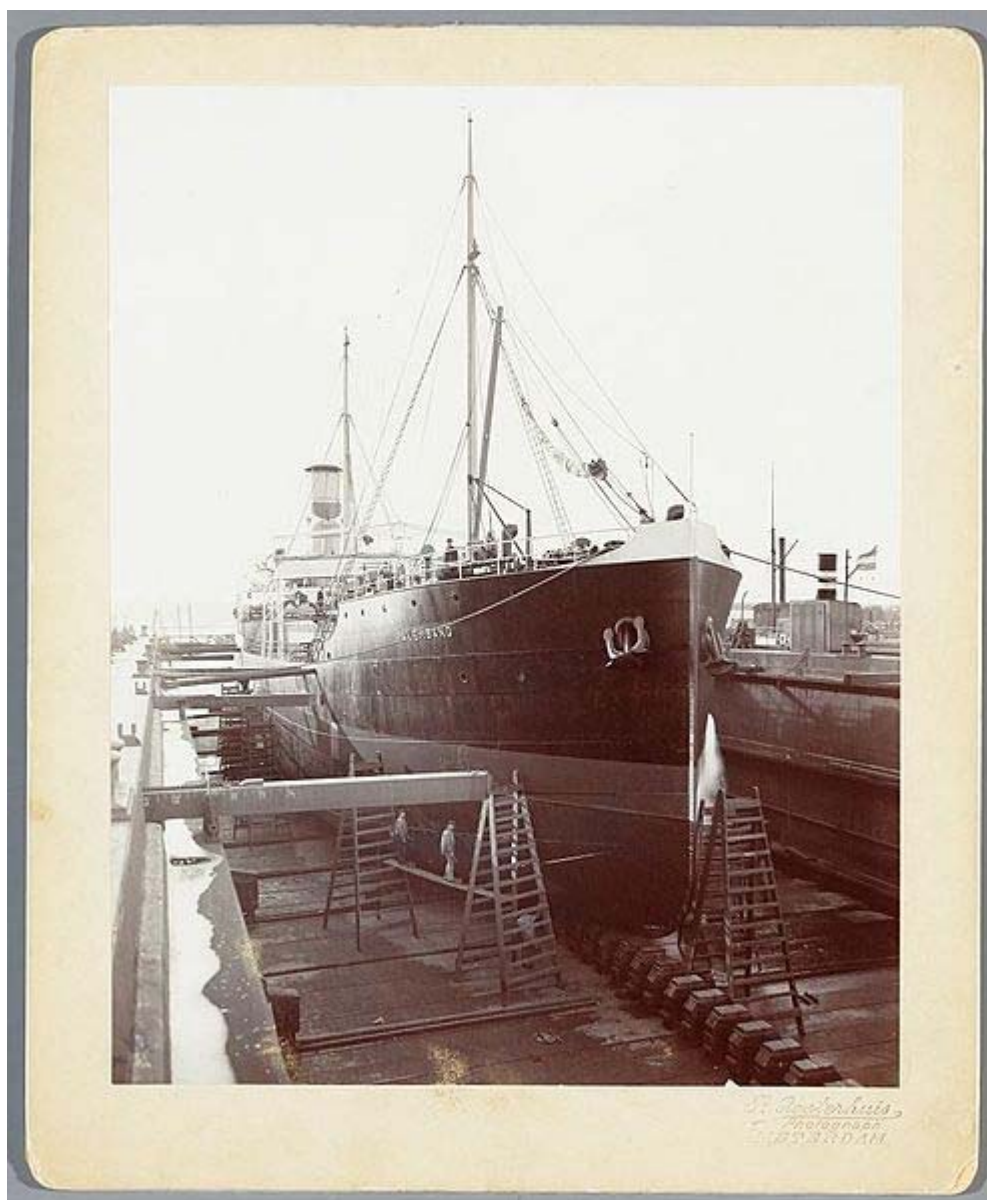


CEVIC was built in 1894 by Harland & Wolff at Belfast with a tonnage of 8301grt, a length of 523ft, a beam of 60ft and a service speed of 13 knots. A livestock carrier for 1000 head she was launched on 23rd September 1893 as a replacement for the Naronic. She commenced her maiden voyage on 12th January 1894 from Liverpool to New York and on the return voyage loaded the largest cargo to date which comprised 14,000 bushels of grain, 9,000 bales of cotton, 3,500 sacks of flour, 400 tons of metal, 300 tons of fresh meat, 8,400 packages of produce and 896 head of cattle. When the New York cattle service ended in 1908 she was transferred to the Australia route, initially via the Cape of Good Hope, and then, as an experiment, through the Suez Canal. However, her capacity was large for the the route and her deep draught caused her to ground in the canal. On 1st December 1914 she was converted by her builder into the dummy battleship HMS Queen Mary. As she left Loch Ewe on 11th February 1915 she struck a rock which holed her and she had to put back for repairs. On 10th April 1915 she grounded on Ratlin Island in fog as she left Belfast but came off on the following tide. She sailed from Loch Ewe for patrol on 13th April and by 25th April was patrolling off New York after the German raider Kronprinz Wilhelm had applied for internment there. She was decommissioned in September 1915 and restored for commercial duty by Harland & Wolff. At no time was her disguise penetrated. In 1916 she was converted into an oil tanker with circular tanks for use by the Royal Fleet Auxiliary as the Bayol. She was transferred to the Shipping Controller in 1917 and renamed Bayleaf under the management of Lane & McAndrews, continuing as a fleet oiler servicing Royal Navy shore establishments. On 9th June 1920 she was sold to the Anglo-Saxon Petroleum Co. (Shell) for use as a depot ship at New York and renamed Pyrula. She was transferred to Curacao in 1925 for employment as a depot ship and classified as an oil hulk. On 25th July 1933 she was sold for scrap and broken up by Henrico Haupt at Genoa.



Het tankschip Palembang in een droogdok van de Amsterdamsche Droogdok Maatschappij (A.D.M.) Bouwnummer 63, gebouwd op de werf van de Nederlandsche Scheepsbouw Maatschappij in opdracht van de Koninklijke Maatschappij tot Exploitatie van Petroleumbronnen. Het schip, kort voor haar vertrek naar Nederlands-Indië, gezien van het terrein van de A.D.M., Meeuwenlaan 42, over het IJ in de richting van het Centraal Station.

In 1931 werd dit schip voor sloop naar Japan verkocht.

Datering: 1905

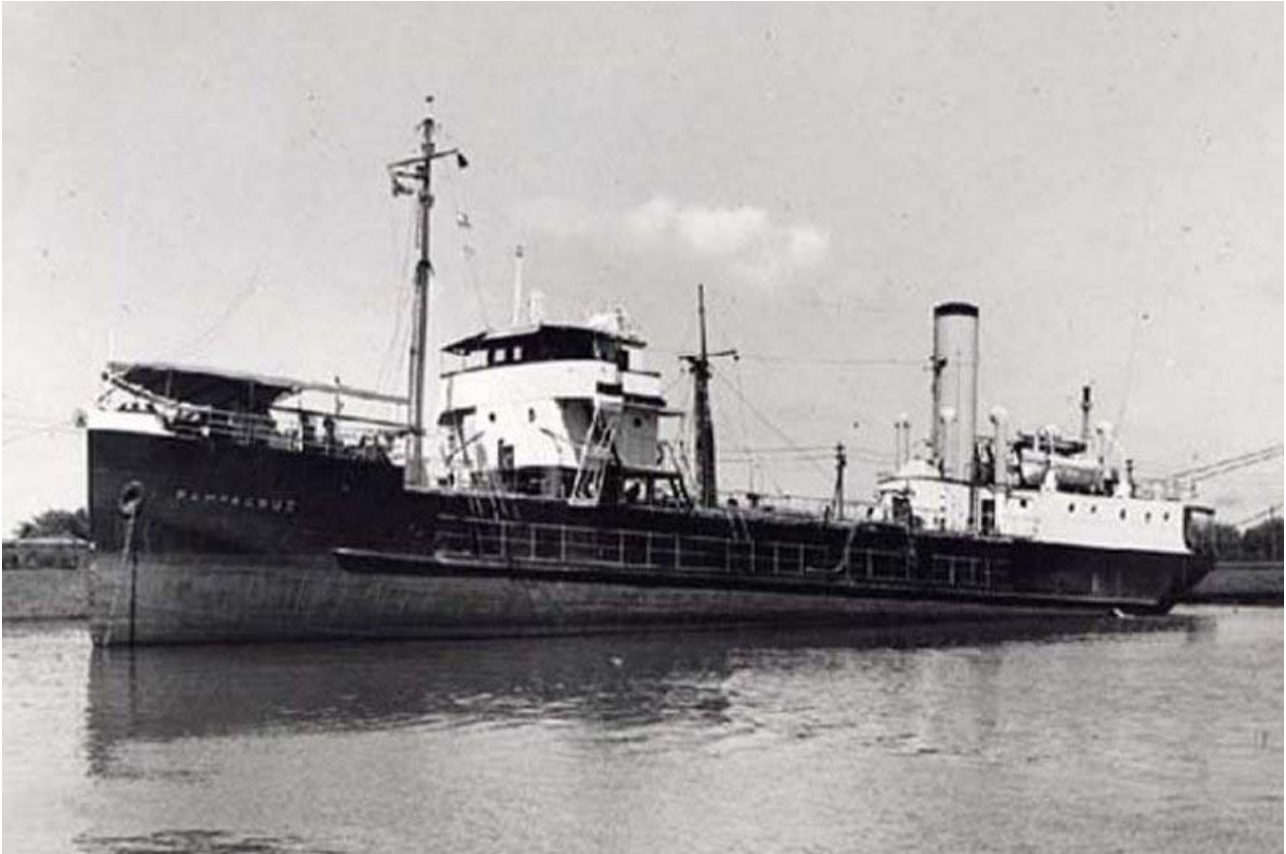
Herkomst: Stadsarchief; Fotoarchief Nederlandse Dok- en Scheepsbouw Mij.

