

MOLLER & CO. (later MOLLERS' LTD) (Part II: Post-1945)

SHORT HISTORY & ILLUSTRATED FLEET LIST

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We thank Bill Schell, Malcolm Cranfield, Trevor Jones, Russell Priest, Rex Cox, Vic Young, Mike Pryce and Chris Howell for assistance with details and photographs.

This update 7 March 2024

Main shipowning companies

Nils Moller & Sons, Shanghai (1894-03)
Moller Brothers, Shanghai (1903-10)
Moller & Co. (M&Co.), Shanghai (1910)
Chun Young Zan, Shanghai (1921-35)
Moller & Co. (Shanghai) Ltd (c.1919-23)
Moller Line Ltd (MLL), Shanghai (1935)
*Mollers' Towages Ltd (MTL) (1935)
Mollers' Ltd, Shanghai (1936) (re-reg. 1947)
Anglo-Chinese Shipping Co. Ltd (1937) (re-reg. 1947)
Moller Line (UK) Ltd, London (1943)
Moller Line (South Africa) Pty Ltd, Durban (1946)
Mollers' (Hongkong) Ltd (1946)

Main subsidiaries

Too Chang S.N. Co., Shanghai (1910)
Dorothy S.S. Co. Ltd, London (1913)
British China S.S. Co. Ltd, Shanghai (1917)
London China S.S. Co. Ltd, Shanghai (1917)
Overseas Syndicate Ltd, London (1917)
Zodiac Shg Co. Ltd, London (1917)

Lancashire Shg Co. Ltd (acq. 1944)
 Arden Hall S.S. Co. Pty Ltd (1946-49)
 Alpha South African S.S. Co. Pty Ltd (1946-49)
 Delta Shg Co. Ltd, Hongkong (1951)
 Haig Shg Co. Ltd, Hongkong (1951)
 Mount Line Ltd, Hongkong (1951)
 Omega Shg Co. Ltd, Hongkong (1951)
 * Hongkong Salvage & Towage Ltd (1952)
 Theta Shg Co. Ltd, Hongkong (est. 1952)
 Blyth Dry Docks & S.B. Co. Ltd (c.1946) (1953)
 + Grosvenor Shg Co. Ltd, London (1953)
 Zeta Shg Co. Ltd, Hongkong (1953)
 Harbour Line Ltd, London (1954)
 River Line Ltd, London (1954)
 Trader Line Ltd, London (1955)
 Pacific Trading Co. Ltd, Bermuda (1962)
 Searidge Ltd, Bermuda (1964)
 Pan Asiatic Lines Inc., Panama (1966)
 Eastmead Shg Co. Ltd (1967)
 OBC Shipping Lines S.A., Panama (1974)
 Castle Line Ltd, Bermuda (1977)
 associated companies
 + Red Anchor Line Ltd (1958)

* *see separate photolist*
 + *not yet posted*

The Later Years (1945-1981)

Eric (Snr) survived internment in the Haiphong Road Camp in Shanghai and after the end of the war resumed an active life trying to restore the business in Shanghai as well as finding time to revive the Shanghai Golf Club. Meanwhile, his sons sought to develop business in London, Hong Kong, Singapore/Malaya and South Africa. Because of the end of extraterritoriality, however, all the businesses had to be re-registered in Hong Kong, where in 1947 Eric (Snr) bought from Jardine Matheson & Co. a quiet Tudoresque villa that originally had been the Ladies Club House of Fanling golf course – in 1957 it would be bought by shipowner Hui Oi-chow (1881-1966) of Shun Cheong S.N. Co. and become Oi Yuen Villa, now heritage listed (gwulo.com/node/23931). Nevertheless, he continued to reside primarily in Shanghai looking after the business until 1950, by which time it had become apparent that foreign-owned activity was no longer viable under Communist rule. He chose to retire not to Hong Kong but to Sydney's North Shore suburb of Chatswood, from where air travel allowed him to continue to visit his family in the various branches of his far-flung family empire. On 12 March 1954 he flew from Sydney to visit his daughter Nancy and husband, F.W. Hamilton, in Singapore. Next day after the usual overnight stopover in Darwin and a short call at Jakarta, the BOAC Constellation was about to touch down at Singapore's Kallang airport just before 3pm when its lowered wheels touched the seawall, causing it to

crash and burn, killing Eric and 32 others. He was 79 years old, having survived reportedly two previous air crashes as well as years of horse racing and incarceration by the Japanese. His family witnessed the crash from the terminal building and then, in a further gruesome twist, his body was mistakenly identified as that of a fellow passenger, Indian banker Chettiar Chidambaram, and prematurely flown for cremation to India, where it had to be exhumed and retrieved for proper burial (Straits Times, 25/4/54).

After sale of the unseaworthy *Elizabeth Moller* to the MOWT, by the end of the War only 8 ships remained, none less than 24 years old and hardly worth the expense of rehabilitation. Mollers took advantage of high secondhand prices to sell them 'as is', one to Egyptian buyers and the other seven to C.Y. Tung's Chinese Maritime Trust of Shanghai. By early 1947 the Moller Line fleet therefore consisted of just a few vessels managed on behalf of the Ministry of Transport. The group nevertheless had large reserves of capital.

Mollers' first postwar shipping investments seem to have been made in the new sphere of South Africa. In mid-1946, Moller Line (South Africa) Pty Ltd bought a substantial shareholding and became managers of the Arden Hall S.S. Co. Pty Ltd, formed at the beginning of 1946 under the management of the Capetown firm of Dent & Goodwin. Its first ship was the small coaster *Laeveld* (ex *Homeford*), originally a `Kir-class patrol vessel. Mollers provided the funds to acquire the coasters *Bokkeveld* and *Hoeveld*, which worked around East Africa as far as Madagascar, and the much larger *Empire Indus*, which was used in the Mediterranean. This motley fleet did not trade profitably and Mollers withdrew in the first half of 1949. Management reverted briefly to Dent & Goodwin until in October 1949 the company was placed in liquidation.

Mollers also bought into the Alpha South African S.S. Co. Ltd, founded in 1946 by the `Alpha' group to ship coal from the group's own mines. Of the initial capital of £1 million, the public subscription of about £150,000 was heavily oversubscribed. In August 1946 the managing director Thos. Boydell flew to London to arrange the purchase of ships and there seems to have come to some agreement whereby Moller Line (SA) Pty Ltd took over as managers. First ship to arrive in South Africa was *Alpha Oranje* in mid-December 1946, being then despatched for South America. She was followed early in 1947 by the converted escort carrier *Alpha Zambesi* and two Liberties, *Alpha Mooi* and *Alpha Vaal*, while the T2-tanker *Alpha Limpopo* joined the fleet at the beginning of 1948. Once again, however, expectations were not realised. The two Liberties and the tanker were sold in 1948 and a year later Mollers withdrew, taking back *Alpha Oranje* and *Alpha Zambesi*. The firm never resumed shipowning under the South African flag but the South African subsidiary remained active. When Eric (Stir) died in 1954, Lindsay Moller, his married sister Isabel and his mother were all resident in Durban.

Meanwhile, Moller Line (UK) Ltd had been trying to diversify into deepsea liner shipping. The origins of this could be traced back to October 1944, when it was reported that Mollers' Trusts Ltd had purchased from the former managers, James Chambers & Co., the controlling interest in the Lancashire Shipping Co. Ltd, which before the war had operated the Dodwell-Castle around-the-world service from New York to the Far East and back to New York. The company was taken over without ships, but Mollers looked to revive the service and benefit from the goodwill. Mollers also became involved in the Pacific Orient Express Line from the West Coast of the United States to the Far East.



Prewar Castle Line GREYSTOKE CASTLE (5853/28) in Yangtzepoo Drydock of The New Engineering and Shipbuilding Works, Shanghai (<https://shanghailand.net/2021/02/yangtzepoo-dock-advertising/>).

As tonnage, Mollers provided four of the six 'Liberties' allocated to them by the MOT in April 1947, purchased two escort carriers from the USMC for conversion to cargo liners, and ordered three fast, modern cargo liners from the Blyth D.D. & S.B. Co. Ltd, which Mollers' Trusts had taken over about 1946. Conversion of the escort carriers being delayed by shortage of steel, Mollers bought from the USMC two damaged Liberties, the Ignace Paderewski and James Rumsay and transferred their superstructure and deck housings. In the event, by the time of completion in August and September 1948 as *Muncaster Castle* and *Greystoke Castle*, the four Liberties had already been sold. Completion of *Penrith Castle*, first of the new buildings, was also delayed until October 1949. By then the weakness of the Japanese economy and the Communist conquest of China made for bleak prospects and her two sisterships were sold on the stocks. Despite the recovery in trade during the Korean War, *Penrith Castle* was sold in 1952 and the other two 'Castles' were put out for charter, eventually being sold in 1957.

Despite this international diversification, the Far East soon again became the firm's base of operations. The abolition of extra-territorial rights in China under the international agreement of 1943 having made Shanghai no longer a safe haven for foreign capital, the head office was moved to Hong Kong, where the branch office had been reopened immediately after the reoccupation. In May 1947 with S.T. Williamson (see Ch. 4), Mollers acquired a joint controlling interest in the Hongkong & Whampoa Dock (Ch. 10). In August 1946 Mollers' S.B. & E. Works Ltd and Mollers' Wharves Ltd, were reregistered in Hong Kong, as were Mollers' Ltd and Mollers' Towages Ltd in October 1947. After mid-1947 ships recovered from the Japanese were reregistered in Hong Kong, as also was any new tonnage. The Shanghai office continued to be active in chartering and managing ex-Moller ships sold to Chinese, while the Dockyard was kept busy with ship repair and ship breaking. After the Communist occupation of Shanghai in May 1949, Mollers lost managerial control, so that nationalisation of the Dockyard in August 1952 in Shanghai was really a formality. Most movable plant and equipment of any value had already been withdrawn to Hong Kong, where Mollers' S.B. & E. Works continued activities with the small American-built *Floating Dry Dock*

No. 1 (1033/43), sold in July 1953 to the Philippines and replaced by the somewhat larger *Floating Dock No. 2* (1988/43), broken up in Hong Kong in mid-1956.

Mollers' fleet in the Far East was not restored to anything like its prewar strength. Until March 1946 British shipping had remained formally under the control of the Far Eastern Shipping Association on behalf of the MOWT. The first ship to be managed by Mollers was the *Empire Park* in May 1946 but for some time the only ships of even moderate size were those bareboat chartered from the MOT or the Admiralty, namely *Empire Bermuda* (placed on charter to the KPM in Indonesia), the colliers *Empire Dirk* and *Empire Mountain* and the former fleet oiler *Rapidol*, which in 1948 became *Louise Moller*. Apart from *Empire Park*, the China Coast fleet was built up entirely of small secondhand U.S. Armed Forces vessels, the largest being the 560-ton (grt) 'FS' class. Several of these were acquired in 1947 in the Philippines, two being lost in tow for Hongkong, while others were reportedly salvaged from Okinawa. In Hongkong they were converted for mercantile use at the company's establishment at Tsuen Wan and then registered in the name of the Anglo-Chinese Shipping Co. Ltd, as also were *Jessie Moller* and *Josephine Moller* (Mollers' Towages units recovered in Japan). In May 1949 the 3 'E's were advertised for sale in Singapore but no buyer emerged. Later that month the Communists occupied Shanghai. At the beginning of August 1949 *Edith Moller* became the first ship to run the Nationalist blockade of Shanghai and was then joined by *Elsie Moller* and *Ethel Moller*. This dangerous but lucrative game of hide-and-seek was one in which Mollers had gained a wealth of experience in dealing with the Japanese after 1937. Searches, seizures and rescues by the Royal Navy again became routine.

But the company could identify no real niche in Chinese waters under the new political regime, and by the early 1950s it appeared, like some other existing China Coast firms, to be drifting. The nationalisation of 1952 had delivered the coup de grace to the Shanghai side of the business. Although a few small vessels continued to be chartered to Chinese to run the Nationalist blockade, the risks were such that four of these had already been sold during 1951, including the three 'E's, while *Joan Moller* had been lost in Shanghai. Although the loss of this business had been foreseen, the attempt to diversify to South Africa had proved a flop, as also the much-heralded attempt to diversify into liner shipping. Mollers also seemed to be half-hearted in attempts to diversify into shipping into Southeast Asia, being left behind by more aggressive firms such as John Manners, Wallems and Wheelock Marden. In May 1951 it was announced that the Malayan agency business, mainly Castle Line, would be taken over by Barretto Shipping & Trading Co. Ltd. It was therefore ironic that redevelopment of the fleet after 1953 should be concentrated upon secondhand tramp shipping, in effect a return to the business of Moller Line before the War but based upon Hong Kong instead of Shanghai and without the China Coast trade. Most of these ships were nevertheless registered in London, either through the Blyth Dry Docks (managed by Moller Line [UK] Ltd) or through subsidiaries such as Harbour Line Ltd, River Line Ltd and Trader Line Ltd. The main innovation was the diversification into oil tankers with delivery by Blyth Dry Docks of *Blyth Adventurer* (1958) and *Hamilton Trader* (1959).

During the 1960s Mollers switched from owning a large fleet of secondhand tramps to a small fleet of modern specialist tonnage. Last of the older ships, *Elys Harbour*, was sold in 1967. By then Mollers had taken delivery from Blyth Dry Docks of the bulk carriers *Chapel River* and *Pacific Princess*. The yard went on to deliver to local owners the colliers *Corchester* (4820/65) and *Pulborough* (4995/65) in March and April 1965 and then withdrew from shipbuilding. Mollers' next initiative was to take over two bitumen

tankers under construction by the Verolme group: they were completed as *Horama* and *Urshalim* (both named after Moller blood mares) and chartered to the Shell group. Over the next decade, however, the only ships added to the fleet were a motley assortment of secondhand cargo liners, tankers and timber carriers, most of which were resold after a very short time. The two bulk carriers were sold in 1970 and the two bitumen tankers were sold to the charterers in 1973/74.

This virtual withdrawal from shipping can perhaps be understood against the background of changing ownership and management of the company. In this large family, not one of the four brothers seems to have had a son who could take over as the next generation of management. This presented a serious problem for what remained, through Mollers' Trust Ltd, a very tightly controlled family business. In June 1967 the Mollers' Trust shares had been made over to Banco Nominees Ltd of Bermuda but this was evidently only a transfer on tax grounds - the group had been making use of Bermuda registered subsidiaries since the mid-1950s. Then, in August 1974, half the shares of Banco Nominees were sold to Hutchison International Ltd (HIL), which in 1969 had already bought out the Moller interest in the Hongkong & Whampoa Dock. Mollers thereby became part of the conglomerate HIL group under the control of Sir Douglas Clague. Eric and Ralph Moller, Allan Hutchinson and H.H. Holgate were joined on the board by four HIL directors with Clague as chairman. After his brother's death in March 1980, Eric (then 74 and resident in Hong Kong) remained the sole family director.

The takeover did not work out as intended. HIL had expanded rapidly though high gearing but collapse of the Indonesian timber subsidiary Alltrak aggravated problems of cash flow and in August 1975 the group had to admit bankruptcy. Control passed to the Hongkong & Shanghai Bank, which took up a third of an increased share capital and in April 1976 appointed Bill Wyllie as chief executive in place of Sir Douglas Clague. The rescue was successful and led in June 1977 to merger with Hongkong & Whampoa Dock Co. Ltd to form the new conglomerate Hutchison Whampoa Ltd. In September 1979 the Hongkong & Shanghai Bank divested its now 22% stake in Hutchison Whampoa to property magnate Li Ka-shing.

HIL had been involved most heavily in property and engineering and had only a marginal interest in shipping. Purchase by Mollers in the mid-1970s of three timber carriers was associated with the HIL group's timber ventures. By contrast, the attempt in 1977 to break back into liner shipping suggested an initiative from the Mollers' side. Hongkong International Container Line was set up as a joint venture with Ocean Shipping & Enterprises Ltd (Tao Bros. principals) of Hong Kong to operate four self-sustaining container ships ordered from Mitsubishi Heavy Industries. With nomenclature reminiscent of the old Castle Line round-the-world service, Mollers contributed *Muncaster Castle* and, through the Red Anchor Line *Merry Viking*, while their partners through their Thai associates Thai Marine Co. Ltd contributed the slightly smaller *Chai Varee* (13060/77) and *Thana Varee* (13060/77). These four ships were placed in a 10-daily service between the West Coast of North America, Hong Kong, Singapore, Jeddah and the Mediterranean' (Port Said, Limassol, Venice) with transshipment to most European destinations. The venture does not seem to have been any marked success. The two Moller ships were sold in 1981, marking the end of Mollers as a shipowning concern after many vicissitudes through three generations.

The most notable surviving heritage of the Moller family is Fairyland villa in Shanghai. Wang Zhiyong at china.org.cn recorded in May 2009 that after 1950 it served as headquarters of the Shanghai Branch of the Communist Youth League. After it had been listed in 1989 as a heritage building that could not be

demolished, in 2001, the Hengshan Group took it over for restoration, added some more wings at the back, and reopened it as a Hengshan-Moller Villa hotel in May 2002. Wang adds that a former office employee of the Youth League told him that Moller's daughter (presumably Nancy Hamilton) visited the house twice after China's opening up, on the first occasion being allowed only able to walk in the garden, but on the second being admitted into the house, where she was said to have gone up to her old bedroom and wept, finding it to have been preserved as she remembered. She did not return again before her death in Ireland on 24 December 2009 at age 93, the youngest child and last surviving sibling. Ralph (1910) had died in London on 13 March 1983 at age 72, Lindsay (1908) at Durban in July 1984 at age 76, Eric (1906) at London on 11 July 1988 at age 81, Isabel (1914) at London on 13 April 1997 at age 82, and Chris (1912) at Durban on 27 May 2006 at age 94.



'Fairyland' today as Moller Villa hotel, an oasis in the heart of modern Shanghai (Shanghai Govt).

Sources

I have had a personal interest in Mollers and been accumulating material since the 1960s because, as mentioned, my uncle sailed with the company in the 1930s. For the original text, *The North China Herald*, especially the law case (NCH, 19-26/3/02), was the main source for the nineteenth century. The careers of *Lucia* and *Osaka* were recorded by D.R. MacGregor, *The China Bird* (1961). A long obituary for Eric Moller appeared in the *South China Morning Post* (16/3/54). The rise and fall of his first shipping business is reported by the *Hongkong Weekly Press* (June-Oct. 1924) and complemented by some biographical notes on Charles Moller in *British Sports & Sportsmen*, 'The Story of Shipping' (c.1920). From the 1930s

many of the companies can be traced through files in the Registry of Companies in Hong Kong. B.D. Ingpen, *South African Merchant Ships* (1979) gives some details on the South African subsidiaries in the late-1940s; *Sea Breezes* (Aug. 1973) includes a history of the Lancashire Shipping Co. Other sources were directories, the *Far Eastern Economic Review* and the memories of former company personnel.

This text and fleet list have been extensively revised with the considerable assistance of Ian Rae and the annual Schell registers. Much new material has become available online through the Shanghai Press (on Proquest), the Singapore press (at eresources.nlb.gov.sg/newspapers), Trove and the websites Clydeships, Miramar and Sunderlandships. Voyage details have become available in the form of Lloyd's voyage record cards archived in the Guildhall Library, with special thanks to Ms Jeanie Smith, and for World War II from the Board of Trade BT-389 Merchant Shipping Movements series in the British National Archive. Moller family details have been enriched by material that has become available at ancestry.com.

FLEET LIST

LAEVELD (1946-49) 629/18-12 (184 x 30', M6cy/13k by Mirrlees, Bickerton & Day, Stockport)
Built by Smith's Dock Co. Ltd, Middlesbrough (#742) for Royal Navy as patrol vessel KILLYGORDON. 1920 sold to Homeland S.S. Co. Ltd (R.H. Hopps mgr), Newcastle, converted to mercantile use r. HOMEFORD. 1922 sold to Beadon Line Ltd (W.H. Kelynack [Cardiff] Ltd mgr), Cardiff. 1927 sold to Smith's Coasters Pty Ltd, Durban. 1942-46 under req. by RN in East Africa. 8/46 sold to Arden Hall S.S. Co. Pty Ltd (Moller Line [S.A.] Pty Ltd), Cape Town. 1947 r. LAEVELD. 10/49 owners in liq. 11/49 sold 'as lies' at Cape Town to Dent & Goodwin Pty Ltd, Cape Town. 12/51 sold to Liberal Co. of Panama, Puerto Limon r. ELEOUSSA. 1955 sold to B. Nikolaou, Piraeus. 1958 sold to M.S. Giannoulis & Co., Piraeus r. PANAGHIA TINOU. 1961 sold to J. Meleas, J. Constantineas & Co., Piraeus r. PANAGHIA ODOGHITRIA. 1963 r. PANAGHIA TINOU. 8/10/64 grounded near Trieste (It.) and broke back.



