

**Re: Ter herinnering aan..**

**Pieter Willem ZEIJLEMAKER (28 jaar)**

**Geboren 30 augustus 1913 op Terschelling**

**Gehuwd met Alida Kuijper.**

**Zoontje Willem**

**Woonplaats Schiedam**

**Pieter was 2e stuurman der Koopvaardij aan boord van de motor tanker**

**'Ocana' (1938) van de Petroleum**

**Maatschappij 'La Corona' (Shell), die geladen met benzine, alleenvarend op  
weg was van Curaçao naar**

**Halifax, onder kapitein J. Besier. Aan boord bevonden zich 57  
bemanningsleden.**



**De 'Ocana' wordt op 24 maart 1942 op de Atlantische Oceaan in de positie  
42.36° N / 65.30° W door**

**de Duitse onderzeeboot U 522 onder commando van Oberleutnant zur See  
Erich Topp getorpedeerd.**

Het lukt een aantal bemanningsleden om enkele sloepen in het water te krijgen. Verschillende bemanningsleden, waaronder Pieter, overlijden binnen anderhalf uur door het koude water.

Van de 57 bemanningsleden komen er 53 om het leven.

Vier overlevenden kunnen worden opgepikt door de Amerikaanse torpedojager USS Mayo (DD 422).

Op 15 april wordt het nog drijvende wrak door de Canadese mijnenveger HMCS Burlington met geschutsvuur tot zinken gebracht.



In april 1942 verschijnt in enkele dagbladen een bericht met het verlies van de 'Ocana'.

# Twee Nederlandsche schepen vergaan.

Tanker „Ocana” en de  
„Astrea”.

Naar het dagblad „Scheepvaart” verneemt, zijn bij de jongste duikbootacties aan de Amerikaansche kust twee Nederlandsche schepen verloren gegaan. Het motorschip „Ocana” van 6256 B.R.T., dat in 1938 gebouwd werd bij Wilton Fijn-oord, ging ten onder te zamen met een aantal andere in Amerikaanschen dienst varende tankschepen. Het vaartuig was het eigendom van de Petroleum Mij. La Corona te 's-Gravenhage.

Ten gevolge van de actie van Italiaansche duikbooten is het Nederlandsche s.s. „Astrea” van de Kon. Nederlandsch. Stoomboot Mij. te Amsterdam tot zinken gebracht. Het schip mat 1406 B.R.T. en werd in 1921 gebouwd.

Nieuws van de Dag, 18 april 1942

Pieter is begraven op het Church of England Cemetery te St. John's,  
New Foundland, Canada,  
Vak D, Rij 23, Graf 15.



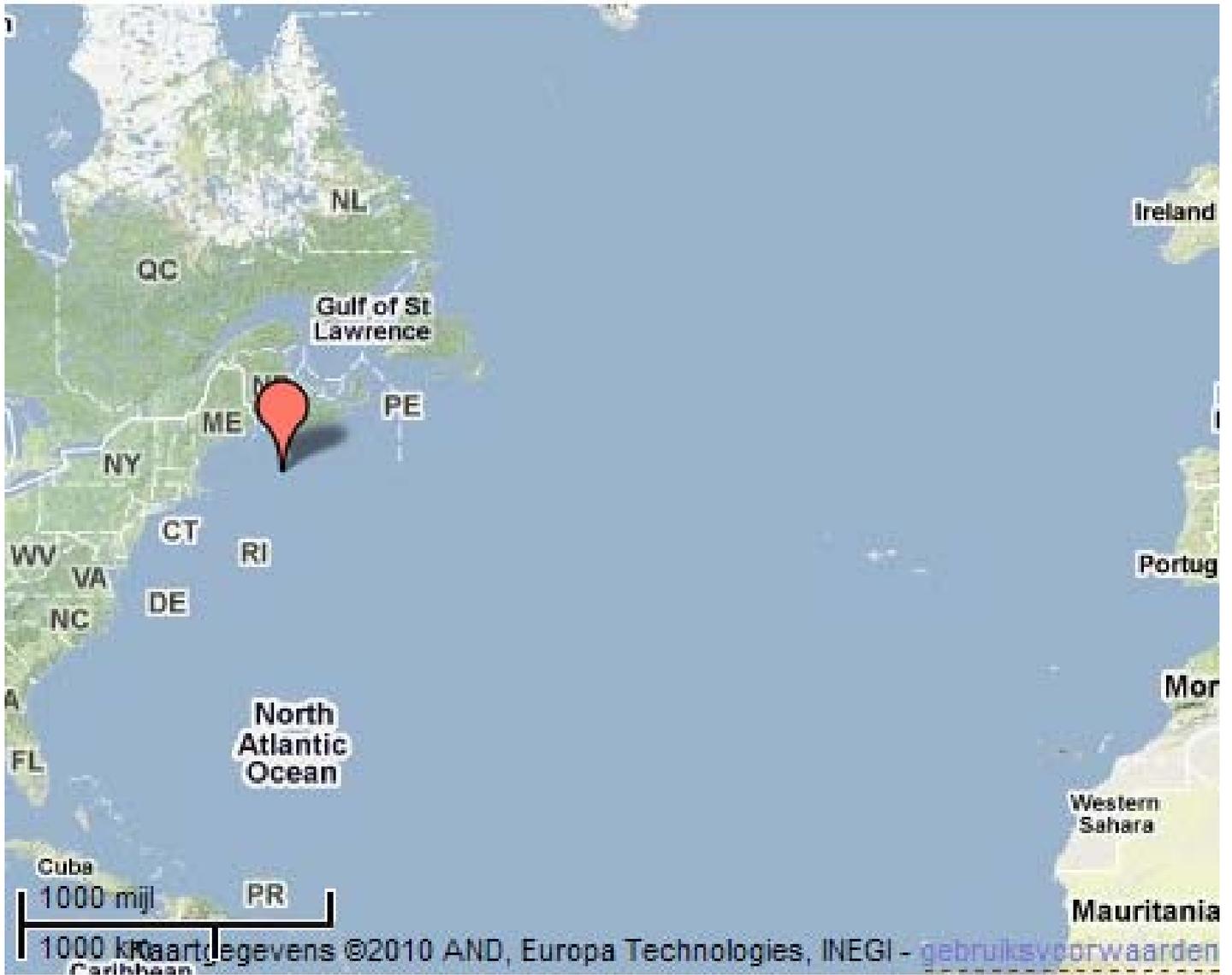
Foto: Oorlogsgravenstichting (2007)

# Ocana

## Dutch Motor tanker



<b>Name</b>	<b>Ocana</b>	
<b>Type:</b>	Motor tanker	
<b>Tonnage</b>	6,256 tons	
<b>Completed</b>	1938 - Wilton-Fyenoord NV, Rotterdam	
<b>Owner</b>	NV Petroleum Mij 'La Corona', The Hague	
<b>Homeport</b>	The Hague	
<b>Date of attack</b>	25 Mar 1942	<b>Nationality:</b>  Dutch
<b>Fate</b>	Sunk by <b>U-552 (Erich Topp)</b>	
<b>Position</b>	42.36N, 65.30W - Grid CB 1363	
<b>Complement</b>	57 (53 dead and 4 survivors).	
<b>Convoy</b>		
<b>Route</b>		
<b>Cargo</b>	fuel oil	
<b>History</b>		
<b>Notes on loss</b>	<p>At 04.13 hours on 25 Mar, 1942, the unescorted <b>Ocana</b> was hit by one torpedo from <b>U-552</b> and burst into flames immediately. The U-boat left the tanker in a sinking condition, but she did not sink and burned out. The only survivors, three engineers and a British gunner were picked up by the <b>USS Mayo (DD 422)</b> the same day. The floating wreck of the <b>Ocana</b> was spotted three days later by the <b>HMS Fleur de Lys (K 122)</b>, which was escorting the tanker <b>Dolabella</b> and was scuttled by gunfire by the <b>HMCS Burlington (J 250)</b> on 15 April in 43°24N/64°45W.</p>	



Location of attack on **Ocana**.



*ship sunk.*



USS Ohio

Career (USA, UK) US flag 48 stars.svg, Red Ensign

Name: Ohio

Owner: Texas Oil Company, registered to the Eagle Oil and Shipping Co. Ltd. preceding Operation Pedestal.

Laid down: September 7, 1939

Launched: April 20, 1940

Acquired: Commissioned in the British Merchant Navy on July 10, 1942

Decommissioned: 15 August 1945, after irreparable damage.

Fate: Towed and used for naval gunfire practice on September 19, 1946

General characteristics

Tonnage: 9264 GRT

Length: 515 ft (157 m)

Speed: 16 knots (30 km/h) (Sea trials 19 knots (35 km/h))

Complement: 77 men (24 to service the guns).

Armament: 1 5-inch low-angle gun (aft)

1 3-inch AA-gun (bows)

1 40mm army Bofors abaft the funnel

6 20mm naval Oerlikons

Nickname: OH 10

note : at 9264 Tons she was much bigger than the average destroyer.

USS Ohio as per Wiki....

Hull 190, as the Ohio was referred to before its launch, was a skillful compromise, promising broad cargo-carrying capacity to the merchant and speed, balance of stability to the mariner. Above the waterline, the construction echoed the outwards curve of a schooner bow, bearing the influence of the old American clipper ship design. The design of Hull 190 was influenced also by the menace of a rearming Germany and a Japanese Empire bent on military expansion. The approach of war had influenced this design, and the unofficial conversations between military and oil chiefs resulted in a ship of 9,264 gross register tons, 515 feet in overall length, and capable of carrying 170,000 barrels (27,000 m<sup>3</sup>) of fuel oil, bigger and with a larger capacity than any other tanker previously built. The ship was completed in an unusually short period of seven months, fifteen days.





The Westinghouse turbine engines developed 9000 driveshaft horsepower at ninety revolutions per minute, which allowed a calculated drive of sixteen knots, a speed never attained before by any screw tanker. Her method of construction was controversial. For some years, the issue between welding versus riveting had been raging on both sides of the Atlantic. Hull 190 was built in the bottom shell and deck of the new-fashioned welded construction, hopefully to prove once and for all the reliability of this method. The ship had also a composite framing system with two longitudinally continuous bulkheads, which divided the ship into twenty-one cargo tanks.

The ship was launched the day after scheduled, prompting superstitious fear in the welders, steel-cutters and other craftsmen who had assembled to watch her launch. Hull 190 was christened in a ceremony presided over by the mother of the President of the Texas Oil Company, Mrs. Florence E. Rodgers who, grasping the ceremonial bottle of champagne in her right hand pronounced the words:

I name this good ship Ohio. May God go with her and all who sail in her. Good luck...

As the ship slid down Slipway No.2, the Ohio entered the waters of the Delaware river. The existence of the Ohio would, in its initial years, be uneventful and ordinary, plying between Port Arthur and various American ports; she did, however, set a speed record from Bayonne to Port Arthur covering 1,882 miles (3,029 km) in four days, twelve hours, an average of more than seventeen knots.

Britain was, in 1942, waging an active war in the Mediterranean against the Italian forces in North Africa and Rommel's Afrika Korps. Critical to this theatre of operations was the island of Malta, sitting in the middle of Axis supply lines, capable of causing severe shortages to the German and Italian Armies in North Africa, if properly supplied with munitions, aircraft and fuel. Munitions and aircraft were, to a large extent, available to the island. In fact, British forces took advantage of a short lull in the heavy and continuous Axis attacks to fly in sixty-one Spitfire Mk V aircraft from HMS Furious, which immediately improved the aerial defensive situation. However, food, ammunition, and aviation fuel remained critically short in supply. Successive attempts to try to resupply the islands proved to be a failure; in fact, previous convoys such as Harpoon and Vigorous (from Alexandria, Egypt) had had most of their merchantmen sunk and their escorts damaged. Ohio's sister ship SS Kentucky was part of the convoy Harpoon from Gibraltar. She was crippled by German aircraft and eventually sunk by Italian cruisers.

On June 18, the Commander in Chief of the Mediterranean Fleet cabled the Prime Minister, expressing doubts on the possibility of attempting another convoy run after the disastrous failure of Harpoon-Vigorous. Three days later, the Ohio steamed into the mouth of the Clyde, under the command of Sverre Petersen, a former Master-in-Sail from Oslo, in Norway. One day, in early May 1942, a radio message had reached Captain Petersen which diverted the ship to Galveston, Texas, and then ordered the tanker to proceed to Britain. Before leaving for Britain, the Ohio was fitted with one 5-inch (130 mm) gun on its stern, and a 3-inch (76 mm) AA-gun in the bows. Then she moved to Sinclair Terminal, Houston, Texas, where the ship loaded a full cargo of 103,576 barrels (16,467.3 m<sup>3</sup>) of petrol, finally sailing on May 25. Ohio discharged her cargo at Bowling-on-the-Clyde, and then steamed out into the tideway and anchored, awaiting orders.

Here, the Captain received a letter from Lord Leathers, the head of the British Ministry of War Transport, bidding the master a personal welcome "...at your safe arrival in the Clyde with the first cargo of oil carried in a United States tanker." However, the euphoria that such a message brought to the crew was soon to be turned into resentment and anger. A telegram was received the same day by the head office of Texaco, from the War Shipping Administration, announcing simply that the Ohio was being requisitioned 'pursuant to the law'. The immediate reaction was a cabled message from Mr. T.E. Buchanan, General Manager of

Texaco's Marine Department to the firm's London agent, that on no account was Ohio to leave her discharging port of Bowling-on-the-Clyde. A period of indecision, meetings and debates between the highest American authorities and their British counterparts soon ensued. The master was told that further orders would arrive soon afterwards; however, the decision was finally taken two weeks later, when a launch sped out to the ship anchored in the Clyde and Texaco's London agent, accompanied by an official of the British Ministry of War Shipping came over the side. Here they met the Captain, who was informed that the ship was to be confiscated and handed over to a British crew. The American crew and the captain were exasperated by the seemingly outrageous order, but had no other option but to give in, and started to pack their kit whilst English seamen started to take over the ship.

Finally, on July 10, Captain Petersen handed over the ship. There was no formal ceremony, and little goodwill. The American flag was run down, and Ohio henceforward sailed under the Red Duster. Overnight, she was transferred from American to British registry. For convenience in management, Ohio was handed over on July 25 to the Eagle Oil and Shipping Company, which was warned of the importance of the impending convoy and that "...much might depend on the quality and courage of the crew."



Captain Mason

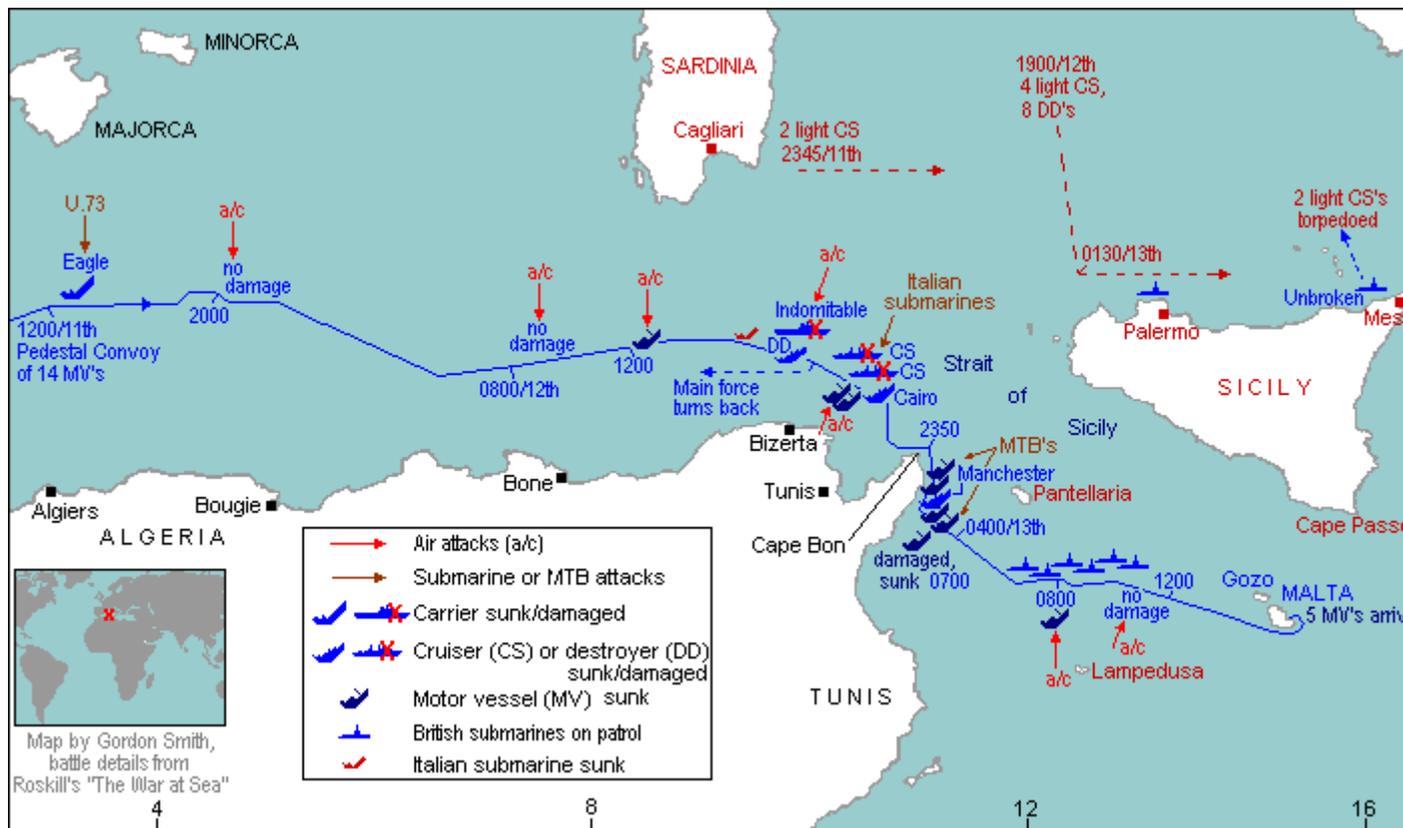
As the British crew started to assemble it became clear that a large convoy was being planned. Command of the ship passed to Captain Dudley W. Mason, who at thirty-nine had already held other commands, while James Wyld was to be Chief Engineer. Forty-eight hours after Ohio had been transferred to British registry, her crew was completed. The ship's company numbered seventy-seven, and it included no fewer than twenty-four naval and army ratings to serve the guns. The ship was then moved to King George V Dock, and the Oerlikon and Bofors armament was placed aboard and fitted.



After the disastrous failure of the mid-June convoy, it was questioned if Malta could hold out on the meagre supplies rescued from 'Harpoon-Vigorous', until another convoy could be organized. Running a convoy in the brilliance of a Mediterranean moonlit period was to court inevitable disaster, and this limited operations in the immediate future to the moonless period in July or August between the 10th and 16th of those months. July was out of the question, since the tanker Ohio could not be fitted out in time. Once the due planning had been made it was decided to begin the operation in August. Ohio sailed down to Dunglass in the Clyde and loaded 11,500 tons of kerosene and diesel fuel oils. She was the only ship carrying these supplies which were so vital to the survival of Malta. Before she sailed, however, special strengthening was given to the tanker to protect her against the shock of bombs exploding near her. In the

previous convoy, the tanker Kentucky had been sunk with only a few hours' repair work needed on a steam-pipe, which had been broken by the force of such explosions. The Ministry was determined that this should not happen again, and so the Ohio's engines were mounted on rubber bearings, to reduce shock, and all steam-pipes were supported with steel springs and baulks of timber. While the merchant ships were gathering in the Clyde, the naval forces had already reached Scapa Flow. Admiral Syfret joined HMS Nelson there on July 27 and held a convoy conference on August 2, the same day all leave had been stopped. At eight o'clock that evening, two hours before dusk, the convoy sailed. The fourteen ships, led by HMS Nigeria formed up, it was dark by the time they reached the open sea.

