



Waried ship data sheets

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ZKM | Zentrum für Kunst und Medientechnologie Karlsruhe**

ZKM | Zentrum für Kunst und Medientechnologie Karlsruhe
ZKM | Institut für Medien, Bildung und Wirtschaft
Lorenzstraße 19, 76135 Karlsruhe
Fon: +49 (0)721 81 00 0
www.zkm.de

IWF Wissen und Medien gGmbH
Nonnenstieg 72, 37075 Göttingen
Fon: +49 (0)551 5024 0
www.iwf.de

Content:

Heinrich v. Riedemann	3
Harry G. Seidel	4
Peter Hurll.....	5
J. H. Senior	6
Franz Klasen.....	7
R. L. Hague	8
Robert F. Hand	9
Victor Ross	10
Orville Harden	11
D.L. Harper	12
W. B. Walker	13
G. S. Walden	14
Haakon Hauan	15
Friedrich Breme	16
Narragansett	17
Paul Harneit	18
Otto N. Andersen	19
Wilhelm Gustloff	20

Maritime abbreviations:

BHP = British horsepower

DWT = dead weight all told

GRT = gross register tonnage

LOA = length overall

LPP (or LBP) = length between perpendiculars

Heinrich v. Riedemann



Home Port: Panama City, R.P.

Company: Panama Transport Co.
(Standard Oil of N.J.)

Captain: Andrew Weiler

Built: Bremer-Vulcan Schiffbau und Maschinenfabrik, Vegesack, Germany 1930 for Baltisch-Amerikanische Petroleum Import G.m.b.H. (Waried Tankschiff Rhederei), Danzig

Engine: 2 diesel engines, 5300 BHP

Speed: 12.3

GRT: 11,020

Dimensions: 542' x 70' x 39'

Draft: 9.31

Cubic: 21.747

Cargo Capacity: 139,515 barrels.

Sister ships

are Peter Hurrll, J. A. Mowinckel, F. H. Bedford Jr. and J. H. Senior.

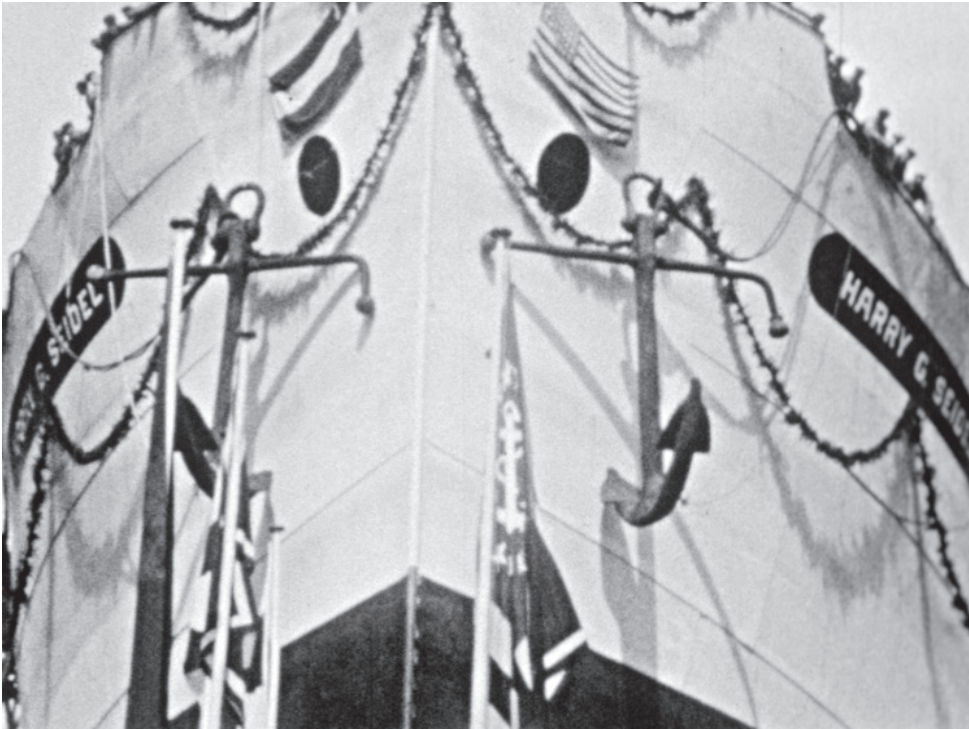
Torpedoed and sunk by U-66 (Richard Zapp), 17 April 1942, in 11.55N-63.47W, voy. La Guaira - Aruba, crude oil. Completion: 44 (0 dead and 44 survivors).