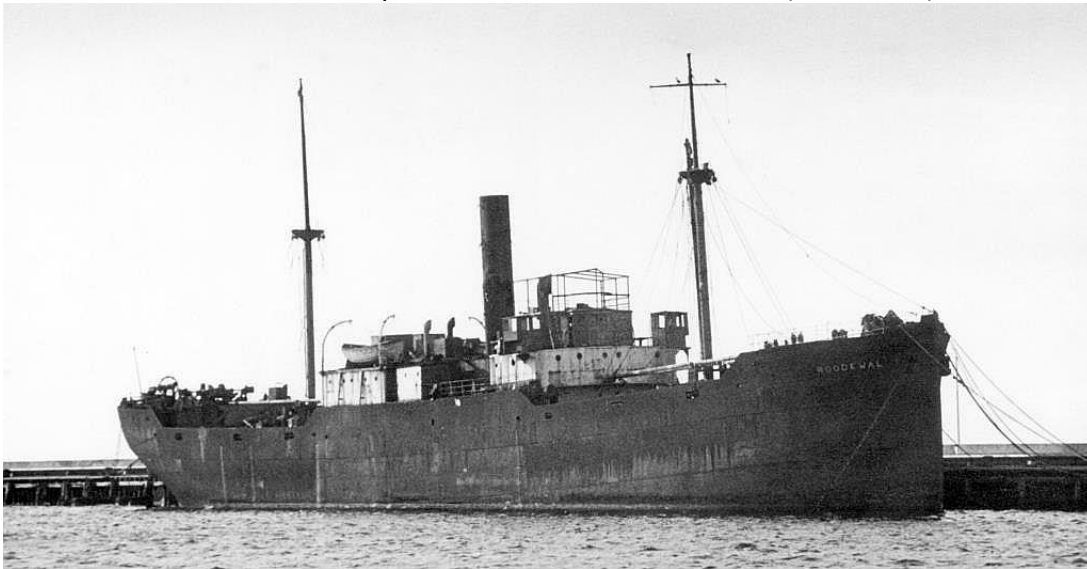
LAEVELD as Smith's Coasters' HOMEFORD (R. Moffat Scott/T. Jones).

BOKKEVELD (1946-49) 2481/19-8 (302.9 x 42.11', T3cy/9½k)

Launched by Dunlop, Bremner & Co. Ltd, Port Glasgow (#335) for The Shipping Controller as WAR ORANGE but completed for Robert Stanley Shg Co. Ltd (R.S. Dalgliesh Ltd mgr), Newcastle as BACKWORTH. c.1930 t/f to Dalgliesh Stm Shg Co. Ltd. 1939 sold to Branch S.S. Co. Ltd, Cardiff r. OGMORE CASTLE. 8/46 sold to Arden Hall S.S. Co. Pty Ltd (Moller Line [S.A.] Pty Ltd), Cape Town, 1947 r. BOKKEVELD. 10/49 owners in liq. 11/50 sold to South African National S.S. Co. Pty Ltd (Van Riebeeck Lines Pty Ltd mgrs), Cape Town. 6/51 r. ROODEWAL. 9/54 sold to S.M. Pettersen, Durban and laid up. 23/9/61 afire at Eastern Mole, Cape Town. 12/61 broken up.



BOKKEVELD at Cape Town in Pettersen 'colours' (A. Duncan).



ROODEWAL ex BOKKEVELD laid up at Cape Town's Eastern Mole (R. Pabst/T. Jones).

HOEVELD (1946-49) 1425/20-9 (235.4 x 36.1', T3cy by Richardsons, Westgarth, Middlesbro')

Laid down by W. Harkess & Son Ltd, Middlesbrough (#229) for The Shipping Controller as WAR BURE but completed for Govt of Nigeria, Lagos as ENUGU. 1943 t/f to MOWT (Elder, Dempster Lines Ltd, Liverpool mgrs) r. EMPIRE LIDDELL. 8/46 sold to Arden Hall S.S. Co. Pty Ltd (Moller Line [S.A.] Pty Ltd), Cape Town.

1947 r. HOEVELD. 10/49 owners in liq. 11/50 sold to South African National S.S. Co. Pty Ltd (Van Riebeeck Lines Pty Ltd mgrs), Cape Town. 6/51 r. ALIWAL. 8/54 sold to Aliwal S.S. Co. Pty Ltd (S.M. Pettersen mgr), Durban. c.1956 t/f to Panama flag. 2/56 laid up at Durban. 1/1961 broken up at Durban at Isipingo Iron Works.



HOEVELD at Cape Town 1950/51 in South African National colours (R.M. Scott/A. Duncan).

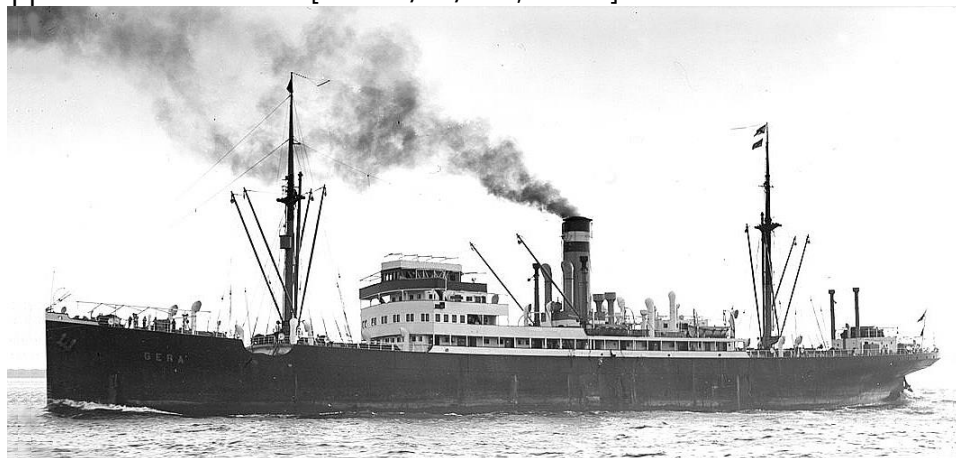


ALIWAL ex HOEVELD laid up at Salisbury Island, Durban, 16 April 1960 (D.K. Shackleton).

EMPIRE INDUS (1946-48) 5155 (8120)/23-6 (425.0 x 56.0', 4ST/12k)

Built by Blohm & Voss, Hamburg (#404) for Deutsch-Australische D.G., Hamburg as GERA (18 pass.). 1926 t/f to Hamburg Amerika Linie, Hamburg. 9/39 laid up at Massawa (Somalia). 4/4/41 scuttled. 6/10/42 refloated as British prize and after, temporary repairs by 'in situ', allocated to MOWT r. EMPIRE INDUS (reg. London). 2/5/43 sd to Karachi (13/5) for further repairs, then 13/3/44 arr. Bombay for continuing repairs but 14/4/44 in Princes Dock, Bombay set out fire by Fort Stikine explosion, expected total loss but after temporary repairs 25/11/45 placed in Indian coastal service (Asiatic S.N. Co. Ltd, London mgrs). 23/8/46 sold to Arden Hall S.S. Co. Pty Ltd (Moller Line [S.A.] Pty Ltd), Cape Town, to be r. BOSVELD but 15/8/46 sd Calcutta for London (4/10-28/11). 11/46 reclassified. 26/1/47 arr. Liverpool, 9/4 at Piraeus from Zonguldak, Turkey (coal). 7/48 as EMPIRE INDUS del. at Liverpool to Pan-Ocean Nav. Co. S.A. (Symeon Pielopoulos; London agents F.W. Chambers & Co., London mgrs), Panama r. PAN OCEAN, 31/7 sd Liverpool in tow to Penarth for survey, 3/49 completed

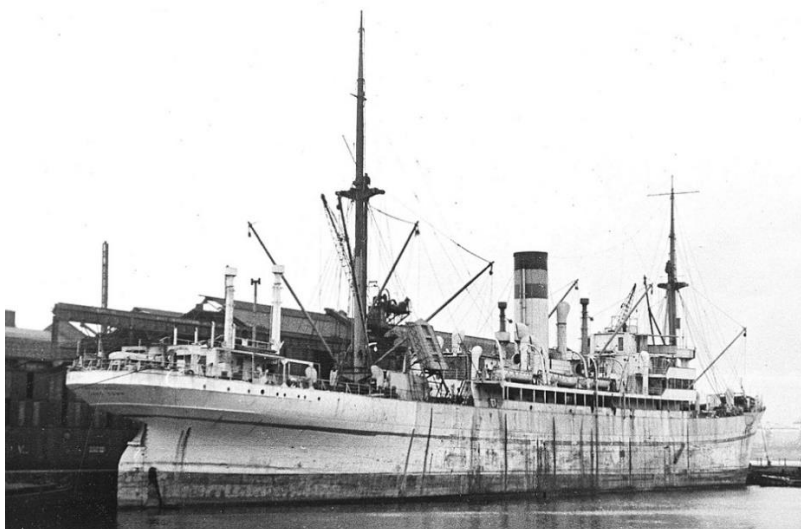
(classed 100A1). 6/4/58 o/v Mormugao-Genoa (ore) sprang leak and foundered 160 miles N.E. of Alexandria in approx. 33.15N-27.55E [BT 389/11/405, Schell].



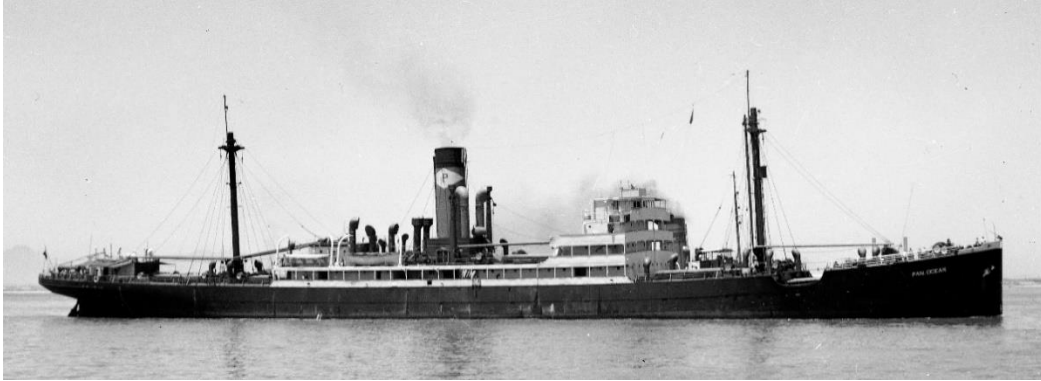
EMPIRE INDUS prewar as Hapag's GERA (coll. W. Schell).



EMPIRE INDUS at Liverpool c.1948 in Arden Hall colours (coll. Nigel Hughes).



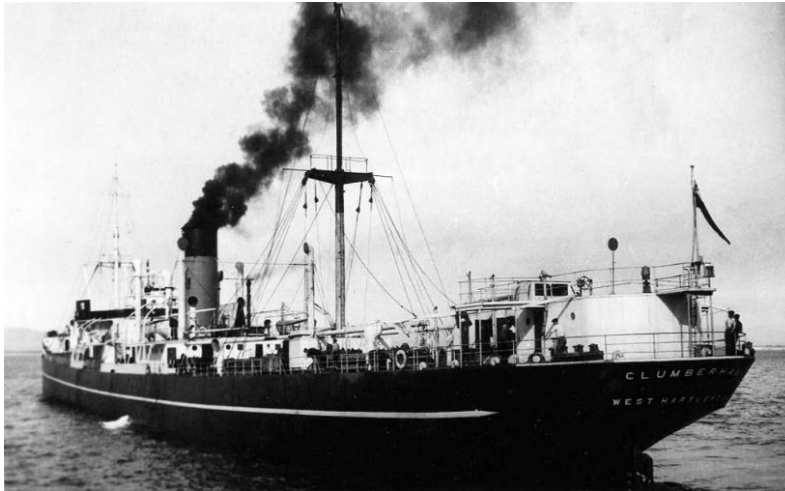
EMPIRE INDUS in Arden Hall colours, registry at Cape Town, port unknown, c.1948 (WSPL).



EMPIRE INDUS as Panamanian-flag PAN OCEAN at Cape Town, December 1954 (R.M. Scott/W. Schell).

ALPHA ORANJE (1946-51) 5198 (9134)/30-8 (438.6 x 55.0', Q4cy/10k by Central Marine Eng. Works, Hartlepool)

Built by W. Gray & Co. Ltd, West Hartlepool (#1039) for West Hartlepool S.N. Co. Ltd, West Hartlepool as CLUMBERHALL. 6/46 sold to Goulandris Bros Ltd, London r. ORMOS. 11/46 sold to Alpha South African S.S. Co. (Pty) Ltd (Moller Line [S.A.] Ply Ltd, Durban r. ALPHA ORANJE. 1949 t/f to Moller Line (UK) Ltd, London. 1/51 laid up at Hat Hongkong. 2/51 rep. sold to Japanese. 6/51 at Whampoa. 9/51 del. to Toho Kaiun K.K., Tokyo r. EIKO MARU. 2/55 sold to Nichiro Gyogyo K.K., Tokyo, class withdrawn. Last recorded movement Suva 27/9/60 to Kobe. 1961 sold to Shinwa Kaiun K.K. for demolition at Sakai, 6/61 completed.



ALPHA ORANJE as West Hartlepool S.N. Co. CLUMBERHALL (coll. M. Cranfield).



ALPHA ORANJE as collier under British flag (Norman Hesketh by courtesy Alan Lee).

ALPHA ZAMBESI (1947-49) 7359 (10,200)/43-9 (445.8 x 58.0', M6cy/12k by J.G. Kincaid & Co. Ltd, Greenock)

Built by Lithgows Ltd, Port Glasgow (#992) for MOWT (Hain S.S. Co. Ltd, London mgrs) and completed as merchant aircraft carrier EMPIRE MACRAE. 1/47 sold to Moller Line Ltd, London - t/f to Alpha South African S.S. Co. Pty Ltd (Moller Line [S.A.] Pty Ltd), Durban r. ALPHA ZAMBESI. 1949 sold to Motor Lines Ltd, London. 6/54 sold to Westport Shg Co. Ltd, London. 10/54 sold to Skibs A/S Vilhelm Torkildsen's Red., Bergen r. TOBON. 1957 D/S A/S Flint joint owners (Erling Torkildsen & Wollert Holst mgrs). 1960 D/S A/S Flint (W. Kubon mgr) full owners. 1967 sold to Aghiaparaskevi Corp., Piraeus r. DESPINA P. c.7/4/71 arrived at Kaohsiung for breaking up, 5/6 completed.



ALPHA ZAMBESI (Doug Wright/W. Schell).



ALPHA ZAMBESI in later years as Greek DESPINA P. (P. Foxley/W. Schell).

ALPHA MOOI (1947-48) 7219/44

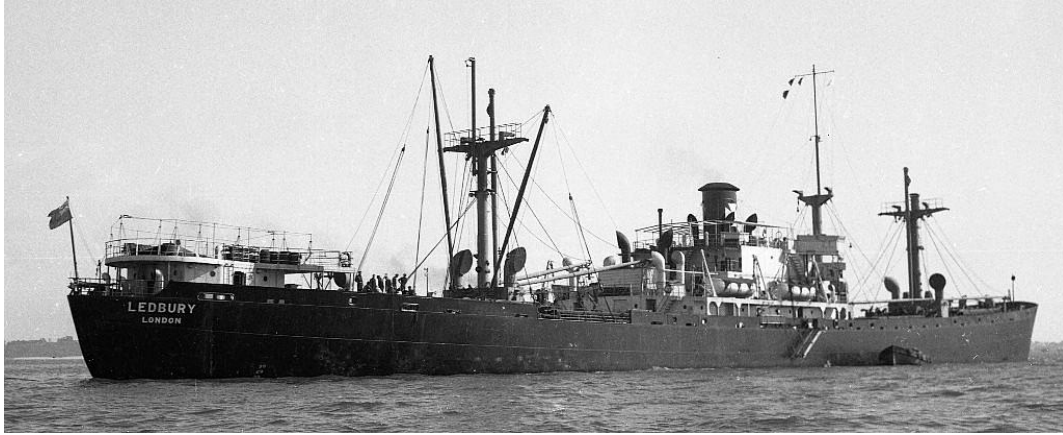
Built by Bethlehem-Fairfield S.Y. Inc., Baltimore for WSA and bareboat chartered to MOWT (Cayzer, Irvine & Co. Ltd, Glasgow mgrs) as SAMCHESS. 9/46 sold to MOT (R.S. Dalgliesh Ltd, Newcastle mgrs). 4/47 sold to Alpha South African S.S. Co. Pty Ltd (Moller Line [S.A.] Pty Ltd), Durban r. ALPHA MOOI. 7/48 sold to Somerset S.S. Co. Ltd (Counties Ship Mgt Co. Ltd), London r. PORLOCK HILL. 21/12/51 stranded 2 m. SE of Famagusta and broke in two. 29/3/52 stern and engine section refloated and 31/5 arrived in tow at Palermo via Alexandria for breaking up.



ALPHA MOOI wrecked as PORLOCK HILL (wrecksite.eu).

ALPHA VAAL (1947-48) 7252 (10,940)/43-10 (441.8 x 57.0, T3cy/11k by General Mchry Corp., Hamilton)
Launched by Bethlehem-Fairfield S.Y. Inc., Baltimore (#2242) for WSA as JOHN RUSSELL POPE but completed as SAMDAK for bareboat charter to MOWT (Moss Hutchinson Line Ltd, Liverpool mgrs). 4/47 sold to Alpha South African S.S. Co. Pty Ltd (Moller Line [S.A.] Pty Ltd), Durban r. ALPHA VAAL. 5/48 sold to Alexander Shg Co. Ltd (Houlder Bros & Co. Ltd), London r. LEDBURY. 1961 sold to Polish S.S. Co., Szezecin r. KOPALNIA CZELADZ. 21/2/73 arrived at Faslane for demolition by Shipbreaking Industries Ltd.





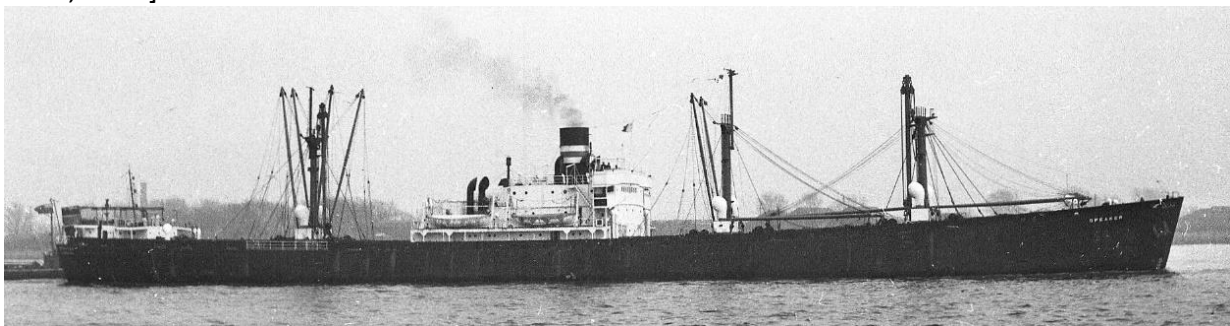
ALPHA VAAL as LEDBURY at Montevideo, 13 August 1948, soon after sale (Raul Maya/W. Schell).



ALPHA VAAL as Polish S.S. Co. KOPALNIA CZELADZ at London, February 1968 (Alex Duncan).

LILIAN MOLLER (1947-48) 7276 (10,547)/43-12 (441.7 x 57.0, T3cy/11k by General Mchry Corp., Hamilton)

Launched by Bethlehem-Fairfield S.Y. Inc., Baltimore (#229) for WSA as ROBERT WYCLIFFE but completed as SAMBALT for bareboat charter to MOWT (Cayzer, Irvine & Co. Ltd, Glasgow mgrs). 4/47 sold to Moller Line (UK) Ltd, London r. LILIAN MOLLER. 3/48 sold for £175,000 to Charente S.S. Co. Ltd (T.& J. Harrison mgrs), Liverpool r. SPEAKER. 3/62 sold for £85,000 to Epos Marine Ent. S.A. (A. Lusi Ltd), Piraeus r. BYZANTION. 1965 mgrs J.C. Carras & Sons (Shipbrokers) Ltd, London. 6/4/67 grounded near Ras Gombo Lighthouse, Assab, 8/4 refloated without aid but docking revealed plating, engine and rudder damage. 1967 t/f to Liberian flag. 1969 sold to Koshin Sangyo K.K. for demolition, 23/3/69 dep. Visakhapatnam for Japan (ore), 14/4/69 arrived at Onomichi (Japan) for breaking up, 5/5 work began [G. Cubbin, Harrisons, #280].



LILIAN MOLLER as Harrison's SPEAKER at London in 1954 (Alex. Duncan).



LILIAN MOLLER in Rose Bay, Sydney, 24 December 1964 as Greek BYZANTION (J. Mathieson/NAA).

MARY MOLLER (1947-48) 7244 (10,568)/44-3 (441.7 x 57.0, T3cy/11k by General Mchry Corp., Hamilton) Built by Bethlehem-Fairfield S.Y. Inc., Baltimore (#2336) for WSA for bareboat charter to MOWT (Anchor Line Ltd, Glasgow mgrs) as SAMCOLNE. 4/47 sold to Moller Line (UK) Ltd, London r. MARY MOLLER. 3/48 sold for £178,000 to Charente S.S. Co. Ltd (T.& J. Harrison mgrs), Liverpool r. SCULPTOR. 2/62 sold for £85,500 to Galaro Cia Nav. S.A. (A. Lusi Ltd mgrs), Piraeus r. CAPE VENETICO. 1965 mgrs J.C. Carras & Sons (Shipbrokers) Ltd, London. 19/12/67 arrived at Hongkong for breaking up by Fuji Marden, 2/1/68 work began [G. Cubbin, Harrisons, #277].



