The World Ship Society

Southend Branch

News and Views

Edition 98- LOCAL

1ST DECEMBER 2025

Next Edition 1st JANUARY 2026

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

& Views Coordinator Richard King rking567@btinternet.com

NOTES

Merry Christmas and Happy New Year!

Thanks go to Geoff, Eddie, Peter and Tony, for their contributions

CONTENTS

Visitors
Quiz

Solent

Pembrokeshire Guardships

Quiz

Colourful Cliffside Towns of the Amalfi Coast Borealis Cruise Part 3

Ships Built at Faversham Part 2

Anne Comyn

Bear Hunting continues on Queen Anne

Sailing Barge Masonic

John H Amos

The Ship on Wheels

Artship

New Mersey ferry

The steamship turbinia

The Onyx Mariner

Hanoi Express

Llys Helig a sad update

The Vicar of Bray

Statsraad Lehmkhul

ONE FACT WONDER Early Submarines

USS R14 The sub with sails

A damned un English weapon

Early German submarines pre WW1`

Submarine Hunley

NEWS

NEWBUILD VISITORS TO LGP

Two large containerships recently berthed at the London Gateway Port, the BERLIN MAERSK (the subject of a news item on her previous visit in September's N & V) and the MSC DOLETTE. It is interesting to see differing approaches to newbuilds from the two giants, Maersk and MSC. Maersk chose to keep to the Danish flag whilst MSC elected to use a flag of convenience, in this case, Liberia.

Both companies installed dual-fuelled main engines, but Maersk went for methanol compatible whilst MSC opted for LNG compatibility. Maersk, as usual, have gone for a size of ship too large for the Panama Canal (even after the canal's enlargement) while the MSC vessel has dimensions just compatible with use of the canal.

MSC DOLETTE

THE MSC DOLETTE: She was built by Dalian Shipbuilding Industry Co. Ltd. in China for MSC, being delivered in April 2025. She is of 168,296 sdwt with dimensions 366m x 51m x 16m and her capacity is 16,196 TEU, including 1800 reefer plugs. She is one of a class of eight sisterships being built by Dalian.

NAMING

She is powered by a WIN GD slow-speed 2-stroke diesel with iCER diesel energy saving technology, which can run on Low Sulphur Fuel Oil or LNG. The engine is equipped with high-pressure selection catalytic reduction. She has a B-type LNG tank of 13,000 cubic metres which itself weighs 1200 tons. She also has an air lubrication drag reduction system, a shaft generator and an energy-

saving guide wheel in front of the single propellor. The whole system is compliant with IMO Tier 111 emissions standard.

MSC DOLETTE

VALOR

- Length: 79.5 meters (approximately 261 feet)
- Builder: Feadship, Netherlands
- Delivery Year: 2025
- Top Speed: 15 knots

- Cruising Range: 5,000 nautical miles
- Accommodation: Up to 14 guests in 6 staterooms, with 23 crew members
- Gross Tonnage: 2,117 GT
- Beam: 13.4 meters

Design and Construction

Valor was designed by Studio De Voogt, with naval architecture developed by F eadship De Voogt Naval Architects. The interior design is by Bannenberg & Ro well, known for their luxurious and contemporary yacht interiors. The yacht fea tures a steel hull and aluminum superstructure, with a teak deck that enhances its aesthetic appeal and durability.

Unique Features

Valor stands out with its hybrid propulsion system, which includes two Caterpil lar hybrid engines. This innovative setup allows for emission-free cruising for up to 48 hours on battery power alone, significantly reducing c arbon emissions when using biofuels. The yacht is also equipped to navigate th rough ice, making it suitable for polar exploration[^^6^^].

Purpose and Capabilities

Commissioned by an American owner, Valor is designed for adventure and expl oration, featuring a military inspired profile and advanced environmental technology. It is built to traverse challenging waters, including the Northwest Passage, and is equipped with lux urious amenities for a comfortable experience at sea[^^6^^].

Valor represents a blend of luxury, advanced technology, and exploration capa bilities, making it a remarkable addition to the world of superyachts.

A secretive American billionaire, eager to roam the seas with his three ...

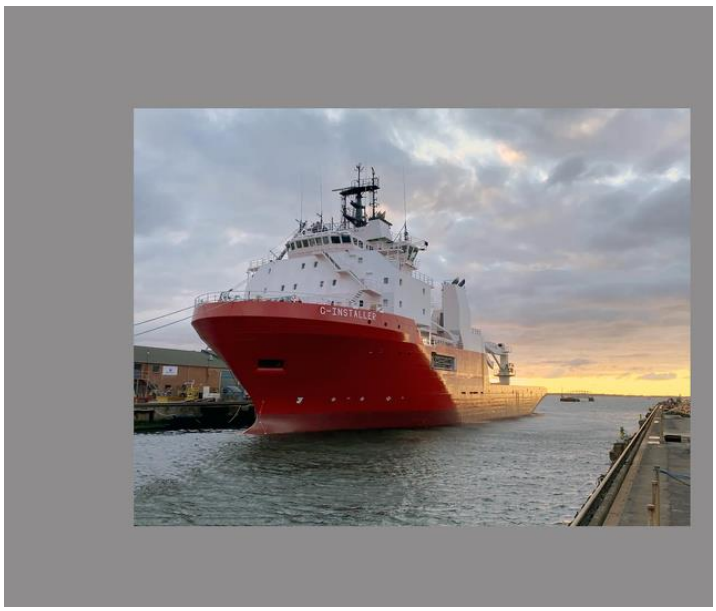
Valor is a 79.5 m Motor Yacht, built in Netherlands by Feadship and delivered in 2025. Her top speed is 15.0 kn and she boasts a maximum range of …

- 

May 19, 2025 · Commissioned by an American owner with ambitious cruising plans, Valor stands out with her distinctive military-inspired profile featuring a dreadnought battleship bow …

C-INSTALLER

Seen recently off Shoebury



For offshore cable installation, ROV-Work, Seabed surveys, Cable repair, route clearance with a unique pull of 120 tons. JD-Contractor is operating the Subsea Construction Vessel ‘C-Installer’. The vessel is based on the Multipurpose PSV from Norway, design VS492. C-Installer can be mobilized with various equipment/setups for work at sea and for Subsea Construction.

RENAISSANCE

Seen outward bound one night from Tilbury

Renaissance is a cruise ship that re-entered service in June 2023. The ship was built in Italy in 1992 as Maasdam for Holland America Line. The ship was bought in 2022 by a new French operator, Compagnie Française de Croisières [fr]

In 2025, CFC agreed to merge with Ambassador Cruise Line, forming the Ambassador Group.

As Maasdam, the centerpiece of the ship's atrium was a sculpture crafted by Luciano Vistosi and featured over 2,000 pieces of glass.


Maasdam at Curacao

Maasdam was a member of Holland America's Statendam class,. She was ordered in November 1989 alongside two sister ships of her
class, Her keel was laid by Fincantieri in early 1992. he ship was completed and underwent sea trials, and on 3 December 1993,

Maasdam served different regions of the world based on the seasons during her tenure at Holland America. During winter months, she cruised to the Caribbean from Port Everglades. During the summer season, she sailed from Boston, Massachusetts to Europe, Atlantic Canada and New England.

In 2006, Maasdam underwent dry dock renovations at Grand Bahama Shipyard in Freeport, Grand Bahama. In 2011, Maasdam underwent dry dock renovations at Grand Bahama Shipyard in Freeport, Grand Bahama which increased her passenger capacity

Due to the COVID-19 pandemic, Holland America suspended its cruise operations through 30 June 2020, and sailings aboard Maasdam were cancelled The following month it was announced that the ship was sold to Piraeus-based ferry operator Seajets, and she was laid up in Greece

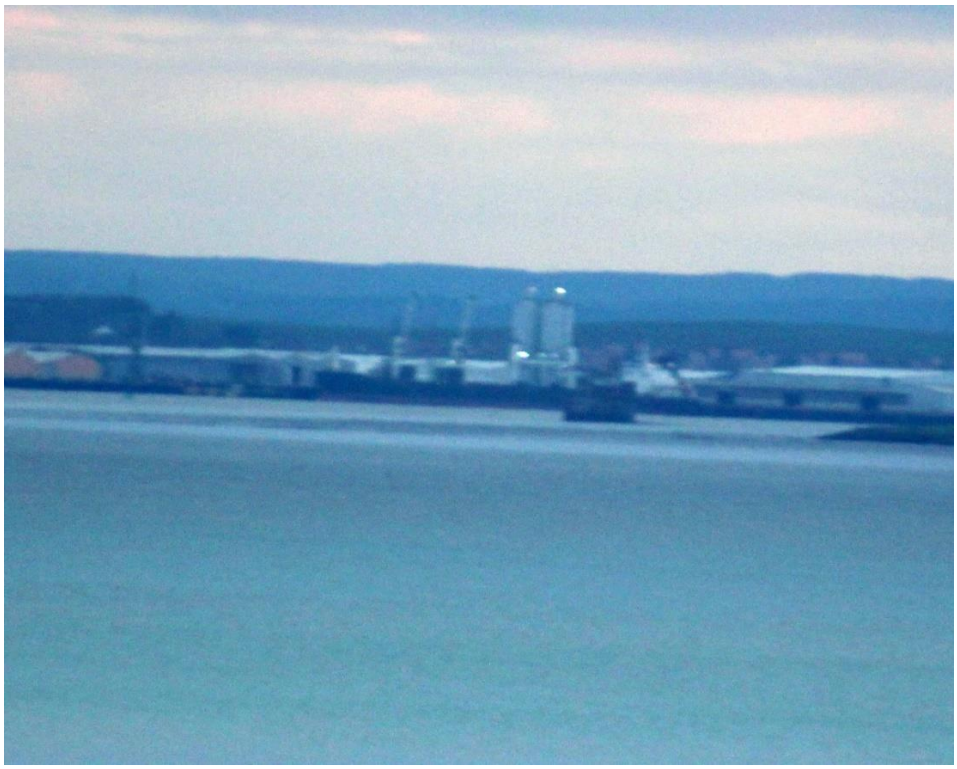
In September 2022, after 2 years laid up, the ship was purchased by the newly-formed cruise line Compagnie Française de Croisières [fr] and renamed Renaissance. CFC intended to reduce her capacity from 1,258 passengers to 1,100 passengers, served by 560 crew, with a launch date in February 2023 from Le Havre, France. In October 2022 the ship was sent to Damen Shipyards Brest for refit. She began cruising from Le Havre in June 2023

On 9 January 2025, Ambassador Cruise Line and CFC announced that they would merge,

