Tankers

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| --- | --- | --- | --- | --- |
| 818 | 1979 | Tanker | Jahre Viking | 1 |
| 821 | 1965 | Tanker | Reine Fabiola | 23 |
| 826 | 1959 | Tanker | British Queen | 24 |
| 827 | 1959 | Tanker | Queda | 7 |
| 864 | 2001 | Tanker | Stena Vision | 4 |
| 895 | 1963 | Tanker | Mobil Brilliant | 6 |
| 953 | 1960 | Tanker | Northern Ocean | 10 |
| 966 | 2010 | Tanker | TI Europe | 3 |
| 970 | 2011 | Tanker | Omegagas | 15 |
| 979 | 1993 | Tanker | Stolt Kittiwake | 17 |
| 980 | 2010 | Tanker | Amur Star | 11 |
| 1065 | 2010 | Tanker | British Merlin | 22 |
| 1075 | 2006 | Tanker | V8 Stealth II | 21 |
| 1081 | 2007 | Gas carrier | Celestine River | 18 |
| 1087 | 2010 | Tanker | Amundsen Spirit | 20 |
| 1269 | 1943 | Tanker | ESSO Sao Paolo | 8 |
| 1270 | 1935 | Tanker | Rapana | 9 |
| 1373 | 1945 | Tanker | Empire Arrow | 13 |
| 1374 | 1921 | Tanker | British Tommy | 14 |
| 1375 | 1943 | Tanker | British Dragoon | 12 |
| 1431 | 1996 | Tanker | Mersey Spirit | 16 |
| 1634 | 1976 | Tanker | Batillus | 2 |
| 1681 | 2015 | Tanker | Eagle Barents | 19 |
| 1827 | 1975 | Tanker | Kanchenyunga | 5 |

What is a tanker? In the early days it was necessary to carry flammable liquids in barrels in wooden sailing ships. This was a dangerous job and several vessels sank as a result of fires and explosions. As the use of internal combustion engines increased, the need for ships to transport these fuels increased. Originally it was transported in ordinary cargo vessels, then the specialised tanker came into its own.

Early tankers were developed with a ‘three island’ design. The after part for engines and a midship section with the bridge and a forecastle. Such tankers are illustrated by British Tommy, 1921 (Model number 1374), Queda (Model number 827) and Rapana, 1935 (Model number 1270) and this continued with mass production during WW2 with ships such as ESSO Sao Paolo, 1943 (Model number 1269), British Dragoon, 1943 (Model number 1375) and Empire Arrow, 1945 (Model number 1373). After the war tankers simply became bigger with tankers such as British Queen, 1959 (Model number 826) and Mobil Brilliant 1963 (Model number 895).

Soon this arrangement became uneconomical and ships were built with their accommodation, engines and bridge in a single structure aft. This has become standard for all tankers since. Examples are Reina Fabiola 1965 (Model number 821) rising in size to the largest ever built Jahre Viking, 1979 (Model number 821). Eagle Barents (Model number 1681), Amundsen Spirit (Model number 1087), V8 Stealth II (Model number 1075) and British Merlin (Model number 1065) are all mid-sized, all aft tankers which we see day in and day out in our ports. The VLCC tankers having reached 550,000 tons with Jahre Viking have fallen in size slightly and the most modern are around 350,000 tons or less. Such are Stena Vision, 2001 (Model number 864), T1 Europe, 2010 (Model number 966), Kanchenyunga, 1975 (Model number 1827) and Batillus, 1976 (Model number 1634). Such colossal ships cannot use regular ports and require special facilities. Size gives a huge financial advantage but is also creates a huge risk, particularly of piracy around the middle east.

There is a need for specialist tankers, particularly in coastal waters to keep the wheels of industry moving. Such are Amur Star, 2010 (Model number 980), Stolt Kittiwake, 1993 (Model number 979) and Northern Ocean, 1960 (Model number 953). With the introduction of natural gas there was a need for tankers to serve this trade. Celestine River, 2007 (Model number 1081) is a vey large gas carrier with its equivalent Omegagas, 2011 (Model number 970) covering the coastal trade. Mersey Spirit, 1996 (Model number 1431) can be seen on the River Mersey supplying diesel fuel.