### The Pedestal Route



The Convoy entered Gibraltar in heavy fog on August 10. The day after, four torpedoes from German submarine U-73 sank the aircraft-carrier HMS Eagle, killing two-hundred-and-sixty men, and losing all but four planes. On this day, German bombers attacked the convoy. On August 12 twenty Junkers 88s attacked the convoy, while a further combined strike by one-hundred German and Italian planes attacked the merchantmen.

Bofors Crew during Pedestal - note the many empty casings  
((reminiscent of Helen-of-Sparta's Computer room empties!!!))



It was during the ensuing mayhem that the tanker was torpedoed by the Italian submarine Axum and caught fire. The Ohio was torpedoed amidships, where a huge pillar of flame leapt high in the air above mast height.



Ohio seemed to be out of control; Captain Mason ordered the engines to be shut down, with all deckhands available putting out the fire with the deck water-lines. Lighted kerosene bubbled up from the fractured tanks, while little goutts of flame spattered the deck on to a distance of thirty yards from the blaze. Fortunately however, the flames were put out and the tanker managed thirteen knots after being repaired. The blast destroyed the ship's gyro and brought the magnetic compass off its bearings, while the steering gear was lost, forcing the crew to steer with the emergency gear from aft. The Italian submarine Axum's torpedo strikes the tanker on her port side.

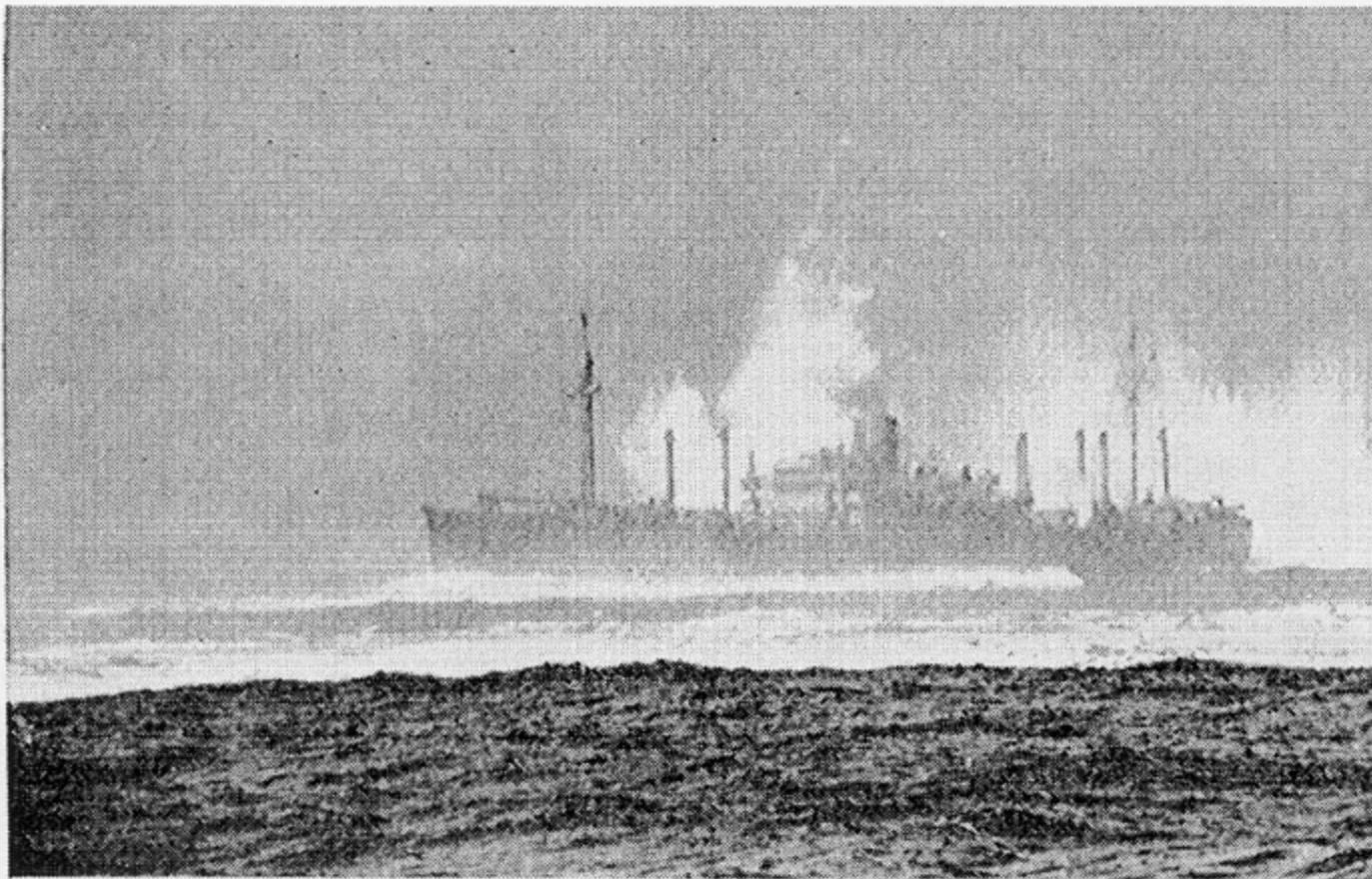




A hole, twenty-four feet by twenty-seven feet, had been torn in the port side of the amidships pump-room. The blast had also blown another hole in the starboard side and the compartment was flooded. There were jagged tears in the bulkheads and kerosene was bubbling up from adjoining tanks, seeping in a film up through the holes in the hull. The deck had been broken open, so that one could look down into the ship. From beam to beam the deck was buckled, but the ship held together. Another sixty Stuka dive bombers attacked the convoy, focusing on Ohio. A series of near misses ensued as the tanker approached the island of Pantelleria. Bombs sprayed the decks of the tanker, while aircraft machine-gunned the deck. One exceptional near miss occurred when a bomb buckled the tanker's plates and the forward tank filled with water. The three-inch (76 mm) gun at the bows twisted in its mountings and was put out of action.



A formation of five Junkers 88s was broken up by the tanker's anti-aircraft guns, with the bombs falling harmlessly in the sea. Another plane, this time a Junkers 87 was downed by an Ohio gunman, however the plane crashed straight into Ohio's starboard side, forward of the upper bridge, and exploded. Half a wing slammed into the upper work of the bridge and a rain of aircraft parts showered the tanker from stem to stern. The bomb of the plane fortunately failed to explode.



As the ship turned slowly to comb torpedoes, two sticks of bombs fell on either side of the tanker. The ship lifted, and went on lifting until she was clean out of the water. Cascades of water spray and bomb splinters lashed the deck, and finally she fell back with a back-breaking crash. The Ohio had differential gearing which slowed the propeller automatically; on other ships, the same effect would have shaken the engines out of their rooms. Continuously bombed, the tanker kept on steaming until a gigantic crash to starboard sent her reeling to port. The engine-room lights went out, and they were in darkness. The master switches had been thrown off by the force of the explosion, and they were quickly switched on by an electrician. This time, the ship had not escaped damage. The boiler fires were blown out, and it was a race against time to restore them before the steam dropped too low to work the fuel pumps. The engineers lighted the fire starter torches to restart the furnaces. The complicated routine of restarting went forward smoothly and within twenty minutes, the Ohio was steaming at sixteen knots again. Then another salvo of bombs hit the ship, shaking every plate, and once more the engines slowed and stopped. The electric fuel pumps had been broken by the concussion. Desperately trying to reconnect the electrical wires, and restart the engines via the auxiliary steam system the engine-room was filled with black smoke until the engines were properly re-lit. The ship was making alternate black and white smoke, and with oil in water pipes and a loss of vacuum in the condenser (steam turbine) the Ohio started to lose way slowly, coming to a stop, a sitting duck, at 10.50 AM. The crew abandoned the ship, boarding HMS Penn that had arrived to Ohio's aid alongside another destroyer, HMS Ledbury, which was however soon to leave the stricken tanker after being ordered to go in search of the cruiser HMS Manchester, crippled by Italian motor torpedo boats.



The Penn's commanding officer, Commander J.H. Swain RN, suggested to Captain Mason to tow the tanker with a heavy ten-inch manila hemp rope. With the tow line in place, HMS Penn towed the tanker, straining its engines to the limit, however the Ohio continued to list to port; the ships were not making any progress, and were in fact drifting backwards due to the easterly wind. Now both ships were sitting ducks, and as another serious attack developed the destroyer went to full speed to part the tow, snapping the manilla rope in frayed ends. A bomber came down the tanker and was shot down by the Ohio 's gunners, but just before exploding the German airmen had released their cargo. A bomb hit the tanker just where

the initial torpedo had hit her, effectively breaking her back, just as night was setting in. The ship was abandoned for the night. The day after, HMS Penn was joined by the minesweeper HMS Rye. The two ships towed the tanker and succeeded in gaining a speed between four and five knots, overcoming the tendency to swing to port. However, another attack blasted the group of ships, snapping the towing lines and immobilizing the Ohio's rudder. Another bomb hit the fore-end of the front deck, forcing the engineers out of the engine room. Once more, Mason gave the order to abandon ships, as two more air attacks narrowly missed the tanker. A superficial examination showed that the rent that had developed in the amidships section had widened and that the ship had almost certainly broken her back.

The two ships around the tanker were joined by HMS Bramham and by HMS Ledbury, returning from her search for HMS Manchester. Meanwhile Rye had again begun to tow Ohio with the newly arrived Ledbury acting as a stern tug. With less pull from Ledbury, a fair speed was maintained, but steering proved impossible. A stabilizing factor was needed, and this Commander Swain edged Penn to the starboard side of Ohio. Rye, joined by the Bramham slowly got under way again, with the Ledbury acting as a rudder. Another Axis air attack started just as the group of ships was heaving at six knots. At 10.45 AM the first wave of dive bombers came streaking over the water. Only one oil bomb crashed close to the bows of Ohio, showering her with burning liquid. Then came three more echelons of German planes. This time, however, close air support from Malta was available. Sixteen Spitfires, of 249 and 229 Squadron from Malta had sighted the enemy.



The first enemy formation wavered and broke. The second formation also broke, but one section of the Junkers 88 formation succeeded in breaking free, making for the tanker. These were swiftly followed by the Spitfires. Three of the German planes were shot down or maneuvered to evade the Spitfires, however one bomber held its course, and a 1,000-pound bomb landed in the wake of the tanker. The Ohio was flung forward, parting Rye's tow, buckling the stern plates of the tanker and forming a great hole.

Ohio was sinking not much more than forty-five miles west of Malta. Under the protection of the Spitfires, the danger of enemy attacks receded. After the tow line was parted, the Ledbury, still secured to the Ohio by a heavy wire had been pulled round by the heavy yawing tanker, and had ended up alongside Penn, facing wrong way. After a quick analysis of the possibilities, it was decided to tow the tanker with a destroyer on either side of the tanker. Bramham was immediately ordered to make fast to port, while Penn remained coupled to the starboard side. The speed was increased and kept to five knots, while the deck of the Ohio was awash amidships. Now under the protection of the coastal batteries of Malta, the group of ships were slowly heaving around the island, approaching the Grand Harbour. The coastal batteries fired on a creeping U-Boat conning tower, and scared off a group of E-Boats. Slowly, the group approached the tricky approach towards the harbour, near Zonqor Point. Here the group ended in the approaches of a British-laid minefield.

SS Ohio entering the Grand Harbour of Malta lashed between two destroyers

At 6 AM, with Ohio still hovering on the edge of the minefield, the situation was eased by the arrival of the Malta tugs. With destroyers still linked on either side of the tanker, these sturdy ships made fast ahead and astern, and the tanker was soon proceeding up the channel to the Grand Harbour entrance.

There, a fabulous welcome awaited them. On the ramparts above the wreck strewn harbour, on the Barracca, St Angelo and Senglea, great crowds of Maltese men and women waved and cheered and a brass band on the end of the mole was giving a spirited rendering of Rule Britannia. Captain Mason, however, standing at the salute on the battered bridge of the Ohio, could spare no moment's thought for the pride of bringing the ship to harbour, since the creaking plates showed that the Ohio might still end at the bottom of the Grand Harbour.

Limping into Grand Harbour, Valetta

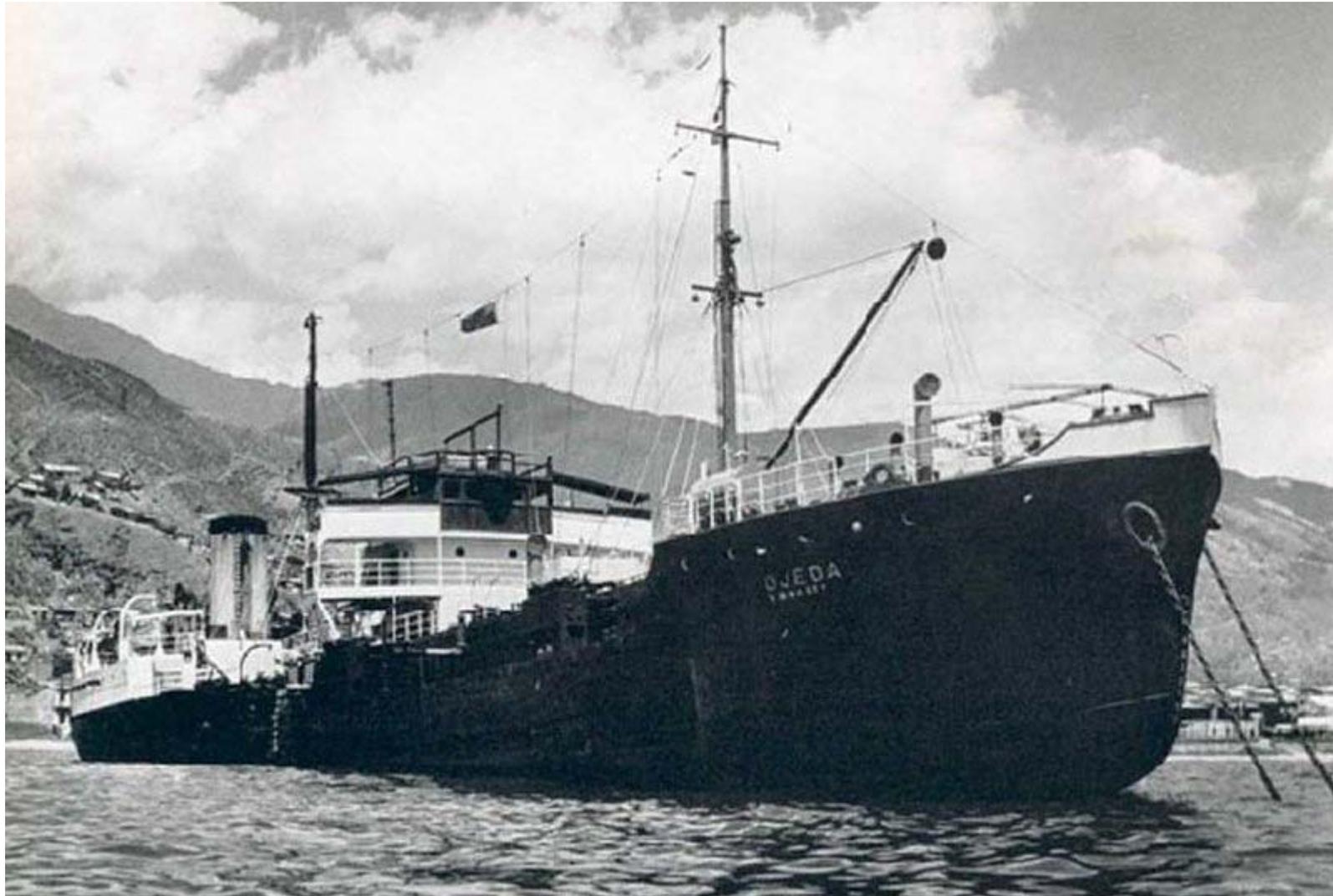


Pipes were now hauled aboard and emergency salvage pumps began to discharge the kerosene. At the same time, a fleet auxiliary, the Boxall, began to pump the 10,000 tons of fuel oil into her own tanks. As the oil flowed out, the Ohio sank lower and lower in the water. The last bit of oil left her and simultaneously her keel settled on the bottom. Her captain, Dudley William Mason, was subsequently awarded the George Cross. After Ohio reached Malta, the ship broke in two from the damage it had



sustained. There were insufficient shipyard facilities to repair the tanker, so the two halves were used for storage, and later barracks facilities for Yugoslavian troops. On 19 September 1946, the two halves were towed ten miles (16 km) off the coast, and sunk with naval gunfire. The aft section sank first, followed by the forward half.

Bouwnummer RDM-199, "Ojeda", 1938, tanker.



[Terug naar Overzicht](#)

**Opdrachtgever:** De Bataafsche Petroleum Maatschappij / The Caribbean Petroleum Company, Maracaibo.

**Tonnage:** 3125 dwt, 5175 twvp.

**Hoofdafmetingen:** L = 99,10 m, B = 15,10 m, H = 4,60 m.

**Voortstuwing:** 2250 apk, snelheid 12 kn.

**Verdere gegevens:**

mv Olia



1971 "Olia" on the river Elbe © Christian Pahl

# Oliva Tanker Bau-Nr. 1074

**Aufschwimmen: 15.12.1962; Ablieferung: 07.06.1963**

**1963** An Deutsche Shell Tanker-Gesellschaft mbH, Hamburg, abgeliefert; KR.: - ;  
"Oliva"; Hamburg - Bundesrepublik Deutschland

**Abmessungen:** BRT: 33.086; NRT: 17.874; Tragfähigkeit: 51.338 t  
L.ü.A.: 225,58 m; L.zw.d.L.: 214,94 m; Br.a.Spt.: 31,09 m; Tfg.: 11,68 m;  
S.- H.: 15,90 m

**Rauminhalt:** 62.656,7 m<sup>3</sup> Öl (100%)

**Antriebsanlage:** 1 Getriebedampfturbine; Kieler Howaldtswerke AG – Howaldtswerke  
Hamburg AG; 2 Wasserrohrkessel; 45,0 atü; 450° C; Dampfleistung  
24,0/32,0 t/h (normal/max.); Heizfläche je 685,5 m<sup>2</sup>; Kieler  
Howaldtswerke AG – Foster Wheeler, Typ ESD; 10.120 kW;  
1 Propeller; 103,2 U/min; 16,2 kn.

**Ladebäume:** 2 – 10,0 t; 2 – 1,0 t

**Kräne:** 2 Davits – 1,0 t

**Tanks:** 25 (11 Mitteltanks; 14 Seitentanks, davon 4 Ballasttanks)

**Luken:** -

**Besatzung:** 60

**Schwesterschiffe:** -

~ **1972** Vergrößerung des Tiefgangs von 11,68 m auf ca. 12,40 m entsprechend den  
Regelungen des 1968 in Kraft getretenen neuen „Internationalen Freibordab-  
kommens“ von 1966; dadurch Erhöhung der Tragfähigkeit von 51.338 t  
auf 55.308 t.

~**1974** Deutsche Shell AG, Hamburg; KR.: Deutsche Shell Tanker-Gesellschaft mbH,  
Hamburg; "Oliva"; Hamburg - Bundesrepublik Deutschland

~**1981** Deutsche Shell Tanker-Gesellschaft mbH, Hamburg; KR.: - ; "Oliva";  
Hamburg - Bundesrepublik Deutschland

**1982** Verkauft zum Abbruch an ???, Pakistan

**1983** Am 03.01.1983 während der Reise nach Karachi, Pakistan, Suez passiert;  
Am 12.01.1983 Ankunft in Karachi.



„Oliva“

Foto: Kieler Howaldtswerke AG (1963)

Verre Oosten. In 1941 en 1942 vaart het met olieproducten tussen de Perzische Golf en Australië, heen en weer. Op 28 mei 1942 vaart de Olivia opnieuw uit met aan boord een lading bestaande uit 9000 ton lichte olie en vliegtuigbenzine.

Een kleine maand later, moet het in Australië aankomen. Aan boord zijn 48 bemanningsleden. Een van de scheepsofficieren is de 35 jaar oude 1e stuurman Ate Visser.