VISITORS

Hourai Maru Built 2019 25458 GRT Marshall Islands

Current Location Immingham



Lilly Bolten Built 2009 19972 GRT Marshall islands

Current Position Sheerness

Cape Tainaron Built 2025 62773 GRT Marshall Islands

Current Position En route Houston

Singapore Express Built2024 229376 GRT Germany

Current Position En route Singapore

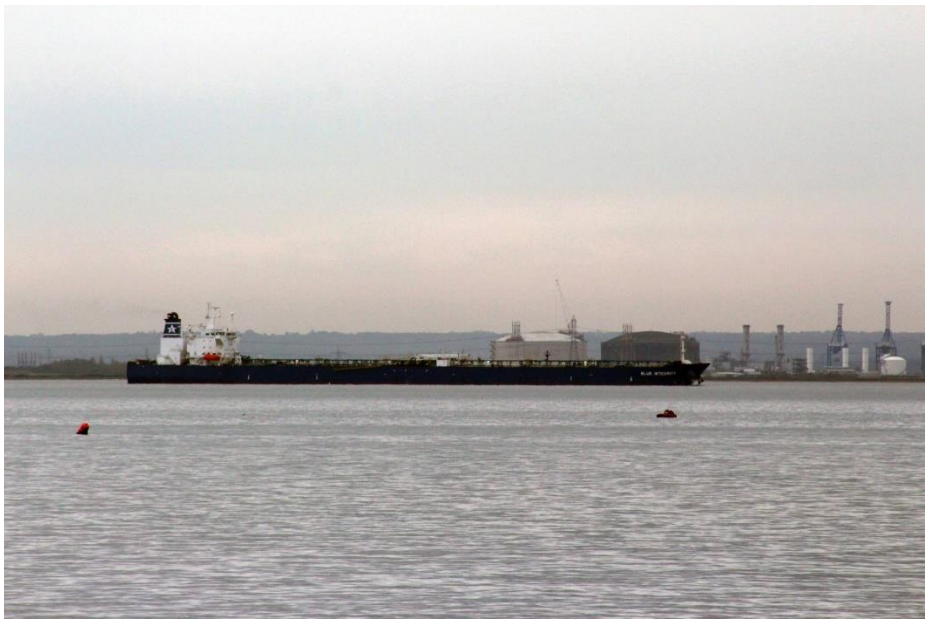
Finneco II Built2022 64575 GRT Finland

Stavfjord Built 2009 11935 GRT Norway

Current Location En route Moss Norway

MH Shogun Built 2025 12190 GRT Marshall Islands

Current Position West Med



Blue Integrity Built 2009 62863 GRT Liberia

Current position En route to Port Said

Madrid Maersk Built 2017 214286 GRT Denmark

Current Position West Africa en route to Singapore

CMA CGM Rundale Built 2024 32245 GRT Malta

Current position En route to Rotterdam

Chemical Hunter Built 2015 9155 GRT Malta

Current Location Huelva

CMA CGM Monaco Built 2024 71706 GRT Malta

Current Position South Africa en route Taiwan

Jarnain Built2021 65552 GRT Liberia

Current Position En route Fos sur mer

COSCO Shipping Seine Built 2017 94623 GRT Hong Kong

Current Position En route Manzanillo

QUIZ

1. What position in the British Armed Forces has been held by General Sir Gwyn Jenkins since May 2025?

2. Painted on a ship, what does the symbol of a circle with a horizontal line passing through its' centre represent?

3. France is developing a new generation aircraft carrier currently known as PANG (Porte Avions Nouvelle Generation) to be completed in 2038. But what is the name of their current aircraft carrier?

4. What is the name of the PLA vessel which carried Sir Winston Churchill on his final journey by water along the Thames in 1965?

5. What was significant about the recent voyage of the containership *Istanbul Bridge* from Ningbo in China to Felixstowe?

6. Which famous engineer designed St Katharine Docks (opened in 1928), his only major project in London?

7. Where is the UK's National Maritime Museum?

8. The Chinese Navy recently commissioned its third aircraft carrier. What is the name of any of their three aircraft carriers?

9. What is calculated by measuring a ship's volume (from keel to funnel, to the outside of the hull framing) and applying a mathematical formula?

10. The death of an elderly female passenger made the news recently after she was left behind on a remote island by an Australian cruise ship. What is the name of that cruise ship?

NEWS FROM SOLENT

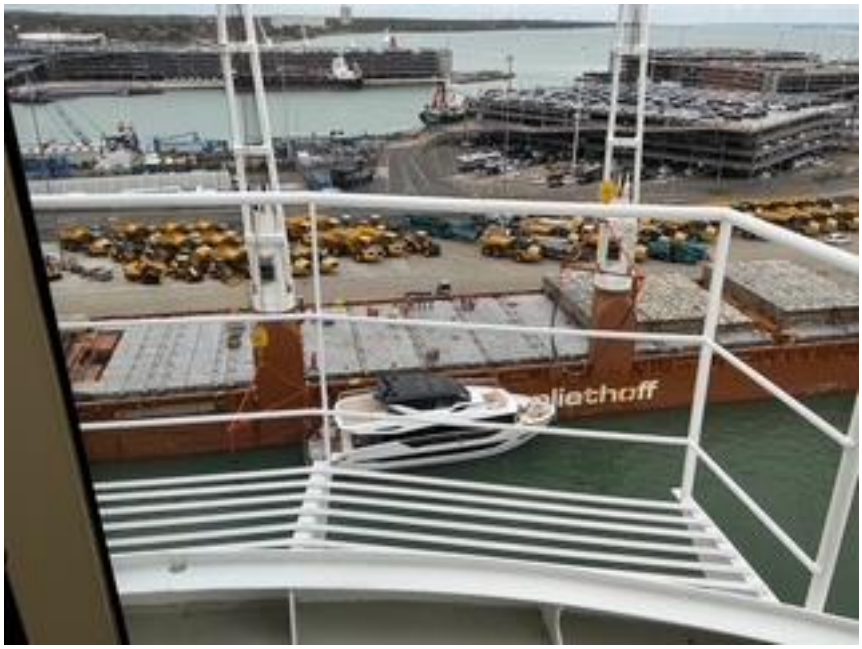
Mumford services have got the contract for carrying out major overhauls of the engines of Queen Mary 2's lifeboats and have been working their way through them in Hythe Marina

Carrying on from previous month

Attached are photos showing first cruiser being loaded and loaded. The diver is to check the strops are in the right place to miss the props.

She was off to Hong Kong


spliethof



NEWS FROM PEMBROKESHIRE

Cable Guard Ships

Five guard ships, out of Kilkeel in Northern Ireland, took shelter off Fishguard Harbour at the end of October and stayed for almost a week. They were sheltering from a Force 9 southerly ‘severe gale’ and then from the remnants of Hurricane Melissa, which caused such damage in the Caribbean. The guard ships were mainly ex-trawlers and they were motoring slowly, about 1 to 2 knots, up and down just off the coast in the lee of the land. Also taking shelter were two coastal freighters which anchored in Fishguard Bay – the ‘Baltic Wind’ (built 2023; 2,518 gross tons) and the ‘Maratona’ (1993; 2,735 gt). In addition, the Fishguard-Rosslare ferry, the ‘Stena Nordica’ (2000; 24,206 gt) stayed in port until the gale passed.

Ships sheltering near Fishguard on 30th October 2025
(Map: www.marinetraffic.com)

The guard ships are being employed to guard the laying of the Celtic Interconnector electrical link between Ireland and France. This link will run from the north coast of Brittany to just east of Cork, a distance of 575 kilometres (of which 500 km will be off shore). The link will have a capacity of 700 megawatts, enough to supply 450,000 homes, and will operate in either direction, as required. The first 84 kilometre section of cable has been laid by the Van Oord vessel 'Calypso' (built 2023; 13,992 gross tons) whilst the cable trench digging and burial will be conducted by the Asso Subsea vessels 'Athena' (2013; 11,197 gt) and 'Aethra' (1999; 7,082 gt), one working from the north and one from the south. While the cable is exposed, the cable is guarded by a number of guard ships to prevent damage by ships' anchors, bottom trawlers, etc.

The cable guarding has been contracted to Sea Source Offshore, a co-operative owned by Kilkeel fishermen. The vessels aim to maintain station along the cable 24 hours a day and issue warnings to vessels in the area, including Digital Selective Calling (DSC) alerts, warnings to specific vessels by VHF radio and general broadcasts (such as the following example given on the Sea Source Offshore website):

Sécurité, sécurité, sécurité.
All stations – all stations – all stations.
This is Guard Vessel 'Haulbowline' MMSI Two Three Two Zero Two One Three Five Four.

In position 50 degrees 46 minutes North, 1 degree 9 minutes West.
All vessels steaming and fishing in our vicinity are kindly requested to keep a 1.5 nautical mile clearance of the protection co-ordinates.
For further information, please contact Guard Vessel 'Haulbowline' standing by on VHF Channel 16 and VHF Working Channel 8.
OUT

Sea Source Offshore uses vessels from different companies such as the DR Group of Kilkeel who operate about sixteen guard ships. These are painted in 'dazzle' colours reminiscent of the dazzle camouflage of Royal Navy vessels in the First World War – this livery being adopted in 2018/19 to mark the centenary of its adoption by the navy. The DRG vessels 'Lapwing' (built 1974 as a trawler; converted to guard ship in 2020; 144 gross tons) and 'Defender' (1968 as trawler; converted in 2016; 150 gt) were amongst those sheltering off Fishguard and these were joined during a lull in the weather by the 'Resolute' (1970 as trawler; converted in 2016; 152 gt) arriving from Kilkeel.

'Lapwing' and 'Defender' off Fishguard after the gale had passed

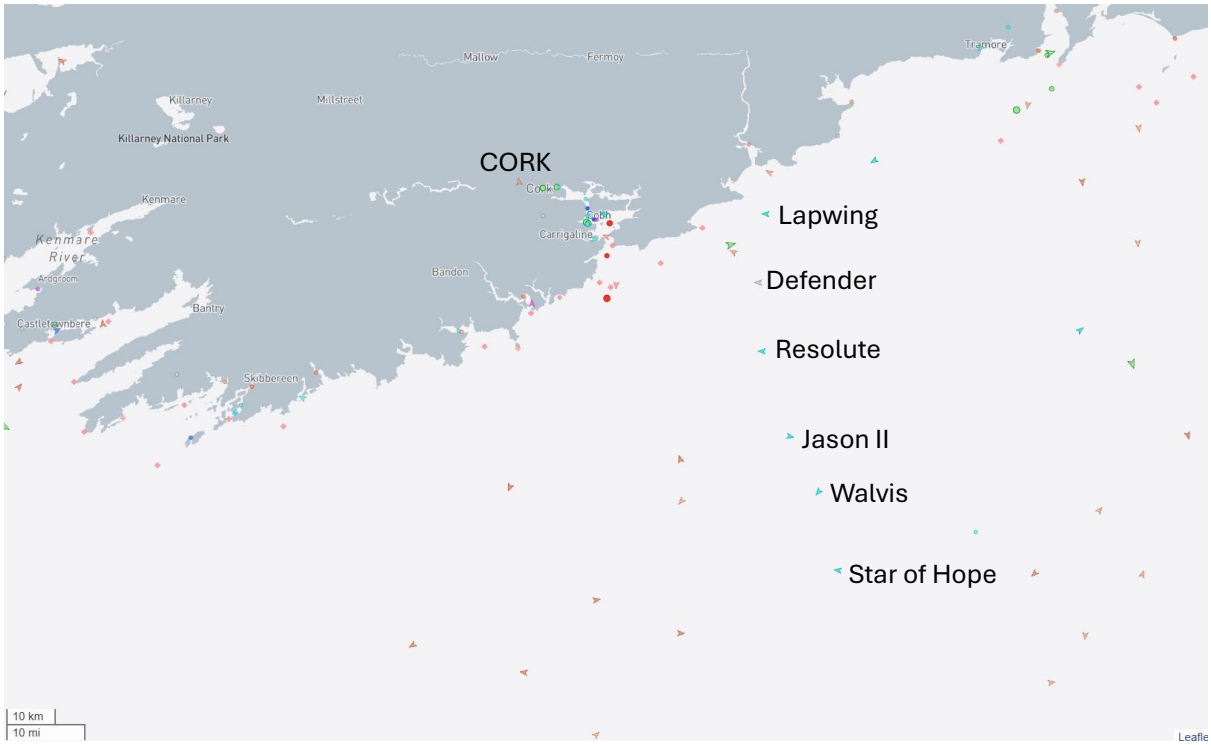
View of the 'Defender' off Fishguard

Vessels were also used from Van Laar Maritime of the Netherlands who operate a fleet of about eighteen guard ships. Two of these were sheltering off Fishguard, namely the 'Jason II' (1963; converted in 2012; 127 gt) and the 'Walvis' (1972; 108 gt).

