



Ref: FOI2023-014

[REDACTED]

4th May 2023

Dear [REDACTED]

Further to our previous correspondence regarding your request for the following information:

The release of the entire contents of the file titled "Royal Fleet Auxiliaries and Merchant Ships - Various notes from MoD and AWE archives".

Your request has been handled as a request for information under the Freedom of Information Act 2000 (the Act).

A search for the requested information within the Atomic Weapons Establishment (AWE) has now been completed, and we can confirm that information in scope of your request is held. We are able to disclose the attached documents.

These documents have been redacted in line with section 24 of the Act, which provides that a public authority may refuse to disclose information to the extent that its disclosure would adversely affect national security, and section 40(2), in which the Atomic Weapons Establishment (AWE) are obliged to comply with the Data Protection Act 2018 and UK GDPR and as such are prohibited from disclosing personal data to third parties where doing so would breach the data protection principles set out in the UK GDPR.

Section 24 is subject to the Public Interest Test (PIT) which has been conducted and whilst it is in the interest of the public that the release of the information in scope would provide openness and transparency. However, building numbers are routinely redacted from documents as it is deemed that providing this level of detail could assist our adversaries in building up a picture of the sites' layouts and potentially allowing them to target specific areas of the sites. Any disruption to the activities undertaken at AWE would ultimately impact on the ability to safeguard the defence of the nation.

The balance of public interest was found to be in favour of redacting the information for the purpose of safeguarding national security.

Please remember to quote the reference number above in any future communications. If you have any queries regarding the content of this letter, please contact this office in the first instance.

If you are unhappy with the way your request has been handled you have a right to request an internal review within 40 days of receiving this letter, by writing to information.requests@awe.co.uk or our postal address: Information Requests Team, AWE Aldermaston, Reading, RG7 4PR. If you are still unhappy after an internal review has been completed, under the provisions of Section 50 of the Freedom of Information Act 2000 you have the right to take your complaint to the Information Commissioner's Office. Please note the



Aldermaston ▪ Reading
Berkshire ▪ RG7 4PR

www.awe.co.uk

Commissioner will generally not consider a complaint until you have exhausted AWE's internal complaints process.

Yours sincerely,

AWE Information Requests Team



HMT CHESHIRE

MINISTRY OF DEFENCE (PROCUREMENT EXECUTIVE)

ATOMIC WEAPONS ESTABLISHMENT
MSD/WEFT, Building [REDACTED]
ALDERMASTON, READING, BERKS, RG7 4PR
Telephone: STD 0734 814111
GTN Dialling Code: 1425
FAX: 0734 811149

Ext: 6990
Our Ref: MSD/TPS
Your Ref:
Date: 7 September 1992

[REDACTED]
Imperial Cancer Research Fund
Gibson Building
Radcliffe Infirmary
OXFORD OX2 6HE

Dear

At the meeting on Friday you asked about HMT Cheshire.

She was a troopship used for the build-up to Operation Grapple.

Our records show that she left Liverpool on 1 May 1956, was reported at Christmas Island on 13 September 1956 and returned to Liverpool on 16 November 1956.

I hope this helps,

Regards,

[REDACTED]

200736	ARMY		1632811
060220	ARMY	MAJ	1657601
020314	ARMY	MAJ	0600205
040534	ARMY		1639731
251236	ARMY	SPR	1621704
131233	ARMY	L/CPL	0601021
080239	ARMY	SPR	1633321
100139	ARMY		1613208
200530	ARMY	CAPT	0601210
201134	ARMY	PTE	0601307
100819	ARMY	L/CPL	1608706
131134	ARMY	CPL	1641808
240838	ARMY		1633715
241134	ARMY	SPR	1641914
030838	ARMY	SPR	1622001
260229	ARMY	CAPT(R	0601914
231022	ARMY	SGT	1801159
030423	ARMY	WO1	1658704
150917	ARMY	MAJ	0602314
130337	ARMY	SPR	0602330
301236	ARMY	SPR	0602802
140423	ARMY	MAJ	0602805
240438	ARMY	SPR	1644114
290715	ARMY	LT	0602930
231239	ARMY	SPR	1603404
031130	ARMY	CAPT	0603108
221235	ARMY	SPR	1645311
040637	ARMY	L/CPL	1658606
151037	ARMY	SPR	0604314
271221	ARMY	MAJOR	1805077
160433	ARMY	S/SGT	0604921
160735	ARMY	SPR	1647802
100730	ARMY	CPL	1657223
190536	ARMY	SPR	1657119
260132	ARMY	CPL	1610104
061234	ARMY	SPR	1648817
050417	ARMY	SGT	0605814
301215	ARMY	MAJ	0605925
220624	ARMY	CPL	1614503
290815	ARMY	LT COL	0606133
271238	ARMY	SPR	1650302
161134	ARMY	SPR	1650711
281122	AWRE	2 NON-	0700329
110213	AWRE	3 IND	0702611
210532	AWRE	1 NON-	0702616
070220	AWRE	3 NON-	0702635
260922	AWRE	4 IND	0703007
120820	AWRE	1 NON-	0703316
131223	AWRE	3 NON-	0703822
230430	AWRE	3 NON-	0704828
150933	AWRE	2 NON-	0706203
180121	AWRE	1 NON-	0706713
270712	AWRE	2 NON-	0706832
280231	AWRE	1 NON-	0707610
240126	AWRE	2 NON-	0708004
270423	AWRE	2 NON-	0708310
200336	RAF	CPL	1800019
250835	RAF	CPL	0400412
240724	RAF	FLT LT	1804069

200824	RAF	SQ LDR	0401023
210438	RAF	LAC	1401216
140332	RAF	CPL	0401510
270319	RAF	WG CDR	1806122
060836	RAF	PO	1406733
151027	RAF	CPL	1499788
270718	RAF	SAC	1499574
150313	RAF	F/SGT	0401818
310816	RAF	SGT	0401916
230234	RAF	CPL	1400410
170931	RAF	F/O	0402028
121016	RAF	CPL	1800551
150120	RAF	CPL	1800577
271131	RAF	CPL	0402419
240438	RAF	SAC	1402427
010624	RAF	FLT/LT	1499434
290936	RAF	CPL	0403024
050840	RAF		1800797
070238	RAF	AC1	0403127
110821	RAF	FL/LT	0403209
290331	RAF	SUB CP	1411122
050719	RAF	F SGT	1499672
270512	RAF	S/WO	1403547
300521	RAF	CPLTEC	1411153
151218	RAF	FLT LT	1407008
080838	RAF	LAC	0404720
131239	RAF	LAC	1411244
090410	RAF	SQN LD	1410606
160433	RAF	SGT	1499435
291021	RAF	FL/LT	1499057
080213	RAF	A.COM(0405226
060522	RAF	F/SGT	1804319
220724	RAF	P/O	0406129
010237	RAF	LAC	1498813
260220	RAF	WG CDR	0406601
230415	RAF	WO	0406701
230916	RAF	GP CAP	1407247
101139	RAF	AC	1402482
090419	RAF	S/SGT	1401723
060418	RAF	AC2	1411615
121237	RAF	SAC	1411642
061017	RAF	SQN LD	1801929
060537	RAF	AC2	1401735
051024	RAF	SQN LD	1407415
081137	RAF	SAC	1413107
180314	RAF	GP CAP	1407514
280720	RAF	WG CDR	1802245
200814	RAF	FLT LT	1407611
270322	RAF	SGT	0508427
150622	RAF	CPL	0509920
270238	RAF	LAC	1802471
201222	RAF	F/O	1805103
231220	RAF	CHF TE	1411937
301013	RAF	CHAP	1407709
080236	RAF	LAC	1499777
040620	RAF	FLT LT	0510615
141224	RAF	FLT LT	1805147
061213	RAF	FL/LT	0510925
220915	RAF	WG CDR	1805203
080923	RAF		1802705

060630	RAF	FL LT	1407815
091140	RAF	J/T	1802793
081036	RAF	CPL	0512321
040115	RAF	GP CAP	0512334
290331	RAF	FLT LT	1805302
191033	RAF	FLT/LT	1499361
220823	RAF	S/CPL	1408717
210935	RAF	FG/OFF	1499279
150618	RAF	FS	1412311
261015	RAF	SUB WO	1412312
041223	RAF	FL/LT	0512916
101115	RAF	S/L W/	1407935
130323	RAF	FSA	1412342
290137	RAF	SAC	1402251
260324	RAF	FLT LT	1803267
201139	RAF	SAC	0514015
030234	RAF	JNR TE	1412452
201237	RAF	CPL	1402372
100218	RAF	SON LD	1408044
101228	RM	CPL	0100530
110230	RM	MNE	0317524
180529	RM	Mne	0104128
130535	RN	LS	0316929
060526	RN	12/2	0101512
150436	RN	LT	0317509
060642	RN	M(E)1	1106909
191224	RN	LSBA	0317625
091034	RN	AB	0210807
120521	RN	CPO ST	1115801
030814	RN	POM(E)	0211316
240434	RN	POM(E)	0211717
230833	RN	POM(E)	1115913
190531	RN	REA3	0211719
140438	RN	M(E)1	0319114
211213	RN	POCK(S)	1100910
191032	RN	AB	0212623
210238	RN	EM1	0319421
020233	RN	LSA(V)	1101733
050419	RN	CDR	1115511
151020	RN	CH EL	1105810
201136	RN	M(E)1	0213719
031238	RN	CK(S)	1101136
060342	RN	M(E)1	1106701
030111	RN	ERA1	0214301
160438	RN	ME1	0214801
091038	RN	EM1	1105612
010925	RN	12/2	0107530
151233	RN	LSTD	0321606
290720	RN	CAPT	1803089
030324	RN	SHPT2	0322027
041226	RN	CK(S)	0322228
311224	RN	LT CDR	0322403
251029	RN	LSBA	0322413



MINISTRY OF DEFENCE
RAF Personnel Management Centre
Innsworth Gloucester GL3 1EZ

Telephone Churchdown 712612 (STD 0452) ext 2615

Building [REDACTED]
 AWRE
 Aldermaston
 Reading
 RG7 4PR

Your reference
 SFS /A/26

Our reference
 DPM(Airmen)/156/35
 Date

30 April 1984

Dear [REDACTED]

1. Thank you for your letter of 11 April and the information contained therein. My staff have been engaged in research at the Air Historical Branch in Lacon House, and on perusing the RAF Operational Record Book and the "GRAPPLE" Files have turned up a number of other Merchant Vessels who were engaged in Freight and Personnel movements during the 1950's and 1960's Nuclear Atmospheric Tests. I append the list below.

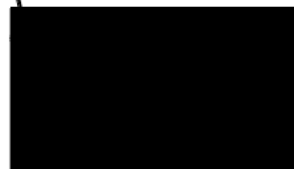
Somersby
 Wavemaster
 Fort Constantine
 MV Port
 MV Cedar Bank
 Clan Maclaren
 MV Nordic
 MV Temple Hall
 MV Tulagi
 MV Crusader
 Messina
 English Prince
 Wave Sovereign
 Tide Crest
 Narvick
 SS Kingsbury
 MV New Zealand Star
 Yatch Fiesta
 Wave Victor

MV Javanese Prince
 Copra Boat Eastbank
 MV Port Macquarie
 Tanker Olna
 Tug Malie
 MV Willowbank
 Fort Rosalie
 SS Paparoa
 MV Noref Jell
 MV Sydney Star
 MV Laganbank
 MV Donegal
 Fort Beauharnois
 MV Trevaylor
 MV Cymric
 Salvictor
 Green Ranger
 MV Lord Byron
 Tes Ben Wyvis

I presume you would be interested from the Merchant Seamen angle.

2. I am making arrangements to visit the Registrar of Shipping and Seamen at Cardiff during May and will bear your interests in mind but will contact you before we go there. I presume what you really want is copies of the Ships Articles (Crew Lists) for each ship that was in the vicinity of the test areas at the time tests took place.

Yours





DIRECTOR GENERAL OF SUPPLIES & TRANSPORT (NAVAL)
MINISTRY OF DEFENCE
Empress State Building London SW6 1TR

Telephone 01-385 1244 ext 2688

Atomic Weapons Research
Establishment
Building [REDACTED]
Aldermaston
READING
Berks RG7 4PR
(FAO [REDACTED])

Your reference

Our reference
ST74A2/PDO

Date

7 March 1984

Dear [REDACTED]

RFA WAVE CHIEF

As per your telephoned request to [REDACTED] all available details of movements for the above named vessel in the Christmas Island area are forwarded herewith.

Yours sincerely

[REDACTED]
for DGST(N)

Re. [REDACTED]

SM/98



DEPARTMENT OF TRADE

General Register and Record Office of Shipping and Seamen

Llantrisant Road Llandaff Cardiff CF5 2YS

Telegrams Registrar Seamen Cardiff

Telephone 0222 561221

Telex 498266 Answer Back RGSS G

[Redacted]

Room 602 74A2
DGST (N)
Ministry of Defence
Empress State Building
Lillie Road
LONDON SW6 1TR

Please reply to
The Registrar General
Your reference

Our reference

SR/EH

Date

17 February 1984

Dear [Redacted]

R.F.A. "WAVE CHIEF", O.N. 180935

In accordance with your telephone request of 16 February, photocopies of the outer covers of forms FNG2 A (Crew Changes), together with copies of the endorsements by the Consular Officer at Christmas Island for the voyage which commenced 6.5.57 at Newcastle on Tyne and terminated on 23.10.58 at Newcastle on Tyne, are enclosed herewith.

Yours sincerely

[Redacted]

[Redacted]

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

No 4 on these articles agree to be discharged before the ship leaves U.K. ports.
To the Commandant N/A

[Redacted] And
Supt.

Plymouth
Minister
[Redacted]

Christmas Island

No. 30 on these articles
accordance with Regulation



2nd August, 1957

11.8.57
12.8.57
12.8.57
110 126
NIL
[Redacted]

Christmas Island

No.'s 76 and 77 on these articles engaged
and No.'s 40, 34, 76 and 77 discharged in accordance
with regulations.

[Redacted]

20th August, 1957.

Ship Wave Chief

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Applied at Honolulu 25-9-57
Agreement deposited 25-9-57
and returned to the Master 26-9-57
Average rate of Exchange 2.80
H. B. Consulate, [redacted]



Vessel arrived at Christmas Island 30-9-57
Articles deposited 30-9-57
" returned to Master 22-10-57
Change of crew reported Nil.



DEPUTY COMMISSIONER
HAWAIIAN ISLANDS

P. Hurst certify that [redacted]
[redacted] (Master S.S. No. 25402)
is now Master of the vessel named [redacted]

I Hurst certify that [redacted]
[redacted] (Master S.S. No. 6211)
is now Master of the vessel named [redacted]
vessel in place of Captain S. V. [redacted]
superseded.

J. Incheke [redacted] [redacted]
[redacted] [redacted]
[redacted] [redacted]
[redacted] [redacted]

I Hurst certify that I
have sanctioned the engagement of Rd. No.
[redacted] [redacted] [redacted]
and am satisfied that [redacted] fully
understand the nature of the agreement and
signed the same in my presence

Agreement deposited on vessel's arrival and
returned this day.
Exch: [redacted] of [redacted]
Singapore, 23/9/57
Dy. Port Officer.

GOVT. SHIPPING OFFICE, BOMBAI
Agreement deposited on 7-4-58
Agreement returned on 9-9-58
Rt of exchange 15h-6d.

GR
 RECEIVED
 27 AUG 1957
 N/A

Account of Releases on Termination of Service and Changes
 in the Crew of a Foreign-Going Ship
 OR A SEA-GOING HOME TRADE SHIP OF 200 TONS OR MORE
 GROSS TONNAGE

Eng. 2 *A*



ISSUED IN PURSUANCE OF
 57 & 58 VICT., CAP. 60.

RELEASES

Sec. 136 of M.S. Act, 1894, provides that, where a seaman is discharged, and the settlement of his wages completed, before a Superintendent, he shall sign in the presence of the Superintendent a release, in a form approved by the Board of Trade, of all claims in respect of the past voyage or engagement; and the release shall also be signed by the Master or Owner of the ship, and attested by the Superintendent.

The release shall be retained by the Superintendent, and on production from his custody shall be admissible in evidence in manner provided by the M.S.A. 1894.

The release, so signed and attested, shall operate as a mutual discharge and settlement of all demands between the parties thereto in respect of the past voyage or engagement.

CHANGES

The Master of every foreign-going ship and every Home Trade ship to which Section 115A applies, being in each case a ship whose crew has been engaged before a superintendent shall, before leaving any port in the United Kingdom, sign and send to the nearest superintendent, a full and accurate statement, in a form approved by the Board of Trade, of every change which takes place in his crew before leaving that port, and if the ship has previously left any port in the United Kingdom, since leaving the last such port, and that statement shall be admissible in evidence in manner provided by this Act. (Sec. 117 of M.S. Act, 1894, as amended by Sec. 2 of M.S.A., 1950.)