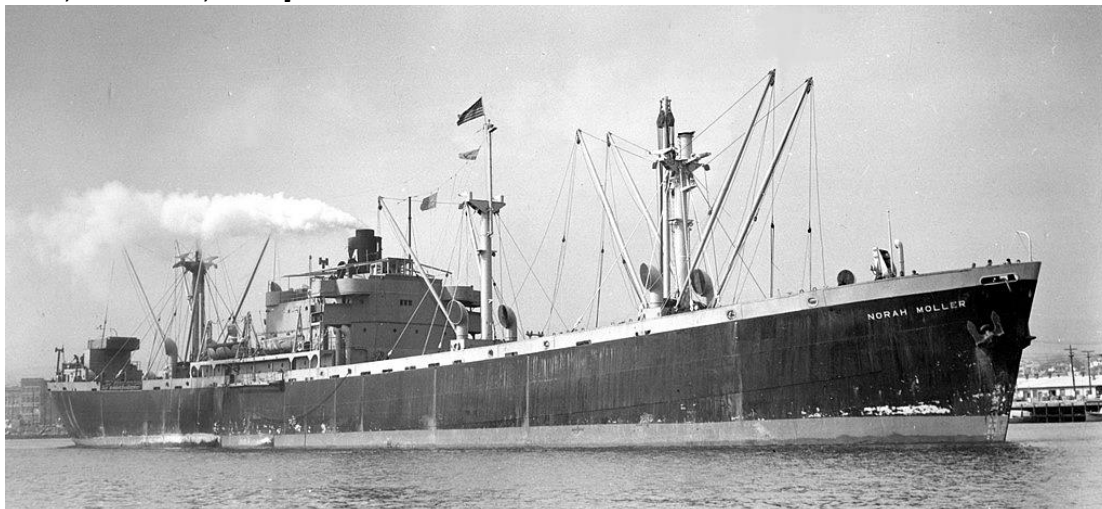
MARY MOLLER as Harrison's SCULPTOR at London, June 1959 (A. Duncan).



MARY MOLLER as CAPE VENETICO at Vancouver, 31 May 1963 (W. Schell).

NORAH MOLLER (1947-48) 7254 (10,568)/44-3 441.7 x 57.0, T3cy/11½k by General Mchry Corp., Hamilton)

Built by Bethlehem-Fairfield S.Y. Inc., Baltimore (2328) for WSA for bareboat charter to MOWT (T.& J. Brocklebank Ltd, Liverpool mgrs) as SAMGAUDIE. 4/47 sold to Moller Line (UK) Ltd, London r. NORAH MOLLER. 3/48 sold to Charente S.S. Co. Ltd (T.& J. Harrison mgrs), Liverpool r. STATESMAN. 20/3/53 bow and No. 1 hold damaged in collision off Dover with *Flight Lieutenant Vassiliades* (7232/43). 4/62 sold to Cia Nav. Aktina S.A. (Tharros Shg Co. Ltd, London), Beirut r. AKTIS. 3/11/66 hull damage by pounding against quay at Madras during cyclone. 13/1/68 arrived at Kaohsiung from Mizushima (8/1) for breaking up [G. Cubbin, Harrisons, #281].



NORAH MOLLER at Los Angeles (Dick Markell/W. Schell).



NORAH MOLLER as Harrison's STATESMAN at London in 1961 (Frank Miles/W. Schell).

ROSALIE MOLLER (1947-48) 7237 (10,568)/44-4 (441.7 x 57.0, T3cy/11k by General Mchry Corp., Hamilton)

Built by Bethlehem-Fairfield S.Y. Inc., Baltimore (#2345) for WSA as SAMHOPE and bareboat chartered to MOWT (Sir Wm Reardon Smith & Sons Ltd, Cardiff mgrs). 4/47 sold to Moller Line (UK) Ltd, London r. ROSALIE MOLLER. 10/48 sold for £175,000 to Charente S.S. Co. Ltd (T.& J. Harrison mgrs), Liverpool r.

SUCCESSOR. 18/7/62-5/1/63 laid up at Barrow-in-Furness. 4/63 sold for £44,000 to Zela Shg Co. Ltd (T. Voyazides, Athens mgr), London r. ZELA M. 1967 t/f to Protaras Shg Co. (Transmarine Shg Agencies Ltd, London mgrs), Famagusta. 1968 sold to Empresa Consolidada de Nav. Mambisa, Havana r. IGNACIO AGRAMONTE. 4/10/74 dep. Cadiz for San Esteban de Pravia (Spain) for demolition by Sr Sanchez G. Cubbin, Harrisons, #282].



ROSALIE MOLLER as Harrison's SUCCESSOR in the Mersey, 1954 (Dr. George Wilson).



ROSALIE MOLLER as Greek ZELA M. at Hamburg (H J. Reinecke/W. Schell).



ROSALIE MOLLER as Cuban IGNACIO AGRAMONTE in the English Channel (Skyfotos).

GLADYS MOLLER (1947-51) 10712 (16,500)/44-8 (T2-SE-A1 tkr) (523.6 x 68.2', ST/15k by Elliot & Co., Jeanette, OF)

Built by Sun S.B. & D.D. Co., Chester (Pa) (#476) for WSA as ORCHARD KNOB. 1947 sold to Moller Line (UK) Ltd, London r. GLADYS MOLLER. 1/51 sold to Gestioni Esercizio Navi Sicilia (GENS), Palermo r. MARIA LETIZIA G. 6/62 broken up at Vado (Italy).



GLADYS MOLLER at New York, December 1953, as MARIA LETIZIA G. (Roger Scozzafava/W. Schell).

FS-184 (1947-47) 573/44-7 (presume 180.0 x 32.0', 2M6cy)

Built by Higgins Industries Inc., New Orleans (#50) for U.S. Army as FP-184 (later FS-184). 1947 sold to Mollers Ltd, Hong Kong but never registered. 25/10/47 broke tow in 17.47N, 113.5E o/v Manila-Hong Kong and presumed sank.

Y-14 (1947-47) 573/43-3 (tkr, presume 162.5 x 27.0, M6cy by Engine Enterprise & Foundry Co., San Francisco)

Built by Levingston S.B. Co. Ltd, Orange (Tx) (#260) for U.S. Army. 1947 sold to Mollers Ltd, Hong Kong but never registered. 20/12/47 o/v Manila-Hong Kong broke tow in 18.10N, 119.10E and presumed sank.

Y-13 (1947-49) 516/43

see JOAN MOLLER (1949-51)

Y-18 (1947-49) 522/43

see KATHLEEN MOLLER (1949-51)

YO-122 (1947-49) 663/43

see MARILYSE MOLLER (1949-51)

JESSIE MOLLER (1947-49) 560/06

see JESSIE MOLLER (MTL, 1938-41)

JOSEPHINE MOLLER (1947-51) 1274/08

see JOSEPHINE MOLLER (MTL, 1938-41)

ALPHA LIMPOPO (1948-48) 10,448 (16,484)/43-5 (tkr, 524.0 x 67.11', ST/15k by General Electric Co., Lyn).

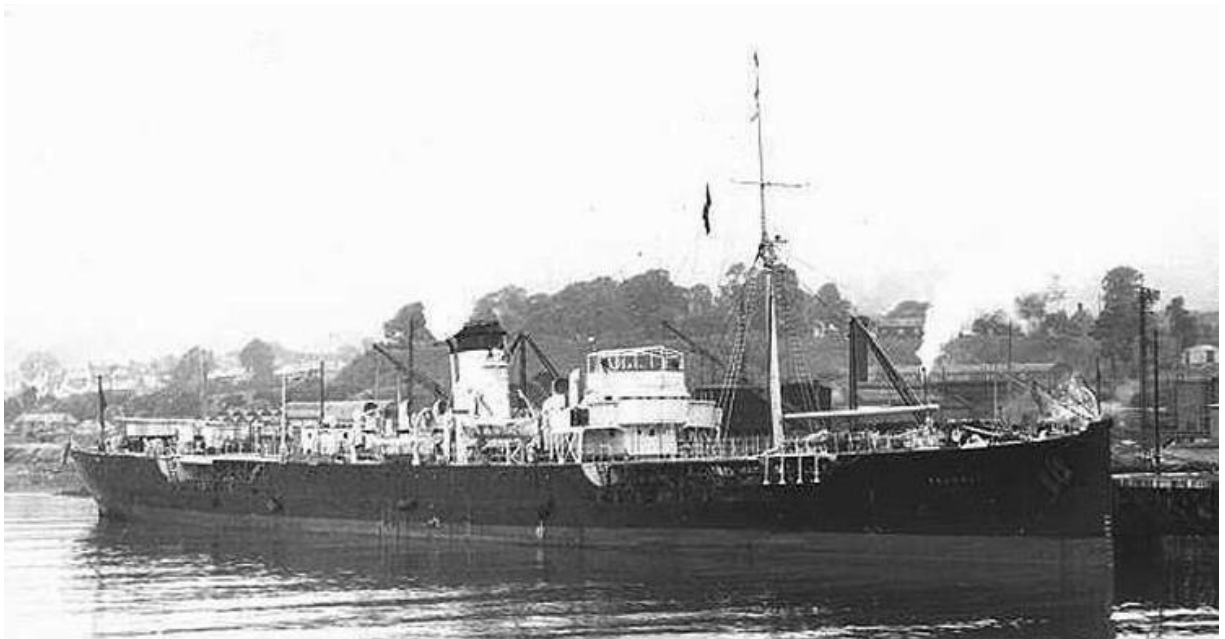
Built by Kaiser Co. Inc., Swan Is. (Or) (#10) for WSA as T2 tanker HADLEY. 1/48 sold to Alpha South African S.S. Co. Ltd (Moller Line [S.A.] Pty Ltd), Durban. 7/48 del. r. ALPHA LIMPOPO. 9/48 sold to Yacimientos Petroliferos Fiscales, Buenos Aires r. SAN JULIAN. 1978 sold for breaking up in Argentina but 2/81 rep. sold 'as is' at Campana for demolition in Brazil.



ALPHA LIMPOPO at Buenos Aires in 1950 as SAN JULIAN (Raul Maya/W. Schell).

LOUISE MOLLER (1948-51) 2648/17-8 (tkr, 320.0bp x 21.5', T3cy/14k by Central Marine Eng Works, W. Hartlepool)

Built by Wm Gray & Co. Ltd, West Hartlepool (#886) for The Admiralty as fleet oiler RAPIDOL. 1921-27 oil supply ship at Trincomalee (Ceylon). 1928-32 at Simonstown (S. Africa). 1932-35 in reserve. 1935-36 in Abyssinia. 1936 to UK. 1939-44 at Scapa Flow. 1944/5 Pacific Fleet Train, thence Hong Kong. 1946 Mollers (HK) Ltd mgrs. 3/48 sold to Mollers (HK) Ltd. 8/48 reg. at Hongkong for Moller Line Ltd as LOUISE MOLLER. Early-11/49 ran Nationalist blockade into Shanghai with cargo of diesel fuel. 1/51 t/f to Mount Line Ltd r. MOUNT CAMERON. IV/1955 broken up at Hongkong by Mollers Ltd.



RAPIDOL's sister BELGOL (www.naval-history.net/OWShips-WW1-75-RFA_Rapidol.htm).

EDITH MOLLER (1948-51) 555/44-8 (180.0 x 32.0', 2M6cy by Cooper-Bessemer Corp., Mt Vernon)
 Built by Higgins Industries Inc., New Orleans (#55) for U.S. Army as FS-189. 1947 sold to Mollers Ltd. 2/48 reg. at Hongkong for Anglo-Chinese Shg Co. Ltd (Mollers Ltd. mgrs) as EDITH MOLLER and placed in service Singapore-Sarawak-North Borneo. 6/49 laid up for sale at Singapore but chartered to Ta Chung Hwa S.S. Co., 2/8 arriving Shanghai from Hong Kong. 15/8/49 returned to Hongkong after seizure by Nationalist gunboats off Shanghai. 2/50 again seized by Nationalist gunboats. 31/3/50 rep. used by Nationalists for raids on mainland. By 12/50 on charter to SCSNC for Hong Kong-Haiphong trade. 3/51 operating Hong Kong/Shanghai direct (Shun Cheong agents). 5/51 sold to Tai On S.N. Co. Ltd (Shun Cheong S.N. Co. Ltd), Hongkong. 8/6/51 arrived in Hongkong with unexploded shell in engine room from Chinese batteries. 7/51 del. to Pang Kwok Sui, Hong Kong r. ANGELINA. 1/5/52 arrived at Haiphong after grounding on coast of Indo-China. 2/12/51 grounded in thick fog on Chilipai Reef c.20 miles out of Haiphong inbound from Hong Kong, 31/12 refloated by British steamer *Kola*, towed to Haiphong, arriving 1/1/52. 6/67 sold to Pacific International Lines (Pte) Ltd, Singapore r. KOTA INTAN. 1977 sold to Straits Chartering & Agencies Pty Ltd, Panama r. LEE WAH. 1977 resold to Eastern & Oriental Nav. Ltd, Panama. RLR 1999.



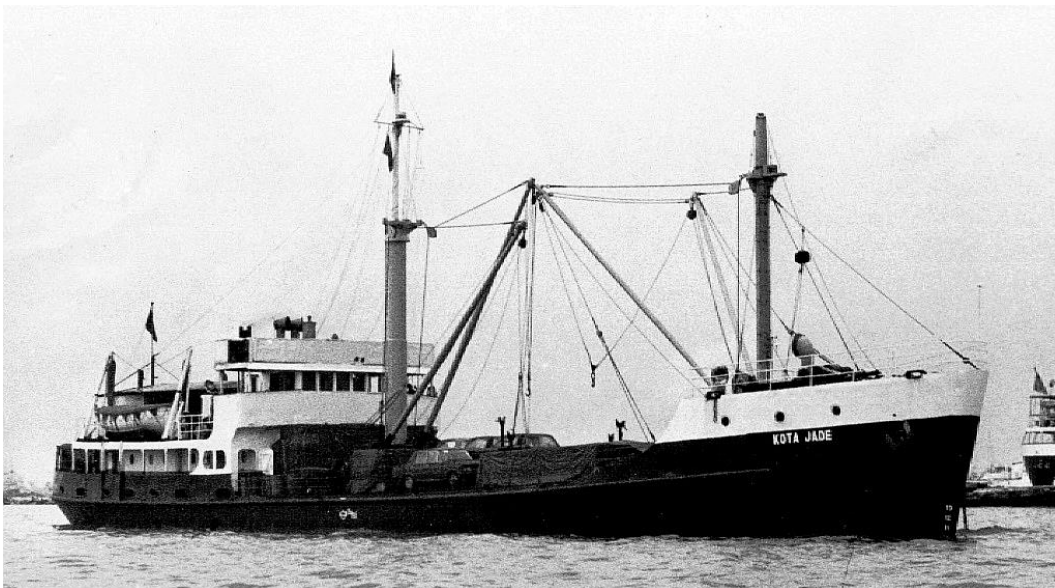
EDITH MOLLER as ANGELINA (T. Rayner/coll. S. Kentwell).

ELSIE MOLLER (1948-51) 555 (487)/44-7 (179.11 x 32.0', 2M6cy by Cooper-Bessemer Corp., Grove City)
 Built by Higgins Industries Inc., New Orleans (#52) for U.S. Army as FS-186. 1947 sold to Mollers Ltd. 3/48 reg. at Hongkong for Anglo-Chinese Shg Co. Ltd (Mollers Ltd. mgrs) as ELSIE MOLLER. 12/49 disabled in mouth of Yangtse River by Nationalist gunboats. 1/51 sold to North Borneo Tdg Co. Ltd, Jesselton (reg. Labuan) r. PERTAMA. 1958 sold to Panacia Shg Co. S.A. (Harmony Shg Co. Ltd, Singapore), Panama r. PUNTJAK. 1959 r. SOON LEE. 1959 sold to Cia de Nav. La Nueva Estrella S.A. (Great Asia Shg Co. Singapore), Panama r. ANTON. 1959 r. ANTONIA. 1960 sold to Palembang Shg Co. Ltd (Kie Hock Shg Co. Ltd, Singapore), Panama r. SELAT DURIAN. 1965 t/f to Cia de Nav. Hilton S.A. r. KAKAPO. 1967 r. SAMEGO. 5/78 principals bankrupt and presume sold for breaking up. By LR 1986 'continued existence in doubt', RLR 1992.



ELSIE MOLLER in Malacca Strait as Kie Hock's SAMEGO (P. Foxley*).

ETHEL MOLLER (1948-51) 564/43-6 (180.0 x 32.0', 2M6cy by Cooper-Bessemer Corp., Mt Vernon)
Built by Higgins Industries Inc., New Orleans (#48) for U.S. Army as FS-182. 1947 sold to Mollers Ltd. 5/48 reg. at Hongkong for Anglo-Chinese Shg Co. Ltd (Mollers Ltd. mgrs) as **ETHEL MOLLER** and placed in service Singapore-Sarawak-North Borneo. 6/49 laid up for sale at Singapore but redeployed to Shanghai. 3/50 captured by Nationalist Navy on voyage Hong Kong-Amoy, reported subsequently used as transport Pescadores-Mainland. 12/5/50 recaptured from Nationalist gunboats by *HMS Cossack* in vicinity of Capel Island, women and children reported on board [China Mail 13/5/50]. 9/50 on charter to Shun Cheong S.N. Co. Ltd, Hong Kong for Hong Kong-Haiphong trade. 5/51 sold to Tai On S.N. Co. Ltd (Shun Cheong S.N. Co. Ltd), Hongkong. c.1/6/51 seized off Amoy and taken to Kaohsiung, 26/8 returned to Hongkong. 9/51 reg. to Pannng Kwok Sui, Hong Kong as **ELSBETH**. 6/67 sold to Pacific International Lines (Pte) Ltd, Singapore r. **KOTA JADE**. 7/73 sold to National Shipbreakers Pte Ltd, Singapore and Q3/1973 broken up at Jurong.



ETHEL MOLLER at Singapore as KOTA JADE, probably December 1971 (H. Dick).

MUNCASTER CASTLE (1948-54) 8014 (12,646)/44-2 (492.0 x69.7', 2ST/18k by Allis Chalmers Mfg Co., Milwaukee)

Laid down by Seattle-Tacoma S.B. Corp., Tacoma (#48) as C-S-A1 freighter but completed as escort carrier USS WILLAPA and immediately lend-leased to Britain as HMS PUNCHER - modified by Burrard D.D. Co., Vancouver. 1/46 returned to US MC. 1947 sold to Lancashire Shg Co. Ltd (Moller Line [UK] Ltd), conv. to freighter by Bethlehem S.Y., Baltimore and 8/48 reg. at London as MUNCASTER CASTLE. 1/54 on 5-year charter to Shaw Savill & Albion Co. Ltd, London r. BARDIC. 3/57 sold to Ben Line Strs Ltd (Wm Thomson & Co.), Leith. 1959 on completion of charter r. BENNEVIS. 11/6/73 arrived at Kaohsiung for breaking up.



MUNCASTER CASTLE London in Castle Line colours (V.H. Young & L.A. Sawyer).



MUNCASTER CASTLE on charter to Shaw Savill as BARDIC, Auckland, 1955. Crosstree at mainmast position distinguishable from GREYSTOKE CASTLE/BARDIC (I.G. Steverson).



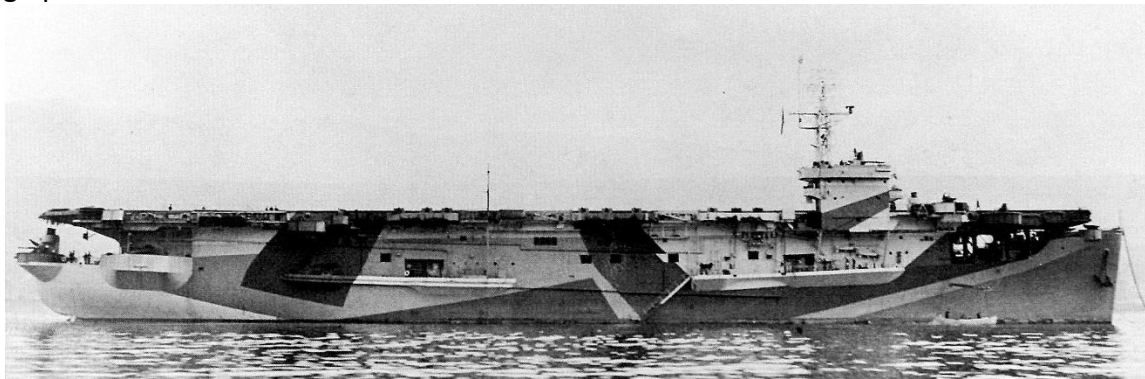
BARDIC arriving at Dunedin (coll. Chris Howell)



As BENNEVIS passing Brunsbüttel, 2 June 1969 (Malcolm Cranfield).

GREYSTOKE CASTLE (1948-54) 8028 (10,322)/44-1 (492.2 x 69.7', 2ST/18k by Allis Chalmers Mfg Co., Milwaukee)

Laid down by Seattle-Tacoma S.B. Corp., Tacoma (#42) as C3-S-A1 freighter but completed as escort carrier USS PERDITO and immediately lend-leased to Britain as HMS TROUNCER, modified by Burrard D.D. Co., Vancouver. 3/46 returned to USMC. 1947 sold to Lancashire Shg Co. Ltd (Moller Line [UK] Ltd), conv. to freighter by Bethlehem S.Y., Baltimore and 9/48 reg. at London as GREYSTOKE CASTLE. 1/54 on 5-year charter to Shaw Savill & Albion Co. Ltd, London r. GALLIC. 3/57 sold to Ben Line Strs Ltd (Wm Thomson & Co.), Leith. 3/59 on completion of charter r. BENRINNES. 3/11/73 arrived at Kaohsiung for breaking up.



H.M.S. TROUNCER (coll. Chris Howell).



GREYSTOKE CASTLE at London in Castle Line colours (V.H. Young & L.A. Sawyer).



GREYSTOKE CASTLE in Castle Line colours (T. Rayner/coll. S. Kentwell).



As GALLIC at Auckland in 1958 on Shaw Savill charter (coll. Keith Wood).



As BENRINNES arriving Royal Docks, London 26 August 1973 (Malcolm Cranfield).