The 'Jason II' off Fishguard

The 'Walvis' sheltering just outside Fishguard harbour wall during high wind

A further guard ship sheltering off Fishguard was the 'Star of Hope' (1970; 152 gt), which is another ex-trawler.
After almost a week off Fishguard, the guard ships crossed the Irish Sea, making about 5 knots, and reached their destination just to the east of Cork. They took up station to protect the first part of the Celtic Interconnector cable as shown on the chart below.



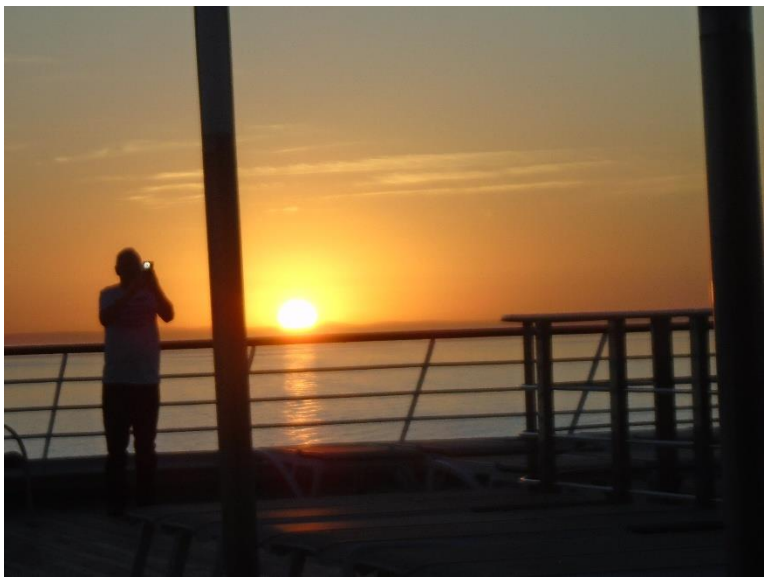
The guard ships in position over the Celtic Interconnector cable on 6th November 2025
(Map: www.marinetraffic.com)

The cable laying and burial operations are expected to stop for the winter and continue again when the weather improves next spring/summer. The Celtic Interconnector cable is due to be commissioned in spring 2028, providing the potential for a more secure, a more affordable and a more sustainable energy supply in both Eire and France (e.g by exchanging electricity generated by nuclear and wind as demand and supply fluctuate).

COLOURFUL CLIFFSIDE TOWNS OF THE AMALFI COAST

BOREALIS CRUISE AUGUST/SEPTEMBER 2025

PART 3: Tuesday 2nd and Wednesday 3rd September


AT SEA

Tuesday 2nd September: We arrived at Sorrento in the dark and anchored off the port as the Borealis was too big to moor alongside. It was mostly cloudy with a Force 5 SSE wind, and a maximum air temperature of 26 degrees C. A tender service was provided to get passengers to and from the shore, but we were daunted by the combination of getting us both ashore and the steepness of the town, so we stayed on board and enjoyed another relaxing day.

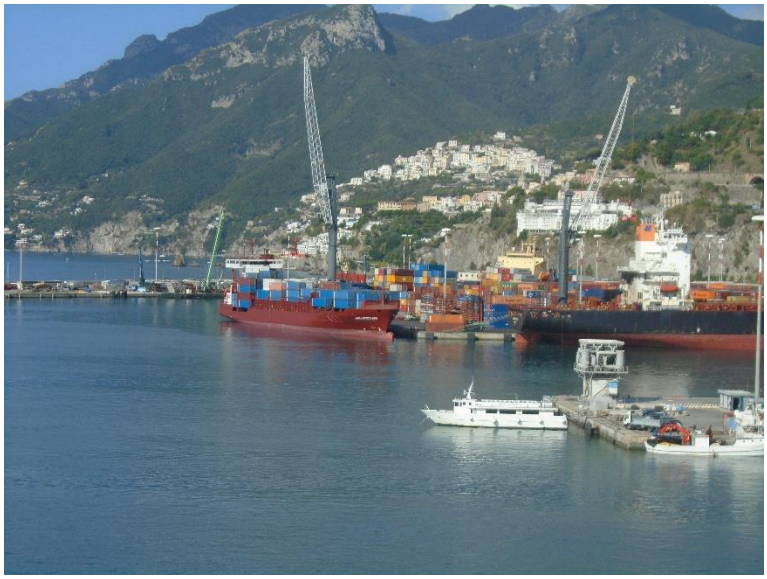
There was little to see from the ship and most of my attempts at photographing were unsuccessful. For some reason my mobile phone was getting no signal, so I had no AIS to help in identifying those that were about. Borealis was the only cruise ship in or about the port.

ISCHIA JET

Cruising past was the Italian flagged passenger ferry ISCHIA JET. She was built in Sweden as the CINDERELLA 11 and dates from 1989. Her dimensions are 41.0m x 8.0m x 1.2m. She is of 411 gt and her capacity is 394 passengers, with a cruise speed of 28 knots. She is owned and managed by Navigazione Libera del Golfo (NLG) of Naples.


AMARA

Passing some distance away from us was the Cayman Islands flagged superyacht AMARA, complete with a helicopter on its helipad. She was built by Feadship at their Aalmeer shipyard in the Netherlands in 1986 as the BELLE FRANCE. She has a steel hull and an aluminium superstructure. She is of 702 gt and her dimensions are 59m x 10m. She is powered by twin Deutz diesels of 1450 hp each giving a top speed of 16 knots. Her range is 7250 nautical miles at 13 knots. She can carry 10 guests in 5 cabins, and she has a crew of 15. She was up for sale in February 2024 for $17,900,000. We up anchored and set sail for Salerno after dark.



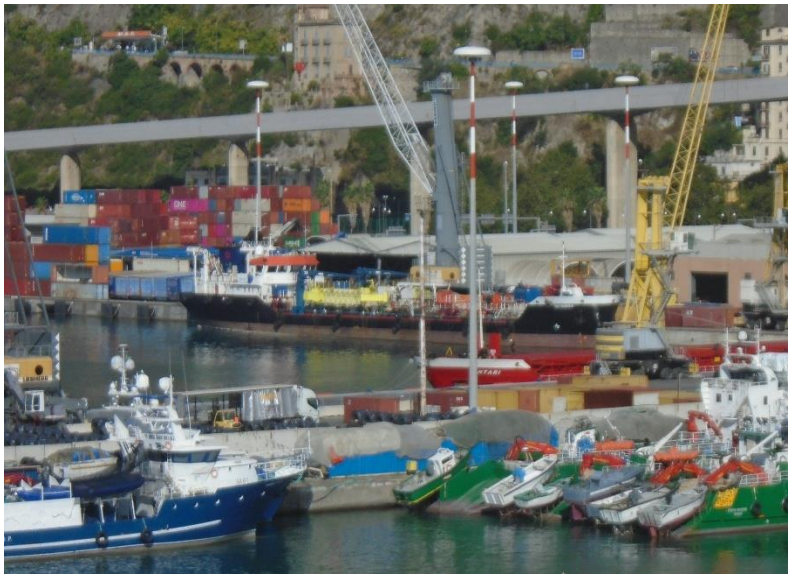
SALERNO CONTAINER BERTHS

SALERNO WITH THREE VERY PRETTY CONCRETE ARCH ROAD BRIDGES

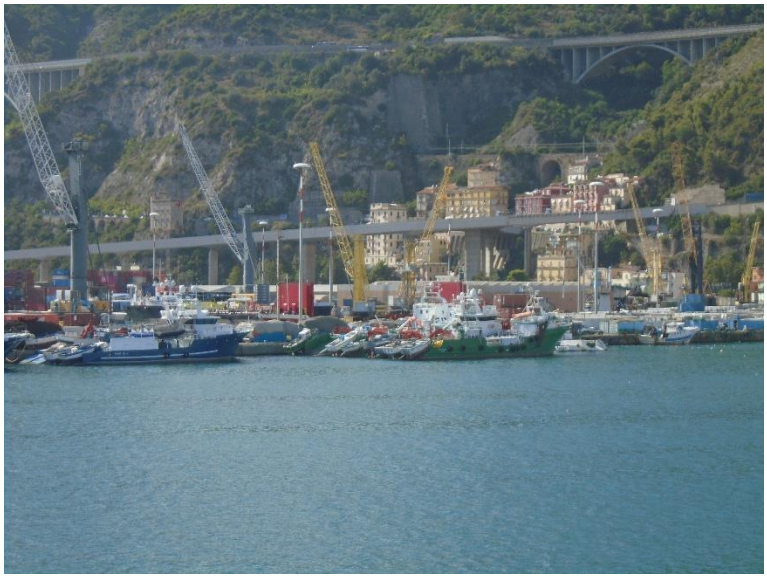
Wednesday 3rd September: We arrived at Salerno and berthed at the cruise terminal before it got light. The day was partly cloudy but at 28 degrees C it was very warm. There was a gentle breeze from the SSW. We went ashore during the morning for some essential trinklets, but it got very hot, and we hurried back to the air-conditioning of the ship.

GLASGOW EXPRESS

Visible from the ship was the Bermuda flagged 4121 TEU Hapag Lloyd container ship GLASGOW EXPRESS. She was built in 2002 in South Korea as the CONTSHIP BOREALIS. She is of 54,157 dwt with dimensions 281m x 32m and is powered by a single Sulzer diesel of 51,480 kW.


SB BOREA

Berthed near us was the Italian flagged bunkering tanker SB BOREA. She was built in 2006 in Romania as the CAP AIGUADES. She is of 3536 dwt with dimensions 89m x 13m x 4.8m. She is owned and managed by Maritima of Port De Bouc, France.



THE FISHING BOATS

There were a number of fishing boat-sized vessels with angled stern ramps for dory-type boats. Curiously, the vessels do not have the usual registration letters visible, so maybe they are for tourist fishing.

SARA BORCHARD

Also in port was the Portugal flagged feeder container ship SARA BORCHARD. She was built in Germany as the KORNETT in 2007. She is of 11,434 dwt with dimensions 134m x 22m. She is powered by an MAK diesel of 8400 kW, which gives a cruising speed of 13.4 knots. She is operated by Borchard Lines of London. She left port during the afternoon.

GRANDE ANGOLA


GRANDE ANGOLA

Arriving around 5pm was the Italian flagged RoRo cargo ship GRANDE ANGOLA. She was built in 2008 in Croatia for the Grimaldi Group. She is of 47,115 gt with dimensions 210m x 32mx 9.75m. She is powered by a MAN B&W engine of 32,459 kW giving 21 knots. She is owned by Inarme of Naples.

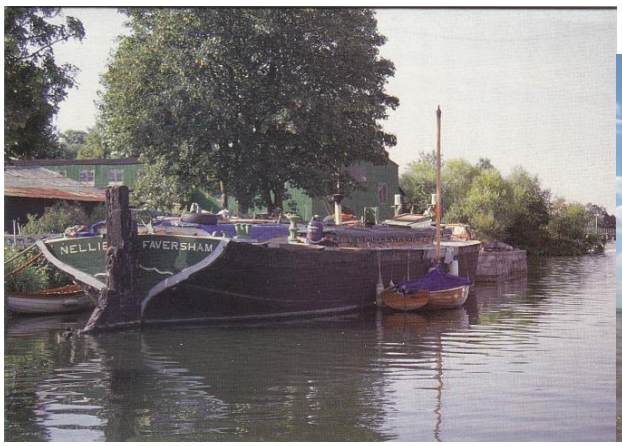
The Borealis left port after dark heading for our next destination

SHIPS BUILT AT FAVERSHAM ON THE HISTORIC SHIPS REGISTER PART 2

Green London

Green London is a motorised tug, built by J Pollock, Sons & Co Ltd of Faversham in 1959. Her yard number was 2116 and she was known as Lord Ritchie E until 1985, then later Jim Higgs . Her official number was 301006 and her engine was made by British Polar Engines Ltd, Glasgow. She has two generators producing 27KW each and her fuel bunkers hold 20 tonnes of diesel oil. Her maximum speed is 11.5 knots.