Notes on the vessel loss:

At 05.23 hours on 17 Apr, 1942, the unescorted and unarmed "Heinrich von Riedemann" (under Capt. Andrew Weiler) was hit by one torpedo from U-66 on the port side near the #6 tank. The explosion wrecked the steering gear and the port diesel engine. The ship was losing oil from the tank while steering circles until the other engine was stopped. 20 minutes after the hit, the ship was abandoned using three lifeboats. At 06.40 hours, another torpedo hit the ship setting her on fire, which went out after 25 minutes. At 07.55 hours, a third torpedo struck and set the ship on fire again. The tanker finally sank at 09.05 hours.

The captain's boat containing 15 men landed at Blanquilla Island at 01.00 hours on 18 April, the survivors were picked up on 20 April by the steam merchant „Maricaibo“ and landed at Caracas two days later. 29 men in two lifeboats were picked up by the "Karmt" at 13.30 hours on 17 April and landed at Trinidad one day later.

Harry G. Seidel



Harry G. Seidel

built in 1930 by Friedrich Krupp AG Germania-werft, Kiel, for the Baltisch-Amerikanische Petroleum-Import GmbH, Danzig. Managed by Waried Tankschiff-Rhederei GmbH, Hamburg.

11,395 GRT

In 1935 to Panama Transport Co., Panama.

In 1939 German crew exchanged for an American crew.

Torpedoed and sunk by U-66, 29 April 1942, in 11.50N-62.50W, voy. Aruba – Caripito, in ballast. Complement: 50 (2 dead and 48 survivors).

Peter Hurl¹

12,043 GRT

for Baltisch-Amerikanische Petroleum Import
G.m.b.H. (Waried Tankschiff Rhederei), Danzig,
521.2 x 70.2

LPP: 158.9**Beam:** 21.4**Tanker built**

by Palmers' SB. & Iron Co., Ltd., Newcastle,
(11), #1000

1935 – Panama Transport Co., Panama, PA

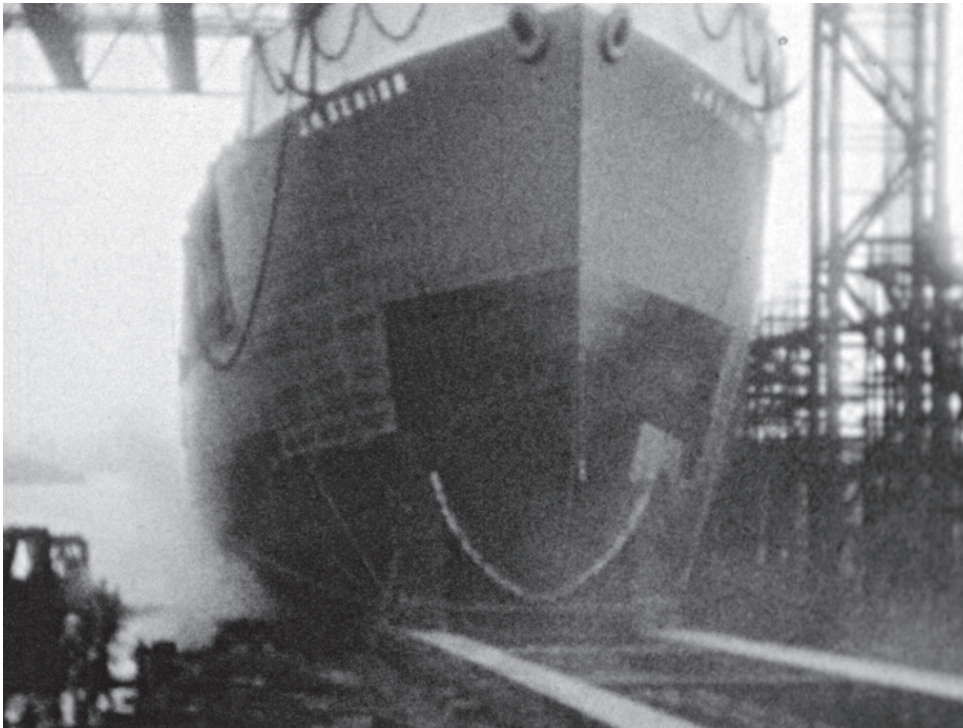
1948 – „Esso København” Det Danske Petroleum
A/S, Copenhagen, DE

1952 – Dansk Esso A/S, Copenhagen - s/o

Broken up at Odense 2nd quarter 1963 by H. J. Hansen,
part of fore end rebuilt as cable/pipe laying barge “Henry
P. Lading”(Det Store Nordiske Telegraf-Selskab A/S, Copen-
hagen). Still in service 1990.