LINDA MOLLER (1948-51) 178/43-4 (102.0 x 24.1', M8cy by National Supply Co., Los Angeles)
 Built by Equitable Eqpt Co. Ltd, Louisiana for U.S. Army (#19) as F-17. 1947 sold to Mollers Ltd. 11/48 reg. at Hongkong for Anglo-Chinese Shg Co. Ltd (Mollers Ltd mgrs) as LINDA MOLLER. 11/4/50 arr. Hong Kong from Okinawa in tow of *Frosty Moller*. 16/12/50 engine breakdown of Pedro Blanco o/v HK-N. China, returned to Hong Kong in tow. 3/51 sold to China Shg Co. Ltd (John Manners & Co. Ltd), Hongkong r. SAN MIGUEL. 8/51 sold to Govt of Portuguese Timor, Dili r. D. ALEIXO. 4/5/52 wrecked on Wetar Is. after engine breakdown.



GOSNOLD ex F-76 was a 99' 'F' type, originally identical to LINDA MOLLER and LUCY MOLLER (<http://dlaweb.who.edu/ships/gosnold.html>).

LUCY MOLLER (1948-51) 179/43 (92.8bp x 21.0', M5cy by Kahlenberg Bros., Two Rivers, Wi)
 Built by Kewaunee S.B. & E. Co. Ltd, Kewaunee (Wi) for U.S. Army as FS-121. 1947 sold to Mollers Ltd. 1948 to Anglo-Chinese Shg Co. Ltd, Hongkong r. LUCY MOLLER. 12/51 reg. at Hongkong for Delta Shg Co. Ltd as THORNCOMBE. 31/10/52 seized by Nationalist gunboats on voyage Hongkong-Quemoy. 4/54 sold to China Union Tdg Co. Ltd, Hongkong. 12/2/55 abandoned after stranding near Haiphong.

JOAN MOLLER (1949-51) 516/43-3 (tkr, 162.5 x 27.0, M6cy by Engine Enterprise & Foundry Co., San Francisco)

Built by Levingston S.B. Co. Ltd, Orange (Tx) (#259) for U.S. Army as Y-13. 1947 sold to Mollers Ltd, Hong Kong. 9/49 reg. at Hongkong for Anglo-Chinese Shg Co. Ltd (Mollers Ltd mgrs) as JOAN MOLLER. 6-12/50 running Ilo-Ilo to Hong Kong (sugar). 8/1/51 del. to charterers in Shanghai. Later rep. sunk in accident in Shanghai (1965 registry closed).



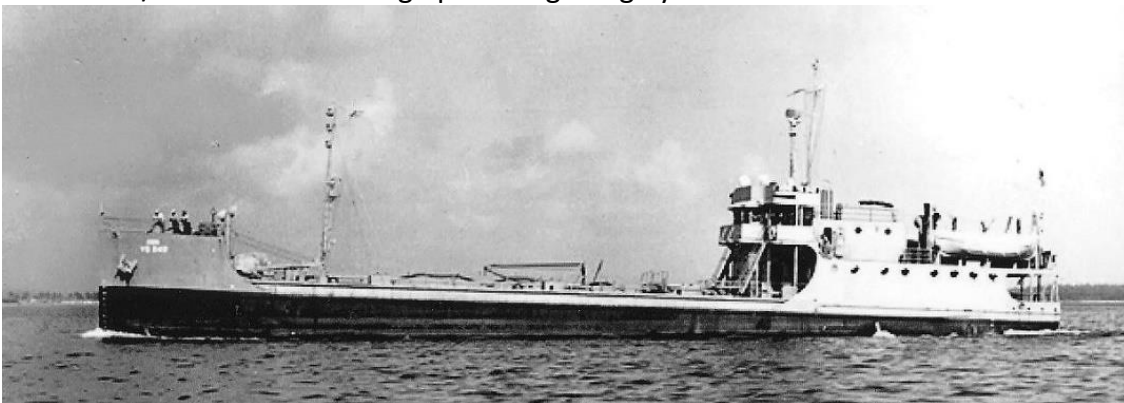
JOAN MOLLER as Y-13 in U.S. Army colours. KATHLEEN MOLLER was identical (Navsource).

KATHLEEN MOLLER (1949-51) 522/43-6 (tkr, 162.5 x 27.0, M6cy by Engine Enterprise & Foundry Co., San Francisco)

Built by Levingston S.B. Co. Ltd, Orange (Tx) (#264) for U.S. Army as Y-18. 1947 sold to Mollers Ltd, Hong Kong. 9/49 reg. at Hongkong for Anglo-Chinese Shg Co. Ltd (Mollers Ltd mgrs) as KATHLEEN MOLLER. 11/51 t/f to Haig Shg Co. Ltd, Hong Kong r. HAIG COURT. 10/56 t/f to Grosvenor Shg Co. Ltd r. GROSVENOR COURT. 12/59 sold to People's Republic of China, subsequent name(s) and fate unknown.

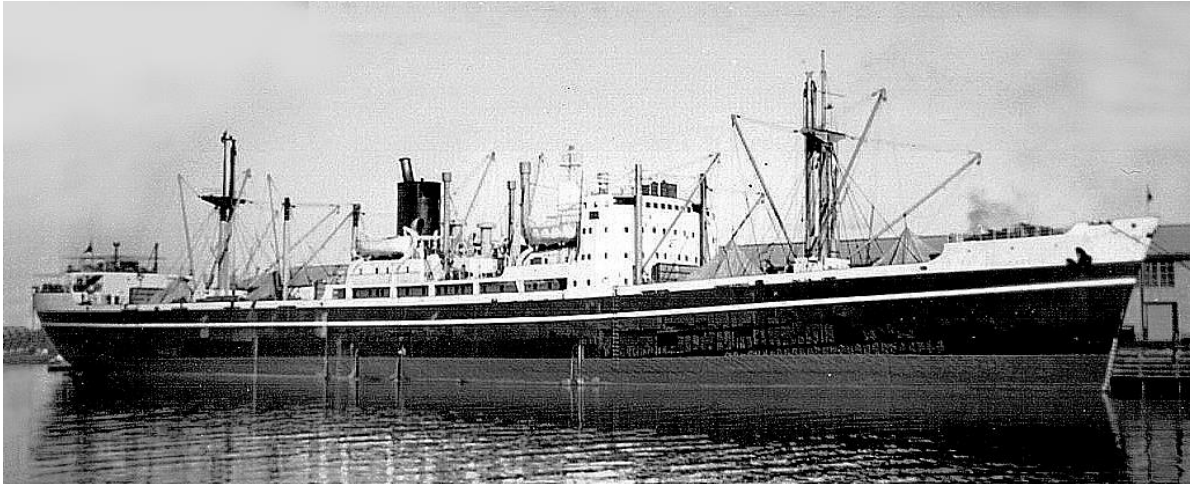
MARILYSE MOLLER (1949-51) 663/43-10 (tkr, 166.8bp x 32.0', M6cy by Union Diesel Engine Co., Oakland, Ca)

Built by Albina Eng. & Mach. Works Inc., Portland (Or) (#95) for U.S. Navy as YO-122. 1947 sold to Mollers Ltd, Hong Kong. 1949 in service for Anglo-Chinese Shg Co. Ltd (Mollers Ltd mgrs), Hongkong as MARILYSE MOLLER. 8/51 reg. at Hongkong for Omega Shg Co. Ltd (Mollers Ltd mgrs) as ANNAN GLEN. 9/54 t/f to Mount Line Ltd. 10/56 sold for breaking up in Hong Kong by Mollers Ltd.



Illustrated is YO-242, a sister of MARILYSE MOLLER (Navsource).

PENRITH CASTLE (1949-52) 7731 (10,953)/49-10 (501.0 x 64.2', 3ST/16k by Parsons Marine)
 Launched 3/12/48 by Blyth D.D. & S.B. Co. Ltd (#338), Blyth for Lancashire Shg Co. Ltd (Mollers Ltd) as PENRITH CASTLE (11/49 reg. at Hong Kong). 15/10/49 sailed London on m.v. to Australia (Port Line), then 25/11 Sydney to Singapore, where 12/49 loaded for Castle Line to New York. From 5/50 chartered out. 12/51 sold for £1,250,000 to Ben Line Strs Ltd (Wm Thomson & Co.), Leith, 2/4/52 at Port Adelaide r. BENMHOR, thence Singapore to commence Ben Line service. 12/72 sold to Taiwan breakers and 22/3/73 arrived at Kaohsiung for breaking up.



PENRITH CASTLE at Melbourne, November 1949 in Castle Line colours (T.S. Stevens/H. Dick).



PENRITH CASTLE inbound off Gravesend as BENMHOR, 26 May 1967 (Malcolm Cranfield).

[BOLTON CASTLE] (1950) 7322 (11,210)/50-9 (496.10 x 64.9', 3ST/15k by Parsons Marine)
 Laid down by A. Stephen & Sons Ltd, Glasgow (#623) for Lancashire Shg Co. Ltd (Mollers Ltd) as BOLTON CASTLE but sold on stocks to Blue Star Line Ltd, London and 18/4/50 launched as DUNEDIN STAR. 6/68 t/f to Lamport & Holt Line Ltd, Liverpool r. ROLAND. 6/75 sold to Pallas Marit. Co. Ltd (Axwells Ltd, London). 1975 sold to Alligator Nav. Co. Ltd (M.M. & M.Y. Shaikh, London mgrs), Limassol r. JESSICA. 26/2/78 sailed Djibouti for Karachi where 5/78 sold to Carstairs & Cummings Ltd for demolition and 10/6 arrived at Gadani Beach, end 10/78 work began.



[BOLTON CASTLE] DUNEDIN STAR at Port Adelaide c.1968 (Chris Finney).



Intended BOLTON CASTLE as DUNEDIN STAR at Sydney, 17 February 1968.
The large funnel was a Blue Star modification, c.f. PENRITH CASTLE (J. Mathieson/NAA).



Intended BOLTON CASTLE in late career as Greek-flag JESSICA at Liverpool, 7 July 1975 (Paul Boot).

[THURLAND CASTLE] (1950) 8038 (11,465)/51-6 (501.0 x 64.2', 3ST/15k by Parsons Marine)
Laid down by Blyth D.D. & S.B. Co. Ltd, Blyth (#339) for Lancashire Shg Co. Ltd (Mollers Ltd) as THURLAND CASTLE but 7/50 sold on stocks to Pacific S.N. Co., Liverpool and 9/1/51 launched as CUZCO. 10/65 sold to Ben Line Strs Ltd (Wm Thomson & Co.), Leith r. BENATTOW. 25/9/77 arrived at Kaohsiung for breaking up by Sing Cheng Yung I. & S. Co. Ltd, 25/10 began work.



[THURLAND CASTLE]/CUZCO in the London docks (NAA coll.).



[THURLAND CASTLE]/CUZCO passing Portishead, 16 January 1965 (Malcolm Cranfield).



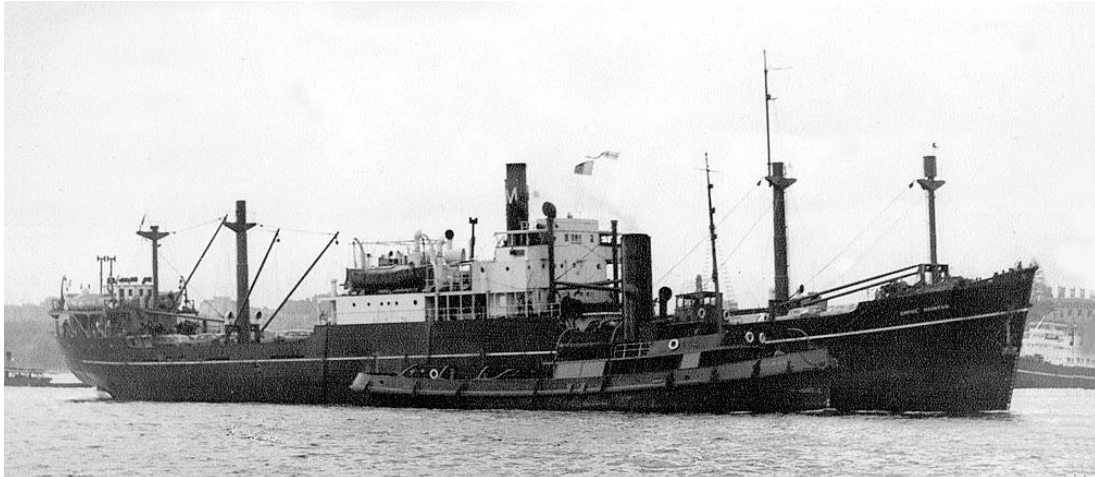
As BENNATOW in the Malacca Straits (P. Foxley/Keith Wood).



In late career as BENATTOW sailing Liverpool, 8 January 1976 (Malcolm Cranfield).

HANNAH MOLLER (1951-51) 2906 (4600)/43-6 (Scandinavia' type, 327.9 x 46.5', T3cy/10k by Central Marine Engine Works, Hartlepool)

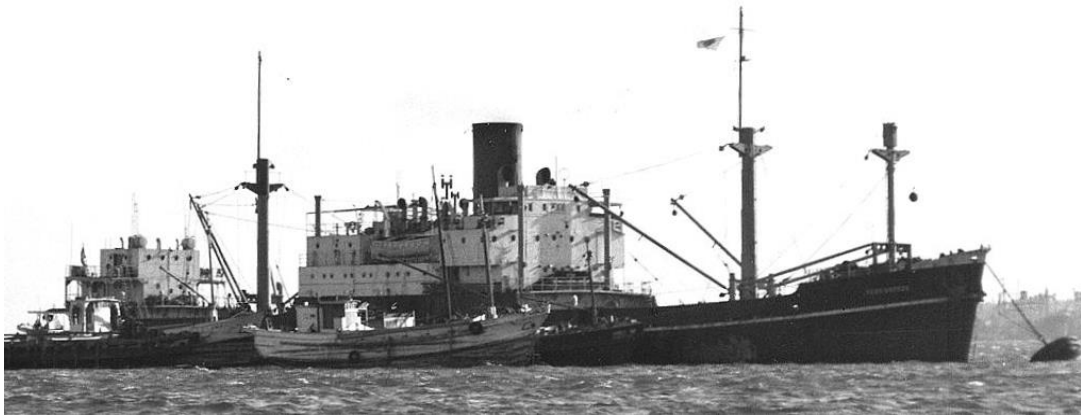
Built by W. Gray & Co. Ltd, W. Hartlepool (#1149) for MOWT (Connell & Grace Ltd, London mgrs) as EMPIRE MOUNTAIN. 29/6-8/7/43 loaded Middlesbro' for Bombay, then Indian coastal trade. 27/9/46 arr. Singapore from Vizagapatnam (coal), then loaded stores for Balikpapan. 3/47 Moller Line (UK) mgrs. 7/47 conv. to oil fuel. 10/47 on charter to Vacuum Oil for PNG-Australia trade. 20/12/48 in Moreton Bay outbound to PNG on fire in No. 2 hold, extinguished by crew. 5/49 off charter, 8/6 sd Sydney for India. 20/6/50 on charter to KPM in Indonesia. Late-1950 sold to Moller Line Ltd, London. 3/51 r. HANNAH MOLLER. 20/6/51 on charter to KPM. 8/51 t/f to Mount Line Ltd r. MOUNT PARKER. 15/4/52 off KPM charter. 5/52 sold for £300,000 to Commonwealth of Australia (Australian Shipping Board) and refitted by Hongkong & Whampoa Dock, 7/52 r. CARCOOLA, c.20/10 arr. Gladstone to commence Gladstone-Melbourne coal trade. 10/54 reg. Melbourne. 11/56 sold to Cambay Prince S.S. Co. Ltd (John Manners & Co. Ltd), Hongkong r. TEES BREEZE. 1958-63 on charter in Indonesian waters. 2/64 t/f to San Roberto S.S. Co. S.A., Panama under HP to Mercantile Shg Devt Corp., Hongkong r. TIMUR. 2/66 repossessed and sold to Oriental Trader Nav. Co. S.A., Hongkong (Pan. Flag) r, VICTORIA TRADER. 24/7/67 sailed from Hongkong for Keelung to be broken up by Chou's Iron & Steel Co. Ltd.



HANNAH MOLLER as EMPIRE MOUNTAIN at Sydney c. 1948 (Tyrrells P/L/coll. H. Dick).



HANNAH MOLLER/MOUNT PARKER at Melbourne as ASB collier CARCOOLA with extra accommodation amidships and aft (A.G. Green/SLV).

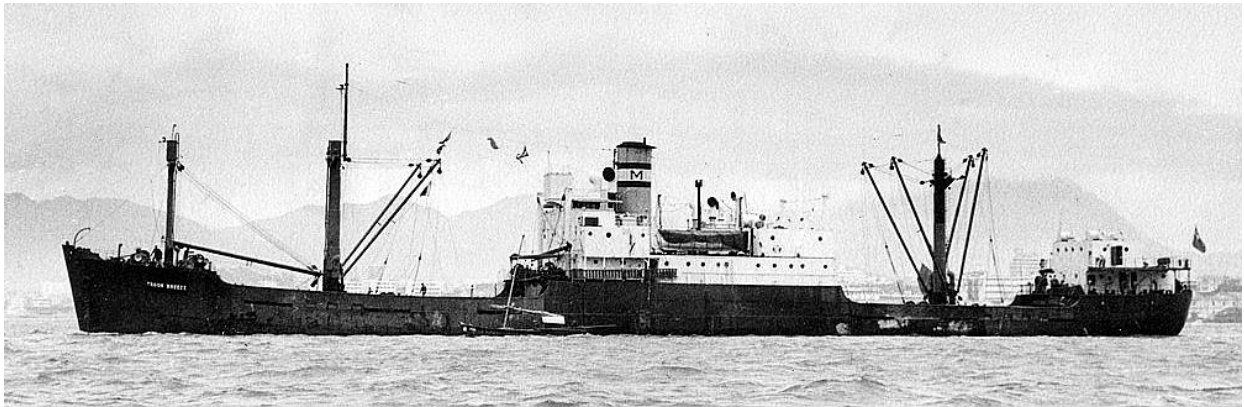


HANNAH MOLLER as TEES BREEZE at Kobe, 31 March 1960, with new funnel (R. Maya/W. Schell).

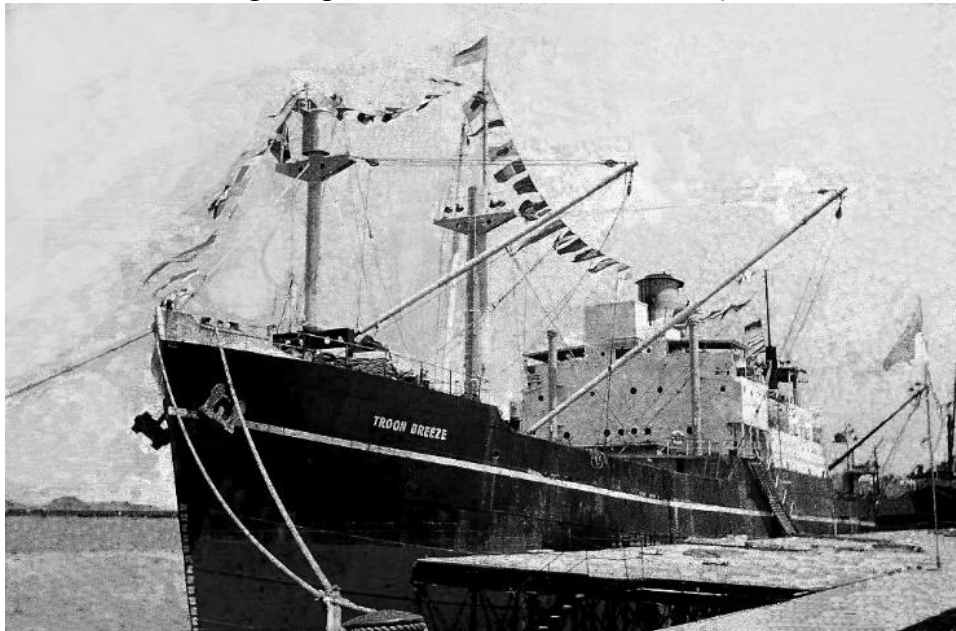
NANCY MOLLER (1951-51) 2942 (4480)/43-12 ('Scandinavia' type, 327.9 x 46.5', T3cy/9k)
 Built by Ailsa S.B. Co. Ltd, Troon (#447) for MOWT (C. Strubin & Co. Ltd, London mgrs) as EMPIRE DIRK.
 2/12/43 comm. for coastal service. 7-11/44 Special Service with U.S. Forces. 1/45 resumed coastal
 service, then 5/45 Store Transport to Belgium, Norway. 11/46 Mollers Ltd mgrs, 6/12 arr. Singapore ex
 UK on Blue Funnel berth for Hong Kong. 4/1/47 SOS 150nm NW of Lingayen Gulf, Luzon. 6/47 conv. to
 oil fuel. Late-1950 sold to Moller Line Ltd, London, 2/51 r. NANCY MOLLER. 18/5/51 o/v Singapore-China
 (rubber) req. by RN off Hainan Is. and ordered back to Singapore. 8/51 t/f to Mount Line Ltd r. MOUNT
 AUSTIN. 5/52 sold to Commonwealth of Australia (Australian Shipping Board), refitted at Hongkong &
 Whampoa Dock, 24/6/52 in dock r. COOLABAH, 18/7 arr. Gladstone to commence Gladstone-Melbourne
 coal trade. 10/54 reg. Melbourne. 11/56 sold to Cambay Prince S.S. Co. Ltd (John Manners & Co. Ltd),
 Hongkong r. TROON BREEZE. 1962-63 on charter in Indonesian waters. 5/64 t/f to San Fernando S.S. Co.
 S.A., Panama r. CACHUPIN. 5/66 sold to Shui Cheung Shg & Tdg Co. Ltd, Panama r. KOWLOON No. 1.
 16/9/67 stranded off Hachinohe, 7/10 refloated, 11/10 arr. Yokosuka, CTL. Sold to Amakasu Sangyo K.K.
 for breaking up, 2/67 awaiting demolition at Oppama (Japan), 6/68 demolition completed.