This vessel was disposed of in 2013



Nellie

Nellie is a Thames Sailing Barge of timber construction with a Ford Marine diesel engine. She was built by G & C Cremer at Hollow Shore, Faversham in 1901. The vessel was owned by Daniels Brothers. During World War II she was used for barrage work in the Thames. Later, she was bought by Lapthorns at Hoo and converted to a motor barge. She was laid up as a houseboat in 1962 and bought by her present owner in February 1972. Nellie is the last Faversham barge still in existence and is now rigged as a 'stumpy' barge so the owner can sail single handed.

Violette

Molliette and Violette were built in 1919 designed by Mr. Waiter Pollock in 1917.

The two Faversham coasters had a loaded displacement of 640 tons

Both vessels were rigged as three-masted schooners, with gaff and boom sails but no topsails. Molliette had a short fixed bow-sprit and set a foresail and jib. Violette ,

Work on Molliette started on 2 September, 1918. She left on her first trials on 17 January, 1919. Violette was started on 14 March, 1919, and finished on 10 April. She sailed on trials on 5 August..

The crew lived forward in a foc's'le which was fitted out with pipe-cots, a wooden table and two forms, a wash-basin in a wooden frame, with a bucket under it for waste water, a water-can and a food and clothes locker for each man. There was a stove, and bulkhead-type oil lamps. Four or five men lived forward and the three officers aft in a wooden deck-house, which was bolted to the concrete deck. Here each man had a separate cabin, lit by a gimbal

lamp, with a bunk, a folding wash-basin, a locker, a wardrobe cupboard, and a rack with water-bottle and glasses. The mess-room had a table, and was heated by a Tortoise stove. A galley and a lamp-room and wc completed the accommodation aft.

On deck she had an open wheel-house, with bridge wings, and the boats were carried on either side of the deck-house, launched by davits. One was a transom-sterned jolly-boat, and the other a double-ended lifeboat.

The Violette proved troublesome. After running trials off Gravesend on 5 August, 1919,

Among her mis-adventures was a collision with Southend Pier on 18 January 1921 while proceeding from Antwerp to London with a cargo of 241 tons of iron girders and logs. While off Southend, the vessel became unmanageable and was driven furiously against the west side of the pier. Violette was declared a loss.

Pollock's bought the wreck and after temporary repairs she was towed to Faversham,. Her engine was removed and converted to a later type and installed in the coastal tanker Stourgate .

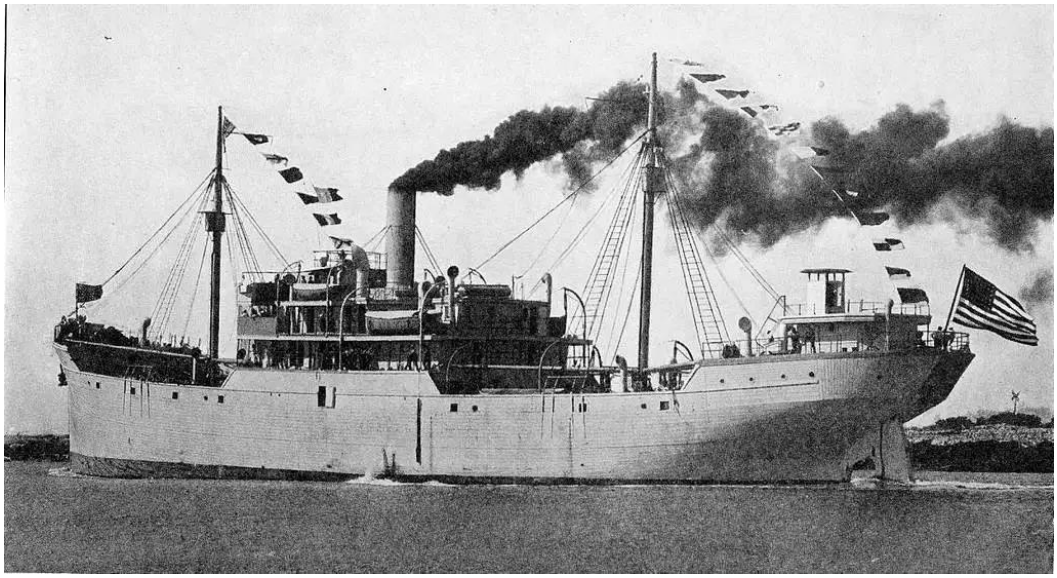
After Pollock's disposed of the Violette , her hull lay on the beach at Seasalter and some time before World War II she was moored above Sun Pier, Chatham being fitted with tanks and used as a refuelling lighter for the New Medway Steam Packet Company.

She now forms part of the protective breakwater at a marina facility at Hoo, Kent.

ANNE COMYN

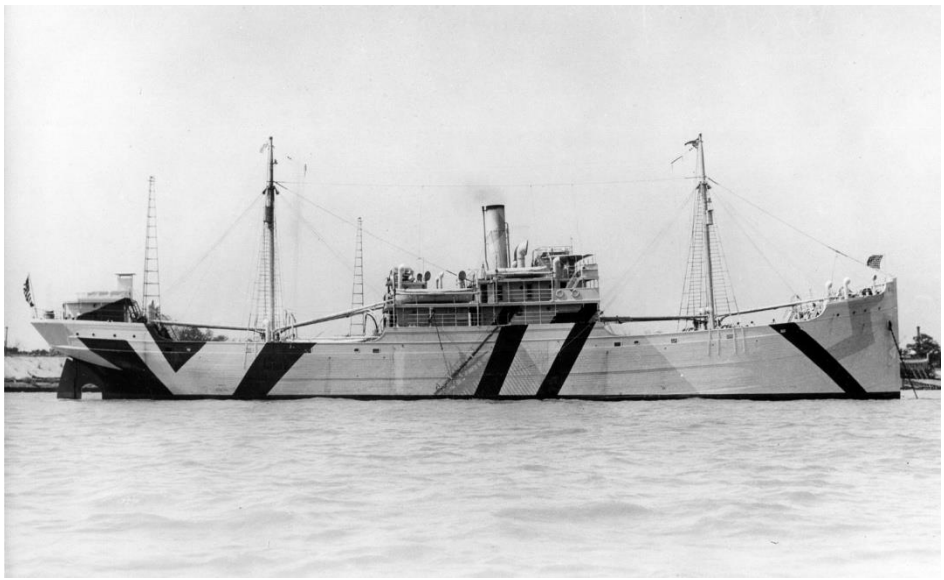
The Anne Comyn was a wooden five masted barquentine built in 1919 by the Rolph Shipbuilding Company of San Francisco. She was built as part of the Emergency Fleet Corporation (EFC) programme, which was inaugurated within a couple of weeks of the USA entering WW1.

The EFC contracted in 1917 the naval architect Theodore Ferris to prepare detailed designs for a vast fleet of wooden three island cargo ships powered by coal-fired triple expansion steam engines. A total of 703 wooden ships were to be built for the U.S. Shipping Board, with the most numerous class being the EFC Type 1001.



FERRIS Type 1001ship

The use of timber was controversial, as timber was regarded as being an obsolete material for ship construction. The was, however, a severe shortage of steel and steel shipyards due to the rapidly expanding American war effort. The choice of triple expansion steam engines was also questioned. The programme involved 40 shipyards over 17 states.

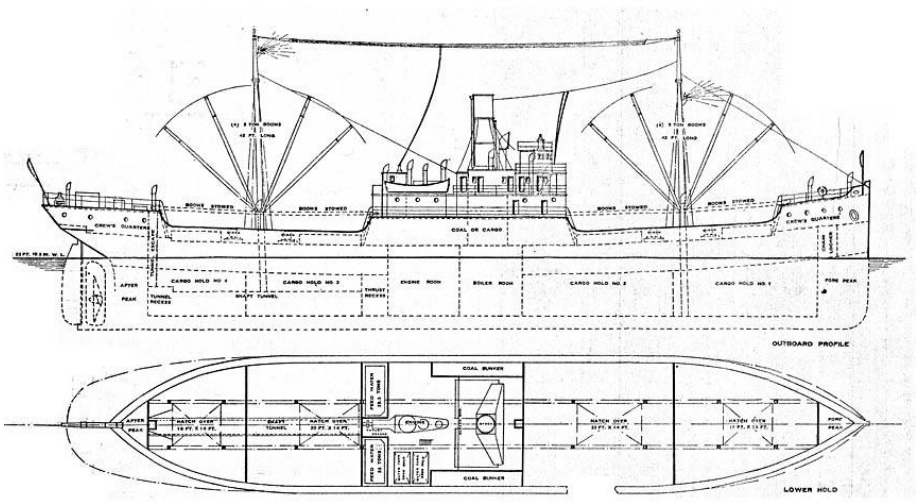


BANAGO 1, A FERRIS Type 1001 ship

Ferris produced standardised and detailed plans and specifications for constructing the ships with precut, numbered components being produced at various mills and factories, leaving the shipyards to just assemble and launch the ships. Despite the standardisation, there were minor differences between

different shipyards, and the ships built on the east coast used Yellow Pine whilst those on the west coast used Douglas Fir.

EFC Design 1001: 3588 D.W.T. Wood Cargo Ship, Ferris Design



The design was for ships of 3588 dwt with dimensions 281’ 10” (o.a.) x 45’ 2” x 23’ 10”. Twin EFC standard coal-fuelled water-tube boilers provided steam for the triple expansion engine of 1400 indicated horsepower driving a single screw and giving 10 knots. They were not very popular with thigh, owners as maintenance costs of their wooden hulls were high and they also had constant rudder problems.

FORT LARAMIE

By the November 1918 Armistice, 397 wooden Ferris hulls were partly or fully finished. Most were dismantled and burnt in the 1920s, but the remains of many are still visible today at several “ghost fleet” graveyards on the US coast. A number of unfinished hulls were completed as unpowered sailing ships, mostly 5 masted barquentines or schooners, but occasionally 6 masted schooners, like the FORT LARAMIE.

MALLOWS BAY GHOST FLEET GRAVEYARD

FERRIS Type 1001 BARQUENTINE

As stated previously, the Anne Comyn was built by the Rolph Shipbuilding Company in San Francisco. She was initially named CREMNA but was renamed

Anne Comyn when acquired by the Pacific Freighter Company. She was completed as a sailing ship, never having had her steam engine etc fitted. She was outfitted and rigged after her launch by Haviside Chandlery of San Francisco. Her normal crew was 16, around half that of an equivalent sized square rigger.

She had two sisters built by Rolph, the CREMONA, of 1919, and the CRESOLINE, of 1920, which became the PHYLLIS COMYN and RUSSELL HAVISIDE respectively when acquired by the Pacific Freighter Company. The company had one other Ferris -type 1001, the KATHERINE MACKALL of 1919, built by R.J. Chandler & Co. of Wilmington, California.