¹ No picture available

J. H. Senior



J. H. SENIOR - 1931 DZ 2M (aft) (12)

12,185 GRT

for Baltisch-Amerikanische Petroleum Import
G.m.b.H. (Waried Tankschiff Rhederei G.m.b.H.),
Danzig 521.2 x 70.3

Tanker built

by Vereinigte Stahlwerke A.G., Nordseewerke,
Emden (3) #173 477

1935 – Panama Transport Co., Panama, PA

Collided with the American s/s “J. Pinckney Henderson”,
19th August 1943, in the North Atlantic, voyaging New
York - Clyde, gas oil, with aircraft on deck, extensively da-
maged by fire and explosion, towed into Bay Bulls, Nfld.,
24th August, repaired after WW II, returned to service
January 1949

1950 – “Esso Picardie” Standard Française des Pétroles,
Le Havre, FR

1952 – “Esso Standard” Soc. Anon. Française, Le Havre
Broken up at Savona 1955 by Assioni Ricuperi Demolizione
Marittimi, arrived. 4.2.1955.

Franz Klasen



FRANZ KLASSEN – 1932 DZ 2M (aft) (12)

12,425 GRT

for Baltisch-Amerikanische Petroleum Import
G.m.b.H. (Waried Tankschiff Rhederei), Danzig
521.4 x 70.4

Tanker built

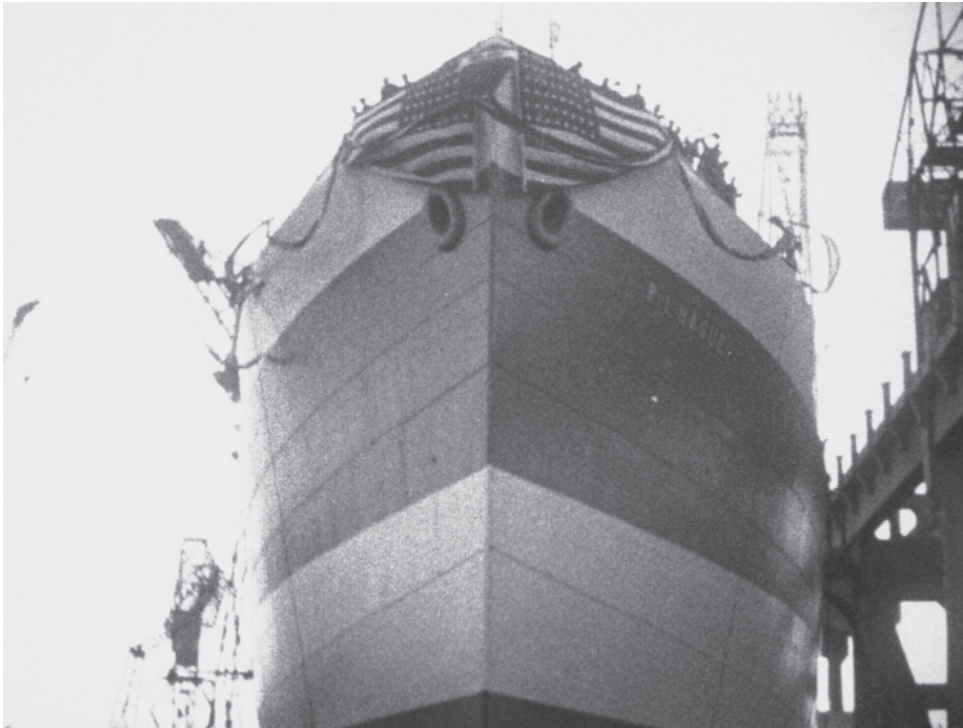
by Deutsche Werft A.G., Bet Finkenwerder,
Hamburg (7) #148

1935 – Panama Transport Co., Panama PA

1950 – “Maggy” Cia. Panamena de Transportes
Petroleos, S.A., Panama [Folcini-Grassi & Co.,
Genoa]

Broken up at Savona 1960 by ARDEM, arrived 17.07.1960.

