbines
GRT	12189
Length (feet)	555.8
Beam (feet)	69.5
First owner	Tanker Finance Ltd., London
History	1976 Shell Tankers Ltd.
Fate	23/10/1975 arrived at Kaohsiung for breaking.



SHELL TANKER s.s. "HANETIA" 19,028 D.W. TONS.


HANETIA

Name	HARTLEPOOL
Type	Cargo, trunk deck
Yard Number	402
Launched	19/11/1903
Completed	01/1904
Off. Number	115162
Engine builder	Blair & Co., Stockton-on-Tees
Engine type	T. 3 cyl.
GRT	4409
Length (feet)	349.5
Beam (feet)	50
First owner	Pool Shipping Co. Ltd. (R. Ropner & Co.), West Hartlepool
History	1918 converted to tanker
	1920 Anglo-Saxon Petroleum Co. Ltd., London
	1921 renamed PURPURA
Fate	27/12/1931 arrived at Osaka for delivery to Japanese breakers.

Photo collection of Clive Ketley

Name	HAVRE
Type	Cargo
Yard Number	713
Launched	03/08/1905
Completed	09/1905
Off. Number	118720
Engine builder	Central Marine Engine Works, West Hartlepool
Engine type	T. 3cyl., engine aft
GRT	2024
Length (feet)	288
Beam (feet)	39
First owner	London & Paris S.S. Co. Ltd. (F. C. Strick & Co.), Swansea
History	1912 Anglo-Saxon Petroleum Co. Ltd., London
Fate	10/06/1942 torpedoed by U.431 when 50 miles west of Alexandria on passage to Tobruk with cased benzine.


HAVRE

6) S.S. Hemitrochus GCDH (Shell Tankers) 12265 GRT 7500 SHP R/O Manila 3/9/70 - 26/10/70 London. Re-signed on articles.
7) S.S. Hemitrochus (Shell Tankers) R/O London 27/10/70 - 29/3/71 Singapore. (Fire)

This was one of my first long distance flights, and going out to a place many could only dream of – Manila Philippines. I flew London-Paris then via Tehran, Bangkok, and Nohm Pehn (Vietnam) where I had to catch another flight to Hongkong and Manila. It was Typhoon time, and the area had narrowly missed being hit. The place was lashed with rain which had caused some landslides. From the aircraft window I could see flooded fields and roads as we landed. Then I remember a very wet taxi ride to the hotel, and later back to the airport again. Arrival at Manila was rather disappointing. It was hot but very wet and humid, with heavy cloud cover. The ship was there a few days whilst discharging, so I could do a bit of exploring. Some of the other officers introduced me to the girlie bars in the Manila “red light” district, but I could not afford more than a beer or two! Even then, the American dollar was all powerful. Some of the signs outside the bars made one think twice about going inside anyway. “Check in all guns and knives before entering” was written beside a kiosk barring the entrance to one bar! Also just outside were various clinics offering help combating some of the more unfortunate social diseases! I was impressed by the colourfully decorated “Jeepneys” (jeeps and trucks used as small busses or collective taxies) of all sizes, as well as the apparent cheerfulness of people despite the poverty, mud, puddles and rain.

On this ship, I travelled 3 times around the world carrying lubricating oils from the big Shell oil refinery at Curacao. The route was generally Cape Town, Northern India, Singapore, Bangkok, Japan, Panama then back through the canal to Curacao. The ship was one of the older Shell tankers, with split accommodation. Engineers, crew, bar and saloon aft, Deck officers amidships. It was a steam turbine driven ship, which made for a very quiet vibration

free ride. When fully loaded in heavy weather however, the trip aft could be somewhat "interesting", as waves washed over the deck, even reaching the raised catwalk at times. All the Shell tankers are named after a particular type of sea shell, some of them quite rare. Every ship has an example of the shell it is named after, in a display box, sometimes tastefully lit, at some prominent point within the accommodation. Our one was displayed in the officers bar. It was in an illuminated display case, set into the forward bulkhead. The ship was sometimes affectionately nicknamed the "Hemifoofoo" or sometimes just the "Trochus". The radio equipment included a Commandant 400 watt SSB transmitter (which had recently replaced an Oceanspan 7), and the ubiquitous Atalanta main receiver. The standard Marconi reserve receiver, transmitter and Auto alarm etc were of course also present. The antenna was however good. Like all split accommodation tankers, the radio room is amidships, and the antenna was rigged from the foremast to the after mast. We therefore had a wonderful high T antenna, the downlead to the radio room coming from the middle.

We used to load in Curacao using a small hose leading into open deck inspection hatches to prevent contamination of the highly refined lubricating oils in the ships own pipelines. It also allowed us to load several grades simultaneously. All valves were kept closed, and at least two valves must separate various grades. It was quite a slow process taking several days. The cargo was very valuable, so great care was taken to see it remained absolutely pure. This was why the “over the top” loading method was used instead of the much faster method of using the ships own pipelines and manifolds. “Over the top” meant we took hoses from the shore connections directly into the tank inspection covers, thus preventing any possibility of mixing. We carried up to seven different grades in various tanks. I carried a few samples of the cargo in the radio room for various oiling purposes. One was very thin and clear like water. Another was a thick green coloured “gunk”, plus a few in between! The big workup really occurred after we had discharged, and all the tanks had to be cleaned. This was a major undertaking, with firstly a hot wash with almost boiling sea water fired at high pressure from rotating “guns” placed in the inspection hatches. Then followed a cold high pressure wash with sea water. Afterwards the crew would climb inside and use fresh water hoses to wash down the tank walls. Finally all traces of water would be mopped up by hand until the tanks were totally clean and dry. Before loading, each tank would be inspected both by us and the oil company, to check it came up to the high standards of cleanliness required. At the end, you could literally have eaten your dinner off the tank bottom – provided you cleaned up your mess afterwards!

I met a friendly radio amateur in Curacao who also had a private pilot's licence. He knew I loved flying, so he offered to fly me over to Aruba in a small Cessna. We landed quickly, so I could get off, then while he took a photographer around for aerial views of Aruba, I had a wander around the small island and a beer at the yacht club. The photographer didn't want anyone else in the plane who might obstruct his views whilst photographing. Aruba is small but picturesque with wonderfully clear water. It is a diving paradise , where many come to visit the reefs and see the beautiful marine life. The photographer was left on the island, so just myself and my friend the pilot flew back. It became rather interesting as my friend wanted some fun. On the way we "wave hopped" flying only a few feet above the sea, having to pull up to fly over the ocean swell – we were that low! On approaching Curacao we had to actually climb up over the low cliffs! It was really a very exhilarating flight. Some people having a picnic on the cliffs were somewhat surprised and somewhat apprehensive as we roared low overhead.

As Salty seamen, we sometimes visited some very interesting night life areas in Curacao when having an evening ashore, places the average tourist never gets to see and very rarely even hears about! As we got to know the locals, they gave us plenty of pointers where to

spend our money! Even on a small island, you can sometimes experience things not to be found even in big cities. (Further descriptions deleted by the censor!)

Despite the huge oil refinery operated by Shell, there were some wonderful beaches on the other end of the island. Quite a number of tourist hotels did a good trade, and the main town of Willemstad itself was very picturesque, clearly showing its colonial Dutch heritage. The refinery was on the opposite side of the island, a very rocky area with no beaches. We used to swim in a bay fenced off from the sea to prevent sharks or other undesirable big fish from entering. Right next to us was an old fort, reputed to have been used by Captain Morgan. The water was wonderfully clear, warm and with lots of small fish swimming around the coral on the sea floor. This pool could only be reached after a bit of a scramble over some pretty rough rocky areas, but even so, beers were carried to ward off the pangs of thirst! These were then put in the sea to keep cool. The taste of a cold beer with a slight tang of salt on a hot day was marvellous!

Fire

At the end of my last voyage on this ship we experienced a serious boiler fire whilst alongside in Singapore. It was around 2pm in the afternoon, and most of the crew were ashore, when suddenly sparks started to fly from the funnel. Within a few minutes it grew until it looked like a huge Roman Candle. Lots of Singaporeans fishing from the quay just suddenly and quietly melted away! I was just packing for pay-off when the fire alarm sounded. At first I thought it was a mistake, until looking outside I saw our firework display from the funnel. My normal duty station was in the radio room or on the bridge, but as we were alongside, this no longer held true. Due to the shortage of manpower, I ended up playing fireman with a high pressure sea water hose spraying over the rear accommodation and outside of the funnel to keep it all cool and prevent the plentiful sparks igniting anything. I was told not to put water INTO funnel, as our small amount of probably would not cool the fire enough. White hot iron would just decompose the water into Hydrogen and Oxygen and possibly even make the fire worse.