The Anne Comyn's maiden voyage in 1920 was from San Francisco to Australia in 52 days, a record at that time. She was the first vessel to carry Alaskan timber to Australia, and there is a reported voyage in 1924 from Anyox, British Columbia to Melbourne with 175,000 feet of timber baulks of spruce and hemlock in 83 days with a coal cargo for the return voyage. She seems to have made a number of voyages carrying timber from the west coast of America to Australia over several years. In October 1927 she was arrested in Melbourne for non-payment of crew wages, indicating that her owners were in difficulties. In October 1928 she was sold to Peruvian owners and renamed REPUBLICA PERUANA. She lasted until 1935 when she was destroyed by fire in Callao, Peru. The other three Pacific Freighter Co. vessels were dismantled and burnt in 1930.

ANNE COMYN

BEAR HUNTING CONTINUES ON QUEEN ANNE

After our attempt to get the Cunard Bell boy 185 year bear earlier in the year, which failed because they had none, Wendy had written to the supplier.

The lady had said that if Wendy reminded her two weeks before the journey then she would make certain the ship would put one aside.

As soon as the shop was opened on the first night Wendy was there. The first comment was that on Queen Anne they had not seen any for months but there had been a delivery of 20 that day but they were still in the store. Wendy showed them the email from the supplier so the women said she would put one aside for tomorrow for her to pick up. The email to the supplier must have worked!

Wendy was pleased as she now had the 185 year Cunard Bell boy Bailey. I was not so pleased as it cost $32 !!! Last years normal one had only been $20.

She then went and bought one with a red gillet!!

To make matters worse, when we were in Vigo at the C&A she sees a Christmas C&A bear, which she buys! Photo attached

The Queen Anne is different, and we prefer Queen Victoria. The new Queen lacks the distinct areas , like the true ball room. She has too much amplification so the afternoon tea in the “ballroom” is noisy. The theatre is different in layout (no balconies) and the seats in the first 10 rows are lower than the stage so neck ache would be the order of the day.

The buffet is now a series of staff serving points. Each one’s function is different but you may have to visit more than one to get your meat and vegetables. It was nice that it is served so you do not have plebs mishandling food or implements. The food was good but the service in the main restaurant was very slow, which appeared to be a kitchen problem in the majority.

The two swimming pools are deep, one in the covered Pavilion area,

We liked the proper walk-in shower with glass door in the cabin and Wendy can turn off the room air conditioning because the ventilation noise keeps her awake.

The lectures were good. One of the dance shows was tedious, took too long and as if they had forgotten their lines compared to when we had seen it before on QM2 and we had enjoyed it.

The lifts are slow coming though fast in speed but their use is higher because you have to use them and/or stairs to get round the Queens and Princess grille areas on 10 and 11.

The Commodore club is a nice size so well used.

It is noticeable, like the other cruise lines, that to reduce costs things have disappeared or fewer.

At least Wendy knows she can shut off the air conditioning in the cabin so our next voyage on Queen Anne (82 nights in January 2027) will go ahead, with reservations.

Whilst on board we challenged the Voyage lady as to why after we had booked Queen Anne for May 2027 going to Sorrento have we now been informed she is not going there. The Voyage Sales lady had not even been informed that the Sorrento port had been changed (she checked her brochure which still showed Sorrento). So slightly reluctantly we have to go to Naples.

I see from your newsletter that your correspondent on Borealis is en-route to Sorrento (and it appears the only ship to do so) we shall look forward to his comments on Sorrento.

In Vigo we walked about five miles around the town. In Lisbon we caught the train to Cascais, which we found very pleasant considering when we went there some years back in February it was a dead hole. Pays to visit at one's own pace rather than a quick drop off from a shore excursion. On the train journey back we stopped at Belhem and I went into the monastery and church. As we were staying overnight in Lisbon and not leaving till 20:00 the next day Wendy was quite happy to be travelling on our own excursions. We walked 17 miles over the two days! Considering Wendy has not been that well over the last few months, resulting in low foot fall this large walking exercise has now exhausted her!

SAILING BARGE MASONIC

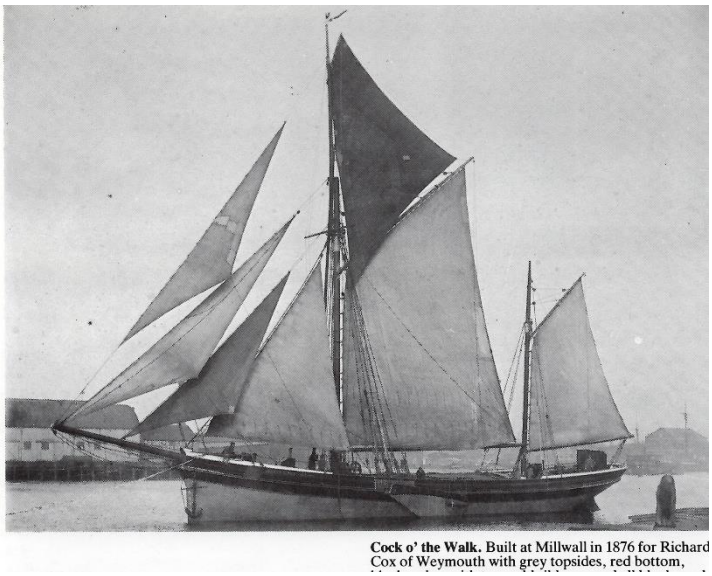
THE RESTORED SHIP'S BELL

In the news recently was the presentation on 21st October 2025 of the ship's bell of a barge called MASONIC to the Brightlingsea Museum. The high copper alloy bell had been discovered in 2022 during some offshore marine pre-construction survey work in connection with the Dogger Bank Wind Farm.

AS FOUND

RESTORATION

Initially, the bell was so encrusted with marine growth that it was thought to be an unexploded bomb. It was passed to MSDS Marine, the retained marine archaeology consultants to the Dogger Bank Wind Farm project, for identification and restoration. The specialist restoration work involved X-ray imaging, and it took about a year to complete. The bell weighs 12 kg and is 150mm tall.



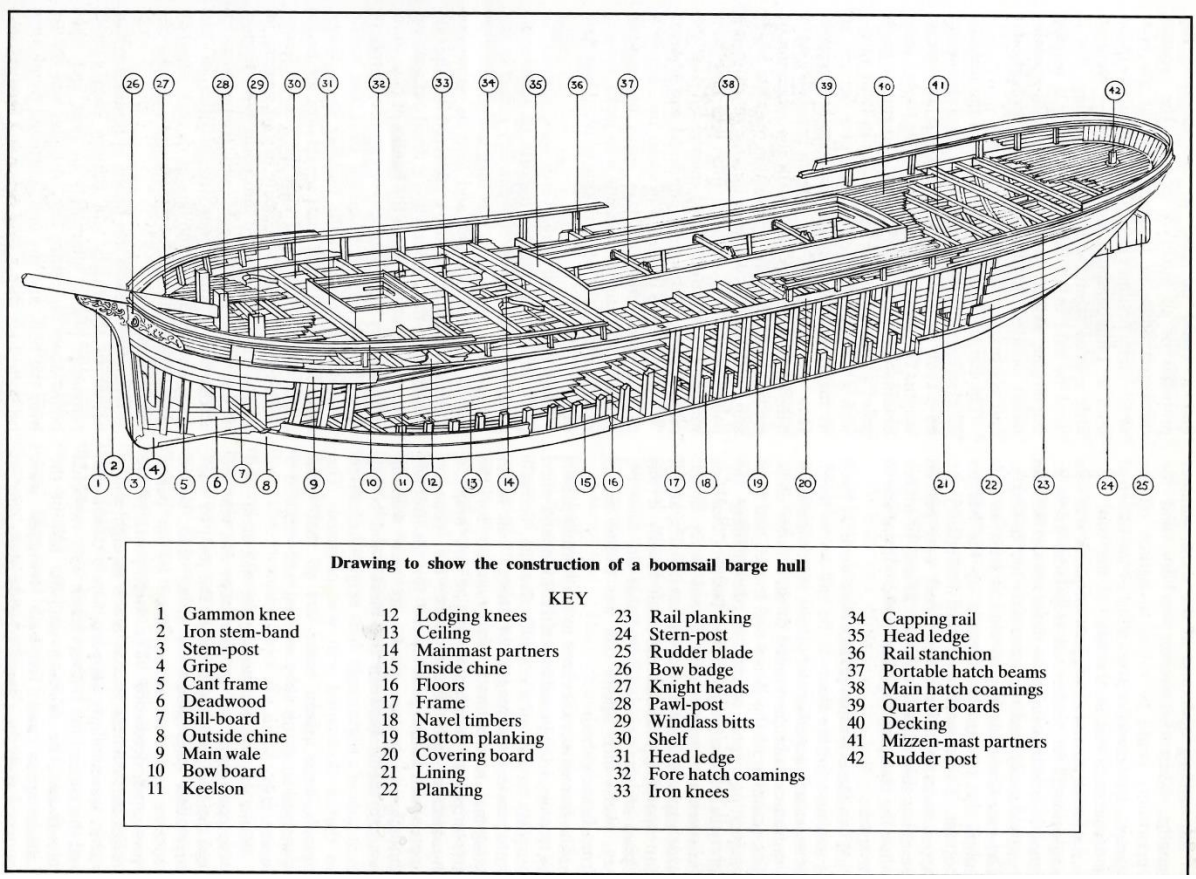
Cock o' the Walk. Built at Millwall in 1876 for Richard Cox of Weymouth with grey topsides, red bottom,

A TYPICAL KETCH BARGE

The ill-fated MASONIC was built by Robert Aldous at Brightlingsea in 1876, and she was the last ketch (or Boomie) barge that they built. She was registered at Colchester and was of 126 grt and117 nrt with dimensions 100.0' x 24.3' x 7.8'. She was wooden with a round stern. On 23rd November 1881, under the

command of Captain William Dove, she was in collision with the THETFORD and sank on the Blyth Sand.

She was raised and repaired and re-registered at Ipswich in 1883. The records mention her being fitted with a “gammon knee”, indicating a fixed bowsprit and hence a more powerful rig rather than the more common lifting one for convenience when berthed. She was owned from 1884 by Henry Smith of London.



Drawing to show the construction of a boomsail barge hull

KEY

1	Gammon knee	12	Lodging knees	23	Rail planking	34	Capping rail
2	Iron stem-band	13	Ceiling	24	Stern-post	35	Head ledge
3	Stem-post	14	Mainmast partners	25	Rudder blade	36	Rail stanchion
4	Gripe	15	Inside chine	26	Bow badge	37	Portable hatch beams
5	Cant frame	16	Floors	27	Knight heads	38	Main hatch coamings
6	Deadwood	17	Frame	28	Pawl-post	39	Quarter boards
7	Bill-board	18	Navel timbers	29	Windlass bitts	40	Decking
8	Outside chine	19	Bottom planking	30	Shelf	41	Mizzen-mast partners
9	Main wale	20	Covering board	31	Head ledge	42	Rudder post
10	Bow board	21	Lining	32	Fore hatch coamings		
11	Keelson	22	Planking	33	Iron knees		

HULL CONSTRUCTION OF A KETCH BARGE>

On 18th November 1893, having left from Harwich, she was lost in “The Great Gale” off Saltburn by the Sea, capsizing with all her three-man crew lost, including her skipper, Captain Harry Angier of Brightlingsea. The gale, which lasted four days, was the cause of the loss of four other ketch barges, BESSIE HILLER, ENTERPRISE of Rye, TYNEMOUTH CASTLE and WINIFRED MARY, among at least 140 other vessels. The wreck of the Masonic has never been found. The Register on the Masonic was closed on 2nd February 1894.

