



**The
World
Ship
Society**



Southend Branch

News and Views

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Chairman & Secretary Stuart Emery stuart.emery@hotmail.com

News & Views Coordinator Richard King rking567@btinternet.com

NOTES

Thanks go to Graham, Tony, Peter Eddie John Phil Nick and Andrew for their contributions

In response to Part 3 of Shipbuilding at Vickers Armstrong issued separately as a supplement some personal recollections from Andrew in Hythe

“Hello Richard

Thank you for the supplement.

You show British Grenadier built 1965. I served on her as an Engineering Cadet for 6 months in 1968. She was a steam ship not motor. I joined her at Coryton with three other engineering cadets. I could not believe that a BP tanker was at a Mobil refinery!!.

Your document also shows the British Admiral. The first BP tanker to use High Voltage not the 440 VAC 60 Hz. She was also BP’s first 100,000 DWT tanker.

The steam turbine BP tankers were scrapped very quickly whereas the motor tankers (with either Sulzer or Burmister Wain engines) went on for a further 6 years.”

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Flatirons

HMS Slinger

Resourceful

INS Vikrant

Schnellboot 130

The Jubilee Sailing Trust

NEWS

Queen Anne Arrival

Photos from Andrew











The 3,000-guest ship is the third Cunard ship built by Fincantieri and will offer passengers “more choices of entertainment, dining, and bars than ever before”, according to Cunard. The 114,000gt ship, which spans 14 decks, features the widest selection of fitness, beauty, thermal and spa facilities on any Cunard ship. The brand has also formed a number of partnerships to offer exclusive onboard experiences, including Le Gavroche at Sea residencies hosted by two Michelin-starred chef Michel Roux.

Queen Anne is the 249th ship to sail under the Cunard flag

Queen Anne will spend its maiden season in Europe, the Mediterranean and the Norwegian Fjords

Queen Anne is scheduled to set sail for its inaugural voyage, a seven-night sailing to Lisbon, Portugal, on 3 May 2024. The ship will spend its maiden season sailing itineraries to Europe, the Mediterranean and the Norwegian Fjords.

Cemex completes dredging at London's largest port



London's largest port, the Port of Tilbury, has had 20,000m³ of spoil dredged from berths to allow today's huge ships to dock.

MV Reimerswaal, a 130m hopper dredger with load capacity of 7,500 tonnes, was employed to carry out the work over five days.

Fincantieri floats out new ship Norwegian Aqua

Italian shipbuilder Fincantieri has floated out Norwegian Cruise Line's Norwegian Aqua at its dry dock in Marghera, Italy.

The construction milestone was celebrated by Fincantieri welding two ceremonial coins into Norwegian Aqua to bestow good luck and safe sailing for ship.



The floating out ceremony marks the end of work on the ship's exterior ahead of its launch in April 2025 (image credit: Fincantieri)

Norwegian Aqua, the largest of Norwegian Cruise Line's Prima-class vessels, will debut in April 2025 with a maiden season in the Caribbean, calling at Puerto Plata, Dominican Republic; Tortola, British Virgin Islands; St. Thomas, U.S. Virgin Islands; and Great Stirrup Cay, Norwegian Cruise Line's private island in The Bahamas.

The ship will then offer five and seven-day voyages to Bermuda from New York City from August 2025 to October, before sailing five and seven-day Eastern Caribbean itineraries from Miami, Florida, until April 2026.



YSA Design reveals sail-powered catamaran cruise ship concept

YSA Design has revealed a concept for a new type of sail-powered catamaran cruise ship, codenamed Seabreeze.

The design proposes a 104.5-metre-long ship with a four-metre draft, allowing the vessel to access shallow waters. Dual hulls would counteract listing under sail, maintaining stability for up to 200 guests onboard.

Four 50-metre-high foldable sails would be mounted on six-metre-high bases on deck to capture wind for the main source of propulsion. Engines running on green bio-methanol would sustain hotel operations and – when the wind is insufficient – the main propulsion for the ship. The ship would also be equipped with a hybrid drive to allow operation on battery power.

The two 18.2-metre-wide hulls would be connected by an inverted U-shaped structure spanning 18.5 metres, with the catamaran's two-deck central superstructure including the bridge and some public spaces. Each hull would include four decks and a yacht top, with room for 100 dual occupancy guest cabins and 155 crew.

The hulls would also feature a retractable aft and two central platforms which would extend down to the water when Seabreeze is at anchor or in dynamic positioning mode. Sea lounges could then open for sunset dining as spas, or as beach and water sports clubs.



water

The design also proposes a transparent bay structure between the hulls so that guests can step out over the sea, with auxiliary lighting allowing them to see underwater features below. Alternatively, the ship could feature a mesh connecting the hulls which guests could relax on.

Scenic Group to update fleet with new luxury ocean yacht and refurbishment programme

Emerald Kaia will be the third luxury yacht in Emerald Cruises fleet

Scenic Group has announced a series of updates and expansions across its two brands at Seatrade Cruise Global in Miami, including the addition of a new luxury ocean yacht to Emerald Cruises' fleet and refurbishments for 18 Scenic Luxury Cruises and Emerald Cruises river cruise ships.

Emerald Kaia will be the latest ship to join Emerald Cruises fleet of yachts, following Emerald Azzurra and Emerald Sakara. The ship will accommodate 128 guests and feature an expanded Sky deck that incorporates a new internal Sky Lounge. All cabins and suites will have a 10 per cent larger floor plan than their equivalents onboard Emerald Sakara and Emerald Azzurra.

The ship's marina has been redesigned to include an interior lounge and access to swim to the marina from an open-air gym, as well as offering additional water sports. The Elements Spa has also been expanded.

Emerald Kaia will set sail in April 2026

Windstar Cruises to expand fleet with two new ships

Star Seeker and Star Explorer are expected to be delivered by West Sea shipyard in 2025 and 2026

The two new ships will each have capacity for 224 guests in their all-suite accommodation

Windstar Cruises is expanding its fleet with two new all-suite yachts, Star Seeker and Star Explorer, the cruise line has announced at Sea Trade Cruise Global.

The two ships are expected to be delivered by West Sea shipyard in December 2025 and 2026, respectively. Each will have 112 suites, featuring private

verandas and infinity windows. Two Owner's Suites with wrap-around balconies have also been included on the aft of the ship. In total, the ships will each have capacity for 224 guests and provide a staff to guest ratio of 1:2.

Windstar's Watersports Platform venue will return on the ships, newly accessible through a staircase, alongside the Yacht Club café and lounge, a two-story spa and fitness facility, and a forward whirlpool on the bow. The deck will provide space for sunbathing and Windstar's deck barbeque events.

The redesigned main dining room, Amphora, will offer rotating items from James Beard Foundation-affiliated guest chefs alongside its regular menu. Al fresco dining will also now be available at the venue, as well as at the Star Grill.

Star Seeker and Star Explorer will both have ice-strengthened hulls, allowing them to access new destinations for the cruise line. The ships will also be equipped with Tier III-rated Rolls Royce engines, advanced wastewater treatment systems and will be able to connect to shore power while in port.

The expansion will allow Windstar to redeploy one of its Wind-class ships, Wind Star, to Tahiti in 2027, adding more capacity for the cruise line in French Polynesia.

Alma Cruceros to charter Ocean Victory from April 2025



SunStone Maritime Group's vessel, Ocean Victory, will spend northern hemisphere summers sailing in the Mediterranean for new Spanish cruise operator Alma Cruceros from April 2025.

As part of the long-term charter, the Infinity-class vessel will offer itineraries to Spanish destinations in the Mediterranean, Northern and Western Africa and

the Canary Islands. All elements of these cruises – including entertainment, cuisine and crew – will be tailored to Spanish-speaking passengers.

Ocean Victory will continue to spend the southern hemisphere summers operating in Antarctica for Albatros Expeditions.

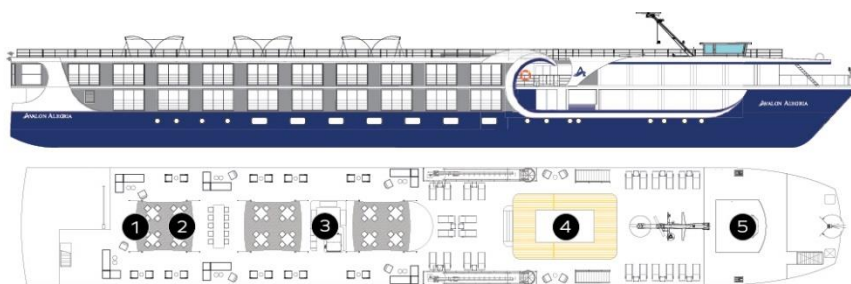
Norwegian Cruise Line Holdings orders eight new cruise ships

Norwegian Cruise Line Holdings (NCLH) has ordered eight new cruise ships for three of its brands – Norwegian Cruise Line, Oceania Cruises and Regent Seven Seas Cruises – and plans to expand its private island destination in the Bahamas, Great Stirrup Cay.

The new ship orders across all three brands are scheduled for delivery over a ten-year period, between 2026 and 2036. Following the previously planned delivery of four Prima-class ships from 2025-2028, Norwegian Cruise Line is expected to take delivery of four vessels, each of approximately 200,000GT and with capacity of nearly 5,000 guests, in 2030, 2032, 2034 and 2036.

Oceania Cruises is scheduled to take delivery of two 86,000GT ships, each with a capacity of 1,450 guests, in 2027 and 2029. Finally, Regent Seven Seas Cruises is scheduled to take delivery of two 77,000GT ships, each with a capacity of 850 guests, in 2026 and 2029.

Avalon Waterways has christened its 15th European suite ship, Avalon Alegria, on the Douro River in Pinhão, Portugal.



DECK PLAN

- | | | |
|---|--------------------|-----------------------|
| 1 Sky Lounge | 6 Club Lounge | 12 Panorama Bistro |
| 2 Premium Lounge Chairs and Shade Awnings | 7 Elevator | 13 Observation Lounge |
| 3 Sky Grill | 8 Adventure Center | 14 Dining Room |
| 4 Pool | 9 Guest Services | 15 Galley |
| 5 Navigation Bridge | 10 Bar | 16 Fitness Center |
| | 11 Panorama Lounge | |

CATEGORIES

- | | |
|---------------|---|
| Cat. P | Royal Deck Panorama Suites |
| Cat. A | Sapphire Deck Forward Panorama Suites |
| Cat. B | Sapphire Deck Aft Panorama Suites |
| Cat. D | Indigo Deck Deluxe Staterooms |
| Cat. E | Indigo Deck Deluxe Staterooms |

Aurora Expeditions is to welcome its third purpose-built small expedition ship, Douglas Mawson, to its fleet.



The new ship is due to begin sailing its inaugural season in late 2025, including Aurora's first voyage to East Antarctica in 15 years. The 'Mawson's Antarctica' itinerary will depart from Hobart, Australia

The 154-passenger ship will be the newest Infinity-class vessel built by SunStone Maritime Group to enter the cruise market, joining its two sister ships Greg Mortimer and Sylvia Earle in Aurora's fleet.

Carnival Corporation orders fifth Excel-class cruise ship for Carnival Cruise Line



Carnival Corporation has ordered a new Excel-class cruise ship from shipbuilder Meyer Werft, with delivery set for 2028.

The newbuild will be the 11th Excel-class cruise ship for the corporation's fleet across the Carnival Cruise Line, AIDA Cruises, Costa Cruises and P&O Cruises brands. It will be the fifth to be operated by Carnival Cruise Line.

The fifth Carnival Cruise Line Excel-class ship will be built on the same platform as its predecessors, with the 180,000gt ship powered by LNG fuel and designed to carry over 6,400 guests and 1,800 crew.

Ponant and Farwind Energy to develop hydrogen refuelling



Ponant is collaborating with French startup Farwind Energy to study and develop solutions for refuelling ships with marine hydrogen.

being studied.

Farwind's wind-powered 'energy ship', meanwhile, is intended to provide a platform for the conversion, storage and delivery of far-offshore wind energy. It aims to produce electricity at sea from wind and transform it into hydrogen by the electrolysis of sea water before transporting the hydrogen to shore to be used as a fuel.

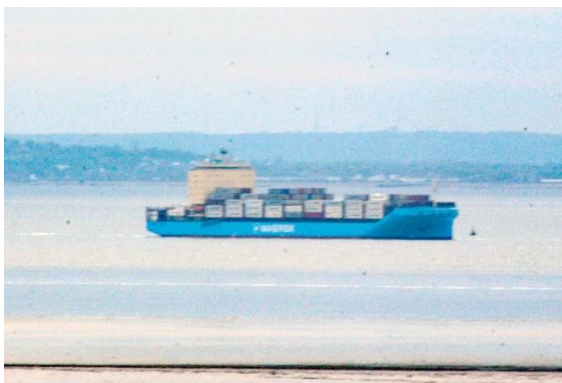
The two partners have set the goal to commission Ponant's Swap2Zero project and Farwind's energy ship at the same time, by 2030.