The shore-side fire brigade could not or would not help (Their excuse was that they couldn't get their fire engines up the jetty). We finally ended up with a large harbour fire monitor alongside us, with three fire cannons pumping thousands of gallons of water per minute high up into the air and letting it fall into funnel. It looked really spectacular with the floodlights shining up from the fire boat, and the streams of water and steam.

After about 2-3 hours of this, the fire was out, and it was all cooling down. I heard that the apparent cause was the engineers failing to wait long enough before opening the firebox door for a boiler inspection. It seems that soot in the uptakes was still hot enough to burn, and fresh air from the open door caused it to ignite. Next day, I was told that the particular boiler concerned was just so much solidified junk! Luckily, the ship had two, so it could still continue the voyage, and limp along until the boiler could be re-built.

I was totally wet and filthy dirty, so even though I should have flown home that afternoon, I told the Captain I could not pay off before my gear was dry and clean. Luckily, despite his other problems, he saw the point, and arranged that I had a few days in the Cockpit hotel at Singapore before coming home.

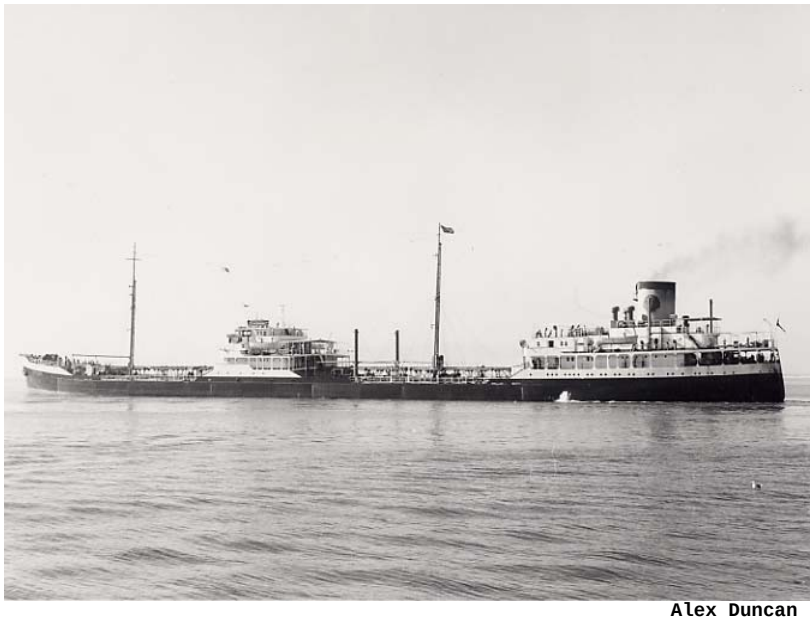
It was lucky the cargo was relatively non-inflammable lubricating oils, but it still played havoc with my adrenalin levels! Fire at sea is the dread of all seamen, as a ship has so many points where things can so quickly go very wrong indeed. A fire on an oil tanker is perhaps one of the worst scenarios one can think of. The engine room of any ship also contains many tanks

filled with inflammable fluids, so if a fire does once get out of control, it is usually a major catastrophe.

The ship left to make its slow way to the next ports. Eventually, I later heard that the boiler was repaired, and the ship could run at its normal speed again. After a few days sorting myself out in Singapore, I flew back to England to have a well earned leave.

Funnel fire

s.t.s Hadriania



Alex Duncan

The s.t.s Hadriania was built by Smiths Bock Co Ltd, Middlesbourgh in 1954 for Shell Bermuda (Overseas)Ltd. She was fitted with steam turbines by Hawthorn ,Leslie & Co. General dimensions are 555`x 69` 12160grt. It looks like she had a trouble free and unremarkable career and was finally scrapped in Kaohsiung15th April 1975.

Courtesy of the John & Marion Clarkson Collection

My Dad joined the Hadriania as a Jnr Deck Aprentice on the 22nd January 1957. It must have been quite daunting seeing this large tanker that was about to become your home for the next nine months.

Mike Lennon Collection

Hadriania awaiting orders. Anon

Courtesy of the VHYoung & LASawyer Collection

Hadriania, probably in the English Channel.

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

Great Lakes Fleet Page Vessel Feature -- *Hamilton Energy*

= Shell Scientist By George Wharton

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

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

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

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

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

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

Overall Dimensions (metric)	
Length	201' 05" (61.39m)
Beam	34' 01" (10.39m)
Depth	14' 09" (4.50m)
Capacity (mid-summer)	1,260 tons (1,280 mt) at a draft of 13' 10" (4.21m)
Power (diesel)	1,500 b.h.p.(1,104 KW)

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Harpa and Pinna

Singapore Whirlwind
December saw the Janpanese pour over South-Eastern Asia and the islands pf the Pacific. In spectacular manner they swept through Hong Kong, the Philippines, British North Borneo and Malaya. With the enemy established in airfields within striking distance of the Straits, shipping was subject to repeated attack. The small tanker motor vessel *Harpa* (Capt C. A. Howarth) suffered damages on the 22 December at Port Swettenham and lost on 27 January in the Singapore Straits en route to Batavia with a full cargo of aviation spirits. The vessel took fire from stem to stern, and of the ship's company forty one British and Chinese twenty nine were lost. A few days later on 3 February, another Anglo Saxon vessel *SS Pinna* (Capt W. A. Thomas) was attacked by a Japanese formation of high level bombers. One bomb made a direct hit on the fo'sle-head killing twenty Chinese, and fire broke out immediately. Courageous efforts by the officers succeeded in getting this blaze under control, but on the following day the tanker was bombed again and had to be abandoned. A number of survivors from the *Harpa* and the *Pinna*, together with members of the Shell marine staff, voluntarily crewed small craft and succeeded in evacuating many Servise men and civilians from Singapore amid the confusion and dangers just before the surrender.
Extract from Tanker Fleet Stanton Hope 1948

MV Harpa (+1942)

Details

general

nationality:	british
purpose:	transport
type:	tanker
propulsion:	motor vessel
date built:	1930
is nickname:	no
status:	unknown

details

weight (tons):	3007 grt
dimensions:	96,1 x 15,26 x 5,87 m
engine:	2x 6cyl diesel engines, twin screws
armament:	armed merchant ship
power:	380 n.h.p.
speed:	9 knots

about the loss

cause lost:	mine
date lost:	27/01/1942 [dd/mm/yyyy]
casualties:	35

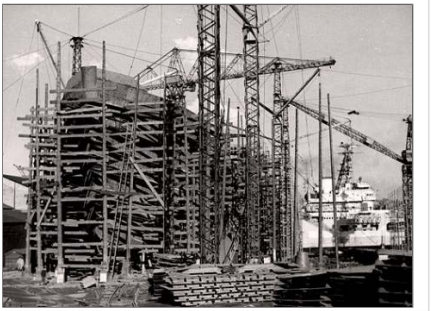
about people

builder:	Hawthorn Leslie & Co. Ltd. (R & W Hawthorn), Hebburn-On-Tyne
owner:	Anglo-Saxon Petroleum Co. Ltd., London
captain:	Charles Alexander Howarth
complement:	2
no. of crew:	37

about the wreck

depth:	
orientation:	
protected:	

Pictures



Lockett Graham 12/02/2010

Hawthorn Leslie Hebburn Yard

1946

copyrights: Unknown - onbekend - inconnu

ref. used:

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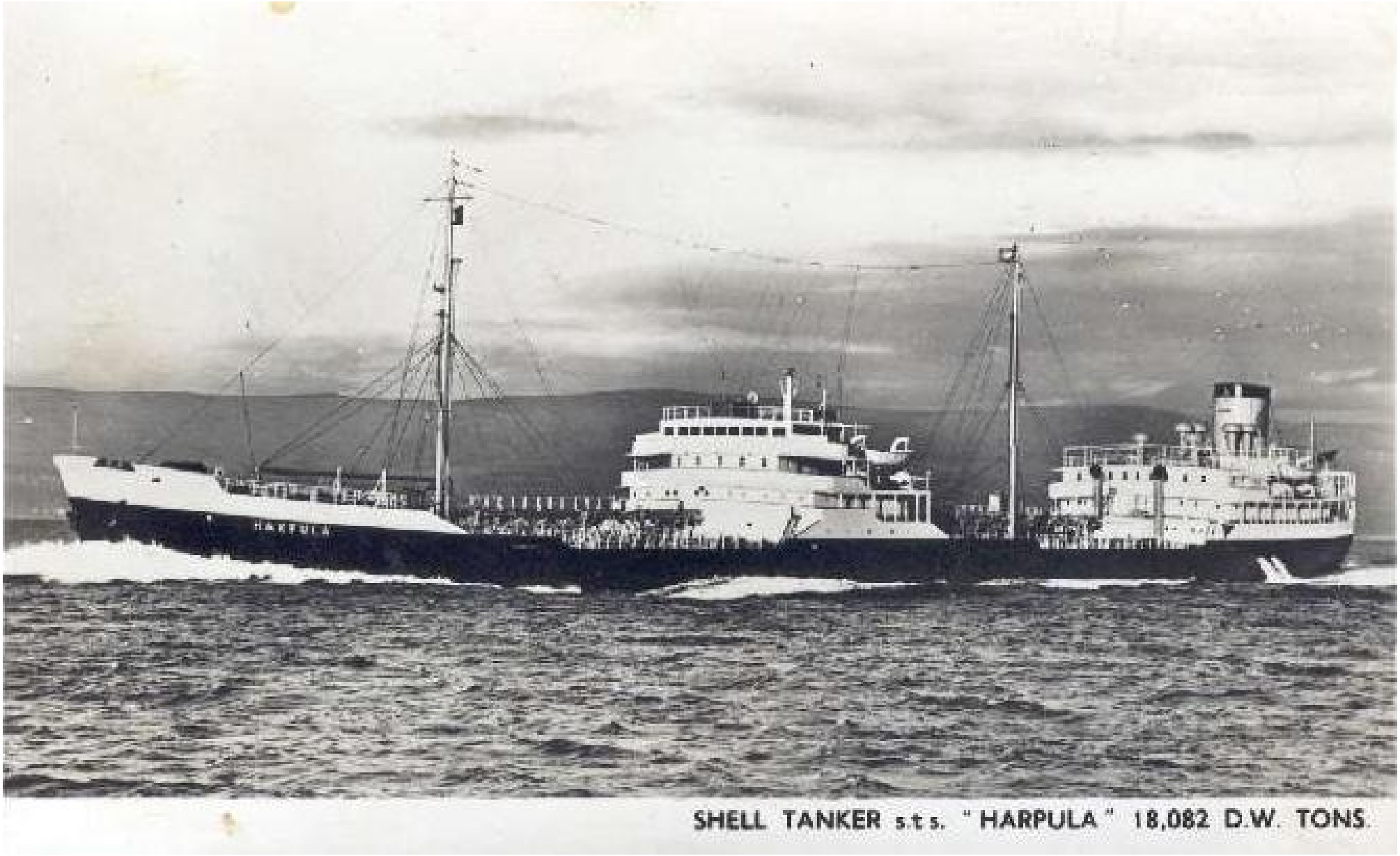
History

Allen Tony 17/01/2008

MV Harpa was a tanker of the Anglo-Saxon Petroleum Company (later Royal Dutch/Shell). Built by Hawthorn, Leslie & Co. Ltd. in Hebburn, England. Build number 575, callsign GTQK, launched 5th December 1930. Was in service with the British Merchant Navy during World War II and bombed on the 22nd December 1941 at Port Swettenham, with the loss of 4 engineering officers. Was sunk by a British sea mine in Main Strait, Singapore en route to Batavia with a full cargo of aviation spirit on the 27th January 1942 with the loss of 7 British officers and 25 Chinese crew:

sts Harpula



Belfast Launch

28th April 1956: Lady Forbes launches 'Harvella', the tanker, built for Shell by Harland and Wolff, at Belfast shipyards. Behind her are Sir Frederick Rebbeck, MD of Harland and Wolff, Sir A Forbes, Chairman of the Iron and Steel Board and Director of Shell Transport and A S C Hulton, MD of Shell Tankers. (Photo by Fox Photos/Getty Images)

Ggwen

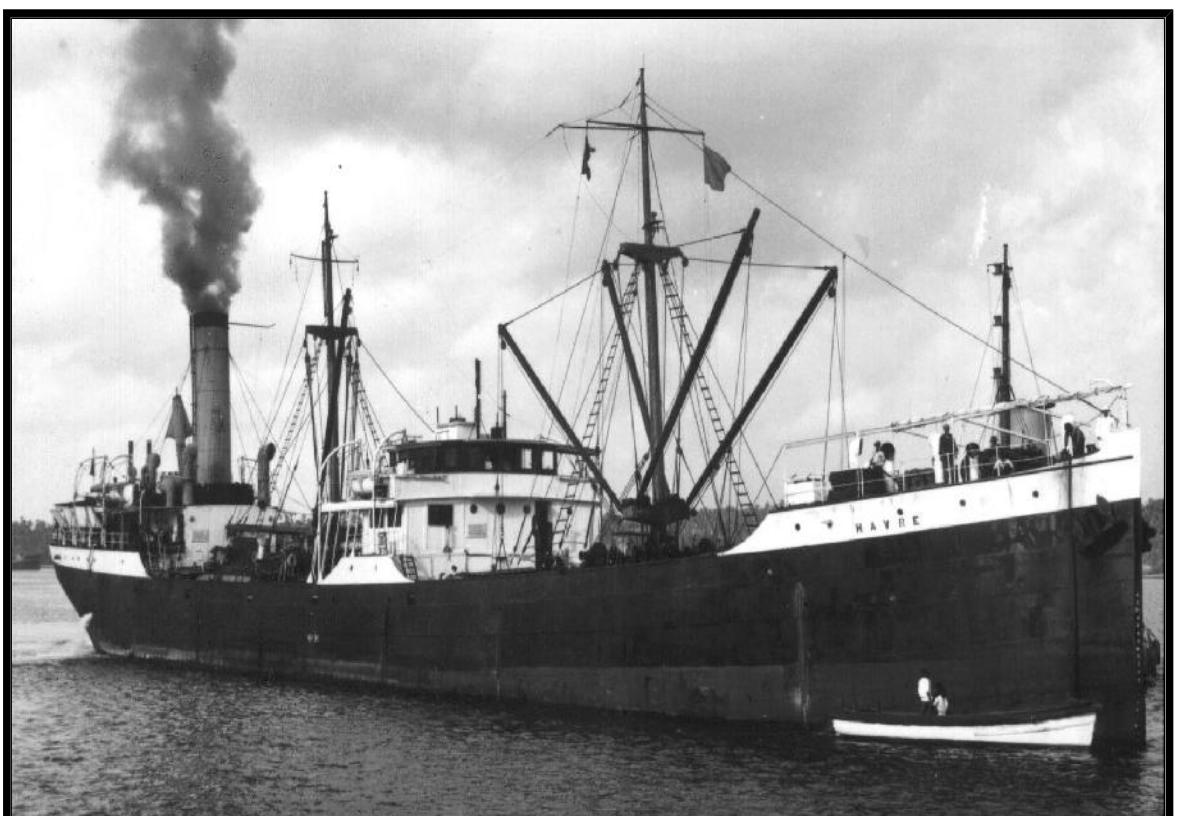
Haustellum (1954)

Haustrum built Hawthorn,Leslie & Co, Hebburn on Tyne February 1954
12090 G tons, Steam Turbine. Scrapped in Taiwan July 1975

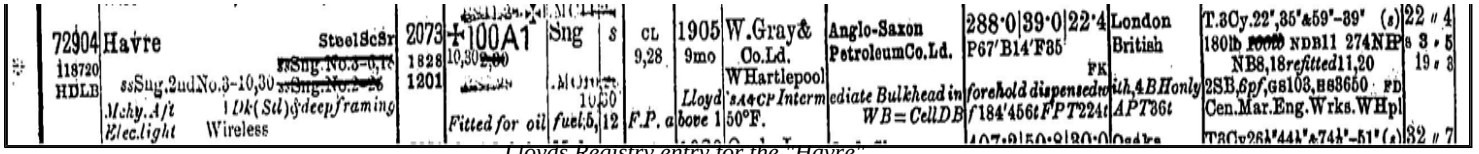
SHELL TANKER s.s. "HAUSTRUM". 18,862 D.W. TONS

Havre:

The **Havre** was a 2024 GRT Steam Cargo Ship built at William Gray & Co., West Hartlepool (Yard No. 713), UK, for London & Paris S.S.Co., Ltd., Swansea (Strick Line). The ship was launched on 03 August 1905 and completed the following September with a length of 288 feet, beam of 39 feet, and draught of 22.4 feet. Propulsion was provided by a single Triple-Expansion engine provided by Central Marine Engine Works, W. Hartlepool, which gave the ship a top speed of 13 knots.