This section, as amended applies to a sea-going Home-Trade ship of 200 tons or more gross tonnage, as it applies in the case of a foreign-going ship.

Failure to comply with this section renders the Master liable to a penalty not exceeding five pounds.

(For 'Board of Trade' read 'Ministry of Transport and Civil Aviation').

Name of Ship	Official Number	Port of Registry	Registered Tonnage	
R.F.A. 'Wave Chief'	180935	London	Gross	Net
			8297	4481
Name and Address of Master and No. of his Certificate				
[Redacted], Crossbank Street, Mirfield, Yorkshire, U.K.		Masters Fgn.Gng. 26411		
Mercantile Marine Office at which the agreement was first opened, and the date		Description of Voyage or Employment		
Place	Date			
Newcastle upon Tyne	6th May, 1957	Fordgn.		
I hereby declare to the truth of the entries in this account of releases and changes in crew.				
(Signed) [Redacted]		Master,		
this 20th		day of August		19 57
at Christmas Island.				
This form is to be sent by the Master to a Superintendent of a Mercantile Marine Office.				

To be forwarded at once.

*Forwarded to the Registrar-General of Shipping and Seamen

*Forwarded, in cases of Desertion or Failure to join, to the Superintendent (where the Seamen were engaged)

this 20th day of August 1957

Signature of Superintendent
 and Mercantile Marine Office at
 which the Eng. 2 was received.

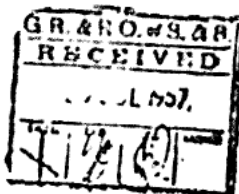
*Noted in "Register of Deserters" and forwarded to the Registrar

day of _____ 19 _____

Signature of Superintendent
 at Port of Engagement.

*Strike out
 words which
 do not apply

Eng. 2A.



Masters are requested to fill up one of these forms and return it without delay to the proper authority at any Port abroad where changes have taken place in their crews without official sanction. It is especially important that particulars of men who have left through sickness or deserted should be sent to the proper authority as early as possible. Failure to do this may cause inconvenience, hardship to the seamen concerned, and extra expense to the shipowners. If it is quite impossible to report the changes at the port at which they have taken place they should be reported at the next port of call.

The attention of Masters is called to the sections of the M.S. Acts, printed on the back of this form.

ACCOUNT of CHANGES made in the CREW of a FOREIGN-GOING or HOME TRADE SHIP at a port out of the United Kingdom, but not before a Consular or Colonial Officer

Name of Ship		Official Number	Port of Registry	Registered Tonnage	
				Gross	Net
R.F.A. "Wave Chief"		180935	London	8297	4462
Name and Address of Master and No. of his Certificate					
[Redacted] Street, Mirfield, Yorkshire.			Masters Fgn.Eng. 26411.		
Port at which the Agreement was first opened, and the date			Description of Voyage or Employment		
Date	Place				
6th May, 1957	Newcastle upon Tyne.		Foreign.		
I hereby declare to the truth of the entries in this account of changes in crew.					
(Signed) [Redacted]		Master,			
this 3rd		day of		July 19 57,	
at		Christmas Island.			

Forwarded to the Registrar-General of Shipping and Seamen

this 8th day of July 1957

Signature and Title



Account of Releases on Termination of Service and Changes in the Crew of a Foreign-Going Ship OR A SEA-GOING HOME TRADE SHIP OF 200 TONS OR MORE GROSS TONNAGE

Eng. 2.



ISSUED IN PURSUANCE OF
57 & 58 VICT., CAP. 60.

G.R. & R.O. of S. & S.
RECEIVED

21/57
C1

RELEASES

Sec. 136 of M.S. Act, 1894, provides that, where a seaman is discharged, and the settlement of his wages completed, before a Superintendent, he shall sign in the presence of the Superintendent a release, in a form approved by the Board of Trade, of all claims in respect of the past voyage or engagement; and the release shall also be signed by the Master or Owner of the ship, and attested by the Superintendent.

The release shall be retained by the Superintendent, and on production from his custody shall be admissible in evidence in manner provided by the M.S.A., 1894.

The release, so signed and attested, shall operate as a mutual discharge and settlement of all demands between the parties thereto in respect of the past voyage or engagement.

CHANGES

The Master of every foreign-going ship and every Home Trade ship to which Section 115A applies, being in each case a ship whose crew has been engaged before a superintendent, a full and accurate statement, in port in the United Kingdom, sign and send to the nearest superintendent, a full and accurate statement, in a form approved by the Board of Trade, of every change which takes place in his crew before leaving that port, and if the ship has previously left any port in the United Kingdom, since leaving the last such port, and that statement shall be admissible in evidence in manner provided by this Act. (Sec. 117 of M.S. Act, 1894, as amended by Sec. 115A of M.S.A., 1950.)

This section, as amended applies to a sea-going Home-Trade ship of 200 tons or more gross tonnage, as it applies in the case of a foreign-going ship.

Failure to comply with this section renders the Master liable to a penalty not exceeding five pounds.

(For 'Board of Trade' read 'Ministry of Transport')

Name of Ship	Official Number	Port of Registry	Registered Tonnage	
			Gross	Net
R.F.A. Wave Chief	180935	London	8297	4482
Name and Address of Master, and No. of his Certificate				
5, Crossbank Str., Micklefield, Yorkshire		Masbers Fgn. Eng. 26411		
Mercantile Marine Office at which the agreement was first opened, and the date		Description of Voyage or Employment		
Place	Date			
Newcastle upon Tyne	6:5:57	Foreign		
I hereby declare to the truth of the entries in this account of				
(Signed) _____		Master,		
this 26th		day of August		1957
at Christmas Island				
This form is to be sent by the Master to a Superintendent of a Mercantile Marine Office.				

To be forwarded at once.

*Forwarded to the Registrar-General of Shipping and Seamen

*Forwarded, in cases of Desertion or Failure to join, to the Superintendent _____ (where the Seamen were engaged)
this _____ day of _____ 19 _____

Signature of Superintendent
and Mercantile Marine Office at
which the Eng. 2 was received.

*Noted in "Register of Deserters" and forwarded to the Registrar-General of Shipping and Seamen, this
day of _____ 19 _____

Signature of Superintendent
at Port of Engagement.

*Strike out
words which
do not apply

Royal Fleet Auxiliaries
and Merchant Ships

Various notes from M.O.D.

and AWE Archives.

Extracted from HA 68/57 - Commendations
awarded to officers and RFA crew by
Ch. Task Force Grapple.

[Redacted] RN.
(Hans Larsson)

[Redacted] RN
(Hans Navvik)

[Redacted] RN.
(Hans SALVICTOR)

[Redacted] RN.
(Hans Navvik)

[Redacted] RN
(Hans Larsson)

[Redacted] (RFA Fort Beaumarais)

[Redacted] (RFA Fort Rosalie)

[Redacted] (RFA Fort Beaumarais)

[Redacted] (Avt. Supply) (RFA Fort Rosalie)

From: [REDACTED]

- RFA Personnel Manager

DIRECTOR GENERAL OF SUPPLIES & TRANSPORT (NAVAL)

MINISTRY OF DEFENCE

Empress State Building London SW6 1TR



Telephone 01-385 1244 ext 2185

Atomic Weapons Research
Establishment

Building [REDACTED]
Aldermaston
READING Berks RG7 4PR

(FAO [REDACTED])

Your reference

SFS/A/26

Our reference

D/ST74/128/3/7

Date

19 October 1983

PARTICIPATION OF RFA SHIPS AND COMPLEMENTS IN UK
OVERSEAS ATMOSPHERIC NUCLEAR TEST PROGRAMMES

1. In reply to your letter dated 26 September 1983, I attach details, as far as these are available, of RFA ships movements in the test area at the times stated.
2. Little is known of other RFA ships movements at the time. It will therefore be very difficult to provide a control group in the manner you describe. Will Stats (M)1 please advise the extent to which the parameters can be reduced.

[REDACTED]
DIRECTOR GENERAL OF SUPPLIES & TRANSPORT (NAVAL)

Copy to: Head of Stats (M)1

- ✓ 1. RFA "WAVE RULER", O.N. 169126
Voyage period 29.8.52 to 25.11.52. ENG 1 received. No Official Log Book to confirm whether vessel called at Christmas Island
- ✓ 2. "EDDY ROCK" O.N. 185898. No documents covering the period 15.5.56 to 19.5.56 received at this office
- ✓ 3. "FORT BRAUHANNIUS" O.N. 175606. Voyage period 9.4.56 to 2.10.57
Photocopy of itineraries attached
- ? ✓ 4. "FORT CONSTANTINE" O.N. 169996. Voyage period 16.11.56 to 1.10.57
Photocopies of itineraries attached
- ✓ 5. "FORT ROSALIE" O.N. 180636. Voyage period 1.11.56 to 1.10.57
Photocopies of itineraries attached
- ✓ 6. RFA "WAVE PRINCE" O.N. 181127. Voyage period 22.6.56 to 14.6.57
No Official Log Book received. Photocopies of entries by Consular Official at Christmas Island, attached
- ✓ 7. S.S. "WAVE SOVEREIGN" O.N. 180813. Voyage period 19.12.55 to 16.7.57
Photocopies of itineraries attached
- ? ✓ 8. RFA "WAVE RULER" O.N. 180849. Voyage period 7.12.56 to 27.11.57
No Official Log Book received. Photocopies of entries by Consular Officer at Christmas Island attached
- ✓ 9. RFA "WAVE VICTOR" O.N. 169126. Voyage period 5.10.56 to 21.8.57
No trace of vessel calling at Christmas Island during this voyage
- ✓ 10. "GOLD RANGER" O.N. 168175. Voyage period 5.10.56 to 21.8.57
No document held at this office. Vessel operating at Singapore and Hong Kong
- ✓ 11. RFA "WAVE MASTER" O.N. 180146. Voyage period 7.9.57 to 2.7.58
No Official Log Book at this office. Vessel arrived Christmas Island 20.10.57 and departed 25.11.57. Photocopy of entry by Consular Officer at Christmas Island attached.
- ✓ 12. RFA "WAVE RULER" O.N. 180849. Voyage period 21.2.58 to 22.8.58
No Official Log Book
Photocopy of entry by Consular Officer at Christmas Island attached
- ? 13. RFA "FORT BRAUHARNOIS" O.N. 175606. Voyage period 21.12.57 to 24.1.59
No Official Log Book received. Arrived at Christmas Island 25.3.58 and departed 10.4.58; arrived 24.4.58, departed 14.5.58
Photocopies of entries by Consular Officer attached
- ✓ 14. RFA "OLNA" O.N. 180853. Voyage period 20.6.58 to 22.6.59
No Official Log Book received. Arrived at Christmas Island 25.8.58
Photocopy of entry by Consular Officer at Christmas Island attached
- ✓ 15. "WAVE SOVEREIGN" O.N. 180813. Voyage period 12.5.58 to 24.9.59
(ENG 2S's) Crew changes at Christmas Island 27.8.58 to 2.9.58

Received 25.10.83. from DGST(N).

[REDACTED]
RFA Personnel Manager.
01-385-1244 xT 285.

24 VOYAGE PERIOD
9-4-56 TO 2-10-57

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH
with
DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

DEPARTURES

Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*					Density of Water (8)	ALLOWANCE											
		ACTUAL FREEBOARD AMIDSHIPS*		Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)		For Fuel, etc., to be consumed on Stretch of Inland Water (11)								
		Forward (3)	Aft (4)						Weight (10)	Distance (11)	Ins.	Ins.							
1340		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.													
12.4.56	Leith	14.0	17.0	22.0 $\frac{1}{2}$	22.0 $\frac{1}{2}$	22.0 $\frac{1}{2}$	1025												
0941 28.4.56	Roughs	19.4	24.8	15.6 $\frac{1}{2}$	15.6 $\frac{1}{2}$	15.6 $\frac{1}{2}$	1025												
2130 7.5.56	Southern	19.6	24.9	15.5 $\frac{1}{2}$	15.5 $\frac{1}{2}$	15.5 $\frac{1}{2}$	1025												
0705 24.5.56	Kingston Jamaica	19.6	24.2	15.8 $\frac{1}{2}$	15.8 $\frac{1}{2}$	15.8 $\frac{1}{2}$	1025												
1926 27.5.56	Balboa C.Z.	20.1	24.6	15.3 $\frac{1}{2}$	15.3 $\frac{1}{2}$	15.3 $\frac{1}{2}$	1025												
1817 13.6.56	Honolulu Island	18.9	23.10	16.3 $\frac{1}{2}$	16.3 $\frac{1}{2}$	16.3 $\frac{1}{2}$	1025												
1816 12.7.56	Christmas Island	16.5	21.2	15.8 $\frac{1}{2}$	15.8 $\frac{1}{2}$	15.8 $\frac{1}{2}$	1025												
1100 22.9.56	Bartholomew Island	17.3	20.11	15.5 $\frac{1}{2}$	15.5 $\frac{1}{2}$	15.5 $\frac{1}{2}$	1025												
1800 17.10.56	Christmas Island	17.4	18.5	14.7 $\frac{1}{2}$	14.7 $\frac{1}{2}$	14.7 $\frac{1}{2}$	1025												
1821 18.11.56	Wellington	19.4	20.7	17.7 $\frac{1}{2}$	17.7 $\frac{1}{2}$	17.7 $\frac{1}{2}$	1025												
0935 22.11.56	Auckland Island	19.7	20.11	17.3 $\frac{1}{2}$	17.3 $\frac{1}{2}$	17.3 $\frac{1}{2}$	1025												
1720 12.12.56	Christmas Island	18.6	19.0	18.7 $\frac{1}{2}$	18.7 $\frac{1}{2}$	18.7 $\frac{1}{2}$	1025												
0830 23.12.56	Honolulu Island	17.3	21.9	18.0 $\frac{1}{2}$	18.0 $\frac{1}{2}$	18.0 $\frac{1}{2}$	1025												
0635 30.12.56	Christmas Island	18.8	19.11	18.3 $\frac{1}{2}$	18.3 $\frac{1}{2}$	18.3 $\frac{1}{2}$	1025												
1800 4.1.57	Malden Island	18.7	19.0	18.9 $\frac{1}{2}$	18.9 $\frac{1}{2}$	18.9 $\frac{1}{2}$	1025												
1742 10.3.57	Christmas Island	15.7	18.0	20.9 $\frac{1}{2}$	20.9 $\frac{1}{2}$	20.9 $\frac{1}{2}$	1025												
2003 19.3.57	Suva, Fiji	16.4	20.9	19.0 $\frac{1}{2}$	19.0 $\frac{1}{2}$	19.0 $\frac{1}{2}$	1025												
2015 1.5.57	Wellbourne	19.0	19.11	18.1 $\frac{1}{2}$	18.1 $\frac{1}{2}$	18.1 $\frac{1}{2}$	1025												
1854 11.5.57	Suva, Fiji	19.3	20.6	17.8 $\frac{1}{2}$	17.8 $\frac{1}{2}$	17.8 $\frac{1}{2}$	1025												
1200 15.6.57	Christmas Island	18.2	18.5	19.1 $\frac{1}{2}$	19.1 $\frac{1}{2}$	19.1 $\frac{1}{2}$	1025												
1236 22.6.57	Honolulu Island	18.9	20.9	17.9 $\frac{1}{2}$	17.9 $\frac{1}{2}$	17.9 $\frac{1}{2}$	1025												
2000 20.8.57	Christmas Island	17.9	18.11	19.2 $\frac{1}{2}$	19.2 $\frac{1}{2}$	19.2 $\frac{1}{2}$	1025												
1500 9.9.57	Cristobal C.Z.	15.7	17.10	20.10 $\frac{1}{2}$	20.10 $\frac{1}{2}$	20.10 $\frac{1}{2}$	1025												
1726 12.9.57	Kingston Jamaica	17.2	19.2	19.1 $\frac{1}{2}$	19.1 $\frac{1}{2}$	19.1 $\frac{1}{2}$	1025												
1000 1.10.57	Dalmanah	16.3	18.6	20.2 $\frac{1}{2}$	20.2 $\frac{1}{2}$	20.2 $\frac{1}{2}$	1025												

Note: Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in columns 1 to 11.

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA. See Note on page 23

Fort Beauharnois
Not present at any test between dates listed.