VISITORS



Federal Mosel Built 2017 22947 Marshall Islands

Current Location Tilbury



Vaga Maersk Built 2019 39871 GRT Denmark

Current Location En route Rotterdam



Torm Allegro Built 2012 27220 GRT Denmark

Current Location Thames



Torm Innovation Built 2013 43053 GRT Denmark

Current Location En route Copenhagen



MSC Marie Built 2023 154000GRT Liberia

Current location En route to Antwerp



Kamome Victoria Built 2011 40970 GRT Panama

Current Location North Sea



Al Khtam Built 2021 65552 GRT Liberia

Current Location En Route Port Said



Solar Madelein Built 2020 29591 GRT Singapore

Current Location Baltic Sea



Maersk Herrera Built 2018 153173 Singapore

Current Location En route UAE



Marmor Built 2012 23792 GRT Marshall Islands

Current Location Avonmouth



Seaspan Amazon Built 2014 112164 GRT Hong Kong

Current Location Off West Africa en route Jebel Ali



Renaissance Built 1993 55555 GRT Bermuda

Current Location Aberdeen



Donald M James Built 2018 45307 GRT Bahamas

Current Location En route to Glenseda



BW Neso Built 2019 62433GRT Singapore

Current Location Off west Africa



CL Yingdu Built 2016 20455 Marshall Islands

Current Location Rouen



Chem patriot Built 2000 12788 GRT Marhsall Islands

Current Location En route to Wandelaar



HMM Copenhagen Built 2020 228283 GRT Norway

Current Position En route to Singapore



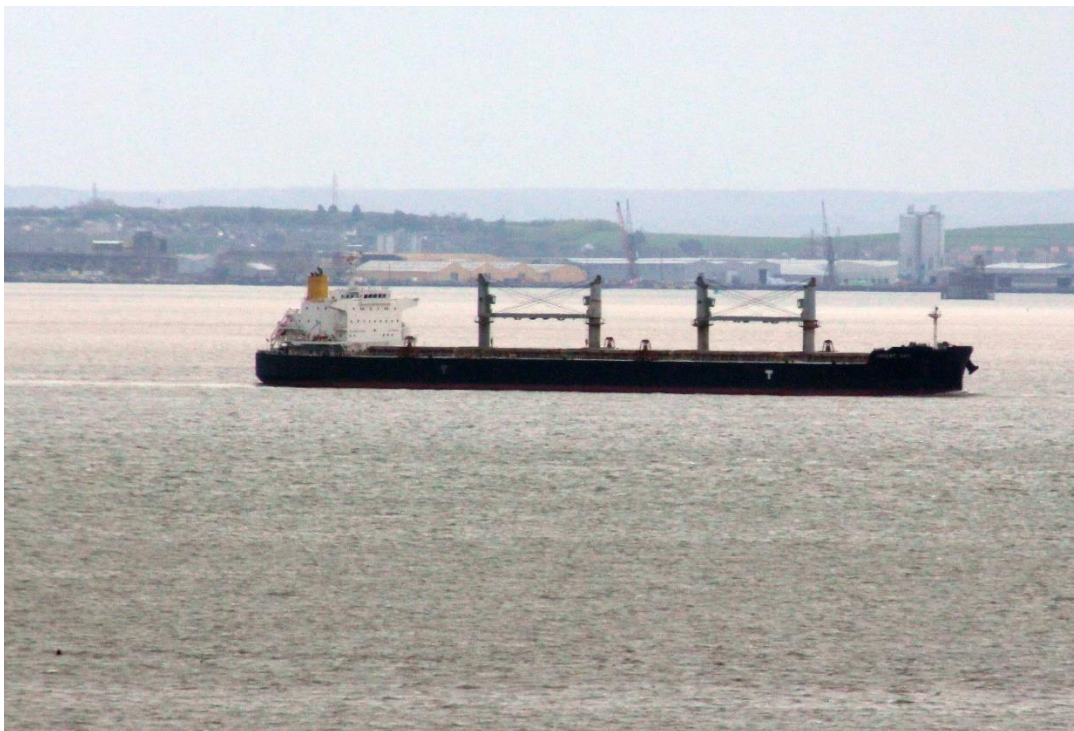
Wenche Victory Built 2005 29214 GRT Norway

Current Location En route to Antwerp



Bbc Jade Built 2008 8999 GRT Antigua and Barbuda

Current Position En route North East Atlantic



Orient Sky Built 2017 34321 GRT Panama

Current Location Klaipeda



Clearocean Hickory Built 2021 29536 GRT Singapore

Current Location En route to Thames



Great Tema Built 2023 89797 GRT Italy

Current Position En route to Tema



Glovis Symphony Built 2014 65436 GRT Korea

Current Position En route to Jebel Ali



Port Alice Built 2005 19797 GRT Hong Kong

Current Position En route Gibraltar



Songa Polaris Built 2011 17862 GRT Malta

Current Position Scheveningen Anchorage



Evinco Built 2005 13679 GRT Sweden

Current Position En route Antwerp



Cielo di Houston Built 2019 43974 GRT Liberia

Current Location Lagos Anchorage



Zeus Lumos Built 2021 153160 GRT Liberia

Current Position South Africa



Atlantic Gold Built 2021 63302 GRT Liberia

Current position En route to Cape Town



Stena Important er Built 2015 29666 GRT Denmark

Current Position En route Gibraltar



Florence Built 2006 28844 GRT Panama

Current position En route Bay of Biscay



Grebe Bulker Built 2010 33064 GRT Marshall Islands

Current Location En route to



Amber Lagoon Built 2015 25303 GRT Marshall Islands

Current Position En route to Luanda



Stellata Built 2016 57997 GRT Malta

Current Position Lagos

Ane Maersk', The World's First Large Methanol-Powered Containership



Here she is seen leaving the Thames for the first time bound for Le Havre

The design is unique with its forward bridge and accommodation, which allows for greater container capacity and improved port efficiency. The ship's funnel, is situated at the stern,

Maersk's orderbook comprises a total of 24 vessels, including 12 with a capacity of 16,000 TEU, six with a capacity of 17,000 TEU, and six with a capacity of 9,000 TEU. All vessels will be equipped with dual-fuel engines and will have the capability to operate on green methanol.

Ane Maersk has completed her maiden voyage on green methanol, commencing service on the AE7 string connecting Asia and Europe

Ane Maersk Built 2023 179000 GRT Denmark

Current Position En route

SOLENT VISITORS



Queen Mary 2



Queen Mary 2



Arvia & Queen Victoria





Queen Victoria



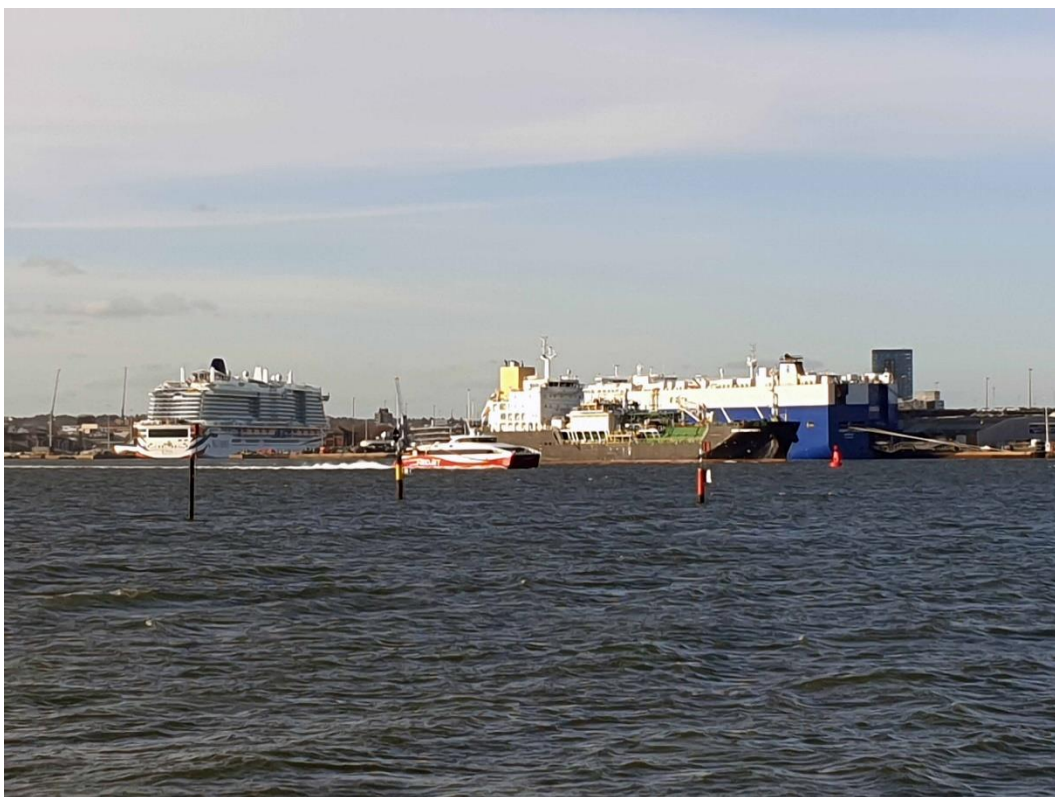
Green Zeebrugge



Teno Built 2011 94526 DWT leaving for Le Havre



New Discovery LNG Bunker tanker from Rotterdam 20589 DWT Built 2010



Ionia Red Jet New Discovery Dignity Leader

FROM PEMBROKESHIRE

Thames tugs in Pembrokeshire

There have been two tugs visiting North Pembrokeshire recently with strong connections to the Thames.

The first was the DEVOUT which is owned by Thamescraft Dry Docking Services based at Greenwich. She has been assisting in the construction of new coastal defences at Aberaeron in Cardigan Bay. Large rocks have been brought from Norway by coastal freighters, most recently the EDMY which is 4,938 gross tonnes and has self-unloading gear. The rocks are unloaded onto a large flat-top barge, SELINA of 2,728 gross tonnes, brought inshore and then dropped onto the sea floor. A work boat, SARAH GREY, and another tug, NEW ROSS ONE, have also been assisting. Whenever gale force winds are forecast the four vessels shelter in Fishguard harbour, as seen in the photograph below (with the DEVOUT being on the far left), while the coastal freighter weighs anchor and circles in the Irish Sea rather than risk dragging its anchor onto a lee shore.



Photo 1: Sheltering from Storm Kathleen (Force 9 winds) in Fishguard harbour.



Photo 2: DEVOUT on the quay at Fishguard.

The DEVOUT carries out various tasks on the Thames and surrounding coasts including assisting the paddle-steamer WAVERLEY to turn within the Pool of London when I was on board in 2017.



Photo 3: DEVOUT turning the WAVERLEY

The DEVOUT can both push and pull and is 13m long.

The second tug with a strong Thames connection that has visited Pembrokeshire recently is the KINGSTON which is the ex-SUN XXIV. The KINGSTON was towing a 42m barge down the Irish Sea from Holyhead when she made a 90 degree turn to port and headed for Fishguard, presumably to

shelter from forecast Force 8 westerly winds. She is shown moored at Fishguard with the barge alongside. One vessel tracking site showed her intended destination as Weymouth.



Photo 4: KINGSTON at Fishguard with barge alongside.

She was originally owned by W.H.J. Alexander Ltd, London (Sun Tugs) and then by London Tugs. Gravesend was a main base of operations for both these companies. She was sold to Subsea Marine Services, Newhaven in 1992 and renamed KINGSTON. She then had a variety of owners and during this period was arrested at Newhaven for smuggling. In 2003 she was bought by Griffin Towage, London and is now owned by Aquatic Towage & Marine of Weymouth.

The KINGSTON was built in 1962 by James Pollock and Sons Ltd, Faversham. She is 113gt and has dimensions of 27.2m x 7.1m x 4.0m. She was rebuilt in 2005 at MacDuff Shipyards with a bow thruster, push knee and Kort nozzle and again refitted in 2016. She has a bollard pull of 23t and is fitted with a 7t Hiab crane for general work duties.

DEVOUT



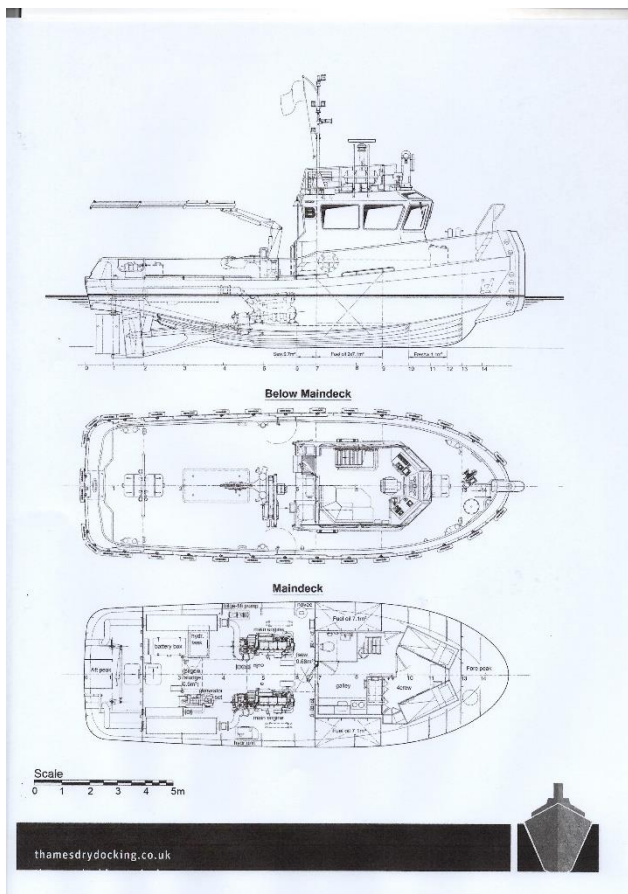
The DEVOUT is a shallow draught multipurpose STAN tug 1606 built by Damen at Changde, China in 2009 as the PB BEADON for Pacific Basin Shipping of Freemantle, Australia. She is of 46 gt with dimensions 16.56m x 5.54m x 2.54m. She is powered by twin Caterpillar C18 TA/8 diesels totalling 853 KW driving 2 screws, giving a bollard pull of 16 tonnes. She has a hydraulic wheelhouse for working under low bridges and a 0.5 tonne deck crane.

In January 2016 she arrived in the Thames on the BBC KIBO (9339 sdwt built in 2011 and Antigua & Barbuda flagged) with sisters PB SABINA and PB ALLIGATOR. The PB Beadon became the DEVOUT for Thamescraft Dry Docking,

whilst the PB Sabina and PB Alligator became the GPS CAMBRIA and GPS ARCADIA respectively for GPS Marine of Upnor. All three were UK flagged.



In early 2022, the Devout was chartered by the Fairplay Towing Group of Hamburg and renamed FAIRPLAY AMAGRO under German colours but the charter ended in 2023 and she reverted to the Devout name.



MARITIME QUIZ MAY 2024 ANSWERS TO WHAT QUESTIONS ?