De Olivia vaart niet in konvooi. Om op vijandelijk vuur voorbereid te zijn, worden geregeld sloepoefeningen gehouden. Bovendien hebben alarmoefeningen plaats en wordt met boordgeschut geoefend. Zonder problemen vaart de Olivia de Arabische Zee uit. Dan breekt de avond van 14 juni aan. De hemel is bedekt en met een nieuwe maan gaat het schip een pikdonkere nacht tegemoet. Om 19.00 uur neemt Ate Visser de wacht van zijn 3e stuurman over. Deze is amper weg of het schip krijgt met vijandelijk vuur te maken. De bakboordzijde krijgt een voltreffer. Weldra brandt het achterstuk als een fakkel. Een hevige ontploffing in de machinekamer volgt, terwijl een deel van de lading brandend uit het schip stroomt. Door de voltreffer zijn de beide sloepen aan deze zijde van het schip uitgeschakeld. Aan stuurboordzijde zijn er echter nog twee. De kapitein geeft nu 1e stuurman Ate Visser opdracht om met een deel van de bemanning in een van deze sloepen te gaan. Wanneer de mannen in de sloep zitten, wordt een van de davits echter door een granaat getroffen. De sloep kapseist.

Alle inzittenden vallen overboord, niemand wordt gered. Ook Ate Visser niet.

De enig nu nog overgebleven sloep komt onder bevel van de 3e stuurman onbeschadigd te water. Negen bemanningsleden nemen plaats, terwijl in de buurt van het schip nog drie overlevenden uit zee worden opgepikt. Totaal zijn dan 12 koppen aan boord. De Olivia brandt nu over de gehele lengte. Het vijandelijk vuren gaat gewoon door. Om 22.00 uur, dus drie uur nadat het schieten is begonnen, verdwijnt de Olivia in de golven.

Bijna een volle maand zwalkt de sloep op zee voordat land in zicht komt. Dat blijkt de kust van Madagaskar te zijn. Slechts vier van de 12 bemanningsleden overleven deze tocht. Later blijkt dat de Duitse aanvaller een kanonnier van de Olivia uit zee heeft opgevist. Van de totaal 48 man aan boord overleven uiteindelijk dan ook slechts vijf deze ramp. De man van Cornelia, de oudste zuster van Ate Visser, is stuurman op schepen van de Koninklijke Pakketvaart Maatschappij. Ze wonen in Batavia en krijgen twee kinderen. In 1937 komt haar man echter bij een vliegtuigongeluk om het leven. Cornelia gaat met haar beide jonge kinderen terug naar Holland en woont in Amsterdam. Grootmoeder Trijntje schiet haar dochter en beide kleinkinderen te hulp, verlaat het eiland en blijft tot haar dood in 1947 bij haar dochter in Amsterdam wonen.

Riek, de weduwe van Ate Visser, is met haar zoontje Cor in het begin van de oorlog naar Zuidlaren verhuisd. Na de oorlog wordt daar een monument onthuld met daarop de namen van inwoners die om het leven zijn gekomen. De vermelding van de naam van Ate Visser blijkt niet vanzelfsprekend. Hij heeft immers nooit in Zuidlaren gewoond. Zijn naam komt er echter tenslotte toch nog op. Bovendien komt zijn naam voor op het monument dat in de hal van het hoofdkantoor van Shell in Den Haag is geplaatst. Maar dat de naam van zijn vader in 1995 ook op de eilander herdenkingsplaat voorkomt, heeft zijn zoon Cor het meest getroffen. Zijn vader heeft nu ook op zijn eiland een eigen plekje gekregen.

Evenals zijn vader gaat ook Cor naar de zeevaartschool in Groningen. Hij is negen maanden op zee, maar kiest dan toch voor een baan bij de waterpolitie. Hij trouwt in 1978 met Thea Wels. Ze gaan in Nijmegen wonen en krijgen twee kinderen. Ook zijn moeder Riek verhuist naar Nijmegen. Ze overlijdt in het najaar van 1999, 85 jaar oud. Cor blijft tot zijn pensionering bij de waterpolitie werken. Hij overlijdt echter plotseling op 15 november 2005, één dag nadat hij 68 is geworden.

Deze tekst is op 4 mei 2006 in de Got Tjark uitgesproken door Jelte Schaap (leerling Inspecteur Boelensschool).

# Ate Visser bleef niet drie jaar weg, maar voor altijd

Arend J. Maris

Volgeladen met olie en benzine vertrekt het motortankschip Olivia eind mei 1942 uit Koeweit naar Australië. Half juni schiet een Duitse hulpkruiser het schip in de Indische Oceaan in brand. Binnen een mum van tijd staat het in lichterlaaie. Het duurt toch nog enkele uren voordat de tanker in de golven verdwijnt. Vijf van de 48 bemanningsleden overleven de ramp. Een van de doden is 1e stuurman Ate Visser. Hij is op het eiland geboren en getogen.

Over zijn leven en dood. Een verslag.

Zijn ouders, Cornelis Visser en Trijntje de Groot wonen aan de Middenstreek op de noordzijde, wat nu politiebureau is. Hier wordt op 19 januari 1907 ook hun tweede kind Ate geboren. Vader Cornelis is zeeman en vaart bij rederij Lenzen in Terneuzen, een maatschappij waarbij heel veel eilanders varen. Hij is 1e stuurman wanneer zijn schip rond de kerst van 1917 in New York ligt en Cornelis op 45 jarige leeftijd aan –vermoedelijk– een longontsteking overlijdt. Hij wordt daar ook begraven.

Moeder Trijntje is 37 jaar en blijft met vier kinderen achter, in de leeftijd van 2 tot 12 jaar. Ate is tien jaar als zijn vader wegblijft en zit nog bij meester Gasau op school. Zijn moeder kan nog op geen enkele financiële voorziening aanspraak maken. Eilander zeemannenvrouwen zijn echter wel gewend om er alleen voor te staan. Trijntje weet dan ook van aanpakken. Ze verhuist van de Middenstreek naar de Langestreek, neemt leerlingen van de zeevaartschool in de kost en heeft in het zomerseizoen badgasten in huis. Gelukkig is in die tijd familiehelp op het eiland nog gebruikelijk. Zo woont haar oudere ongetrouwde broer Thomas bij haar in. Hij is voerman en heeft in de schuur in de tuin achter het huis wat vee staan.

Bovendien kan Trijntje rekenen op bijstand van haar jongste broer Marten die kapitein op een eigen kustvaarder is.

Na de lagere school gaat ook Ate naar zee. Eerst vaart hij een paar jaar. Daarna pas gaat hij naar de eilander zeevaartschool. Als Ate niet op school is, maar wel op het eiland verblijft, is hij met zijn hondje Hekkie buiten of in het dorp te vinden:



hij jut, vist, stroopt en bij dorpsfeesten, zoals het Klozumen en de Kallemooi, is hij altijd royaal van de partij. Bovendien voetbalt hij bij De Monnik en is hij met o.a.

Teade van Dijk en Wopke Fenenga een geregelde gast bij Sake van der Werff, in zijn Herberg.

Na 1929 ondervindt ook Ate de gevolgen van de crisisjaren. Hij is nog bezig met het behalen van zijn rangen en dat vereist steeds een bepaalde vaartijd.

Maatschappijen en rederijen zitten echter niet op nieuw personeel te wachten, laat staan personeel dat nog in opleiding is. Ate gaat dan ook op het eiland een tijdje bij aannemer Zeeff aan de slag. Hij verdient zo voldoende geld om bij een maatschappij een opleidingsplaats in te kopen. Voor het behalen van zijn rangen kan hij echter niet Ate Visser langer op de eilander zeevaartschool terecht. Deze wordt namelijk in 1934 opgeheven. Voor een vervolgopleiding moet hij elders zijn. Hij gaat in Groningen op de zeevaartschool.

Een van de stiefdochters van de op het eiland woonachtige aannemer Zeeff heet Henderika Berendina Schuurman. Ze is in 1914 in Ten Boer geboren. Het blijkt tussen haar en Ate Visser goed te klikken. Ze trouwen in december 1936 en verhuizen even later naar Groningen. Op 14 november 1937 wordt hier ook hun eerste en enige- zoon Cor geboren. Ate vaart inmiddels op schepen van de N.V. Petroleum Maatschappij La Corona. Cor is amper enkele maanden oud als zijn vader naar zee gaat. Volgens plan blijft hij drie jaar weg. Maar dan breekt de Tweede Wereldoorlog uit en is thuiskomst uitgesloten. Hij vaart tenslotte als 1e stuurman op de motortanker Olivia.

De Olivia is een schip van 6.307 ton, wordt in 1939 opgeleverd en vertrekt meteen naar het

# Ondina

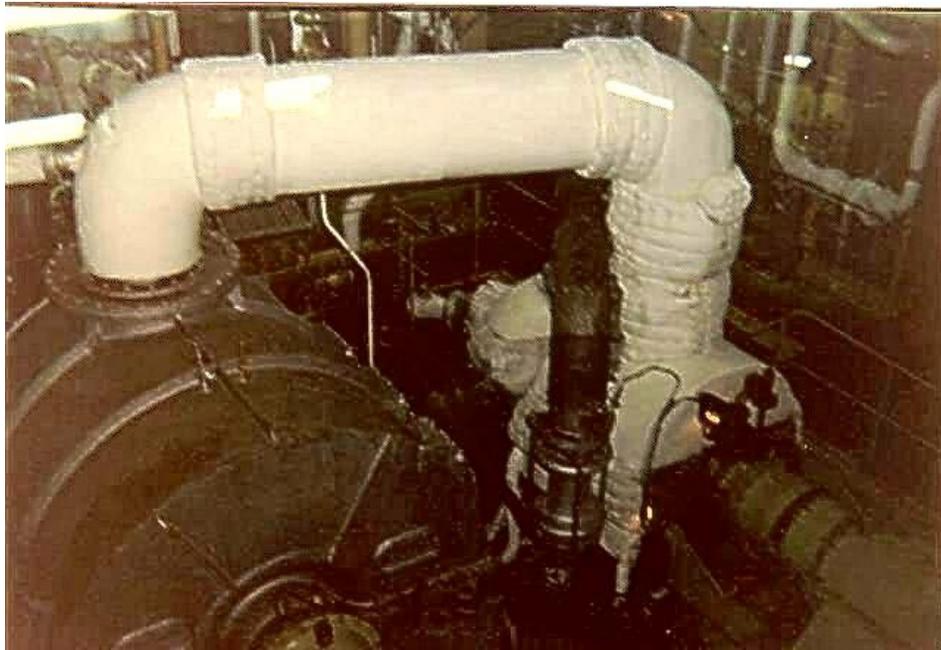


In the true fashion of a Flying Dutchman the Ondina skims the horizon cloaked in darkness and secrecy. It is quite sure that it really is the Ondina as the two rather funny smoke stacks are clearly visible. As far as I know there is no other ship which has such inharmonious smoke stacks. They are more functional than beautiful. In my view it is a flaw in the beautiful ship's design. This picture was taken with a Practica camera at Santos, Brasil by Hans vd Berg in February 1985. The Ondina was lying there for general maintenance work.



Another picture taken by the same crew member when the Ondina was approaching Rio de





The LD-HD propulsion turbines on board the Ondina. This picture was taken by another crew member Peter F. Borsboom. The camera was the famous Agfa Clack, a rather simple budget contraption.

Last updated 04/19/2012 00:31:25

## Janeiro.

I served a little while on the Dutch Shell tanker 'Ondina'. In those days they still had the 'flagship' system in certain Dutch shipping companies. The flagship was the pride of a shipping company, usually the newest and quite often also the biggest ship in the company fleet. The flagship captain was the most senior captain. It was so to speak his farewell ship; you became such a captain when one was close to retirement. In that way companies used to pay their respect to these senior captains. It brought no extra money, just the glory. I think the system is obsolete now, with may be the exception of passenger shipping companies. For luxury liners like the recently built 'Amsterdam' such an institute could have a commercial impact I suppose.

From my Seaman's Book on the 'Marine' page you can see that I was on board the Ondina from August 3, 1962 until December 29, 1962, altogether about 5 months. As you can see I barely missed Christmas. During my time at sea I spent all 9 Christmases at sea, mostly in the tropics. When it is 30 degrees and above, having Christmas gives the Dutch a weird feeling: what no cold, no snow? I always felt a little unrealistic, up to the end. And life went on also during Christmas time, meaning that there were navigation officers on the bridge and personnel down in the engine room, also during the Christmas dinner. I remember one occasion on board another ship, we were anchored on the roads off a British port and just had started our Christmas dinner, when the pilot unexpectedly came on board and insisted on pulling out the anchor and proceeding to our berth right away. We asked the pilot kindly to join us and delay departure for one hour, but he was definitely not in the Christmas mood and he could not be persuaded to do so. Instead he threatened to leave the ship and the consequences to the captain. Another ship would gladly take our berth he stated crisply. Have a Merry Christmas. The Christmas spirit was broken, but that's what we were paid for, running a ship at all times, no matter what.



The steam turbine ship (16.000 horse powers) 'Ondina' was built in 1961 in Rotterdam (RDM Yard) and owned and managed by Shell Tankers. Overall length 228 m, width 31,24 m, draught 11,58 m, gross tonnage 48.870, service speed 16 knots, crew 58. This [Ondina's](#) predecessor was built in 1939 and was in a heroic battle with two Japanese auxiliary cruisers of which one was sunk by the Ondina's single gun aft! In the amidships staircase a [painting](#) was attached to the bulkhead which gives an artist's impression of the battle. The ship had a double interswitched 3 and 10 cm [radar system](#), state of the art, but in this picture I see only one radar scanner on the amidships' radar mast.



The sea shell 'Ondina' is a member of a family of very small shells. They live in the waters around Japan and off the coast of California. The size of the shell is about 30 times smaller than as shown in this picture. Hopefully I can get hold of a better picture...



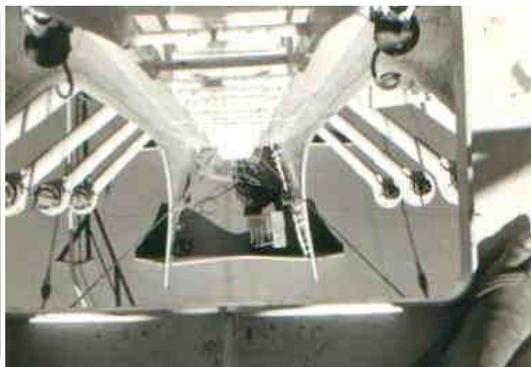
A picture of the aft ship taken from the ship's radar mast.



That's me having a sunbath in the ship's highest position



Another picture showing the Ondina's the fore ship.



A view down the radar mast's ladder. I climbed the mast with unsafe footwear! The horizontal pipes with lamps at the end was called the 'Christmas tree' or navigation signal lights.

Every ship in Shell's tanker fleet was named after a seashell. A specie of the shell was on display on board each ship in a special enclosure (souvenir hunter proof). When a ship was decommissioned office personnel hurried to save the 'Shell and Bell' as we used to say. The bell was the rather big copper bell on the forward part of the ship and which was rung during periods of fog. The ship's bell was branded with the ship's name. All the ship's bells of such vessels were hanging as trophies from the ceiling in the restaurant of Shell Tankers' office building in the centre of Rotterdam. Long ago the office was closed. I am curious about the whereabouts of these bells now.



Painting of the heroic sea battle on November 11, 1942 between the previous War Time Ondina and two Japanese auxiliary cruisers, the 'Hokoku Maru and the "Aikoku Maru", near the Christmas Islands. The Ondina's single gun sunk one of the two enemy war ships! This painting could be seen in the amidships staircase as a remembrance of her famous predecessor. The original painting was in colour!



As a Dutch saying goes: Vol in de ribben, hoog in de boeg...

This picture was probably taken in the English channel by an aircraft which photographed passing ships for commercial purposes. I see opened tank lids indicating that the Ondina is between coastal ports. It was quite common to touch a number of English ports for the discharge of the cargo. The port of origin painted beneath the ship's name aft is 's Gravenhage which is The Hague, in Dutch also called Den Haag. In this picture I recognize the normal two radar scanners in the radar mast again!



A picture of the aft amidships. The two 3 and 10 cm radar scanners are very visible from this position. The radio room and my cabin were next to each other on the (top) bridge deck at the port side just behind the wheelhouse and chartroom. High and dry.....



The officer's smoke room and lounge on the Ondina. To the left the officer's mess room is visible. A picture with greater detail is shown next.



The officer's mess room The large table in the middle is the Captain's table. There always were two table settings for breakfast, lunch and dinner. This is due to the fact that a ship is a 24/7 operation. The ship captains always sat in on the second table session. As he is missing this is the first table session. 'My' is the one to the right and close to the windows. Almost normal windows, no port holes!

# Ondina

Vaartijd van 29 mei tot 11 november 1961.



Rederij: Shell Tankers N.V.  
 Werf: Rotterdamsche Droogdok Maatschappij                      jaar 1961                      bouwnr. 298  
 Tonnage: B. 31.312                      D. 48.870                      N.  
 Afmetingen: L. 228                      B. 31,24                      H. 15,70  
 Roepleetters: PGNB  
 Machine: 2 R.D.M.-Pametrada turbines, 16.000 PK  
 Snelheid: 16 kn.  
 Radio: Hoofdzender Marconi Globespan, noodzender Marconi Reliance  
 ontvangers Philips BX-925 en H2L7UK, auto-alarm Redifon AL-27,  
 richtingzoeker Marconi Lodestar, Echolood Kelvin & Hughes MS-26B,  
 sloepzender Salvita  
 Radar: Raytheon type 1602 en 1605, 10 cm en 3 cm, gekoppeld

Route:	30 mei – 2 juni	proefvaart
	10 juni	vertrek Rotterdam
	28 – 29 juni	Mena al Ahmadi
	18 – 19 juli	Fawley
	5 – 8 augustus	Mena al Ahmadi
	23 – 24 augustus	Pernis
	11 – 12 september	Mena al Ahmadi
	4 – 5 oktober	Isle of Grain
	22 – 23 oktober	Mena al Ahmadi
	10 november	Europoort (afgemonsterd)

Kapitein: P.J. Boudier (commodore)  
 1<sup>e</sup> stuurman: K. Drent  
 2<sup>e</sup>        "        J.J. Osinga  
 3<sup>e</sup>        "        J. Vaandrager – L. Becker

4 <sup>e</sup>	„	J.P. Hendriks
Hfd. Wtk.:		Th. van der Gaast
2 <sup>e</sup>	„	P. van der Hout
3 <sup>e</sup>	„	J. Swagers – J. Vos
4 <sup>e</sup>		J.A. Bieze – H. Steenhuis
5 <sup>e</sup>	„	P.F. Buil – P. van der Hoeven

Tijdens de proefvaart was het slecht zicht, dus beide radars aan en extra uitkijk op de bak en de brug. Tijdens zo een proefvaart zijn er vele genodigden aan boord, zelfs zoveel dat er wettelijk verplicht een arts aan boord moet zijn. Een van de onderdelen van de proefvaart is de snelheidsproef. Dan wordt alles uit de machines gehaald – er wordt zelfs speciale brandstof voor gebruikt – teneinde gegevens te verkrijgen over maximaal vermogen en snelheid.

Dat gaf een rare situatie: topsnelheid draaien, terwijl goed zeemanschap vereist dat behoedzaam wordt gevaren en mistseinen worden gegeven. Nu was er, behalve de Ondina, nog een schip bezig met een proefvaart op de Noordzee. En dat schip kwam in aanvaring met een vissersboot. Visserman in de prak en mensen over boord, dus: NOODVERKEER oftewel SOS.

Het radiobericht aan de kapitein overhandigd, die onmiddellijk – in overleg met de directeur van Shell Tankers, de heer Larive – de machinekamer opdracht gaf om gereed te zijn om te manoeuvreren. De mensen van de RDM de pest in, want hun hele programma liep zo in de war. Alle gasten moesten van de brug, en degenen die tegenstribbelden werd door meneer Larive duidelijk gemaakt dat ze weg moesten wezen. (Over de heer Larive volgt straks nog een verhaal). Er werd de motorsloep buitenboord gedraaid, bemand en tot vlak boven het water neergelaten, om zondig in actie te kunnen komen.