NANCY MOLLER/MOUNT AUSTIN at Melbourne as ASB collier COOLABAH, extra accommodation amidships and aft (A.G. Green/SLV).



NANCY MOLLER at Hong Kong as Manner's TROON BREEZE (John Mathieson/NAA).



NANCY MOLLER alongside at Padang (Teluk Bayer) as TROON BREEZE dressed by military order for Independence Day, 17 August 1962 (I. Wright).

ANNAN GLEN (1951-56) 663/43

HAIG COURT (1951-56) 509/43

MOUNT CAMERON (1951-55) 2648/17

PLYMOUTH STAR (1951-52) 1274/08

THORNECOMBE (1951-54) 179/43

MOUNT AUSTIN (1952-52) 2942/43

MOUNT PARKER (1952-52) 2946/43

see MARILYSE MOLLER (1949-51)

see KATHLEEN MOLLER (1949-51)

see LOUISE MOLLER (1948-51)

see JOSEPHINE MOLLER (MTL, 1935-41)

see LUCY MOLLER (1948-51)

see NANCY MOLLER (1951-52)

see HANNAH MOLLER (1951-52)

BLYTH EXPLORER (1953-59) 5378 (8875)/25-7 (436.0 x 53.11', 2M4cy/12k)

Built by Harland & Wolff Ltd, Glasgow (#679-G) for Bank Line Ltd (A. Weir & Co.), Glasgow as NAIRNBANK. 10/53 sold to Blyth D.D. & S.B. Co. Ltd (Moller Line [UK] Ltd), London r. BLYTH EXPLORER. 28/2/58 laid up at Hongkong. 1/59 sold to Hongkong breakers.



BLYTH EXPLORER as Bank Line's NAIRNBANK (coll. M. Cranfield).

GROSVENOR MARINER (1953-55) 3197/18-10 (331.3 x 46.8', T3cy/11k by N.E. Marine Eng. Co Ltd)

Built by Tyne Iron S.B. Co. Ltd, Newcastle for The Shipping Controller (R. Chapman, Newcastle mgr) as WAR COMBE. 1919 sold to Cornborough Shg Line Ltd (Sir W.R. Smith & Sons Ltd, mgrs), Cardiff r.

WATSNESS. 1924 t/f to Oakwin S.S. Co. Ltd 1927 sold to Mervyn Stm Shg Co. Ltd (Martyn, Martyn & Co. Ltd, Cardiff mgrs) Newport r. MARKLYN. 20/1/42 ashore on Mull of Galloway, 5/6 refloated and towed to Glasgow. Repaired for MOWT (Constants Ltd, London mgrs) r. EMPIRE USK. 1946 sold to mgrs r.

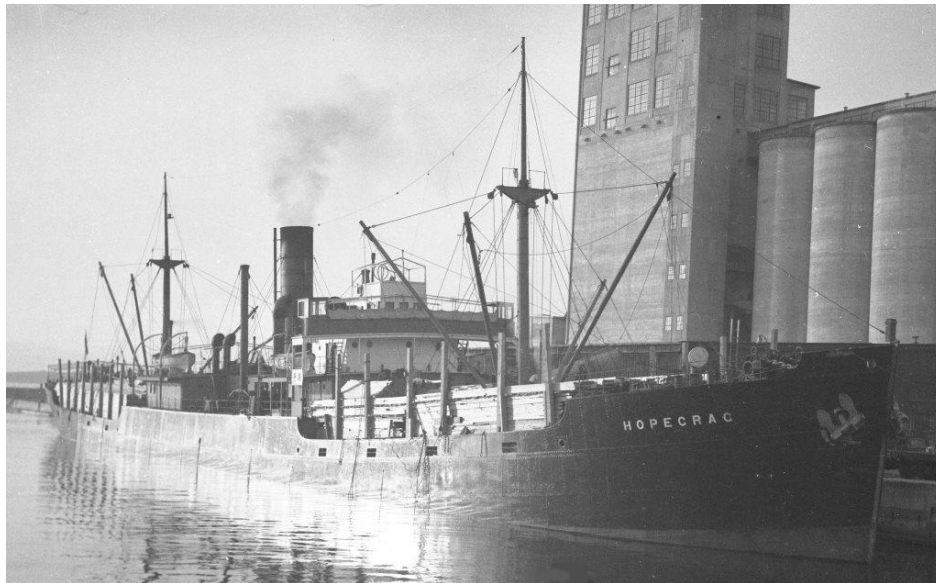
HEMINGE. 9/48 sold to Crete Shg Co. Ltd (N. Leighton mgr), London r. BLUESTONE. 1953 sold to Moller Line (UK) Ltd r. GROSVENOR MARINER, 16/11 sd Blyth via Singapore for Hong Kong 6/9/54 seized by

Nat. forces near Matsu, 9/9 released. 12/54 reg. at Hongkong. 6/55 laid up. 9/55 t/f to Mollers Ltd for demolition at Hong Kong, 5/9 work began at Cheungshawan.

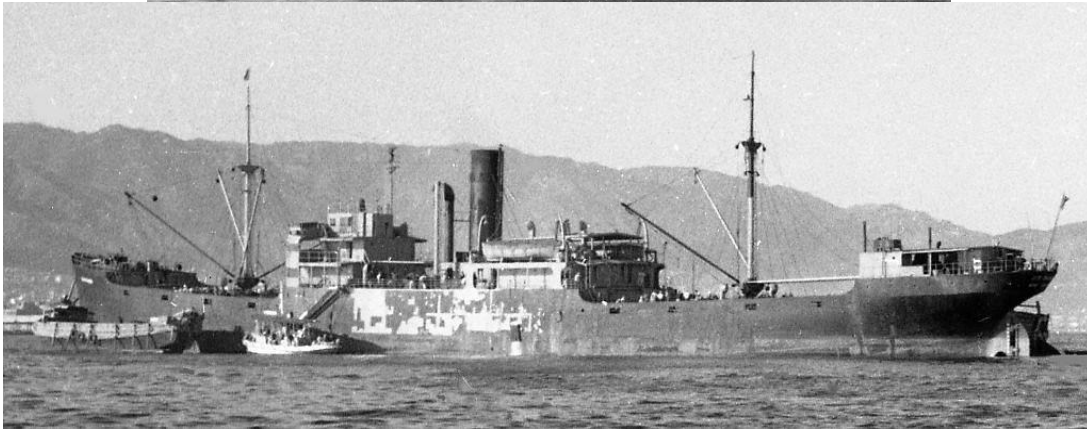


GROSVENOR MARINER prewar in Mersey as MARKLYN (coll. M. Pryce).

ZETA TRADER (1953-59) 4054/29-12 (364.5 x 50.8', T3cy/9½k by N.E. Marine Eng. Co. Ltd, Sunderland)
Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1401) for Hopemount Shg Co. Ltd (A. Stott & Co. Ltd), Newcastle as HOPECRAG. 1938 sold to Borges Red. A/S (H. Borg mgr), Tonsberg r. WYVERN. By 8/50 tramping in Eastern waters. 12/53 del. at Hong Kong to Zeta Shg Co. Ltd (Mollers Ltd), Hongkong r. ZETA TRADER. 21/10/58 ex Tientsin/HK o/v Singapore-Java ports (2000t general) for Trinity Devt Co. Ltd (PRC nominees) stranded off Pulau Mantaras, 35 nm. S. of Singapore, 29/10 after lightening 300t from forehold refloated by RN's *Baronia* and *Barfoam*, to Singapore under own power for temporary repairs before 5/11 proceeding to Jakarta. 17/1/59 arr. Hong Kong for docking, then laid up at Laichikok. 2/59 sold to Hongkong Rolling Mills Ltd for breaking up.



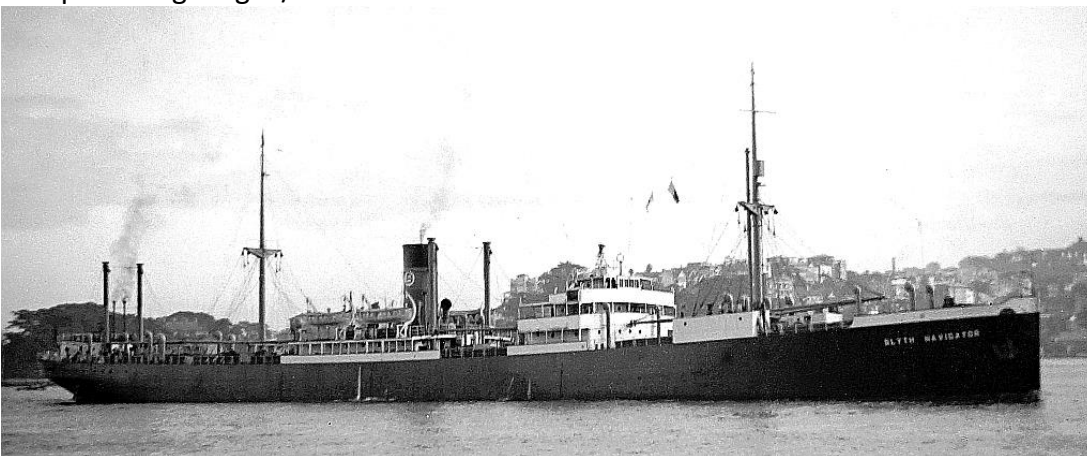
HOPECRAG at Vancouver, 29 October 1937 with deck cargo of timber (coll. W. Schell).



Above 2: ZETA TRADER outside Kobe (A. Duncan).

BLYTH NAVIGATOR (1954-59) 5375 (8864)/26-2 (435.0 x 53.11', 2M4cy/12k)

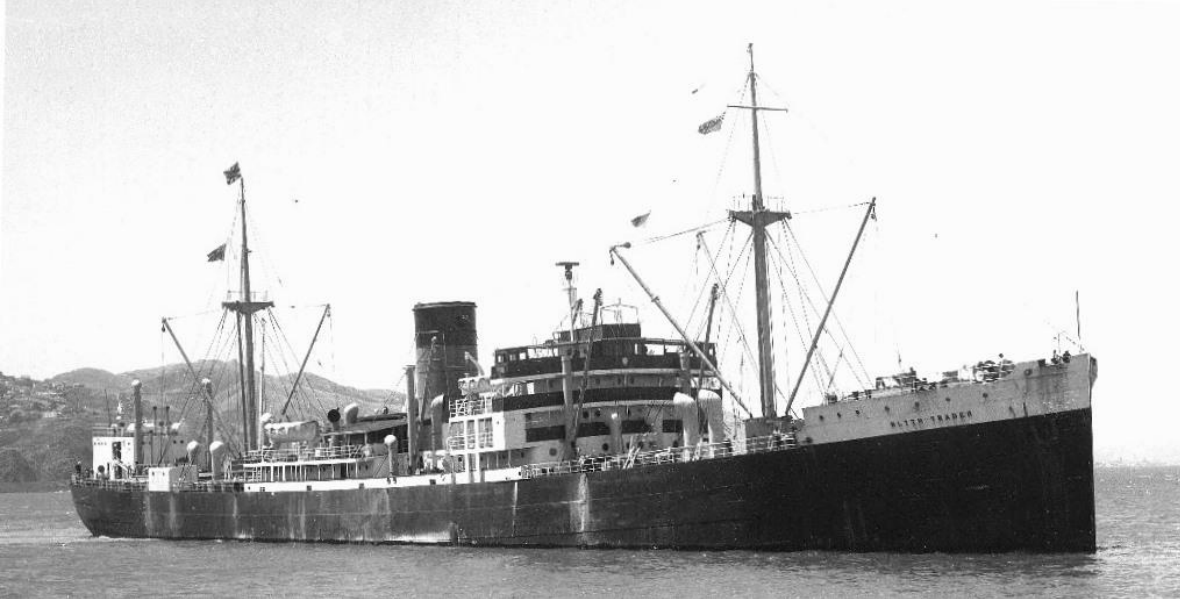
Built by Harland & Wolff Ltd, Glasgow (#684-G) for Bank Line Ltd (A. Weir Sc. Co.), Glasgow as OLIVEBANK. 5/54 sold to Blyth D.D. & S.B. Co. Ltd (Moller Line [UK] Ltd), London r. BLYTH NAVIGATOR. 14/3/58 laid up at Hongkong. 1/59 sold to local breakers



BLYTH NAVIGATOR departing Sydney for Colombo, 30 April 1956 (S.E. Welch/NAA).

BLYTH TRADER (1954-60) 6743 (10,086)/30-9 (475.0 x 62.0', 2M6cy/13½k)

Built by Harland & Wolff Ltd, Belfast (#885) for Silver Line Ltd (S.& J. Thompson Ltd mgrs), London as SILVERSANDAL. 5/54 sold to Blyth D.D. & S.B. Co. Ltd (Moller Line [UK] Ltd), London r. BLYTH TRADER. 6/6/58 laid up at Hongkong. 7/60 sold to local breakers.



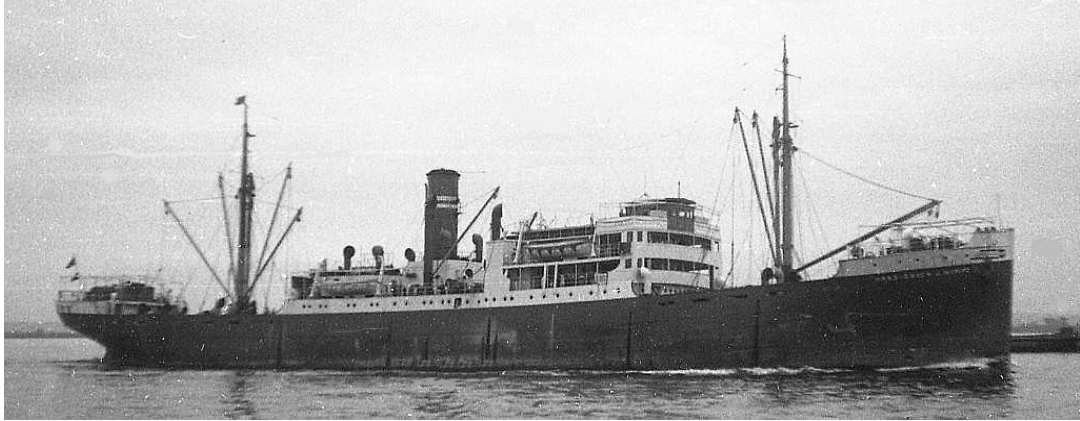
BLYTH TRADER at Wellington, June 1955, on Port line charter (V.H. Young & L.A. Sawyer).

THETA STAR (1954-61) 3585 (4140)/29-8 (350.0 x 47.1', T3cy/10k)

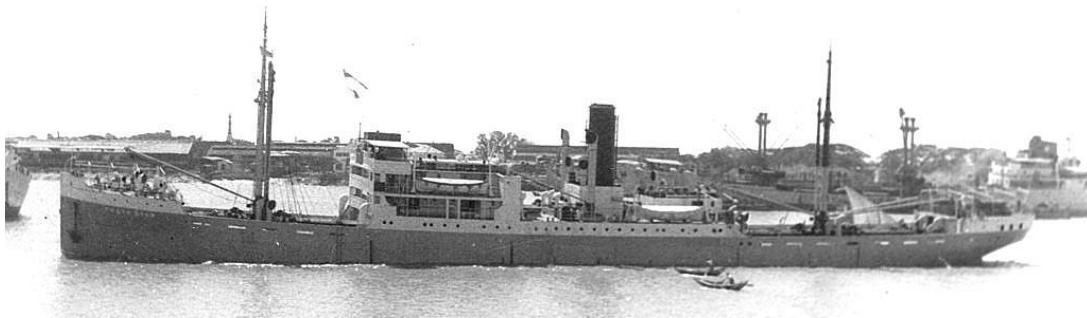
Built by Cammell Laird & Co. Ltd, Birkenhead (#956) for John Holt Line Ltd, Liverpool as THOMAS HOLT. 1951 r. PADDINGTON. 8/51 to F.L. Nimitz, Hamburg r. HANS-ERICH. 1952 r. HANS-ERICH J. NIMTZ. 12/54 sold to Theta Shg Co. Ltd (Mollers Ltd), Hongkong r. THETA STAR, after delivery grounded on Terschelling Is. in storm, towed off. c.6/55 reg. at Hongkong. 10/56-1/57 on charter to RIL for Japan-HK-Singapore-East Africa line. 1958-61 on charter in Indonesian waters. 25/2/61 stranded in 05.17S, 106.54E off Kepulauan Seribu in the approaches to Jakarta, refloated with damage. Prior 30/4/61 arrived at Hongkong for breaking up by Kowloon Shipping Co., 4/5 work began.



THETA STAR as Thomas Holt Line's THOMAS HOLT (J. Clarkson).



THETA STAR at Hamburg as German-flag HANS-ERICH J. NIMTZ (coll. W. Schell).



THETA STAR, probably in Chao Phra River, Bangkok (pr. T. Rayner/coll. W. Schell).

BARDIC (1954-57) 8014/44 see MUNCASTER CASTLE (1948-54)

GALLIC (1954-57) 8028/44 see GREYSTOKE CASTLE (1948-54)

CASTLE HARBOUR (1955-59) 4890 (8370)/29-8 (408.0 x 54.8', 2M6cy/12½k by J.G. Kincaid & Co. Ltd, Greenock)

Built by Armstrong, Whitworth & Co. Ltd, Greenock (#1049) for Westfal Larsen & Co. A/S, Bergen as VILLANGER. 1940-45 R. Ropner & Sons Ltd mgrs. 12/54 sold to Blyth D.D. & S.B. Co. Ltd (Moller Line [UK] Ltd). 1955 t/f to Harbour Line Ltd, London r. CASTLE HARBOUR. 11/3/58 arr. Hong Kong, docked, then laid up. 5/59 sold to Hong Kong Chiap Hua Mfry Co. (1947) Ltd for breaking up, 7/5 on shore at Cheungshawan caught fire from adjacent tanker *Pellicula* (6254/36).



Westfal Larsen's motorship VILLANGER arriving at Vancouver c.1950 (K. Thompson/W. Schell).



CASTLE HARBOUR loading at London on delivery voyage, end 1954 (A. Duncan/W. Schell).



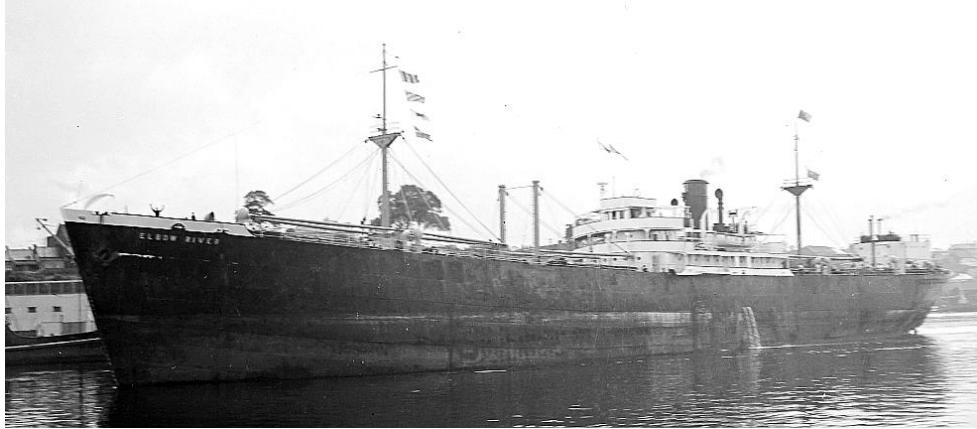
CASTLE HARBOUR preparing to load timber, Vancouver, 9 August 1955 (Walter E. Frost/VCA)

ELBOW RIVER (1955-66) 5169 (9160)/36-4 (440.0 x 54.3', M3cy/12½k)

Built by Wm Doxford & Sons Ltd, Sunderland (#619) for Ropner Shg Co. Ltd, W. Hartlepool as MOORBY. 9/48 sold to Power S.S. Co. Ltd (McCowan & Gross Ltd mgrs), London, 1949 r. MOORCOT. 1951 mgrs O. Gross & Sons Ltd r. HUNTSFIELD. 2/55 sold to River Line Ltd (Mollers Ltd), London r. ELBOW RIVER. 4/66 laid up at Hongkong. 30/6/66 demolition began in Hongkong by Leung Yau S.B. Co. Ltd.



ELBOW RIVER at Port Adelaide as Ropner's MOORBY (pr. A. Duncan/W. Schell).