1. KEOYOUNG SUN
2. EVER LUCID
3. ISLE OF ISLAY
4. ABDULLAH
5. YM WITNESS
6. ROY P BENAVIDEZ
7. JACOB MARLEY
8. MOLLIE AND IVOR DENT
9. OCEAN EXPLORER
10. HMS VENTURER
11. JENNIFER
12. GENTING DREAM
13. ANE MAERSK
14. MSCARMONA
15. LIANGHUI 688

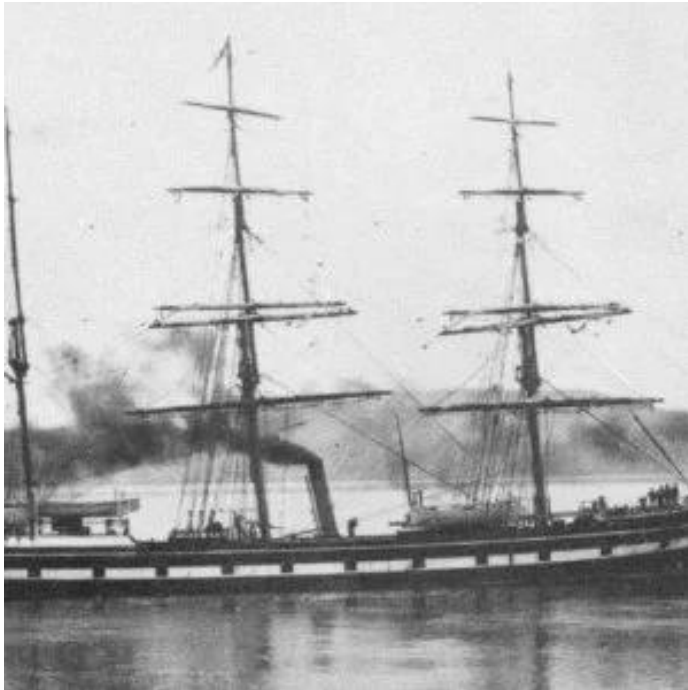
WRECK OF THE MONTH No. 1

THE EDWIN FOX



Tony's sister, on holiday in New Zealand, recently sent some images of the Edwin Fox Museum at Picton on the South Island. The ship's history is extraordinary, and well worth a "Wreck of the Month" spot.

The Edwin Fox was built of Burmese teak in Calcutta (now Kolkata, in Bangladesh) in 1853 by Thomas Reeves for the East India Company, probably the last ship built for the East India Company, but she never served the Company. She was rigged as a Fully Rigged Ship, and she was of 891 gross tons with dimensions 144.8' x 29.8' x 23.8' depth.



Her Maiden Voyage in 1853 for Thomas Reeves was to London via the Cape of Good Hope with a cargo of tea. She was sold in the same year to Sir G. Hodgkinson of London and then to Duncan Dunbar in 1854. Dunbar chartered her to the British Government as a troop transport for the Crimean War, which lasted until 1855. Between 1855 and 1858 she made three trips to India, carrying pale ale out and tea back.



In 1858 she was chartered again by the British Government, this time for the transport of convicts. She took 280 male convicts from the UK to Freemantle. In 1862 Dunbar died, and she was sold to Gallatly, Hankey & Co of London. She made five Australian voyages under their ownership over the next five years.



AS FREEZER HULK

In 1867 she was chartered by Shaw Savile & Albion for use in the emigrant trade to New Zealand, being cut down to a three-masted barque at this time. She made four voyages to New Zealand, carrying 751 settlers to the new colony.



AS FREEZER HULK

In 1883 Shaw Savile & Albion had her converted into a floating freezer storage hulk at Port Chalmers for the booming New Zealand sheep industry, the work being completed in 1885. Massive steam boilers were mounted on deck to provide the steam for the fridges. After 4 years she was towed to Lyttleton and later to Gisbourne and Bluff, whenever extra freezer storage capacity was needed.

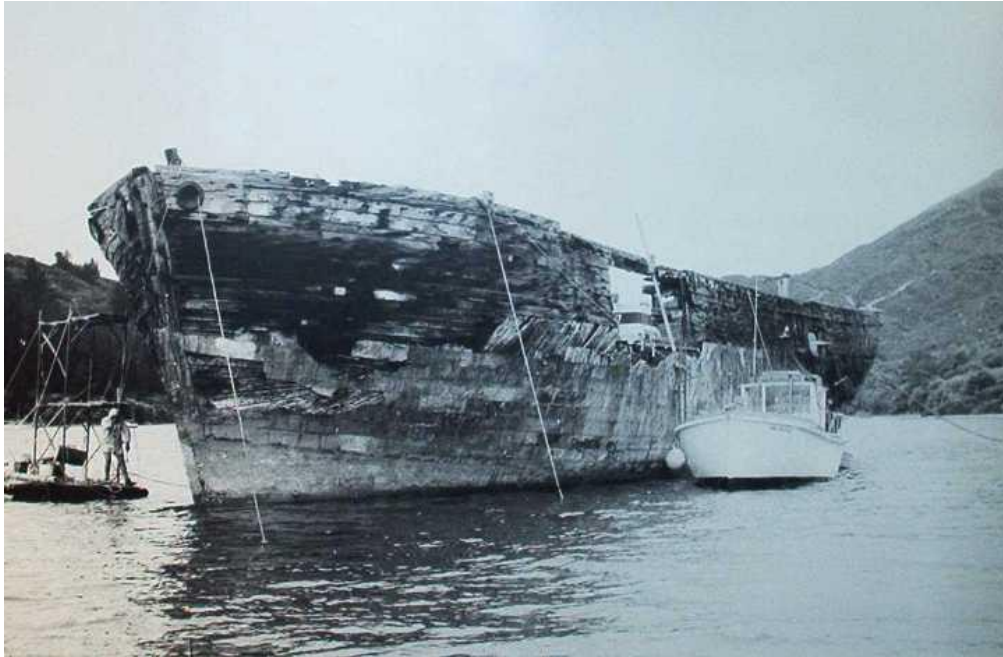


AS

COAL HULK

In 1897 she was towed to Picton where the freezing machinery was removed, and she became an accommodation hulk for the workers at the meat plant. In 1905 she was converted into a coal hulk and mooring facility at Picton. Holes were cut in her side to allow tramlines to carry coal out to the freezer boilers.

She continued to serve as a coal hulk until 1950, after which she was abandoned and left to rot at her berth.

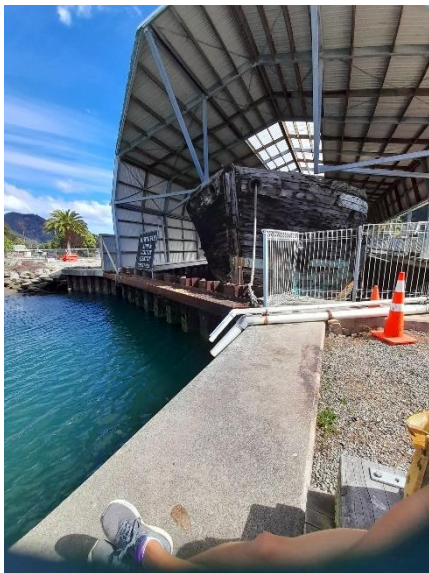


ABANDONED

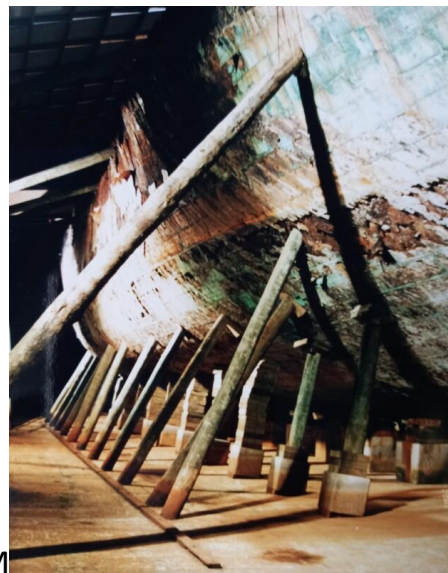
In 1965 she was bought by the newly formed Edwin Fox Society and two years later she was towed to Shakespear Bay, where she remained for twenty years. In 1986, after much fundraising, she was refloated and towed to a drydock on the Picton waterfront. The drydock was then emptied and preservation work began. In 1999 a roof was built over her, limiting further deterioration of her timberwork. In 2013 the society was granted a World Ship Trust Award.



INSIDE THE MUSEUM



MUSEUM



Initially it was planned to restore the ship fully, with decks, masts and rigging, but for reasons of finance as well as the difficulties in getting timber of the right type, it was later decided to preserve the hull in its present state. It now forms part of a museum operated by the Marlborough Heritage Trust

EXPLOSIVES



On the 2nd October 1874 the tug 'Tilbury' was passing under the Macclesfield Bridge on the Regents Canal with a tow of three barges bound for the Midlands with a mixed cargo which included a consignment of explosives and a certain amount of petrol, when the entire tow blew up destroying the bridge and badly damaging surrounding buildings including those of London Zoo.

All three men aboard the tug died and it was later believed that one of them had caused the accident by lighting a cigarette. Another theory was that the cause was a hot cinder from the steam driven tug's funnel. Considerable disruption followed with a party of Horse Guards being called to recapture zoo animals that had escaped their cages.

The Macclesfield Bridge was eventually rebuilt and was thereafter known as the 'blow up' bridge. The main steel supporting columns were reused but turned round which meant that, eventually, the grooves worn by the ropes controlling horses pulling canal craft appeared on both sides of the columns, still evident today.

The next year an act of parliament was passed forbidding the use of steam vessels in the transport of explosives. Thereafter carriage had to be made by

either sailing or dumb craft. Also certain areas were dedicated for the loading or discharge of explosives usually at a distance from well populated areas. One of these was the Chapman anchorage off Leigh, putting the windows of the Marine Estate at risk.

The ban brought the firm of T.F.Wood of Gravesend into prominence. They operated a number of powder hulks on the lower Thames and also a fleet of sailing barges to service the Chapman anchorage. Consisting of the 'Ardeer', 'Asphodel', 'Dreadnought', 'Edith and Hilda', 'Ethel Ada', 'Gipping', 'Orwell', 'Revival' and, later, the 'Millie'. This constituted the largest fleet still operating under sail alone in the United Kingdom.

Another frequent attender at the Chapman anchorage was a small motor coaster named 'Lady McGowan' which, I believe was used to bring gunpowder from Ardeer in Scotland, where it was manufactured. Presumably her diesel engines were outside the ban on steam power.

Stevedores for Chapman were provided by the big stevedoring company Scruttons-Maltby and specially trained for the job. These men were carried to and from the anchorage by tug (diesel?). There they would work aboard the ship carrying the hazardous cargo, very often a Ben liner.

In 1957 it was decided that explosives could be carried by diesel powered vessels. This brought an immediate end to Wood's sailing barge fleet, which were all sold out of trade to become yachts and then house boats, before declining into hulks and, finally, being broken up. 'Dreadnought' was an exception. She was sold to Cattedown Wharves who raced her for a few years until she, too, was broken up.

The carriage of explosives passed to various lighterage companies with dumb lighters and diesel powered tugs. These included Vokins & Co, Darling Bros, H.Mitchell and, for longer voyages, G.F.Sully.

With the container revolution the need for the Chapman anchorage and the carriage of explosives on the river disappeared and the West Leigh Middle buoy now overlooks a deserted spot.

G.E.D.

SILVER ENDEAVOUR



Silver Endeavour (formerly Crystal Endeavor) is a cruise ship operated by Silversea Cruises. Originally built for Crystal Cruises by MV Werften in Stralsund, Germany, she was laid down in 2018 and completed in June 2021. She is the world's largest ice class expedition yacht, bearing a Polar Class rating of PC6.

Following the success of Crystal Esprit, the Crystal Cruises built the world's first purpose-built Polar Class Mega yacht for the luxury cruise market. Her namesake is HMS Endeavour, Captain James Cook's research ship, which discovered Australia and New Zealand; and the new vessel was designed for global expeditions in the Arctic and Antarctic as well as in tropical conditions. The ship included first-of-its-kind features for a cruise line including a U-Boat Worx Cruise Sub 7-300, and a remote-operated vehicle with an underwater camera to feed images back to screens in suites. While also being the world's largest ice-class mega yacht gaining a PC6 rating.

On June 26, 2021, she was christened at MV Werften shipyard, by Manuela Schwesig prime minister of Mecklenburg-Vorpommern.^[8]

The ship's maiden voyage began July 17, 2021, with a 10-night circumnavigation of Iceland.

Crystal Endeavor's focus was on Arctic voyages to Iceland, calling at Westfjords in Patreksfjörður, the Arctic Circle on Grímsey Island, and Zodiac cruising in Djúpivogur, along with Antarctic voyages within the Antarctic Peninsula. During her first year she also visited the Faroe Islands as well as the Orkney and Shetland Islands and Fair Isle in Scotland; then a Caribbean season before heading for Antarctica.^[12]

Following the collapse of parent company Genting Hong Kong in January 2022, Crystal Endeavor completed her last Antarctic cruise in February, at Ushuaia, Argentina and was then laid up at Montevideo, Uruguay under arrest. In March she was moved to Gibraltar for judicial auction.

On June 14, 2022, it was first announced that Crystal Endeavor had been sold to Silversea Cruises. In the weeks prior, Silversea had trademarked the names "Silver Endeavor" and "Silver Endeavour". It was reported on June 28, that both The Ritz-Carlton Yacht Collection and the former owners of Silversea, Heritage Cruise Holding) were still interested in purchasing the vessel as well, with the former submitting the highest bid. Royal Caribbean had yet to confirm or deny if they had made the purchase at that time.

On Monday July 18, 2022, Royal Caribbean Group announced they received court approval to buy the Crystal Endeavor for \$275 million. The company said the purchase was being made "significantly below" the cost of construction, with the purchase financed through a 15-year loan. The mega yacht would be renamed Silver Endeavour

The Silver Endeavour was christened in Antarctica on November 19, 2022 by godmother Felicity Aston MBE, a polar explorer and climate scientist.

FIVE SHIPS

The following piece is taken from the internet with a significant element taken from Stuart Readman's book "Four Ships -One Hundred years of the Essex Yacht Club" published in 1990.