1e stm.Drent (staand), 3e stm.Vaandragter aan het roer,  
3e wtk Swagers (aan bakboord), 4e wtk Bieze (aan stuurboord)  
en een onbekende matroos (?)

Intussen was de koers natuurlijk gewijzigd om in de buurt van de plek van het ongeluk te komen. Gelukkig kreeg ik korte tijd later het radiobericht door, dat iedereen veilig aan boord was genomen door het schip dat bij de aanvaring betrokken was.

De heer (Hans) Larive was niet zo maar een directeur: als jong marineofficier moest hij, na de capitulatie in 1940 op erewoord beloven geen activiteiten tegen de Duitsers te ondernemen. Dit weigerde hij (en een aantal anderen) en werd prompt naar een krijgsgevangenenkamp in Duitsland afgevoerd. In oktober 1940 ontsnapte hij, maar werd vlakbij de Zwitserse grens weer gepakt en nu in Colditz gevangen gezet. Daar ontsnapte hij in augustus 1941 en wist uiteindelijk Gibraltar te

bereiken. In december van dat jaar werd hij op zijn verzoek ingedeeld bij de Nederlandse MTB's (MotorTorpedoBoten). Vanuit Engeland heeft het flottielje waar hij het commando over voerde een aantal spectaculaire acties tegen de Duitsers uitgevoerd. In 1942 werd hij bevorderd tot Ltz I (luitenant ter zee eerste klasse). Hij was drager van de Militaire Willems Orde 4<sup>e</sup> klasse, ridder in de Orde van Oranje-Nassau, Bronzen Kruis, Distinguished Service Cross.

Op de eerste uitreis, van Rotterdam naar Port Said, deden zich geregeld problemen met de radar voor. Als die lang had aangestaan, raakte een hoogspanningsbuis defect. De hele boel doorgemeten, maar ik kon geen oorzaak vinden. Dus nieuwe buis er in en dan werkte het weer een tijdje. Dat ging zo een paar keer, en de voorraad reservebuizen begon aardig te slinken. In Port Said een mannetje van Raytheon erbij. Die was best slim, want hij ging niet in de radar zoeken, maar in de generatoren. Wat bleek? Die hele zooi was in Rotterdam op walspanning ingesteld. Nu is op in Nederland de netfrequentie 50 Hz. Het boordnet draaide echter op 60 Hz! Dat was net een beetje te veel van het goede. Raytheon-mannetje heeft alles goed ingesteld, en er deden zich verder geen problemen meer voor. Naar zijn mening waren de RH-mannekes die dit zo hadden verknoeid "a couple of amateurs". Ik had wel in de tussentijd per telegram een doos nieuwe buizen bij RH aangevraagd, en die kwamen gelukkig in Port Said aan boord. Vanuit Mena al Ahmadi een uitvoerige brief naar RH geschreven en het commentaar van de Raytheon technicus letterlijk geciteerd. Of er in Rotterdam daardoor nog een bui slecht weer is losgebarsten, heb ik nooit vernomen.

Tijdens die eerste reis deed zich nog een vreemd geval voor, maar dat had niets met de apparatuur te maken. Mijn haar begon uit te vallen. Hele plukken kon ik er zo uittrekken. Een rare gewaarwording, maar het deed geen pijn. Het zag er wel raar uit, waarop kapitein Boudier aanbood om de rest er met de tondeuse af te halen. Gevolg was dus wel een kale sparks! Tot grote hilariteit van de Chinese crew: Ha, Marconi no more hair! Later bleek dat dit een gevolg was van de voedselvergiftiging die ik op de Abida had opgelopen.



Kaartavondje. Kapitein Boudier met eega, 3e stm. Becker, 4e wtk. Steenhuis en (op de rug gezien) 2e stm Osinga. Aan de leestafel links 3e wtk. Swagers en sparks.





De messroom. Aan de linkertafel ??, 3e st. Becker en sparks. Aan de rechertafel o.a. 4e wtk. Steenhuis

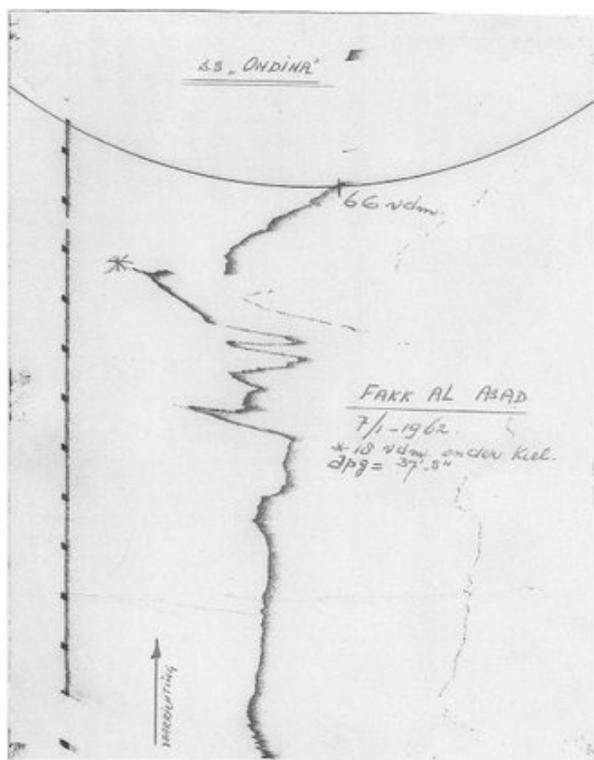


Aan de hogedruktafel v.l.n.r.: onbekend, 1e stm. Drent, 2e wtk. Van der Hout, hfd.wtk. Van der Gaast. Aan het hoofd: kapt. Boudier, dan op de rug gezien v.r.n.l.: mevr. Boudier, onbekende, mevr. Drent. Aan de kleine tafel v.l.n.r.: 5e wtk. Buil en 4e wt. Bieze

Om de Perzische Golf in te komen, moet je door Straat Hormuz. Er zijn overigens zeker 10 manieren om dit te spellen; ik gebruik hier maar de meest gangbare. In die Straat is genoeg ruimte om in te halen en te passeren. Er is echter nóg een manier om de Perzische Golf in (of uit) te komen, namelijk door een heel smal steegje, Fakk al Asad genaamd. Dat bevindt zich tussen het schiereiland Musandam en het eilandje Jazirat Musandam. Je kunt er wel door, maar ruimte om in te halen of te passeren is er niet. Maar het is wel een (iets) kortere route. Hierbij een stuk van de zeekaart en van de echolood recording en een foto van Fakk al Asad, die ik van Jens Osinga en Jan Bieze heb gekregen.



Kaart met ingetekende koers; uitgaand.



Recording echolod. Denk om de drempel: zie \*



Links: Jazirat Musandam - rechts het vasteland.

Zoals hierboven staat, maakten we vier reizen naar Mena al Ahmadi en terug naar Europa. Ik had het prima naar mijn zin op dit schip en baalde dan ook vreselijk, toen ik te horen kreeg dat ik afgelost zou worden door een Radio Officier 1<sup>e</sup> klasse. Shell zou kenbaar hebben gemaakt dat op het vlaggenschip een eerste klasser moest varen. Veel later zou blijken dat dit pure verzinsels waren. Ik was er knap chagrijnig over en liet dat tegenover RH ook blijken. Waarom hadden ze er dan niet vanaf de eerste reis een eerste klasser op gezet, dan had die in zijn oneindige wijsheid die ellende met de radar op kunnen lossen. Ik kreeg een paar weken verlof; zeker om de pijn te verzachten. Vreugdevolle mededeling: ik zou geplaatst worden op de Vitrea, die nog moest worden afgebouwd en een paar weken later zou gaan proefvaren. Maar wel eerst nog een kustreis met een KNSM-bootje: de Chiron.

Op 8 mei 1962 (zelf voer ik toen op de Vitrea) om 05.58 uur kwam de Ondina nabij Gibraltar in aanvaring met een andere tanker. Van Jan Bieze kreeg ik de onderstaande foto's, die hij na deze aanvaring maakte. Stuurboord tanks 7, 8 en 9 waren lek.

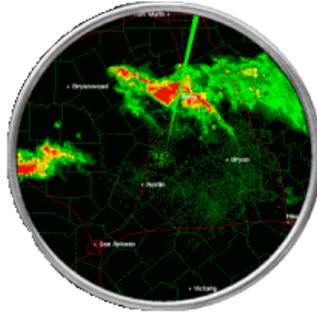




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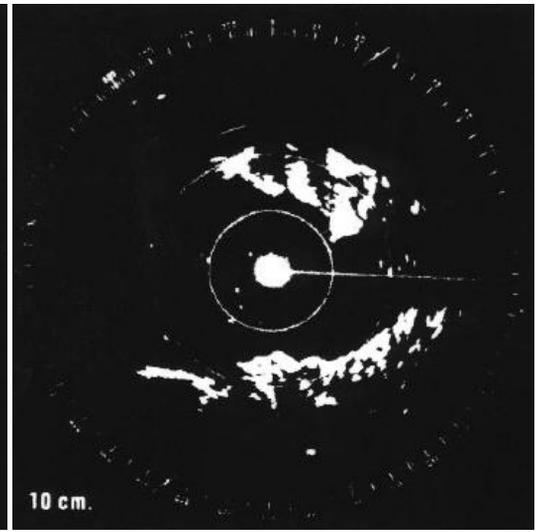
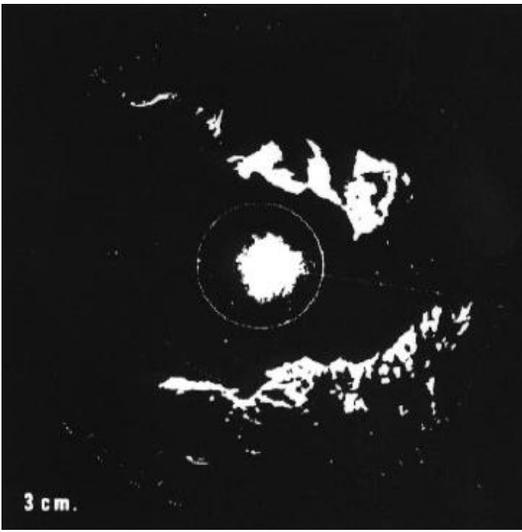
# Ondina's Radars



The ship was equipped with radar equipment manufactured by Raytheon Copenhagen. The radar system consisted of a 3 cm Raytheon 1602 and a 10 cm 1605 radars. The transmitter pulse power was respectively 45 kW and 60 kW. The supplier Radio Holland bv developed and supplied an additional interswitch system which was a major upgrade and made the radars state of the art and a show piece.

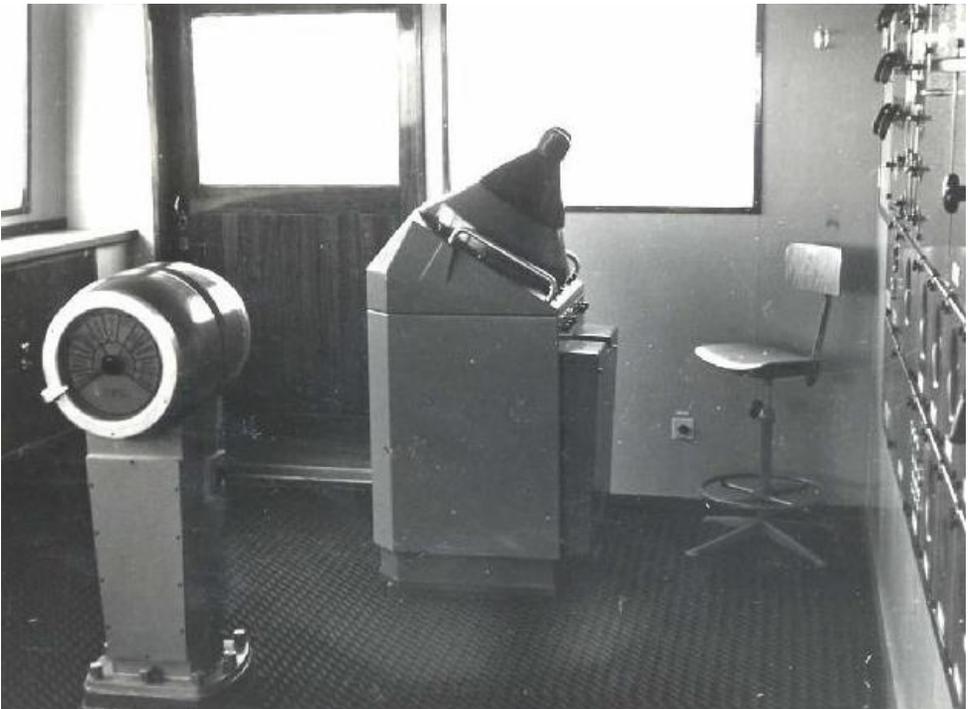


Both 3 cm and 10 cm Raytheon radar scanners were mounted on top of the radar mast amidships. The aerials, with slotted wave guides fitted inside, measured 12 feet each. The advantages and disadvantages of the 3 and 10 cm radar systems are explained below.



Their is a rather big difference in picture presentation between a 3 cm and a 10 cm wavelength radar signal. A big advantage of a 10 cm radar is that it can penetrate more easily through sea clutter (echoes returned from a choppy sea for instance) and rain storms.

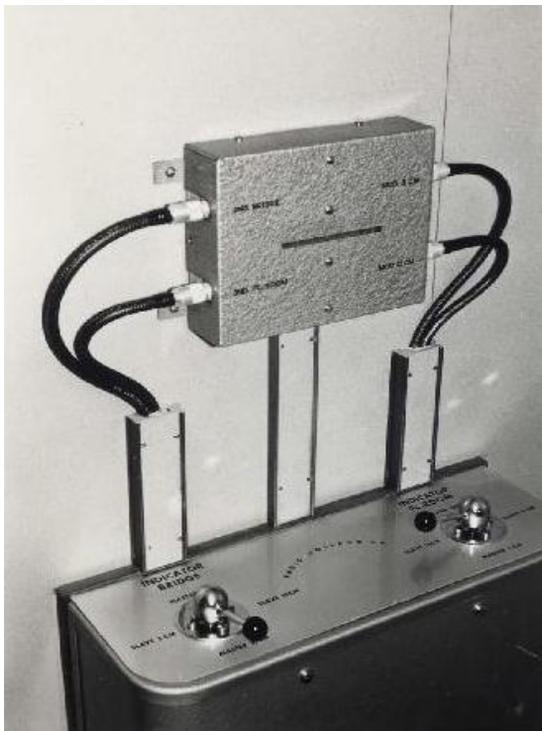
If the wavelength is big compared to the rain drops less false echoes are reflected from the rain drops. However a 3 cm radar picture has better detailed picture. The 10 cm radar is more of a bad weather radar system. The above pictures show two identical 20 mile range Planned Position Indicator (PPI) on Raytheon 3 cm and 10 cm radars showing the effects of sea clutter. On the 10 cm radar targets inside the 5 mile range marker ring are clearly visible. On the 3 cm radar the close range targets are missing totally which can lead to a very dangerous situation.



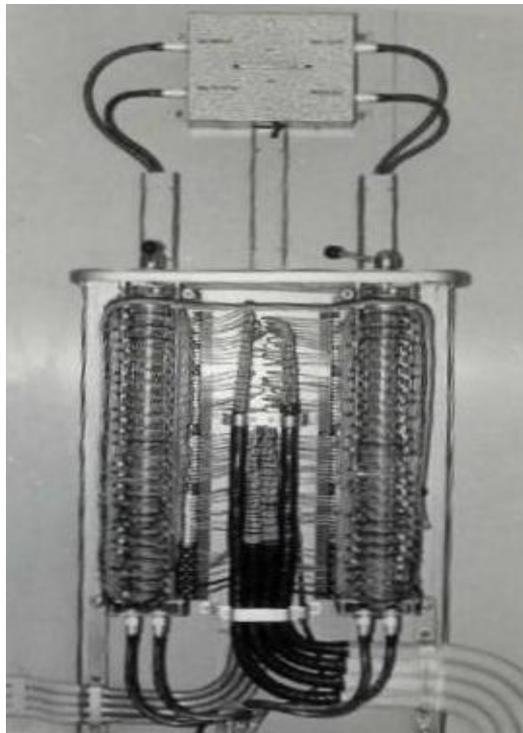
The Raytheon indicator with viewing hood was located at the starboard side of the wheel house. For better viewing during night time the rubber visor and the metal one underneath could be removed.



A picture of the radar plotting room which was located just behind the wheel house and adjacent to the chart room. To the left is the radar indicator and the box attached to the bulkhead is the interswitch. The smaller unit above the indicator is the compass repeater. The plotting room could be closed by heavy black curtains for daylight plotting purposes. By means of the interswitch unit you could connect the plotting indicator either to the 3cm or 10 cm radar transmitter. In the picture you can also see a part of the chart table. The little 'port hole' is mounted just over the chronometer which was very important to navigation in those non GPS days.



This is the interswitch unit as developed by Radio Holland's famous radar technician Piet Gouweleeuw at the Rotterdam office. The switch to the left switches the indicator and the one to the right the 3 and 10 cm radar transmitters.

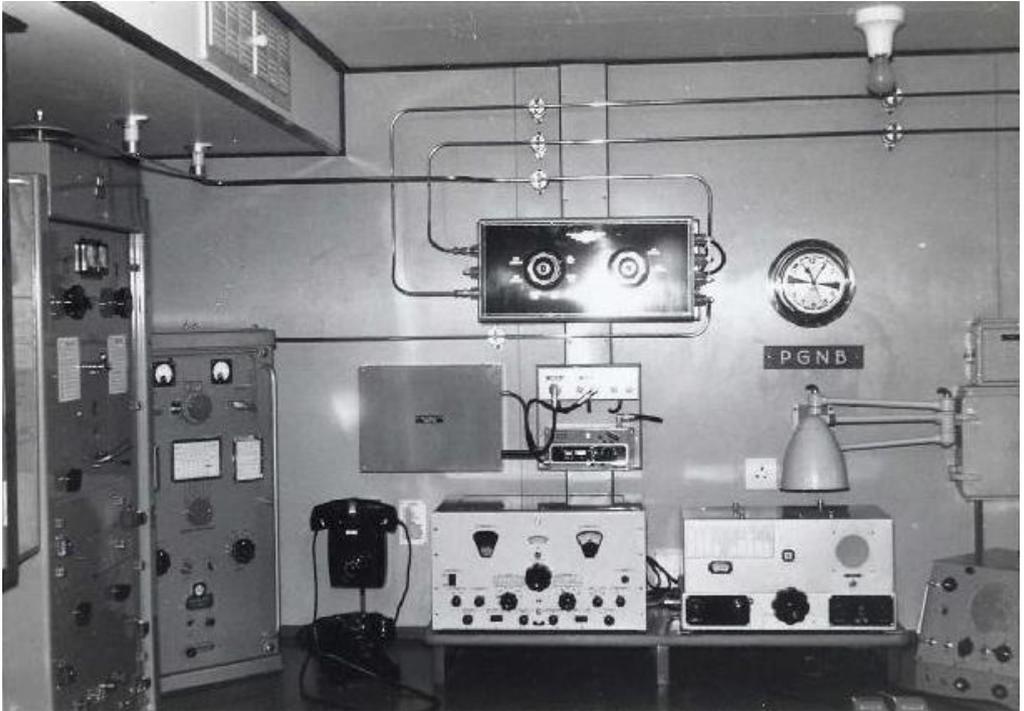


A view of the inside of the interswitch unit. Lots of cables running towards and from this unit necessary to realise the full interswitching of indicators and transmitters.



# Ondina

On this page some photos are shown of the radio room on board the Ondina, call sign Papa Golf November Bravo (PGNB), which in those days was very state of the art.