The "Havre"



Lloyds Registry entry for the "Havre"

Very little of the ship's history prior to her sinking has been found to date. One source states that the **Havre** may have possibly acquired by the Anglo-Saxon Petroleum Company in 1912. In the 1930 Lloyd's Registry for ships of the Anglo-Saxon fleet, or rather, the Shell Company, the ship is listed as being part of their fleet.

The Loss of the "Havre":

On 09 June 1942, Convoy AT.49/M departed Alexandria, Egypt destined for Tobruk. The convoy at time of departure consisted of the 5,917 GRT **RFA Brambleaf** and the **Havre** under the command of Master George Christopher Pearson (Note: the ship was loaded with 2,125 tons of cased benzine), plus a number of escort ships. The small convoy was joined later that day by the **Athene** which was on passage from Haifa to Alexandria with a cargo of cased benzine as well, but was directed to join Convoy AT.49/M and proceed to Tobruk. The **Athene** was ordered to fall in line with the convoy behind the lead ship (It is unclear whether the lead ship was the **Havre** or the **Brambleleaf**).

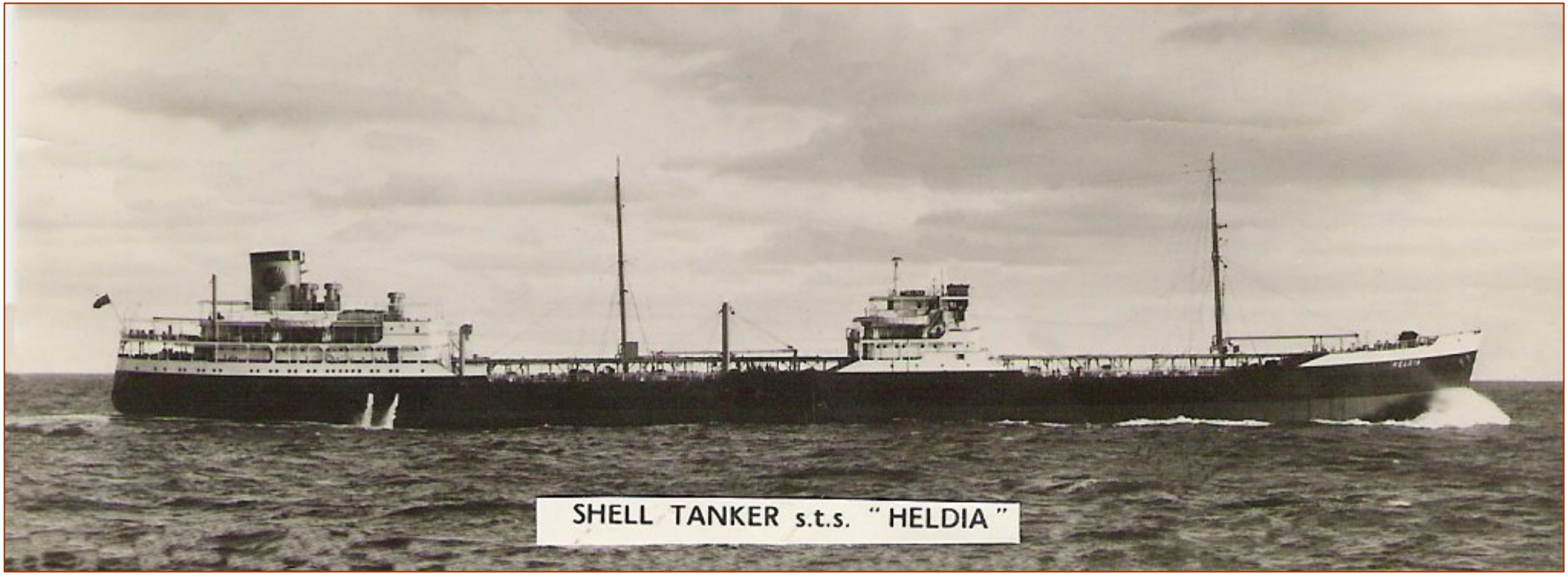
The convoy was sighted by the German submarine U-81 (Friedrich Guggenberger) between Alexandria and Mersa Matruh and proceeded to follow the ships and notified other submarines in the area with the convoy's location. Three other German submarines are known to have responded, the U-431 (Wilhelm Dommes), the U-453 (Freiherr Egon Reiner von Schlippenbach), and the **U-559** (Hans Heidtmann).

The sequence of events concerning the attack which followed are somewhat confusing given the number of submarines involved and no firm indication of which of the convoy ships were in which position within the convoy.

At 0218 on the morning of 10 June 1942, the U-81 fired a torpedo at the convoy when one of the merchant ships and an escort overlapped (increasing the overall chances of hitting something). The torpedo struck one of the convoy ships at position 31.10N/28.36E. This ship is *"generally believed"* to have been the lead ship of the convoy, the **Havre**. However, various sources indicate that the ship may have been attacked by any one of the submarines. (*Warsailors.com* has an interesting account, and argument, concerning which sub sank which ship in this convoy.)

The **Havre** sank at **position 31.10N/28.36E in over 400 meters of water** with the loss of 20 lives out of the 47 men onboard. The ship's Master, George Christopher Pearson, 17 Crew, and 2 Gunners lost their lives. The remaining personnel were rescued and delivered to Mersa Matruh, possibly by the **HMS Parktown**. Research ongoing.....

ss Heldia



The “**Helicina**” was originally intended for a purpose for which she was never needed. With ever increasing demands for aviation fuel in 1942, the decision was taken to build a series of fast tankers that could sail fully loaded, independently from the USA to a British port.

At that phase of World War 2 a convoy’s speed, even in good weather, could average only 9 knots. All too often ships sailing independently, even at what was then a higher than average speed, were successfully targeted by U-boats. Before the introduction of acoustic torpedoes – by the Allies and the Axis forces – speed and course alterations enhanced survival; hence Cunard’s two Queens being able to sustain the vital Trans Atlantic task as high capacity troop transports.

The design phase, for a trio of fast tankers with the ability to carry 18,000 tonnes of refined products at 18 knots, was started in 1942 and was entrusted to Shell. One outstanding feature of the Churchill lead government was placing men and women of proved talent in leading positions: the better known ones remain famous more than half a century later: Beaverbrook organising aircraft production: Woolton the distribution of food: Leathers for war transport. It was lucky that John Lamb, Shell’s Chief Marine Superintendent was the man behind the concept of the fast tankers for he was also the most influential member of the wartime Petroleum Board’s Tanker Tonnage Committee. No one was better qualified for the job. Born into an under privileged Tyneside family in 1890, John Lamb thirsted after matters technical and maritime and by 1913 held a First Class Chief (engineers) Ticket (Steam). This coincided with the acceptance of the first deep seagoing diesel engined ships upon whose development John Lamb was to have so much influence for the next forty years.

Shell’s tanker division Anglo-Saxon had, in 1910 commissioned the Vulcanus, the world’s first deep sea motor ship, a title usually attributed to Danish East Asiatic’s Selandia two years later. John Lamb joined his first diesel engined ship in 1914 where the job was one of a pioneer in every sense: every day, every watch down below was a challenge and the most innovative person onboard had to be the chief engineer. What made John Lamb different was that, throughout his career, he wrote up his expanding knowledge in a series of text books. It is said that he set aside an early part of each day to do this: as he was torpedoed seven times between 1914 and 1918 one wonders if some of the first copy manuscripts were salt water stained.

The order for the lead ship went to the large and diverse shipbuilders on the Tyne, Swan Hunter Wigham Richardson. Completed in 1945 as the **Hyalina** she was taken over by the Admiralty and commissioned as HMS **Olna** and sailed straight away to become a unit of the British Pacific Fleet with a fuel replenishment task in that far flung fleet. An amendment to the hull’s original design was armour plating in the area of the petrol tanks.

Back at Wallsend, Newcastle, Shell had lost the second ship of the class. Laid down in 1945 as the **Helicina**, the order had been taken over by the Admiralty and become RFA **Oleander** but with the unexpected sudden end to World War 2 with the surrender of Japan in August 1945, she reverted to Shell’s ownership and her original name, being launched by the wife of a Shell director, Lady Godber in March 1946. Delivered in October 1946 it was in an edition of The Shipping World that described her as “the world’s most modern tanker”, to which, in a spasm of honesty could have been added “and one of the most expensive” for everything about the ship was lavish.