1. THE GYPSY



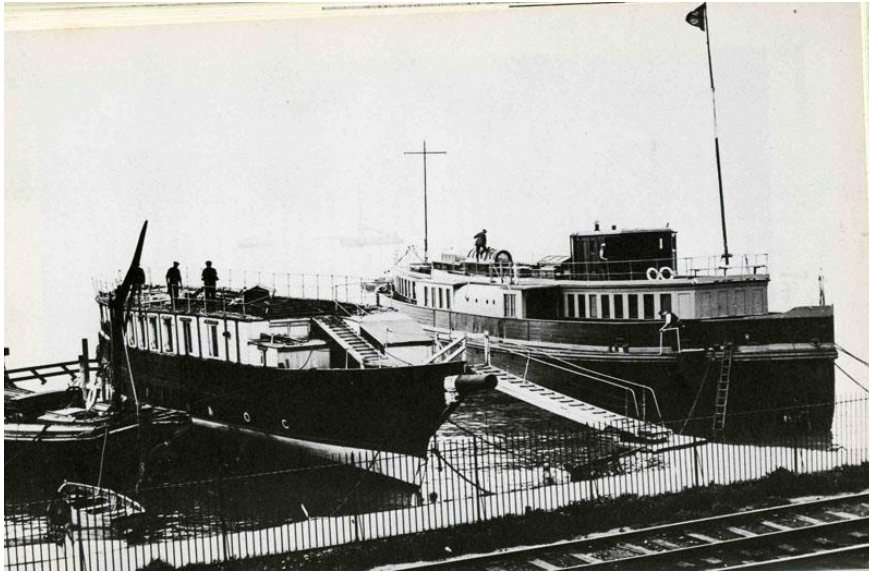
GYPSY IN HER PRIME

The club's first headquarters ship was a wooden former racing schooner called the GYPSY. She was built in 1857 by the famous builder of big racing schooners, Joseph B. Van Dusen in New York for a member of the New York Yacht Club. She was of 148 gross tons with dimensions 101' length overall, 88' length waterline, 22' beam and 10' draught. She had 1986 square feet of sail area.

After several years of successful racing in America, she was sold for £2500 in 1863 and sailed across to Cowes. She had a further winning yacht racing career in the UK. By 1883 she had been cut down and converted as a headquarters ship for the Erith Yacht Club. In 1894, she was acquired by the newly formed Essex Yacht Club as their first HQ, towed to Leigh and moored on the foreshore close to the berth of the club's present HQ ship, the Wilton.



GYPSY

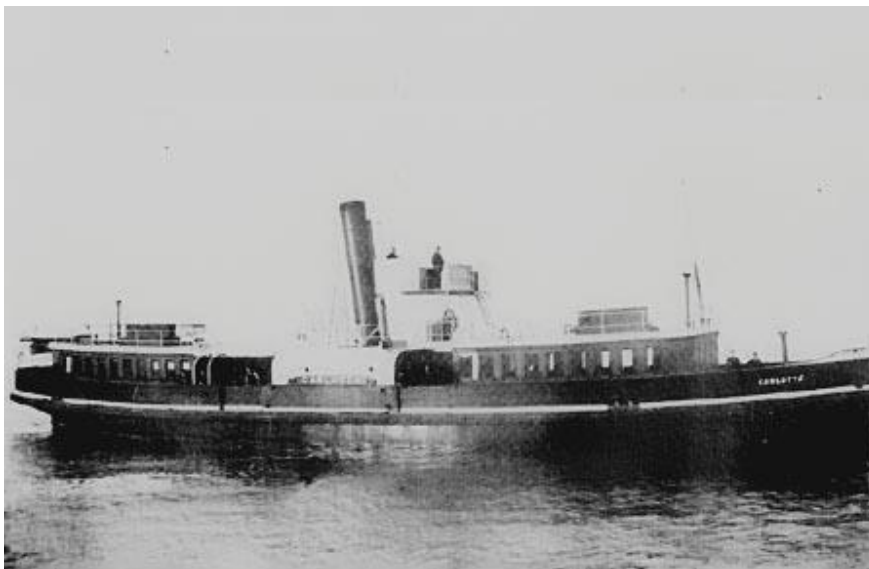


GYPSY

WITH CARLOTTA ALONGSIDE

She functioned as the headquarters of the EYC until 1930, by which time she was in a very poor state with her decks leaking badly. She was replaced by the CARLOTTA and was broken up locally by Francis Turnidge, who apparently lost money on the scrapping contract. The figurehead, wheel and ship's bell were saved and installed in the new ship.

2. CARLOTTA



CARLOTTA

The Carlotta was built as a Tilbury to Gravesend passenger ferry by A.W. Robertson & Company, of Canning Town, being launched on 21st November 1892 and delivered on 13th January 1893. She was the first twin screw ferry built for the London, Tilbury and Southend Railway Company. She was of 261

gross tons with dimensions 124.6' by 32.4' by 7.6'. She was acquired by the Midland Railway in 1912 and again by the London, Midland & Scottish Railway in 1923, as the railway changed hands. She served the various railway companies from 1893 to 1930, but by then she was redundant and put up for sale. The EYC were able to buy her quite cheaply, and had her boilers and steam engines removed by Thomas Wards at Grays. The conversion was carried out by Harland & Wolff at North Woolwich. Her newly provided saloon could seat 100 round tables, there were sleeping berths for 18 yachtsmen, steward's quarters and committee rooms. The fo'csle was adapted for a cadet room.



1904 AT TILBURY

The tow to Leigh was problematic, the first attempt using a pair of cockle boats ended in failure. The second attempt the next day was successful, involving 3 motorboats and the LADY FRANCIS, Southend's municipal flagship. Soon after her arrival at Leigh, Carlotta's name was, somewhat confusingly, changed to GYPSY.



CARLOTTA AT

LEIGH

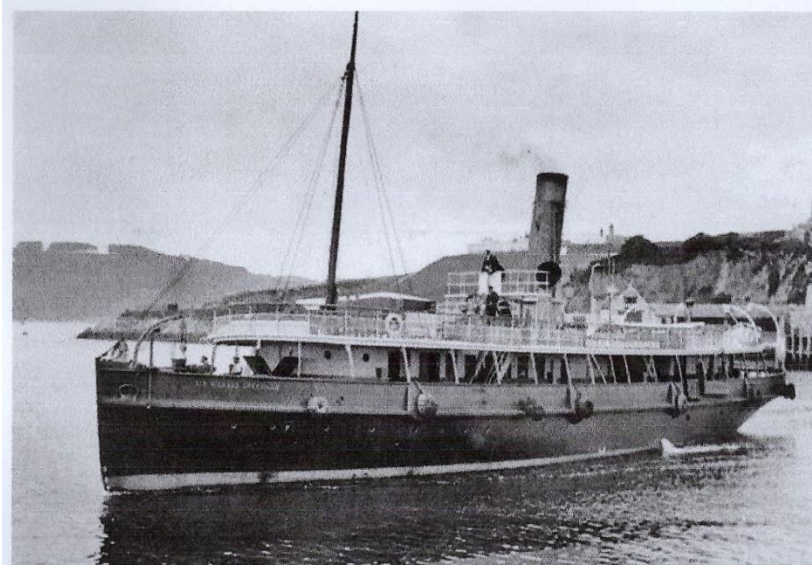
In 1940, she was requisitioned by the Ministry of Shipping and adapted as a depot ship for the Auxiliary Patrol Service. She was bombed and sunk by aerial bombing off Tower Pier on 11th May 1941.

3. LADY SAVILE



LADY SAVILE IN DOVER HARBOUR BOARD COLOURS

The club's third ship was built as the SIR RICHARD GRENVILLE by Laird Brothers of Birkenhead in 1891 for the Great Western Railway Company. She was intended to operate out of Millbay Dock, Plymouth, which was owned by the company, as a passenger tender to meet large mail steamers frequenting Plymouth Sound, and also as an excursion steamer along the coast.

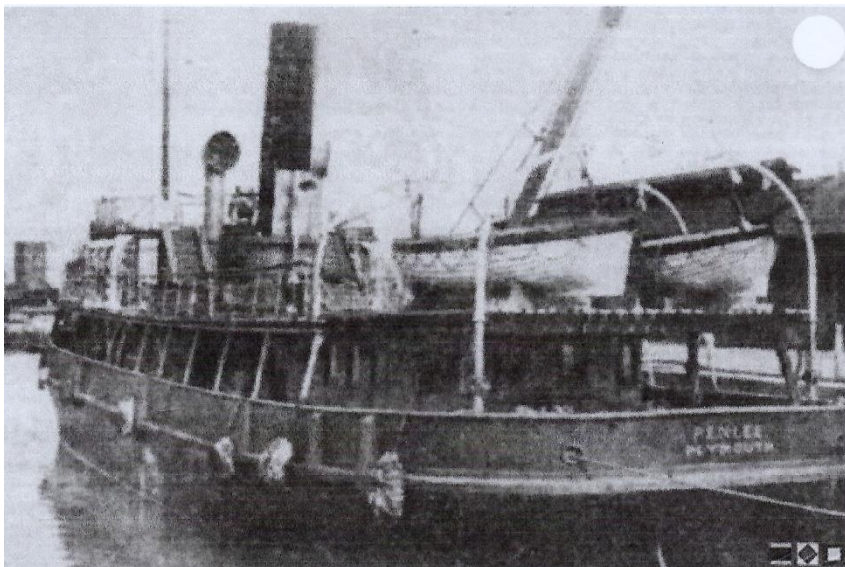


SIR

RICHARD GRENVILLE WHILST UNDER GWR OWNERSHIP

She was an iron twin screw steamship of 420 gross tons with dimensions 132' by 30.1' by 9.45'. Her coal-fired boilers provided steam for her twin compound 4-cylinder steam reciprocating engines giving a maximum speed of 12.5 knots.

On 10th March 1902 she transported King Edward V11, Queen Alexandra and party from the Royal Yacht, VICTORIA & ALBERT, to Millbay Pier, Plymouth. On 28th April 1912, she ferried the surviving members of TITANIC's crew from the SS LAPLAND into Plymouth.

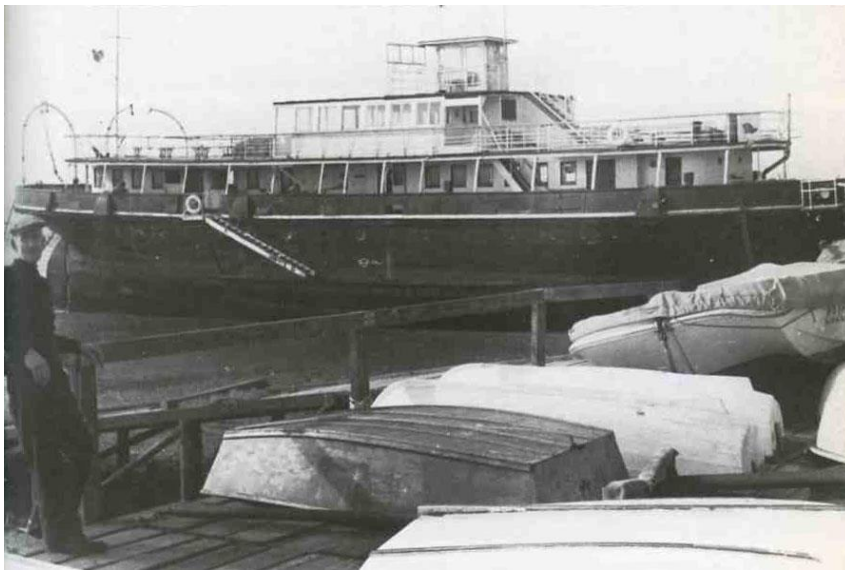


PENLEE

In 1930, the ship's name was changed to PENLEE to free her original name for a replacement vessel being completed for the GWR. In 1931 she was bought by the Dover Harbour Board for taking passengers to and from ships off Dover. In

1932, she was renamed LADY SAVILE. In WW2 she served as a tender on the Clyde to the QUEEN MARY and other troopships.

In 1946 she was laid up in Dover Harbour and put up for sale. She was bought very cheaply by the EYC as they had been without a floating HQ ship since 1940. Some conversion was carried out at Dover before she was towed to Leigh by the seagoing tug ZEALANDIA. Because of her greater draught, the club had great difficulty in getting the ship into her permanent berth, bows-on to the Leigh foreshore, roughly where the present ship, the WILTON resides.



LADY SAVILE

The Lady Savile served as the Essex Yacht Club HQ ship from 1947 until 1976, by which time she was in a deteriorating state, and there was concern whether she could be made seaworthy enough for the tow across the Thames shipping lanes to Queenborough for breaking up. She left Leigh finally on 25th September, by which time, her successor, the BEMBRIDGE, was in position, although not yet fully converted. Apparently, her iron plates were sold at a premium for scientific purposes, as they were formed well before the start of the atomic age.



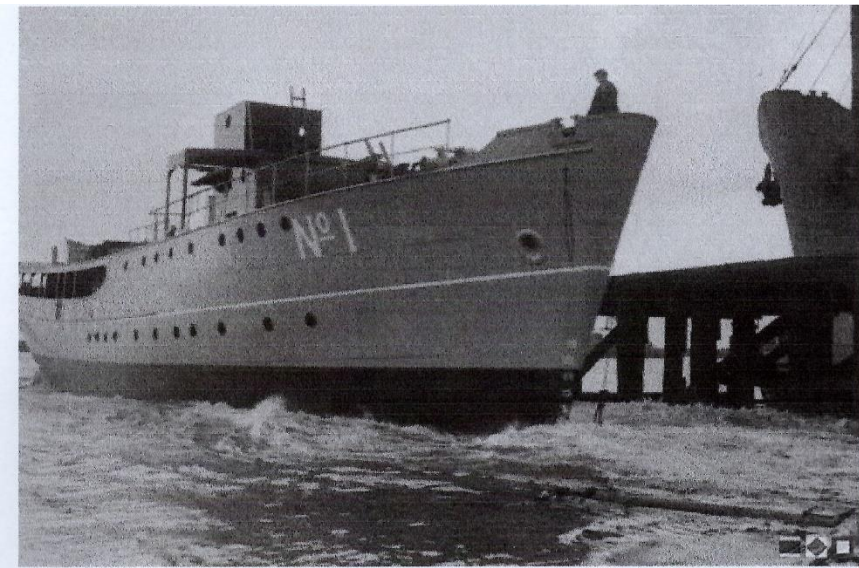
LADY

SAVILE WITH BEMBRIDGE ALONGSIDE 1976

BEMBRIDGE:



BEMBRIDGE



LAUNCH

OF BEMBRIDGE SEPT. 1938

The Bembridge was built by the Smith's Dock Company at Middlesbrough as a cruising pilot cutter for the Trinity House Pilotage Service, being laid down on 10th March 1938, launched on 14th July 1938 and commissioned on 6th October 1938. She was designed by Sir W. Reed. She was of 412.6 gross and 139 nett tons with dimensions 150.0 (o.a.)' x 27.1' x 9.2'. She was powered by twin 5-cylinder diesels by British Polar totalling 740 bhp giving a cruising speed of 11.8 knots. Ship's complement was 6 officers and 13 men with sleeping accommodation for 24 pilots.