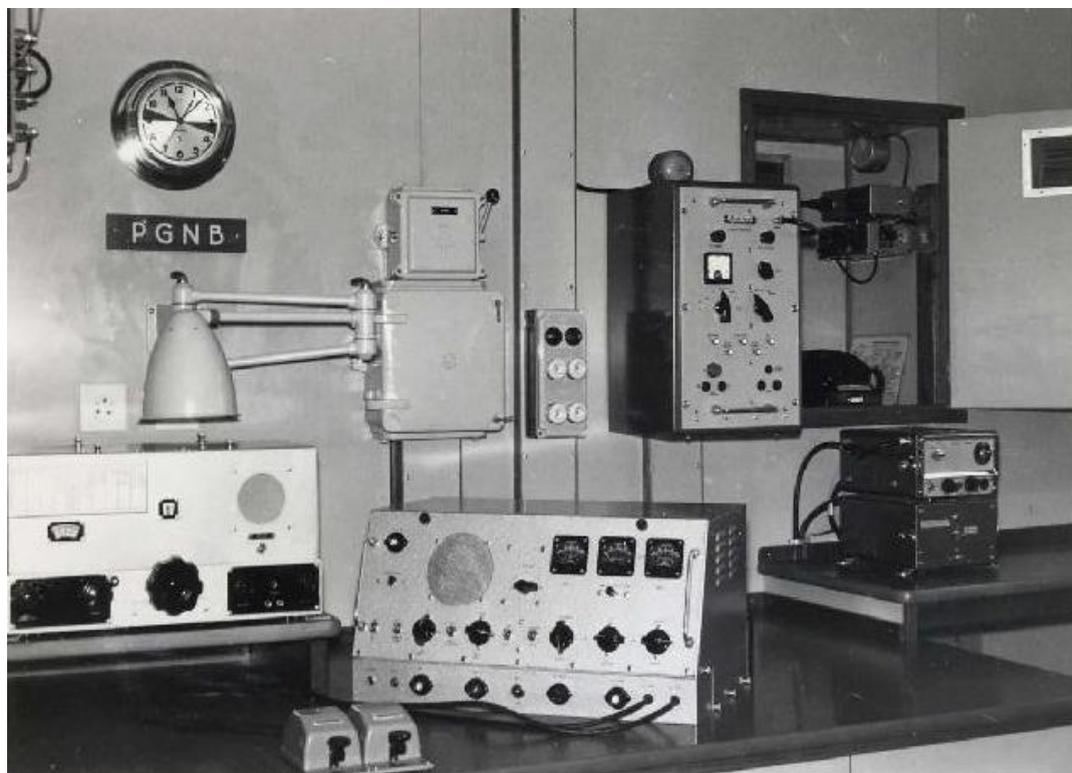


The Ondina's radio room with part of the equipment to the left is the Marconi Globespan medium and short wave transmitter. To the right the Marconi Reliance emergency transmitter which was to be used if the ship's mains failed. It was powered by a 24 Volt lead battery of 200 Ampere-hours (Ah). To the right the main receiver Philips BX-925 for medium and short wave reception to the right the Radio Holland emergency receiver H2L7U. Above the receiver the receiving aerial switching box and a bit higher the transmitter switching unit. The transmitters were connect to this unit with copper tubing. The same material was used to connect the unit to the main and emergency transmitting aerials. To the right of the receivers a part of the KOKA unit is visible. This function of this unit is explained below. Also visible is the special radio room clock with green and red sectors, indicating the

silence periods for radio telegraphy on the 500 kHz calling and distress frequency and for the telephony calling and distress frequency on 2182 kHz.



This an original radio room clock which in my possession. The green and red silence periods are clearly visible.

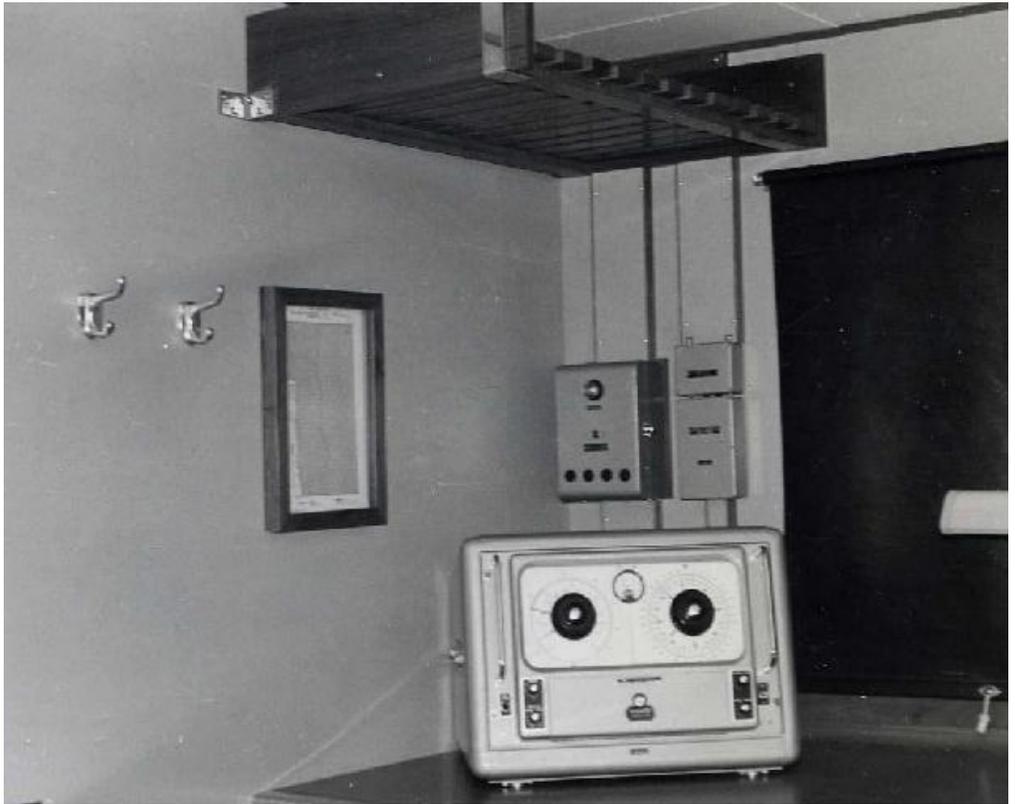


The so called KOKA unit contained switching gear, a loudspeaker and the switches for the emergency battery charging, including the monitoring charge and discharge meters. To the left in front are the Junker Morse keys connect via this unit to the main and emergency transmitters. The ship's call sign PGNB is shown beneath the radio room clock. To the right above the KOKA unit is the Redifon automatic alarm equipment which sounded a loud bell signal when a vessel in an distress situation

had sent the international alarm signal. There were bells sounding in the radio room, on the bridge and in my sleeping cabin. To the right is the Murphy Amplitude Modulated (AM) VHF transmitter used to communicate with Persian Gulf oil ports exclusively. The entire world was standardised on Frequency Modulation (FM) except for this region. Above it is a recess giving access to the wheelhouse. It was a through and through square opening to the wheelhouse which could be closed by little doors on both side. The radio room's little door can be seen. I sometimes a put in an order for coffee, light on the cream and heavy on the sugar, to the bridge but to no avail! In the recess are the remote controls for the Murphy and the FM VHF equipment and gave the captain and watching keeping deck officers the possibility to communicate directly with radio stations and/or ships from the bridge.



The 'Van der Heem' FM VHF equipment is to the left. The famous Radio Holland calendar to the right. In the radio room was a telephone booth for crew members giving them some privacy when speaking to their family at home.



Not located in the radio room but on the chart table in the chart room is the Marconi Lodestar automatic radio direction finder. The correction curve is attached to the bulkhead to left.

**Bouwnummer RDM-299, s.s. "Onoba" (2), 1962, tanker.**



[Terug naar Overzicht](#)

**Opdrachtgever:** N.V. Petroleum Maatschappij "La Corona", Den Haag.

**Tonnage:** 31065 brt, 18235 nrt, 48880 dwt.

**Hoofdafmetingen:** Loa = 228,01 m, B = 31,30 m, D = 15,70 m, d = 12,19 m.

**Voortstuwing:** Pametrada turbines, 16000 pk, snelheid 15,5 kn.

**Verdere gegevens:** Roepletters: PGNL, IMO nummer: 5263683.

Bemanning: 59 man.

De "Onoba" had de brug op het achterschip.

**Historie:**

In juni 1962 in dienst gesteld.

Van 1962 tot 1985 als s.s. "Onoba" naar Shell Tankers N.V., Nederland.

Op 10-6-1985 aanvang sloop te Yantai, China.

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## Ships hit by U-boats

# Opalia

## British Motor tanker



<b>Name</b>	<b>Opalia</b>		
<b>Type:</b>	Motor tanker		
<b>Tonnage</b>	6,195 tons		
<b>Completed</b>	1938 - Nederlandsche Dok Mij NV, Amsterdam		
<b>Owner</b>	Anglo-Saxon Petroleum Co Ltd, London		
<b>Homeport</b>	London		
<b>Date of attack</b>	16 Feb 1942	<b>Nationality:</b>	 British
<b>Fate</b>	Damaged by <b>U-564 (Reinhard Suhren)</b>		
<b>Position</b>	37.38N, 66.07W - Grid CB 4998		
<b>Complement</b>	? men (? dead and ? survivors).		
<b>Convoy</b>			
<b>Route</b>	Curaçao - Halifax - Iceland		
<b>Cargo</b>	Petrol and paraffin		
<b>History</b>	Completed in May 1938 <b>Post-war:</b> 1959 renamed <b>23 December</b> for the Egyptian Government. 1976 renamed <b>Nawar</b> for M. Nawar. Broken up in 1978.		
<b>Notes on loss</b>	At 20.38 hours on 16 Feb, 1942, <b>U-564</b> began shelling the <b>Opalia</b> with her last 83 rounds from the 88mm deck gun. Only three hits were scored, which damaged the tanker only slightly.		



*Location of attack on **Opalia**.*



# Opalia

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*Location of attack on **Opalia**.*



*ship damaged.*

Ormer



## Royal Italian Navy Submarines of WW2 - Morosini



At the outbreak of the hostilities, the submarine Morosini was already in position off Cape Palos, Spain. During the night of the 15th of June, it located a small vessel presumed French, which was attacked without success. The following day, it sighted a large convoy escorted by several smaller naval units, but mostly due to the large distance between the boat and the targets, failed to reach a position suitable for an attack. On the 21st, it sighted a medium size merchantman against which it launched a torpedo at a short distance; still it failed to hit the target, most probably due to the adverse meteorological conditions. As it will be soon discovered in the Atlantic, torpedoes do not perform well in large swells.

In July, the Morosini was again at sea, this time to patrol the area between Cape of Gata (Almeria) and Cape Tres Forcas (Morocco). Once back to base, the boat was transferred to the shipyard for special refitting work in preparation for an assignment to the newly established submarine base of Bordeaux, in France. The Morosini belonged to the "II Gruppo", "XXII Squadriglia" based in Naples, along with the Barbarigo, Emo, Marconi, Da Vinci. Still under the command of C.C. Alfredo Criscuolo, the Morosini left Naples the 25th of October, reaching the Strait of Gibraltar five days later, on the 31st. Here, the submarine proceeded, submerged, in fair weather conditions, and despite having picked up with the hydrophones sounds from patrolling British vessels, it proceeded through the strait undetected. Just off Tangiers, the boat experienced a sudden loss of control, quickly diving to a depth of 130 meters, but without experiencing any damage. This phenomenon would be experienced by many Italian boats and was caused by the strong currents present in the area.

Completed the crossing, the submarine moved north, reaching a patrol area off Oporto (Portugal) on November 3rd. On the 16th, Betasom instructed Captain Criscuolo to move to 20° 00' W since the Germans had provided information regarding the presence of British traffic from Gibraltar and Spain directed to Great Britain. On the 20th, further information alerted the crew of the presence of a nearby convoy, which, despite a search, could not be located. Eventually, the Morosini remained in the area until the 26th of November, and then reached Bordeaux on the 28th, thus completing its first Atlantic mission.

1941

The Morosini remained in port until January, eventually leaving La Pallice (the secondary base near La Rochelle) on the 22nd of January 1941 for a mission off the Irish coast. After having reached the pre-assigned area on the 29th, the boat was immediately reassigned farther west. During this operation, captain Criscuolo received two signals informing him of the presence of enemy traffic, but after patrolling the area, he was only able to locate two small boats full of shipwrecked sailors. Soon after, the boat moved to the newly assigned area of operations, meeting during the transfer, the Italian submarines Baracca and Dandolo, also assigned to the area.

On February 7th, at 22:08, the Morosini sighted an isolated man-of-war decisively larger than an escort unit, but, following standing orders, it did not attack. During this period, Italian submarine commanders were instructed not to attack larger warships to avoid the risk of sinking German raiders or ships captured by auxiliary cruisers. On the 8th, the Morosini sighted the Dandolo, and later a merchant ship against which it launched three torpedoes which, probably due to the strong swell, failed to reach the target. Eventually, the crew heard a powerful explosion and assuming success left the area. The night of the 17th, while the foul weather continued, lookouts sighted a large merchant ship which, soon after, was lost and, despite an intense search, never found again. On the 24th, without having encountered any other ship, the Morosini returned to Bordeaux, thus completing its second Atlantic mission. At the end of this mission, C.C. Criscuolo was reassigned and the command of the Morosini was transferred to C.C. Athos Fraternali.

The third mission began on April 30th and included other submarines: the Bianchi (C.C. Franco Tosoni Pittoni), Barbarigo (C.C. Giulio Ghiglieri) and the Otaria (C.C. Giuseppe Vocaturro). All boats left between the end of April and the 8th of May. In accordance with orders issued by B.d.U., the three companions were to take position between 61° 00' N ~ 58° 00' N, 25° 00' W, while the Morosini would be further south in position 54° 00' N – 53° 00' N between 25° 00' W and 30° 00' W. The area between North America and the British Isles was divided in sectors: west of the 34th meridian German surface ships, then Italian submarines, and finally German U-Boats. The Italian boats were asked to cover areas further away from their base, mostly because of their larger displacement and greater endurance. On May 9th, Betasom informed the group of the presence of a convoy in position 54° 30' N 28° 30' W and moving west. The Morosini was the only boat which had already reach the assigned area and was able to engage the British tanker Vancouver of 5,729 t. with the deck gun, but the superior speed of the target allowed it to escape. The Barbarigo and Bianchi, having received signal from the Morosini, continued the hunt, but failed to locate the tanker.

On May 14th, Betasom transmitted another signal alerting the submarines of the presence of a large convoy of about 20 to 30 ships escorted by destroyers in position 55° 45' N 13° 15' W and moving SW at a speed of about 8 knots. On this day, the Morosini again attacked a British vessel, this time the Manchester Port of 5469 t., but the merchantmen escaped. On the 15th this ship was attacked, but not sunk, by the Barbarigo, which, despite having hit the merchantman with a torpedo, could not reach it due to a failed diesel engine. At this point, the submarine Malaspina had also reached the area, bringing the total number of Italian boats to five. In the days that followed, airplanes attacked various vessels; the Morosini experienced such an attack on the 15th. Eventually,

With the general change of theater of operations for the Italian units from the North Atlantic to Gibraltar and the Azores, the Morosini left base on June 28th, 1941 for the middle Atlantic. At the same time, various boats were engaged in this new area, including the Da Vinci, Baracca, Malaspina, Cappellini, Torelli, Bianchi, Bagnolini and the Barbarigo. Eventually, only a small number of submarines were able to conduct an organized hunt for British traffic. On July 14th, the Morosini located the British cargo Rupert de Larrinaga of 5,358 t. traveling alone, which was sunk with torpedoes. This ship was built in 1930 by Lithgows, Ltd of Port Glasgow, was capable of 10 knots, and belonged to the Larringa Steamship Co. LTD of Liverpool; all 44 crewmembers were rescued. The following day, on the 15th, the "Ocean Boarding Vessel" Lady Somers of 8194 t. was also located and sunk. This second vessel was a passenger ship in service to the Royal Navy, was built by Cammell Laird & Co. of Birkenhead in 1929 and belonged to the Lady Somers LTD; all 175 crewmembers and passengers were saved. On the 19th, having exhausted most fuel reserves, the Morosini began the journey back to base. The date of its arrival in Bordeaux is not known, but it probably fell around the end of the month.

In August, the Morosini was again assigned to a mission off Gibraltar along with several other submarines. During this mission, Betasom coordinated the deployment of the Italian submarine screen based on information received from the Luftwaffe. On the 19th, at around 8:10 AM, the Morosini sighted a large convoy of 25 ships under strong escort, including airplanes. During the approaching phase, one of the two electric motors experienced a severe failure, thus forcing the captain to immediately return to base where it arrived on September 20th.

After the necessary repairs, on November 18th, 1941 the submarine was again at sea for a new mission. On December 13th, at about 250 miles west-northwest of Palma, in the Canary Islands, the Morosini sighted a convoy of 15 ships heading east and immediately gave chase. At night, while approaching the convoy, the submarine was sighted by escort units, which immediately attacked, placing several depth charges well near the submarine's hull, causing serious damages. Forced into abandoning the mission, the captain immediately returned to base. By the end of this mission, with the United States having entered the war, the area of operations suddenly expanded, thus bringing Italian submarines all the way to the American coast.

1942

On February 2nd 1942, the Morosini was again at sea, directed to an area northeast of the Island of Guadalupe in the Antilles. On February 23rd, it sighted in position 29° 10' N, 28° 15' W the British cargo Sagaing of 7,968 t. which was able to elude the submarine, thanks to superior speed. In fact, the Morosini was still overloaded with diesel fuel and could barely make 13 knots. The submarines of the Marcello class underwent substantial modification to increase range. Some of the ballast tanks were turned into additional diesel fuel depots, and the reserve of food and ammunition was also augmented. Despite the benefits, the initial few days at sea were quite dangerous since the boats were left with less than 10% buoyancy, lowering the boat up to 22 cm. Also, by redesigning some of the interior compartments, the number of torpedoes aboard was increased to 16.

On March 8th 1942, the Morosini received 21 tons of extra diesel fuel from the Finzi, thus allowing it to extend the days at sea. On the 11th of March it attacked a tanker launching two torpedoes, but failing both to hit the target and recognize the name of the vessel.

Just before sunset of the same day, Captain Fraternali intercepted the British cargo Stangarth of 5,966 t., sinking it in position 22° 45' N, 57° 40' W with the torpedo on the early hours of March 12th. We do not have additional information regarding this vessel. After the sinking, the Morosini relocated south-west of the original position, intercepting on the night of the 15th, the Dutch motor tanker Oscilla of 6,341 t. which was sunk by three(1) of the five torpedoes launched and a few 100 mm shells. The Oscilla was built in 1939 by Van der Giessen & Zonen's Scheepswerven, NV Krimpen in the Netherlands, was capable of 12 knots, and belonged to 'La Corona' NV Petroleum Maatschappij; of the crew, 51 were saved, but 4 perished.