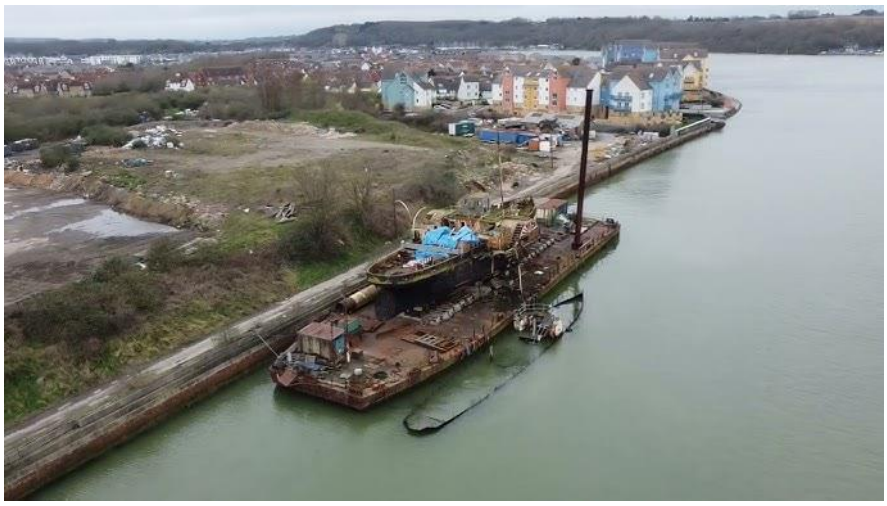
Newspaper reports of the time refer to “the remains of passengers and crew from the vessel being found on the beach at Saltburn by the Sea during the 4-day hurricane”. With so many ships being wrecked, it seems unlikely that the remains found were indeed from the Masonic, especially as there were no “passengers”.

S.S. THETFORD: She was an iron screw steamer built by Robert Thompson & Sons at Southwick, Sunderland, being launched on 23rd July 1881. She was of 1345 grt and 866 nrt with dimensions 240’ x 34’ x 17’. She was powered by a compound 2-cylinder steam engine of 140 hp driving a single screw.

Her first owner was the Standard Steamship Co. Ltd. of Sunderland. In 1884 she was acquired by R. Gorden & Co. also of Sunderland. She was lost on 17th October 1892 when she was in collision with the Dutch S.S. DORDRECHT in the Baltic.

Sadly, I have been unable to find photographs of either vessel, possibly because their lives were relatively short.

JOHN H. AMOS



RECENT IMAGES OFF ST. MARY'S ISLAND, CHATHAM

When I noticed a ship named JOHN H AMOS on Facebook, I immediately assumed that it was American, either a Liberty ship or perhaps a Great Lakes freighter. Instead, it referred to a British steam paddle tug. She was built for the River Tees Commissioners, mainly for towing tugs and barges, and she was named to honour the Secretary to the Commissioners, John Hetherington Amos, who died in 1934.

She was built by Bow McLachlan & Co, at Paisley, on the Clyde, and she was launched on 26th December 1930 and completed in February 1931. Her builders went into Liquidation during her construction, and the nationalised

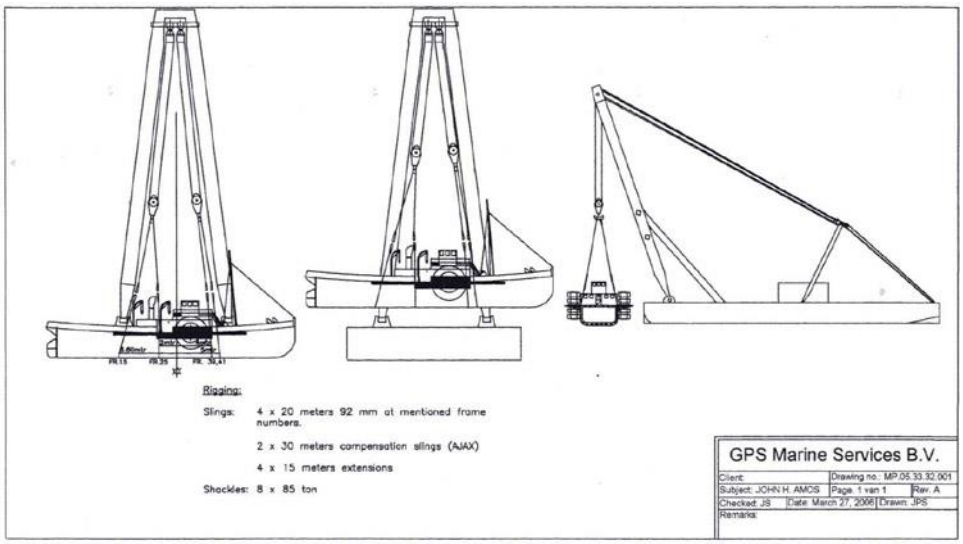
National Shipbuilders Securities finished the work using materials available in the yard. Some of the items used were inadequate, including the boilers which were not adequate for the steam engines, reducing her cruising speed from the designed 13 knots to 11. It took two years of argument before the Commissioners agreed to accept her. It is said that her initial design was drafted in 1888, so she was something of an anachronism even in 1931.

She is of steel construction and of 202 gt with dimensions 109’9’ x 22.5’ with a moulded depth of 11.6’. Her beam over both paddle boxes is 43’. She is powered by 2 coal-fired twin furnace Scotch return-tube boilers providing steam for her two diagonal compound steam engines of 126 nominal horsepower and 500 indicated horsepower. The engines were built by Bow McLachlan & Co. Typically she would burn 3 tons of coal during her normal 8 hour working day. Unlike the Waverley, her two side paddles could be operated independently, a great help when towing. She was originally certified to carry 130 passengers.

She operated for the River Tees Commissioners until taken out of service in 1967 by the newly formed Tees & Hartlepool Port Authority. She passed to the County Borough of Teesside and then to Stockton, where restoration began. Local government re-organisation in 1974 meant that funding stopped and it appeared that she would be scrapped. She was, however bought by the Medway Maritime Museum for £3500 and towed to Chatham by the steam tug CERVIA. She worked for some years as the HERO, operated by ITL

(International Towing Ltd) for the museum. Subsequently she was laid up in Milton Creek and then Faversham Creek.

THE LIFT



In November 1999, she was included in the National Historic Ships Core Collection. Ownership passed in 2001 from the museum to the Medway Maritime Trust. In January 2008 she was lifted out of the water by the floating crane GPS ATLAS and placed on the pontoon PORTAL NARVIK, which was acquired by the Trust for this purpose. She was berthed inside Chatham Docks and restoration work started again. Sadly, lack of funds hit the project and on 13th March 2009, she was towed, still on the pontoon, by the GPS tugs FRISTON DOWN and HAULIER to a tidal berth on the north side of St. Mary's Island. There she remains, in a dilapidated condition.

OTHER CRAFT INVOLVED

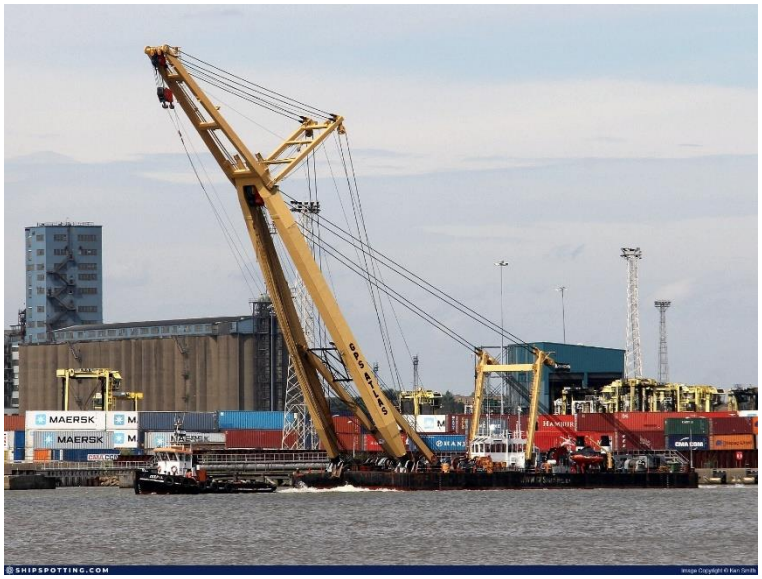
CERVIA AT RAMSGATE

CERVIA: She is a seagoing tug built by Alexandra Hall & Co. at Aberdeen and was launched on 21st January 1946 as the EMPIRE RAYMOND for use as a fleet auxiliary. She is of 233 gt with dimensions 112.8’ x 27.4’ x 11.5’. She has a Scotch Return Tube boiler supplying steam to an oil-fired triple expansion steam engine of 1000 bhp driving a single screw. She is at present a floating museum at Ramsgate.


PORTAL NARVIK

PORTAL NARVIK: She is an unpowered pontoon with an interesting history. She is the surviving tank deck of the former LST 3044, which was built by Vickers Armstrong at Barrow, which was launched on 25th July 1945. She was renamed HMS NARVIK in 1947 and served as flagship of the British Task Force for the Atomic Bomb tests in Monte Bello Islands in May 1956. Later she served as a

submarine support ship at Chatham and in 1960 as a depot ship for RN minesweepers at Malta. In 1965 she was used as an accommodation ship at Faslane, during major works at the naval base. The naval records show that HMS Narvik was scrapped on 1st December 1971, but she was cut down to a pontoon and renamed PORTAL NARVIK for use by the construction group Kier. She is a useful size, 200' x 50'. She was bought by the Medway Maritime Trust around 2008 for carrying the John H Amos, which she has done since 2008.



GPS ATLAS

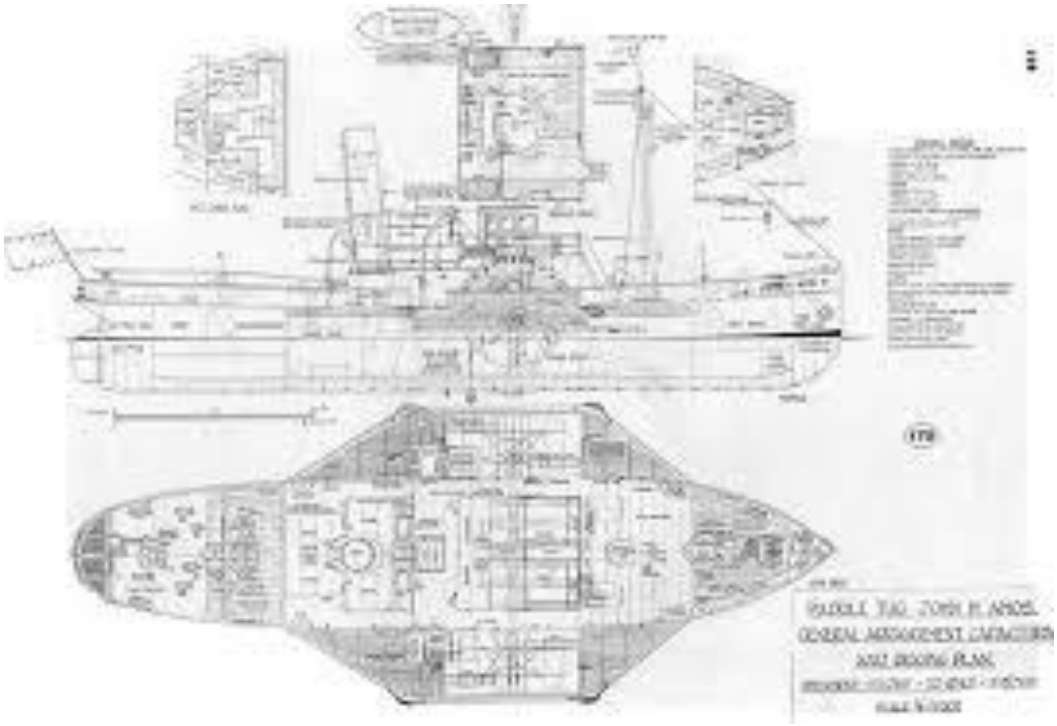
GPS ATLAS: She is a 400 ton capacity floating sheerleg crane once operated by General Port Services (GPS Marine) of Gravesend, She was built in 1967 as the MAGNUS V by Howaldtswerke-Deutsche Werft at Kiel, Germany. She is of 904 gt with dimensions 45m x 20m x 1.8m. In 2012, she was used for lifting elements of the Southend Cultural Centre from a pontoon onto Southend Pierhead. In 2014 she was used to raise the sunken tug FLYING PHANTOM from the Clyde. She was sold in February 2014 to Eide Marine Services of Hoylandsbygd, Norway and renamed EIDE LIFT 8 and Panama flagged.