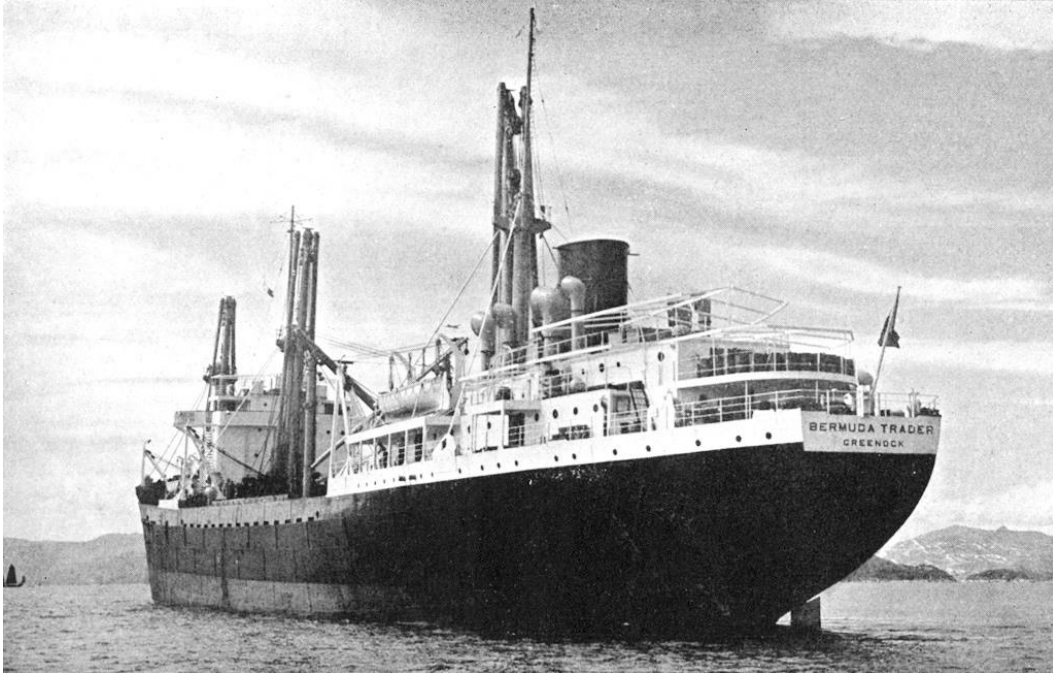
ELBOW RIVER at Sydney, May 1962 (S.E. Welch/NAA).



ELBOW RIVER at Hong Kong 1963 (J.& J. Mackay/Gwulo.com).

BERMUDA TRADER (1955-65) 8059 (9754)/45-11 (469.10 x 66.11', M8cy/??k by R.& W. Hawthorn, Leslie & Co. Ltd, Newcastle)

Built by Greenock D.Y. Co. Ltd, Greenock (#460) for MOWT (Furness, Withy & Co. Ltd, London mgrs) with steam turbines as EMPIRE MARSHAL. 1947 mgrs Pandelis Shg Co. Ltd, London. 3/51 evacuated troops from Korea. 14/7/52 machinery fire at Pusan, towed to Nagasaki, where 2/53 declared CTL. Sold to Mollers Ltd. 20/12/54 arrived at Hongkong in tow for refitting by Taikoo Dockyard with diesel engine from Shell tkr *Elax* (7403/27), 5/55 r. BERMUDA TRADER (Trader Line Ltd, Bermuda). 9/3/65 grounded at Sakata in storm when inbound from Timaru with timber, 14/3 broke in two, CTL. 10/65 and 9/66 two parts refloated and towed to local breakers for demolition.



BERMUDA TRADER at Hong Kong, May 1955, after refit at Taikoo Dockyard (Swire/Taikoo Gazette).



BERMUDA TRADER approaching Risdon (Hobart), probably 11 December 1960 (R. Wilson/NAA).

CORAL RIVER (1955-65) 7775 (12,035)/29-2 (464.10 x 60.9', M8cy/??k Werkspoor by R. & W. Hawthorn, Leslie & Co. Ltd, Newcastle)

Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1357) for Hopemount Shg Co. Ltd (A. Stott & Co. Ltd, later Stott, Mann & Fleming mgrs), Newcastle with M6cy engine by Wallsend Slipway Co. Ltd as HOPEMOUNT. c.1939 mgrs Stott, Mann & Fleming. 11/44 sold to Anglo-Saxon Petroleum Co. Ltd, London. 1945 r. KELLETIA. 8/5/55 arrived at Hongkong for breaking up but resold to Moller Line Ltd, converted from tanker to ore carrier with new engines (made 1947), 10/55 r. CORAL RIVER (River Line

Ltd, London). 10/7/64 laid up at Hongkong. 5/9/64 blown ashore by typhoon 'Ruby',18/10 refloated. 2/65 rep. sold to Hongkong breakers.



CORAL RIVER at Nelson Pier, Williamstown (W.G. Volum/NAA).



CORAL RIVER arriving Risdon with phosphate from Nauru, 31 May 1962 (Reg Wilson/NAA).



CORAL RIVER as gearless bulk carrier (T. Rayner/coll. S. Kentwell).



CORAL RIVER (V.H.Young & L.A. Sawyer).

CEDAR TRADER (1955-65) 8324 (11,705)/29-2 (459.6 x 59.2', 2M10cy/??k by Cie Gen. de Constr. Mec San Denis)

Built by A/B Gotaverken, Gothenburg (#415) for Sigurd Herlofsen & Co., Oslo with builder's 2M7cy engines as HERBJORN. 1937 sold to Viriks Red. PO (H. Virik mgr), Sandefjord r. SANDEFJORD. 18/1/41 seized by Admiral Scheer off St Helena bound Capetown/Freetown. 17/3/41 comm. by Kriegsmarine (E. Friederich, Bremen mgr) as MONSUN. 25/9/43 burnt out at Nantes after bombing. 10/8/44 scuttled at Nantes. 1946 salvaged and re-entered service for French Govt (Soc. Francaise de Transportes Petroliers, Havre mgrs) as BRIERE. 1949 sold to S.A. Courtage & Transports, St Nazaire and re-engined. 1954 sold to Transoceanic Tptn Co. Liberia r. CAPE MOUNT. 1955 sold to Trader Line Ltd (Mollers Ltd), London and converted at Hong Kong from tanker to ore carrier r. CEDAR TRADER. 1/9/62 blown ashore in Hongkong by Typhoon 'Wanda', 19/10 refloated. 4/5/64 laid up at Hongkong with collision damage. 5/9/64 blown ashore by typhoon 'Ruby', 20/10 refloated. 1/65 delivered to Hongkong breakers.

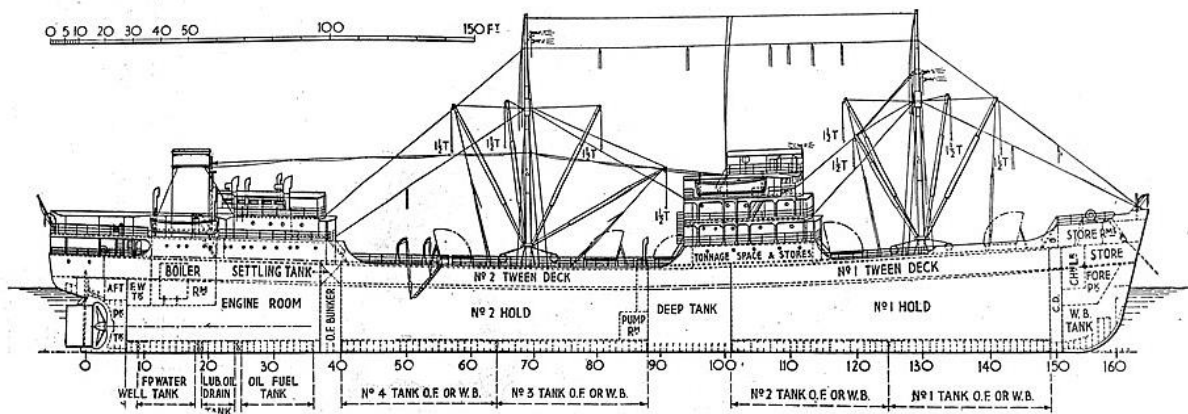


CEDAR TRADER at South Wharf, Melbourne with cargo gear (R. Priest/NAA).



CEDAR TRADER at London minus cargo gear (V.H. Young & L.A. Sawyer*).

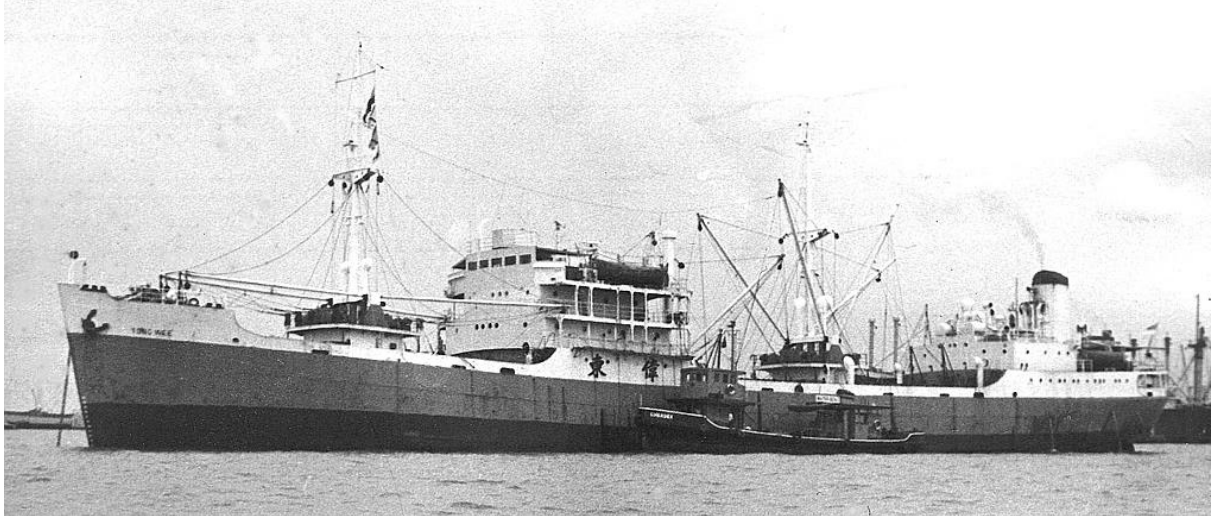
HAMILTON HARBOUR (1955-57) 4445 (6185)/47-2 (379.10 x 49.6', M6cy/12k B&W by Harland & Wolff) Built by Smith's Dock Co. Ltd, Middlesbrough (#1160) as case-oil/bitumen carrier for Anglo-Saxon Petroleum Co. Ltd, London as CYRENA. 13/8/47 o/v Brisbane (30/7) to Pacific Islands grounded on Kitava Is. (Trobriands), 20/9 refloated, 29/9 at Finschhaven, 4/11 arr. Singapore in tow, on completion 3/5/48 sd for Port Moresby. 12/52-1/54 Curacao-New Zealand (bitumen). 2/54 laid up at Singapore. 11/54 sold to Mollers Ltd, London and towed by *Golden Cape* (arr. 17/11) to Hong Kong for refit, t/f to Harbour Line Ltd r. HAMILTON HARBOUR. 6/2/57 arrived at Savona for breaking up but resold to Kie Hock Shg Co. Ltd, Singapore, c.22/10 arr. Outer Roads, Singapore. 11/57 entered Singapore-China service as TONG WEE. 1960 conv. in Japan to dry cargo vessel. 9/63 t/f to Hongkong registry. 25/7/70 CTL after engineroom fire while under survey at Singapore, repaired. 5/71 reverted to Singapore registry. 1978 t/f to Gammewah Ent. Ltd S.A., Panama. Early 1978 LSI rep. sold. 30/10/78 auctioned at Kota Kinabalu under Malaysian High Court order (dd. 30/9/78). 7/4/79 demolition begun at Kaohsiung by Lian Hai Steel Ind. Co. Ltd.



CYRENA's original layout showing tweendeck, two holds and deeptank (*Shipbuilding*).



CYRENA at Dunedin on one of four Curacao-New Zealand voyages in 1953 (V.H. Young & L.A. Sawyer).



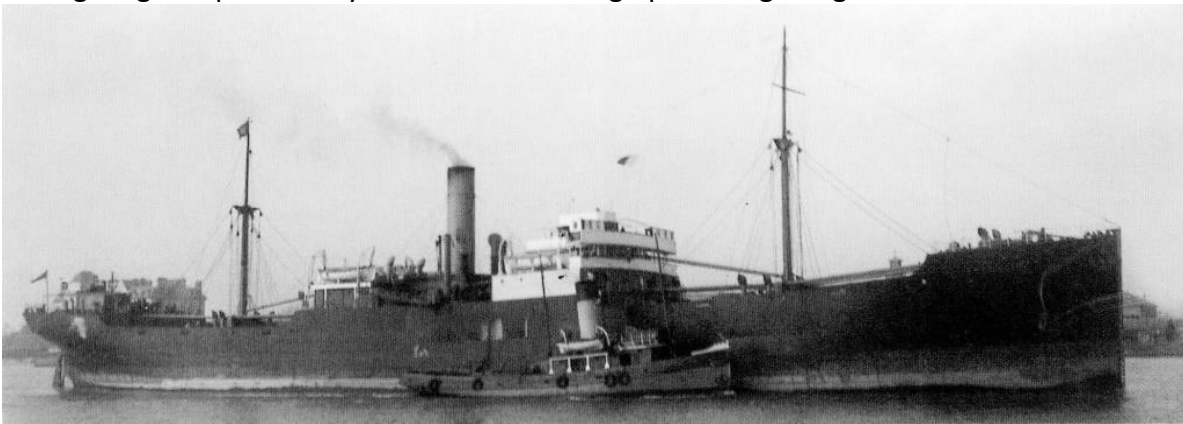
HAMILTON HARBOUR at Singapore, now with mast houses, as Kie Hock's TONG WEE (H. Dick).



HAMILTON HARBOUR in Malacca Strait as Kie Hock's TONG WEE (P. Foxley*).

SIGMA TRADER (1955-58) 5161 (8120)/19-12 (400.2 x 52.5', T3cy/11k by Richardsons, Westgarth & Co. Ltd, Hartlepool)

Laid down by Irvine's S.B. & D.D. Co. Ltd, Hartlepool (#601) for The Shipping Controller as WAR CROW but completed for British & African S.N. Co. Ltd (Elder Dempster & Co. Ltd mgrs), Liverpool as BADAGRY. 12/30 t/f to Imperial Direct Line. 11/33 sold to Tramp Shipping Devt Co Ltd, London. 1934 sold to Tower S.S. Co. Ltd, London r. TOWER BRIDGE. 9/35 sold to Ben Line Steamers Ltd (Wm Thomson & Co.), Leith r. BENALDER. 8/11/42 torpedoed by U-boat off Gold Coast (W. Africa) but made Takoradi and then towed to Capetown for repairs (8/44 completed). 1947 sold to New Dholera S.S. Ltd, Bombay r. JAYBRAHMA. 10/55 sold to Sigma Shg Co. Ltd (ben. owner Yih Zeu Fong - Mollers Ltd mgrs), Hongkong r. SIGMA TRADER. c.20/12/55 sd Mormugao for Kawasaki (7000t ore) but put back to Colombo with storm damage, c.5/56 part cargo transferred, 29/6 arr. Singapore for docking prior to resuming voyage (ST, 3/7/56). 3/58 sold to Hongkong Chiap Hua Mfry Co. Ltd for breaking up at Hong Kong.



SIGMA TRADER as BENALDER passing Tilbury, 18 Feb. 1939 (NMM at Somner, *Ben Line* p. 109).

BLYTH ADVENTURER (1958-78) 12,523 (19,695)/58-6 (tkr, 560.0 x 72.0', M7cy/14k Sulzer by G. Clark & N.E. Marine Ltd, Sunderland)

Built by Blyth D.D. & S.B. Co. Ltd, Blyth (#366) for own account (reg. London). 21/3/68 grounded on Horsburgh Shoal off Singapore, 23/3 refloated by SELCO tugs and beached near Singapore with heavy bottom damage, 31/3-18/6 naptha cargo discharged, 13/6 fire (2 injured), 10/8 dep. under tow to Hong Kong for docking (ST, 11/8/68). 27/4/78 arrived at Kaohsiung and 15/5 work begun by Lien Hwa Steel Ent. Co. Ltd.



BLYTH ADVENTURER at Sydney (S.E. Welch/NAA).



BLYTH ADVENTURER arriving Bluff NZ 18/3/1973 (P.Davey/coll. C. Howell).



BLYTH ADVENTURER at Wellington (V.H. Young & L.A. Sawyer*).



BLYTH ADVENTURER at Wellington in 1969 (Bunts@shipspotting/Chris Howell).

HAMILTON TRADER (1959-73) 12718 (18,800)/59-12 (tkr, 560.0 x 72.2', M7cy/14½ Sulzer by G. Clark & N.E. Marine (Sld) Ltd)

Built by Blyth D.D. & S.B. Co. Ltd, Blyth (#372) for Trader Line Ltd (Mollers Ltd), London. 1962 t/f to Pacific Tdg Co. Ltd, Bermuda. 4/69 collided with *Hannes Knuppel* (499/67) off the Mersey. 2/10/71 laid up in

River Blackwater. 16/4/73 arr. in tow at River Tyne, where sold to Theamaris Shg Co., Cyprus r. ELPETROIL. 25/7/73 arr. Rotterdam in tow for repairs. 1973 resold to Intermares Nortenos Nav. S.A., Piraeus r. ITHAKI SAILOR. 1981 sold to Karonas Shg Corp., Piraeus r. DANIEL. 1983 t/f to Panama flag r. DANIEL I. 1983 sold to Armonia Devt Inc. (Lagousses Shg Co.), Panama r. GEORGIOS S. 4/5/83 arrived at Mombasa (Kenya) for use as storage tanker. 12/7/87 under demolition at Chittagong by Khalil & Sons Ltd.



HAMILTON TRADER departing Sydney, 20 December 1961 (John Mathieson/NAA).

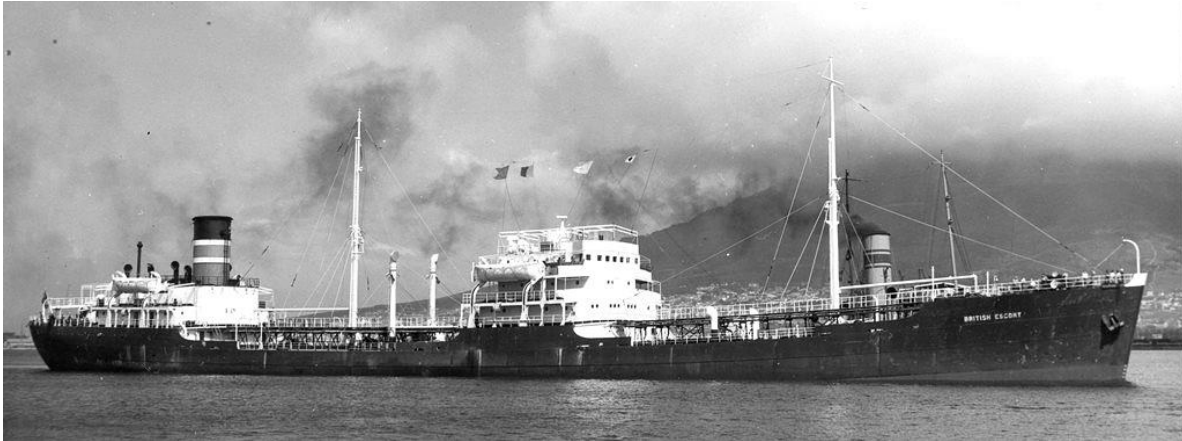


HAMILTON TRADER (coll W. Schell).



HAMILTON TRADER in Malacca Strait as ITHAKI SAILOR (P. Foxley/W. Schell).

EASTHILL ESCORT (1959-62) 8477 (12,450)/43-11 (tkr, 486.3 x 62.0', M3cy/??k Doxford (1951))
Built by Swan, Hunter & Wigham Richardson Ltd, Newcastle (#1726) with M4cy engines for MOWT (British Tkr Co. Ltd, London mgrs) and completed as merchant aircraft carrier EMPIRE MACCABE. 10/46 sold to mgrs and rebuilt for commercial service r. BRITISH ESCORT. 1954/5 re-engined, owners now BP Tanker Co. Ltd. 1/59 laid up in River Tyne, there sold to Easthill Shg Co. Ltd (Mollers Ltd), London r. EASTHILL ESCORT, 11/4/59 arr. Hong Kong and laid up, probably pending conversion to bulk carrier. 1960 t/f to River Line Ltd but remained laid up until 13/3/62 del. to Hong Kong Chiap Hua Manufactory Co. (1947) Ltd for demolition, engine removed and fitted in *Elys Harbour* (1962-67).



BRITISH ESCORT at Cape Town (R.M. Scott/pr A. Duncan/coll. W.A. Schell).

CASTLE PEAK (1960-61) 7287 (10,410)/42-8 (441.8 x 56.6', M3cy/11k)
Built by Wm Doxford & Sons Ltd, Sunderland (#691) for Sir Wm Reardon Smith & Sons Ltd, Cardiff (reg. Bideford) as HOUSTON CITY. 1960 sold to Anglo-Chinese Shg Co. Ltd (Mollers Ltd), London r. CASTLE PEAK. 1961 t/f to River Line Ltd r. SANDYS RIVER. 7/12/65 stranded on Kellett Bank, refloated. 2/67 sold to Shun Yu Inv. Co. Ltd, Hongkong r. JULIANA. 1967 resold to Holly Nav. Co. S.A., Panama r. PROMINENT STAR. 7/68 sold to Clara Shg Corp. S.A., Panama r. GOODWIN. 15/10/68 arr. Hongkong for breaking up by Mollers Ltd.



SANDYS RIVER at Hong Kong, 26 May 1964 (Dr. George Wilson).



SANDYS RIVER at Hong Kong, 4 March 1967 as JULIANA (D. Nance/NAA).