Documenttype: foto

Vervaardiger: Gustaaf Oosterhuis (fotograaf)

Geografische naam: Meeuwenlaan 42; IJ

Afbeeldingsbestand: 010179000021

Bouwnummer RDM-155, "Pampacruz", 1929, tanker.

[Terug naar Overzicht](#)

Scheepswerf: RDM / NW.

Opdrachtgever: Anglo-Mexican Petroleum Company, Londen / Buenos Aires.

Tonnage: 901 brt, 807 dwt, 1647 twvp.

Hoofdafmetingen: Loa = 63,70 m, Lll = 60,30 m, B = 9,50 m, H = 3,80 m.

Voortstuwing: 675 apk, snelheid 10 kn.

Historie:

Te water gelaten op 20-12-1928, in dienst in april 1929.

Gesloopt in 1986.

Meer foto's:

Bronnen:

- <http://www.miramarshipindex.org.nz/shipyard/list?page=2&link=1933>.

[Terug naar Overzicht](#)

WILLIAM GRAY & COMPANY LTD., WEST HARTLEPOOL

Name	PECTAN
Type	Tanker
Yard Number	655
Launched	22/07/1902
Completed	10/1902
Off. Number	115900
Engine builder	Central Marine Engine Works, West Hartlepool
Engine type	T. 3cyl., engine aft
GRT	7291
Length (feet)	471
Beam (feet)	55
First owner	Shell Transport & Trading Co. Ltd. (M. Samuel & Co.), London
History	1907 Anglo-Saxon Petroleum Co. Ltd., London
	1910 Pectan S.S. Co. Ltd. (Thomas Woodsend), London
	1914 COALINGA, Union S.S. Co., San Francisco / Los Angeles (Union Oil Company of California)
	1927 LUCANIA, Ditta Luigi Pittaluga Vapori, Genoa
Fate	12/02/1942 torpedoed by HM submarine UNA when 14 miles ESE of Punta Alice, Calabria on passage Taranto for Genoa.

Use browser to return to this builder's yardlist

Return to all builders [main index](#)

Pecten

British Motor tanker

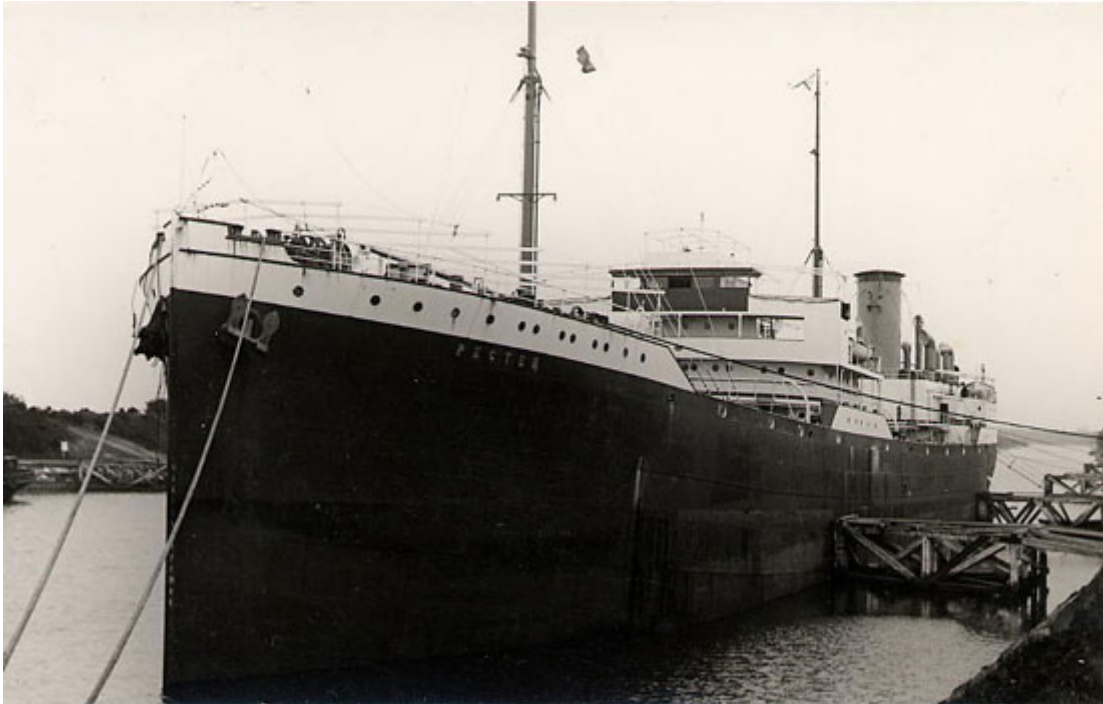



Photo Courtesy of Library of Contemporary History, Stuttgart

Name	Pecten		
Type:	Motor tanker		
Tonnage	7,468 tons		
Completed	1927 - Palmers Shipbuilding & Iron Co Ltd, Jarrow		
Owner	Anglo-Saxon Petroleum Co Ltd, London		
Homeport	London		
Date of attack	25 Aug 1940	Nationality:	 British
Fate	Sunk by U-57 (Erich Topp)		
Position	56.22N, 07.55W - Grid AM 5313		
Complement	57 (49 dead and 8 survivors).		
Convoy	HX-65B (straggler)		
Route	Trinidad - Clyde		
Cargo	9546 tons of Admiralty fuel oil		
History	Completed in May 1927		
Notes on loss	At 19.48 hours on 25 Aug, 1940, U-57 fired a spread of two torpedoes at a group of stragglers from the convoy HX-65B and hit the Pecten (Master Herbert Edward Dale) twice, which sank about 75 miles north of Tory Island. The master and 48 crew members were lost. Eight crew members were picked up by the British steam merchant Torr Head , transferred to the British armed trawler HMS Robina and landed at Belfast.		



*Location of attack on **Pecten**.*



ship sunk.



SS Petriana (+1903)



Details

algemeen

nationaliteit: [brits](#)
doel: transport
type: [tanker](#)
voortstuwing: [zeil & stoom](#)
bouwdatum: [1879](#)
status: onbekend



details

gewicht (ton): 1821 grt
afmetingen : 79,4 x 10,4 x 6,6 m
materiaal: iron & steel
motor: compound engine, 3 masts
vermogen:
snelheid:
werf nr.: 207

over het verlies

reden verlies: [aan grond gelopen](#)
andere redenen: [mist](#)
datum verlies: [28/11/1903](#) [dd/mm/yyyy]
slachtoffers: 0

over de mensen

bouwer:  [Leslie, Andrew & Co.,
Hebburn-On-Tyne
\(Newcastle\)](#)
eigenaar:  [Asiatic Petroleum Co. Ltd.](#)
kapitein: Kerr, William
aantal bemanning: 35
aantal passagiers: 1

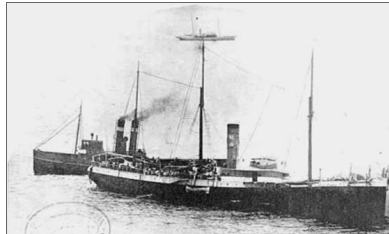
over het wrak

diepte :
orientatie:
beschermd:
oorlogsgraf:

updates

aangebracht door: [Letzens Jan](#)
ingebracht: 13/09/2011

Afbeeldingen



[Letzens Jan](#) 13/09/2011

The tug James Patterson trying to refloat the Petriana.

auteursrechten: [Unknown - onbekend - inconnu](#)



[nieuw beeld invoegen](#)

Historiek

[Letzens Jan](#) 13/09/2011

PETRIANA

Length: 79.4 m.; Owned by Asiatic Petroleum Co.

laatste update: [Letpens Jan](#)
laatste update: 13/09/2011

Positie

[Letpens Jan](#) 13/09/2011

breedtegraad: [hydro lid](#)
lengtegraad: [hydro lid](#)
AIS: [hydro lid](#)
markering [positie toevoegen aan markeringen \(+/-5miles\)](#)
afst. thuishaven: [afst. thuishaven](#)

position display: gg°mm'mm

toon aangrenz. wrakken: [enkel leden](#)

[nieuwe positie invoegen](#)

Het wrak vandaag

[info over site invoegen](#)

Videos

[nieuwe video invoegen](#)

Ltd.; Built at A. Leslie & Co. in 1879. Registered at London. On 28 November 1903, PETRIANA (Capt. William Kerr) was on voyage from Balik Papan, Boneo to Melbourne with a cargo of 1300 tons oil, when she ran aground, off Port Philip's East Head.

A pilot had boarded the vessel and proceeded towards the notorious Rip at the entrance to Port Phillip Bay. The fog was thick and the shoreline was obscured and the Petriana went aground on Portsea Back Beach.

Within moments the engine room and stokehold were flooded. Attempts made to refloat the Petriana were in vain. The next 'strategy' was to lighten the vessel by releasing the cargo of 1300 tons of oil into the sea.

In a time before modern-day environmental concerns, the spill was described as '**a film of great beauty, radiating all the colours of the rainbow, spread from Sorrento Back Beach to Point Nepean**'. The foul-smelling oil contaminated the beaches for months afterwards.