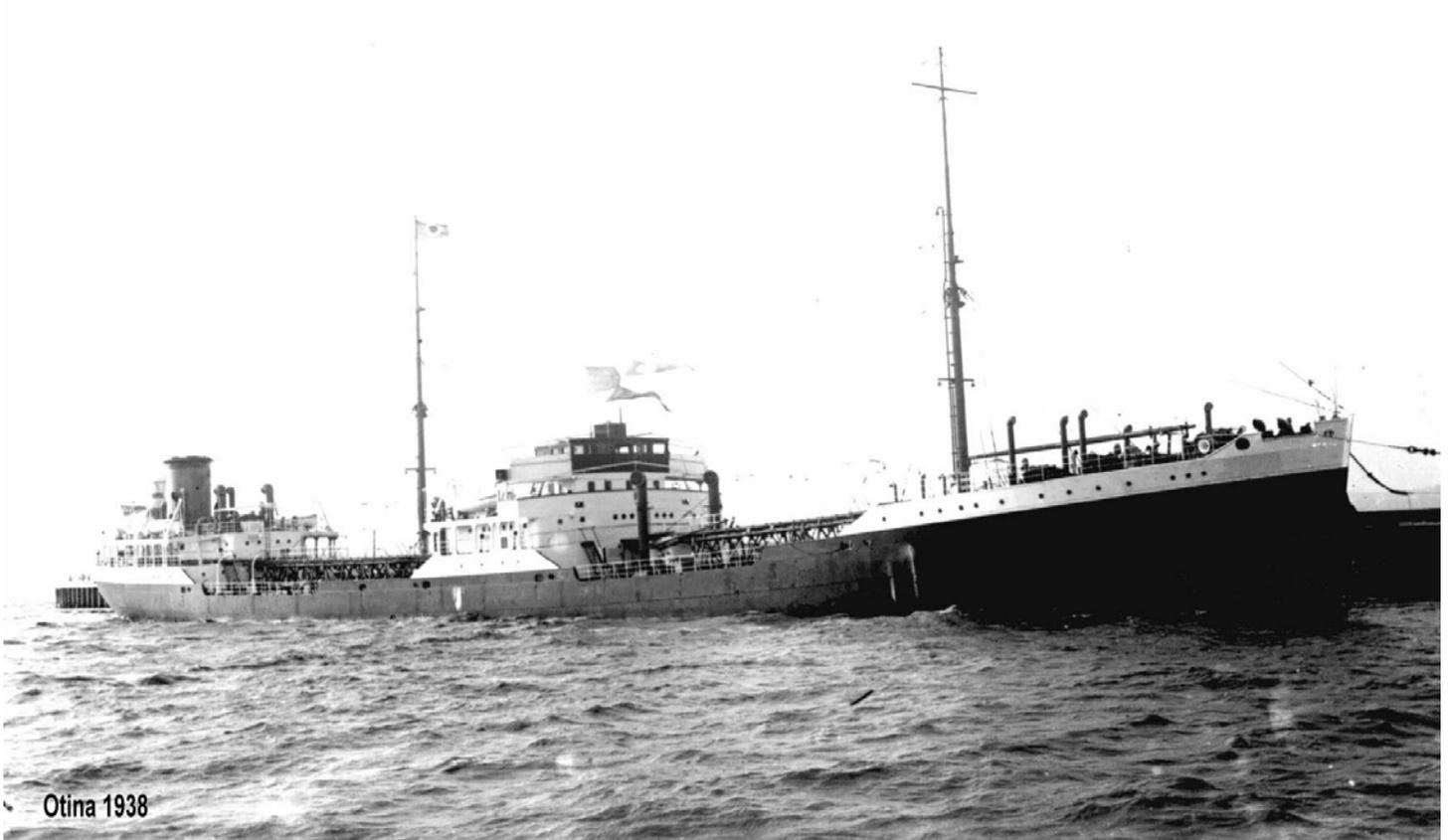
Continuing patrol, the Morosini came upon the British tanker Peder Bogen of 9,741 t. which, after dark had fallen, was hit the night of the 23rd by two torpedoes and eventually sank in the early hours of March 24th in position 24° 53' N, 57° 30' W by about 70 100 mm shells. This tanker was built in 1925 by the Dordr NV Scheepswerf Dordrecht of Dordrecht in the Netherlands. It was capable of 10 knots, and belonged to the South Georgia Co. Ltd; all 53 crewmembers were rescued. At this point, having exhausted all torpedoes, the submarine began the long journey home, reaching Bordeaux on April 4th. At the end of this mission, C.C. Fraternali was transferred and replaced by T.V. Francesco D' Alessandro.

On June 2nd, 1942 the Morosini left Bordeaux for a mission in the Caribbean, specifically northeast of the island of Puerto Rico. After the long transfer, the boat reached the area of operations on the 28th of June, and on the 30th it located and sank the Dutch motor ship Tysa of 5,327 t. in position 25° 33' N, 57° 33' W utilizing torpedoes and the deck gun. This ship was built in 1938 by P. Smith Jnr of Rotterdam, was capable of 13 knots, and belonged to the "Vrachtvaart", NV Maatschappij; all 43 crewmembers were rescued. On July 19th, the submarine attacked, without success, a small military ship, possibly a gun boat or an armed merchant ship which followed the submarine for a little while, without attacking.

On July 27th, as in the previous mission, it received 25 tons of diesel fuel from the Finzi, submarine with a very large fuel capacity, thus continuing operations for a few more days. On the 31st of July, having reached the minimal fuel reserve, it began the journey home. On August 5th, the Morosini informed base that it was in

# Otina

## British Motor tanker



<b>Name</b>	<b>Otina</b>		
<b>Type:</b>	Motor tanker		
<b>Tonnage</b>	6,217 tons		
<b>Completed</b>	1938 - Odense Staalskibsværft ved A.P. Møller, Odense		
<b>Owner</b>	Anglo-Saxon Petroleum Co Ltd, London		
<b>Homeport</b>	London		
<b>Date of attack</b>	20 Dec 1942	<b>Nationality:</b>	 British
<b>Fate</b>	Sunk by <a href="#">U-621</a> ( <a href="#">Max Kruschka</a> )		
<b>Position</b>	47.40N, 33.06W - Grid BD 5226		
<b>Complement</b>	60 (60 dead - no survivors)		
<b>Convoy</b>	<a href="#">ON-153</a> (straggler)		
<b>Route</b>	Belfast - New York		
<b>Cargo</b>	Ballast		
<b>History</b>			
<b>Notes on loss</b>	At 20.21 hours on 20 Dec, 1942, the <b>Otina</b> (Master George Lowery Forrest), a straggler from convoy <a href="#">ON-153</a> , was hit by two torpedoes from <a href="#">U-621</a> and sank at 21.06 hours west of Ireland. The master, 52 crew members and seven gunners were lost.		





Location of attack on **Otina**.



# OVERSEAS HOUSTON HERALDS RETURN OF THE JONES ACT TANKER

**N**ot long ago, many shipping pundits predicted the imminent demise of the US Jones Act tanker. The prediction died instead, the bell tolling in February this year when Aker Philadelphia Shipyard Inc. (APSI) delivered the ABS-classed *Overseas Houston*. It is the first in what is currently slated to be a series of 16 double-hull Jones Act product tankers building for New York-based tanker operator Overseas Shipholding Group (OSG).

In June 2005 the shipyard announced the signing of the final definitive agreements with OSG for a ten-ship series and, in February this year, extended the series to a possible 16. If all six options are exercised the ships will keep APSI busy into 2012.

The ships are being built under a cooperative agreement with Hyundai Mipo Dockyard, which supplied its 46,000-dwt Athenian Class product tanker design as the base for what APSI has named its Veteran Class MT-46 design. The MT-46 is 600 ft in length and has a cargo capacity of 338,000 barrels and a speed rated at about 15 knots.

The 16 ship series will be delivered to leasing companies wholly owned by American Shipping Corporation, an Aker American subsidiary, which in turn will bareboat charter the ships to wholly owned subsidiaries of OSG. These companies will then time charter the vessels to OSG Product Tankers LLC, which will time charter the vessels to end customers in the Jones Act market. At press time, nine of the first ten ships had signed time charters in place.

With OSG recently acquiring a prominent US Gulf shuttle tanker operation, some observers predict that one or more of the newbuilding series could be allocated to a new FPSO shuttle service if, as expected, FPSOs make their long awaited introduction into Gulf of Mexico (GOM) waters.

Senior Surveyor Darren Leskoski (right) and Surveyor Scott Johnson with the first Jones Act tanker to be launched from Aker Philadelphia, *Overseas Houston*.



## RFA Oakol

Subsequent name:

Orthis, Orthis Maru

Official Number:

142307

Pennant No:

X46

Builder:

William Gray & Co. Hartlepool  
(South Yard)

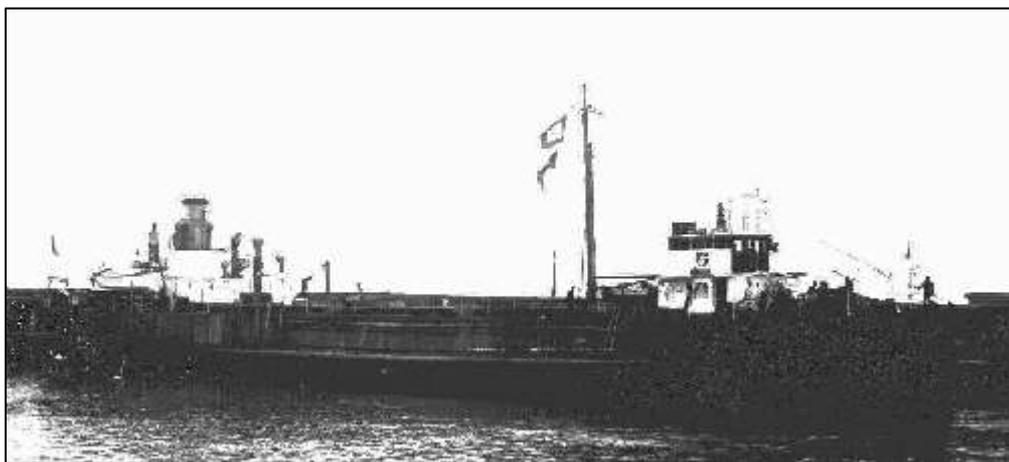
Launched: 22

September 1917

Into Service: 9 March 1918

Out of service: 1920

Fate: Sold out of service to commercial interests



### Items of historic interest involving this ship: -

19 November 1918 Donkeyman W Hamilton logged as deserting. He had signed on on 25 May 1918

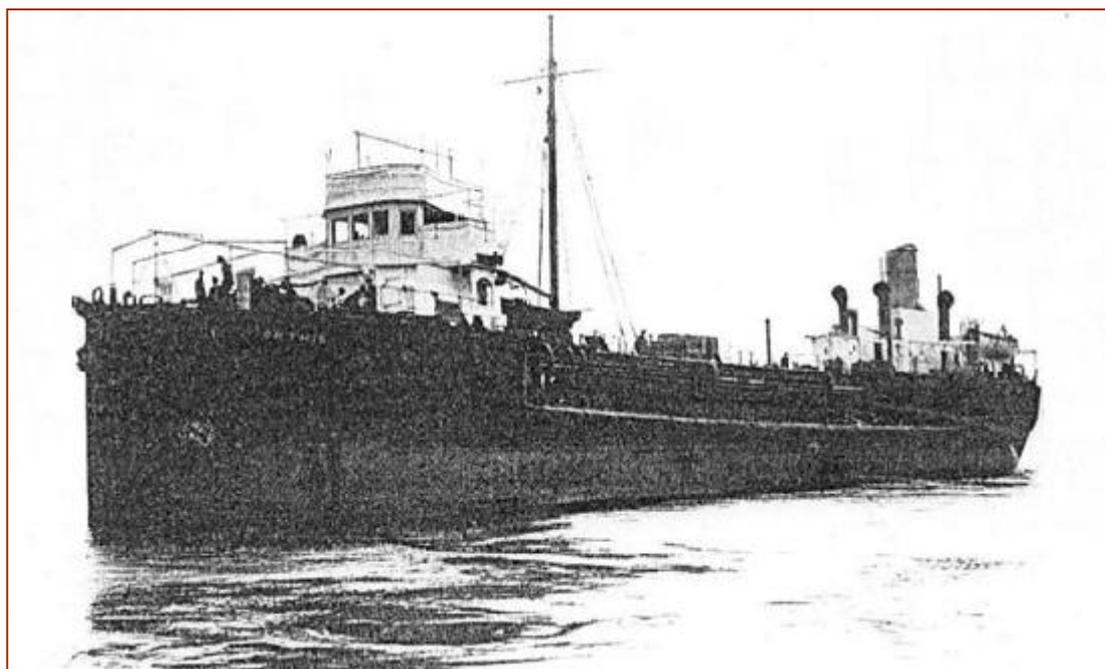
1 April 1919 Greaser E G Townsend MMR 994276 logged as deserting. He had signed on on 7 December 1917.

3 September 1919 Greaser Christopher Connell MMR 944003 logged as deserting. He had signed on on 23 August 1919.

12 September 1919 Greaser John Robson MMR 1004738 and Greaser Robert Hosie MMR 1007118 both logged as deserting.

22 October 1919 Ordinary Seaman J C Wright MMR 977207 logged as deserting. He had signed on on the 1 May 1919. 12 November 1919 Fireman Pat Fox MMR 997968 logged as deserting. He had signed on on 14 October 1919.

[1920 sold to Shell Tankers UK and renamed Orthis](#)



As the Shell tanker Orthis

[1924 sold to Rising Sun Petroleum, Japan and renamed Orthis Maru](#)

# Shoreline Area NEWS



News, events and information about Shoreline and Lake Forest Park.

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We are Shoreline residents who strive to provide you with news and information about the area in which we live and work. We cover Shoreline, Lake Forest Park, and some events and destinations in surrounding areas.

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## Seattle Times reports new port at Richmond Beach, September 17, 1912

SATURDAY, FEBRUARY 19, 2011

Tracy Tallman has been digging through the archives of The Seattle Times and found several stories of local interest, including this announcement of a new port at Richmond Beach.

### INDIAN OIL COMPANY WILL BUCK STANDARD

Steamship Romany Brings in Cargo of Benzine Worth \$175,000 From Wonderfully Rich Fields in Sumatra.

### NEW PORT OPENED AT RICHMOND BEACH

Tankers Will Bring to Seattle Supplies With Which Fight Against American Trust Will Be Conducted.

**F**IRING the first shot in what is declared to be a trade war between the Standard Oil Company and the Indian Refining Company and incidentally opening a new port on Puget Sound, the British tank steamship Romany yesterday put in at Richmond Beach, a few miles out of Seattle, to land 6,000 tons of benzine from the Far East, worth \$175,000.

Most of the cargo on the Romany was loaded at Singapore and had its origin in the wonderfully rich oil fields in Sumatra and Burma, which, it is claimed by experts, soon will be producing a large proportion of the world's supply.

It is understood that whatever the outcome of the war between the Rockefeller interests and their new rival may be, the Romany's coming presages the regular arrival of a big line of oil tankers at Richmond Beach, which, gradually, will be developed into a port of importance.

The Romany is a fine three-mast, double-decked steel screw steamship of 2,982 tons. She was built in 1905 at Newcastle, England, by Armstrong, Whitworth & Co., Ltd., for the Anglo-Saxon Petroleum Company, Ltd. Her dimensions are: Length, 356 feet; beam, 47 feet, and depth, 27.6 feet.

The Seattle Times, September 17, 1912

Indian Oil Company Will Buck Standard

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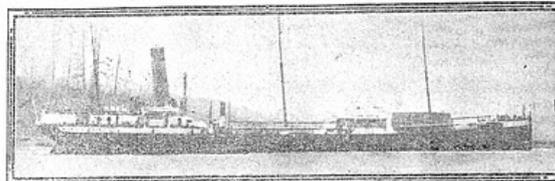
- Shoreline Farmers Market
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- Crest Theater
- Shoreline Historical Museum
- Third Place Books
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- Shoreline Library
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- Lake Forest Park Library

- September (319)
- August (240)
- July (222)
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interests and their new rival may be, the Romany's coming presages the regular arrival of a big line of oil tankers at Richmond Beach which, gradually, will be developed into a port of importance.

The Romany is a fine three-mast, double-decked steel screw steamship of 3,983 tons. She was built in 1902 at Newcastle, England, by Armstrong, Whitworth and Co., Ltd., for the Anglo-Saxon Petroleum Company, Ltd. Her dimensions are: Length, 350 feet; beam, 47 feet, and depth, 27.6 feet.

### British Vessel That Opens New Port



STEAMSHIP ROMANY  
When the British steamship Romany yesterday put in to Richmond Beach to land 6,000 tons of benzine, a new port was opened on Puget Sound and incidentally the first ship was fired in a trade war between the Standard Oil Company and the Indian Refining Company. The cargo came from Singapore.

Posted by DKH at 11:47 PM   
 Tags: bsre point wells lp, history, richmond beach, the seattle times

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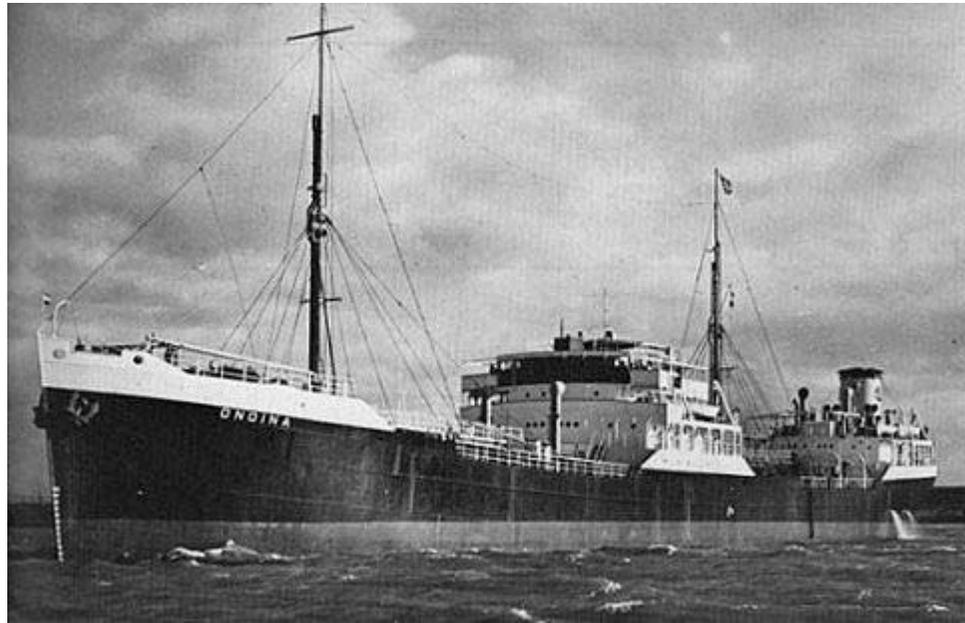
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# *The War Time Ondina*



An artistic composition of a mini size ship's bell of the Ondina on top of two ship bows. Notice the flared bow waves at the bottom. The bell has a diameter at the bottom of 6 1/4 inches and a height of 6 1/2 inches. The big holes in the bow resembles more or less the holes shot into the ship's bow by the Japanese raiders Hokoku Maru and Aikoku Maru. See picture below

I sailed on the new [Ondina](#) in 1962 and which was built after that the War Time Ondina had been taken out of service. As the latter has a quite famous war time history I found it useful to dedicate a special web page to this heroic ship. For an overview of all the ships I sailed on please visit my [Marine](#) web page.