SIGNATURES

ARRIVALS

Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)		Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances (14)		Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)	MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
	Ins.	Ft. Ins.	Ft.	Ins.					
	Ins.	Ft. Ins.	Ft.	Ins.					
	15	6	22	0 $\frac{3}{4}$	12.00 / 12.2.56			1501	Roughs
	22	0	15	6 $\frac{1}{2}$	0700 / 20.2.56			1000	Southern
	22	1 $\frac{1}{2}$	15	5 $\frac{1}{2}$	1600 / 23.5.56			1700	Kingston J.
	21	10	15	8 $\frac{1}{2}$	0700 / 26.5.56			1053	Cristobal C.Z.
	22	3 $\frac{1}{2}$	15	5 $\frac{1}{2}$	1600 / 27.5.56			0607	Honolulu
	21	3 $\frac{1}{2}$	16	8 $\frac{1}{2}$	1500 / 18.6.56			0900	Christmas Island
	18	10	18	8 $\frac{1}{2}$	1200 / 12.9.56			0700	Wellbourne
	19	1	15	5 $\frac{1}{2}$	0700 / 27.9.56			0100	Christmas Island
	17	11	14	7 $\frac{1}{2}$	1600 / 17.10.56			2214	Wellington
	19	11 $\frac{1}{2}$	17	7 $\frac{1}{2}$	1500 / 18.11.56			2200	Auckland
	20	3	17	3 $\frac{1}{2}$	0700 / 22.11.56			0746	Christmas Island
	18	9	18	9 $\frac{1}{2}$	1600 / 12.12.56			0600	Honolulu
	19	6	18	0 $\frac{3}{4}$	0700 / 23.12.56			0800	Christmas Island
	19	3 $\frac{1}{2}$	18	3 $\frac{1}{2}$	0500 / 30.12.56			0757	Malden Is.
	18	9 $\frac{1}{2}$	18	9 $\frac{1}{2}$	1600 / 4.1.57			0810	Christmas Island
	16	9 $\frac{1}{2}$	20	9 $\frac{1}{2}$	1600 / 10.3.57			0642	Suva Fiji
	18	6 $\frac{1}{2}$	19	0 $\frac{1}{2}$	1700 / 19.3.57			0146	Wellbourne
	19	5 $\frac{1}{2}$	18	1 $\frac{1}{2}$	1300 / 1.5.57			0884	Suva, Fiji
	19	10 $\frac{1}{2}$	17	8 $\frac{1}{2}$	0700 / 11.5.57			1435	Christmas Island
	18	8	19	1 $\frac{1}{4}$	1000 / 15.6.57			0706	Honolulu
	19	9	17	9 $\frac{1}{4}$	1100 / 22.6.57			0654	Christmas Island
	18	4	19	2 $\frac{1}{2}$	1800 / 20.8.57			1526	Balboa C.Z.
	16	8 $\frac{1}{2}$	20	10 $\frac{1}{2}$	1400 / 9.9.57			2159	Jamaica
	18	5 $\frac{1}{2}$	19	1 $\frac{1}{2}$	1200 / 12.9.57			1726	Kingston
	17	4 $\frac{1}{2}$	20	2 $\frac{1}{4}$	0700 / 1.10.57			0300	Dalmanah
					0700 / 2.10.57			0300	Dalmanah

K.A.D.H.

VOYAGE PERIOD (4)
16-11-56 TO 28-5-58

Fort Constantine
DATES OF DEPARTURE FROM AND ARRIVAL AT EACH
with
DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA.

See Note on page 23

Not present at any
test between date listed

DEPARTURES

Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD AMIDSHIPS*			Density of Water (8)	ALLOWANCE					
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water (11)			
31-12-1956 1200	NORTH WALL ROSYH.	18.00	21.00	18.00 $\frac{1}{2}$	18.00 $\frac{1}{2}$	18.00 $\frac{1}{2}$	1025	-	-	-	-	-	-
3-1-1957 1500	SOUTHWARD.	17.07	21.03	18.00 $\frac{1}{2}$	18.00 $\frac{1}{2}$	18.00 $\frac{1}{2}$	1025	-	-	-	-	-	-
26-1-1957 0710	KINGSTON JAMAICA.	17.07	21.00	18.00 $\frac{1}{2}$	18.00 $\frac{1}{2}$	18.00 $\frac{1}{2}$	1025	-	-	-	-	-	-
28-1-1957 1400	BANBORA	17.07	21.00	18.00 $\frac{1}{2}$	18.00 $\frac{1}{2}$	18.00 $\frac{1}{2}$	1025	-	-	-	-	-	-
16-2-1957 1600	PANAMA CANAL U.S. ARMY PORT HONOLULU.	16.06	21.00	18.00 $\frac{1}{2}$	18.00 $\frac{1}{2}$	18.00 $\frac{1}{2}$	1025	-	-	-	-	-	-
10-4-1957 1400	LONDON DOCK CHRISTMAS ISLAND.	17.02	18.02	17.10 $\frac{1}{2}$	17.10 $\frac{1}{2}$	17.10 $\frac{1}{2}$	1025	-	-	-	-	-	-
18-4-1957 0800	NEWCASTLE HONOLULU	16.06	20.06	17.00 $\frac{1}{2}$	17.00 $\frac{1}{2}$	17.00 $\frac{1}{2}$	1025	-	-	-	-	-	-
20-4-1957 1730	LONDON DOCK CHRISTMAS ISLAND.	14.10	19.02	20.06 $\frac{1}{2}$	20.06 $\frac{1}{2}$	20.06 $\frac{1}{2}$	1025	-	-	-	-	-	-
21-6-1957 0600	NEWCASTLE HONOLULU	14.10	19.06	19.06 $\frac{1}{2}$	19.06 $\frac{1}{2}$	19.06 $\frac{1}{2}$	1025	-	-	-	-	-	-
27-8-1957 1715	SINGAPORE HONOLULU	15.06	21.02	19.00 $\frac{1}{2}$	19.00 $\frac{1}{2}$	19.00 $\frac{1}{2}$	1025	-	-	-	-	-	-
10-9-1957 0700	HONOLULU HONOLULU	18.06	21.10	17.06 $\frac{1}{2}$	17.06 $\frac{1}{2}$	17.06 $\frac{1}{2}$	1025	-	-	-	-	-	-
18-10-57 2700	CHRISTMAS ISLAND.	16 06	21 00	18 09 $\frac{1}{2}$	18 09 $\frac{1}{2}$	18 09 $\frac{1}{2}$	1025	-	-	-	-	-	-
21-10-57 1600	MALDEN ISLAND	16 06	21 00	18 09 $\frac{1}{2}$	18 09 $\frac{1}{2}$	18 09 $\frac{1}{2}$	1025	-	-	-	-	-	-
29-10-57 1920	CHRISTMAS ISLAND.	15 06	18 06	20 06 $\frac{1}{2}$	20 06 $\frac{1}{2}$	20 06 $\frac{1}{2}$	1025	-	-	-	-	-	-
30-10-57 1200	ENGLISH HARBOR FANNING ISLAND.	15 06	18 06	20 06 $\frac{1}{2}$	20 06 $\frac{1}{2}$	20 06 $\frac{1}{2}$	1025	-	-	-	-	-	-
8-11-57 0800	ARMY PORT HONOLULU	15 06	22 08	18 05 $\frac{1}{2}$	18 05 $\frac{1}{2}$	18 05 $\frac{1}{2}$	1025	-	-	-	-	-	-
28-1-58 1500	CHRISTMAS ISLAND.	15.00	18.00	21.00 $\frac{1}{2}$	21.00 $\frac{1}{2}$	21.00 $\frac{1}{2}$	1025	-	-	-	-	-	-
8-2-58 1700	ARMY PORT HONOLULU.	16 00	21 00	19 00 $\frac{1}{2}$	19 00 $\frac{1}{2}$	19 00 $\frac{1}{2}$	1025	-	-	-	-	-	-
2-4-58 2000	CHRISTMAS ISLAND.	14 00	19 06	20 07 $\frac{1}{2}$	20 07 $\frac{1}{2}$	20 07 $\frac{1}{2}$	1025	-	-	-	-	-	-
0630	BANBORA												
25-4-58 1230	PANAMA CANAL JAMAICA	12 00	19 00	22 00 $\frac{1}{2}$	22 00 $\frac{1}{2}$	22 00 $\frac{1}{2}$	1025	-	-	-	-	-	-
29-4-58 1330	KINGSTON HARBR. SOUTHWARD GAGE	14 00	21 00	20 00 $\frac{1}{2}$	20 00 $\frac{1}{2}$	20 00 $\frac{1}{2}$	1025	-	-	-	-	-	-
18-5-58 1530	PORTSMOUTH.	11 06	18 06	22 06 $\frac{1}{2}$	22 06 $\frac{1}{2}$	22 06 $\frac{1}{2}$	1025	-	-	-	-	-	-
28-5-58 1515	CHATHAM DOCKYARD.	14 06	15 04	22 07 $\frac{1}{2}$	22 07 $\frac{1}{2}$	22 07 $\frac{1}{2}$	1025	-	-	-	-	-	-

Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowance (13)		Mean Freeboard in salt water as calculated after making the appropriate allowance (14)		Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)	SIGNATURES		ARRIVALS	
	Ins.	Ft. Ins.	Ft.	Ins.		MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
					31-12-1956			2-1-1957	
					1000.			1500	SPITHEAD.
					3-1-1957			22-1-1957	KINGSTON JAMAICA.
					1300.			1000.	CHRISTMAS ISLAND.
					24-1-1957			27-1-1957	CHRISTMAS ISLAND.
					0600.			18-2-1957	HONOLULU.
					1200.			16-2-1957	LONDON DOCK.
					1400.			21-2-1957	CHRISTMAS ISLAND.
					16-2-1957			16-4-1957	HONOLULU.
					1200.			18-4-1957	LONDON DOCK.
					0700.			23-4-1957	CHRISTMAS ISLAND.
					4-6-57			20-6-1957	MANUA ISLAND.
					1500.			0730	SINGAPORE HONOLULU
					21-6-1957			3-7-1957	SINGAPORE HONOLULU
					0500.			27-8-1957	SEALED HONOLULU
					1500.			10-9-1957	CHRISTMAS ISLAND.
					0600.				
								18-10-57	MALDEN ISLAND.
								21-10-57	CHRISTMAS ISLAND.
								29-10-57	FANNING ISLAND.
								30-10-57	ARMY PORT HONOLULU.
								8-11-57	CHRISTMAS ISLAND.
								28-1-58	ARMY PORT HONOLULU.
								8-2-58	CHRISTMAS ISLAND.
								13-2-58	BANBORA
								2-4-58	PANAMA CANAL
								25-4-58	JAMAICA
								28-4-58	KINGSTON HARBR.
								17-5-58	SPITHEAD GAGE
								18-5-58	PORTSMOUTH.
								20-5-58	CHATHAM.
								24-5-58	DOCKYARD.
									LEITH DOCK.

Note:—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in columns 1 to 8 and 10 to 19. * see Notes on page 23.

(3)

Not present at any fest
between dates listed

Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD AMIDSHIPS*			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish*		For Fuel, etc., to be consumed on Stretch of Inland Water (11)	
									Ins.	Weight (10)		Ins.
1400		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
19/11/56	Barry	11.7	19.1	22.35	22.35	22.35						
21/1/57	Portsmouth	15.1	20.6	19.55	19.55	19.55						
20/1/57	Kingston	14.6	21.7	19.53	19.53	19.53						
1500	Barry	14.0	22.2	19.5	19.5	19.5						
23/1/57	Barry	12.5	20.2	21.1	21.1	21.1						
1629	Christmas Is.	12.5	19.11	21.4	21.4	21.4						
25/2/57	Malden Is.	12.5	19.11	21.4	21.4	21.4						
12.52	Christmas Is.	11.4	20.7	21.65	21.65	21.65						
12/5/57	Fanning Is.	11.3	20.5	21.4	21.4	21.4						
16/6/57	Christmas Is.	12.5	19.7	21.6	21.6	21.6						
17/6/57	Fanning Is.	12.5	19.7	21.6	21.6	21.6						
18/6/57	Christmas Is.	12.5	19.7	21.6	21.6	21.6						
20/6/57	Fanning Is.	12.4	19.6	21.7	21.7	21.7						
20/6/57	Washington Is.	12.4	19.6	21.7	21.7	21.7						
21/6/57	Fanning Is.	12.4	19.6	21.7	21.7	21.7						
15/7/57	Christmas Is.	13.10	20.5	20.45	20.45	20.45						
18/8/57	Christmas Is.	12.9	23.5	19.5	19.5	19.5						
21/8/57	Colons	12.2	19.11	21.52	21.52	21.52						
25/8/57	Kingston	12.6	22.00	20.03	20.03	20.03						
17/9/57	Portsmouth	12.0	19.3	21.95	21.95	21.95						
20/9/57	Portland	11.7	19.1	22.2	22.2	22.2						
28/9/57	Portsmouth	12.11	19.7	21.3	21.3	21.3						

Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)		Mean Freeboard in salt water as calculated after making the appropriate allowances (14)		Date and time of Posting the Notice (Notes 1, 1A or 1AB) (15)	SIGNATURES		ARRIVALS	
	Ins.	Ft. Ins.	Ft. Ins.	Ins.		MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
					1000				
					18/11/56				Portsmouth
					21/1/57				Kingston
					20/1/57				Barry
					23/1/57				Christmas Is.
					19/2/57				Malden Is.
					25/2/57				Christmas Is.
					12/5/57				Fanning Is.
					16/6/57				Christmas Is.
					17/6/57				Fanning Is.
					18/6/57				Christmas Is.
					20/6/57				Fanning Is.
					20/6/57				Washington Is.
					21/6/57				Fanning Is.
					15/7/57				Christmas Is.
					18/8/57				Barry
					21/8/57				Kingston
					25/8/57				Portsmouth
					17/9/57				Portland
					20/9/57				Portsmouth
					28/9/57				Barry

Note - Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in columns 1 to 8 and 10 to 12. See Notes on page 23.

Ship WAVE PRINCE O.N. 181127 Voyage 10000

22.6.56 TO 14.6.57

21

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Not present at any fest. at dates listed.

I certify that Ref. No. 91 was transferred on to this article at this port on 21.8.56.

*Submarine
21/8/56
John Compton*

Agreement deposited on vessel's arrival and returned this day.
Christmas Island



1-2-57

15-8-56
15-9-56
16 1/2



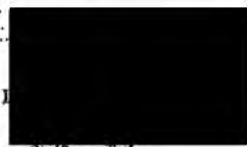
7/2/57

I hereby certify that I have sanctioned the engagement of Ref. No. 91 and I am satisfied that he fully understands the nature of the agreement and signed the same in my presence.

Agreement deposited on vessel's arrival and returned this day.

Exch: 2s. 4d. = \$1.00 Straits.

Singapore, 11



54 and 57 certify that Ref. No. has been discharged and left behind at this port on the ground of *Prohibition* and the *Articles* has been deposited at this Office and has been seen by the *Articles* to be seen.

I hereby certify that I have sanctioned the engagement of Ref. No. 91 and I am satisfied that he fully understands the nature of the agreement and signed the same in my presence.

Agreement deposited on vessel's arrival and returned this day.

Exch: 2s. 4d. = \$1.00 Straits.

Singapore, 2-10



Agreement deposited on vessel's arrival and returned this day. Transfer on office to R.F.A. *Articles*



5-57

National Insurance Schedule and Voyage Cards received. Cash £2/18: 14: 1 (many bills) received and



57

Schedule received covering the whole cas.

See page 1 of 24

Agreement deposited on vessel's arrival and returned this day.

Exch: 2s. 4d. = \$1.00 Straits.