[gebr. ref](#) [amsa.gov.au](#)

[nieuwe historiek invoegen](#)

Documenten

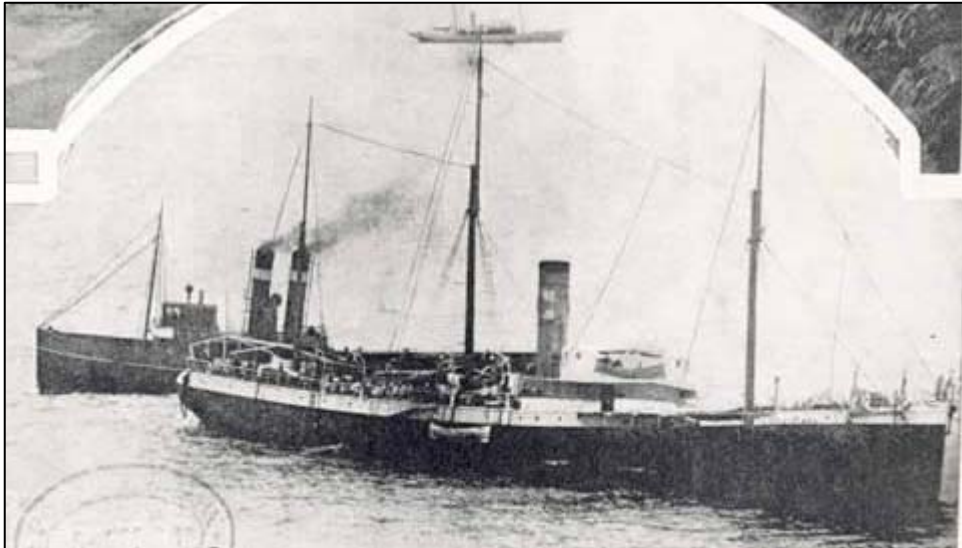
[nieuw document invoegen](#)

Over Bouwer(s)

 [Leslie, Andrew & Co., Hebburn-On-Tyne \(Newcastle\)](#)

Andrew Leslie (born 1818) was a Scottish shipbuilder. In 1853 Leslie relocated from Aberdeen to Hebburn in North-East England where he founded the shipbuilding company A. Leslie and Co.

Major Oil Spills in Australia = *Petriana*, Port Phillip Bay, November 1903



Australia's first recorded major oil spill occurred on Saturday, 28 November, 1903. The *Petriana* (1821 gross tonnage) was a screw steamer powered by both steam and sail owned by the Asiatic Petroleum Company and was operating on behalf of the Shell Transport and Trading Company.

The *Petriana* was bound for Melbourne, Victoria, from Borneo laden with 1300 tons of bulk oil as well as an unrecorded quantity of naphtha and benzene. A pilot boarded the vessel at 6am and

proceeded towards the notorious Rip at the entrance to Port Phillip Bay. The fog was thick and the shoreline was obscured but the pilot hoped the fog would clear by the time the leading lights could be seen. Unfortunately the fog did not clear and the *Petriana* went aground on Portsea Back Beach at 7am. Within moments the engine room and stokehold were flooded leaving the vessel without power.

Attempts made to refloat the *Petriana* throughout the day using the steam tug *James Patterson* were unsuccessful. The following day, the salvage schooner *Enterprise* and the tug *Eagle* were called to assist. It was hoped that the powerful pumps on the *Enterprise* could remove some of the water from the *Petriana* allowing her to be refloated; however, both pumps broke down so this effort was abandoned.

The next strategy was to lighten the vessel by releasing the cargo of 1300 tons of oil into the sea. In a time before modern-day environmental concerns, the spill was described as "a film of great beauty, radiating all the colours of the rainbow, spread from Sorrento Back Beach to Point Nepean". The foul-smelling oil contaminated the beaches for months afterwards.

A final attempt was made on Monday, 30 November, 1903 by the *James Patterson* but, by this stage, the ship was so badly damaged that it was formally abandoned.

The master, Captain Kerr, and his wife, six officers, a cabin boy and 27 crew were evacuated after the first failed attempt to refloat the vessel. The crew were of Chinese and Malay descent, and a national controversy was sparked. Victorian authorities tried to prevent the seamen from landing in line with the Immigration Restriction Act and the White Australia Policy which prohibited immigrants not of European descent from entering the Commonwealth. Once the *Petriana* was formally abandoned two days after the spill, the crew were sent to Hong Kong aboard a Japanese steamer. The Australian Prime-Minister at the time, Alfred Deakin, backed up the local authorities and the debate raged in the press for months with letters variously of protest, explanation or apology. Captain Kerr wrote, "If this treatment of my crew is a fair specimen of your humanity it is about equal to the worst barbarity of other nations, and if it is forced on you by your laws, I regret to say they are a disgrace to the British Empire".

The pilot had 20 years experience and was held in high esteem; nonetheless his certificate was suspended for 12 months for carelessly navigating a vessel to cause its stranding.

The wreck of the *Petriana* still lies in shallow water in pieces around 200m off Point Nepean.



MV Petronella (+1944)

search:

show pr

advance

Details

general

nationality: [dutch](#)
 purpose: transport
 type: [tanker](#)
 propulsion: [motor vessel](#)
 date built: 1927



details

weight (tons): 2770 [grt](#)
 dimensions: 93,8 x 15,3 x 4,62 m
 engine: 2x 6cyl B&W diesel engines, twin screws
 power: 452 [n.h.p.](#)
 speed: 8.5 knots

about the loss

cause lost: [mine](#)
 date lost: [15/10/1944](#) [dd/mm/yyyy]
 casualties:

about people

builder:  [Harland & Wolff Ltd., Belfast & Glasgow](#)
 owner:  [Nederlandsch Indische Tankstoomboot Maatschappij N.V.](#)

captain:

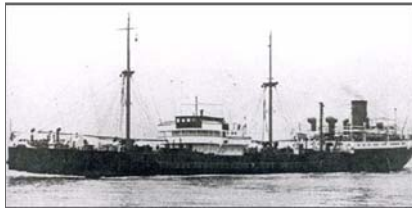
about the wreck

depth:
 orientation:
 protected:
 war grave:

updates

entered by: [Vleggeert Nico](#)
 entered: 11/12/2008
 last update: [Vleggeert Nico](#)
 last update:

Pictures



[Vleggeert Nico](#) 11/12/2008

[Petronella](#)

copyrights: [Unknown - onbekend - inconnu](#)

ref. used: [www.arendnet.com](#)



[insert new picture](#)

History

[Vleggeert Nico](#) 11/12/2008

Struck a mine and sank on a voyage from Alexandria to Piraeus. Eighteen of her crew and five passengers were killed.

ref. [Hocking C., Dictionary of Disasters at Sea used: during the Age of Steam](#)

[insert new history](#)

Position

[Vleggeert Nico](#) 11/12/2008

latitude: 37°34'0X" N
 longitude: 023°33'0X" E
 division: [1'=60"](#)
 remarks: Positie is PA.
 ref. used: [www.arendnet.com](#)

Documents

[insert new document](#)

THE DOWNS PATROL

(EXAMINATION SERVICE)

On the outbreak of WW2 several Watkins tugs, amongst others, were taken up by the Government for duty with the Downs Patrol, or the examination service as it was also known. The vessels were based at Dover or Ramsgate and patrolled the Dover Strait stopping, examining and routing other vessels. The Watkins tugs concerned initially were Java, Kenia, Fabia and Vincia. Java and Vincia had carried out these same duties during WW1. These duties may appear mundane but they had their more exciting and interesting moments as the following photographs show. The photo's and stories appear by kind permission of Colin Gardner, whose father Alf served as a deckhand on Vincia at the time and took the photographs with a box camera and also fortunately committed his memories of those days to paper.



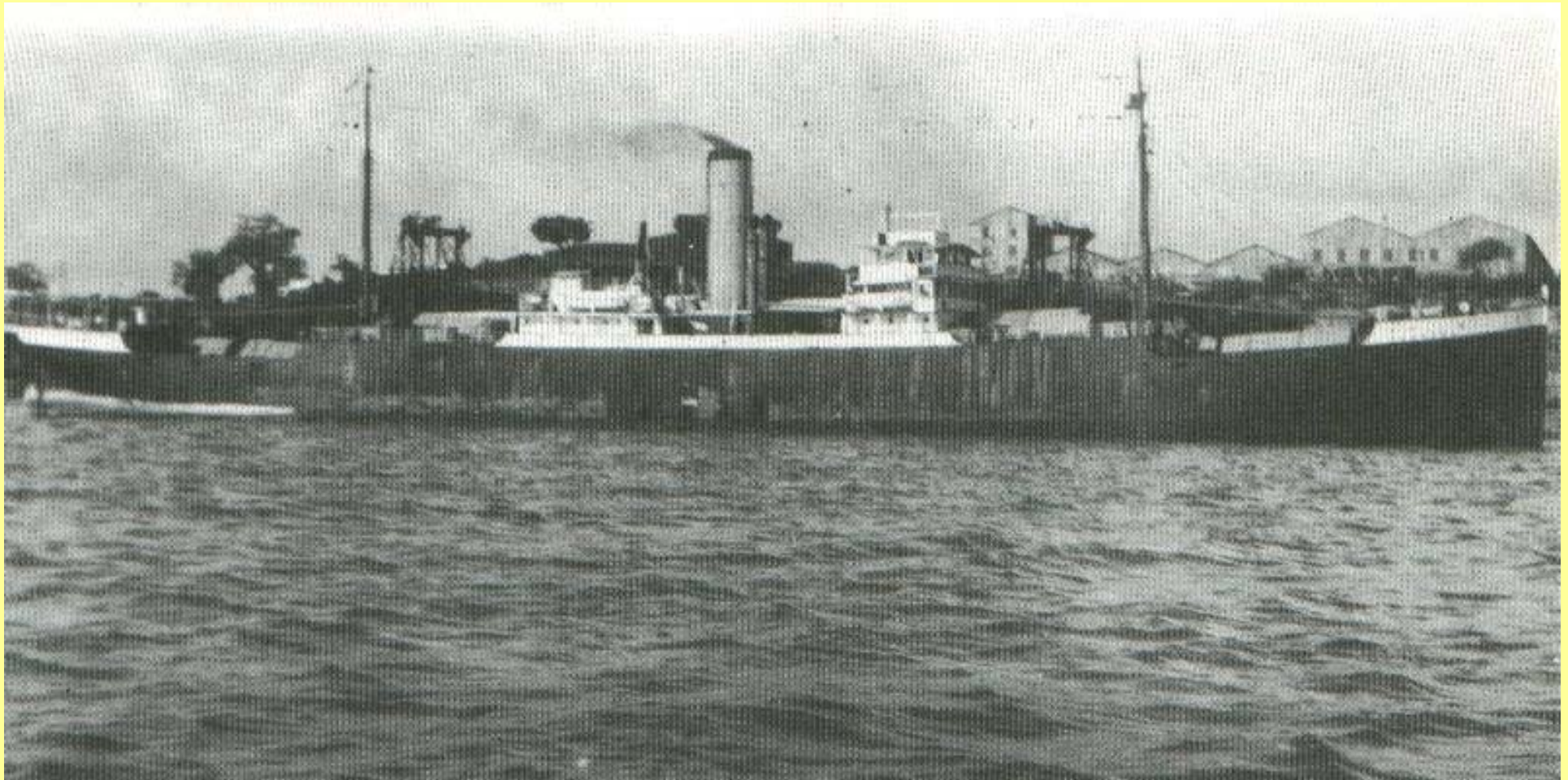
This picture shows Vincia towing the Dutch motor tanker *Phobos*, which had struck a mine 5 miles East of the N. Goodwin Lightvessel on 20-3-1940. Built in 1926 by Nderlande Schps. Maats for Nderlande Indische Tankstoomboot Maats and powered by a six cylinder Werkspoor diesel engine, the 7,412grt tanker obviously had further adventures as Lloyds Register for 1942 comments that surveys were overdue as she was in a port under enemy occupation. The tanker had actually been seized by the Germans at Rotterdam in May 1940. She sailed until 29-12-1944 as the German Thann before being mined in posn 54.41N 12.35E. off the coast of northern Germany.