She operated for many years from the Nab and the Needles, Isle of Wight stations, and later she was based off Dungeness, then the Sunk light vessel, then back to the Nab and finally off Folkstone.

She was commandeered for service by the Admiralty at the start of WW2. Between 26th May and 3rd June 1940, she took part in the evacuation of Dunkirk in Operation Dynamo. In 1941 she was hit aft by a bomb, but it failed to explode. In June 1944 she took part in the Normandy landings.

In 1968, Trinity House found that cruising cutters could be replaced by the more economic use of shore-based fast motor launches, and the Bembridge was taken out of service. Early in 1971, she was bought by the Principals of Arundel Priory, who intended to operate her as a training ship for underprivileged children.

In June 1972 she was bought by Cosag Marine Services and fitted out as a survey ship for North Sea oil exploration, and she carried out the initial surveys of the Forties Field. She also acted as navigational control vessel during the laying of the oil pipeline from the Ekofisk oilfield to Teesside. With more specialised vessels coming on stream, the Bembridge was put up for sale at Great Yarmouth.



BEMBRIDGE AT GREAT YARMOUTH IN 1976

In May 1976, she was bought by the Essex Yacht Club as their new headquarters. Still at Yarmouth, her funnel, engines, generators and windlasses etc were removed and sold. On 28th June 1976 she was towed

south by the tug EUGENIO and anchored off Chalkwell. Here her water ballast was removed, and numerous yacht moorings cleared ready for her berthing alongside the LADY SAVILE. This was achieved on 2nd July. With the two ships side by side, the conversion of the Bembridge proceeded. On 25th September, with conversion work still unfinished, the Lady Savile was towed away to Queenborough for breaking up.



BEMBRIDGE IN 1989

The Bembridge served as the EYC's headquarters for nearly 30 years, but she was now showing her age, and a new ship was needed. With the WILTON being towed round from Rochford, the Bembridge was sold in 2004 and was towed away up the Medway. The intention was that she should be converted to a restaurant, but she was anchored downstream of Rochester Bridge for several years.



AT SZCZECIN



AT SZCZECIN

In 2009 she was sold to Magemar Polska and was towed to Szczecin in Poland by the MT ARGUS, where she was restored to her original condition over the following year or two. She now serves as a company head office as well as a museum. Recently, however, she has been advertised for sale for 600,000 euros. Hopefully, though, her future is assured for the foreseeable future.



WILTON

HMS Wilton was a Royal Navy mine hunter. She was laid down at Vosper Thornycroft's Woolston yard at Southampton on 7th August 1970. She was launched on 18th January 1972 and commissioned on 14th July 1973. Her design was based on the once numerous "Ton" class of wooden coastal minesweepers, but she was constructed in glass-reinforced plastic to minimise her magnetic signature against magnetic mines. She was the first significant warship to be built in fibreglass in the world and was the prototype for the later British mine hunters, the "Hunts" and the "Sandowns". Much of her equipment was recovered from the scrapped Ton class vessel DERRITON.



AT PORTSMOUTH

She was of 450 tonnes displacement, with dimensions 47.0m x 8.9m x 2.6m. She was powered by two Napier Deltic 18-7A diesels of 2,200 KW each, presumably cannibalised from the Derriton. Her top speed was 16 knots with a range of 2300 nautical miles at 13 knots. Her complement was 37 officers and men. She carried a single Bofors 40mm gun.



PAYING OFF 1994

During most of her service life she was based in the Middle East, including between March and November 1974 clearing mines in the Suez Canal, following the Arab/Israeli War. Whilst in the Royal Navy, she served in a variety of roles, including as an offshore patrol vessel, a support ship for mine clearing operations and as a navigational training ship. In terms of the latter, in 1991 she was sent to Rosyth to have her mine hunting gear replaced by a purpose-built class room for navigational trainees from Dartmouth.



ARRIVING

AT LEIGH WITH BEMBRIDGE ALONGSIDE

She was paid off by the navy on 26th July 1994 and laid up in Fareham Creek at Portsmouth. She was sold to TAE Marine in October 2000, who were film makers. They moved her to Southampton for repairs before sailing to Lowestoft. She was then resold to the Essex Yacht Club in October 2001, who took her to Sutton Wharf Boatyard, at the back of Rochford. The conversion, carried out mostly by members of the club, lasted until 2004. The work included the removal of the funnel, diesels and generators etc., and the conversion of the former engine room into the dining saloon with the main saloon above.



RECENT

The Wilton (she can no longer be referred to as HMS) has functioned well as the HQ of the Essex Yacht Club since 2004, and the club hopes that because of

the grp construction she will last many years into the future. With the possible exception of the BRONINGTON, derelict in the West Float of Birkenhead Docks, the Wilton is the last surviving Ton class ship, of which some 118 were built for the Royal Navy.



RECENT



WRECK OF THE MONTH 2 WATERLOO



A photograph of an intriguing wreck caught Tonys eye recently on the Medway adjacent to the former Horrid Hill cement works near Gillingham. The curiously named Horrid Hill works was opened in 1902 and closed in 1913. The site is now part of the Riverside Country Park.



The wreck is of the WATERLOO which was built as tug No.6 in 1891 by Thomas Scott in Goole. She was built as a steam tug for the Tom Pudding compartment boats on the Aire and Calder Canal. Her

original boiler was built by C.D. Holmes & Co. In 1913 she was reboilered by Clayton Son & Co.

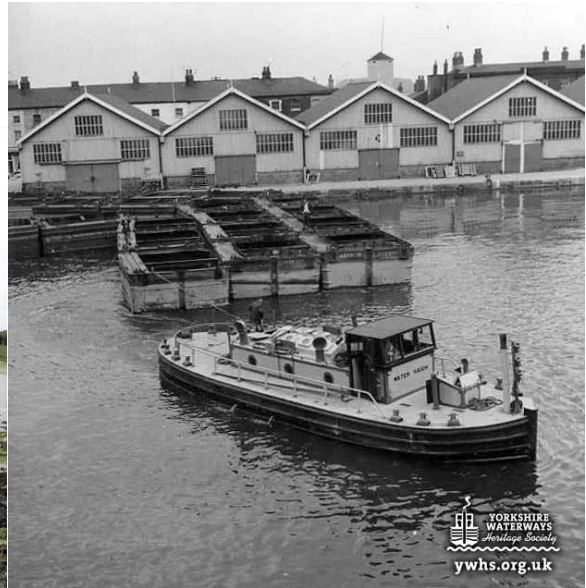


TUG 5.

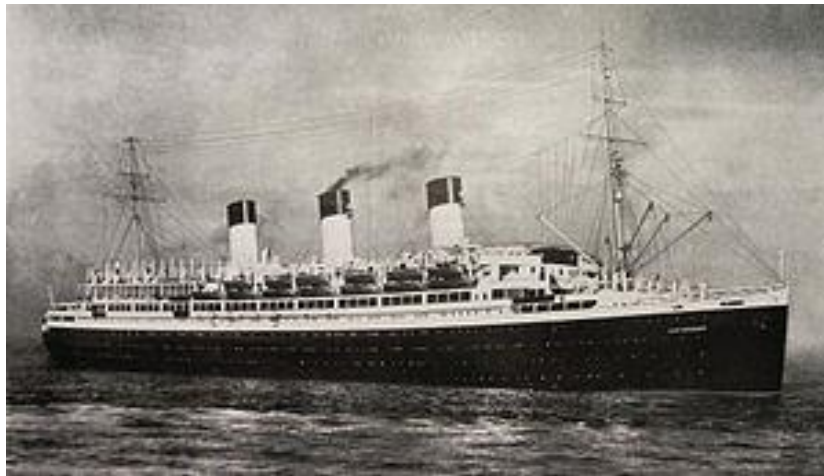
TUG 6 WOULD HAVE BEEN SIMILAR

It is reported that she was sold to work on the Tyne around 1954, and she was re-engined with a Ruston diesel engine and was renamed WATERLOO. Later she was bought by a private individual on the Medway. The wreck has been lying on the Medway shore since 2000 or earlier.





SS ARCONA



SS Cap Arcona, named after Cape Arkona on the island of Rügen, was a German liner later a ship of the Kriegsmarine, and finally a prison ship.

A flagship of the Hamburg Südamerikanische ("Hamburg-South America Line") she made her maiden voyage on 29 October 1927, carrying passengers and cargo between Germany and the east coast of South America,

In 1940 the Kriegsmarine requisitioned Cap Arcona as an accommodation ship. In 1942 she served as the set for the German propaganda feature film Titanic. In 1945 she evacuated almost 26,000 German civilian refugees from East Prussia before advance of the Russian Army.

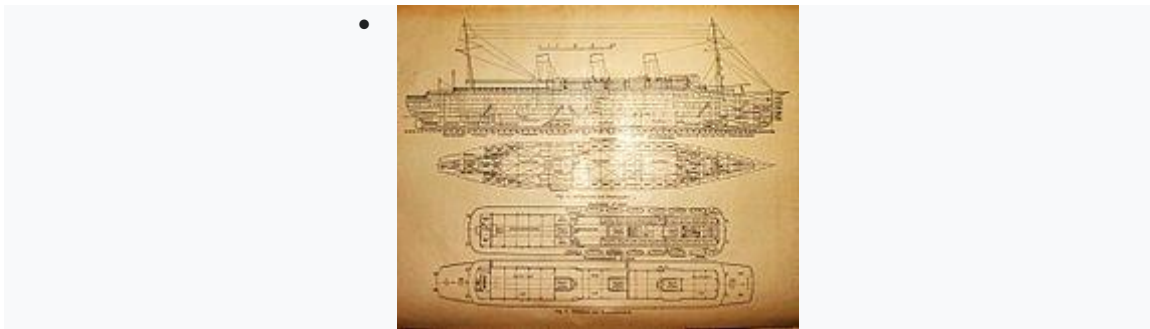
Cap Arcona's final use was as a prison ship. In May 1945 she was heavily laden with prisoners from Nazi concentration camps when the Royal Air

Force bombed her in the western Baltic Sea, killing about 5,000 people; with more than 2,000 further casualties in the sinkings of the accompanying vessels of the prison fleet, Deutschland and Thielbek..

She was 27,561 GRT, 675 ft 6 in overall and a beam of 84 ft 7 in

She was driven by eight steam turbines, single-reduction geared to two propeller shafts.^[4] She had three funnels, and her passenger comforts included a full-size tennis court abaft her third funnel.

Cap Arcona had modern navigation and communication equipment. She was equipped for submarine signaling which allowed a ship to hear acoustic signals from aids to navigation. She also had wireless direction finding equipment,^[4] and from 1934 she had an echo sounding device and a gyrocompass.^[5]



Plans of *Cap Arcona*.

THE M.S. DALI



On 26th March 2024, the Singapore flagged Neopanamax container ship DALI collided with a pier on the Francis Scott Key Bridge in Baltimore, Maryland.

There were 6 fatalities from a construction gang mending potholes on the bridge roadway. The ship had managed to send a Mayday message just before the impact, so the bridge had been closed to road traffic avoiding many more casualties.



DALI IN 2020

The Dali was built by Hyundai Heavy Industries in Ulsan, South Korea, being laid down on 10th October 2014, launched on 27th December 2014 and completed on 5th March 2015. She is of 116,851 sdwt with dimensions 300m x 48m x 15.03m. Her capacity is 9971 TEU, and she is among the largest container ships serving the east coast of the USA. The bridge was opened in 1977, and was, in the area of the accident, a steel continuous truss bridge. It was thus relatively elderly, but it is doubtful whether a modern bridge, with protective dolphins to the piers, could have withstood the huge momentum of a ship of the size of the Dali.



IN

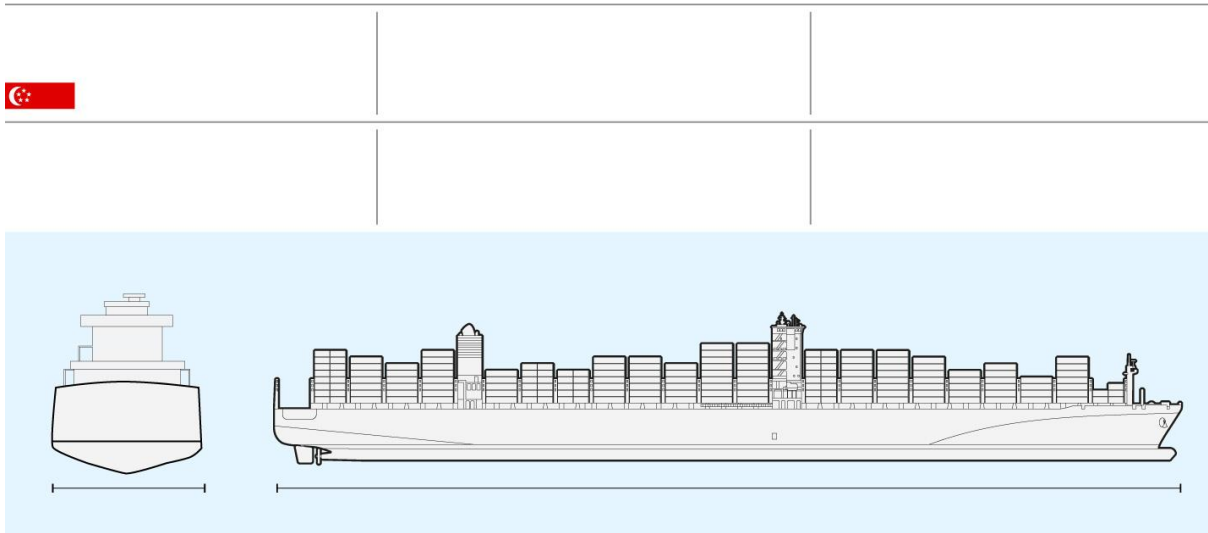
BALTIMORE A FEW DAYS BEFORE THE ACCIDENT

She is powered by a single low-speed two-stroke 9-cylinder MAN-B&W 9S90ME-C-9-2 crosshead diesel of 41,480 KW, made under licence by HHI coupled to a fixed pitch prop giving a service speed of 22 knots. She also has a 3000 KW bow thruster.