Singapore, 20 October 56



Agreement deposited on arrival and returned *Christmas Island, New Islands District, Gilbert & Ellice Islands*



3-1-57



(Twenty-four Pages)

⑦ Wave Sovereign ②

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WHARF, HARBOUR OR OTHER PLACE WITH DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	DEPARTURES					Density of Water (8)	ALLOWANCE				
		ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD AMIDSHIPS*				For Density of Water* (9)	For Ashes and Rubbish* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water (11)		
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)						
0708		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ins.	Weight	Ins.	Distance	Ins.	
19-9-56	Singapore	28-01	28-08	6-10	6-10	6-10						
1407												
1-9-56	Singapore	10-02	22-0	19-7 1/2	19-7 1/2	19-7 1/2						
1921												
11-9-56	Singapore	23-11	25-9	9-4 1/2	9-4 1/2	9-4 1/2						
1734												
15-9-56	Singapore	25-4	30-02	27-09	7-11 1/2	7-11 1/2						
0920												
4-10-56	Aden	17-6	20-6	16-8 1/2	16-8 1/2	16-8 1/2						
1332												
12-10-56	Bahrain	27-7	29-3	7-3 1/2	7-3 1/2	7-3 1/2						
1929												
28-10-56	Aden	28-1	29-1	7-1 1/2	7-1 1/2	7-1 1/2						
0749												
13-1-57	Aden	14-0	22-10	17-03 1/2	17-03 1/2	17-03 1/2						
1238												
22-1-57	Bombay	19-8	19-8	16-00 1/2	16-00 1/2	16-00 1/2						
1617												
25-2-57	Bombay	16-7	18-0	17-05	17-05	17-05						
0840												
3-3-57	Bahrain	20-9	20-3	6-8 1/2	6-8 1/2	6-8 1/2						
0732												
19-3-57	Singapore	11-7	21-06	14-6 1/2	16-6 1/2	16-6 1/2						
0718												
25-3-57	Singapore	29-0	29-06	06-06 1/2	06-06 1/2	06-06 1/2						
1004												
1-4-57	Singapore	11-06	22-00	15-11 1/2	15-11 1/2	15-11 1/2						
806												
6-4-57	Singapore	27-03	30-03	6-11 1/2	6-11 1/2	6-11 1/2						
0736												
15-4-57	Singapore	27-05	28-07	7-9 1/2	7-9 1/2	7-9 1/2						
2283												
15-4-57	Bahrain	28-07	29-08	6-7	6-7	6-7						
0957												
21-5-57	Christmas Island	13-06	20-03	18-10	18-10	18-10						
1712												
23-5-57	Suva	22-06	29-03	10-10	10-10	10-10						
1300												
9-6-57	Christmas Island	19-02	22-01	18-04 1/2	15-07	15-07						
2105												
23-6-57	Suva	16-09	20-09	16-11 1/2	16-11 1/2	16-11 1/2						
0247												
27-6-57	Suva	30-0	25-04	6-06 1/2	06-06 1/2	06-06 1/2						
1419												
15-7-57	Raepth	16-0	19-6	16-09	18-11 1/2	18-11 1/2						

DOCK, WHARF, HARBOUR OR OTHER PLACE the OF THE SHIP'S PROCEEDING TO SEA.

See Notes on page 23

Not present at any test between dates listed.

Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances (14)	Date and time of Pouring the Notice (Notice L. 144 or 145) (15)	SIGNATURES		ARRIVALS	
				MASTER (18)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
				Ins.	Ft. Ins.	Ft. Ins.	Ins.
			18-9-56			0758	Singapore
			1100			24-9-56	last port
			1-9-57			0755	Singapore
			0937			6-9-56	Singapore
			0909			16-9-56	Singapore
			18-9-56			0254	
			1830			23-9-56	Aden
			15-9-56			1945	
			0700			4-10-56	Bahrain
			0600			0130	
			12-10-56			19-10-56	Aden
			1600			1145	
			28-10-56			16-12-56	Aden
			1900			0755	
			12-1-57			19-1-57	Bombay
			0700			1744	
			22-1-57			23-1-57	Bombay
			0700			0615	
			24-2-57			1-3-57	Bahrain
			0700			1620	
			3-3-57			11-3-57	Singapore
			1900			0635	
			18-3-57			23-4-57	Singapore
			0620			2025	
			25-3-57			29-3-57	Singapore
			1000			1608	
			1-4-57			6-4-57	Singapore
			1000			0829	
			5-4-57			11-4-57	Singapore
			0800			1205	
			12-4-57			15-4-57	Baku
			2100			1700	Christmas Island
			1300			4-5-57	Island
			20-5-57			1317	
			0700			27-5-57	Suva
			3-6-57			140	Christmas Island
			0700			0785	Ballyra
			9-6-57			23-6-57	Kand
			2100			0345	
			23-6-57			26-6-57	Suva
			0000			1345	
			27-6-57			10-7-57	Raepth
			0700			1635	
			15-7-57			15-7-57	Leeth

NOTE.—Masters of Ships when engaged on a Home Trade Voyage are only required to record the particulars stated in columns 1 to 8 and 15 to 19. * See Notes on page 23.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

6a
All Dis. A's produced on engagement
were delivered to the Master.

W. Woods. Asst. Supt.



BRITISH CONSULATE,
CURACAO N.A.

VESSEL ARRIVED **7 JAN 1957**

(DEPOSITED) **8 JAN 1957**

ARTICLES (RETURNED) **8 JAN 1957**

Average Rate of Exchange: F's ⁵²⁷ = £1.
(For Conversion of Seamen's Wages only)



I, *Woods*, hereby certify that the
seam *Woods* with the undermentioned
reference number *Woods* has been discharged
at this port with my sanction on the
grounds of *M.C.*
and that the balance of wages due to
him has been paid to me and
that *his* effects are *with him*
Ref. Nos. *63*

BRITISH CONSULATE CURACAO

I hereby certify that the seaman on board *Woods*
has been discharged for repatriation to UK on
medical grounds, his balance of wages has
been paid to him in sterling and his effects
are with him.



Whitby Island
Heri Islands District
Gilbert & Ellice Islands Colony

Vessel arrived: 1: 2: 57
(Deposited): 2: 2: 57



(RFA Wave Rules)? Which ship. (8)?

Not present at any test.
between dates listed.

No 11

VOYAGE PERIOD
7-9-57 TO 2-7-58 23

Ship "WAVE MASTER" O.N 180146

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Christmas Island

Vessel arrived 20/10/57
(deposited)
Articles returned 25/11/57

Present at
Op. Grapple X.

All discharges or Engagements have been made in conformity with Merchant Shipping Acts.



DEPUTY COMMISSIONER
LINE ISLANDS

Christmas Island

Vessel arrived (between Gilbert and Ellice Islands Colony)
(Deposited) 10-12-57
Vessel departed (Returned) 27-12-57

All engagements have been made in conformity with Merchant Shipping Acts.



TARAWA

CUSTOMS DEPARTMENT
Gilbert & Ellice Islands Colony
Vessel arrived 2. 1. 58
Articles deposited 2. 1. 58
Articles returned 3. 1. 58

All discharge and engagements have been made in conformity with Merchant Shipping Acts.
Rate of exchange \$19/100 = 6/12 1/2



Agreement deposited on vessel's arrival and returned this day.
Exch: 2s. 4d. = \$1.00 Straits.
Singapore, 16/11/57

[Redacted signature and stamp area]

Agreement deposited on vessel's arrival and returned this day.
Exch: 2s. 4d. = \$1.00 Straits.
Singapore, 22-1

[Redacted signature and stamp area]

I hereby certify that Ref. No. 28 had been discharged and left behind at this port on the ground of illness and that his balance of wages amounting to \$22.40/6 has been deposited at this Office and his effects have been sent to the Agents

I hereby certify that Ref. No. 67 had been discharged and left behind at this port on the ground of imprisonment and that his balance of wages amounting to \$... has been deposited at this Office and his effects have been sent to the Office

Agreement deposited on vessel's arrival and returned this day.
Exch: 2s. 4d. = \$1.00 Straits.
Singapore, [Redacted]



Articles deposited 31. 1. 58
Articles returned 1. 2. 58
Rate of exchange 1. 6 3/4
for the Conversion of Seaman's wages etc.

R.F.A. "WAVE RAKER"

(12)

CERTIFICATES

ON 180849

Voyage Period

21-2-58 to 22-8-58

Or Endorsements made by Consular Officers or Superintendents.

All P.A.'s produced on engagement were delivered to the Master [redacted]

Insurance Schedule and Voyage Cards received No. 9.19.52.41.44.45.52.53.72.

Cash in respect of Contributions £ 19.18.0

Received and receipt numbered K. 792942

Date [redacted] 17 MAR 1958

[redacted] PLYMOUTH Superintendent.



All Discharges or Engagements have been duly made in my Crew at this Port in conformity with the Merchant Shipping Act.

Signed at Plymouth 17.3.1958 [redacted] Master

The [redacted] relating to this Agreement [redacted] with [redacted] Superintendent.

I certify that the discharge of the [redacted] whose name appears on page 77 of the articles has been [redacted] by me.

Pointe A Pitre 11/4/58

[redacted] Superintendent

I hereby certify the engagement of the seaman online 80 on the terms of this Agreement which he fully understands and has signed in my presence.

Rate of exchange, seaman's wages only £ 480 = F 2/4/58

SUVA, FIJI.

Vessel Arrived 26.5.58

Articles Deposited 26.5.58

Articles Returned 26.5.58

I hereby certify that the Rate of Exchange is £110.12.6 = F100.0-0

Change of Crew reported Nil

[redacted]

Collector of Customs.

Present for Op. Grapple Y.

Spencer Island, Gilbert & Ellis Islands Colony.

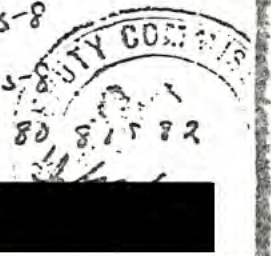
Vessel arrived: 26-4-58.

Articles Deposited: 25-4-58

Articles Returned: 9-7-58

Change of crew reported: [redacted]

Discharged at [redacted] (Superintendents)



No 14

Ship

RFA "OKNA" ON 180853

21

CERTIFICATES VOYAGE PERIOD

Or Endorsements made by Consular Officers or Superintendents. 20658 TO 22.6.59

Articles deposited
25 August 1958.



[Redacted] Second Engineer
transferred to RFA Tall Beauty
on 13th August.

Present at
Op. Grapple Z.



[Redacted] signed off ENG II.
20th September, 1958.



SUVA, FIJI.

Vessel Arrived: 20.9.58

Articles Deposited: 1.10.58

Articles Returned: 1.10.58

I hereby certify that the average rate of Ex-
change is £ 110.12.6 = £ 104.100

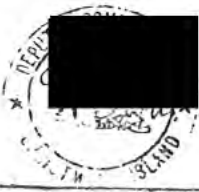
Change of Crew reported: Nil

[Redacted]
Collector of Customs.

[Redacted] and [Redacted]
signed off ENG II 31st November 1958.



Vessel sailed Christmas Island
20th November 1958. All changes
of crew reported.



I ^{Henry} certify that the
undermentioned seaman ^{Ref. No. 40} has
been discharged by ^{Henry} and ^{Henry}
wages paid in full.
Ref. No. 40

I certify that I
have sanctioned the engagement of Ref. No.
and am satisfied that ^{Henry} fully
understand the nature of the agreement and
signed the same in my presence.

Agreement deposited on vessel's arrival and
returned this day.
Exch: 2s. 4d. = \$1.00 Straits.
Singapore.

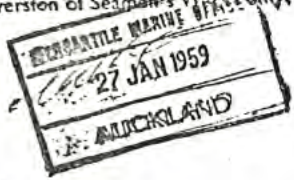
24 DEC 1958

Dy. Port Officer.

MERCANTILE MARINE OFFICE, AUCKLAND
Vessel arrived: 27-1-59
Articles deposited: 27-1-59
Articles returned: 27-1-59

BUYING RATE OF EXCHANGE
New Zealand on London, 3 days sight
£ 100 NZ = £ 104.54
For Conversion of Seaman's Wages

No change in crew
reported at this port.



I hereby certify that the undermentioned
seaman ^{AUCKLAND} has been reported to me as having
deserted at ^{AUCKLAND} and that a proper entry
of such desertion in the Official Log book
has been made to me viz. - 72. J.E.W. SHAW
BUYING RATE OF EXCHANGE

New Zealand on London, 3 days sight
£ 100 (NZ) = £ 100 (NZ)
MERCANTILE MARINE OFFICE, WELLINGTON
Vessel arrived: 1.2.59
Articles deposited: 2.2.59
Articles returned: 2.2.59

For Conversion of Seaman's Wages on



FLEET SUPPLY SHIPS

2 "Re" Class

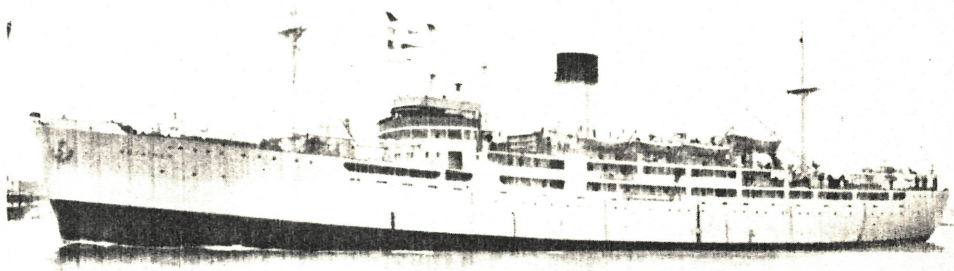
RESURGENT (ex-Changchow)

RETAINER (ex-Chungking)

Displacement: 14,000 tons (approx.) official estimate
 Measurement: Resurgent 9,403 tons gross
 Retainer 9,393 tons gross
 Dimensions: 477½ (o.a.) x 62½ x 25 (29 max.) feet
 Machinery: Diesel. 1 shaft. B.H.P.: 6,500

Notes

Former passenger and cargo motor vessels, both built for China Navigation Co. by Scott's Shipbuilding and Engineering Co., Greenock, completed in 1951 and 1950 respectively. Retainer was formerly a passenger and cargo liner working along the China coast. Purchased by Admiralty in 1952 and converted into a naval storeship during autumn 1954-April 1955 by Palmers Hebburn Co., Ltd., where further conversion was carried out Mar-Aug. 1957 (originally scheduled for Sep. 1956-early 1957 but postponed) to extend her facilities as a stores ship, including the fitting out of holds to carry naval stores, the installation of lifts to move such stores, the provision of extra cargo handling gear and new bridge wings. Resurgent was taken over by Admiralty on completion as a fast fleet replenishment ship. Rated as Royal Fleet Auxiliaries.



RETAINER

1955, Wright & Logan

8 "Fort" Class

FORT BEAUHARNOIS

FORT DUQUESNE

FORT CHARLOTTE

FORT LANGLEY

FORT CONSTANTINE

FORT ROSALIE

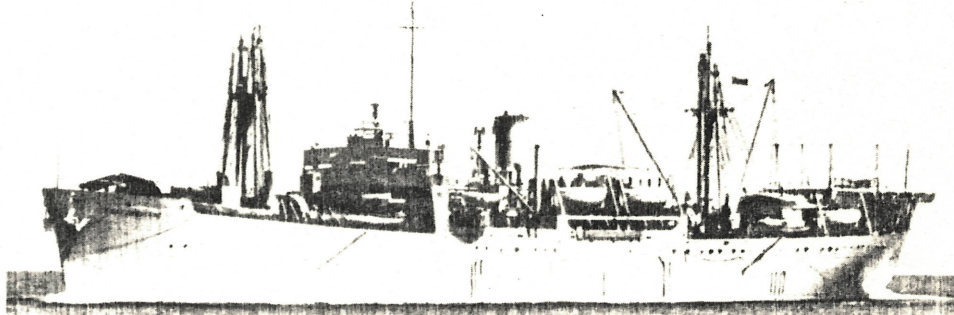
FORT DUNVEGAN

FORT SANDUSKY

Displacement: 9,788 tons
 Dimensions: 424½ x 57 x 27 feet
 Machinery: Triple expansion. I.H.P.: 2,500 = 11 kts.
 Boilers: 2 Babcock & Wilcox

Notes

All launched 1944. Fort Beauharnois, Fort Charlotte, Fort Duquesne (helicopter landing platform aft) are Store Issuing Ships. Fort Rosalie and Fort Sandusky are Armament Store Carriers. These ships are Royal Fleet Auxiliaries, except for Fort Langley which is officially listed as a Merchant Fleet Auxiliary. They are similar in type to the Maintenance Ships of the "Mull" and "Head" classes, see earlier page.



FORT DUQUESNE

1953, Lieut. Aldo Fraccaroli

Notes: Purchased from Repner Shipping Company for conversion to a Store Issuing ship. Fitting out in 1958. Built by Sir James Laing & Sons Ltd., Sunderland. Completed in 1954.

SOMERSBY

Displacement: 13,730 tons
 Measurement: 9,290 tons deadweight (summer)
 Dimensions: 468½ (o.a.) x 61½ x 26½ feet.
 Machinery: Doxford (dist.) by Hawthorn Leslie. B.H.P.: 8,250 = 18 kts.

FAST FLEET REPLENISHMENT SHIPS

3 "Tide" Class

TIDEFLOW (ex-Tiderace)

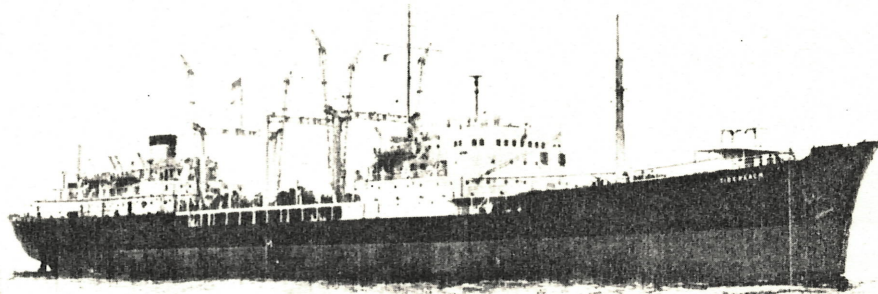
TIDESURGE (ex-Tiderange)

TIDEREACH

Displacement: 15,000 tons (26,000 tons full load)
 Measurement: 17,700 tons deadweight, 11,200 tons gross
 Dimensions: 550 (pp.), 583 (o.a.) x 71 x 32 (max.) feet
 Machinery: Double reduction geared turbines. S.H.P.: 15,000 = 18 kts.