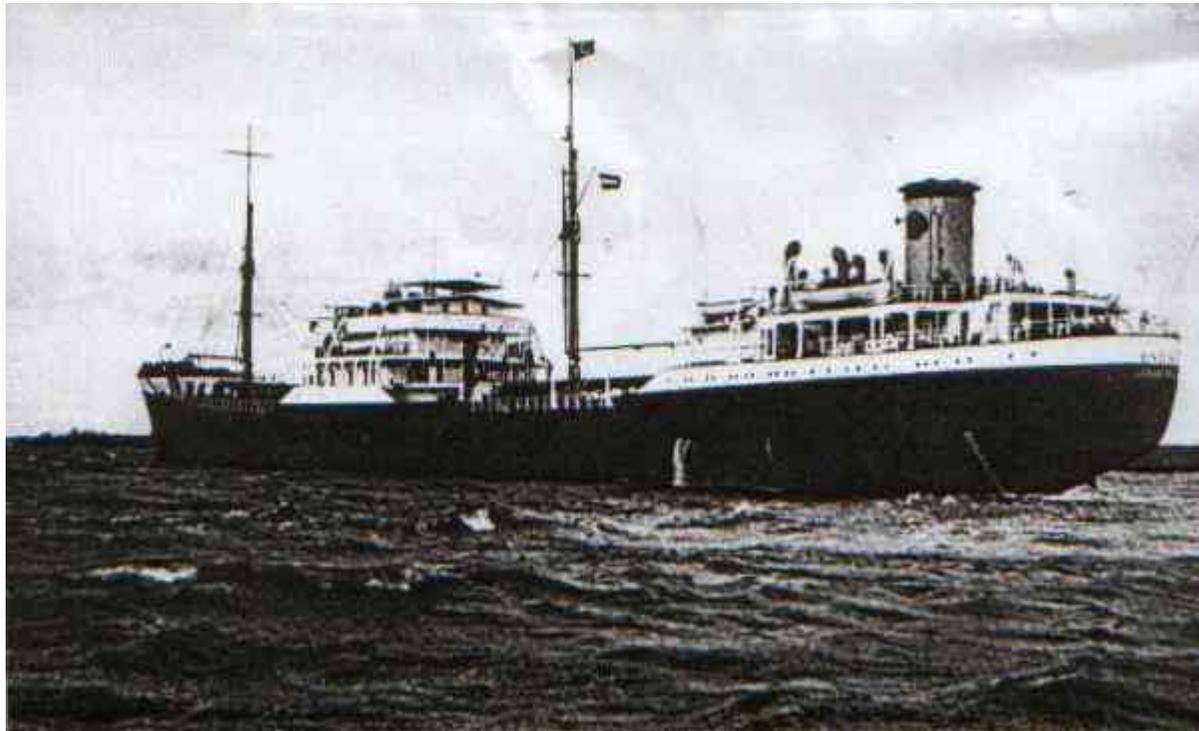


The motor tank ship 'Ondina', commissioned in 1939, the predecessor of 'my' Ondina. (Photo collection Shell-tankers) Built by Nederlandsche Dok Mij., Amsterdam (6341grt, 136x16m, 12 knots). The ship was owned by Shell's subsidiary Petroleum Mij. La Corona. Survived engagement with two Japanese commerce raiders in Indian Ocean November 1942, sinking one of them with the single gun mounted aft on the ship. Broken up at Hong Kong 1959. Sister ships: ELUSA, ENA, ERINNA, ETREMA, EULOTA, OCANA, OLIVIA, OMALA, ONOBA, OSCILLA, OVULA and Anglo Saxon owned ELONA, ENSIS, ERODONA, EULIMA, MACTRA, OPALIA, OTINA, OVATELLA, PELLICULA, SEPIA, SIMNIA, SITALA, SOLARIUM, STANDELLA, TRICULA. La Corona started as a subsidiary in 1912.

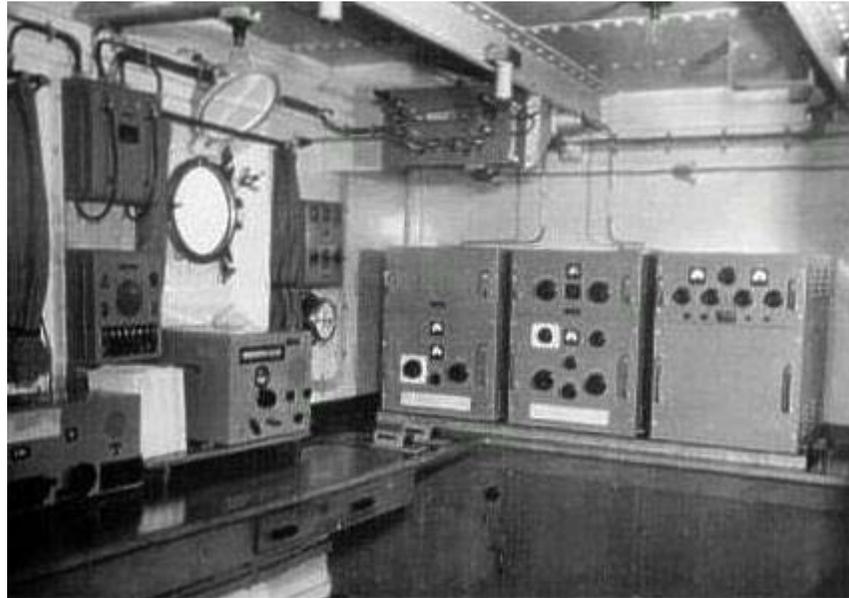




This is a very nice drawing of the old Ondina.

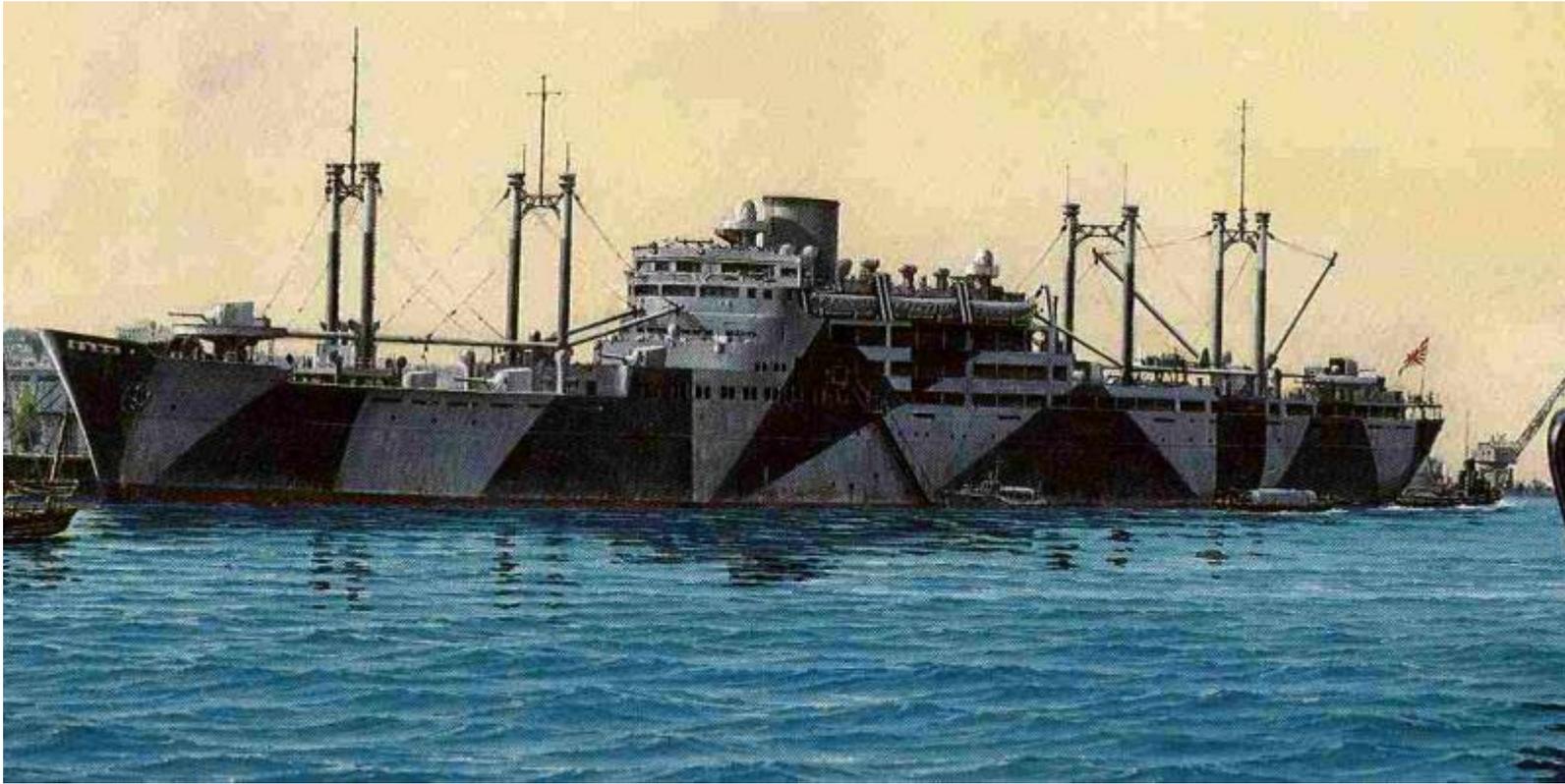


Another picture of the Ondina and taken from a different angle. However, the quality leaves to be desired as compared to the above picture of the ship. Well, there was a war on.....



The radio room on board the 'old' war time 'Ondina' as it was in 1953. From left to right the N.S.F. (Nederlandse Seintoestellen Fabriek, later taken over by Philips) emergency receiver H2L7U (hardly visible), the Marconi receiver CR300 and the PTI (Philips Telecommunications Industry) medium and short wave transmitter SMZ 218/219, output on short wave 100 Watts. The equipment was installed some time after 1945 and is not the equipment the Ondina sailed with during World War II. Who has a photo of the station at that time?

A previous 'Ondina' (6.341 gross) built in 1939 sailed during the second World War. At that time the ship owners were 'La Corona' (The Crown), part of the Shell Group. In the Indian Ocean, about 500 miles southwest of Christmas Island and Strait Soenda, on the voyage from Fremantle to the port of Abadan in what is now Iran, the ship was attacked by two Japanese semi cruisers (raiders), the 'Hokoku Maru' of 10.439 gross and the 'Aikoku Maru' of 10.437 gross.



**A coloured picture of the Japanese raider Hokoku Maru sunk by the Dutch Shell Tanker Ondina**

The Ondina had only one 10,2 cm gun on board and limited ammunition supply. There was also some anti aircraft guns on board. The ship was escorted by the British-Indian minesweeper 'Bengal' of 743 tons, with only one 7,5 cm gun on board. The two Japanese ships were known as 'raiders' and had intercepted earlier that year the 'Genota' also of the Shell Group and brought the tanker to Singapore, where the ship's crew was interned in a Japanese prisoners camp. What happened is described in detail in Dutch hereunder. The Japanese ships started barraging the Ondina. at 12.05 in the afternoon on November 11, 1942. While being shelled continuously and without a proper gun sighting and by estimation only, the second officer starting firing slowly at one of the raiders. His fifth and six shot were direct hits and that raiders steamed away, smoking heavily in an easterly direction. What followed was an enormous explosion on board that ship. The other raider continued firing on the Dutch tanker, which resulted in a lot damage. A part of the mast came down and disabled the transmitting aerial. The radio officer was just sending a distress call but was forced to abort. At 12.45 hours all ammunition was used.



Part of the Ondina's gunnery damage in the non vital, mostly empty bow and also far above the ship's waterline.

Preparations were made to leave the ships, secret papers were destroyed, white flag hoisted. At 13.00 hours the ship's bridge took a hit, killing captain Horsman instantly. He was only 33 years. While the 55 crew members went into the boats the other raider closed in and fired two torpedoes which hit the tanker in the starboard side. The raider 'Aikoku Maru' approached the boats and in true Japanese war-time fashion began from a short distance machine gun firing the crew in the boats. Many jumped into the water. Chief engineer J.J. Niekerk was killed and several crew members were found lying heavily or lightly wounded in the boats, not all had time to jump over board. Two Chinese crew members were eaten by alive sharks while lying in the water. The raider steamed back to the sinking other raider to pick crew members and once more came back to shoot at the surviving crew members of the Ondina. They must have been pretty pissed off by the fact that a 'harmless' merchant ship had sunk a heavily armed cruiser, losing a lot of lives in the process. Once more the survivors jumped into the shark infested waters. The raider rounded it off by firing another torpedo on the Ondina, but that one missed, and steamed away. The 'Hokoku Maru' 's bow rose high and the ship went down. There they were in a couple of shot up life boats, at last alone again on the Indian Ocean. As the Ondina was still afloat, the second officer decided to board the ship for food and drinking water at 19.00 hours. He inspected the ship first and found that the torpedoes had hit the number 2 tank on starboard, but the ship seemed to be stable. Remember that a tanker has per definition a lot of tanks, all separated from each other. The thing to do was to put a torpedo into the engine room. Once filled with water that alone could pull down a tanker easily. Furthermore the second officer's estimation was that the fire could be extinguished and that the engine room seemed to be in good condition. Those findings were rather astonishing considering all and the remaining crew went on board again, extinguished the fire and at 21.30 hours the engines were started again! The remaining surface raider had done a very unprofessional job by not making sure that the Ondina went down. One can only guess at the circumstances which led to their speedy departure. Anyway they probably had a lot of explaining to do how this could have happened. Six days later the Ondina arrived at Fremantle again. The ship was repaired and decommissioned later. A bit late, on August 28, 1948 the second officer Bakker and Captain Horsman (posthumously) received the MWO (Militaire Willems Orde), the highest distinction possible and seldom awarded. One disturbing aspect in my opinion was that in the story in Dutch the role of the 'Bengal' (the mouse escorting the elephant!) is not mentioned any further. I

searched the internet a bit and came up with some information on this from the site [http://leden.tref.nl/~jviss000/battle\\_ondina.html](http://leden.tref.nl/~jviss000/battle_ondina.html) I repeat the part which touches the subject:

After leaving the scene, Bengal set course for Diego Garcia, where the captain reported the Ondina and one enemy AMC sunk. Bengal's captain was right about one thing, the Hokoku Maru had indeed sunk, but after Bengal had disappeared behind the horizon, Ondina was still steaming around at full speed. Not built as a warship, she had only a small stock of ammunition. Aikoku Maru closed the range to 3500 meters, and placed several hits in the following minutes, one of which was observed by the Bengal. Ondina herself had only 12 shells left, four of which she fired at the Hokoku Maru, the rest at Aikoku Maru, apparently without placing a hit. A last attempt to escape by dumping smoke-buoys overboard failed, and the captain ordered the crew to abandon ship to avoid further bloodshed. The engines were stopped, the lifeboats lowered and a white flag was hoisted, all under continuous fire from the Aikoku Maru. A few moments later, captain Horsman was killed by a piece of shrapnel from a shell hitting the bridge. Two lifeboats and two rafts were lowered into the water and later, another lifeboat was in the water with the remainder of the crew. Most of the crew (with the exception of officers and gun crew) consisted of Chinese, and they had been troublesome during the whole action, refusing any assistance that might help save the ship. This also happened on board other ships. Another example is the mutiny of the Chinese crew on board the Shell Tanker Macuba in Tripoli in May 1945. Radio Officer F.F. van Doornik describes this incident in some detail in an account of his war time experiences. The Macuba left from Tripoli to Port Said less the Chinese crew. The Canadian gun crew was at the ship's helm and in the galley etc.

**Although the 'escort ship' fled away, as it seems, leaving the Ondina to its fate, the captain of the 'Bengal' later gallantly claimed the hit which was responsible for the sinking of the Hokoku Maru! I cite once more, but you can also see for yourself on the mentioned web site:**

Very few questions remain concerning this clash, but the most important is who fired the fatal shot? Answering this question is difficult, as both the Ondina and Bengal claimed to have scored the fatal hit and this mystery may never be solved. The Japanese themselves thought it was the Ondina. According to them, her shell hit the starboard torpedo-launcher, causing the torpedo to explode. At the time, the Bengal was given the benefit of the doubt, according to the author of my main source as an attempt to use this battle for propaganda in India, where the British had a lot of trouble keeping the people under control.

**An article in the Dutch maritime magazine "MARITIEM GEZIEN" describing the events is given hereunder:**

(MOMENTOPNAME BIJLAGE 1 MARITIEM GEZIEN 1-90 PAGINA VIII)

Hoe het motortankschip "Ondina" behouden bleef

Op 11 november 1942 voer de tanker "Ondina" (6.341 BRT) van de Petroleummaatschappij 'La Corona', behorende tot de Shell-Groep, in de Indische Oceaan, ongeveer 500 mijl zuidwestelijk van Christmas Island en Straat Soenda, onderweg van Fremantle naar Abadan in Perzië. Als escortevaarttuig fungeerde een van 7,5 cm. De "Ondina" was bewapend met een kanon van 10,2 cm alsmede enig luchtdoelgeschut. Beide schepen behielden een vaart van circa 10,5 mijl per uur. Naderbij gekomen, geen antwoord gaven op het herkenningsssein en spoedig daarna Japanse raiders bleken te zijn. Later is gebleken dat deze beide hulpkruisers de "Hokoku Maru" van 10.439 BRT en de "Aikoku Maru" van 10.437 BRT waren. Beide hulpkruisers, zwaar bewapend met 8 kanonnen van 15 cm, enige torpedolanceerbuizen, een groot aantal stukken afweergeschut van 20 en 40 mm, alsmede elk een tweetal drijvervliegtuigen, welke per katapult afgevlagen konden worden. Beide schepen behaalden een snelheid van 21 mijl per uur. Commandanten waren respectievelijk kapitein ter zee Hiroshi Imasato en kapitein ter zee Tamotsu Oishi. Eerstgenoemde fungeerde als divisiecommandant Deze twee raiders waren dezelfde die eerder dat jaar op 9 mei 1942, de tanker "Genota" van 7.987 ton - eveneens van de Shell-Groep - onderschepten en door een prijsbemanning naar Singapore brachten. De bemanning werd in een Japans kamp geïnterneerd.

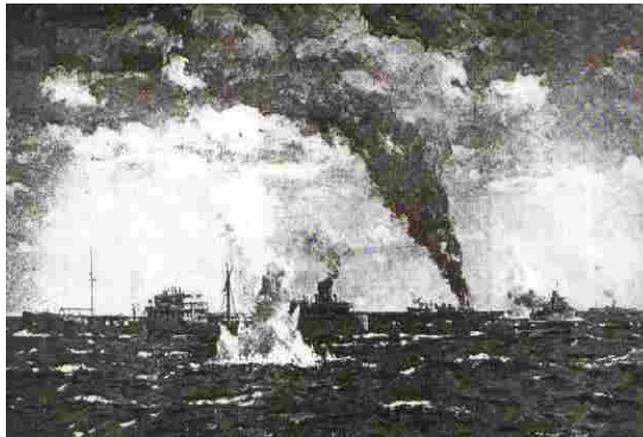
Het motortankschip "Ondina", in de vaart vanaf 1939 (fotocollectie. Shell-tankers)

Het was een prachtige dag, helder weer en een gladde zee. De "Ondina" had een gemengde bemanning van Nederlanders, Engelsen en Chinezen. Zij stonden onder commando van Kapitein W. Horsman, die in Fremantle was opgestapt en zijn eerste reis maakte als gezagvoerder. De "Ondina" vervoerde behalve brandstof voor het escorteschip, ongeveer 240 ton graan in het ruim. Tegen 12.00 uur zag men twee schepen aan de horizon die, naderbij gekomen, geen antwoord gaven op het

herkenningsein en spoedig daarna Japanse raiders bleken te zijn. Later is gebleken dat deze beide hulpkruisers de "Hokoku Maru" van 10.439 BRT en de "Aikoku Maru" van 10.437 brt waren. Beide hulpkruisers, zwaar bewapend met 8 kanonnen van 15 cm, enige torpedolanceerbuizen, een groot aantal stukken afweergeschut van 20 en 40 mm, alsmede elk een tweetal drijvervliegtuigen, welke per katapult afgevlagen konden worden. Beide schepen behaalden een snelheid van 21 mijl per uur. Commandanten waren respectievelijk kapitein ter zee Hiroshi Imasato en kapitein ter zee Tamotsu Oishi. Eerstgenoemde fungeerde als divisiecommandant. Deze twee raiders waren dezelfde die eerder dat jaar op 9 mei 1942, de tanker "Genota" van 7.987 ton - eveneens van de Shell-Groep - onderschepten en door een prijsbemanning naar Singapore brachten. De bemanning werd in een Japans kamp geïnterneerd.

Goed geschoten...