R. L. Hague



R. L. HAGUE – 1932 DZ 2M (aft) (14½)

12,173 GRT

for Baltisch-Amerikanische Petroleum Import
G.m.b.H. (Waried Tankschiff. Rhederei), Danzig,
522.0 x 70.2

Tanker built

by Cantieri Riuniti dell'Adriatico, Monfalcone, (7)
#249

1933 – „La Columbia“ Soc. Marit. per Trasporti di
Petrolio e Derivati, Genoa, IT, 1845

1940 – “Splendor”, s/o

Scuttled 9th September 1943 at La Spezia, refloated
by German salvors, again sunk in air raid 1944, refloated,
repaired at Monfalcone, returned to service 1948

1951 – “Esso Italia” „La Columbia“ Soc. Marittima per
Azioni, Genoa

Broken up at Trieste 1960 by SIDEMAR, arrived Trieste
08.06.1959.

Robert F. Hand



ROBERT F. HAND – 1933 DZ 2M (aft) (12)

12,197 GRT

for Baltisch-Amerikanische Petroleum Import
G.m.b.H., Danzig, 522.5 x 70.3

Tanker built

by Frd. Krupp Germaniawerft A.G., Kiel (10)

#518

1933 - Anglo-American Oil Co., Ltd., London,

BR 163409

1950 – “Esso Newcastle” Esso Petroleum Co., Ltd.,
London

1955 – “Alexander” Cia. de Navegacion Alexander,
S.A., Panama [Soc. Attivita Ind. Commerciale
Appalti, Genoa], PA

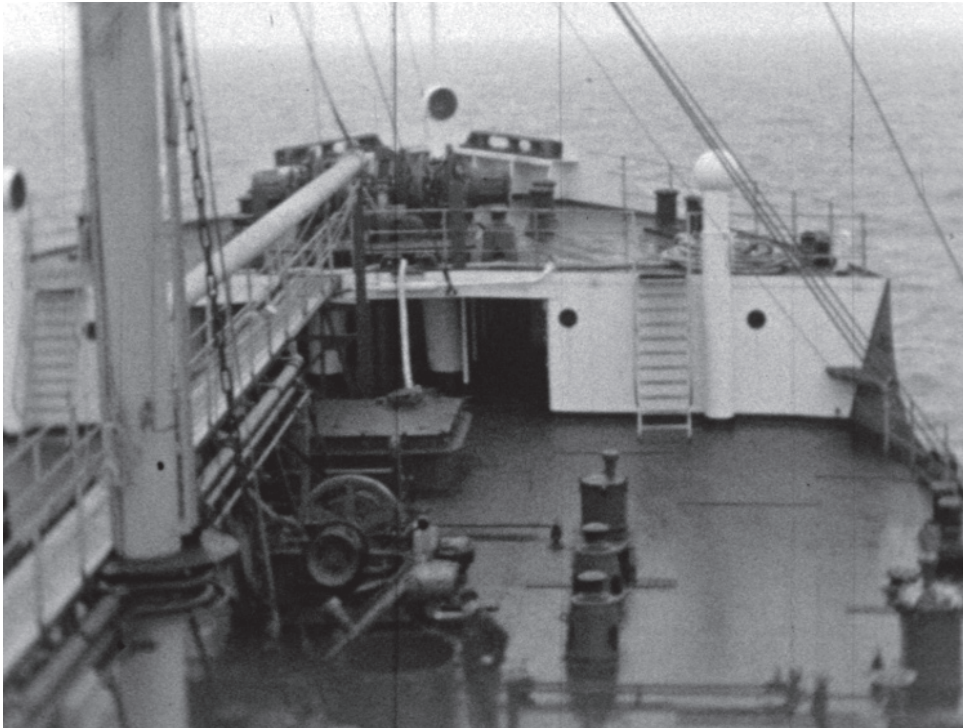
converted to ore carrier, 8,499 GRT

1957 – “Oligisto” Cornigliano S.p.A. & Ilva Alti Forni
e Acciaiere d’Italia S.p.A., Genoa, IT
(Sidermar, S.p.A., mgrs.)

1961 – „Italsider“ Acciaierie Riunite Ilva e
Cornigliano S.p.A. (s/m), Genoa

Broken up at Vado Ligure 3rd quarter 1967 – scrapping
reported as early as 5.1966.