Notes

Tidereach, launched by Swan, Hunter & Wigham Richardson Ltd., Wallsend-on-Tyne 2 June 1954, and completed 30 Aug. 1955, was the first of the Admiralty's new class of Fleet Replenishment Tankers. Main machinery by Wallsend Slipway Company. Designed for the support of the Fleet and the replenishment of its supplies under way at sea. Fast, capacious (15,000 tons of fuel cargo) and fitted with the most modern handling gear for transferring food, stores, ammunition, oil and jet aircraft fuels by jacksay and derricks to ships needing them. Oil cargo can be discharged at high rate to ships on either beam or astern, while steaming at high speed. Tiderange (renamed Tidesurge in 1958), launched



TIDEREACH

1956, Official

at Sir James Laing & Sons, Ltd., Sunderland, 1 July 1954. Tiderace (renamed Tideflow in 1958), launched at J. L. Thomson & Sons, Ltd., Sunderland, 30th Aug. 1954, main machinery of both by North Eastern Marine Engineering Co., Ltd., Wallsend-on-Tyne. A fourth ship, the Tide Austral, was built for Australia.

STORE CARRIER AND DISTILLING VESSEL

1 "Bacchus" Class

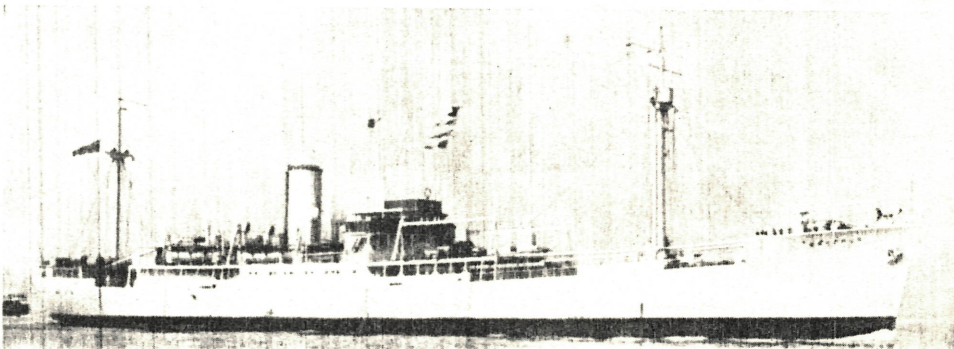
BACCHUS

Builders: Caledon Shipbuilding & Engineering Co. Ltd., Dundee
 Launched: 15 July 1936

Displacement: 5,150 tons standard (5,790 tons full load)
 Measurement: Deadweight capacity 3,300 tons
 Dimensions: 320 (pp.), 337½ (o.a.) x 49 x 18 (max.) feet
 Machinery: Triple expansion. I.H.P.: 2,000 = 12 kts.
 Boilers: 3 cylindrical
 Oil fuel: 643 tons
 Complement: 44

Notes

Classed as a Royal Fleet Auxiliary. Equipped with distilling plant for supplying naval vessels with fresh water.



BACCHUS

1954, J. W. Kennedy

FLEET ATTENDANT OIL TANKERS

2 "Surf" Class

SURF PATROL (ex-Tatry, 7 Feb. 1951)

SURF PIONEER (ex-Beskidy, 23 Apr. 1951)

Measurement: 7,600 tons gross
 Deadweight Capacity: 11,000 tons
 Dimensions: 445 (pp.) x 60½ x 27½ (max.) feet
 Machinery: Doxford 4-cyl. Diesels. B.H.P.: 4,250 = 13.75 kts.

Notes

Taken over by Great Britain whilst still under construction by Bartram's, Sunderland, for Poland, at the time of the Korean War emergency. Launch dates above. Classed as Royal Fleet Auxiliaries.



SURF PIONEER

1953, Skyfotos

Oilers—continued

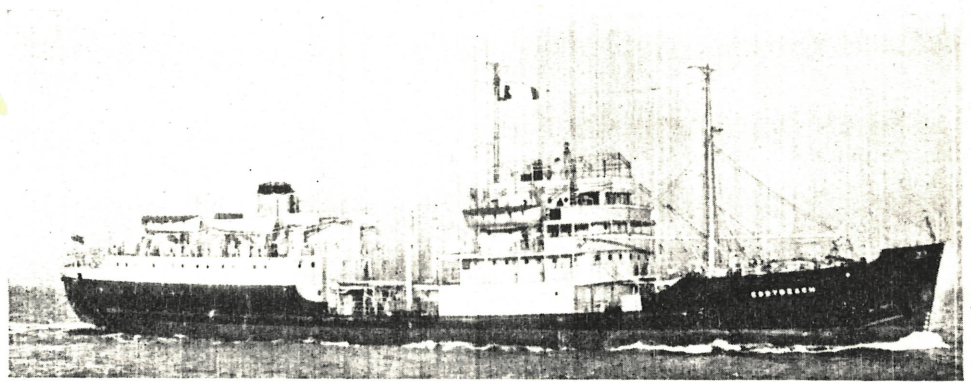
8 "Eddy" Class

EDDYBAY 29 Nov. 1951 **EDDYFIRTH** 10 Sep. 1953
EDDYBEACH 25 Apr. 1951 **EDDYNESS** 22 Oct. 1953
EDDYCLIFF 25 Aug. 1952 **EDDYREEF** 28 May 1953
EDDYCREEK 19 Jan. 1953 **EDDYROCK** 16 Dec. 1952

Measurement: 2,157 to 2,300 tons gross, 2,095 tons deadweight
 Dimensions: 270 (pp.), 286 (o.a.) x 44 x 17½ feet
 Machinery: 1 set triple expansion, 227 r.p.m.
 1 shaft. I.H.P.: 1,750=12 kts.
 Boilers: 2 oil burning cylindrical

Notes
 Fleet Attendant Oil Tankers. Launch dates above. Officially rated as Royal Fleet Auxiliaries. Single screw vessels built for the Naval Stores Department of the Admiralty. Constructed on the combined transverse and longitudinal system of framing and classed 100 A1 at Lloyds to their latest requirements for the carriage of petroleum in bulk. The main propelling machinery was built by Lobnitz & Co. Ltd., Renfrew for all ships of the class, boilers by Caledon Shipbuilding & Engineering Co. Ltd., Dundee.

Name	Builders	Completed
Eddybay	Caledon Shipbuilding & Engineering Co. Ltd., Dundee	29 Nov. 1952
Eddybeach	Caledon Shipbuilding & Engineering Co. Ltd., Dundee	25 Apr. 1952
Eddycliff	Blythwood Shipbuilding & Engineering Co. Ltd., Scotstoun	10 Feb. 1953
Eddycreek	Lobnitz & Co. Ltd., Renfrew	11 Sep. 1953



EDDYBEACH

courtesy Builders 1952,

Name	Builders	Completed
Eddyfirth	Lobnitz & Co. Ltd., Renfrew	10 Feb. 1954
Eddyness	Blyth Dry Docks & Shipbuilding Co. Ltd., Blyth	22 Oct. 1954
Eddyreef	Caledon Shipbuilding & Engineering Co. Ltd., Dundee	23 Oct. 1953
Eddyrock	Blyth Dry Docks & Shipbuilding Co. Ltd., Blyth	7 June 1953

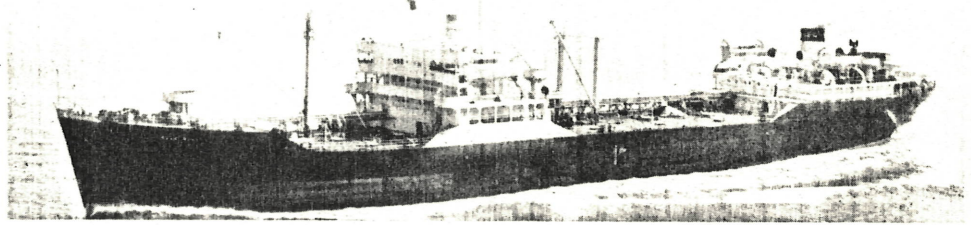
20 "Wave" Class

12 Furness SB. Co., Ltd., Haverton Hill-on-Tees
WAVE BARON (ex-Empire Flodden) 19 Feb. 1946
WAVE COMMANDER (ex-Empire Paladin) 21 Apr. 1944
WAVE CONQUEROR (ex-Empire Law) 27 Nov. 1943
WAVE EMPEROR 16 Oct. 1944
WAVE GOVERNOR 30 Nov. 1944
WAVE LIBERATOR (ex-Empire Milner) 9 Feb. 1944
WAVE PREMIER 27 June 1946
WAVE PROTECTOR (ex-Empire Protector) 20 July 1944
WAVE REGENT 29 Mar. 1945
WAVE RULER (ex-Empire Evesham) 17 Jan. 1946
WAVE SOVEREIGN 20 Nov. 1945
WAVE VICTOR (ex-Empire Bounty) 30 Sep. 1943

3 Harland & Wolff, Ltd. (Govan), Glasgow
WAVE CHIEF (ex-Empire Edgehill) 4 Apr. 1946
WAVE KING 6 Apr. 1944
WAVE MONARCH 6 July 1944

5 Sir James Laing & Sons Ltd., Sunderland
WAVE DUKE (ex-Empire Mars) 16 Nov. 1944
WAVE KNIGHT (ex-Empire Naseby) 22 Oct. 1945
WAVE LAIRD (ex-Empire Dunbar) 3 Apr. 1946
WAVE MASTER (ex-Empire Salisbury) 20 May 1944
WAVE PRINCE (ex-Empire Herald) 27 July 1945

Displacement: 8,200 tons standard (16,476 to 16,485 tons full load)



WAVE MASTER

1953, Skyfotos

Measurement: 11,900 tons deadweight
 Dimensions: 465½ (pp.) 492½ (o.a.) x 64½ x 28½ feet
 Guns: Light AA in wartime
 Machinery: Double reduction geared turbines S.H.P.: 6,800=15 kts.
 Boilers: 3-drum type

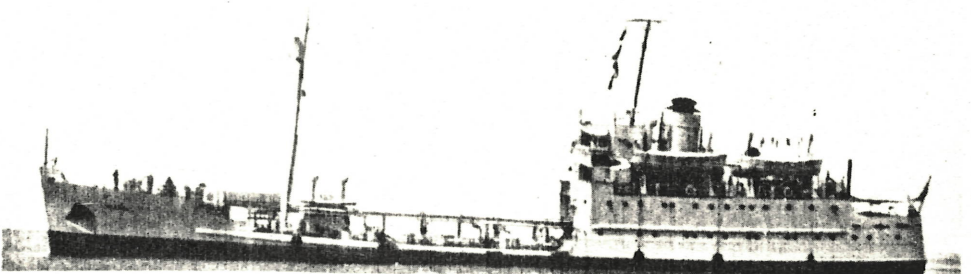
Notes
 Classed as Royal Fleet Auxiliaries. Launch dates above. Wave Liberator has different type of bridge. The turbines are of Metrovick type in Wave Baron, Wave Chief, Wave Commander, Wave Conqueror, Wave Duke and Wave Laird, Parsons type in others. Wave Premier has a dome-shaped cowl fitted to her funnel. Wave Protector has replaced War Hindoo as oiling depot ship at Malta.

4 Later "OI" Class

BIRCHOL **ROWANOL** (ex-Cedarol, ex-Ebonol)
OAKOL **TEAKOL**

Displacement: 2,670 tons
 Deadweight
 Capacity: 1,050 tons
 Dimensions: 218 (pp.), 232 (o.a.) x 39 x 15½ feet
 Machinery: Triple expansion. I.H.P.: 1,140 =11 kts.
 Complement: 26

Notes
 All built by Lobnitz and Co., Ltd., Renfrew. Launched 19 Feb., 28 Aug., 15 May and 14 Nov., 1946 respectively. Classed as Royal Fleet Auxiliaries.



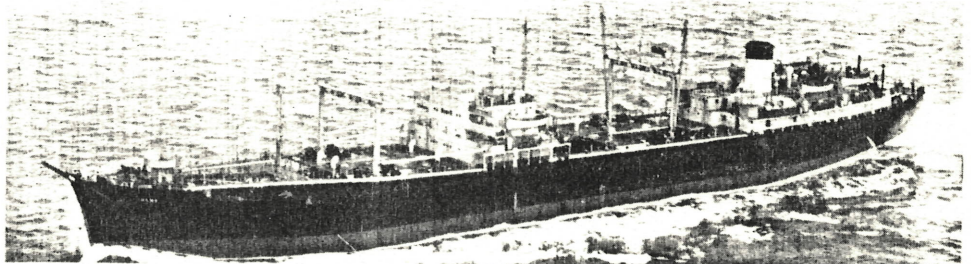
ROWANOL

1951, Lieut. Aldo Fraccaroli

OLNA I Large Type

OLNA
 Builders: Swan, Hunter & Wigham Richardson Ltd., Wallsend-on-Tyne
 Launched: 28 Dec. 1944
 Displacement: 17,000 tons standard (25,096 tons full load)
 Measurement: 17,500 tons deadweight
 Dimensions: 550 (pp.), 583½ (o.a.) x 70½ x 32½ feet
 Guns: 1—4 inch AA., 4—40 mm. AA., 8—20 mm. AA. (in war time)
 Armour: 1½ in deck
 Machinery: Turbo-electric. S.H.P.: 13,000=17 kts.
 Boilers: 3 Babcock & Wilcox
 Oil fuel: 2,130 tons
 Complement: 77

Notes
 Classed as a Royal Fleet Auxiliary. Guns not mounted in peace time.



OLNA

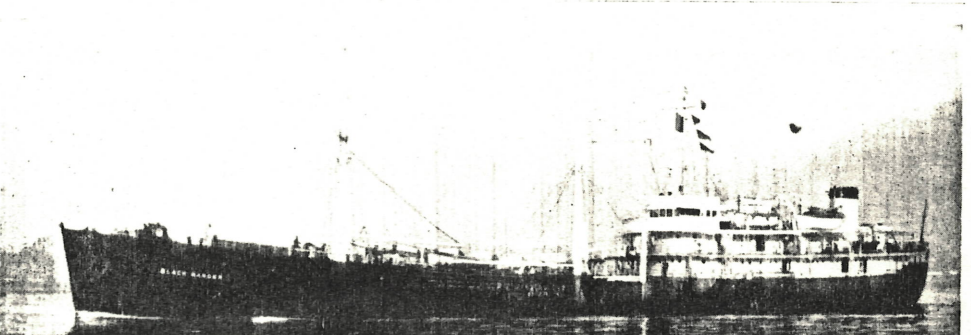
1953, Skyfotos

5 "Ranger" Class

2 Caledon Shipbuilding & Engineering Co. Ltd., Dundee
GOLD RANGER 12 Mar. 1941
GREEN RANGER 21 Aug. 1941
 3 Harland & Wolff Ltd. (Govan), Glasgow
BLACK RANGER 22 Aug. 1940
BLUE RANGER 29 Jan. 1941
BROWN RANGER 12 Dec. 1940

Measurement: 3,313 to 3,417 tons gross
 Dimensions: First two, 339½ (pp.), 355½ (o.a.) x 47 x 20 feet;
 Other three, 349½ (pp.), 365½ (o.a.) x 47 x 20 feet
 Machinery: Diesel. B.H.P.: 2,750=12 kts.

Notes
 Classed as Royal Fleet Auxiliaries. Launch dates above. Funnel in these ships is on port side. All are fitted with special derrick on the beam to facilitate fuelling at sea. Second World War loss: Gray Ranger (Caledon).



BLACK RANGER

1951, Wright & Logan

12/12.
MV. Lord Byron at Christmas Island.

Query from [redacted] CMO/UKAEA.

Possible sources of information:-

[redacted] Lacon House. (Tel. 01 430 7498).

Naval Historical Branch. Empress State Building (Tel. 01 385 1244)

[redacted] XT 3237 (or [redacted] XT 3235)

Director General of Supplies and Transport (Naval) Empress State Building.

[redacted] XT 2185
3191 [redacted] XT 2167

Department of Trade. Sea Transport Division. [redacted] (Tel. 01 233 4949)

Registrar of Shipping, Custom House (Tel. 01 626 1515).

Registrar General of Shipping and Seamen. Ships Names Section (Cardiff).