The Dali and a sistership, the CEZANNE, were delivered to Greek shipowners Oceanbulk Maritime SA for time-charter to Maersk and were Marshall Islands flagged. They were of the “Hyundai 9000 wide beam” design In 2016, ownership was transferred to Grace Ocean Pte Ltd, and flag changed to Singapore. She is managed by Synergy Marine Group. On the day of the collision, she had just left the Seagirt Marine Terminal in Baltimore with 4700

containers on board, bound for Colombo. She had 21 crew on board plus 2 pilots.



As she approached the bridge at about 8 knots, she suddenly lost all power, and became unmanageable, veering off course and hitting the bridge pier. The pier collapsed taking two steel bridge spans with it, leaving the ship jammed in position with a large amount of steelwork on her forward end. All 21 crew remain on board. The shipping channel is completely blocked, trapping many ships inside the port and preventing incoming vessels from berthing. She is situated above a high-pressure gas line on the sea floor, which will add to the difficulties of clearing the debris and extricating the ship.



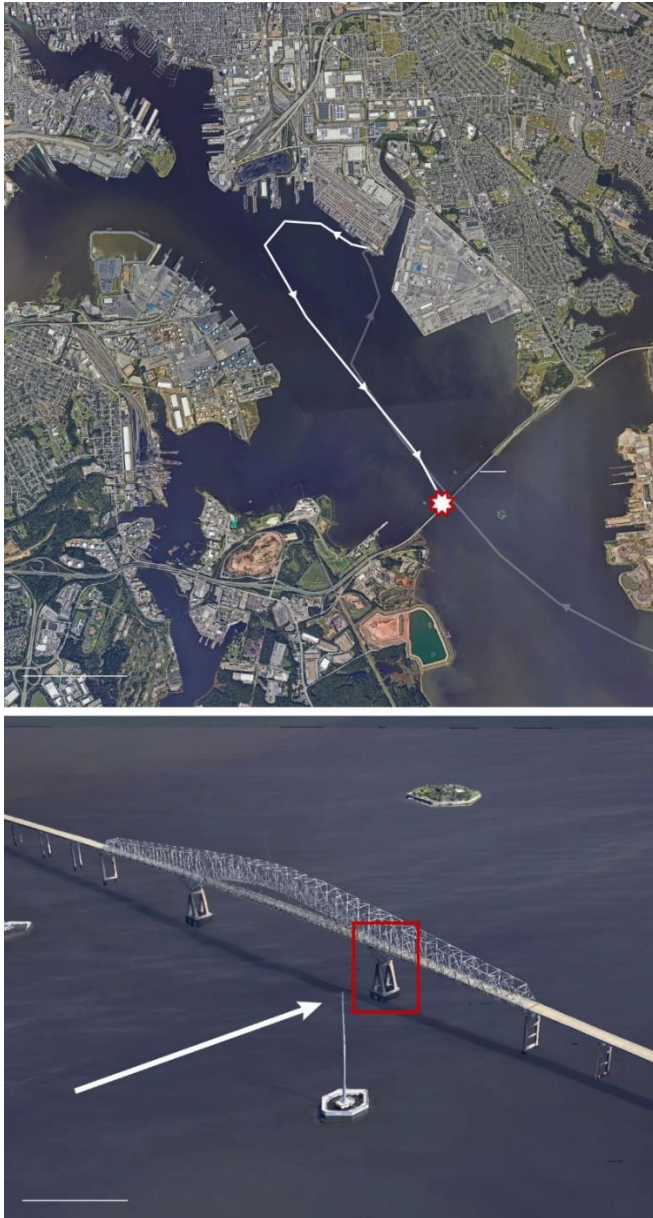
No pollution has been reported so far, but 56 of the containers she was carrying contained hazardous materials. She has 1.5 million gallons of fuel and

lubrication oil on board. Her Black Box is currently being examined by Federal investigators. Initial reports indicate the power fault was only just over a minute long.

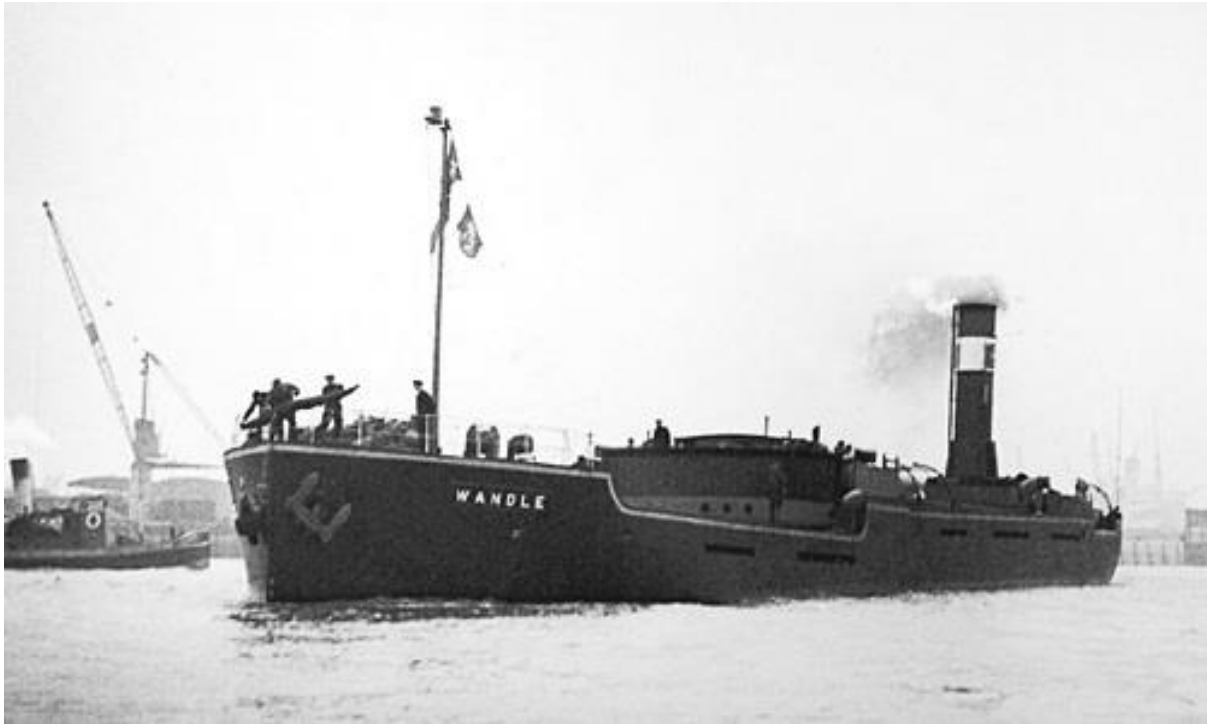


THE NEXT PIER

Resolve Marine has been appointed to lead the salvage of the ship. As of 31st March, the Chesapeake 1000 barge with a 1000-ton crane capacity was the first on the scene. 7 more crane barges are due, together with 10 tugs and 9 barges. Stuck inside the port are 3 bulkers, 1 Ro-Ro vehicles carrier, 2 general cargo, 1 oil/chemical tanker and 4 MARAD reserve vessels plus the Dali.



The global insurance sector is expecting billions of dollars in claims after the collision, including for the repair of the bridge and business interruption to the port. Potentially it will be the largest marine insurance claim in history.



WANDLE ON HER MAIDEN VOYAGE IN 1932

Flatirons were developed in the latter part of the 19th century. Most were colliers bringing coal from Northeast England and South Wales to gasworks and power stations on the Thames, upriver from the Pool of London. The ships had to navigate under numerous fixed bridges, so headroom (air draught) and draught had to be minimised to enable navigation at all states of the tide both laden and light. A fairly tall order with bridge headroom generally about 5.2m above MHWS and water depth about 5.0m at MLWS.

The earlier flatirons were steam powered, the classical type with a tall, hinged funnel serving one or two triple expansion steam engines, folding masts and sometimes lowerable wheelhouse. The last steam flatirons were built in the 1950s. From the mid-1940s flatiron motor ships were built, with shorter funnels which did not need to be hinged. They tended to be larger vessels up to about 2800 dwt.

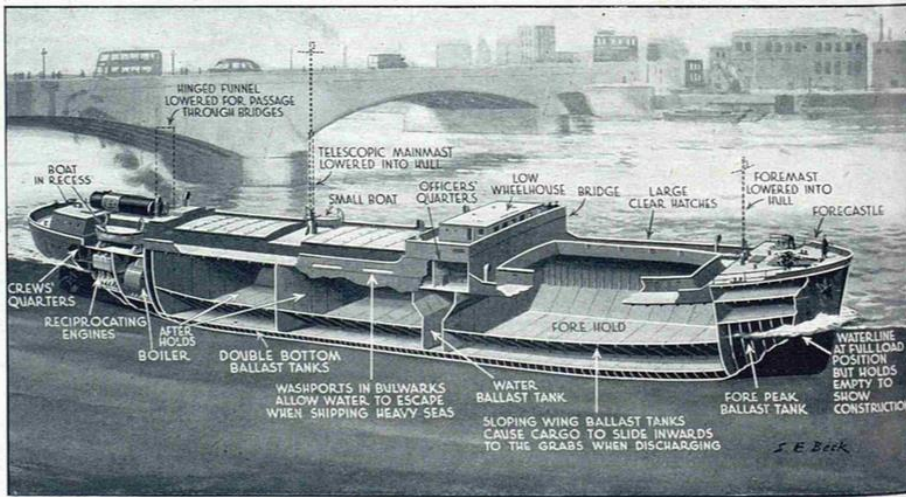


Image © Illustrated London News Group

CHESSINGTON

BUILT IN 1946

Stephenson had a fleet of flatirons and also managed fleets for some utility companies. The Gas Light and Coke Company had their own fleet to serve gasworks at Fulham and Nine Elms. The London Power Company's vessels served Battersea Power Station. The Metropolitan Borough of Fulham had a fleet serving Fulham Power Station, whilst the Wandsworth & District Gas Co. had a fleet to serve the Wandsworth Gas Works.



CROYDON BUILT IN 1951

After Nationalisation in 1948/49, the British Electricity Authority (later the Central Electricity Authority), the North Thames Gas Board and the South Eastern Gas Board all inherited fleets of flatirons. Of these concerns, the North

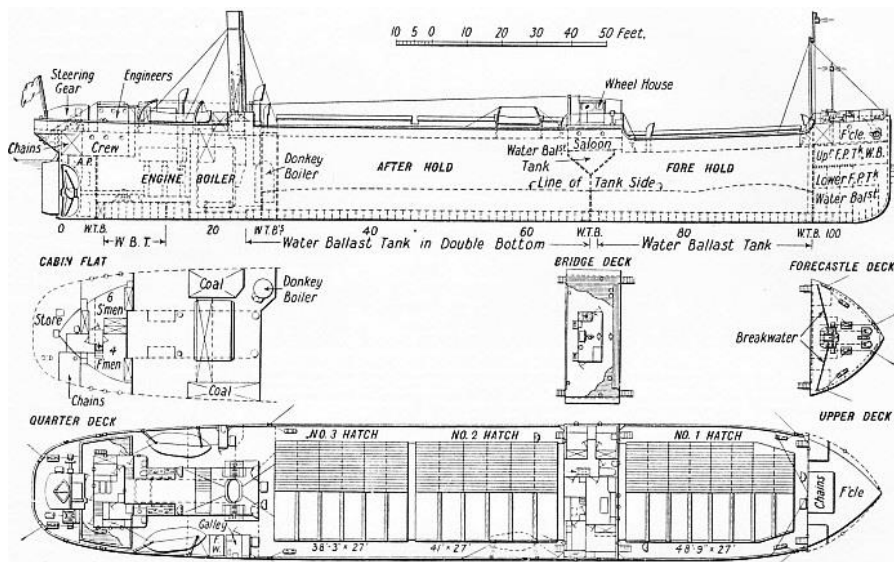
Thames Gas Board had a new vessel built in 1949 and the South Eastern Gas Board had vessels built up until 1956.



HACKNEY

For obvious reasons, the use of coal-burning steam powered colliers lasted long after other similar steamships were phased out, but Clean Air Acts etc, encouraged the use of oil-burning motor ships. From the mid-1960s, the arrival of North Sea Gas meant the closure of coal gasworks and the production of Town Gas. In addition, electricity generation evolved towards larger power stations downstream, so the upriver power stations were closed in the 1970s and early 1980s.

S.S. FULHAM



FULHAM



FULHAM

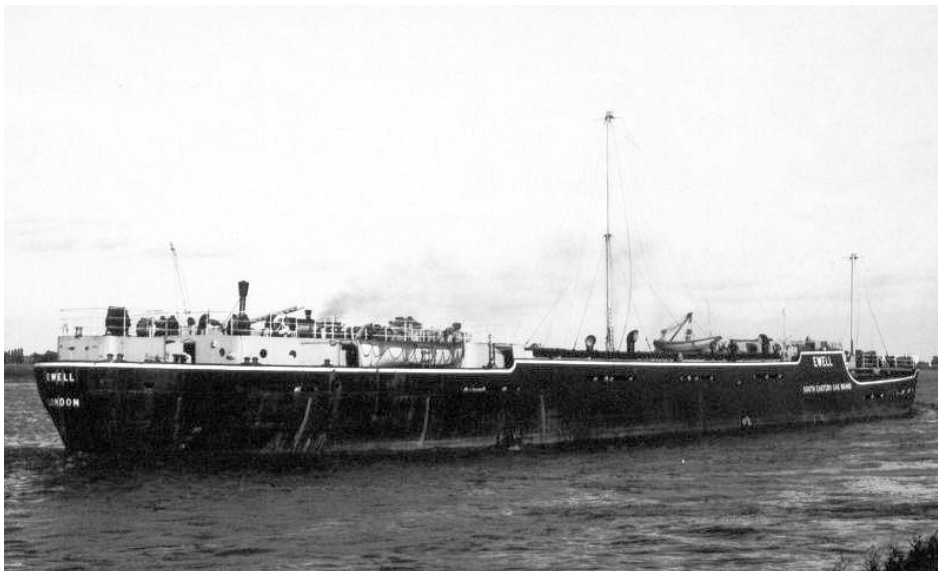
She was typical of the later steam powered colliers, being built for Fulham Borough Council in 1935 by the Burntisland Shipbuilding Co. She served the Fulham Power Station and was managed by Stephenson Clarke. She was of 2390 dwt with dimensions 238' x 28' 1" x 16'. She had a single assisted-draught boiler powering a triple expansion surface-condensing engine of 950 indicated horsepower giving 10.1 knots. In 1948 with nationalisation, she came under the British Electricity Authority, the Central Electricity in 1954 and finally the Central Electricity Generating Board in 1957. She was scrapped in 1958.