Victor Ross



„Victor Ross“

was build in 1933, for the Baltisch-Amerkanische Petroleum-Import GmbH, Danzig / KR Waried Tankschiff Rhederei GmbH, Hamburg, by Bremer Vulkan, Vegesack (Bldnr. 699).

Launch on 25.10.1932, 5.1.1933 in service.

LPP: 158.9

Beam: 21.4

June 1935 handed over to the Panama Transport Co., Panama (Waried was still the manager).

1939 handed over to the British Mexican Petroleum Co., London.

Torpedoed and sunk by U-43 (Wolfgang Lüth), 2nd December 1940, in 56.04N-18.30W- Grid AL 6244 / Convoy: OB-251
All 44 crew members lost their lives.

Orville Harden



ORVILLE HARDEN – 1933 DZ 2M (aft) (12)

12,421 GRT

for Baltisch-Amerikanische Petroleum Import
G.m.b.H. (Waried Tankschiff Rhederei), Danzig

Tanker built

by Cantieri Riuniti dell'Adriatico, Monfalcone,
Italy

DWT: 18249

LOA: 165.19

LPP: 159.1

Beam: 21.5

2 Fiat Diesel Engines, 4500 BHP

1935 – Panama Transport Co., Panama PA

1950 – “Esso Languedoc”, Standard Française des
Pétroles, Le Havre, FR

1952 – Esso Standard Soc. Anon. Française, Le Havre

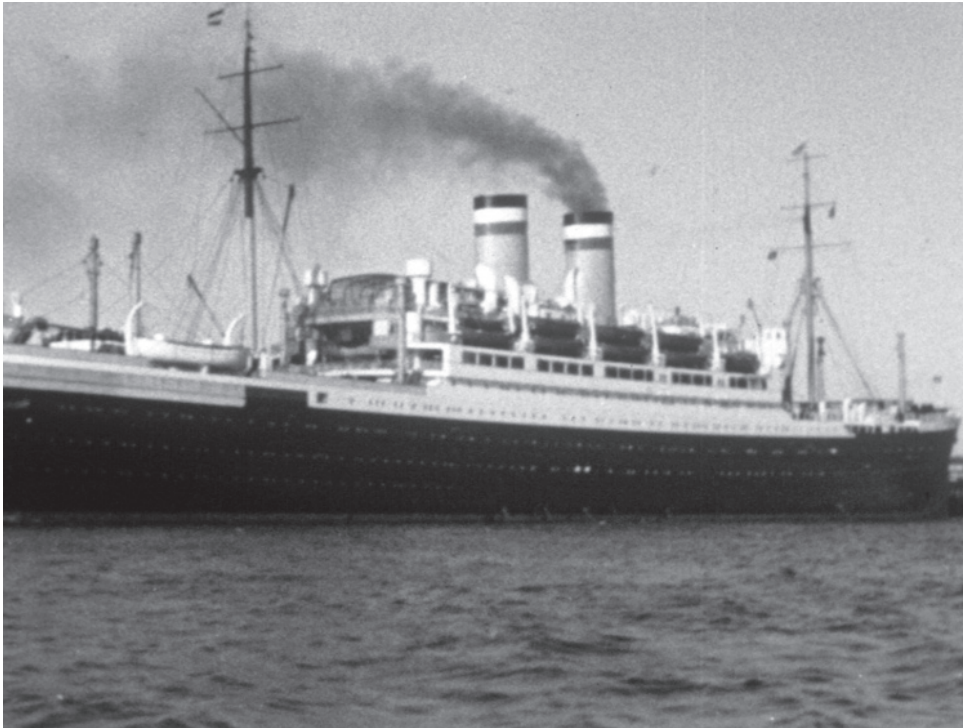
1955 – Cia. de Petroleo Lago, Caripito, VE

1956 – “Esso Orinoco”, s/o

Broken up at Hamburg 1962 by Eckhardt & Co., work began
in April 1962.

Sister ships are “Splendor” ex. “R. L. Hague” and “Margue-
rite Finaly”.