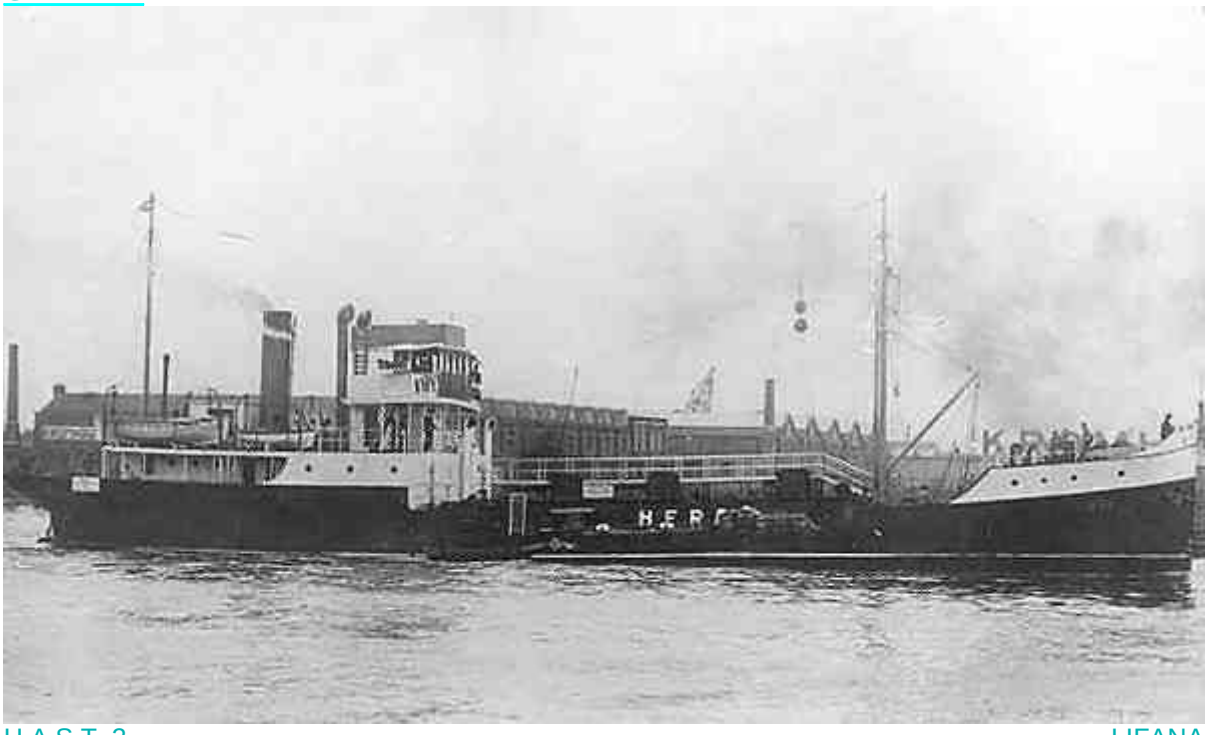
From a nest of three Babcock & Wilcox water tube boilers super heated steam was delivered at 425 lbs per sq inch and a temperature of 740 degrees F to two steam turbine alternators, each producing 5,000KW, to a large propulsion motor that produced 13,000shp making the Helicina one of the highest powered single screw ships afloat. The one-off electrical installation was designed and built by British Thompson- Houston of Rugby. Although capable of over 18 knots in one of John Lamb's numerous papers – this on the performance of Shell's large "N" Class diesel engined tankers – it can be guessed the the **Helicina**'s fuel consumption might have been as high as 120 tonnes per day. Setting aside the nineteen T2 tankers bought from the US government in 1947, the **Helicina** was the first new Shell steam propelled tanker for thirty years.

ss Hemicardium

mv Hemiglypta (1955)

SHELL TANKER s.s. "HEMIMACTRA", 18.219 d.w. tons.


Hemisinus 1957



H.A.S.T. 2 LIFANA

HERA

1915 NWTD

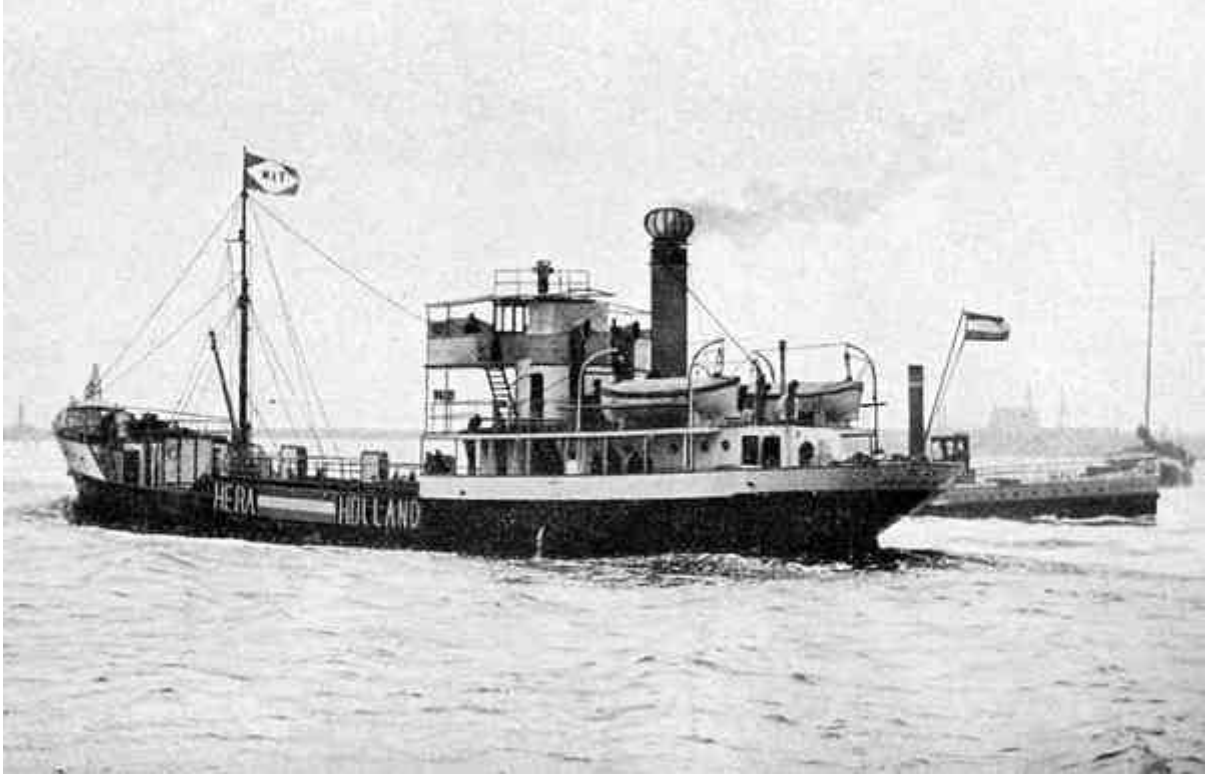
Scheepsbouwerf Dordrecht, Dordrecht (23)
Ned-Ind. Tank-Stoomboot Mij., 's Gravenhage

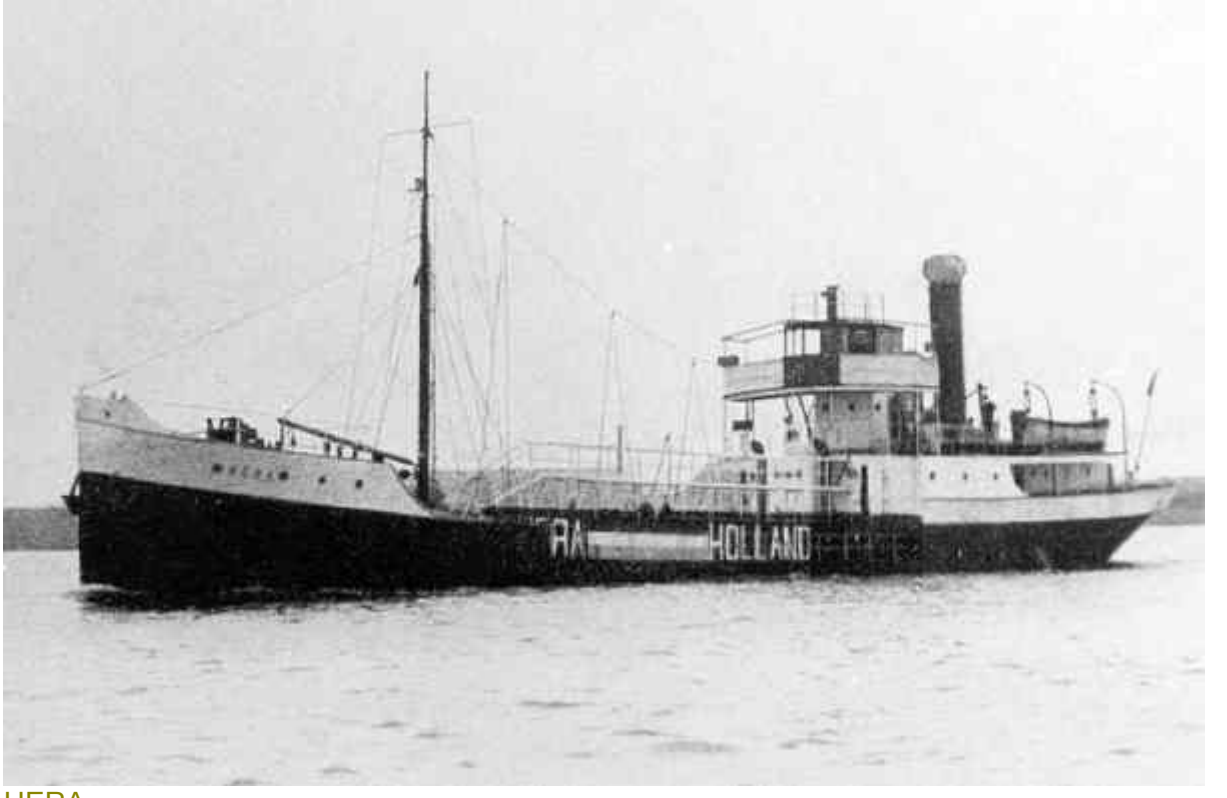
Loa 49,78 m, B 8,71 m, H 3,45 m.
brt 538, dwt 534