m.s. Phobos

Rederij	NV Nederlandsch Indische Tank Stoomboot Mij. ,sGravenhage
Kapitein	D. Krul
Positie	54.28 NB en 12.30 OL.
Bouwjaar/Werf	1926 Nederlandsche Scheepsbouw Mij., Amsterdam No 181
Brt/Dwt	7412/10564
L/B/D	134.21 - 18.11 - 9.98
Machine	3500 Pk Werkspoor diesel,6 cil.
Snelheid	11 kn

De tanker "Phobos" op reis van Curacao naar Rotterdam liep op 20 maart 1940, 5 mijl ten oosten van het lichtschip "North Goodwin" op een mijn. Twee Nederlandse kolenschepen, de "Midland" en de Ottoland uit Newcastle komend, hadden juist de Downs verlaten en voeren in kiellinie door de geveegde vaargeul, toen de snellere "Phobos" ze passeerde. Aan boord van de Ottoland zag men kort daarop hoe de "Phobos" benoorden de vaargeul terechtkwam en op een mijn liep. De Ottoland spoedde zich erheen, maar het getroffen schip, dat zware slagzij had over stuurboord, was al verlaten. Het Griekse s.s. "Tassia" en een Britse torpedootjager hadden de overlevenden aan boord genomen. Bij de explosie kwamen de 1^e stuurman G.H. de Bruijn en zes Chinese bemanningsleden om het leven. Later ging de bemanning weer terug aan boord en na provisorisch herstel in Engeland wist het schip 11 april op eigen kracht Vliissingen te bereiken, vanwaar zij naar Rotterdam werd gebracht voor reparatie. 26 augustus 1940, tijdens de reparatie op de werf Wilton Fijenoord in Schiedam, werd het schip door de Duitse bezetter gevorderd en overgedragen aan de Kriegsmarine. 29 september 1944, in Duitse marinedienst in de Oostzee bij Dasserort op een mijn gelopen en gezonken.

ss Placuna



Built 1913 as a dry cargo ship.
Converted to Tanker 1920 when purchased by Anglo Saxon.
Original name was Escalona (British and Chilean SS Company)
Sold for scrap Japan 1931

Bouwnummer RDM-154, s.s. "Platacruz" 1929, tanker.



[Terug naar Overzicht](#)

Scheepswerf: RDM.

Opdrachtgever: Anglo-Mexican Petroleum Company, Londen / Buenos Aires.

Tonnage: 901 brt, 807 dwt, 1647 twvp.

Hoofdafmetingen: Loa = 63,70 m, Lll = 60,30 m, B = 9,50 m, H = 3,80 m.

Voortstuwing: 675 apk, snelheid 10 kn.

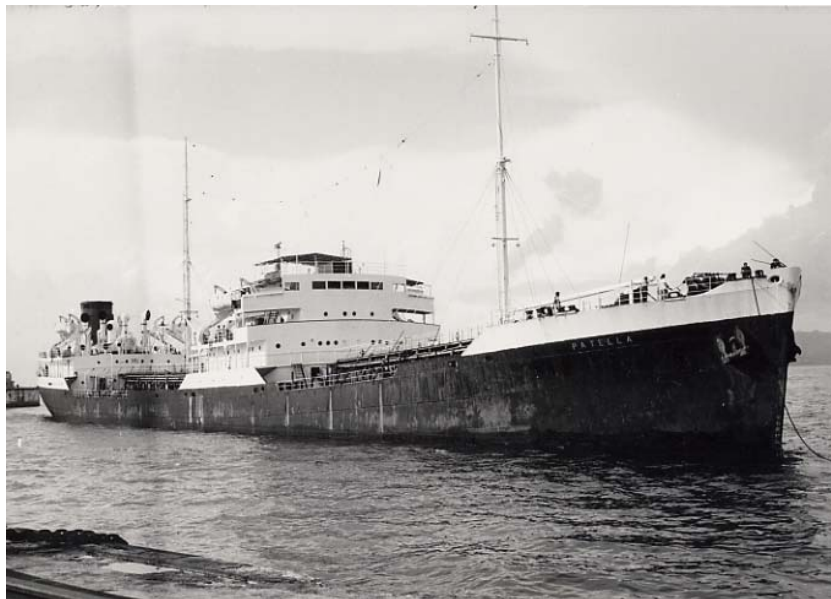
Verdere gegevens:

Historie:

Te water gelaten op 20-12-1928, in februari 1929 in dienst gesteld.

Foundered off San Lorenzo at 15-11-1964.

m.s Patella



Alex Duncan

The m.s Patella was built at the famous Harland & Wolff shipyard, Belfast for the Anglo-Saxon Oil Company. She was a bitumen carrier, with wider centre tanks. These tanks were also heated so as the bitumen would stay liquid. Her basic dimensions were 8277 grt, 465` x 59`. She was completed in 1946 and served her masters well until 1967 when she was sold to a scrapyards in Bruges for £57,000.

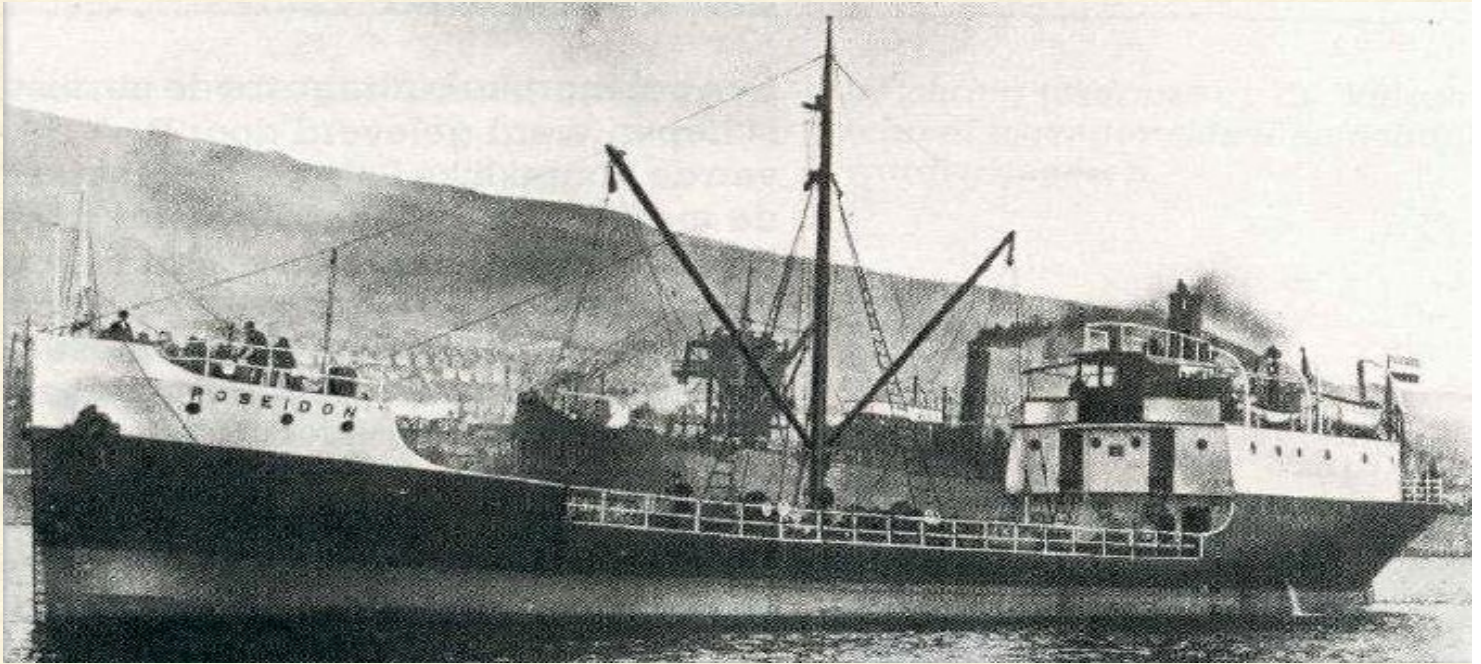
Dad spent six months onboard onboard between 17th June 1958 and 23rd December 1958.

mv Pomella



Built 1937 for Anglo Saxon on Tyne - 12000 ton bitumen carrier.
Torpedoed and sunk by E boat off Tor Bay July 1942.
This photo was obviously taken whilst lying in the Mersey.
There was a second ship of the same name in the Shell fleet from 1974 to 1988.

YUSOSEN!