S.S. MITCHAM



She was launched by Burntisland Shipbuilding Co on 4th April 1946 for the Wandsworth Gas Company. She was of 1787 gross tons with dimensions 270' x 39.5' x 16.6'. She was powered by an 8-cylinder 2 SCA diesel by British Polar of Glasgow. She passed to the South Eastern Gas Board in 1949. She was sold to Cayman Islands owners in 1969 and renamed TORTUGAS. In 1974 she was sold to Greek owners. On 3rd July 1975 she foundered near Santorini on a voyage from Nistros to Algiers with a cargo of pumice.

M.S. EWELL



EWELL

She typifies the post-war motorship flatirons, being built by Alexander Hall in Aberdeen in 1958 for South Eastern Gas Board. She was of 2835 dwt with dimensions 275' x 39' 5" x 17' 1". She was powered by a single British Polar Engineers Ltd., Glasgow built oil 2SCSA engine of 1150 bhp driving a single screw. In 1970 she was sold to Kyle Shipping Co (with Stephenson Clarke

managing) and renamed FLETCHING. She was bought in 1976 by Stephenson Clarke but was scrapped in 1980 in Spain.

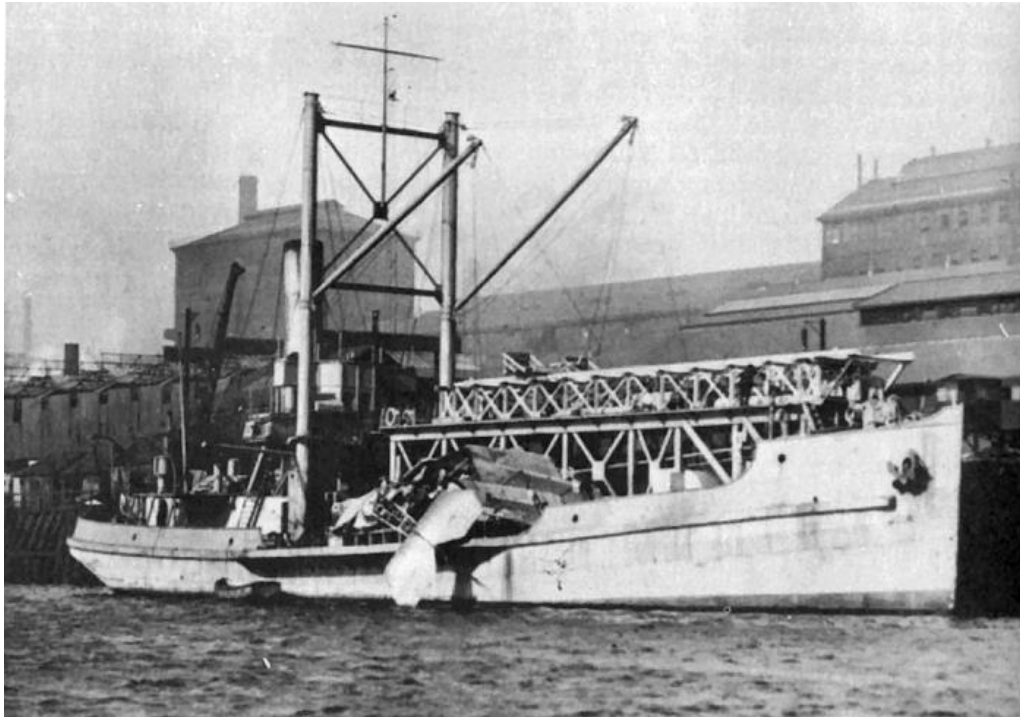


FLETCHING

HMS SLINGER

This is a copy of the photograph given to Eddie by an electrician that I used to chat to in our "local" he had served in the Slinger and later in the Canadian Merchant Service.





Is this an earlier version?

Builder: Seattle-Tacoma Shipbuilding Co. Tacoma, Washington Completed by:
Willamette Iron & Steel, Portland, Oregon.

Displacement: 15,390 tons

Length (Overall): 494ft 9in Beam: 69ft 6in

Flight deck: 450ft x 80ft wood covered mild steel plate

Propulsion: 2 Foster Wheeler boilers; 1 x Allis-Chalmers geared turbine driving
1 shaft Speed: 16 knots

A/C Capacity: 20 Hangar: 260ft x 62ft x 18ft A/C lifts: 2, Aft 34ft long x 42ft
wide; forward 42ft long x 34ft wide

Arrestor wires: 9 with 3 barriers Catapult: 1 H4C hydraulic

Armament: 2 single 5in USN Mk 12, 8 twin 40mm Bofors, 14 twin 20mm
Oerlikon, 7 single 20mm Oerlikon

Crew Complement: 646

H.M.S. *Slinger* was a 'Ruler' class escort carrier, she was one of a "batch" of
23 escort carriers seconded to the RN under the Lend Lease Agreement, sad
to reflect that we are hard pushed to put one to sea nowadays

Her keel was laid down on May 25th 1942 at Seattle-Tacoma Shipbuilding Co.
Tacoma, Washington, as a C3-S-A1 type freighter hull no. 27. Hull number 27
was purchased by the US navy, to become the auxiliary aircraft carrier USS
CHATHAM AVG-32, however while still under construction it was decided that

AVG-32 was to be transferred to the Admiralty on loan on her completion under the lend-lease agreement that existed between the US and Britain.

Slinger loaded stores and ammunition then spent some time "working up", it was during this time that a serious incident occurred, during a practice landing an arrestor wire failed and without a barrier the Avenger was lost over the side, the pilot was recovered un hurt but one of the deck crew was not so fortunate, he struck around the head by the severed arrestor wire nearly losing an ear.

Arrived safely in the UK and was sent for "upgrade to RN" standard at Chatham mods completed she sailed for gunnery practice on 5/2/44 after testing all the main armament Slinger struck a mine, serious flooding ensued and she had to be taken into tow to avoid drifting into our own minefield, she was towed into Sheerness where pumping continued, she was eventually towed to the Harland & Wolf yard in the Royal Docks, London where repairs were effected, sailing for Ceylon 19/12/44 to join the British Pacific Fleet.

En route to Ceylon flying practice continued with yet more accidents and one fatality, from Ceylon they were ordered to Sydney, only one incident was recorded due to a heavy landing, the group were also involved in the search for survivors from a torpedoed US Troop ship, on arrival at Sydney Slinger was assigned to Fleet replenishment duties. Ferrying replacement airframes and stores to British Carriers in the Pacific,

5th of April 1945 16 survivors from HMS Indefatigable were taken on board for transfer to the Hospital Ship Oxfordshire at Leyte.

Mechanical problems: there was a known fault with one of the turbine rotors which had not been corrected at the builders nor in subsequent refits, passage was made to Brisbane where repairs were effected, this entailed machining the rotor to a common diameter to remove the damaged tips, nett. result was a reduction in speed to 12 Knots, Slinger was then classed as an auxiliary

From August 15th when the war ended Slinger was engaged on humanitarian duties, after conversion in Sydney to a trooping configuration she began repatriating POW`s from HK to Australia they also brought back three officers accused of collaborating with the Japanese these were to face Court Martial in England

Slinger was finally Homeward Bound on the 10/11/45 after a stormy passage from Gib where the prisoners were handed over to Military Intelligence. Paid off 16/1/46 and returned to the USN, subsequently sold to be

converted back to a cargo /passenger ship trading from new York to South Africa, broken up Taiwan 16/1/70

RESOURCEFUL



The Resourceful was built of steel by Horlock at Mistley in 1930, one of the very last full-sized sailing barges built. She was of 59 tons with dimensions 91.2' x 19.4' x 6.4'. She was owned by F. Horlock until 1938 when she came under M.F. Horlock & Co Ltd.



MOTOR BARGE

RESOURCEFUL AS

In 1933 she was converted to a motor barge and a counter stern was added. Between 1940 and 1946 she was requisitioned for war service on the Clyde.

In 1968 she was acquired by Stour Salvage and then by H. Stubbs and converted to a house barge and moored at Chiswick Mall. She passed to Imogen and Rupert Stubbs in 1972.



AT CHISWICK

HOUSEBARGE



TOW TO MALDON

UNDER



In 2016 she was acquired by Topsail Charters and converted to a tea barge, based by Cook's yard at Maldon opening in 2017. She closed as the barge tearooms in 2022 due to losses caused by Covid and increasing utilities charges. Subsequently she was converted into a house barge by Downs Boatyard at Maldon and then towed to a mud berth at West Mersea off Coast Road.



UNDER TOW TO WEST MERSEA

INS VIKRANT



INS

VIKRANT IN 1984

The Indian aircraft carrier VIKRANT had a long service life, being finally broken up in 2014, some 70 years since her launch. The name translates as “Powerful”, “Brave”, “Warrior” or “Victorious”, covering the names of numerous Royal Navy ships over the past few hundred years.



HMS HERCULES IN THE GARELOCH

She was laid down on 14th October 1943 as HMS HERCULES, at Vickers Armstrong’s High Walker yard on the Tyne. She was a Majestic class Light Fleet Carrier but her launch on 22nd September meant that she would be too late to

get involved in the hostilities. With her construction 75% complete, all work on her stopped in May 1946, her hull was given preservative measures and she was laid up in the Gareloch in May 1947.



HMS HERCULES IN THE GARELOCH

Her standard displacement was 16000 tonnes with dimensions 211.8m x 24.4m x 7.2m. Her power plant consisted of 4 Admiralty three-drum boilers providing steam for 2 Parsons Geared Turbines of 40,000 shp onto 2 shafts, giving 25 knots. Her range was 12,000 nautical miles at 14 knots. She was armed initially with 16 No. 40mm AA guns, but this was later reduced to 8. Her complement, including air crew was 1,110 officers and men.

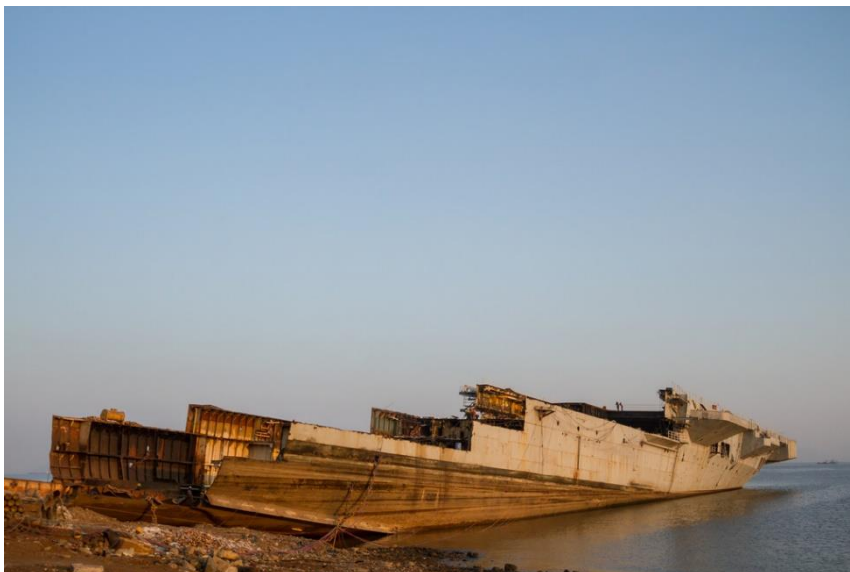
She lay in the Gareloch unloved until she was bought by India in June 1957. She was taken to Harland & Wolff at Belfast, who modernised her with an angled flight deck, steam catapults and a modified island. She was commissioned as INS VIKRANT on 4th March 1961, as the first aircraft carrier in the Indian Navy. She carried 2 squadrons of Sea Hawks and Breguet Alize aircraft. In 1965 she had a major refit, whilst in 1971 she played a key part in the Indo-Pakistani War, enforcing a naval blockade of East Pakistan, although ongoing boiler problems reduced her to 14 knots.