[redacted] (Tel. 0222 561221 XT 64).

Information from [redacted]:-

Ship's number: 187652 registered at London. Tonnage: 9364.

Gilbert and Ellis Islands.	Arrive Christmas Island	30 March 1958
	Uplifted	9 May 1958
	Depart " "	10 May 1958

No major mishap recorded.

Owners: Norships Ocean Carriers Ltd, Port Solon House, Minories, London, E.C.3.

AWRE Archives. Ship departed London 1 March 1958 with supplies.

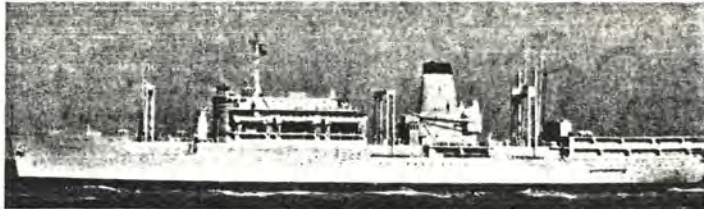
[Grapple Y test 28 April 1958]

FLEET SUPPLY SHIPS

3 New Construction Stores Support Ships (AFS)

LYNESS A 339	STROMNESS A 344	TARBATNESS A 345
Displacement, tons	circa 16 500 laden (official figure)	
Measurements, tons	12 359 gross; 4 744 net; 7 782 deadweight	
Dimensions, feet	490 pp; 524 oa x 72 x 25.5	
Aircraft	Facilities for helicopters	
Main Engines	Wallsend-Sulzer 8-cyl. RD.76 diesel; 12 000 bhp	20-knots
Complement	184	

Ordered on 7 Dec 1964. Designed and built by Swan Hunter & Wigham Richardson Ltd. Wallsend-on-Tyne to meet specific requirements. All fitted with Sulzer type main machinery remotely controlled, and auxiliary machinery manufactured by Wallsend Slipway & Engineering Co Ltd. Lifts and mobile appliances provided for handling stores internally, and a new replenishment at sea system and a helicopter landing platform for transferring loads at sea. A novel feature of the ships is the use of closed circuit television to monitor the movement of stores. All air-conditioned. *Lyness* was launched on 7 Apr 1966. *Stromness* on 16 Sep 1966, and *Tarbatness* on 27 Feb 1967. *Lyness* was completed on 22 Dec 1966. *Stromness* on 21 Mar 1967.



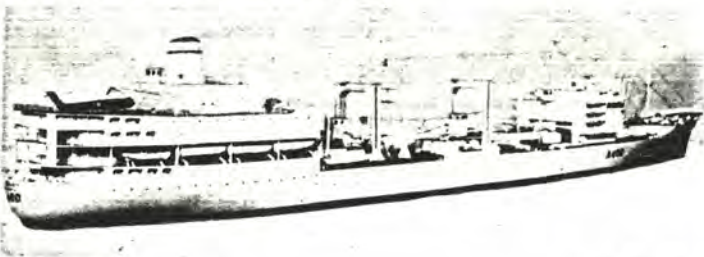
S T ROMNESS

1967. Official

2 New Construction Replenishment Ships

REGENT A 486	RESOURCE A 480
Displacement, tons	19 000 full load (deep departure)
Dimensions, feet	640 oa x 77.2
Aircraft	1 Wessex helicopter embarked
Guns	2—40 mm Bofors (single)
Main Engines	Steam turbines (by Associated Electrical Industries)
Complement	119 R.F.A. service and Merchant Navy officers and ratings, 52 Navy Department industrial and non-industrial civil servants; 11 Royal Navy (1 officer and 10 ratings) for helicopter flying and maintenance.

It was officially announced on 24 Jan. 1963 that two 19 000-ton replenishment ships would be ordered. On 13 Aug the builders were named: Scott's Shipbuilding & Engineering Co. Greenock; and Harland & Wolff, Belfast. They have lifts for armaments and stores, and helicopter platforms for transferring loads at sea. Designed from the outset as Fleet Replenishment Ships (previous ships have been converted merchant vessels). Air conditioned. *Resource* was launched at Greenock on 11 Feb 1966. *Regent* was launched at Belfast on 9 Mar 1966.



RESOURCE

1966. Official

1 Air Stores Support Ship

RELIANT (ex-Somersby) A 84	
Displacement, tons	4 447 light as built; 13 737 full load
Measurement, tons	9 290 deadweight (summer), 8 460 gross
Dimensions, feet	440 pp; 468.8 oa x 61.5 x 26.2
Main Engines	Doxford 6 cyl. diesel; 8 250 bhp = 18 knots
Complement	110 officers and men

Built by Sir James Laing & Sons Ltd, Sunderland. Launched on 9 Sep 1953. Engined by Hawthorn Leslie. Completed in 1954. Former grain carrier which traded for two years, working between the Gulf of Mexico and the United Kingdom, before purchase from the Roper Shipping Company. Converted for her new role at North Shields. Sailed from Chatham on 4 Nov 1958 for the Far East as the Royal Navy's first air victualling stores issuing ship capable of replenishing aircraft carriers at sea. Has an endurance of 50 days steaming at 16 knots, and carries 40 000 different patterns of aircraft spares and general naval stores. Has six holds and the latest automatic tensioning winch for transfer of stores to aircraft carriers in unfavourable weather. Fully air-conditioned for service in the tropics. Her conversion was based on the concept that aircraft carriers should be able to spend more time at sea, independent of shore bases. Originally named *Somersby*. Renamed *Reliant* in 1958. As refitted she has a helicopter landing platform built over the poop deckhouse with netting surrounds.



RELIANT

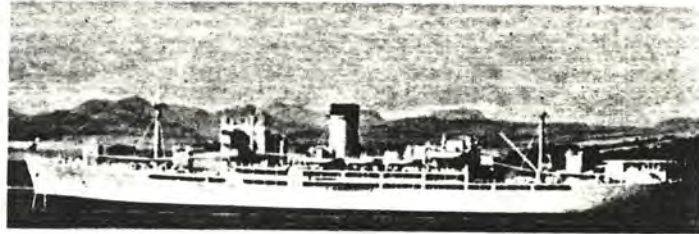
1967. A & J Pavia

Fleet Supply Ships—continued

2 Fleet Replenishment Ships

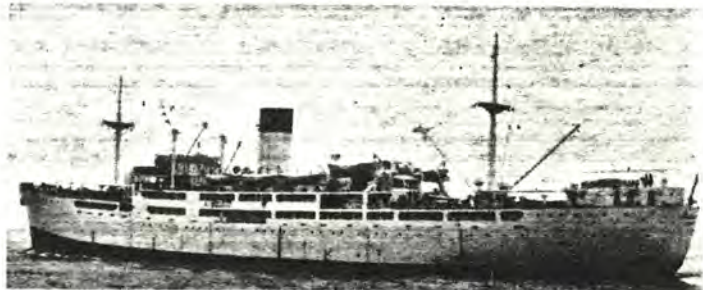
RESURGENT (ex-Changchow) A 280	RETAINER (ex-Chungking) A 329
Displacement, tons	14 000 (approx) official estimate
Measurement, tons	<i>Resurgent</i> 9 511 gross; <i>Retainer</i> 9 301 gross
Dimensions, feet	451 pp; 477.2 oa x 62 x 29 max
Main Engines	Doxford diesel; 1 shaft; 6 500 bhp = 15 knots
Oil fuel (tons)	925

Former passenger and cargo motor vessels, both built for the China Navigation Co by Scott's Shipbuilding and Engineering Co Ltd, Greenock, and completed in 1951 and 1950, respectively. *Retainer* was formerly a passenger and cargo liner along the China coast. She was purchased in 1952 and converted into a naval storeship during autumn 1954-April 1955 by Palmers Hebburn Co Ltd, where further conversion was carried out Mar-Aug 1957 to extend her facilities as a stores ship, including the fitting out of holds to carry naval stores, the installation of lifts for stores, the provision of extra cargo handling gear and new bridge wings. *Resurgent* was taken over on completion for employment as a fleet replenishment ship.



RESURGENT

1966, courtesy Dr Ian S Pearsall



RETAINER

Added 1966, Wright & Logan

6 "Fort" Class

FORT CHARLOTTE A 236	FORT LANGLEY A 230
FORT DUNVEGAN A 160	FORT ROSALIE A 186
FORT DUQUESNE A 229	FORT SANDUSKY A 316

Displacement, tons	3 700 light; 9 788 normal (14 000 full load)
Measurement, tons	10 300 deadweight; 7 201 to 7 332 gross
Dimensions, feet	416 pp; 424.5 wl; 441.5 oa x 57 x 27
Main Engines	Triple expansion; 2 500 ihp = 11 knots
Boilers	2 Babcock & Wilcox

All launched in 1944. *Fort Charlotte* and *Fort Dunvegan* are Stores Support Ships. *Fort Duquesne* (helicopter landing platform aft) is an Air Stores Support Ship. *Fort Langley*, *Fort Rosalie* and *Fort Sandusky* are Armament Support Ships. Rated as Royal Fleet Auxiliaries. Similar in type to the Maintenance Ships of the "Mull" and "Head" Classes, see earlier page.

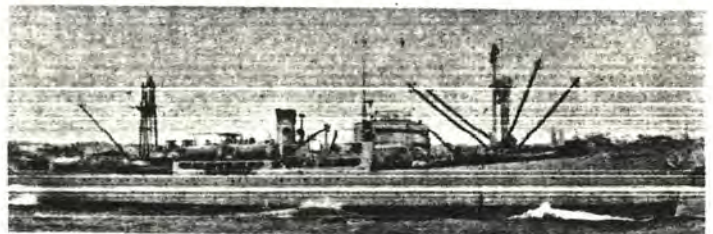
PHOTOGRAPHS. A photograph of *Fort Dunvegan* appears in the 1960-61 to 1966-67 editions.

DISPOSALS. *Fort Beauharnois* and *Fort Constantine* were stricken from the list in 1963.



FORT SANDUSKY

1966, A & J Pavia



FORT DUQUESNE

1967, A & J Pavia

FLEET REPLENISHMENT OILERS

Name	o	Builders	Launched	Completed
OLEAND.	A 124	Swan Hunter, Wallsend	19 Nov 1964	18 Oct 1965
OLNA	A 123	Hawthorn Leslie, Hebburn	28 July 1965	1 Apr 1966
OLWEN (ex- <i>Olynthus</i>)	A 122	Hawthorn Leslie, Hebburn	10 July 1964	21 June 1965

Olynthus
 Displacement, tons 10 890 light; 33 240 full load
 Measurement, tons 22 350 deadweight; 18 600 gross
 Dimensions, feet 611.1 pp; 648 oa x 84 x 34
 Aircraft 2 Wessex helicopters (can carry 3)
 Main Engines Pametrada double reduction geared turbines; 26 500 shp = 19 knots; 21.2 on trials
 Boilers 2 Babcock & Wilcox, 750 lbs sq in, 950 deg F
 Complement 87 (25 officers and 62 ratings)

Largest and fastest ships to join the Royal Fleet Auxiliary Service. Of an entirely new class designed by Hawthorn Leslie and Swan Hunter to meet specified requirements. Machinery for *Oleander* was manufactured by Wallsend Slipway & Engineering Co Ltd, and for *Olna* and *Olynthus* by Hawthorn Leslie (Engineers) Ltd. Designed for support of the Fleet, they are fitted with handling gear for transferring fuels and stores by jacking and derricks whilst steaming at speed. A helicopter landing platform and hangar are provided to enable helicopter carrying ships to collect stores by air. Sophisticated machinery control systems are incorporated, including bridge control of ahead revolutions. Specially strengthened for operations in ice. Accommodation of a very high standard is fully air conditioned. Additionally, *Olna* is fitted with a transverse bow thrust unit for improved manoeuvrability in confined waters and with a new design of replenishment at sea system. *Olynthus* was renamed *Olwen* in Sep. 1967 to obviate confusion with *Olynthus* submarine, in correspondence and by telephone. The 22 year old *Olna* A216, was sold to Spanish ship-breakers in Jan 1967.



OLWEN (ex-*Olynthus*) 1966, courtesy Dr Ian S Pearsall

2 Later "Tide" Class

TIDESPRIING A 75		TIDEPOOL A 76	
Displacement, tons	8 531 light; 25 931 full load		
Measurement, tons	17 400 deadweight; 14 130 gross		
Dimensions, feet	550 pp; 583 oa x 71 x 32		
Main Engines	Double reduction geared turbines; 15 000 shp = 17 knots		
Boilers	2 Babcock & Wilcox		
Complement	115 (30 officers and 85 ratings)		

Built by Hawthorn Leslie, Hebburn. The machinery was installed by Hawthorn Leslie (Engineers) Ltd. Highly specialised ships for the fuelling (13 000 tons cargo fuel) and storing of naval vessels at sea and capable of high performance under rigorous service conditions. Their all-round capability is enhanced by the provision of a helicopter landing platform and hangar. *Tidespring* was laid down on 24 July 1961, launched on 3 May 1962, and accepted into service on 18 Jan 1963. *Tidepool* was laid down on 4 Dec 1961 and launched on 11 Dec 1962. A photograph of *Tidespring* appears in the 1963-64 to 1966-67 editions.



TIDEPOOL 1967, Official

3 "Tide" Class

TIDEFLOW (ex- <i>Tiderace</i>) A 97		TIDESURGE (ex- <i>Tiderange</i>) A 98	
		TIDEREACH A 96	
Displacement, tons	9 040 light; 25 940 full load		
Measurement, tons	16 900 deadweight; 13 700 gross		
Dimensions, feet	550 pp; 583 oa x 71 x 32 max.		
Main Engines	Double reduction geared turbines; 15 000 shp = 17 knots		

Tidereach, launched by Swan, Hunter & Wigham Richardson Ltd, Wallsend-on-Tyne, on 2 June 1954, and completed on 30 Aug 1955, was the first of the new Fleet Replenishment Tankers. The main machinery was manufactured by the Wallsend Slipway Co. Designed for the support of the Fleet and replenishment under way at sea. Capacious (15 000 tons of fuel cargo) and fitted with modern handling gear for transferring food, stores, ammunition, oil and jet aircraft fuels by jacking and derricks. Oil cargo can be discharged at high rate to ships on either beam or astern, while steaming at speed. *Tiderange* (renamed *Tidesurge*) in 1958 was launched at I. L. Thompson & Sons Ltd, Sunderland, on 30 Aug 1954, the main machinery of both being manufactured by North Eastern Marine Engineering Co Ltd, Wallsend. A fourth ship, *Tide Austral*, built for Australia, was renamed *Supply* on 7 Sep 1962. A photograph of *Tidereach* appears in the 1959-60 and earlier editions.



TIDESURGE 1966, A. & J. Pavia

Oilers—continued

7 "Leaf" Group

APPLELEAF (ex-M.V. *George Lyras*) A 83

Displacement, tons 22 980 full load
 Measurement, tons 16 850 deadweight; 11 588 gross; 6 559 net
 Dimensions, feet 526 pp; 577.5 oa x 68 x 29.8 mean summer draught
 Main Engines Doxford 6-cyl diesel, 119 rpm; 6 800 bhp = 14 knots
 Oil fuel (tons) 1 480
 Complement 67

The M.V. *George Lyras*, built by Bartram & Co Ltd, and formerly owned by Marine Enterprises Ltd, was launched on 22 Apr 1955, completed in Sep 1955, and taken over by the Royal Navy on 17 Apr 1959 on a long term bareboat charter for service as a Royal Fleet Auxiliary and renamed *Appleleaf*. A photograph of *Appleleaf* appears in the 1959-60 to 1965-66 editions.

BAYLEAF (ex-*London Integrity*) A 79 BRAMBLELEAF (ex-*London Loyalty*) A 81

Measurement, tons 17 960 deadweight; 12 123 gross; 7 042 net
 Dimensions, feet 526 pp; 556.7 oa x 71.3 x 30
 Main Engines Doxford 6-cyl. diesel; 6 800 bhp = 14.5 knots (*Bayleaf*); 14 knots (*Brambleleaf*)
 Oil fuel (tons) 1 470

Both built by Furness S.B. Co Ltd. *Bayleaf* was launched on 28 Oct 1954 and completed in Apr 1955. *Brambleleaf* was completed in Jan 1954. Both from London & Overseas Freighters Ltd, 22 May 1959. Photograph of *Bayleaf* in the 1959-60 edition (Addenda); and of *Brambleleaf* in the 1963-64 to 1966-67 editions.

CHERRYLEAF (ex-M.V. *Laurelwood*) A 82

Measurement, tons 18 560 deadweight; 12 402 gross; 7 338 net
 Dimensions, feet 512 pp; 544 oa x 72.8 x 30.7 mean summer draught
 Main Engines Doxford 6-cyl diesel; 6 800 bhp = 13.2 knots
 Oil fuel (tons) 1 540

Built by Sir James Laing & Sons Ltd, Sunderland. Launched on 28 May 1953. Completed in Dec 1953. From Molasses & General Transport Co Ltd, 15 May 1959.