(POSEIDON pre-war)

HOSEI MARU (ex-POSEIDON): Tabular Record of Movement

© 2012-2013 Bob Hackett

E 1913:

South Bank, Middlesbrough, England. Laid down at Smith's Dock Co. Ltd. as a 1,909-ton or tanker for Nederlandsche Indische Tankstoomboot (N.I.T.) Maatschappij lines of the Hague. [1]

E 1914:

Launched and named POSEIDON.

1914:

Completed.

1918 – 1919:

Requisitioned by the United States Government.

1921-1942:

Dutch East Indies. In N.I.T's service.

8 December 1941:

The Pacific War begins.

15 February 1942:

Singapore falls to the Japanese.

6 March 1942:

Off Tjilatjap, Java. POSEIDON is scuttled by her crew to avoid capture.

1942:

Tjilatjap. The Imperial Army confiscates the hulk of POSEIDON and renames her [HOSEI MARU](#). [2]

1943:

Tjilatjap. HOSEI MARU is refloated by the Japanese.

1943:

Singapore. HOSEI MARU is repaired and reconditioned by the Japanese. The vessel can load about 1,300 drums.

1943:

Mitsubishi's ship division assumes management of HOSEI MARU.

3 August 1944:

At 0700, HOSEI MARU departs Laut Island, SE Borneo in a convoy also consisting of DAI MARU (ex-Dutch DUYMAER VAN TWIST), SUITEN MARU (ex-Dutch SCHOUTEN), ENOSHIMA MARU and Communication Boat No. 104 (Shuttleboat) escorted by minesweeper W-101 (ex-HMS TAITAM).

6 August 1944:

At 1530, the convoy arrives at Surabaya. Probably unloads fuel.

14 January 1945:

HOSEI MARU departs Surabaya in a convoy also consisting of DAI, SHOYU, KAKO, ANAN, EBISU and NITTEI MARUs and SANKO MARU No. 11 escorted by patrol boat PB -108, auxiliary minesweeper WA-103, and auxiliary subchaser CHa-106.

17 January 1945:

At 1350, subchaser CH-56 joins the convoy. At 2300, NITTEI MARU is detached for Bandjermasin.

18 January 1945:

At 1430, arrives at Dato Island. At 2330, PB-36 joins convoy.

19 January 1945:

At 0600, departs Dato Island.

20 January 1945:

At 0800, auxiliary minesweeper WA-3 joins the convoy.

21 January 1945:

At 1740, arrives at Macassar.

22 January 1945:

At 2200, HOSEI and ANAN MARUs depart Macassar escorted by patrol boats PB-36 and PB-108.

23 January 1945:

At 2210 auxiliary minesweeper SHONAN MARU No. 2 joins the convoy.

26 January 1945:

At 0910, arrives at Balikpapan.

E 8 April 1945:

Departs Balikpapan for Batavia, probably with barreled fuel oil and gasoline.

10 April 1945:

Sunda Strait (Straat Soenda). Dutch Lt J. F. Drijfhout van Hooff's submarine O-19 sinks HOSEI MARU by gunfire at 05-25S, 106-39E.

Poseidon

1 Apr - 3 May 1945: **O 19 patrols** the Java Sea, several attacks are made.

10 Apr 1945: O 19 sinks the Japanese tanker *ms Hosei Maru* (696t) by gunfire. Position [05°25'S-106°39'E](#). According to other sources the ship is the *Hojo Maru*.

The *Hosei Maru* is the former Dutch tanker *Poseidon* of the *Nederlandsch-Indische Tankstoomboot Maatschappij*.



Door eigen bemanning in brand gestoken

6 maart 1942

De tanker *Poseidon* (1914)

van de Nederlandsch-Indische Tankstoomboot Maatschappij wordt liggende in de haven van Tjilatjap door de eigen bemanning in brand gestoken.

Op 8 augustus 1943 zal de tanker door de Japanners worden gelicht en als *Hosei Maru* in dienst worden gesteld.

In 1945 zal het schip worden getorpedeerd door de onderzeeboot Hr.Ms. *O 19*.

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

POSEIDON

Bouwjaar: 1914, gt: 696

Eigenaar: N.V. Nederlandsch-Indische Tankstoomboot Maatschappij, 's-Gravenhage

Gebouwd: Smith's Dock & Co. Ltd., Middlesborough / 574

LxBxH: 58,46 x 9,28 x 3,73 meter

Vermogen: 360 pk, snelheid: 8,0 knoop

Roepnaam: TFKW, indienst: 00-09-1914

PRYGONA – Anglo Saxon 1919

<u>Burden</u>	<u>Built</u>	<u>Shipowner or operator</u>	<u>Dimensions</u>
7,550 gross	1899 at Glasgow by <u>Barclay, Curle Co. Ltd.</u>	<u>Beaver Line</u>	446ft x 52ft

<u>Year</u>	<u>Departure</u>	<u>Arrival</u>		<u>Remarks</u>
1899				Nov. 21, launched for Elder Dempster
1900				Jan. 30, maiden voyage Liverpool - Cape Town as Boer War transport
1902	Liverpool	Quebec	July 03	<>
1903	Liverpool	Halifax	Feb. 10	<>
1903				March, taken over by the <u>Canadian Pacific Line</u>
1910				May, chartered by <u>Allan Line</u>
1913				Renamed <u>Tyrolia</u>
1914				October, rebuilt to a dummy battleship, renamed <u>HMS Centurion</u>
1916				Renamed <u>Saxol</u>
1916				Renamed <u>Aspenleaf</u> for Lane & MacAndrew
1917				Taken over by Shipping Controller
1919				<u>Taken over by Anglo-Saxon Petroleum Co.</u>
1921				<u>Renamed Prygona</u>
1925				Scrapped at Copenhagen

The information listed above is not the complete record of the ship. The information was collected from a multitude of sources, and new information will be added as it emerges



S/S Lake Erie, in Canadian Pacific Line service



S/S Tyrolia, Canadian Pacific Line

<u>Burden</u>	<u>Built</u>	<u>Shipowner or operator</u>
7,550 gross	1899 at Glasgow by <u>Barclay, Curle & Co. Ltd.</u>	<u>Canadian Pacific Line</u>

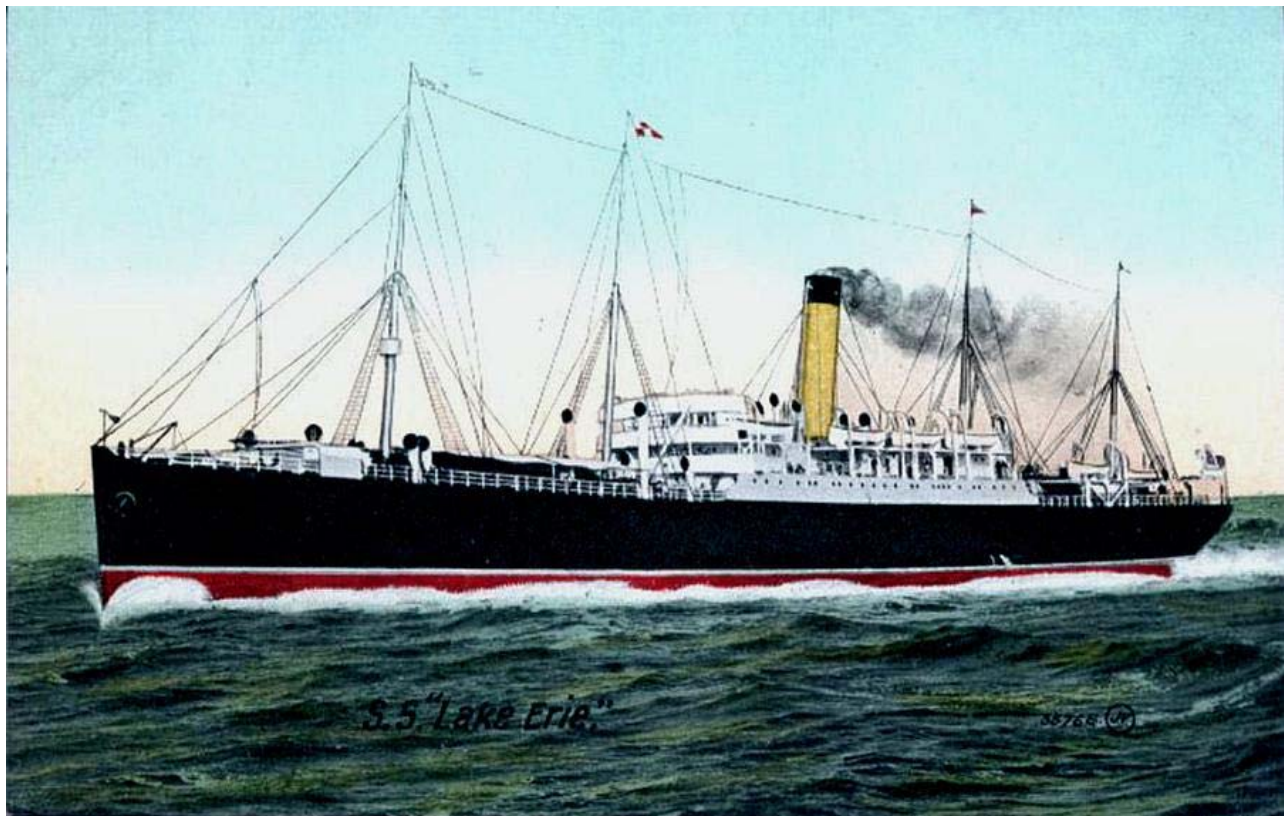
<u>Year</u>	<u>Remarks</u>
1899	Nov. 21, launched as the <u>Lake Erie</u> for Elder Dempster
1900	Jan. 30, maiden voyage Liverpool - Cape Town as Boer War transport
1902	Used for <u>Beaver Line</u> service
1903	March, taken over by the <u>Canadian Pacific Line</u>
1910	May, chartered by <u>Allan Line</u>
1913	Renamed Tyrolia
1914	October, rebuilt to a dummy battleship, renamed HMS Centurion
1916	Renamed Saxol
1916	Renamed Aspenleaf for Lane & MacAndrew
1917	Taken over by Shipping Controller
1919	Taken over by Anglo-Saxon Petroleum Co.
1921	Renamed Prygona
1925	Scrapped at Copenhagen