Deze gegevens overwegende, kan men zich een voorstelling vormen van de ongelijke strijd die stond te wachten. Ofschoon de "Bengal" naar de "Ondina" seinde zich uit de voeten te maken, bleef de "Ondina" haar koers houden. Om 11.54 uur verbrak de "Bengal" de kiellinie en draaide achter de Nederlandse tanker om, de vijand tegemoet. Om 12.05 openden de Jappen het vuur met een schot voor de boeg, waarop kapitein Horsman om 12.10 uur order gaf terug te vuren. De tweede stuurman fungeerde als stukscommandant en was op zijn post bij het kanon op het achterschip. Hij schoot voorzichtig en langzaam toen de Jappen binnen zijn bereik waren gekomen, op nog geen vier mijl. Deze gaven vervolgens zwaar vuur af, eerst op de mijnenveger en later ook op de tanker. De tweede stuurman verklaarde later: "Ik was zo gelukkig bij mijn positieven te blijven. We schoten terug, omdat wij beschoten werden, maar richtmiddelen en al dat andere waar een oorlogsschip over beschikt, hadden we niet, ik heb er steeds een liefhebberij in gehad afstanden te schatten en me daarin geoefend, zodat ik er routine in kreeg. Daardoor kon ik op het gevoel de correcties aanbrenge. Het vijfde schot was een voltreffer. De correcties waren dus voortreffelijk geweest, het gevoel zuiver. Vermoedelijk had het escortevaartuig een of meer treffers gekregen. Het draaide af en stoomde zwaar rokend in oostelijke richting weg. De "Ondina" was toen alleen, maar de gezagvoerder zette de strijd voort, die enerzijds zo ongelijk was, maar anderzijds zo succesvol zou eindigen. Het vijfde schot van de "Ondina" bleek dus een voltreffer te zijn en het zesde eveneens, een in het voorschip en het andere in het achterschip van de Japanner. Even later constateerde men een geweldige ontploffing aan boord van de "Hokoku Maru", die daarop snel vaart minderde en tenslotte gestopt bleef liggen, hevig brandend. Het andere Japanse schip bleef echter doorvuren en aan boord van de tanker ontstond een grote ravage. Een der reddingboten werd uit de davits buiten boord geschoten, de maststeng kwam omlaag en sleepte in zijn val de antenne mee, zodat de marconist, die juist bezig was geweest met het verzenden van een noodsein, gedwongen was op te houden. Om 12.45 uur had de tanker al haar ammunitie verschoten en dit maakte het schip uiteraard hulpeloos zodat de gezagvoerder besloot order te geven het schip te verlaten en in de boten te gaan. Alle geheime papieren werden over boord gezet en men hees de wufte vlag, ten teken van de overgave. Ten 13.00 uur kreeg ook de brug een treffer, waarbij gezagvoerder Horsman dodelijk werd getroffen. Hij werd slechts 33 jaar.



Schilderij van het zeegevecht op 11 november, 1942 tussen de "Ondina" en de twee Japanse hulpkruisers, ter hoogte van de Christmas Eilanden. Schilderij van Norman Wilkinson (fotocollectie Shell-Tankers) Dit schilderij hing op de Ondina waarop ik gevaren heb in het trappenhuis in de midscheeps. Het echte schilderij was wel in kleur uitgevoerd!

## Aanval op schipbreukelingen

In sloepen en vloten verwijderden de 55 opvarenden zich van hun schip, terwijl het Japanse schip steeds dichterbij kwam. Zijn bedoeling werd snel duidelijk. De raider vuurde twee torpedo's af, welke de tanker aan stuurboord troffen. Maar daarmee achtte de Japanner zich nog niet van zijn taak ontslagen. Hij voer op de vloten af en opende een meedogenloos mitrailleurvuur op de weerloze drenkelingen, die het vege lijf trachtten te redden door over boord te springen. De hoofdmachinist, J.F. Niekerk, werd echter gedood en er bleken verscheidene zwaar- en lichtgewonden in de boten te liggen. De hoofdmachinist kreeg van de tweede stuurman een zeemansgraf bezorgd. Twee Chinese schepelingen werden het slachtoffer van haaien. Dit weerzinwekkende en laffe gedoe duurde echter niet lang, want de Japanse raider "Aikoku Maru" toog verderop naar het wrak van de "Hokoku Maru" om in haar nabijheid de drenkelingen daarvan op te pikken. Toch kwam hij daarna weer terug, waarop de meeste drenkelingen in zee sprongen om zich achter de sloepen te verbergen. Weer vuurde de raider een torpedo af, welke evenwel miste en toen stoomde hij om de noord weg. De grootste Japanse raider rees met het voorschip recht omhoog, om vervolgens in de golven weg te zinken. Met haar verdween vermoedelijk de Japanse divisiecommandant. Voor de schipbreukelingen van de "Ondina" zag het er op dat ogenblik niet al te bijster rooskleurig uit. Zij dreven in doorzeefde sloepen op zee rond en het zag er niet naar uit, dat er op deze breedte spoedig hulp zou komen opdagen.

## Schip toch nog behouden!

Om 19.00 uur ging men op voorstel van de tweede stuurman terug naar het nog steeds drijvende schip om proviand en drinkwater te halen. Ook was daar nog de werkboot, die geheel intact was gebleven. Aan boord gekomen bleek dat in tank 2 de beide torpedo's tot ontploffing waren gekomen en het voorruim twee voltreffers had gekregen, doch dat het schip niet dieper weg zonk, dat de brand geblust kon worden en dat ook de voortstuwingsinstallatie nog kon werken. Dit alles was min of meer verbijsterend. Het betekende immers, dat er niet veel behoefde te gebeuren om het schip weer te laten varen, in welke pogingen men ten 21.30 uur was geslaagd. Zes dagen later liep de "Ondina" weer de (dichtstbijzijnde) haven van Fremantle binnen. Het schip bleef voor de vaart behouden.

## Strijdende handelsvloot

Het feit dat een tanker met één enkel karion de strijd aanbindt met een tweetal zwaar bewapende raiders, er één van in de grond boort en er tot slot nog in slaagt om - zij het dan zwaar gehavend - behouden binnen te brengen, heeft uiteraard ook in die oorlogsjaren grote belangstelling getrokken. Het treffen haalde vooral in de Verenigde Staten de krantenkoppen. Maar niet alleen in de vrije wereld, doch ook in Nederland kon men kennis nemen van dit wapenkundig feit. In de "Wervelwind" van november 1943, een blaadje verspreid door vliegtuigen van de R.A.F, gericht "aan alle Nederlanders in Nederland", werd o.a. over de "Ondina" geschreven onder de kop "Holland's strijdende handelsvloot". De Nederlandse zeelieden lieten weer eens van zich spreken en zij deden dat op een originele manier. Ook naderhand heeft het bevrijde vaderland niet nagelaten aan de opvarenden én het schip de zo zeer verdiende waardering te schenken.

## Eervolle vermeldingen

Op 8 november 1948 lag de "Ondina" aan de Rotterdamse Parkkade afgemeerd en bracht Z.K.H. Prins Bernhard een bezoek aan het schip. Aan de achterzijde van de brug werd door hem een bronzen gedenkplaat onthuld, met daarop vermeld de onderscheiding die het schip en daarmee de bemanning, te beurt was gevallen, namelijk de Koninklijke Vermelding bij Dagorder.

Voorts werd bij Koninklijk Besluit van 28 augustus 1948, nummer 49, aan de Luitenant ter zee Speciale Diensten der 2e klasse KMR OV B.B. Bakker, de toenmalige tweede stuurman van het m.s. "Ondina", de Militaire Willems Orde der 4e klasse toegekend. De mutatie van het Besluit luidde als volgt:

"Wegens het zich in de strijd onderscheiden door het bedrijven van uitstekende daden van moed, beleid en trouw, door als tweede stuurman van het motorschip "Ondina", hetwelk slechts voorzien was van een kanon van 10,2 cm, op 11 november 1942 in de Indische Oceaan, tezamen met de begeleidende mijnenveger van de Royal Indian Navy, na toestemming van zijn gezagvoerder, onder gevaarlijke omstandigheden de strijd aan te binden met twee overmachtig bewapende Japanse hulpkruisers, door een vuurgevecht aan te gaan en te leiden, tengevolge waarvan een Japanse hulpkruiser tot zinken werd gebracht, waarmee aan de vijand een gevoelig verlies werd toegebracht; voorts door, nadat de munitie verbruikt, de gezagvoerder gesneuveld, het zwaar beschadigde Schip verlaten en de bemanning in de sloepen beschoten was,

waarbij enige doden en gewonden vielen, na vertrek van de overgebleven Japanse hulpkruiser op eigen initiatief en ten volle bewust van de nog dreigende grote gevaren voor Schip en bemanning, met enige vrijwilligers aan boord terug te gaan en na onderzoek het schip recht te trimmen, waarna ook de overige bemanning kon terugkeren, als gevolg waarvan het zwaar beschadigde schip behouden in een Australische haven kon worden binnen gebracht".

Dat de heer Bakker als marineofficier zijn Militaire Willems Orde in ontvangst nam en niet als bemanningslid van de "Ondina", is als volgt te verklaren: in 1948 verliet hij de rederij en trad in dienst bij de Koninklijke marine als luitenant ter zee. In 1968 ging de heer Bakker met pensioen als kapitein-luitenant ter zee. Op 16 mei 1988 overleed hij in de leeftijd van 79 jaar.

Aan de gezagvoerder, kapitein W. Horsman die in deze strijd sneuvelde, viel de Militaire Willems Orde postuum ten deel. De eerste stuurman, M.J. Rehwinkel die het commando over het Schip op zich had genomen en de tanker veilig in Fremantle binnen bracht, ontving de Bronzen Leeuw en verscheidene andere opvarenden kregen het Bronzen Kruis. Twee leden van de bemanning ontvingen het "Distinguished Service Cross" (D.S.C.).

^ Hoe deden zij het?...

Dit zijn de nuchtere feiten, welke tezamen het relaas vormen van hetgeen zich op die die november 1942 ergens in de Indische Oceaan afspeelde. Achter de vraag "hoe men het deed" steekt echter veel meer dan deze simpele en nuchtere regels kunnen weergeven. Vanaf het ogenblik, dat de twee masttoppen aan de horizon zichtbaar werden, tot het moment dat het zwaar gehavende schip weer moeizaam voortkroop, ligt een verschrikkelijke gebeurtenis diep gegrift en geëts in het geheugen die nooit vergeten kan en mag worden. Hoe vaak zullen die eenvoudige woorden: "Voor moed, beleid en trouw" aan een beschouwing onderworpen zijn? De tweede stuurman van de "Ondina" was zo gelukkig bij zijn positieven te blijven. Dat betekent moed. Hij kon blijven denken. Dat wil zeggen, dat hij handelde met beleid. "Trouw" wil zeggen, dat deze hoogste militaire onderscheiding vereist, dat men blijft doorgaan, blijft volharden, niet opgeeft als de omstandigheden veranderen. "Trouw" betekent echter iets meer dan alleen maar stug doorzetten en niet willen opgeven. Het duidt op een diep gevoel van onversaagdheid tot het uiterste. Zo ook hier. Het schip was getorpedeerd, de opvarenden waren in de boten gegaan, de tegenstander kwam terug en mitrailleurde de schipbreukelingen. Maar de tweede stuurman keerde terug naar de mensen die op de vloten rond dreven, gaf de gesneuvelde hoofdmachinist zijn eervol zeemansgraf en ging terug naar het schip om de werkboot en proviand op te halen. Hij inspecteerde het schip, dat niet dieper wegzank en begon handelend op te treden. Hij redde het schip! Al deze gebeurtenissen speelden zich in een kort tijdsbestek snel achter elkaar af. De normale reactie zou zijn geweest: "Vastvuren en geef je over, want de Japanners waren zeer zwaar bewapend". Deze man vertelde later: "Het was een idioot gezicht die regen van granaten op dek, maar wij hadden er geen last van bij ons kanon!" Geen last! Dat wil zeggen, dat deze stukcommandant en zijn bemanning hun werk deden zonder op die dingen te letten die voor hen op dat ogenblik bijkomstigheden waren. Het vuur, dat de hoofdbatterijen van de twee Japanse raiders op hen richtte, was strikt gezien inderdaad een bijkomstigheid zolang zij er geen last van hadden, zodat zij zelf konden voortgaan met vuren. Zij deden dit, omdat het hun taak was, zij bleven vuren uit hoofde van een sterk gevoel van zelfzucht en discipline. Dit was een koopvaardijship en deze mensen waren geen van allen militair. Da's meer dan razend knap en stoutmoedig en hoe zij het deden is dan van onderschikt belang. De bij de aanhef van deze kolom gestelde vraag kan derhalve beter bevestigend worden gelezen: "Zij deden het!"

(TEKST: CHIR. MARK, CAPELLE AAN DEN IJSSEL; BRONNEN: L.L.VON MUNCHING, KONINKLIJKE SHELL TANKERS, ALLE HENS 2/1950; FOTO'S: SHELL TANKERS)

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For another and also interesting war time experience on board the Dutch ships Burgerdijk and Edam, recently written down by the 85 year veteran C. de Neeff go to the following link: <http://www.scheepspraat.nl/edamstory.htm> On this page you can click on some of the pictures which he took from the Burgerdijk of the German U-boat that sank the ship half an hour later. The date was February 10, 1940 and thus three months before Germany declared war on Holland.



# Antonie TIMME (24 jaar)

Geboren op Terschelling (NH) 20 juli 1917

Vader: Jan Timme

Moeder: Anna Wierdsma

Ongehuwd

Woonachtig West-Terschelling

Vierde machinist der Koopvaardij aan boord tanker ms. "Olivia"

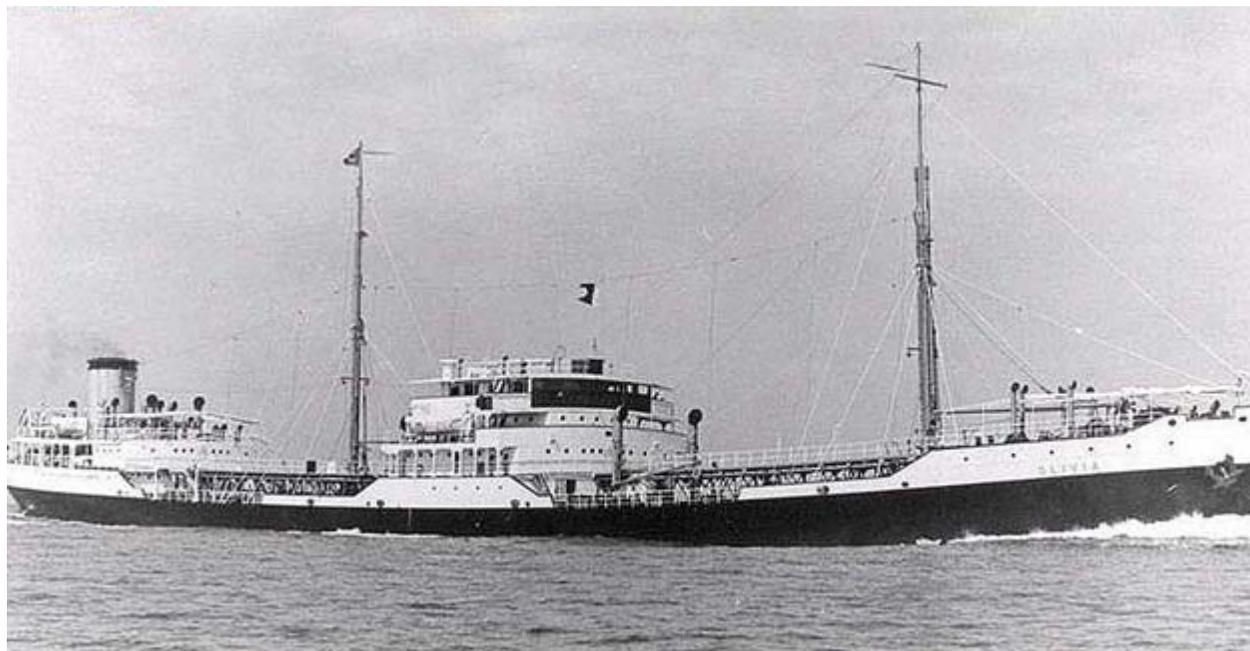
Tevens Sergeant machinist der Koninklijke Marine Reserve

Antonie volgde de machinisten opleiding op de Willem Barentszschool in de periode 1931-1934.

Voer als leerling- vijfde- en vierde machinist op verschillende schepen.

Vervulde zijn militaire dienstplicht gedurende de mobilisatie bij de Koninklijke Marine en week tijdens de meidagen van 1940 uit als korporaal machinist aan boord van de kruiser Hr. Ms. Sumatra naar Engeland.

Via Canada en de Nederlandse Antillen kwam hij uiteindelijk in Nederlands-Indië aan waar hij enige tijd later de dienst kon verlaten en geplaatst werd als vierde machinist op de tanker "Olivia" van de Nederlandse Petroleum Maatschappij La Corona.



[www.wrecksite.eu](http://www.wrecksite.eu)

De tanker "Olivia" vertrok op 28 mei 1942 uit de haven van Abadan (Perzië) geladen met lichte olie en vliegtuigbenzine opweg naar Fremantle (Australië), waar het op 22 juni zou aankomen. Het schip had een bemanning van 48 koppen, waaronder 11 Nederlandse officieren, twee Britse kanonniërs en 35 Chinese zeelieden. Het schip voer niet in konvooi.

In de avond van 14 juni 1942 werd de "Olivia" in de buurt van Madagaskar geheel onverwacht beschoten door de Duitse raider "Thor" (de voormalige ss "Santa Cruz"). De "Olivia" vloog direct in brand, waarop de bemanning het schip verliet. Tijdens het strijken van de sloepen werd Antonie Timme door geschutsvuur van de "Thor" geraakt in een arm en een been. Twaalf mannen, waaronder Antonie, kwamen in een sloep terecht, die onder commando van derde stuurman W.A. Vermoet al zeilende trachtte Madagaskar te bereiken. Proviand en water

waren nauwelijks aan boord van de sloep. Tengevolge van de ontberingen overleden onderweg de meeste schipbreukelingen. Van 20 juni af ging de toestand van Antonie zienderogen achteruit. Op 25 juni begon hij te ijlen en moest worden vastgebonden. Vanaf 29 juni was hij vrijwel steeds buiten kennis en wilde hij niet eten.

Antonie overleed op 1 juli 1942 om 09.30 uur, midden in de Indische Oceaan.

Hij kreeg een zeemansgraf.....

Name	OAKOL
Type	Tanker
Yard Number	889
Launched	22/09/1917
Completed	03/1918
Off. Number	142037
Engine builder	J. & C. G. Bolinders Co. Ltd., Stockholm
Engine type	2 x 2S.C.SA, 8 cyl., aft, twin screws.
GRT	1144
Length (feet)	210
Beam (feet)	34.6
First owner	The Admiralty, London
History	1920 ORTHIS, Anglo-Saxon Petroleum Co. Ltd., London
	1925 ORTHIS MARU, Teikoku Sempaku K.K. - Rising Sun Petroleum Company, Yokohama
Fate	1934/Q2 broken up.

Yard: Low Walker

Yard Number: 801

Dimensions: 5142grt, 3161nrt, 385.0 x 50.5 x 30.2ft

Engines: T3cyl (26.25, 43 & 72 x 48ins), 432nhp

Engines by: Wallsend Slipway & Engineering Co Ltd, Wallsend

Propulsion: 1 x Screw

Construction: Steel

Reg Number: 124105

History:

1907 Bear Creek Oil & Shipping Co Ltd (CT Bowring & Co), Liverpool

1917 Anglo-Saxon Petroleum Co Ltd, London; renamed ARGONAUTA

1931 Broken up

Comments: 03/04/1917: Torpedoed & damaged by U-Boat UC22

Towed to Malta for repairs & returned to service

26/10/1931: Arrived at Osaka for breaking.



Above photo as ARGONAUTA

Name	OWEENEE
Type	Barque (4-masted)
Yard Number	393
Launched	05/08/1891
Completed	10/1891
Off. Number	100264
Engine builder	From 1919 4 SCSA 16 cyl. by Vickers, Barrow
Engine type	(sail)
GRT	2432
Length (feet)	309.0
Beam (feet)	42.0
First owner	Oweenee Ship Co. (Kenny, Mahon & Co.), Windsor, NS. (F. C. Mahon, London?)
History	1908 Thames & Medway Shipping Co. (Lewis, Herron & Co.), London
	1913 Ship Carnarvon Bay Ltd. (Roberts, Owen & Co.), London
	1918 Hudson's Bay Co. Ltd., London
	1918 The Shipping Controller (Anglo-Saxon Petroleum Co. Ltd.), London
	1919 Anglo-Saxon Petroleum Co. Ltd., London and converted to twin screw motor tanker
	1920 re-named ORTINASHELL
	1938 Shell Co. of Egypt Ltd., Hulked at Suez as a depot ship.
Fate	1946 Broken up.