PEMBROKE TRADER (1961-66) 7253/43-9 (441.8 x 57.0', T3cy/11k by General Mchry Corp., Hamilton) Launched by Bethlehem-Fairfield S.Y. Inc., Baltimore (#2220) for WSA as EMMA LAZARUS but completed as SAMARA and bareboat chartered to MOWT (Ellerman & Papayanni Lines Ltd, Liverpool mgrs). 1943 r. SAMSHIRE. 4/47 sold to Ellerman & Bucknall S.S. Co. Ltd (Ellerman Lines Ltd), London r. CITY OF DONCASTER. 1952 t/f to City Line Ltd, Glasgow. 1/61 sold to Trader Line Ltd (Mollers Ltd), London r. PEMBROKE TRADER. 6/66 class withdrawn, 'defects'. 2/66 sold to Doreen S.S. Corp. S.A. (Quincy Chuang), Hongkong (Lib. flag) r. GALLETTA. 10/4/70 driven ashore between Chittagong and Chalna, 21/5 refloated, towed to Chalna, thence Singapore, where laid up pending sale to breakers. 1/7/70 arrived at Hongkong for breaking up by Fuji Marden & Co. Ltd [I.G. Stewart, *Liberty Ships in Peacetime*, 1992].



PEMBROKE TRADER at Belawan, 24 August 1963 (Dr. George Wilson).



Doreen S.S. GALLETTA ex PEMBROKE TRADER moored off Tsing Yi Island, Hong Kong, 7 July 1970, pending delivery to Junk Bay for demolition (W. Schell).

CASTLE MOUNT (1961-61) 9204/38-8 (515.10 x 62.5', 6ST/16k)

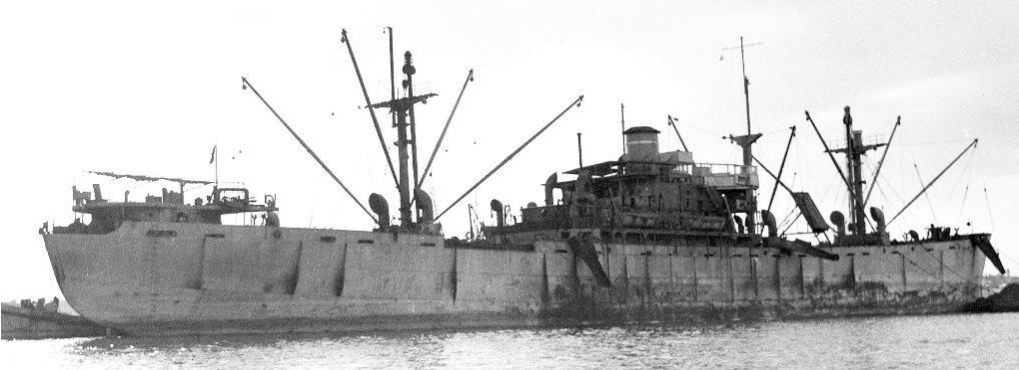
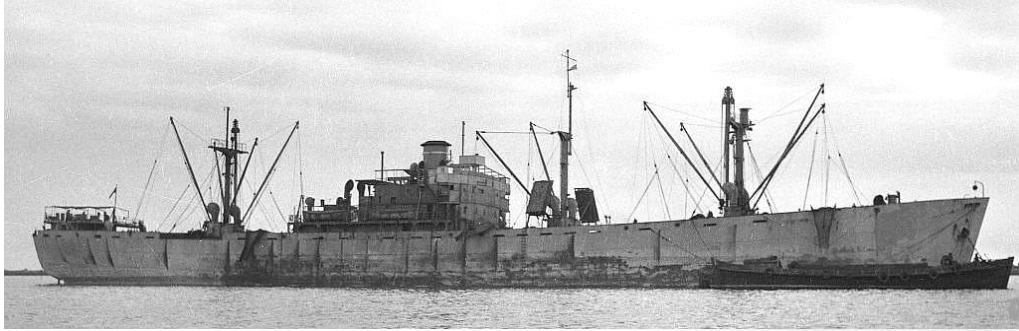
Built by Cammell Laird & Co. Ltd, Birkenhead (#1032) for City Line Ltd (Ellerman Lines Ltd), Glasgow as CITY OF EDINBURGH. 1944 comm. by RN as Landing Ship Headquarters HMS LOTHIAN. 1946 returned to owners. c.1951 t/f to Ellerman & Bucknall S.S. Co. Ltd, London. 4/61 sold to Hongkong Salvage & Towage Co. Ltd (Mollers Ltd) r. CASTLE MOUNT. 5/61 resold for \$2.5m to Hong Kong Chiap Hua Mfy Co. Ltd for demolition and 3/7/61 arrived Hongkong for breaking up.



CASTLE MOUNT as Ellerman's CITY OF EDINBURGH in U.S. waters (coll. M. Cranfield).

PAGET TRADER (1961-66) 7265/43-9 (441.8 x 57.0', T3cy/11k by General Mchry Corp., Hamilton)

Launched by Bethlehem-Fairfield S.Y. Inc., Baltimore (#2219) for WSA as JAMES BLAIR but completed as SAMARINA and bareboat chartered to MOWT (Westcott & Laurance Line Ltd, Liverpool mgrs). 4/47 sold to Ellerman & Bucknall S.S. Co. Ltd (Ellerman Lines Ltd), London r. CITY OF ELY. 1961 sold to Trader Line Ltd (Mollers Ltd), London (reg. Bermuda) r. PAGET TRADER, 21/10 sd Kure to Port Kembla. 2/11/65 cargo fire in Indian Ocean NW of Aceh in 05.45N, 94.00E, 6/11 put into Singapore where cargo discharged. 1/66 laid up at Hong Kong. 8/66 arrived at Kaohsiung for breaking up, 1/9 work began.



Above 2: PAGET TRADER as USMC's SAMARINA at Montevideo, 1 March 1947 (Raul Maya/W Schell).



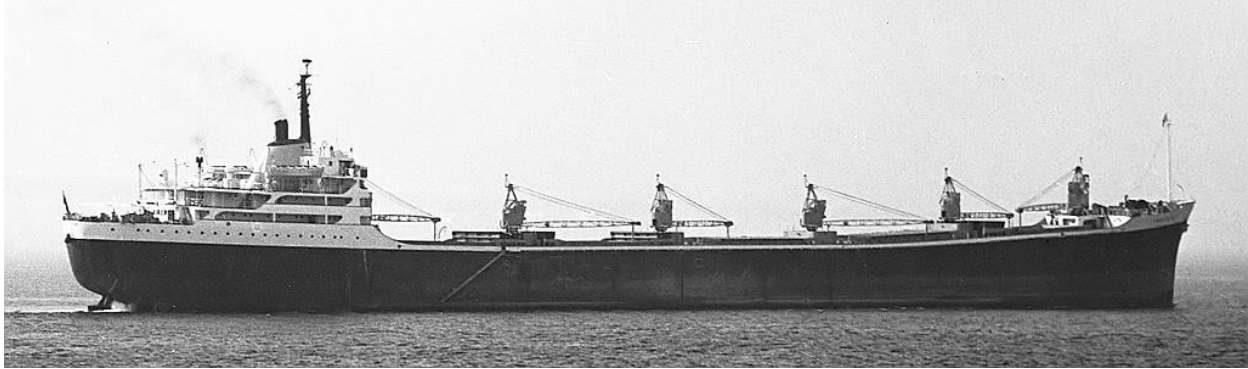
PAGET TRADER as Ellerman's CITY OF ELY at London c.1957 (A. Duncan).



PAGET TRADER on B.I. charter at 13 Victoria Dock, Melbourne, mid-August 1964 (H. Dick).

SANDYS RIVER (1961-67) 7287/42 see CASTLE PEAK (1960-61)

CHAPEL RIVER (1962-70) 16,398 (22,906)/62-9 (b.c. 618.0 x 75.3', M7cy/15k Sulzer by G. Clark (Sld) Ltd) Launched 18/5/62 by Blyth D.D. & S.B. Co. Ltd, Blyth (#381) for River Line Ltd (Mollers Ltd), London as CHAPEL RIVER. Late 1970 sold to Maranave S.A. (Soc. d'Arm. Mar. Suisse Atlantique S.A., Lausanne), Liberia r. CORCOVADO. 1971 t/f to See-Schiffahrts A.G., Liberia. 4/2/73 sd New Orleans for Italy, where del. to Arbella S.A., Liberia r. IPANEMA. 11/6/63 arr. Toulon for repairs, there del. to China Ocean Shg Co. (COSCO), Canton r. QING HAI, 7/9/73 Singapore Roads for Whampoa. c.1982 mgt t/f to COSCO, Qingdao (Tsingtao). 20/10/84 sd Mizushima for Dalian (last rep. LSI). 2003 RLR.



CHAPEL RIVER off Nagoya, 12 June 1964 (Dr. George Wilson).



CHAPEL RIVER (J. Mathieson/NAA).



CHAPEL RIVER at Sydney as CORCOVADO (S. Welch/NAA).

MANGROVE HARBOUR (1962-64) 8046/37-10 (515.10 x 62.5', 6ST/15k)

Built by Cammell Laird & Co. Ltd for Hall Line Ltd (Ellerman Lines Ltd), Liverpool (#1023) as CITY OF CAPE TOWN. 2/62 sold to Harbour Line Ltd (Mollers Ltd), London r. MANGROVE HARBOUR, 12/4 sd Bremerhaven for Whampoa via Hong Kong (15/7), . 20/8 laid up off Lantao. 1/9/62 blown ashore on N.

tip of Lantau by typhoon 'Wanda', 10/62 refloated and laid up. 27/5/64 driven ashore on Lungkwu Is. off Castle Peak by typhoon 'Vida', , extensively damaged. 13/7/64 sold to Chiap Hua Mfry Co. Ltd for breaking up.



CITY OF CAPE TOWN, first of five Ellerman sisters, at Liverpool (coll. M. Cranfield, edit SK).

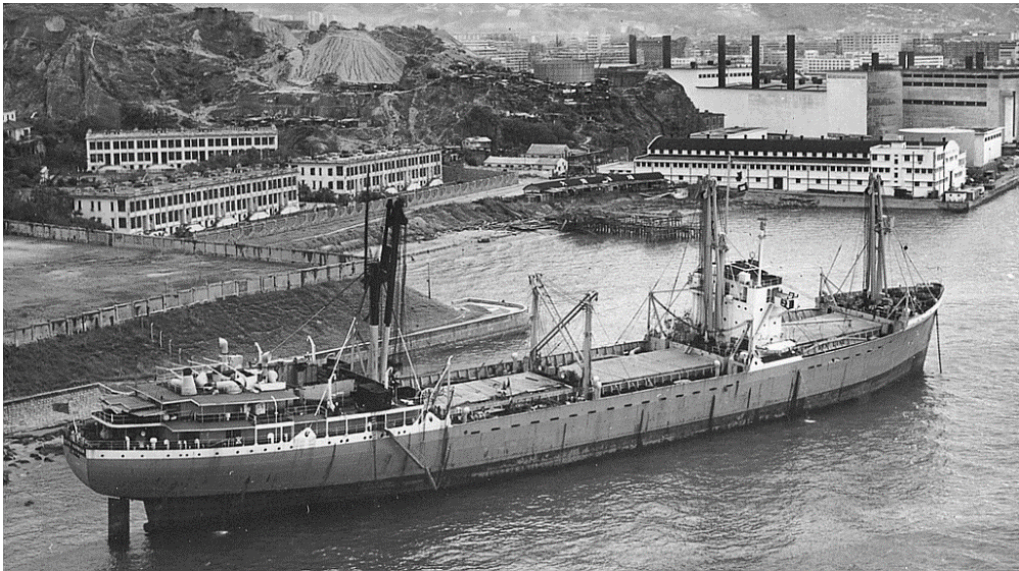


MANGROVE HARBOUR ashore at N. Lantau, September 1962 (Hong Kong HKRS51-1-10475-2).

ELYS HARBOUR (1962-67) 7800/46-2 (469.10 x 66.11', ST/14½k by General Electric Co., Erith)
 Built by Greenock D.Y. Co. Ltd, Greenock (#461) for MOWT (Hall Line Ltd, Liverpool mgrs) as EMPIRE WALLACE. Late-1947 mgrs Haddon S.S. Co. Ltd, London. 10/48 mgrs restyled Vergocean S.S. Co. Ltd. 4/56 sold to Ben Line Strs Ltd (Wm Thomson & Co.), Leith r. BENARTY. 30/3/62 sd Antwerp for Kaohsiung but 4/62 sold to Harbour Line Ltd (Mollers Ltd), Bermuda, 9/6 del.at Hong Kong r. ELYS HARBOUR. By 27/8/62 at Hongkong & Whampoa Dock, where 1/9 blown ashore by typhoon 'Wanda', 4/9 refloated. 3/63 fitted with Doxford (1951) engine from *Easthill Escort* (q.v.), 5/4 sd in ballast for Christmas Island. 3/67 sold to Unique Devt Co. Inc. (Unique Shg Ag. Ltd, Hongkong), Liberia r. UNIQUE DEVELOPER. 1969 sold to Taboga Ent. Inc., Panama r. FERMENCO. 1971 sold to Cia Agropecuaria y Mar. Santa Rosa Ltd, Panama. 1974 sold to Wayne Inc. (Pizana S.A. Barranquilla), Panama r. AVALON. 1982 sold to M.D. Abillo & Cia Ltd, Barranquilla (Columbia) r. BAHIA COLUMBIA. 11/88 arrived at Chittagong for breaking up.



ELYS HARBOUR at Hobart, 5 May 1963 with first of five phosphate cargoes (R. Wilson/NAA).



ELYS HARBOUR blown ashore at Hung Hom, Hong Kong, September 1963, during refit by Hongkong & Whampoa Dock, (HKRS 51-1-10475-2).



ELYS HARBOUR at Sydney, January 1965 (J.Y. Freeman/NAA).

PACIFIC PRINCESS (1965-70) 14,493 (24,067)/65-1 (b.c., 618.0 x 75.4', M7cy Sulzer by Wallsend Slipway & Eng. Co. Ltd, Wallsend)

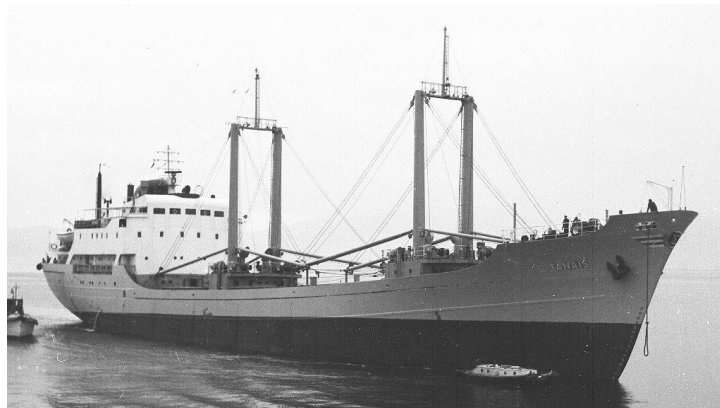
Built by Blyth D.D. & S.B. Co. Ltd, Blyth (#383) for Searidge Ltd (Mollers Ltd), London as PACIFIC PRINCESS. 6/70 sold to Adirondack Shg Corp. (Rethymnis & Kulukundis Ltd, London), Liberia r. CANOPUS. 1973 r. STAR CANOPUS. 1975 sold to Artagan Shg Co. Ltd (Ramon de la Sota Jnr), Liberia r. ARTADI. 1982 sold to Bravo Spyros Shg Corp., Liberia r. SAINT NEKTARIOS. 28/12/85 arrived Shanghai for demolition.



PACIFIC PRINCESS at Avonmouth, 5 September 1966 (Port of Bristol Authority).

TANAIS (1966-67) 2763 (3700)/59-8 (340.1 x 45.2', M7cy/14k Fiat by Borsig AG, Berlin)

Built by S.A. Ch. Navals des Flandres, Bruges (#40) for Tritonia Shg Inc. (Synodinos Bros.), Piraeus. 13/9/65 stranded on Leschenault Reef 50 m. N. of Fremantle and abandoned, 6/12/65 refloated. 3/66 sold to Searidge Ltd (Mollers' Ltd), London and 4/66 towed from Fremantle to Singapore for repairs. 1/6/66 in Taikoo Dock, 10/6 rep. r. MARY XILAS but from 8/7 to 1/67 in Kowloon Dock as TANAIS, then mid-1/67 (in dock) r. ANGARA. 3/67 t/f to Angara Ltd, Bermuda (reg. London) . 1970 sold to Karyatis Shg Co. Ltd (Galaxias Shg Co. Ltd/Stefanos Pyrovolos, Piraeus), Famagusta r. GALAXY. 1976 sold to Artemis Shg Co. S.A., Famagusta. 1975 sold to Malvina Cia Nav. S.A. (Jacob Alefrangis), Panama (Gk flag) r. PANAGIOTIS A. 1980 sold to Marreina Arm. S.A., Piraeus. 1980 sold to Rota Alfa Shg Co. (Rota Maritime S.A.), Piraeus r. KOSMOS. 1985 sold to Eagle Maritime Co. Ltd (North Atlantic Shg ApS, Copenhagen), Honduras. 20/11/85 arrived at Aden. 14-15/1/86 struck by shells and sank in Inner Harbour. Sold to Pakistani breakers.



TANAIS at Gibraltar, January 1965 (Bert Warwick/W. Schell).



TANAIS at Kiel as PANAGIOTIS A. (Gerd Fiebiger/W. Schell).

ANGARA (1967-70) 2763/59 see TANAIS (1966-67)

HORAMA (1967-74) 15,815 (23,170)/67 (bitumen tkr, 574.8 x 74.11', M8cy/15k MAN by Verolme Maschfbk, Ijsselmonde)

Launched 1/4/67 by Verolme D.& S.B. Mij, Rozenburg (#754) for Klosters Red. A/S (Lauritz Kloster), Oslo as NORDVARD but completed for Eastmead Shg Co. Ltd (Moller Line [UK] Ltd), London as HORAMA for time charter to Shell Int. Marine Ltd for operation from Curacao. 1973 t/f to Grosvenor Shg Co. Ltd. By 3/74 sold to Shell Tkr (UK) Ltd, London r. POMELLA. 1988 sold to Rio Number Four Ltd (Horizon Mgt Corp. Inc.), Georgetown (Cayman Is.) r. RIO COLORADO. 1992 sold to Incom Ltd r. COLORADO for delivery to breakers, 14/11/92 arr. at Gadani Beach for demolition by G.N. Brothers [see also Mike Pryce, 'Tar Boats', WSS Marine News, 1989/7].



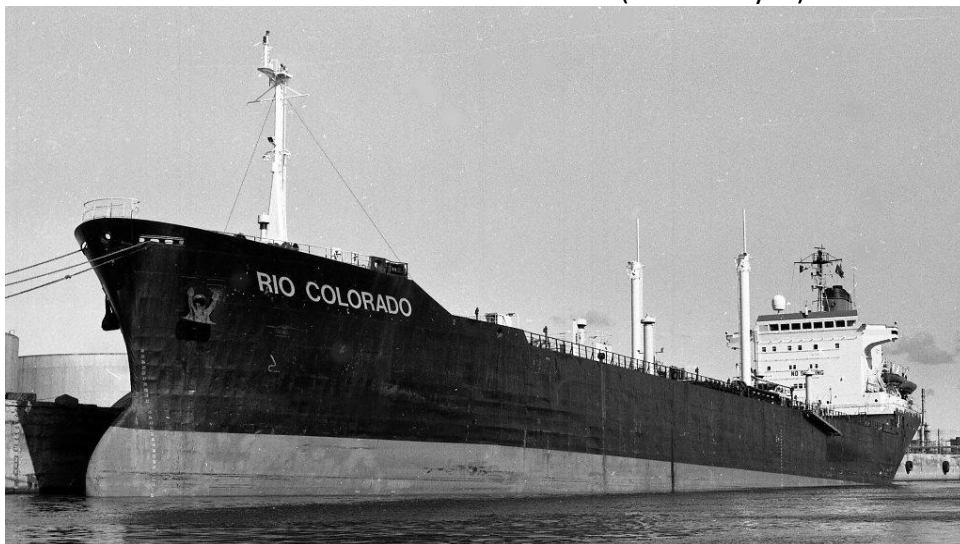
HORAMA, probably in English Channel (coll. M. Pryce).



HORAMA at Boston, February 1984, as Shell's POMELLA (W. Schell).



HORAMA as Shell tanker POMELLA (coll. M.Pryce).



HORAMA as RIO COLORADO at Montreal, c.1992 (coll. W. Schell).

URSHALIM (1968-73) 15,385 (23,136)/68 (bitumen tkr, 574.8 x 74.11', M8cy/15k MAN by Verolme Maschfbk, Ijsselmonde)

Laid down by Verolme D.& S.B. Mij, Rozenburg (#776) for Klosters Red. A/S (Lauritz Kloster), Oslo but sold on stocks and launched 1/68 for Grosvenor Shg Co. Ltd (Moller Line [UK] Ltd), London as URSHALIM for time charter to Shell Int. Marine Ltd for operation from Curacao. 9/12/70 damaged when struck by *Shell Mara* (29313/58) while loading at Curacao. By 6/73 sold to Shell Tkr (UK) Ltd, London r. PALUDINA. 9/1/81 damaged in collision with *Christina C* (16,381/78) at entrance to Lagos. 1985 trading Curacao-New Zealand. 1/86 at Singapore. By 4/86 sold to Nobility Corp. (Troodos Shg & Tdg Ltd/L. Hajjiioannou, London), Limassol r. NOBILITY. 1988 t/f to Ebony Cia Nav. S.A., Panama r. EBONY I. 1991 sold to Sealink Maritime, Inc. (Denholm Ship Management Ltd), Panama r. TONJE COB. 19/10/92 arr. Mamonal for demolition at Cartagena de Indias by Soc. Industrial de Productos Siderurgicas S.A., 21/12 work began [see also Mike Pryce, 'Tar Boats', WSS MN, 1989/7].