ROPNER & SON., STOCKTON-ON-TEES

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

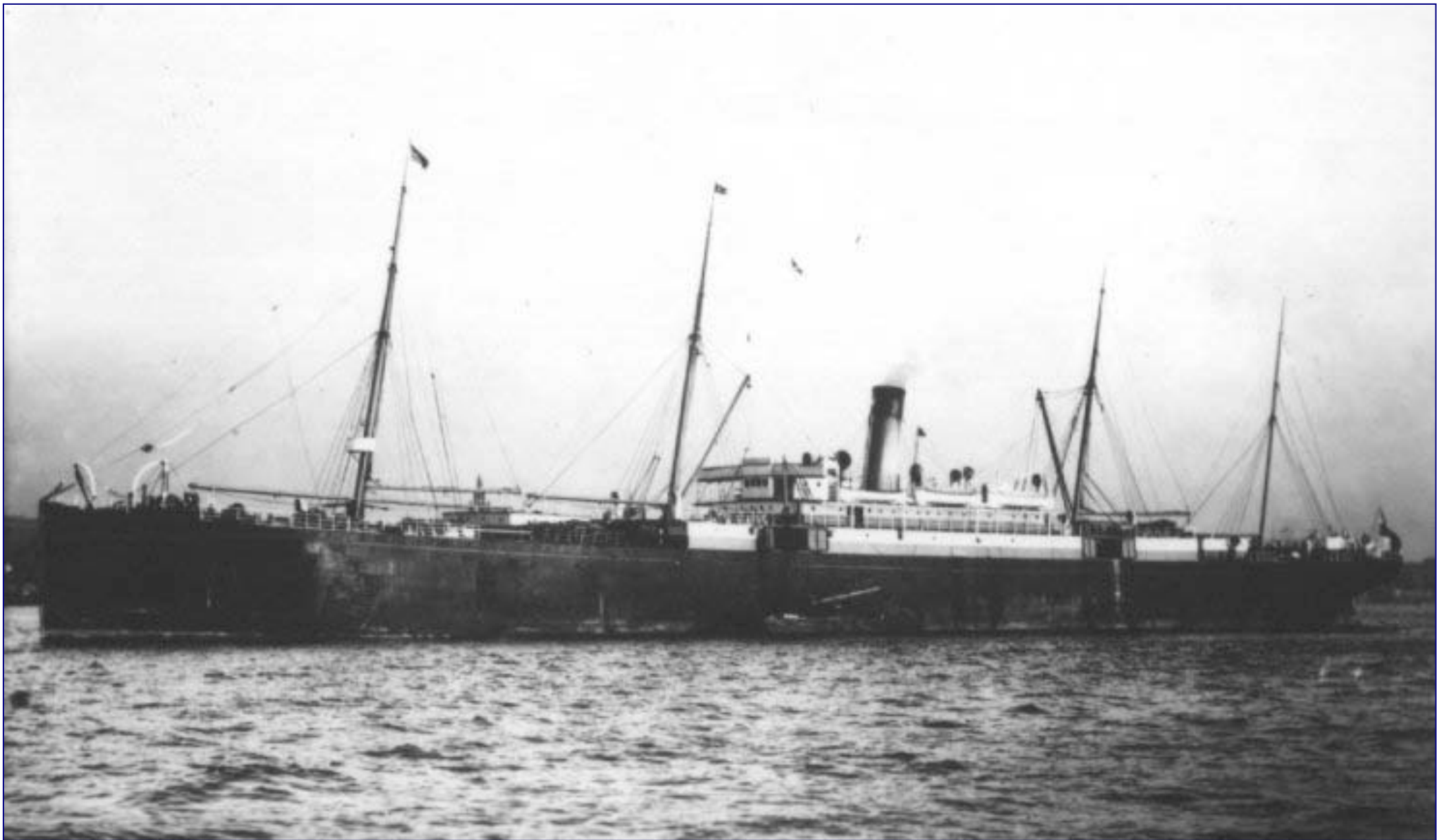
LAKE ERIE

The "Lake Erie" was built by Barclay, Curle & Co Ltd, Glasgow in 1899 for Elder Dempster. She was a 7,550 gross ton ship, length 446ft x beam 52ft, one funnel, four masts, twin screw and a speed of 13 knots. There was accommodation for 100-1st, 80-2nd and 500-3rd class passengers. Launched on 21/11/1899, she left Liverpool on her maiden voyage to Cape Town on 30/1/1900 as a Boer War transport and made 8 round voyages on this route. On 24/6/1902 she commenced her first voyage from Liverpool to Quebec and Montreal and in 1903 was acquired by Canadian Pacific together with the Canadian interests of the Elder Dempster Line. She commenced Liverpool - Quebec - Montreal sailings for her new owners on 28/4/1903 and in 1906 was refitted to carry 150-2nd and 1,000-3rd class passengers. In 1910 she was chartered to the Allen Line and commenced London - Quebec - Montreal voyages on 14/5/1910. She made 25 round voyages for the Allen Line, the last one commencing 6/2/1913 when she left St John, NB for London. In 1913 she was renamed "Tyrolia" for Canadian Pacific and in April of that year started sailings from Trieste to Quebec and Montreal. She commenced her last voyage on this service in February 1914 when she left Trieste for St John NB and on 28/2/1914 sailed from St John for Liverpool. In August 1914 she commenced her last London - Quebec - Montreal voyage and on 28/10/1914 was converted to the dummy battleship - HMS CENTURION. She later became a troop transport and then a store ship. In 1916 she was fitted with tanks, converted to a naval oiler and was renamed "Saxol". On 7/10/1916 she went to Lane & MacAndrew Ltd and was renamed "Aspenleaf". Transferred to the Shipping Controller on 7/11/1917 and **on 12/9/1919 was sold to the Anglo Saxon Petroleum Co (Shell Oil). Renamed "Prygona"** on 11/1/1921 and was sold to Petersen & Albeck, Copenhagen on 6/2/1925 for scrap. [*North Atlantic Seaway* by N.R.P. Bonsor, vol.3, p.1307] [*Canadian Pacific - 100 years* by George Musk] - [Posted to The ShipsList by Ted Finch - 27 February 1998]



S.S. 'Lake Erie.'

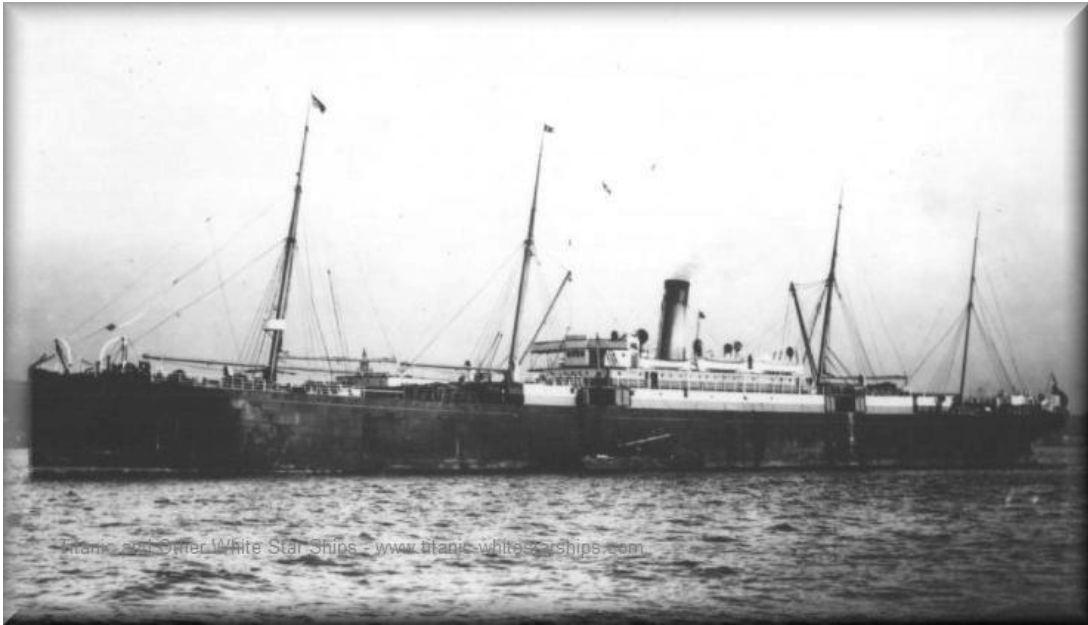
38765 



CEVIC / HMS QUEEN MARY / BAYOL / BAYLEAF / **PYRULA**

LIVESTOCK SHIP BUILT FOR THE LIVERPOOL TO NEW YORK TRADE. IN 1914 SHE WAS CONVERTED INTO A DUMMY BATTLE SHIP AND RE-NAMED 'HMS QUEEN MARY' WHOSE PURPOSE WAS TO TRY AND FOOL THE GERMANS THAT SUPPLY SHIPS WERE BEING GUARDED BY A BATTLESHIP. IN 1916 SHE WAS CONVERTED INTO A TANKER AND RE-NAMED 'BAYOL' AND LATER IN 1917 RE-NAMED 'BAYLEAF'. IN 1920 SHE WAS SOLD TO THE ANGLO-SAXON PETROLEUM CO AND RE-NAMED 'PYRULA'. SHE WAS SENT TO GENOA IN 1933 AND SCRAPPED THERE

White Star Line Vessel *Cevic* (*Pyruła*)