ORANGELEAF (ex-M.V. *Southern Satellite*) A 80

Measurement, tons 17 475 deadweight; 12 481 gross; 6 949 net
 Dimensions, feet 525 pp; 556.5 oa x 71.7 x 30.5 mean
 Main Engines Doxford 6-cyl. diesel; 6 800 bhp = 15 knots
 Oil fuel (tons) 1 610

Built by Furness Shipbuilding Co Ltd, Haverton Hill on Tees. Launched on 8 Feb 1955. Completed June 1955. From South Georgia Co Ltd, 25 May 1959.



ORANGELEAF 1967, Skyfotos

PEARLEAF A 77

Displacement, tons 24 900 full load
 Measurement, tons 18 045 deadweight; 12 139 gross; 7 216 net
 Dimensions, feet 535 pp; 568 oa x 71.7 x 30
 Main Engines Rowan Doxford 6-cyl. diesels; 8 800 bhp = 15.8 knots

Built by Scotstoun Yard of Blythswood Shipbuilding Co Ltd, for Jacobs and Partners Ltd, London. Launched on 15 Oct 1959 and completed in Jan 1960. Chartered by the Royal Navy on completion. Can carry three different grades of cargo.



PEARLEAF 1966, Wright & Logan

PLUMLEAF A 78

Displacement, tons 24 920 full load
 Measurement, tons 18 562 deadweight; 12 692 gross
 Dimensions, feet 534 pp; 560 oa x 72 x 30
 Main Engines N.E. Doxford 6-cyl diesels; 9 350 bhp = 15.5 knots

Built by Blyth D.D. & Eng Co Ltd. Launched 29 Mar 1960. Completed July 1960.



PLUMLEAF 1965, Wright & Logan

Oilers—continued

7 "Wave" Class

Name	No.	Builders	Launched
WAVE BARON (ex-Empire Flodden)	A 242	Furness S.B. Co	19 Feb 1946
WAVE RULER (ex-Empire Evesham)	A 212	Ltd, Haverton	17 Jan 1946
WAVE SOVEREIGN	A 211	Hill-on, Tees	20 Nov 1945
WAVE CHIEF (ex-Empire Edgehill)	A 265	Harland & Wolff, Ltd (Govan), Glasgow	4 Apr 1946
WAVE DUKE (ex-Empire Mars)	A 246	Sir James Laing	16 Nov 1944
WAVE LAIRD (ex-Empire Dunbar)	A 119	& Sons Ltd.	3 Apr 1946
WAVE PRINCE (ex-Empire Herald)	A 207	Sunderland	27 July 1945

Displacement, tons 4 550 to 4 750 light; 8 200 standard; 16 476 to 16 485 full load
 Measurement, tons 11 900 deadweight; 8 187 to 8 447 gross
 Dimensions, feet 465.2 pp; 492.5 oa x 64.5 x 28.5
 Main Engines Double reduction geared turbines; 6 800 shp = 15 knots
 Boilers 3-drum type

Classed as Royal Fleet Auxiliaries. Launch dates above. *Wave Baron*, *Wave Chief*, *Wave Prince* and *Wave Ruler* are fleet replenishment ships, the other three being freighters. The turbines are of Metrovick type in *Wave Baron*, *Wave Chief*, *Wave Duke* and *Wave Laird* and Parsons type in the others. *Wave Baron* and *Wave Prince* were refitted and modernised in 1961-62. *Wave Victor* is on loan to the Air Ministry as a hulk at Gan Island. *Wave Duke* and *Wave Laird* are in reserve and may be hulked.



WAVE CHIEF

1966, A. & J. Pavia



WAVE RULER

1967, courtesy [redacted]

DISPOSALS. *Wave Commander* and *Wave Liberator* were scrapped in 1959. *Wave Conqueror* and *Wave King* were sold in 1960 when *Wave Emperor*, *Wave Governor* and *Wave Premier* were also stricken from the list. *Wave Protector* was hulked at Malta, *Wave Regent* was broken up and *Wave Monarch* was sold to foreign interests in 1961. *Wave Knight* and *Wave Master* were disposed of in 1963-64.

3 "Eddy" Class

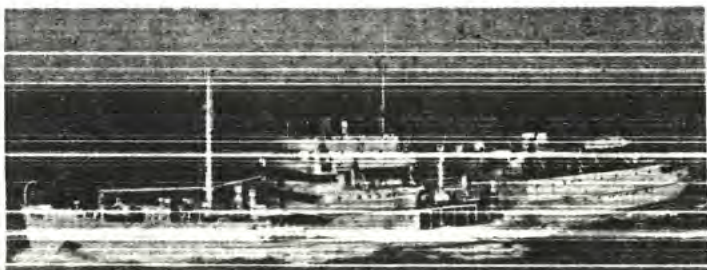
Name	No	Builders	Launched	Completed
EDDYFIRTH	A 261	Lobnitz & Co Ltd, Renfrew	10 Sep 53	10-Feb 54
EDDYNESS	A 295	Blyth Dry Docks & Shipbuilding Co	22 Oct 53	11 Oct 54
EDDYROCK	A 198	Blyth Dry Docks & Shipbuilding Co	16 Dec 52	7 June 53

Displacement, tons 1 960 light; 4 160 full load
 Measurement, tons 2 157 to 2 300 gross; 2 095 to 2 200 deadweight
 Dimensions, feet 270 pp; 286 oa x 44 x 17.2
 Main Engines 1 set triple expansion; 1 shaft; 1 750 ihp = 12 knots
 Boilers 2 oil burning cylindrical

Royal Fleet Auxiliaries. Launch dates above. Constructed on the combined transverse and longitudinal system of framing and classed 100 A1 at Lloyd's for the carriage of petroleum in bulk. Cargo capacity: 1 650 tons oil. Only *Eddyfirth* and *Eddyrock* appear in the 1967 Navy List. *Eddyness* is in reserve (photograph in the 1963-64 to 1965-66 editions).

ENGINEERING. The main propelling machinery was built by Lobnitz & Co Ltd, Renfrew and boilers by Caledon Shipbuilding & Engineering Co Ltd, Dundee.

DISPOSALS. *Eddybay*, *Eddybeach*, *Eddycliff*, *Eddycreek* and *Eddyreef* were disposed of in 1963 and 1964.



Oilers—continued

DERWENTDALE (ex-M.V. <i>Halcyon Breeze</i>)	Measurement, tons 67 700 deadweight
Main Engines	B. & W. diesels; 20 700 bhp
DEWDALE (ex-M.V. <i>Edenfield</i>)	Measurement, tons 60 600 deadweight
Main Engines	B. & W. diesels; 17 000 bhp
ENNERDALE (ex-M.V. <i>Naess Scotsman</i>)	Measurement, tons 47 270 deadweight
Main Engines	B. & W. diesels, 16 800 bhp

The Ministry of Defence (Navy) have completed negotiations (announced 13 July 1967) for the chartering of the above three large tankers for service East of Suez, and renamed them, re-introducing famous "Dale" class names. After limited modifications the ships are expected to operate in the Indian Ocean area. They will be manned by Royal Fleet Auxiliary personnel and will wear the Blue Ensign.

2 "Surf" Class

SURF PATROL (ex- <i>Tatry</i>) A 357	Displacement, tons 15 800	SURF PIONEER (ex- <i>Beskidy</i>) A 365
Measurement, tons 7 742 gross; 11 500 deadweight	Dimensions, feet 445 pp; 469.5 oa x 60.5 x 27.5 max	Main Engines
Main Engines	Doxford 4-cyl diesels; 4 250 bhp = 13.75 knots	

Taken over whilst under construction by Bartram's, Sunderland, for Poland, at the time of the Korean War. Launched on 7 Feb and 23 Apr 1951, respectively. Both in reserve. A photograph of *Surf Patrol* appears in the 1963-64 to 1965-66 editions.



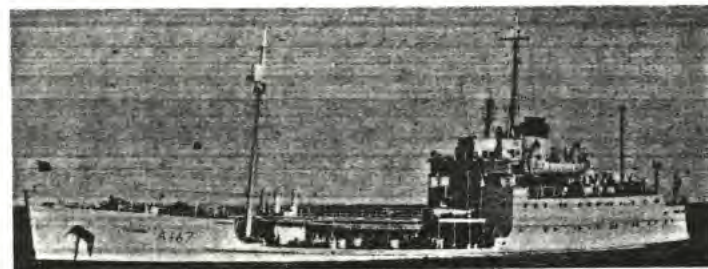
SURF PIONEER

Skyfotos

4 Later "Ol" Class

BIRCHOL (19 Feb 1946) A 127	ROWANOL (ex- <i>Cedarol</i> ex- <i>Ebonol</i>) 15 May 1946)
OAKOL (28 Aug 1946) A 300	TEAKOL (14 Nov 1946) A 167 A 284
Displacement, tons 2 670	Measurement, tons 1 638 deadweight; 1 440 gross
Dimensions, feet 218 pp; 232 oa x 39 x 15.8	Main Engines Triple expansion; 1 140 ihp = 11 knots
Complement 26	

All built by Lobnitz & Co Ltd, Renfrew. Launch dates above. Classed as Royal Fleet Auxiliaries. A photograph of *Oakol* appears in the 1959-60 edition, and of *Rowanol* in the 1958-59 and earlier editions.



TEAKOL

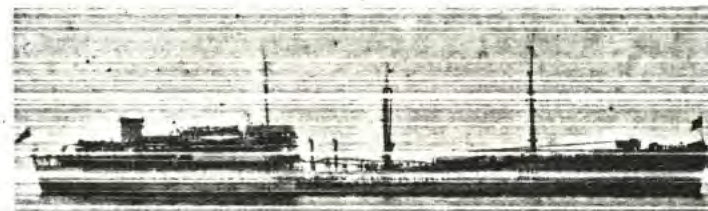
1967, courtesy [redacted]

4 "Ranger" Class

BLACK RANGER (22 Aug 1940) A 163	BROWN RANGER (12 Dec 1940) A 169
BLUE RANGER (29 Jan 1941) A 157	GOLD RANGER (12 Mar 1941) A 130
Measurement, tons 3 313 to 3 417 gross. <i>Gold Ranger</i> 3 788 deadweight, others 3 435 to 3 781 deadweight	Dimensions, feet <i>Gold Ranger</i> 339.5 pp; 355.2 oa x 47 x 20
Main Engines	Others 349.5 pp; 365.8 oa x 47 x 20
	Burmeister & Wain diesels; 2 750 bhp = 12 knots

Classed as Royal Fleet Auxiliaries. Built by Harland & Wolff Ltd, Govan, Glasgow, except *Gold Ranger* by Caledon S.B. & Eng Co Ltd, Dundee. Launch dates above. The funnel in these ships is on the port side. All are fitted with special derrick on the beam to facilitate fuelling at sea. *Gray Ranger* was lost during the Second World War. A photograph of *Black Ranger* appears in the 1960-61 and 1961-62 editions, and of *Brown Ranger* in the 1962-63 to 1966-67 editions.

DISPOSALS. Sister ship *Green Ranger* was officially deleted from the list in 1965. For disposals of older and other classes of oilers, including the old "Dale" class, see 1966-67 and earlier editions.



SS Beech Hill

Grappe Booklet 1956. Chartered as cargo ship

W0028/006. Mot Stones packed 1956. (Note Nov '56)
Arr Ch. Is. 21.10.56.

Benarty (Heavy lift).

Loading. approx early Sept. 1957. RN Plan. Grapple withdrawal

RN Grapple Withdrawal plan. Arr Ch. Is. 12.8.57
Dep 31.8.57. Backload vehicles and
stores

Ben Macdhui

RN Grapple Withdrawal Plan.

Arr Ch Is. 17.7.57
Dep 11.8.57.

Backward sail for UK.

S.S. Ben Nevis

~~B~~
Grapple ~~Booklet~~ Booklet '1956. Ben Line Steamers Ltd.

Used to bring stores, similar to "Liberty" ships

[Am. Ch. Is. 28.9.56 ?]

W0028/006. Met Office. Am Ch. Is 8.9.56.

SS Ben Rinnes

Grapple Booklet 1956. Ben Line Steamers Ltd.

Used to bring stones, similar to 'Liberty' ships.

[Arr. Ch. Is. 20.8.56 ?]

TES Ben Wyvis Stone ship.

Grapple Basket 1956. Arr June/July '56

Carried Landing Craft, Pontoons, Lighten- and a Dredger
Belongs to Ben Line Steamers Ltd.

[Arr. Ch. Is. 18.7.56 ?]

31.10.57 Dep London.

Early Dec. '57 ETA Ch. Is.

DotV V572/8/57.

Grapple X Gen. Policy and Planning.

LCM's arrived Dec '57 via Ben Wyvis.
Lighten " Nov '57 " " "

HMT Captain Cook.

Troopship.

RN Grapple Withdrawal Plan.

Dep.	Wellington	11.8.57	
Arr	Ch. Is	19.8.57	
Dep	" "	20.8.57	Embark's troops.
Arr	Liverpool	24.9.57.	

HMT Captain Hobson

Ch. Is.

3.3.57. Dep ~~at~~ with RE. Personnel. RN Plan.

Grapple.

M.V Cedar Bank

~~Only~~ Ref. RAF Grapple Sites.

SS Charlton Star

Troopship

Grapple Booklet 1956.

Arr Ch. Is.

July '56.

(29 July?).

H.M.T. Cheshire

Grapple Brochure '1956. Arr Ch Is. later than Charlton Stn in July.

[11.9.56. Ch. Is. ?]

W0028/006. (Met Office) 13.9.56. (arr Ch. Is. ?)

Dep. Liverpool 1.5.56 Arr Christian Island. Sept?

Arr " 16.11.56

Clan MacLaren

31.1.59 Dep London.
1.3.59 Arr Ch Is. R.N. Grapple Sqn. Papers.
late April Dep " "

Ref. (also) RAF Grapple files.

W0028/ GS 2104/3 19.2.59 ^{have} Due to, sailed for Ch Is.
from UK 31.1.59.

7.4.59. Backloading items returned by NavitR.

M V Clan MacLellan

W0028/008. 20.1.59. (? ETD U12 ?)

S.S. Comara

Materials to Monte Bello. March 1956. pre Mosaic

MV Crusader

RAF Grapple hits.

MV Cymric

RAF Grapple files

H.M.T. Devonshire

Troopship.

Grapple Booklet 1956.

Arr. Ch. Is. ~~July~~ June '56

At London docks. 27.6.56. (?)

MU Donegal

RIF Grapple files.

SS Denera

Troopsip.

Ship's
records

Dep.	Southampton	30.12.57	
Arr.	Ch. Is.	Late Jan.	(ov. 31.1.58 to 5.2.58)
Dep	" "	1.2.58	
Arr.	Southampton	13.3.58	

Eastbank 2, (Copra Boat)

RAF Grapple Files.

RFA Eddyrock. Oiler ON. 185898

1956 Op. Mosaic. 42. 8+34 Chinese.

[M] No documents received from DGSI(N) on Movements (25.10.83)

Present Before, between and after G1, G2.

On detonation days at sea, ~~at~~ ~~at~~ to or from Fremantle

Empire Clyde

Troopship.

Retard party to embark in Empire Clyde if Benarty loaded.
early Sept 1957. RN Plan. - Grapple withdrawn.

RN Grapple Withdrawal Plan.

7.8.57	Dep.	Singapore	Embarks troops.
23.8.57	Arr	Ch Is.	
30.8.57	Dep.	" "	
2.10.57	Arr	Liverpool.	

MV. English Prince

16.6.58 Arr. Ch. Is.

RN Grapple Z Plan

RAF Grapple files.

W0028/008 [11.4.58 or 12.4.58 ETD UK?]

~~Yacht~~ Fiesta. (Yacht)

RIF Grapple files. [Nov '58. DSc3 communication]

RFA Fort Beauharnois

ca 10,000 tons

ON 175606

1957. Grapple Series. 56.

1958 " " ?

[G, GY, GZ] Large refrigerated space. Stores Support.

Grapple. Not present at Malden May-June 1957

" Y " "

" Z ?

} JGST(N) 25.10.83

Voyage Period 9.4.56 to 2.10.57 It. att.

" " 21.12.57 to 24.1.59

Ch. Is. 25.3.58 Arr. 10.4.58 Dep.

" " 24.4.58 " 14.5.58 "

Photocopies Consular Offices. att.