2x 2TE 4 cil. Kromhout (400x450)
560 rpk, 8 kn.

Te water als **HERA**. Op 23 december 1915 opgeleverd.

In eerste kwartaal 1926 **SHELL MEX II** voor Anglo Saxon Oil Company, Londen, Britse vlag
In november 1936 voor de sloop naar Sheffield (Pembroke Dock).



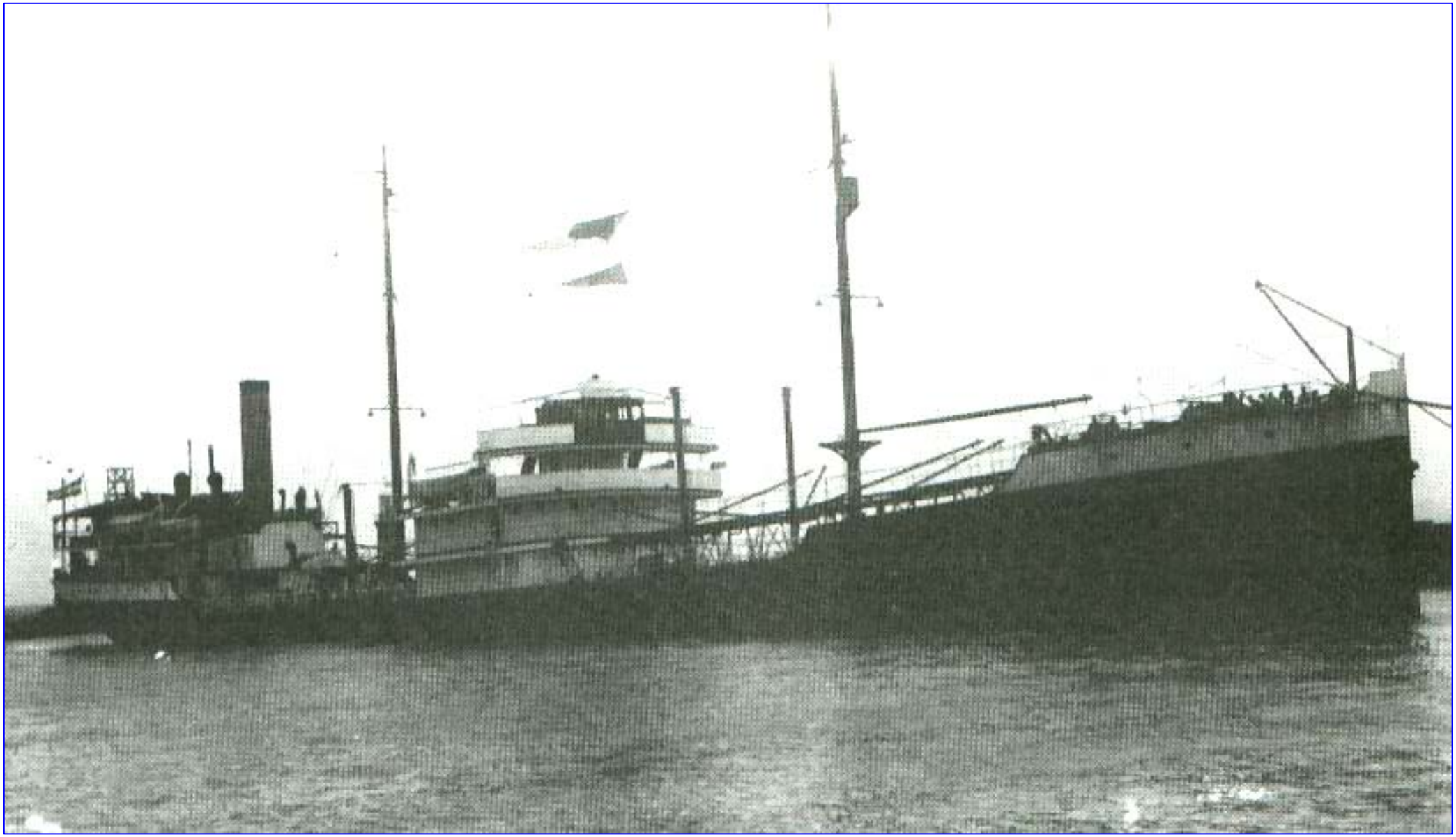


HERA

SHELL MEX II

SHELL MEX II

ss Hermes



MV Hestia (+1917)

Details

general

nationality:	dutch
purpose:	transport
type:	tanker
propulsion:	motor vessel
date built:	1916

details

weight (tons):	959 grt
dimensions:	57,91 x 9,91 x 4,27 m
engine:	Werkspoor diesel engine
power:	800 h.p.
speed:	8 knots

about the loss

cause lost:	gunfire
date lost:	31/03/1917 [dd/mm/yyyy]
casualties:	

about people

builder:	Gebroeders Pot N. V., Bolnes
owner:	Nederlandsch Indische Tankstoomboot Maatschappij N. V.
captain:	

about the wreck

depth:	
orientation:	
protected:	
war grave:	

updates

entered by:	Vleggeert Nico
entered:	03/09/2009
last update:	Vleggeert Nico
last update:	

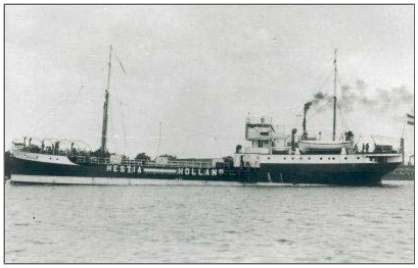
Position

insert new position

The Wreck today

insert wrecksite info

Pictures



Vleggeert Nico 03/09/2009
Hestia
copyrights: Unknown - onbekend - inconnu
ref. used: [1] www.cnooks.nl
[2] Koos Los


insert new picture

History

Vleggeert Nico 03/09/2009

On passage Rotterdam to London, the Dutch motortanker Hestia was torpedoed and shelled by UB-23. She sank 31 miles W of the Maas lightvessel with the loss of 13 of her crew.

translation: Op passage Rotterdam naar Londen, de Nederlandse motortanker Hestia werd getorpedeerd en gebombardeerd door UB-23. Ze zonk 31 mijl W van de Maas lichtschip met het verlies van 13 van haar bemanning.