FRISTON DOWN

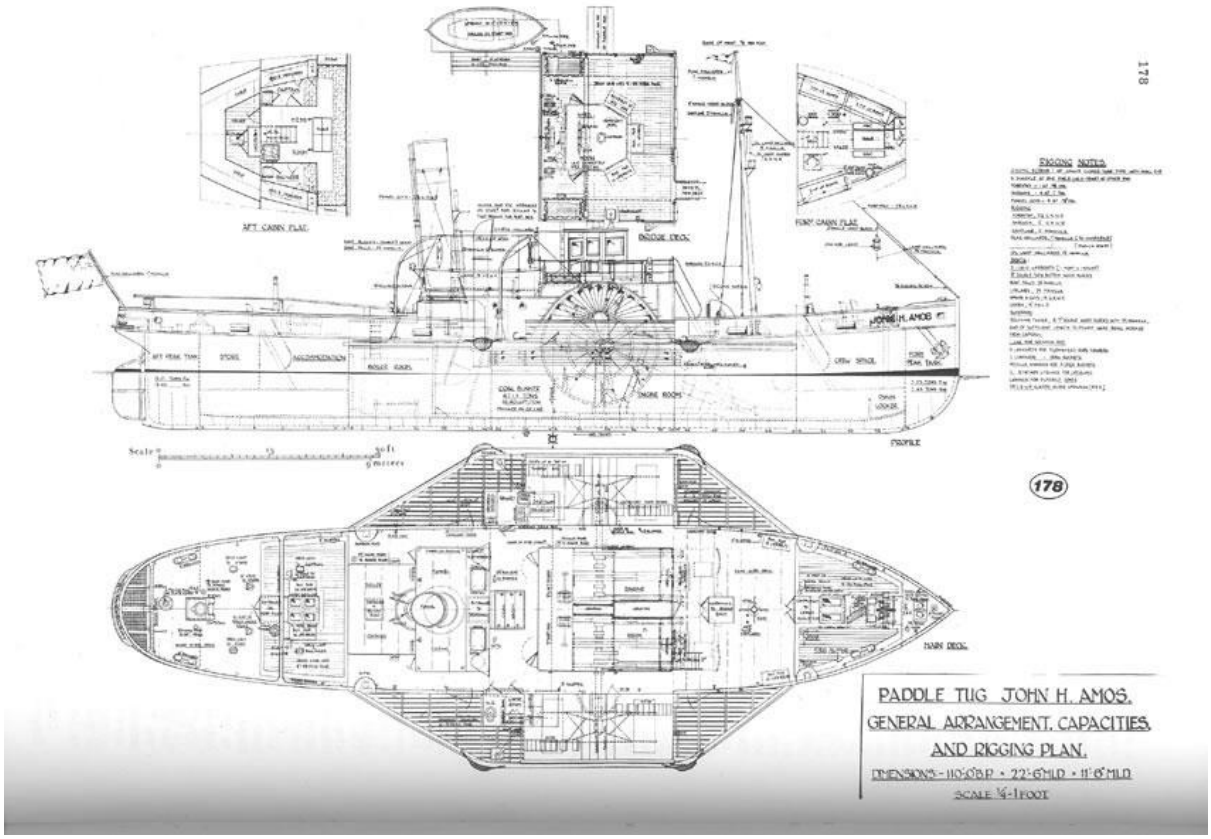
FRISTON DOWN: She is a lighterage tug built by Richard Dunston in 1964 for Humphrey & Grey Lighterage. She is of 99 gt and is powered by a Caterpillar 2SA 4-cylinder engine of 485 kW driving a single screw. She is operated by GPS Marine as the GPA ANGLIA.

HAULIER

HAULIER: She is a small lighterage tug built in 1938 by T. van Duijvendijk in the Netherlands as HAULER. She is of 14 gt with dimensions 13.7m x 3.7m x 1.3m. She is powered by a 4-cylinder Crossley diesel of 100 hp. She is still in the GPS fleet.

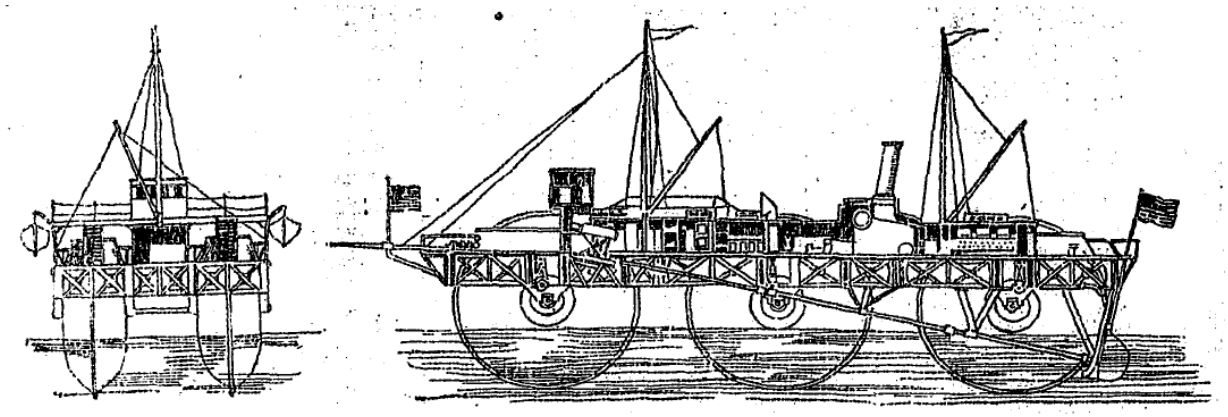


JOHN H AMOS



JOHN H AMOS

THE SHIP ON WHEELS



PROFILE OF THE ROLLER SHIP.

Document 8

Ernest-Bazin was a test ship, meant to test the design. If its test succeeded, a roller ship with 4-disc pairs was to be constructed to transport passengers from Le Havre to New York City.

The first and only operational roller ship, the 280-ton Ernest-Bazin, was designed by the French inventor Ernest Bazin, after five years of model-based tests it launched at Saint-Denis on August 19, 1896. It had three pairs of discs ten-metres in diameter and three-metres thick; each pair was independently driven by a fifty-horsepower engine and, under normal conditions, about one-third submerged. The main hull was supported just above the axes of these discs, 4m above the sea level, and was about 40 by 12 metres; it contained the engines as well as the crew housing.[4] Bazin predicted the ship would be able to make about eighteen knots, perhaps pushing twenty at full power, but hoped that a ship of similar build with the power that could propel a conventional ship to 20 knots could achieve speeds of 47 knots many observers estimated, however, that the design was theoretically capable of thirty-two knots based on the size and power of the wheels and on early model tests. This compared very favourably with contemporary steamships; the fast ocean liners of the day could manage slightly over twenty knots.

The discs were lenticular: they tapered to a point, like the hulls of ships. Indeed, when pushed forwards through the water, without any rotational

movement, they behaved exactly like a conventional hull. When rotated, however, they proved in testing to be much more efficient, due to the propulsive force being expended both vertically and horizontally. It was found that the overall speed ought to be roughly two-thirds the speed of rotation of the wheels.

However, when preparing to cross the English Channel in early 1897, the design was found to be unworkable. When the rollers rotated through the water, each one brought up so much water adhering to it that it was braked heavily, causing them to rotate much more slowly than anticipated and with a much greater consumption of fuel.[

Bazin died on January 21, 1898, a few weeks after announcing he had overcome these problems, and revealing plans for an ocean-going liner, with four pairs of discs, which would be able to cross from Le Havre to New York in sixty hours.

In 1897, Frederick Knapp, a lawyer in Prescott, Ontario, designed another type of vessel which he termed a "roller boat"; this was essentially a single long cylinder which sat in the water. An engine inside, supported on rotating bearings, caused the outer surface of the cylinder to rotate, acting as a paddle wheel. However, it suffered much the same flaws as Bazin's design; the hypothetical "mile a minute" was, in practice, no more than five knots, and the vessel proved difficult to control. After trials, the prototype was tied up at the harbour for ten years, before being sold as scrap.[12][13][14][15]

THE ARTSHIP AND THE THEATRESHIP

Soon to join THEATRESHIP, another converted coaster in West India Docks, is the ARTSHIP, at present being converted at Chatham. They are both intended to be permanently berthed at the Canal & River Trust's "Arts & Heritage Berth". Both vessels have been refurbished, and their cargo holds converted for public use. In the case of the Theatreship, the hold provides a 100-110 seat cinema/theatre plus a café/bar and an exhibition space. In the case of the Artship, the hold is to house art exhibitions, particularly by local artists.

THEATRESHIP IN WEST INDIA DOCKS

The Artship was laid down in 1938 and completed in 1939 as the DANZIG by the Holst Schiffswerft in Hamburg. She was renamed FRIEDA JONES in 1959 and again in 1999 as RAMONA before becoming UNTERELBE in 2019. She continued to trade between North European ports carrying mainly bulk cargoes such as coal and grain until laid up a few years ago. She was then put up for sale for scrapping.

She is of riveted steel and of 420 dwt and 259 gt with dimensions 46.7m x 6.8m x 2.65m. Her 1950s vintage diesel drives a single screw.

UNTERELBE

She was bought by Artship Operations Ltd. in mid-2024. In a north German port and was navigated under her own power through the Baltic, transiting the Kiel Canal and then across the North Sea to Chatham, arriving on 19th July 2025. The trip took 2 weeks including a 36-hour breakdown of her engine whilst in the North Sea.

THEATRESHIP ARRIVING WEST INDIA DOCKS

Whilst at Chatham she was dry docked and some replating work on her hull was carried out on her hull by Stick-Mig Welding and repairs were carried out to her main engine. She was renamed Artship and UK flagged. The present programme is for her to berth in West India Docks this December, and the opening to the public in 2026.

FIAT

The THEATRESHIP dates from 1913 and was originally rigged as a steel cargo barge rigged as a three-masted schooner named FIAT. She was Dutch flagged and was of 305 grt. She was later converted into a motor coaster and was re-engined in the 1960s and again in the 1980s.

THEATRESHIP

THEATRESHIP

She was acquired by Theatreship Operations Ltd. in 2022 and after 2 weeks preparation, was sailed from Drachten in the Netherlands to West India Docks, the trip being achieved in 36 hours. After a conversion of her hold into a cinema/theatre plus a café/bar and an exhibition space, a process which took 18 months, she was opened to the public in January 2024.

THEATRESHIP

THEATRESHIP

THE NEW MERSEY FERRY

CGI VIEW

Under construction in Birkenhead is the long-awaited £26 million new Mersey ferry. She is the subject of a contract signed in December 2023 between the Liverpool City Region Combined Authority and Cammell Laird for the design and construction of the ferry. Steel cutting is already complete, and completion is due in time for the summer 2026 season.

