

Le Groupe WORMS (1963)

Sté Nationale des Pétroles d'Aquitaine
Sté. Nantaise des Chargeurs de l'Ouest
Sté. Française des Transports Pétroliers
Cie Nationale de Navigation

LACQ III (1963- 1964) → **PRÉSIDENT ANDRÉ BLANCHARD** (1964 -1977)

8715g. 3655n. 121814d. 146.160a-137.17pp x 19.18 x 10.73 meters (8.68 draught). 6 Cyl. 2S.C.SA. oil engine of 5.530 Cv by Burmeister & Wain, Copenhagen. 13 knots.



03.1955: completed by Jos. Boel & Fils (1322), Tamise as BETTY MAERSK for A/S D/S Svendborg & D/S A/S av 1912 (A.P. Moller), Copenhagen, Denmark.

1963 purchased by Sté. Nationale des Pétroles d'Aquitaine (Sté. Nantaise des Chargeurs de l'Ouest) and renamed LACQ III.

1964 converted at Le Trait in a sulphur tanker and returned to service as PRÉSIDENT ANDRÉ BLANCHARD.

11.10.1977: left Bayonne for demolition at San Esteban de Pravia (Spain) by Steelnorte S.A.

PRÉSIDENT DELCOURT (1972 -1988)

6015g.2263n.7994d. 125.460a-115.22pp x 17.05 x 9.30 meters (7.75 draught). 6 Cyl. 2S.C.SA. oil engine of 7.650 Cv by Fiat S.G.M., Turin. 15 knots.



24.06.1971: launched and 1972: completed by Cant. Nav. di Pietra Ligure (10), Pietra Ligure as PRÉSIDENT DELCOURT for Sté, Nationale des Pétroles d'Aquitaine (Sté. Nantaise des Chargeurs de l'Ouest), Bayonne.

1988 sold to Adriatic Tankers, Panama and renamed ELCO then STAINLESS PRINCE.

1989 sold to Bos Jaws Shipping Ltd. (W.D.C.), Bahamas and renamed BOS JAWS.

1990 sold to Perseas Nav. Co. Ltd. (World Wide Ocean Chartering S.A.), Bahamas and renamed CARLOS J.

05.1994: broken up in China.

CHIMISTE NANTES (1973 -1977)

1599g. 960n. 2800d. 85. 860a-79. 8pp x 12.02 x 6.61 meters (5.40 draught). Propulsion: Vee 18 Cyl. 4S.C.SA. B&W oil eng. of 2.250 Cv by Alpha-Diesel A/S, Fredriksvaern. 13.5 knots.

20.12.1972: launched and 1973 : completed by Kalmar Varv (433), Kalmar as CHIMISTE NANTES for Sté. Française de Transports Maritimes (Cie. Morbihannaise de Navigation), Nantes.

1977: sold to Fifth International Tankown Co., Cyprus and renamed ALCHIMIST ROTTERDAM.

1979: sold to Chemaphrodite Shipping Enterprises Ltd., Greece and renamed CHEMAPHRODITE.

1980: sold to Naviera Mundomar S.A., Panama and renamed ALDEBARAN QUICA then to W.L. Chimist Rotterdam Shipping Co., Cyprus and renamed ALCHIMIST ROTTE WRDAM.

1984 sold to Freeport Shipping & Trading **Inc.**, Panama and renamed EFES.

1985 sold to Arsay Denizilik ve Ticaret A.S., Turkey and renamed MUGE 1.

1986 sold to Ektasay Kimyevi Maddeler Tasima A.S., Turkey and renamed MUGE 2.

1993 sold to Transvworld Tankers Inc., Panama, renamed TIGER CUB.

1995 sold to Vakif Deniz Finansal Kiralama A.S., Turkey, and renamed BESTE S.

CHEMIST LUTETIA (1974)

3874g.2674ii.0350d. 10 1.91 x 20.43 x 1 1. 1 ineters. 6 Cyl. 2S.C.SA. Sulzer oil engine of 6600 BHP by H. Cegielski, Poznan. 14.25 kiiots.

16.08.1974: launched for Cie. Navale VVorms and 1974 completed by Oreinstein & Koppel (706), Lübeck as CHEMIST LUTETIA for Ocean Liquid Carriers Ltd., Liberia.

197? sold to Chemlloyd Shipping Corp., Liberia then to Ocean-Lewis Shipping J.V., Liberia (Hamburger Lloyd GmbH), Liberia.

198? sold to Vinalmar S.A., Switzerland.

- Sister-ship: *ALCHIMIST LAUSANNE, CHEMIST LISBON.*

POST ÉNERGIE → ANCO ÉNERGIE → STOLT ÉNERGIE (1974-1991)

15163g.9385n.25200d. 165.08oa-157.82pp x 25.00 x 13.01 meters (9.93 draught) Propulsion: 6 Cyl. 2S.C.SA. Sulzer oil engine of 12.000 Cv by the shipbuilder. 15.5 knots.

29.09.1974: launched and 1974 : completed by A/S Horten Verft (1 81), Horten as POST ÉNERGIE for Sté. Française de Transports Maritimes (Sté. Nantaise des Chargeurs de l'Ouest), Nantes.

1978 renamed ANCO ENERGIE on charter to Anco Group.

1983 renamed STOLT ÉNERGIE on charter to Stolt-Nielsen Group.

19? : on management to Sté. Française des Transports Pétroliers then from 1986 to Cie. Nationale de Navigation, Bahamas.

06.1991: sold to Stolt-Nielsen Inc. (Stolt Nielsen Red. A/S), Bahamas and renamed STOLT SPRAY.

- Sister-ships : *POST ENTENTE.*

POST ENTENTE → ANCO ENTENTE → STOLT ENTENTE (1975-1992)

15163g. 9385n. 25200d. 165.08oa-157.82pp x 25.00 x 13.01 meters 9.93 draught). 6 Cyl. 2S.C.SA. Sulzer oil engine of 12.000 Cv by the shipbuilder. 15.5 knots.

18.10.1974: launched and 02.1975 : completed by A/S Horten Verft (183), Horten as POST ENTENTE for Sté. Française de Transports Maritimes (Sté. Nantaise des Chargeurs de l'Ouest), Nantes.

1978 renamed ANCO ENTENTE when on charter to Anco Group.

1983 renamed STOLT ENTENTE when on charter to Stolt-Nielsen Group.

19? : on management to Sté. Française de Transports Pétroliers then from 1986 to Cie. Nationale de Navigation, Bahamas.

01.1 992: sold to Stolt-Nielsen (Stolt-Nielsen Red. A/S), Bahamas and renamed STOLT STREAM.

27.01.1997: arrived at Alang (India) for breaking up.

- Sister-ship: *POST ENERGIE*

BÉARN (1977 -)

7088g.3890n.9799d. 146.20oa-139.71pp x 16.31 x 11.03 meters (7.60 draught Vee 16 Cyl. 4S.C.SA. Pielstick oil engine of 5.600 Cv hy Chant. de l'Atlantique, Saint Nazaire. 14.5 knots.

12.1 0.1976: launched and 1 977 completed by Lodose Varv A/B (1 72), Lodose (Sweden) as BÉARN for Sté. Nationale des Pétroles d'Aquitaine (Sté. Nantaise des Chargeurs de l'Ouest), Bayonne.

1986: owner restyled as Elf Aquitaine (Cie. Nationale de Navigation) then Elf Aquitaine Exploration Production France.

- Sister-ships: *TARNOBRZEG, PROFESSOR K. BOHDANOWICZ, SIARKOPOL, ZAGLEBIE SIARKOWE (all Polish).*