D. L. Harper



D. L. HARPER – 1933 DZ 2M (aft) (12)

12,336 GRT

for Baltisch-Amerikanische Petroleum Import
G.m.b.H. (Waried Tankschiff Rhederei), Danzig
521.4 x 70.4

Tanker built

by Deutsche Werft A.G., bet Finkenwerder,
Hamburg (9) #149

LPP: 158.9

Beam: 21.5

1935 – Panama Transport Co., Panama, PA

1939 – Anglo-American Oil Co., Ltd., London, UK
167372

1950 – Esso Petroleum Co., Ltd., London – s/o

1954 – „Hanseat“ (Hanseatische Tankschiffreed.
G.m.b.H.), Hamburg GE

1955 – Partenreed. „Hanseat“ (Transocean Schiff.
G.m.b.H.), Hamburg

1955 – P/R „Transpazifik Hugo Stinnes“ (Hugo
Stinnes Transocean Schiff. G.m.b.H.), Hamburg

1957 – P/R m/s „Aristid“ (Atlantic-Rhederei F. & W.
Joch), Hamburg

1958 – Discount Co. Establishment, (Vaduz)

Broken up at La Spezia 1960 by Terrestre Marittima S.p.A.,
arrived 3.6.1960.

W. B. Walker



W. B. WALKER – 1935 BR 1M (aft) (12)

10,468 GRT

for Oriental Tankers, Ltd., Hong Kong,
490.2 x 68.2

Tanker built

by Frd. Krupp Germaniawerft A.G.,
Kiel (6) #534 159439

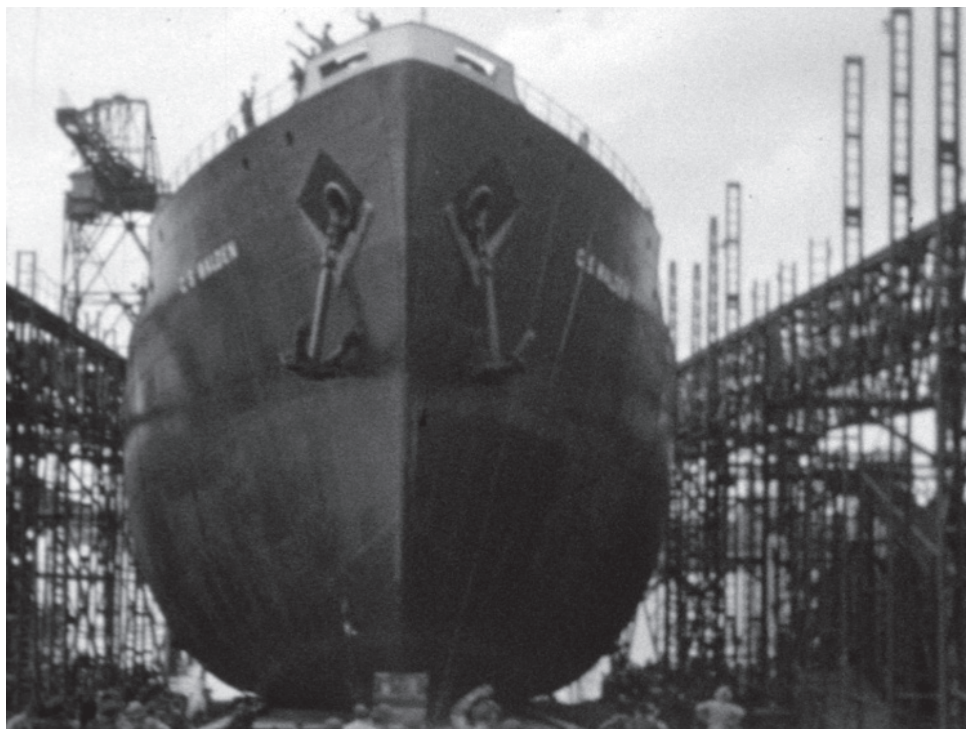
Owner:

Oriental Tankers Ltd. (Standard Transp. Co. Ltd.),
Hong Kong

1940 – Oriental Trade & Transport Co., Ltd., London

Torpedoed by U-93 (Claus Korth), 29th January 1941, Convoy: SC-19 / broke in two in abt. 56N-15.23W – Grid AM 4125, voyaging Aruba via Halifax – Avonmouth, avgas & pool spirit, bow sunk by British warships 6 Feb, stern last seen afloat on 13th Feb.