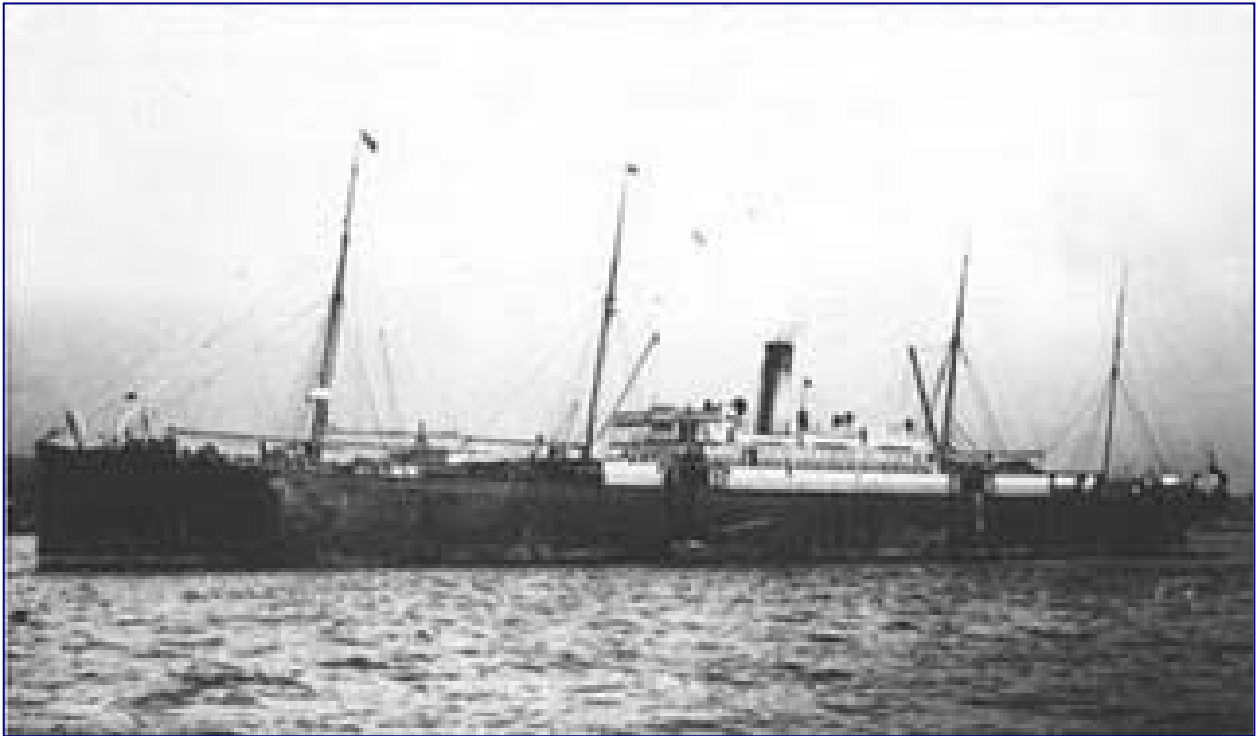


WSL *Cevic* 1894-1933

Cevic was built as a livestock carrier, she worked the Liverpool to New York route. Requisitioned by the British Admiralty in 1914, she was converted into a dummy battleship, renamed **HMS Queen Mary*, and sent out on patrol to fool the Germans into thinking a battleship was in the area for protection of supply ships. The trick worked and her disguise was never discovered. In 1916, she was renamed *Bayol* and converted into an oil tanker. In 1917, she fell under new management and renamed *Bayleaf*.

In 1920 it was sold to the Anglo-Saxon Petroleum Company and renamed *Pyruła*. She was later scrapped in 1933 in Genoa.

Durante este mês, iremos colocar uma relação dos navios da White Star Line. Apesar de poucas informações e em alguns casos a não existência de fotos, esperamos trazer em cada post, um pouco mais da história naval desta companhia.



CEVIC

Construção: 1894

Toneladas: 8.301

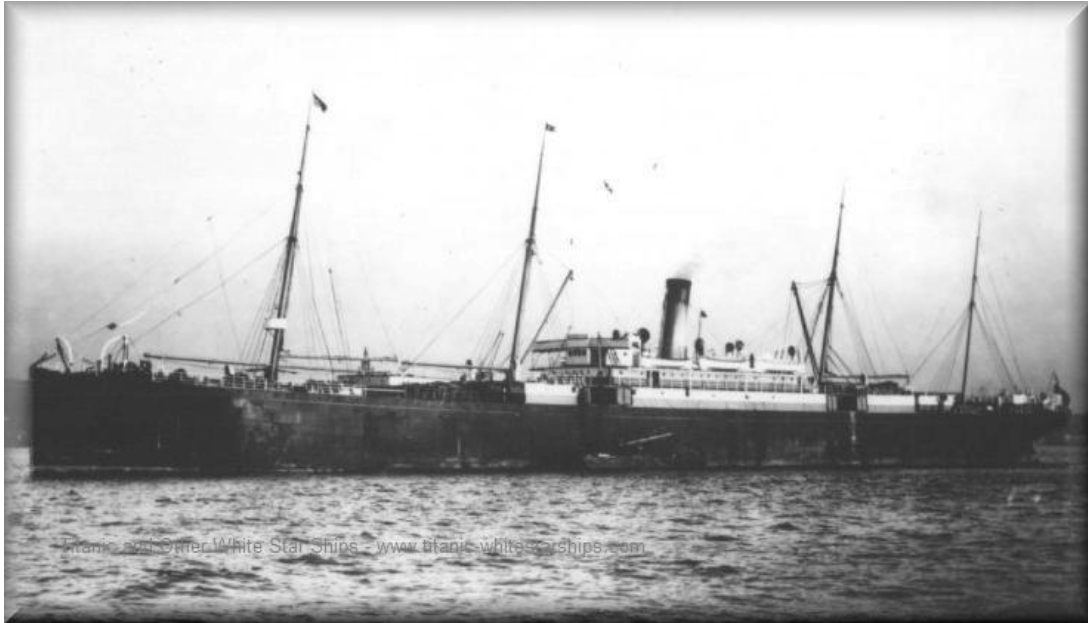
Em 1914 foi convertido no cruzador HMS Queen Mary, na verdade era um disfarce para o inimigo alemão, a fim de proteger o verdadeiro cruzador HMS Queen Mary.

Em 1916 foi convertido a petroleiro, com o nome de Bayol, renomeado em 1917 para Bayleaf. *Vendido em 1920 para a Anglo-Saxon Petroleum Co., foi renomeado para **Pyrula**.* Desmantelado em 1933, em Genoa.



Titanic and Other White Star Line Ships®

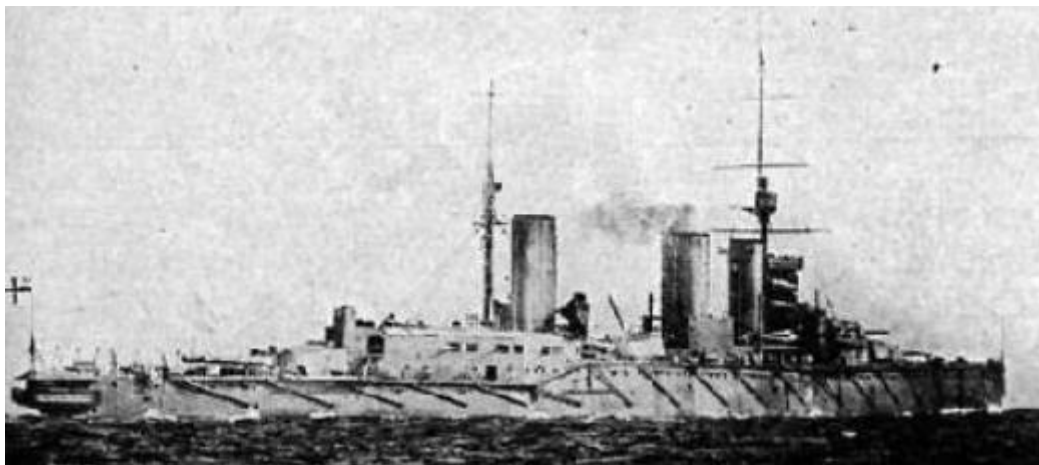
WSL Cevic



WSL Cevic 1894-1933

Cevic was built as a livestock carrier, she worked the Liverpool to New York Route. Requisitioned by the British Admiralty in 1914, she was converted into a dummy battleship, renamed * *HMS Queen Mary*, and sent out on patrol to fool the Germans into thinking a battleship was in the area for protection of supply ships. The trick worked and her disguise was never discovered. In 1916 she was renamed *Bayol* and converted into an oil tanker. In 1917 she fell under new management and renamed *Bayleaf*. **In 1920 it was sold to the Anglo-Saxon Petroleum Company and renamed *Pyruia*. She was later scrapped in 1933 in Genoa.**

* During the Battle of Jutland, (1916) the largest naval fleet battle of WWI, the real *HMS Queen Mary* accidentally blew herself up when the flash from one of her deck guns ignited a powder magazine on board killing over 1,600 crew members.



Cevic disguised as *HMS Queen Mary*. The first and third funnels were dummy funnels - note there is no smoke coming from them.



The real battleship *HMS Queen Mary*



NARONIC was built in 1892 by Harland & Wolff at Belfast with a tonnage of 6594grt, a length of 470ft, a beam of 53ft 1in and a service speed of 13 knots. A slightly enlarged version of the Nomadic duo with extra passenger accommodation to meet increased demand on non-New York routes and costing £121,685, she was launched on 26th May 1892 and commenced her maiden voyage from Liverpool to New York on 15th July. On 11th February 1893 she sailed from Alexandra Dock, Liverpool under the command of Capt. W. Roberts with 74 persons, including 14 cattlemen, 3,572 tons of general cargo and 1,017 tons of Welsh coal. It was her seventh voyage and after dropping the pilot at Point Lynas was never heard of again. On 3rd March a bottle was found at Bay Ridge, New York Bay with the message "Naronic is sinking with all hands. L.Winsel". A second message was found on the beach at Ocean View, Virginia which read "February 19 1893. The ship is sinking fast. We can never live in the small boats-one has already sunk. The ship struck an iceberg in blinding snow...she has floated for two hours, it is now 3.20 in the morning and the deck is level with the sea". The writer was John Olsen, a cattlemen, but neither names were among those listed as being on board. Sivewright, Bacon's steamer Coventry, on a voyage from Newport News to the UK, reported that she had, on 4th March, passed one of Naronic's lifeboats floating keel up in position 44N, 47.37W and next day passed one which was empty in position 44.34N, 46.24W, 500 miles off Halifax and roughly on the great circle route. Although the two boats were well separated the second boat was trailing a sea anchor which would have reduced her rate of drift. The ship probably sank well east of Nova Scotia. The messages in the bottles were put into doubt as the ship was well south of the Newfoundland iceberg danger zone and the Court of Enquiry even recorded that there was no ice within 100 miles of her route.