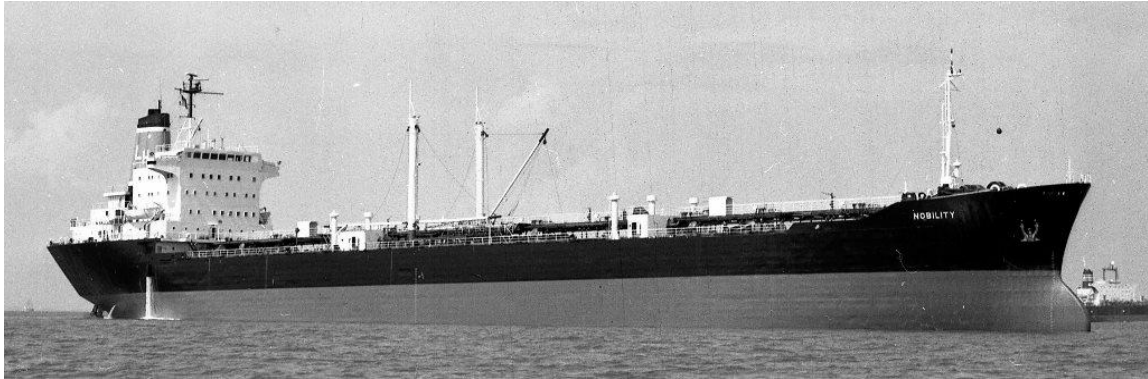
Bitumen tankers HORAMA and URSHALIM fitting out 1968 (coll. M. Pryce).



Bitumen tanker URSHALIM at Copenhagen c.1969 (H.M. Petersen/W. Schell).



As Shell PALUDINA at Wellington from Curacao, 10 December 1985 (coll. M. Pryce).



URSHALIM as NOBILITY (coll. W. Schell via A. Duncan).

DELTA PIONEER (1970-73) 5424 (9200)/50-2 (441.6 x 57.6', T3cy-LPT/12k by J.G. Kincaid & Co. Ltd, Greenock)

Built by Wm Denny & Bros Ltd, Dumbarton (#1432) for British India S.N. Co. Ltd, London as OLINDA. 6/66 sold for £135,000 to Ocean Shg & Ent. Ltd (Wing Tak S.S. Co. [HK] Ltd), Hongkong (reg. Bermuda) r. OCEAN PROMOTER. 8/70 sold to Delta Shg Co. Ltd (Mollers Ltd), Bermuda r. DELTA PIONEER. 19/8/73 arrived at Kaohsiung for demolition by Tai Kien Industry Co. Ltd, 6/9 work began.



DELTA PIONEER as BI's OLINDA arriving at Sydney, 11 June 1960 (J. Mathieson/NAA).



BI's OLINDA passing Portishead 3 June 1965 inbound from Bombay (M. Cranfield).



DELTA PIONEER as OCEAN PROMOTER in Malacca Strait (P. Foxley/W. Schell).

FAIR ISLAND (1970-76) 11,102 (16,390)/51-8 (tkr, 537.4 x 67.5', M5cy/13k by J.G. Kincaid, Greenock)
Built by C. Connell & Co. Ltd, Glasgow (#468) for A/S Inger (Jacob Kjode A/S mgr), Bergen as HORNBLOWER. 1965 sold to Astroeste Cia Nav. S.A., Piraeus r. CAPTAIN HORNBLOWER. 1967 r. SEALOVE. 3/69 sold to Fairocean Co. Ltd (Eastern Shg Lines S.A.), Panama r. FAIR ISLAND and chartered to P.N. Pertamina, Jakarta, 8/4 sd Jakarta for Persian Gulf. 12/70 mortgaged to Mollers Ltd, later t/f to Pan Asiatic Lines Inc. 26/6/76 arrived Kaohsiung from Hong Kong for breaking up.



FAIR ISLAND at Singapore, 9 March 1975, on Pertamina charter (V.H. Young & L.A. Sawyer).

FAIR TRANSPORT (1970-70) 10801/52-12 (tkr, 546.0 x 69.4', M5cy/13k by D. Rowan & Co. Ltd, Glasgow) Built by Wm Hamilton & Co. Ltd, Port Glasgow (#490) for Govt of Brazil (Frota Nacional de Petroleiros), Rio de Janeiro as PARÁ. 1953 r. FNP PARÁ. 1954 r. AMAPA. 1967 sold to Onga Shg Co. Ltd (A. Halcoussis & Co., Piraeus), Nicosia r. TITIKI. 3/70 sold to Fair Transport Tkr Co. Ltd (ben. owners Hong Kong Chinese/ Mollers Ltd mgrs), 4/70 r. FAIR TRANSPORT on charter to P.N. Pertamina, Jakarta, 24/7 arr. Jakarta in tow from Palembang with mchry trouble, 17/8 arr. Singapore for repairs. Late 1970 r. SOUTHERN TRADER. 4/73 del. at Shanghai to People's Republic of China for breaking up but no confirmation, 1992 RLR.



Newly renamed FAIR TRANSPORT refitting at Hongkong & Whampoa Dock, 12 April 1970, adjacent to BI's Bay of Bengal steamer RAJULA (1926 (W. Schell)).

SOUTHERN TRADER (1970-73) 10801/52 (tkr) see FAIR TRANSPORT (1970-70)

PERMINA SAMUDRA XII (1972-77) 33,418 (58,160)/64-10 (tkr, 773.10 x 105.7', M9cy/17k B&W by Eriksbergs M/V A/B, Gothenburg)

Built by Sörviksvarvet A/B, Uddevalla (#211) for I/S Camilla (Bj. Ruud-Pedersen mgr), Oslo as ESSI CAMILLA. 1972 sold to Fair World Tkr Co. S.A. (ben. owners Hong Kong Chinese; Mollers Ltd mgrs), Panama r. PERMINA SAMUDRA XII and 7/72 charter for 132 months to P.N. Pertamina, Jakarta. c.9/6/76 o/v Sumatra-Japan (53,273 tons crude) owners directed ship to Guam, arr. 18/6/76 arr. Apra Harbor and placed on a buoy under arrest for \$19.8m. in unpaid charter monies, 28/10 court ordered sale of cargo after 16 days. 1/77 (LSI) still at Guam. 11/4/77 arr. Kaohsiung via Hong Kong for repairs, charter terminated r. SPRING SUNBEAM. 1980 sold to Philippine National Oil Co. (later PNOC Pet. Tkr Inc.), Manila r. RAHA SIKATUNA. 10/7/85 arrived at Kaohsiung for demolition by Nan Sin Steel Ent. Co. Ltd, 7/8 began work [see also casetext.com/case/fair-ocean-co-v-cargo-of-permina-samudra-xii].

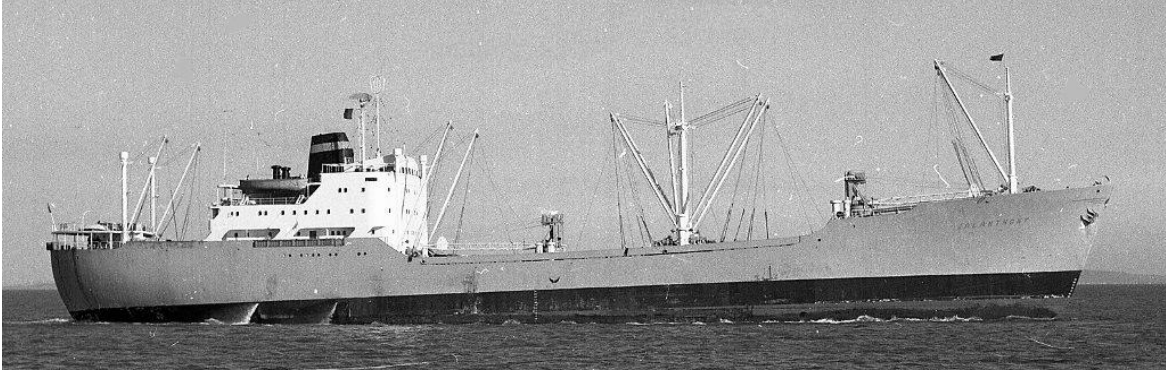


PERMINA SAMUDRA XII in Malacca Strait, August 1965, as ESSI CAMILLA (P. Foxley /NAA).



PERMINA SAMUDRA XII in Malacca Strait (P. Foxley/W. Schell).

NOOR-E-RAZA (1974-75) 6344 (7775)/59 (429.7 x 55.5', M6cy/15k Burmeister & Wain, Copenhagen) Launched by Sarpsborgs M/V A/S, Greåker for Skibs. A/S Igadi (Ivar An. Christensen), Oslo as ANTHONY but completed as JALANTHONY (Georg Vefling, mgr) (reg. Tønsberg) and chartered to Scindia for India-UK line. 1964 r. BELANTHONY. 1965 lengthened (now 6841 grt, 411.7' to 429.7'). 1969 sold to Anthony Special Shg Co. Ltd (Antonios Catsogeorgis), Piraeus r. ANTHONY. Mid-1974 sold to OBC Shg S.A. (ben. owners OBC Shipping Ltd, 3/80 est. in UK; Mollers Ltd mgrs), Panama r. NOOR-E-RAZA. 1975 r. SEA HARE. 1976 sold to Crescent Marine Co. Inc. (Associated Shipping Services, Ltd, London), Liberia r. MERCHANT PRINCE. 15/9/78 laid up at Calcutta. 9/79 under demolition at Calcutta by Sam Re-Rolling Industries [Schell 1959].

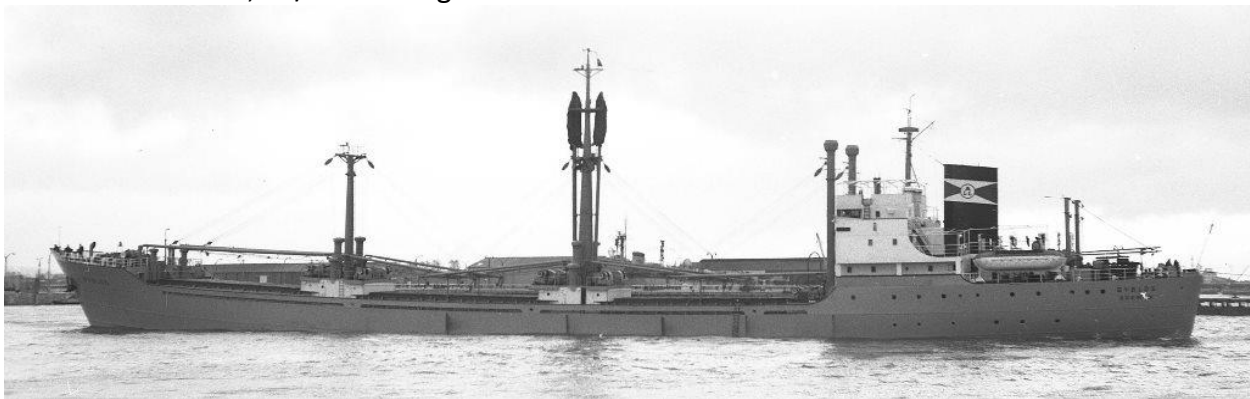


NOOR-E-RAZA as JALANTHONY at Cardiff, Sept. 1961, on Scindia charter (W.D. Harris/W. Schell).



NOOR-E-RAZA at New Orleans, January 1975 (Eric Johnson/W. Schell).

RAZA (1974-75) 4449 (5009)/59-4 (380.6 x 51.11', 2M8cy/14k Klockner-Humboldt-Deutz, Koln)
Built by A.G. "Weser" Werk Seebeck, Bremerhaven (#862) for Atlas-Levante Linie, Bremen as BYBLOS.
1969 sold to H.P. Vith, H.W. Christophersen K.G. (Bereederungs Alliance Flensburg GmbH), Flensburg r.
BOCKHOLM. Mid-1974 sold to OBC Shg S.A. (ben. owners OBC Shipping Ltd, 3/80 est. in UK; Mollers Ltd
mgrs), Panama r. RAZA. 1975 sold to Emerald Ocean Shg Corp. (H. Schütt, Hamburg mgr), Liberia r.
EMERALD SEA. 1979 r. ZACAPA. 1980 r. EMERALD SEA. 11/3/84 arrived at Gadani Beach for demolition
by Adam Steel Ind. Ltd, 31/3 work began.



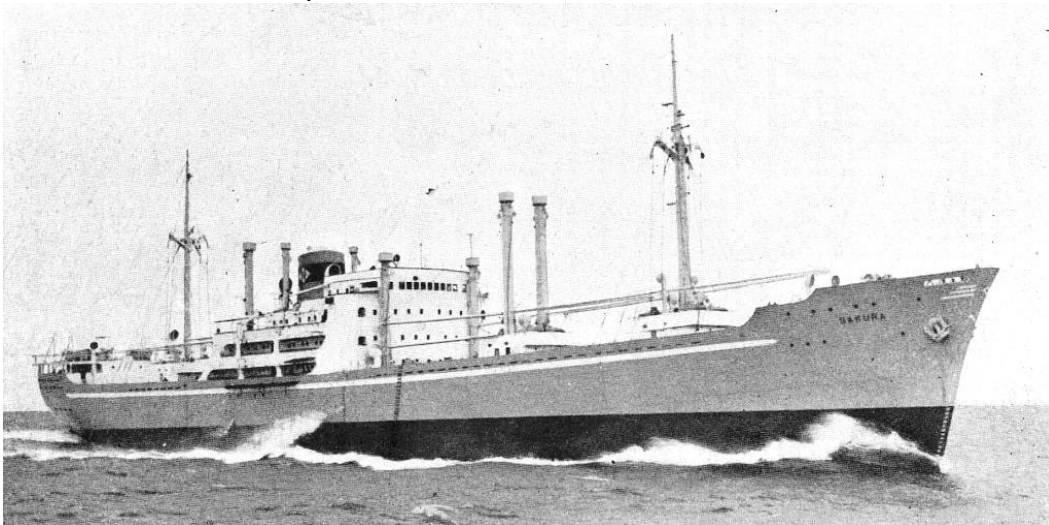
RAZA as German BYBLOS at Gibraltar, undated (Bert Warwick/W. Schell).



RAZA later as EMERALD SEA at Rotterdam, 24 June 1976 (Rudy Kleyn/W. Schell).

MOUNT CAMERON (1974-76) 6021 (10,848)/50-10 (480.3 x 63.4', M7cy/15k) by Higashi Nippon Jukogyo, Yokohama)

Built by Higashi Nippon Jukogyo, Yokohama (#1003) for United Carriers Inc. (Naess, Mejlender & Co. Inc., New York), Liberia as SAKURA, extensive welding, open/closed shelter-decker, 12 pass., 18.347k on trials. 1952 sold to Cie Maritime Congolaise (Agence Mar. Int. S.A.), Antwerp r. LUALABA. c.1961 t/f to Cie Africaine de Nav. S.A. c.1967 t/f to Cie Mar. Belge (Lloyd Royal) S.A. 1971 sold to Sea Union Ltd (Carras Marit. Corp., New York), Piraeus r. SEA UNION. 1974 sold to Grosvenor Shg Co. Ltd (Mollers Ltd), London r. MOUNT CAMERON. 7/76 at Calcutta. 1976 sold to Bosphorus Cia Mar. S.A., Panama (Vernicos Special Shg Co. Ltd, Athens), Panama r. CHRYSOPIGI CROSS. 15/10/77 o/v Shanghai-Syria (rice) stranded on Alugla Rock, 2 nm. SW of Galle, Ceylon, broke in two and sank in shallow water.



MOUNT CAMERON on trials as SAKURA, one of Japan's first postwar export ships (builders).



SAKURA at Vancouver c.1951, rear kingposts now joined (Ken Thompson/W. Schell).



As Belgian-flag LUALABA at Rotterdam in 1964 with CMB funnel band (Frank Miles/W. Schell).

INDIA ROSEWOOD (1975-78) 3292/58-2 (373.8 x 51.3', M8cy/12k Sulzer by Uraga Diesel Kogyo K.K., Tamashima)

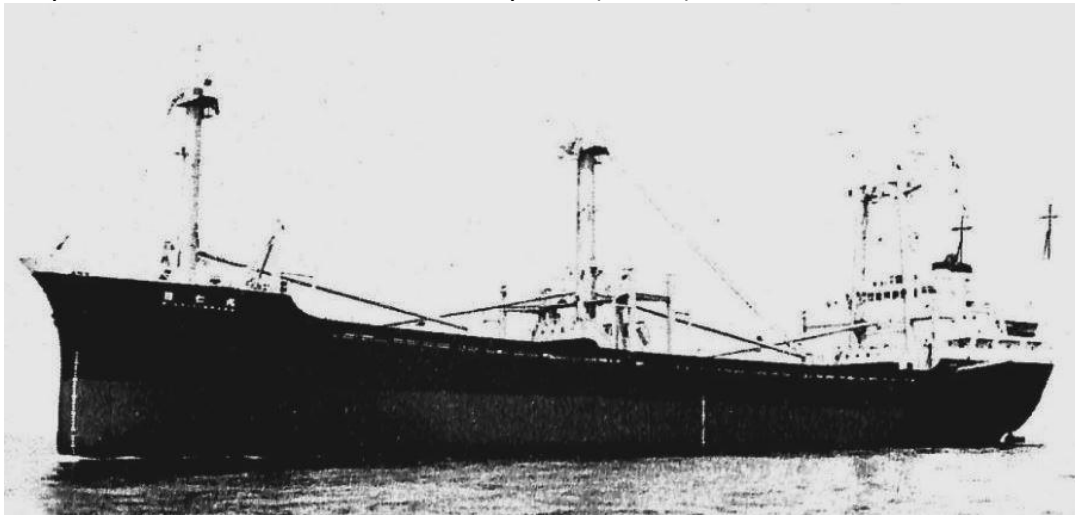
Built by Kure Zosen Co., Kure (#32) for Nitto Shosen K.K., Tokyo as TOKUWA MARU. 4/64 t/f to Japan Line Ltd. 1970 sold to Star Nav. (Pte) Ltd (Trans-Ocean Shg Ltd), Singapore r. OCEAN MERCURY. 1972 sold to Sun Flower Shg Co. S.A. (Regent Shg Ltd, Hongkong), Panama r. THE SUNFLOWER. 1975 sold to Alhail Lines S.A. (Mollers Ltd), Panama r. INDIA ROSEWOOD. 1978 sold to Well Aids Nav. S.A., Panama. 1979 sold to Grand Banks Inc., Bombay r. ROSEWOOD. 30/10/80 detained by hostilities at Khor al Zubair. 18/5/81 anchored in Shatt-al-Arab. c.1985 sold to Taiwan breakers. NFI. RLR 2002.



INDIA ROSEWOOD as Toho Line's TOKUWA MARU at Hong Kong, 9 December 1969 (W. Schell).

BURMA TEAKWOOD (1976-77) 2992 (6082)/71-9 (102.22 x 16.34m, M6cy/12.75k by Kobe Hatsudoki Seizosho, Kobe)

Built by Watanabe Zosen K.K., Hakata (#138) for Fukusho Kaiun K.K., Hakata as NICHIJIN MARU. 1976 sold to Chandan Lines S.A. (Mollers Ltd mgrs), Panama r. BURMA TEAKWOOD. 25/9/77 arr. Singapore Roads, where del. to Prima Shipowner Co. Ltd, Singapore r. WATI. 21/1/78 o/v Moji-Philippines sank SE of Danjo Is., Kyushu after hatch breached in heavy seas (4 lives).



NICHIJIN MARU (*Fune no Kagaku* 1/72)

THAI YANGWOOD (1976-78) 2988 (6154)/72-6 (101.43 x 16.34m, M6cy/12.75k by Kobe Hatsudoki Seizosho, Kobe)

Built by Imai Zosen, Kochi (#313) for Daiei Kaiun K.K., Onomichi as DAITSURU MARU. 1976 sold to Prachan Lines S.A. (Mollers Ltd mgrs), Panama r. THAI YANGWOOD. 16/11/76 rendered assistance to *Haylin* (1994/59) in South China Sea following Mayday call (see photos below). 9/78 sold to Deccan Shg Co. Ltd, Visakhapatnam r. DECCAN PIONEER. 28/11/78 in collision at Singapore. 21/4/85 anchored off Madras with leaks bound Padang-Chittagong, 11/11 sank in Madras Roads during in heavy monsoon.



THAI YANGWOOD's yard sister MENALON (#310) at Malta (Emmanuel. L/Shipspotting).



THAI YANGWOOD approaching distressed HAYLIN 16/11/76 (Dave Edge).

MUNCASTER CASTLE (II) (1977-81) 16,196 (22,368)/77-11 (179.039bb x 22.94m, M6cy/15.25k MHSulzer
 Built by Mitsubishi H.I. Ltd, Shimonoseki (#786) for Castle Line Ltd (Mollers Ltd), Bermuda. 27/4/81 arr.
 Gibraltar, rep. sold (LSI) to Eastern Summit Tpt Inc. (Fortuna Nav. Co. Inc., Hongkong), Panama r.
 EASTERN SUMMIT. 1989 r. CMB SUMMIT Liberian flag. 1992 sold to Capitol Transport S.A., Panama r.
 TOPAZ. 1999 t/f to Topaz Maritime Ltd, Valletta r. TOPAZ 1. 2001 sold to Hongyuan Shg Co. Ltd,
 Kingstown (VCT) r. JU BAO MEN. 2008 t/f to Ju Bao Men Shg Co. Ltd, Panama. 22/1/09 delivered to
 breakers at Alang, 29/1 work began.



MUNCASTER CASTLE in Malacca Strait (P. Foxley*).



MUNCASTER CASTLE with red-and-black Castle Line funnel (Dedge@shipspotting).



EASTERN SUMMIT in CMB colours, Rotterdam 19 August, 1986 (Mick Warrick).



JU BAO MEN reg. Kingstown at Singapore, 10 February 2008 (Frafo@shipspotting).

SPRING SUNBEAM (1977-80) 33418/64

see PERMINA SAMUDRA XII (1972-77)

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