G. S. Walden



G. S. WALDEN – 1935 BR 1M (aft) (12)

10,627 GRT

for Oriental Tankers, Ltd., Hong Kong,

489.1 x 75.1

Tanker built

by N.V. Rotterdam Droogdok Mij., Rotterdam

(8) #189 159441

1940 – Oriental Trade & Transport Co., Ltd., London

08/02/1942 Torpedoed but repaired. Convoy: GUS-39 / History: At 03.05 hours on 3rd August 1942, U-552 fired two torpedoes at the convoy ON-115 east of Cape Race in 45°52N/47°15W (BC 5778) and observed a hit aft on a tanker and at the bow of a freighter, both vessels stopped. The „G.S. Walden” was damaged and the „Lochkatrine” was sunk. One crew member on „G.S. Walden” was killed, but the tanker managed to reach port and was repaired.

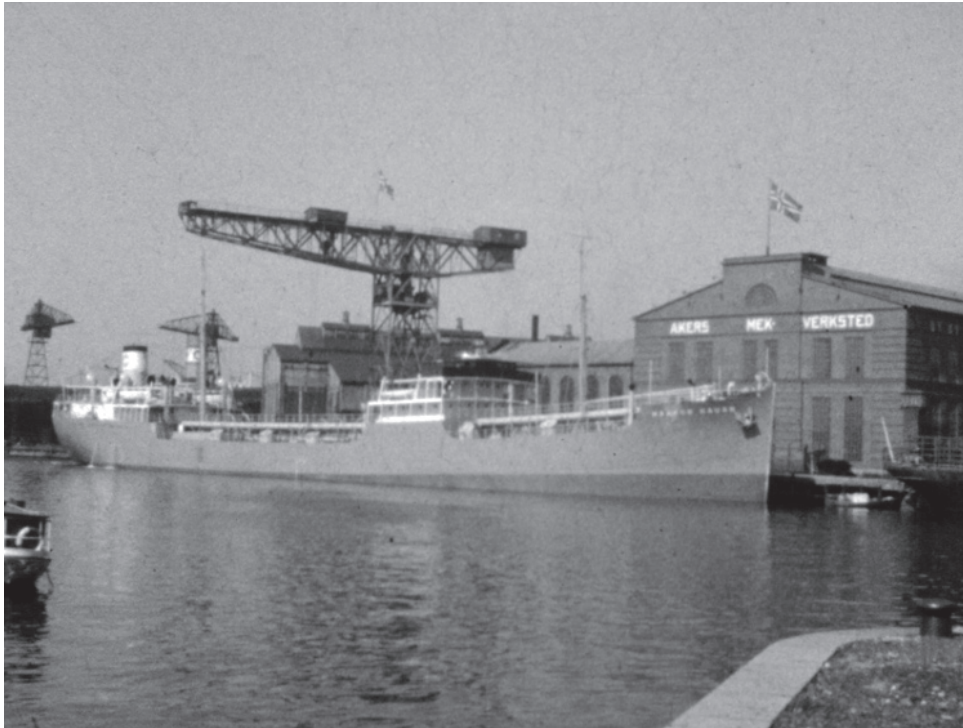
05/14/1944 Torpedoed but repaired. Notes on the vessel loss: At 02.30 hours on 14 May 1944, U-616 attacked the convoy GUS-39 and damaged the „G.S. Walden” and „Fort Fidler”.

1952 – „Menara” Cie. d’Armement Pétrolier de Maghreb APMA (Cie. d’Arm. du Maghreb AMAG), Casablanca, MO

1955 – „Alba” Cosarma Cia. Sicula di Armamento, Palermo [CITMAR, Venice], IT 348

Broken up at La Spezia 1962 by Cant. Navali del Golfo, dlvd. 10. 3. 62, work began in May 1962.

Haakon Hauan



Name: Haakon Hauan

Type: Motor tanker

Tonnage: 6,582 tons

Completed:

1935 – Akers Mekaniske Verksted A/S, Oslo

Owner: A/S Østlandske Petroleums Compagni, Oslo

Homeport: Oslo

Date of attack: 25. May 1942

Nationality: Norwegian

Captain: K. Johannesen

Route: Norfolk – Galveston

Cargo: Ballast

History: After the war the owner was renamed A/S Norske Esso, Oslo. The „Haakon Hauan” was sold in January 1960 to the British Iron & Steel Corporation and allocated to Thomas W. Ward Ltd for breaking up. On 6 Mar, 1960, the tanker arrived at Inverkeithing, Scotland to be broken up. Notes on the vessel loss: At 04.16 hours on 25 May 1942 (position: 28.45N, 90.03W – Grid DA 9259), the „Haakon Hauan” (Capt. K. Johannesen) was hit by one torpedo from U-753 (Alfred Manhardt von Mannstein) amidships. The U-boat had then to evade an escort vessel and did not find the tanker again. The damaged ship was taken to New Orleans, then towed to Mobile, where she was repaired in three months.