BOVIC was built in 1892 by Harland & Wolff at Belfast with a tonnage of 6583grt, a length of 470ft, a beam of 53ft 1in and a service speed of 13 knots. Sister of the Naronic she was launched on 28th June 1892 and commenced her maiden voyage from Liverpool to New York on 26th August. On 14th February 1914 a service from Manchester to New York was introduced, known as White Star - Leyland - Lamport & Holt Joint Service, to which she was transferred as White Star's contribution to operate with Leyland's Memphian and Lamport & Holt's Canning. To facilitate the Manchester Ship Canal bridges her masts were shortened. In April 1917 she was taken over by the Shipping Controller under the Liner Requisition Scheme and was deployed on war service until 1919 when she was returned to her owner. She resumed the Manchester Joint Service in 1921 and on 16th January 1922 was transferred to Frederick Leyland & Co. who renamed her Colonia. After six years further service she was broken up at Rotterdam in 1928.

GOTHIC was built in 1893 by Harland & Wolff at Belfast with a tonnage of 7755grt, a length of 490ft 8in, a beam of 53ft 2in and a service speed of 14 knots. Launched on 28th June 1892 she was designed for service in the North Atlantic but under the ownership of the Oceanic Steam Navigation Co. was placed on the Australian joint service. Her refrigeration was the newly introduced brine, carbon anhydride cooling system as opposed to cold air. Only five ships were required for the service and her arrival released Shaw Savill & Albion's Arawa for charter. She was delivered in November 1893 and after a positioning voyage from Belfast to London with calls at Cardiff for bunkers and Liverpool where she was inspected by guests, she commenced her maiden voyage to Cape Wellington on 28th December. At the time she was the largest ship to enter the Pool of London and being the first ship on the route with twin screws she made a record passage of 37.5 days. During the summer of 1902 she was deployed as a Boer War repatriation transport and operated between the Cape and the UK and the Cape to New Zealand. In June 1906 her cargo of wool caught fire when she was off Lands End and had to be beached at Cattewater, Plymouth. Her repairs took eight months and when she resumed service her accommodation was configured as 104 1st Class and 250 3rd Class. The First Class cabins were reduced to 3rd Class shortly afterwards. She was refitted in 1907 and transferred to IMMC's Red Star Line and renamed Gothland for a service under the Belgian flag between, initially, Antwerp and Philadelphia and then Antwerp and New York. In 1911 she was placed on White Star's Australian service with the name Gothic and accommodation for 1500 steerage passengers. Two years later she was transferred back to the Red Star Line under the ownership of Soc. Anon de Nav. Belge-Americaine of Antwerp for a summer service Rotterdam - Quebec - Montreal as the Gothland. In June 1914 she ran aground on Gunners Rock in the Scilly Isles. All 281 persons aboard were safely taken off by the West Cornwall Steamship Co's Lyonesse and local lifeboats. Her repairs at Southampton took six months and by the time she resumed service Belgium had been overrun by the Germans and, consequently, she was transferred to the Rotterdam - New York service which she maintained spasmodically. After a refit in March 1919 she returned to the Antwerp - New York - Baltimore service and in May 1921 operated for White Star as the Gothland. During 1922 she spent many months laid up and in May 1923 was tried out on an Antwerp - Vigo - Havana - New York service but that proved to be too protracted so she reverted to the Antwerp - Philadelphia run. She made her final Red Star voyage from Antwerp to Philadelphia in March 1925 and in January 1926 was sold for £16,000 and broken up at Bo'Ness, Firth

was sold to John Donaldson's Beardmore Steam Ship Co., with Donaldson Coal Trimmers Ltd of Glasgow as managers, for use as a collier and later as a sand ballast carrier. She was scrapped on the Clyde in 1930.

CEVIC was built in 1894 by Harland & Wolff at Belfast with a tonnage of 8301grt, a length of 523ft, a beam of 60ft and a service speed of 13 knots. A livestock carrier for 1000 head she was launched on 23rd September 1893 as a replacement for the Naronic. She commenced her maiden voyage on 12th January 1894 from Liverpool to New York and on the return voyage loaded the largest cargo to date which comprised 14,000 bushels of grain, 9,000 bales of cotton, 3,500 sacks of flour, 400 tons of metal, 300 tons of fresh meat, 8,400 packages of produce and 896 head of cattle. When the New York cattle service ended in 1908 she was transferred to the Australia route, initially via the Cape of Good Hope, and then, as an experiment, through the Suez Canal. However, her capacity was large for the the route and her deep draught caused her to ground in the canal. On 1st December 1914 she was converted by her builder into the dummy battleship HMS Queen Mary. As she left Loch Ewe on 11th February 1915 she struck a rock which holed her and she had to put back for repairs. On 10th April 1915 she grounded on Ratlin Island in fog as she left Belfast but came off on the following tide. She sailed from Loch Ewe for patrol on 13th April and by 25th April was patrolling off New York after the German raider Kronprinz Wilhelm had applied for internment there. She was decommissioned in September 1915 and restored for commercial duty by Harland & Wolff. At no time was her disguise penetrated. In 1916 she was converted into an oil tanker with circular tanks for use by the Royal Fleet Auxiliary as the Bayol. She was transferred to the Shipping Controller in 1917 and renamed Bayleaf under the management of Lane & McAndrews, continuing as a fleet oiler servicing Royal Navy shore establishments. On 9th June 1920 she was sold to the Anglo-Saxon Petroleum Co. (Shell) for use as a depot ship at New York and renamed Pyrula. She was transferred to Curacao in 1925 for employment as a depot ship and classified as an oil hulk. On 25th July 1933 she was sold for scrap and broken up by Henrico Haupt at Genoa.

SMITH'S DOCK COMPANY LTD., SOUTH BANK

Name	POSEIDON
Type	Cased oil carrier
Yard Number	574
Launched	09/04/1914
Completed	09/1914
Off. Number	
Engine builder	Werkspoor, Amsterdam
Engine type	4 S.C.SA 4 cyl, aft, twin screw
GRT	617
Length (feet)	185.3
Beam (feet)	30.5
First owner	N.V. Nederlandsche Indische Tank Stoomboot Mij., Batavia
History	1918 U.S. Government requisition under U.S. flag
	1919 returned to owners
	06/03/1942 set on fire at Tjilatjap and sank, refloated by Japanese forces 08/08/1943
	1943 HOSEI MARU, Japanese Government
Fate	10/04/1945 shelled and sunk by Dutch submarine O.19 in the Sunda Strait, 05.25S 106.39E.

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The Dutch tanker Nacia approaches a Bergeson VLCC / OBO. (pilot J. Morrison) These vessels were the largest two vessels to undertake the transfer operation. Photo E. Ramsay. The Isle of Arran is visible to starboard.

As many of you are probably aware there have been several proposals tabled during the last few years to permit ship to ship oil transfers at several locations around the UK coast especially for the export of oil cargoes from Russia where the depth of the Baltic precludes the use of large tankers. For many years such operations were occasionally carried out off Lyme Bay but following pressure from local environmentalists, these transfers were suspended voluntarily by the operators several years ago. Whilst the debate continues over the granting of permissions for such operations, retired Clyde pilot Ewan Ramsay sent me some photographs of oil transfer operations that the Clyde pilots undertook in the 1970's. Although the actual transfer took place at anchor, the two tankers secured to each other whilst underway and in the following account, which may of course be very valuable if such operations are permitted to resume, Ewan explains how the operation was handled by the pilots:

The operation to moor the two tankers together started with the smaller ship making a rendezvous with a tug off Ardrossan and picking up 3 large Yokohama Fenders to place alongside on the port side and two smaller fenders — one over the port bow at the end of the forecastle head and the other on the port quarter.



The 33,000 tonne French Shell tanker Isidora (pilot J Barron) approaches the VLCC Richard Maersk (pilot E. Ramsay). Photo: E Ramsay

The Pilot on the “small” ship then proceeded towards the VLCC and Pilot on the VLCC steered a course so that the wind was 10 degrees on the port bow. The larger ship adjusted speed to suit the smaller ships minimum speed (normally about 5 – 6 knots in the case of a motor ship). The smaller ship then approached from the starboard quarter, usually giving helm orders of port 10- midships- port 5 midships- port 10 –midships and reducing speed until both ships were abreast and in position alongside each other.



Having made contact the helm of the smaller tanker is placed hard to port to secure the bows. Photo: E Ramsay

Once the fenders touched and with both vessels relatively stopped alongside each other the pilot on the smaller ship put the helm hard to port while the bow was tied up to the other ship. Once the bows were secured together the stern moorings were passed and secured

Once “all fast”, the Pilot on the VLCC took over the Piloting of both ships to the designated anchorage area where the transfer took place.



Ewan Ramsay on board the Richard Maersk during transfer operations. Photo: E Ramsay's collection

With respect to other vessels, operations were always undertaken in daylight outside the Cumbrae Heads, where there is plenty of sea room and virtually no crossing traffic so thankfully we never encountered any close quarters situations.

Ewan Ramsay



Following completion of loading the Dutch tanker Sepia (pilot N Campbell) departs from the Richard