" "

" "

" "

" "

" "

Grapple Booklet. 23.6.56. Temp HQ ship. Provisions

Grapple Mid Pacific News. Since June '56 has returned to UK for re-fit

Woo28/006. 25.9.58 Dep. Ch. Is. for UK ca 6 Nov. having off loaded ~~stores~~ stocks to Fort Constantine, arrives Ch. Is. 18 Nov.

3.3.57. Arr. From Penryn. RN Plan. Grapple.

10.3.57. Dep for re-fit in Melbourne. " " 1.5.57 Bulk

19.5.57 Arr. Ch Is from re-fit " " " provisions

23/25.6.57 Honolulu. Replenish fresh provisions. RN Grapple Plan.

30.6.57. Arr. Ch. Is.

Dep Ch Is 18.6.57

15.7.58 (approx) Dep. for Honolulu. RN GZ Plan.

31.7.58 Arr. Ch. Is. " " "

RN. Grapple Withdrawal Plan. Dep Ch Is 4.9.57 Support and backloading. Sails for UK

Grapple Booklet 1956. 23.6.56. Arr Ch. Is. Temp HQ Ship.

GS 2107/7 Sails for UK late April '59

Return Stores 5.4.60. ETD Ch. Is.

See Second Page

RFA Fort Beauharnois.

GS 2103/2.

Return UK 5.4.60. depart XI.

Visit Honolulu. 15.3.60 " XI

" " 27.12.59 " XI (Dinant to Fanning Is)

" " 13.10.59 " XI.

24.4.59. Passage to XI from UR @ 1.5.59.

20.9.58. To remain in XI anchorage during living Burgess. 121 ton
Personnel safety plan for Halliard w Pennant. Meaton
Remain at XI

25.10.58. Fort B. hulled at sea by [✓]Wave Master.

ETA Ch Is 16.11.58

ET Dep. Ch Is 6.11.58

9.9.58. Fort B remain at Ch. Is for Halliard (17-bomb).

21.8.58 " " " " " Pennant. (A-bomb)

24.4.58. [✓]MV Lord Byron sailed clear of danger area for Snapple T
Fort B also moved clear. (Native crew).

23.4.58 Fort B into in harbour. Leave)-1 proceed northward. 90 miles N.

[✓]Lord B also

by 0600 on D-Day

21.1.58 Sail Plymouth ~~22~~ 22 Jan by Ch. Is. Speed 10 knots

28.10.57. Fort B to relieve [✓]Fort Coast.

" " to maintain supplies to Task Force till mid-March

2000-3500 men Ch Is till June '58

Fort B at ETA Ch Is mid-March.

GS 2104/- ex-UK. March/April '59 Ch. Is. 7 weeks later.

GS 2104/3/- Plan. leave Ch. Is. early April. 1960.

GS 2104/3 final trip to Honolulu April/May 1960 then withdraws

GS 2104/8 Fanning 12.8.58 Return Ch. Is 14.8.58

GS 2106/2. 27/28.4.58 In Danger Area?

RFA Fort Constantine. ca 10,000 tons ON 169996

1957 Grapple Series ? (21 Lascars)

[G.] large refrigerated space. Stores Support

Ch. Is - Malden Is 21.2.57 to 2.4.58 but not present at detonations
DGST(N) 25.10.83

Voyage period. 16.11.56 to 1.10.57 It. attached " "

Grapple Booklet. 23.6.56. Provisions

W0028/006. 26.9.58 ~~Fort~~ At Honolulu

25.9.58 Arrives Ch. Is. 18 Nov. Stocks from Fort Beauharnois

1.4.57 Dep Ch. Is to replenish at Honolulu. Grapple RN Plan
13.4.57 Arr " " after " " " " " "

W0028/006. Return from Ch Is thru Panama Canal. due 22.4.58.
Note 8.4.58

" Note Nov '56. due. Feb '57 [Met Stores?]

" At Ch. Is. 7.2.57 [or Rosalie?]

GS 2103/2. 28.10.57 Note. Relieved by Fort Beauharnois.

To maintain supplies to Task Force. until mid-March.
(1958?)

GS 2104/- To UK on relief by Fort Beauharnois ca May '59

Radiac Equipment 1.4.58 (Grapple ~~Y~~ Y?)

Backloading 10.3.58

RPA Fort Rosalie Armament Support Ship. (A186) ca 10,000 tons
ON 180636

1957 Grapple Series. 21.

[G.] Ammunition carrier

Christmas Island - Malden Is. 9.2.57 to 1.8.57 but not present at detonations
DGS (N) 25.10.83

Voyage period 1.11.56 to 1.10.57 It attached - "

Grapple Booklet 23.6.56 Ammunition carrier.

RN Grapple Withdrawal Plan. Leave Ch Is. X-2.
X-1 to X+1 Embark's Gilbertese from Fanning
X+2 Christmas
X+31 Backloads at sails for UK.

W0028/006. Note Nov '56 due Feb '57 [Met Stones?]

W0028/006. 7.2.57 (at Ch. Is.?) [or Constantine?]

RPA Gold Ranger Oiler. ON 168175

1957 Grapple Series 51 7 + 44 Chinese

[G] Tanker 3500 tons keel cargo

No records from DGST (N) 25.10.83

Voyage period 5.10.56 to 21.8.57

No document, vessel operating at Singapore and Hong Kong.

Grapple Booklet #316~~56~~ Mentioned Arr Ch. Is. June/July '56

[At London Docks? 2.8.56.] [or Ch Is?]

~~Woods~~ ~~at~~ ~~Ch~~ ~~Is~~ ~~7.2.57~~ []

RFA Green Ranger Oiler

[W0028/006. 9.4.58 Has left Ch. Is. ?]

15.3.58 Sails 20.5.58 return to U. Is.

Backloading 10.3.58.

MV Harpagus

[RE Ch. Is. 16.12.57 ?]

W0028/006. Note 21.1.58 ca. 7.2.58 West about Panama Canal
no R/A material
[or Wavecrest ?]

Himalaya (Part 0)

Possible for frozen provisions to Ch. Is 1960

Iberia

(Pand O)

Possible low hydrogen provisions to the Is 1960

MV Japanese Prince

RAF Grapple files.

W0028/006 Ammunition carrier. 25.3.60

W0028/008. 14.1.60. ETD, later (UK?).

GS 2300/2/4. [7.1.60. at Ch. Is. ?]

Backload if possible. 28.1.60

SS Kingsbury

RAF Grapple Fibres.

W0028. GS 2104/-

20.11.58 At present ~~at~~ to Ch. Is. ETA 10.12.58

complete unloading. 31.12.58 approx.

MV Laganbank

RAF Grapple Files.

MV Lord Byron. ON 187652.

30.3.58 Arrive Ch. Is.

10.5.58 Depart Ch. Is.

[Grapple Y 28 April 1958]

Mid-Pacific News. Lord Byron at Ch. Is since end of March.

Registered at London. Tonnage 9364.

Owners:- Norships Ocean Carriers Ltd. Port Soken House, Minories, London EC3

AWRE Archives. Ship departed London 1.3.58 with supplies.

Mid Pacific News. At Ch Is. since end of March. unloading
misc. cargo for all services

W0028/006. Note 24.2.58. To Ch. Is. thru Panama Canal.
ca 14.3.58. R/A material included.

GS2103/2. Sailed clear of danger area for GY.

Leave D-1 proceed northward, 90 n.m. by 0900 on D Day

W0028/008 [ETD UK ca 18.3.58 or ETD UK 1.3.58?]

[Question asked if ship aground in 1983
No record.]

MV Lord Godrington

W0028/006. Loading complete by 8.10.58 and sail a.s.a.p.
Note 6.10.58

(classified stores for MURE. (not missile)).

W0028/008 ETD UK. 15.5.59.

ETA UK 7.11.58

M V Lord Hartington.
W 0028. GS 2208 / 1.

ETD London 29.3.58 with diving equipment.
W 0028/008. Sailed UK 9.3.58 ETA Ch. Is. 10.5.58.

Malie (Tug)

RAF Grapple Files.

Mariposa

(Matson Line)

Possible for frozen provisions to Ch. Is 1960.

Monterey

(Matson Line)

Possible for frozen provisions to Ch Is, 1960

MV New Zealand Star

RAF Grapple files.

MV Nordic

RAF Grapple Files.

MV Noref Tell

RAF Grapple files.

RFA Olna. Fleet Replenishment Oiler. (A216) ON. 180853

1958 Grapple Series. 109

(Sold to Spanish ship breakers in 1967!)

[G2]

Present at Grapple 2. Aug-Sept 1958 D GST(N). 25.10.83
 Voyage period 20.6.58 to 22.6.59. " "

Arrived Ch. Is. 25.8.58 Consular Officer attached " "

To be relieved by Wave Master mid-Nov. (W0028/006)

5.8.58 Arr. Ch Is. RN G2 Plan.

Radiac equipment issued for G2.

W0028/008 ETD Porland 15.10.59

Oronsay

(Orient Line)

Possible for hydrogen provisions to Ch. Is. 1960

Orsova (Orient Line)

Possible low frozen provisions to Ch. Is, 1960

SS Paparua

RAF Grapple files.

SS Pinehill

Giapple booklet '1956. Chartered as cargo ship.

[Arr Ch. Is 6.9.56]

MV Port Macquarie

RMF Grapple files.

LST. Reginald Kerr.

23.3.57. From Singapore to backload. Grapple RN Plan
7.4.57 Starts J backloading " "

12.3.57 Singapore. PN Grapple Plan
26/27.3.57 Manus Replenish fuel at water " " "
12/21.4.57. Ch. Is. MT Gas at stores. Backloads equipment " " "
6/7.5.57 Manus Replenish fuel at water.
20.5.57 Singapore.

Grapple Booklet. June 56. Arr Ch Is.

[1.7.56 At Ch. Is.]

(RFA) Somersby (Air Stores Support Ship) [later RFA Reliant] ca 9000 tons
1957 Grapple Series, ?

Renamed Reliant in 1958. for replenishing aircraft carriers at sea. (?Warrior).
Sailed Chatham as Reliant on 4.11.58 to Far East.

~~misspelling?~~

W0028/006. Note 20.8.57 Leave UK. about 19.57.
Panama Canal 10.9.57
No R/A material.

GS 2104/8. Note 17.10.57 Visit to Fanning Oct'57.

Dep Ch. Is 19.10.57. to Fanning ETA 20.10.57.
Return Ch. Is. then to UK.

(?Not present for GX?)

MV Sydney Star

RAF Grapple Files.

MV Tasmania Star

W0028.

GS 2103/3 4.

21.9.59 Arr. Ch. Is.

23.9.59. Sailed Ch Is.

Passengers (NZ nationals?) to land in Port area.

W0028/008. ETD UK Aug '59

MV Temple Hall

RAF Grapple Files.

MV ~~Tide Crest~~ Tidecrest.

15.7.58 Arr. Ch. Is. RN G2 Plan

RAF Grapple files.

W0028/006. W thru Panama Canal. ca 7.7.58. General cargo.
(Note 23.6.58.)

GS 2104/8 Note 18.6.58. To Ch. Is. (Fanning and Maldey).
Equipment to Ch. Is. ~~by~~ (or by other means?) ~~2~~

W0028/008. ETD UK 30.5.58

July '58 LCM's arrived ~~per~~ per Tidecrest.

RFA Tiderange. (later Tidesurge)

Tanker. 17,000 tons.

W0028/006 To bunker at Honolulu. letter dated. 23.4.58
To be received by Wane Ruler in July(?)

W0028/008. (FD UK 5.5.58 ?)

MV Trevaylor

RAF Grapple files.

W0028. GS 2104/3.

W0028/008

9.10.59.
dep U.K.

Oct '59 dep. UK
Nov '59 arr Ch. Is.

Backload 11.12.59

MV Tulagi

RIF Grapple Files.

RFA Wave Baron. Oiler.

W0028/006. At Ch. Is. ? 15-3-58

RFA Wave Chief - (Oiler) Fleet replenishment ship.

1957 Grapple Series. ?

Voyage period 6.5.57 to 23.10.58 (Newcastle-on-Tyne)

Ch. Is. 3.8.57 and 3.7.57

" " 20.8.57 " 26.8.57

Honolulu 25.9.57

Ch. Is. 30.9.57 Deposited by Master

" " 22.10.57 Returned to "

At Ch. Is. August to October 1957.

12.6.57. Singapore Bulk of cased fuel. RN Grapple Plan

1.7.57 Ch. Is.

RN Grapple with drawn Plan.

Dep UK 27.5.57.

Arr Ch. Is. 1.7.57

Dep " " 1.9.57 for Singapore.

Lighter in tow, MRE stores embarked

RFA Wave Master. Oiler. Freighter or Fleet replenishment ship
 1957. Grapple Series. ? ON. 180346

1958 Various stations in Far East (not Ch. Is) until July. Refitted in UK
 Refit completed September. Sailed 16 Oct. from Portsmouth with dry
 cargo for Ch. Is. arrive 19 November to relieve RFA Olva.

Present at Grapple	x Nov. 1957.	DGST(N)	25.10.83
Voyage period	7.9.57 to 2.7.58	"	"
No official logbook.		"	"
Arrived Ch. Is.	20.10.57	Dep. 25.11.58	"
Consular Officer. att.		"	"

W0028/006. 26.9.58 Plan. Arrive Ch. Is. mid-Nov. (to relieve Olva)

GS 2103/2. ETA Ch. Is. 16.11.58 (note 25.10.58).

GS 2300/1/9. [14.3.59 AE Ch. Is. ?]

RFA Wave Prince Oiler. Fleet Replenishment ship. ON 181127

1957. Grapple Series 125.

[G] Tanker 9000 tons oil cargo.

Ch Is 3.1.57 to 5.5.57. Not present at Malden Island. DGST(N) 25.10.83

Voyage period. 22.6.56 to 14.6.57

No official log book.

Consular official att.

" 4
" "
" "

Grapple Booklet. Mentions 23.6.56

1.4.57 Arr Ch. Is with fuel Grapple RN Plan

13.3.57 Singapore.

1 April - 2 May Bulk oil cargo fuel at Ch Is RN Grapple Plan

RFA Wave Rider Oiler. Fleet replenishment ship ON 169126
 or ON 180849
 1957. Grapple Series 13.
 1958 " " 120

[G.GY] Tanker 9000 tons oil cargo.

Ch. Is. 1.2.57 to 6.4.57. Grapple Y Present April 1958.	DGST(N) 25.10.83
Voyage period 29.8.52 to 25.11.52.	" "
" " 7.12.56 to 27.11.57	" "
No official log book	" "
Consular official att	" "
Voyage period. 21.2.58 to 22.8.58	" "
No official log book	" "
Consular official att.	" "

Grapple Booklet. Mentions 23.6.56.

Grapple Mid Pacific News Mentions

W0028/006 At Ch. Is. 1.7.58

13.5.57 Singapore Bulk and cased fuels
 1.6.57 Ch. Is.

1.4.58 Radiac Equipment (Grapple Y) ?

W0028/008 [6.3.58 ETD UK ?] ETA Ch Is 18.4.58.

RFA Wave Sovereign Oiler Freighter ON 180813

1957. Grapple Series 167
1958 " " 89

[G. GZ] Tanker. 9000 tons oil cargo

Ch. Is. 4.5.57 to 9.6.57. Not present at Malden Is	} D GST(N) 25.10.83
Grapple 2 present Aug-Sept. 1958	
Voyage period 19.12.55 to 16.7.57. IT. attached	" "
" " 12.5.58 to 24.9.58	" "
Crew changes at Ch. Is. 27.8.59 to 2.9.58	" "

1.5.57. Arr Ch. Is with fuel. Grapple RN Plan.

12.4.57 Singapore. RN Grapple Plan.
1 May / 2 June Ch. Is. " " "

1.7.58. Arr Ch. Is. RN GZ Plan.
22.7.58 (Approx) departs Ch. Is., RAS (?) RN GZ Plan
30.7.58 Arr Ch. Is. " " "

Early August 58. Dep. Ch. Is., RAS (?).

Sailing for Ch. Is. 28.5.58

RFA Wave Victor. Oiler ON 169126

1952. Op. Hurricane. 69, 14 + 55 lascars. Not at detonation

1957 Grapple Series 59.

[H. G] Tanker 9000 tons oil cargo.

No information from DGST (N) 25.10.83.

Voyage period 5.10.56 to 21.8.57

No trace of vessel calling at Christmas Island during this voyage.

Grapple Booklet 23.6.56 Mentions.

MV Wavecrest

[16.12.57. At Ch. Is. ?]

W0028/006 Note 21.1.58 ca 7.2.58 West about Panama Canal
[or MV Harpagus ?] No R/A material.

W0028/006. 18.1.58 Has arrived at Ch. Is. [Met Stones?]

LCM's arrived Jan '58 per ~~Wave Crest~~ Wavecrest

MV Willowbank

RAF Grapple files.