ref. used: Hocking C., Dictionary of Disasters at Sea during the Age of Steam

insert new history


MV Thirlby

Eastgate
12166 tons
Hull 691

Great Fareastern
1957

A tanker. 557 ft. long overall, (555 ft. 10 in. perpendicular to perpendicular), speed of 14 1/2 knots. Ordered by 'Shell' as ***Hiatula***. But delivered as ***Eastgate*** for 'Turnbull, Scott Shipping Company Limited', a tramp ship company, of London. 'Turnbull, Scott Management Ltd.', also of London, were the managers. The 5th 'Turnbull' vessel of the name. From 1957, ***Eastgate*** was on a '20 years demise charter' to 'Shell Tankers UK'. On the night of Mar. 29/30, 1973, at or about 02:40 a.m. on Mar. 30, 1973, ***Eastgate***, under the command of Trevor Price, (?/1995) en route from Pulau Bukom (a small island 5 km. S. of Singapore noted for its Shell refinery), to Hong Kong, collided with ***Circea***, a 7832 gross ton French refrigerated cargo ship, outbound from Kowloon for Keelung. The conditions at the time? 'Murky fog patches, with visibility less than 2 miles.' At approx. 22.13.17N/114.18.03E, SE of Tathong Point, off Hong Kong. ***Circea*** hit ***Eastgate***'s portside, astern of the bow. ***Eastgate***'s aviation spirit cargo caught fire at the time of impact & extensive damage resulted to her No. 1 port, No. 2 centre & No. 3 starboard tanks, & to the aft accommodation areas. 2 boats left ***Eastgate*** with crew aboard, but some jumped into the water. Local boats came to the rescue & ***Circea*** also launched a lifeboat. 3 lives were however lost, out of the crew of 39, a fireman, a 2nd steward & an able seaman. I read that others were saved as a result of the actions of John Bateson (***Eastgate***'s Chief Engineer) who suffered burns, as a result, that put him off work for 14 months. ***Circea*** caught fire also, but the damage was presumably modest. ***Eastgate*** was, on Mar. 31, 1973, towed into Hong Kong, the remaining cargo discharged, & was there declared to be a constructive total loss. The subsequent Marine Court enquiry, held in late Sep. 1973 at Hong Kong, determined that Captain Price bore no blame for the collision & stated '*the collision was caused by the excessive speed of the Circea, the way that she was handled in known conditions of reduced visibility and in a close quarters situation*'. 'Flight into danger: the story of the TSS Eastgate', a book by Stephen Farley, an ***Eastgate*** fireman, describes that final voyage to Hong Kong, I understand. The vessel was sold in 1973, 'as is, as lies', damaged at Hong Kong, for a price 'in the region of $620,000' to 'Great Fareastern Maritime S.A.', of Panama, & renamed ***Great Fareastern***, solely for the purpose of the passage (under tow?) to ship breakers at Kaohsiung, Taiwan, where it arrived on Jun. 30, 1973. Broken up there by 'Great China Steel Enterprise Co., Ltd.'

ss Hinnites (1956)

YUSOSEN!

(HOKKI MARU in 1931)

IJN HOKKI MARU:

Tabular Record of Movement

1918:
Newcastle-Upon-Tyne, Great Britain. Laid down at Palmer´s Shipbuilding & Iron Co. Ltd. as a 5,601-ton World War I Standard War "Z" Class tanker for Britain's Shipping Controller.

1919:
Launched and named WAR BEGUM.

1919:
Completed. Managed by British Tanker Co.

1920:
Sold to Anglo-Saxon Petroleum Co, London.

1921:
Renamed CONUS, same owner.

1927:
Sold to D/S A/S Jolund (S. Herlofson & Co.), Moss, Norway. Renamed HERBORG.

1928:
Sold to Tonnevolds Rederi A/S, Grimstad; Renamed THELMA.

1937:
Sold to Wheelock & Co, Singapore. Renamed WAR BEGUM again.

1938:
Sold to Kitagawa Sangyo Kaiun K.K. of Osaka. Renamed HOKKI MARU.

1941-1944:
Requisitioned by the IJA. Make voyages as Army No. 751. Returned to her owners.

23 May 1943:

Departs Singapore in Convoy No. 692 consisting of HOKKI, SUEZ and TACHIBANA MARUs without escort.

27 May 1943:
At 1300, arrives at St Jacques.

5 September 1944:
At 1300, HOKKI MARU departs Singapore for Miri, Borneo in convoy SHIMI-10 also containing URAL, SHIKISAN, TATSUHARU, TENSHIN, SHOEI, OMINE, KYOEI and IMAHARU (ex-dutch De KLERK) MARUs and SHINSEI MARU No. 1, KYOEI MARU No. 6 and NANSHIN MARU No. 18 escorted by auxiliary minesweepers CHOUN MARU No. 6 and CHOUN MARU No. 7 and auxiliary minesweeper TOSHI MARU No. 2.

8 September 1944:
At 0530, arrives at Kuching, Borneo.

9 September 1944:
Departs at midnight.

11 September 1944:
At 1230, arrives at Miri.

15 September 1944:
At 1500, HOKKI MARU departs Miri for Manila, Philippines in convoy MIMA-11 (also called MI-16) also containing fleet oiler KAMOI and TACHIBANA, KYOKUHO, SHIKISAN, ZUIYO, TATSUHARU, TENSHIN, SHOEI, OMINE, URAL, KYOEI and IMAHARU (ex-Dutch De KLERK) MARUs and SHINSEI MARU No. 1, YAMAMIZU MARU No. 2 and KYOEI MARU No. 6 escorted by kaibokan CD-8, CD-25, and CD-32 and subchaser CH-28. The convoy hugs the coast calling at various small anchorages.

27 September 1944:
At 0807, USS FLASHER (SS-249) torpedoes and sinks transport URAL MARU and damages tanker TACHIBANA MARU at 15-45'N, 117-20E.

At 1007, LtCdr Donald G. Baer's LAPON (SS-260) fires three torpedoes at the fourth ship in line and gets two or three hits on HOKKI MARU at 15-45N, 117-48E. She catches fire and is abandoned. OMINE MARU takes her in tow, but she sinks at 15-50N, 117-41E. Two crewmen are KIA.

The escorts counterattack LAPON with depth charges, but Baer evades and escapes.

Navigation
Home
Countries
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War-time Stories
Survivor Stories
Shipping News
Sitemap

Hornshell

Hornshell 12.400 tons. No record exists of how tanker men endured, survived, and returned to their occupation 'The Sea' would be complete without referring to an incident in July 1941, involving the **Hornshell** of the Anglo Saxon fleet under command Captain A. MacDougall proceeding in ballast from Gibralta to Trinidad. On 26th in position mid-Atlantic she was torpedoed without warning at 9pm. the submarine remained undetected. The damage was severe the engine-room flooded, anticipating further attack Captain MacDougall ordered the boats away and to keep well clear of the ship. The master remained on board in an attempt to send a radio message on the emergency radio gear as the radio room had been destroyed. He was then joined by the Third Officer and Second Radio Officer who had returned after seeing the last boat away. Messages giving position were sent on the emergency transmitter, and then three more torpedoes exploded in the ship, the last one after the Captain and both Officers had abandoned the ship.

Hornshell like San Florentino had suffered the full explosion of four deadly 'fish'. She turned turtle during the night, yet remained capsized and afloat. The boats then set sail for Madiera but soon had parted company, No1 boat the Captain's was sighted and rescued by the Brazilian ship Cuyaba and landed safely at Recife, Pernambuco. No2 boat in charge of the Chief Officer, was never seen again and all occupants were lost without trace bringing the casualty list to seventeen, No3 boat with the Second Officer was picked up on 6 August by the Africa Occidental and crew landed St Vincent in the Cape Verde Islands.

The determined struggle for survival is epitomized by the experience of No. 4 Boat in charge of Mr Harvey Third Officer and his day by day record of the last nineteen days, he reported squalls and progress with continual bailing of the lifeboat '150 buckets of water an hour to remain afloat'.

29 July 'rain rough sea and swell. lost sight of other boats. Rations two dippers of water. two biscuits per man, one tin of sardines, one tin of milk, one tin of corned beef between 14 men.

30th July Boat bumping and shipping water. No sleep Chinese refuse to do any baling scared of the seas.

31st July 5th Engineer assists with steering as the finger on my right hand has turned septic and I have a fever.

7th August Moderate sea fine and clear, Mr Walker delirious. my arm very swollen , I have difficulty writing.

8th August Mr Walker died this morning, consigned his body to the deep at 22 hours with a few short prayers, crew superstitious now for to-day is our 13th day in the boat and 13 of us are left alive. The boat has not sighted Madeira or the Canary Islands so altered course to head for the African Coast.