Friedrich Breme



Built: 1936 by A. G. Weser

Owners: BAPIG – Danzig/KR Waried TRG, Hamburg

BRT: 10440

DWT: 15509

Type: Tanker

Engine: Motor

From 1936 – til 1941

The German motor tanker Friedrich Breme was shelled and sunk by British warships on May 27th, 1941. She had been acting as supply ship to the German battleship „Bismarck“ .

Narragansett



Name: Narragansett

Type: Motor tanker

Tonnage: 10,389 tons

Completed:

1936 – Friedrich Krupp Germaniawerft AG, Kiel

Owner:

British Mexican Petroleum Co Ltd, London

Homeport: London

Date of attack: 25 March 1942

Nationality: British

Notes on the vessel loss:

Route: Port Arthur, Texas – Halifax – UK

Cargo: 14.000 tons of clean petroleum product

At 06.09 hours on 25 Mar, 1942, the unescorted “Narragansett” (Capt. Michael Blackburn Roberts) was hit in the stern by one torpedo from U-105 (Heinrich Schuch) about 400 miles east of Hampton Roads (position: 34.46N, 67.40W – Grid CB 7779), Virginia and sank burning after a second hit at 06.18 hours. The master, 42 crew members and six gunners were lost. There were no survivors. The tanker had been missed by a spread of three torpedoes at 04.01 hours and a spread of two torpedoes at 04.08 hours.

Paul Harneit



Built: 1936

Owners: BAPIG - Danzig/KR Waried TRG, Hamburg

BRT: 10443

DWT: 15565

Type: Tanker

Engine: Motor

From 1936 – til 1945

“Paul Harneit” was a tanker which was built by F. Schichau, Danzig. Completed in 1936 for Deutsche-Amerikanische Petroleum, Hamburg. Seized in May 1945 at Brunsbüttel. Renamed to “Empire Tagalam”. Allocated in 1946 to the USA, transferred to the United States Maritime Commission (USMC). Sold in 1947 to Marine Transport Lines, New York and renamed “Tagalam”. Sold in 1955 to Pioneer Shipping Corp., Liberia and renamed “Cassian Sea”. Scrapped in 1960 at Split, Yugoslavia.

Otto N. Andersen



UJ 1711 x OTTO N. ANDERSEN

length: 56.3

BRT: 485

type: mine-sweeper, auxiliary submarine chaser

Originally a fishing trawler, the builder and year of construction are not known.

The "Andersen" was employed by the German navy as a mine-sweeper starting in 1939. She was sunk by a Canadian bomber (404 Squadron R.C.A.F) on October 9th, 1944.

Wilhelm Gustloff



Type: passenger cruise ship

Owner: Deutsche Arbeitsfront (DAF) – KdF

Length: 208,50 m

Width: 23,50 m

Crew: 417

Passengers: 1463

Displacement: 25484 BRT

Engines: four 8-cylinder MAN diesels, 9,500 PS

Speed: 15,5 knots

The „Wilhelm Gustloff“ was a passenger vessel of the Nazi organisation „Deutsche Arbeitsfront“ (German Labour Front) which did vacation trips for the organisation „Kraft durch Freude“ (Strength through Joy). The ship was named after the head of the Swiss national committee of the NSDAP abroad, who had been shot and was treated by the Nazis as a sort of ‘martyr’.

She was built by Blohm & Voss in Hamburg; her construction number was 511. The christening was on 5th May 1937, she was put into service on 15th March 1938.

Shortly after 9 p.m. on 30th January 1945, some 60 kilometers off the Pomeranian coast, Captain Alexander Marinesko commanding the Soviet submarine S-13 attacked the massively overloaded „Gustloff“ with three torpedos. All three torpedos scored hits. The German torpedo boat T-36 raced to the „Gustloff“’s aid and saved as many people as she could, in the end around 500 persons. Altogether, some 1200 persons were rescued in what was the worst disaster in all of maritime history. But more than 9000 died – six times as many as were lost when the „Titanic“ went down.