VIKRANT

IN HER PRIME

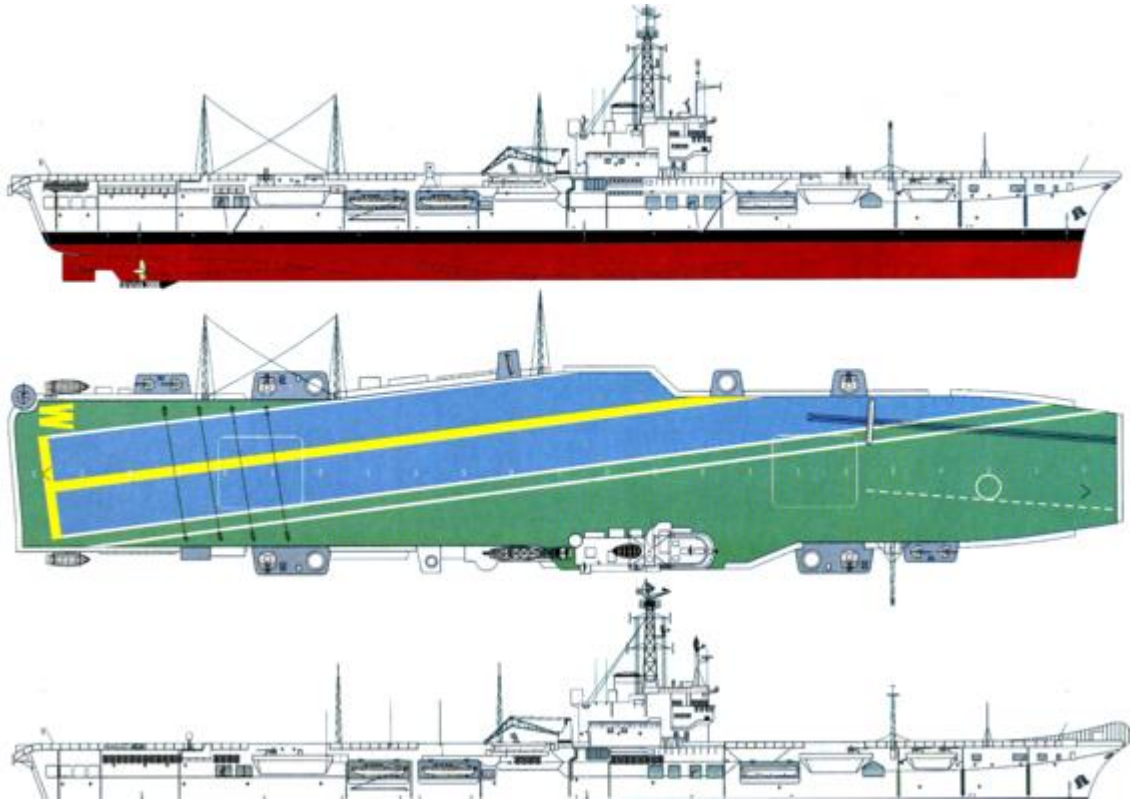
In January 1979 she began a service life extension programme at Mumbai, which was completed in January 1982. The work included the provision of a 9.75-degree ski jump to enable Sea Harrier operations and the removal of her steam catapults. In her last commissions she carried Sea Harriers as well as Alouette 111/HAL Chetak and Sea King helicopters.



VIKRANT

BEING BROKEN UP

On 31st. January 1997 she was decommissioned. Between 2000 and 2012 she served as a floating museum in Mumbai Harbour. On 22nd November 2014 her scrapping began at Powder Binder in south east Mumbai, after long campaigns and scandals for her preservation.



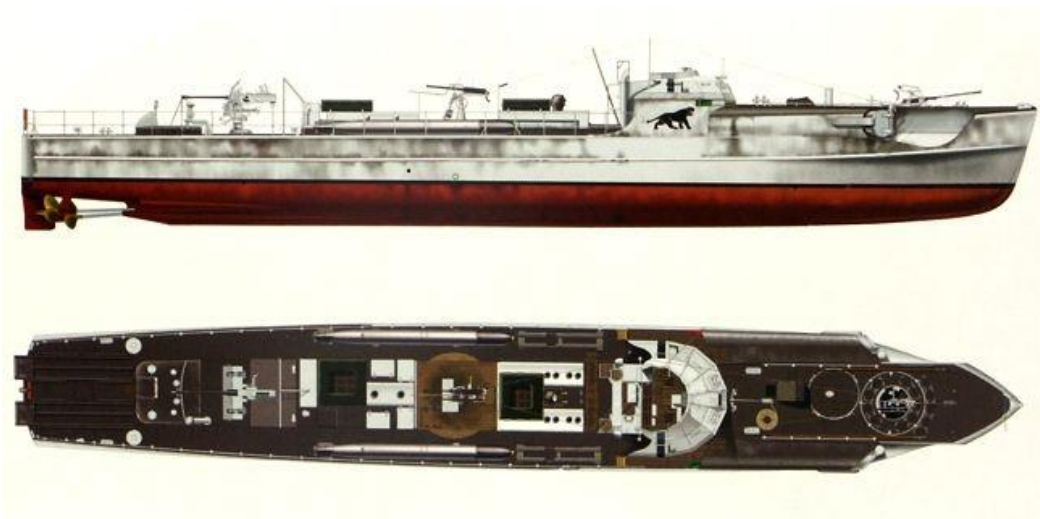
SCHNELLBOOT S-130



S-130 AT SPEED

The German S-Boats (we called them E-Boats) were one of the most effective small warships of WW2. They were developed from a design produced by Lurssen in 1929, with a round bilge, displacement hull with timber planking over an aluminium frame and high-speed diesel engines. The tendency for

round hulls to “squat” stern-down at speed was counterbalanced by a hull form that flattened towards the stern, providing hydrodynamic lift where it was needed. The long round-bilge hull performed better than that of a short hard-chine planing boat in rough seas and was less visible at speed at night.



The S-130 was of the S38b type, being built by Johann Schlichting Werft at Travemunde, and was commissioned on 21st October 1943. She was of 110 tonnes displacement, with dimensions 34.94m x 5.28m x 1.67m. She was originally powered by three Daimler Benz MB501 V 20 diesels developing up to 3000 hp each, giving a top speed of 43.8 knots and a range of 800 nautical miles at 30 knots. Her normal complement was 24 officers and men. She was armed with two 21” torpedo tubes, 3 No. 20mm and 1 No. 37mm guns.



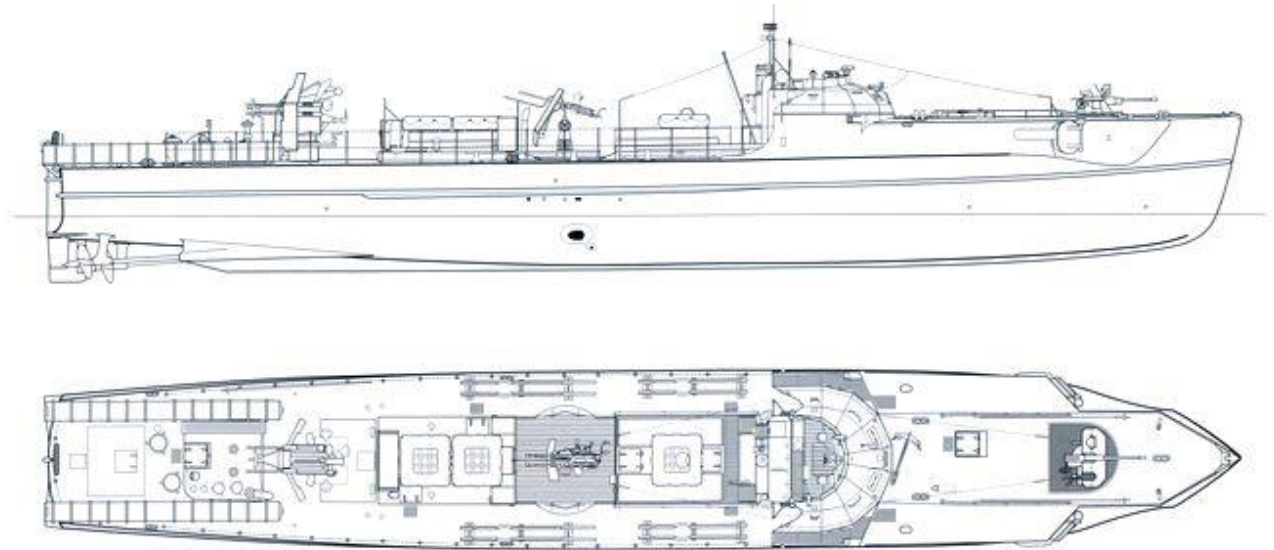
On commissioning, S-130 was allocated to the 9th S-Boat Flotilla, operating out of Rotterdam. From early 1944, the flotilla operated out of Cherbourg. She took part in the operation against Operation Tiger on 27th April 1944 when 9 S-Boats attacked a convoy sinking 2 LSTs and claiming over 600 lives. She helped in the attacks on the Allied Fleet on D-Day, and later took part in the long retreat eastwards, finishing the war in Rotterdam.



E-

BOAT SURRENDERING AT FELIXTOWE IN MAY 1945

After the war, she was taken as a British War Prize and used for test purposes. For a while she was re-engined with 3 Napier Deltic diesels, which increased her top speed by 5 knots. She was then deployed with other captured S-Boats to British occupied Germany to spy on the Russian fleet in the Baltic. Later, in 1949, she was used to insert agents into the Baltic states. In Spring 1956 she was handed back to Germany where she was refurbished by Lurssen and recommissioned as the UW10. She was used for high-speed training. She continued serving as a training vessel until 1991 when she was paid off in Wilhelmshaven. She then became a houseboat until acquired by her present owners for restoration in 2003.



In January 2003 she was towed to Husband's Shipyard at Marchwood, under the auspices of the British Military Powerboat Trust. In 2004, she was taken to a slip in Hythe, from where after suitable preparations she was towed to Mashfords Yard at Cremyll in Cornwall to await funding for restoration.



AT SOUTHDOWN

In 2008, having been purchased by the Wheatcroft Collection, she was set up ashore at Southdown in Cornwall to commence restoration work. Many of her original fittings and weapons had long since disappeared. Wheatcroft acquired the rights to salvage parts from three other S-Boat wrecks that had been scuttled off the Danish coast after the war. Among the items salvaged from these were the mighty V20 engines, a gun platform, a radio and some bridge

equipment. These were added to many other original parts collected over the years.

By July 2020 she was still at Southdown with the restoration work ongoing. Once it has been completed, she will be put on permanent display in the historic Richmond drydock in Appledore.

THE JUBILEE SAILING TRUST



TENACIOUS

The Jubilee Sailing Trust operated until recently two sail training vessels, the LORD NELSON and the TENACIOUS. They were the only square-rigged sailing ships in the world designed specifically for the disabled. They provide wheelchair access throughout, with flat wide decks, powered lifts and disabled toilets etc.



TENACIOUS

LORD NELSON



LORD NELSON

The Lord Nelson was designed by Colin Mudie. Work started on her in Summer 1984 at J.W. Cook at Wivenhoe, but she had to be moved to Vosper Thornycroft at Southampton when Cook went into Voluntary Liquidation. Following industrial disputes at VT, she was finished at Coles Yard at Cowes on 17th October 1986. She is of steel, with a tonnage of 368 and a length of 55 metres, rigged as a three-masted barque. She has two Cummins diesels as auxiliary power.



LORD NELSON

After many years of sailing, giving thousands of people, both able and disabled, the experience of sailing ship voyaging, she was decommissioned in 2019 at Southampton, but was later moved to Bristol. The Jubilee Sailing Trust went into liquidation in August 2022. The ship was put up for auction online in June 2023, but there were no acceptable bids for her.

TENACIOUS



TENACIOUS

The Tenacious was designed by Tony Castro and built for the Jubilee Sailing Trust by the Jubilee Yard (Merlin Quay), Southampton. She was laid down on 6th June 1996, launched on 3rd February 2000 and commissioned on 1st

September 2000. She is of wood/ West System epoxy laminate construction, and is the largest wooden ship built in the UK for over 100 years.



TENACIOUS

She is of 586 tonnes burthen with dimensions 54 metres(hull) x 10.6m x 4.58m. She is rigged as a three-masted barque but has twin 400 bhp diesels in addition. She had a permanent crew of 11 and could have a voyage crew of up to 40. As well as being wheelchair accessible throughout, she had a speaking compass for blind crew members and bright track radar for partially sighted crew. She went out of service in December 2023 after her owners had gone into liquidation. She is at present in Sharpness Dock needing regulatory surveys and certification before she can sail again. The running costs of keeping her in working operation is reportedly £150,000 per month. The Trust also has an accumulated debt of £477000

ANSWERS TO QUIZ 79

MARITIME QUIZ MAY 2024 QUESTIONS

1. KEOYOUNG SUN: A South Korean flagged chemical/products tanker of 1168 sdwt built in 1996 capsized whilst sheltering at anchor off the Japanese coast with at least 8 casualties.
Mid-March
2. EVER LUCID: A Taiwanese flagged 105,000 sdwt container ship collided with the Belize flagged bulker HUAHAI 78, 5358 sdwt off the port of Qingdao. No casualties Mid-March
3. ISLE OF ISLAY: New CalMac ferry launched at Cemre Marin Endustri shipyard in Turkey. Delivery is due for October 2024.
Mid-March.
4. ABDULLAH: A Bangladeshi flagged bulker of 45,653 sdwt with a cargo of coal taken by Somali pirates in the Indian Ocean. \$5 million ransom demanded for the 23 crew. Late March
5. YM WITNESS: A Hong Kong flagged container ship of 145,324 sdwt collided with 4 container cranes at the Turkish port of Evyap. There were no casualties.
6. ROY P BENAVIDEZ: A “Bob Hope” class RoRo vessel of 62,096 tons displacement, part of the MARAD Ready Reserve Fleet, left Newport News, Virginia with essential equipment for the proposed temporary pier at Gaza.
7. JACOB MARLEY: The Tilbury to Gravesend Ferry service ended on 30th March due to lack of funding. Recently the service has been provided by Jetstream Tours using the Jacob Marley, 42 gt built in 1985.
8. MOLLIE AND IVOR DENT: The Atlantic class Penlee inshore lifeboat managed to free a humpback whale which had become trapped in fisherman’s nets off Falmouth.
9. OCEAN EXPLORER: The Steel Cutting Ceremony was held in Shanghai of this 75000 CEU vehicle carrier. She will have an innovative dual-fuel LNG design engine which will enable her to

utilise LNG, marine gas oil or very low sulphur fuel oil. Very “Eco”, but will she have three fuel tank systems?

10. HMS VENTURER: A Type 31 frigate under construction at Babcock’s Rosyth shipyard is to be affiliated with the County of Essex.
11. JENNIFER: A Guinea-Bissau flagged general cargo ship built in 1984 and of 1576 dwt sailed from Cyprus with a tug, salvage vessel and a barge carrying 400 tonnes of aid for Gaza. Turned away after only 100 tonnes offloaded because of hit on 7 aid workers by Israel.
12. GENTING DREAM: A cruise ship of 150,695 GT built in 2016 by Meyer Werft and Bahamas flagged. 50 cruise passengers were sent home on Good Friday because the ship had been overbooked.
13. ANE MAERSK: The first visit to the Thames in early April. She is the first of 18 Maersk large methanol-enabled container ships She was completed in 2024 at HHI, Ulsan and is of 189,508 sdwt and 16,000 TEU.
14. MSC ARMONA: A cruise ship launched in 2000 and of 58,174 GT, was held at Barcelona with 1500 passengers on board after 69 Bolivians were found not to have valid visas. Early April

LIANGHUI 688: a 5000 gt Chinese container ship built in 2016 collided with a road bridge in the port of Guangzhou, south China on 22nd February, with