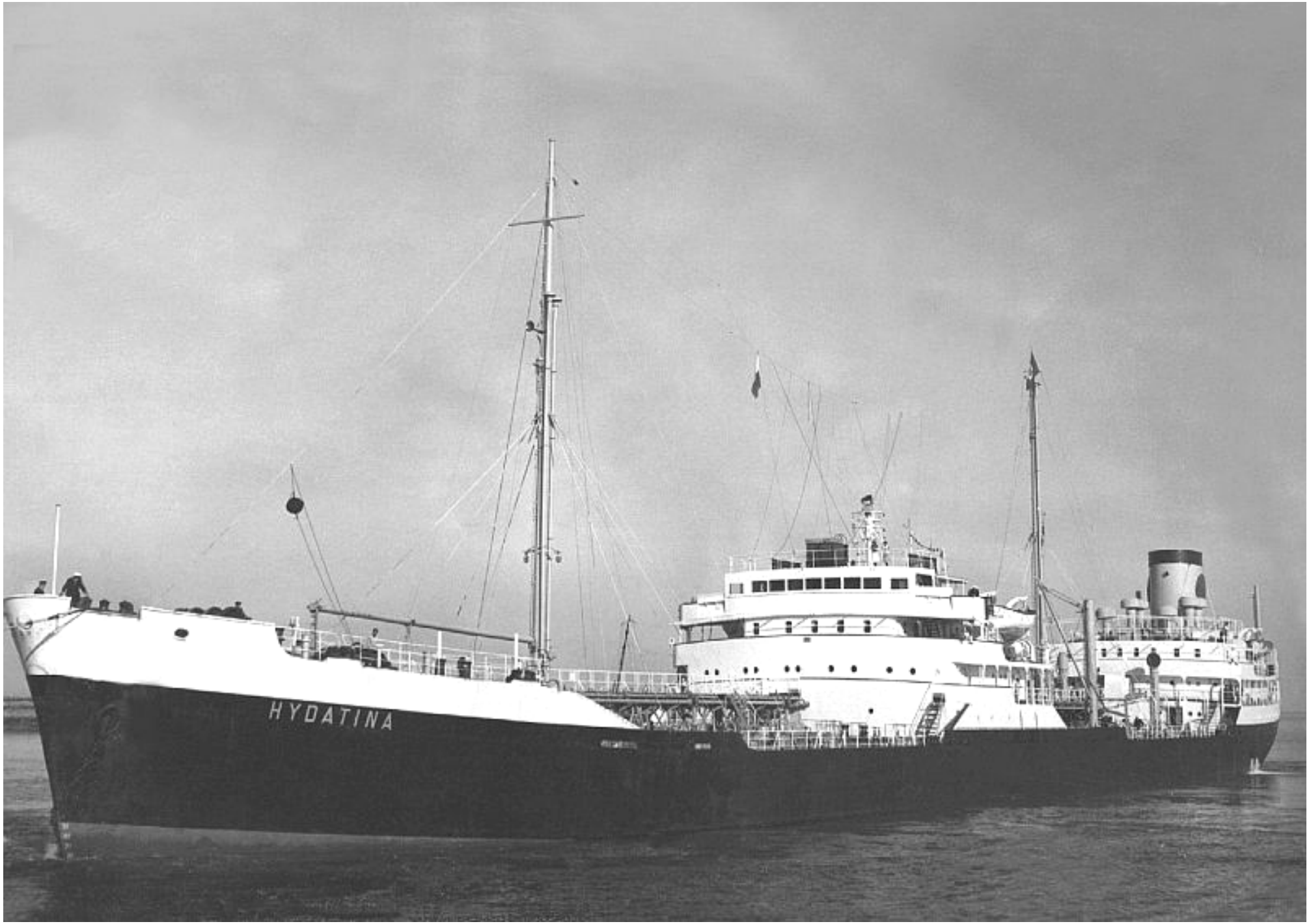
12th August Very trying day making no headway. Very hot.

13t August Moderate Sea. Food getting low.

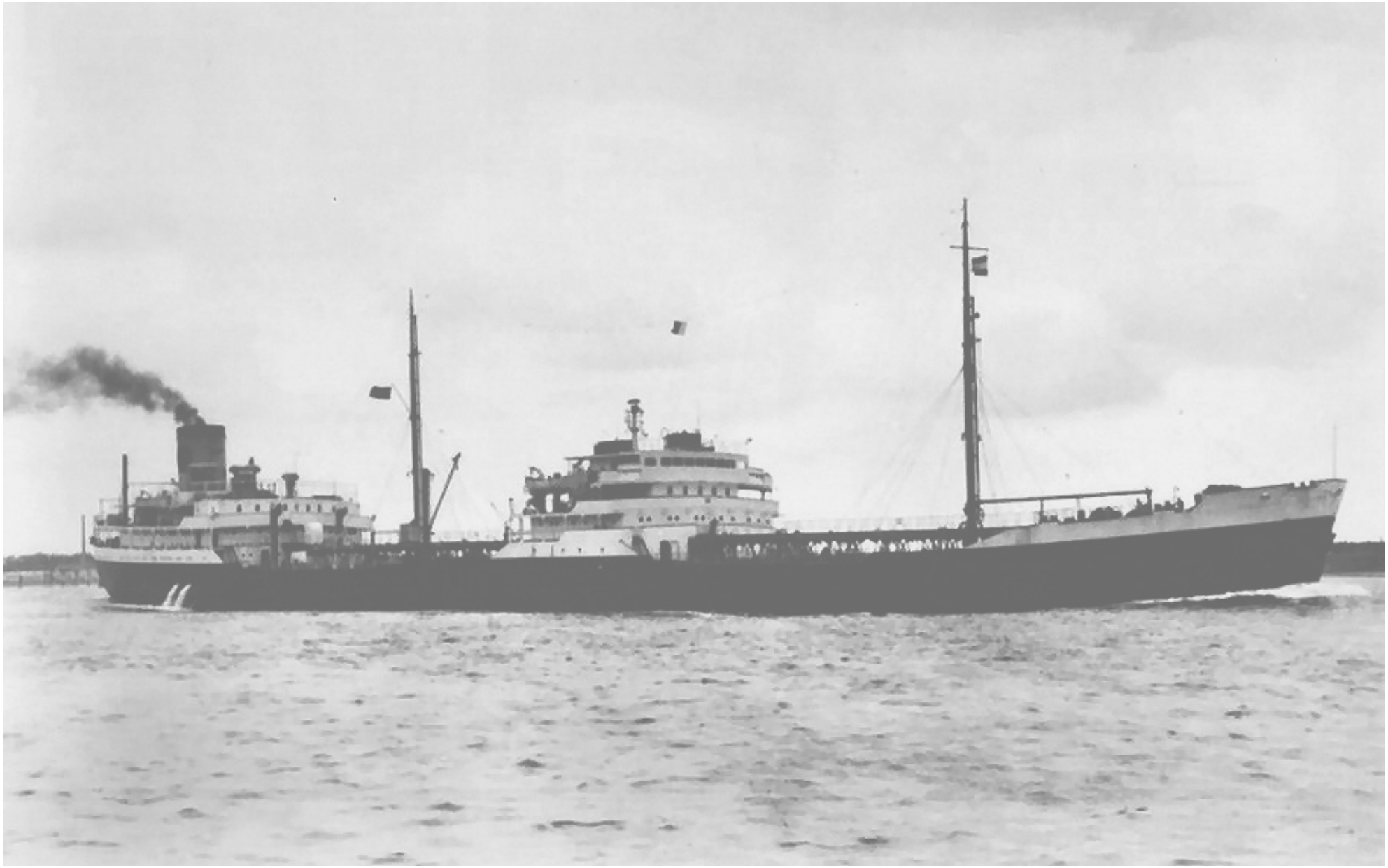
14th August Rough sea making good headway, the sea changes color from blue to grey indicating we can't be far from land. About 21 hours sighted a light. The vessel that came alongside in response to S.O,S signals made by electric torch was steam trawler 'Maria Leonor' of Lisbon, whose Captain and crew treated the survivors with great generosity.

Extracts from "The War Story of the Shell Tankers" and the Merchant Mariners who manned them by Stanton Hope. London 1948.

The Mediterranean was still closed to the Allies as a through route, supplies were still being conveyed despite enemy naval forces, the German Luftwaffe, and Italian Regia Aeronautica. Ammunition and cargo ships and oil carriers, including British , Norwegian, and Dutch tankers of the Shell Group constantly ran the gauntlet of the Mediterranean, maintaining the British war potential, though not without grievous losses. Hardly had Tobruk fallen to the Australians on the 22 January, but to find the harbour was cluttered with the sunken wrecks of Axis transports and supply ships. In the wake of the Royal and Allied Navies White Ensign, came the ubiquitous old "Red Duster" and Allies flags of the Merchant Navy. Oil was a priorty cargo, and one of the first consignments was taken to Tobruk in The Anglo-Saxon Crista of 3,800 tons under command Captain J.H.Hems. Moored at an innermost buoy, she was attacked by German and Italian aircraft. January 6.30pm a bomb exploded astern, hostile aircraft and Stuka dive-bombers attacked the ship, discharge of her cargo continued when a second bomb exploded in the forward section causing internal damage to the engine room and hull. Repairs were made with the help of Naval and Army Engineers, which enabled Crista to proceed to another port for major repair.


HYDATINA

Hygromia



Hyria