ROYAL IRIS OF THE MERSEY (SNOWDROP IS SIMILAR)

The ferry service is currently run with two vessels, the SNOWDROP (617 gt built in 1960 as the WOODCHURCH by Philip & Sons at Dartmouth) and the ROYAL IRIS OF THE MERSEY (611 gt built in 1959 as the MOUNTWOOD by Philip & Sons at Dartmouth). Both had their original Crossley Brothers diesels replaced with Wartsila engines some 20 years ago.

Details of the new vessel are hard to find, but she is said to be about 50 metres long, requiring 327 tons of steel and 90,000 metres of weld. From platers to welders, 25 apprentices will be investing 17,000 hours on the ship, working alongside experienced craftsmen. She will have capacity for 500 passengers with a crew of 6.

Plans for two new ferries were announced in August 2019, with some improvement works at the Seacombe terminal. After tendering, the contract was to be with Damen together with Cammell Laird. As said above, the contract was finally signed with Cammell Laird, with a strong emphasis on providing work for local firms. She is the 16th Mersey ferry to have been built by Cammell Laird, and is their Hull Number1395. There are also plans to upgrade one of the existing ferries.

She is to have state of the art navigational and steering systems. She will have an azi-pull propellor system powered by a diesel-electric hybrid-ready propulsion system, which will have the potential for conversion in future to full electric propulsion as the technology evolves. She will also have an exhaust after treatment system to cut Nox emissions.

She will utilize the well-proven Kongsberg azimuthing and pulling thruster incorporating the propellor forward of the gear housing, conferring high manoeuvrability along with fuel saving performance. The ship will be wheelchair accessible to all decks, and, as well as functioning as a ferry she will carry out cruises and be available for conferences and private events.

For the longer term, a second newbuild is anticipated, depending on the Authority's ability to generate the requisite funding.

I know that these are only computer generated images, but give me the existing ferries every time – “Call me Old Fashioned”

THE STEAMSHIP TURBINIA

Turbinia, the first steam turbine-powered steamship, can be found on display at the Discovery Museum in Newcastle upon Tyne.

The modern steam turbine was invented by Charles Parsons in 1884. He set up the Parsons Marine Steam Turbine Company with five associates in 1893. He had the experimental vessel Turbinia built in a light design of steel by the firm of Brown and Hood, based at Wallsend on Tyne.

Turbinia had a long narrow hull. She was powered by a single 1000hp steam turbine and was expected to achieve 30 knots or more. She was launched on 2 August 1894 and trials started in November 1894. Despite the success of the turbine engine, initial trials with one propeller were disappointing as she could only reach 19.75 knots. The propeller was not capable of performing efficiently at 2,000 rpm. Two years of intensive work followed, during which the first cavitation tunnel was constructed and the effects of cavitation on high-speed propellers were discovered. Parsons' research led to his fitting three axial-flow turbines to three shafts, each shaft in turn driving three propellers, giving a total of nine propellers.

In trials, Turbinia achieved top speeds of more than 30 knots, so that "the passengers aboard would be convinced beyond all doubt that Turbinia was

Charles Parsons' winning North Sea greyhound". In 1897 Turbinia was the fastest vessel in the world.

Parsons' ship turned up unannounced at the Navy Review for the Diamond Jubilee of Queen Victoria at Spithead, on 26 June 1897, in front of the Prince of Wales, foreign dignitaries, and Lords of the Admiralty. As an audacious publicity stunt, Turbinia, which was much faster than any other ship at the time, raced between the two lines of navy ships and steamed up and down in front of the crowd, while easily evading a navy picket boat that tried to pursue her, almost swamping it with her wake.

From this clear demonstration of her speed and power and after further high-speed trials attended by the Admiralty, Parsons set up the Turbinia Works at Wallsend, which then constructed the engines for two prototype turbine-powered destroyers for the Navy, HMS Viper and HMS Cobra, that were launched in 1899. Both vessels were lost to accidents in 1901, but although their losses slowed the introduction of turbines, the Admiralty had been convinced. Turbinia continued to be used as a most impressive demonstration craft and in 1900 the vessel steamed to Paris and was shown to French officials and then displayed at the Paris Exhibition.

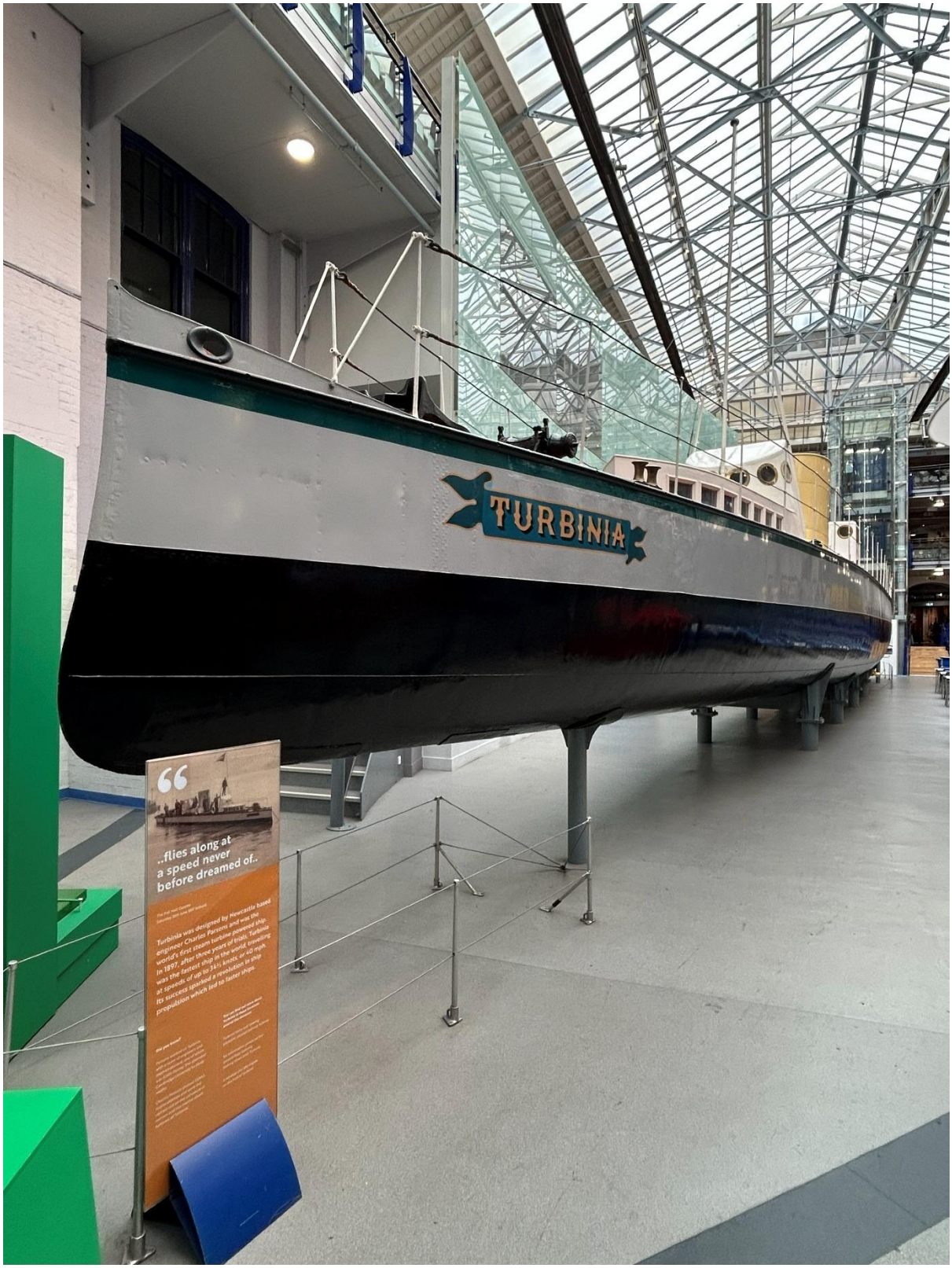
The first turbine-powered merchant vessel, the Clyde steamer TS King Edward, followed in 1901. The Admiralty confirmed in 1905 that all future Royal Navy vessels were to be turbine-powered, and in 1906, the first turbine-powered battleship, the revolutionary HMS Dreadnought, was launched.

On 11 January 1907, Turbinia was badly damaged when she was hit by a ship being launched from the other bank of the Tyne. She was repaired and her last powered run was made on the Tyne later in 1907 when it was hoped she could accompany Mauretania on her maiden voyage down river, but unfortunately a mechanical fault stopped her completing the trip. Taken out of the water in 1908 and placed on a cradle, she slowly deteriorated.

In 1926, the directors of the Parsons Marine Steam Turbine Company offered the ship to the Science Museum in London. Turbinia was sectioned into two halves, and the aft section complete with engines and propellers, was put on display in the museum, which did not have the space to accommodate the full ship. The fore section was presented in 1944 to Newcastle Corporation and

placed on display in the city's Exhibition Park. In 1959, the Science Museum removed the aft section of Turbinia from display, and by 1961, using a reconstructed centre section, Turbinia was reassembled and displayed in the Newcastle Municipal Museum of Science and Industry. In 1983, a complete reconstruction was undertaken.

On 30 October 1994, 100 years after her launch, Turbinia was moved to Newcastle's Museum of Science and Engineering (now known as the Discovery Museum) and put on display to the public in March 1996. Listed as part of the National Historic Fleet, in 2000, the vessel was the focal point of a year-long, £10.7 million redevelopment programme at the Discovery Museum.


TURBINIA
..flies along at a speed never before dreamed of..

THE ONYX MARINER

The ONYX MARINER was built as the UK flagged tank barge WHEATCROFT by Yorkshire Dry Dock Ltd in Hull for John H. Whitaker (Tankers) Ltd of Hull. She was launched on 20th November 1956 and completed in January 1957. She was of 450 dwt with dimensions 42m x 5m with a depth of 2.7m. She was powered by a single Norris, Henty & Gardner Ltd. 8-cylinder 4-stroke diesel driving a single screw.

WHEATCROFT

She traded for Whitakers and later for Henty Oil Ltd of Hull carrying various oil cargoes until June 2005 when she was sold to Onyx (UK) Ltd and renamed ONYX MARINER for use as a waste oil carrier. She stayed with the Onyx Group for the rest of her working life, with Veolia E.S. Onyx Ltd. of London and later Veolia E.S. (UK) Ltd, and by late 2014 she was being used by Onyx Marine Waste Management (Veolia) at their Marchwood base as a bilge and oil discharge vessel. Her main function was to serve cruise ships at their berths in Southampton, the current vessels operated by Onyx for this purpose being SEAGREEN and SEAHORSE.

IN THE SOLENT

In April 2018 she was a Pound's Yard Portsmouth for scrapping, but that November she was sold for conversion into a houseboat, and she was moved to the Medway Bridge Marina, where she presently resides. It is 69 years since her launch, an impressive life for such a humble little vessel.

2014


2014

RECENT AT MEDWAY BRIDGE MARINA

HANOI EXPRESS

Another recent visitor to the London Gateway Port was the German flagged HANOI EXPRESS. She is a ULCC (Ultra Large Container Carrier) built by the Hanwha Ocean Shipyard in South Korea for Hapag Lloyd A.G. She was laid down on 28th November 2022, floated out on 28th April 2023 and delivered on 27th September 2023. She is one of the Hamburg Express class of 12 “Post Suezmax” ships, and is of 224,995 dwt and 229,376 gt, with dimensions 399.9m x 61.0m x 16.5m. She is rated at 23,660 TEU including 1500 reefer plugs. She has a crew of 27, including 2 captains.

She is powered by a dual-fuel Hyundai MAN 11-cylinder 11G95ME-C10.5 GI main engine of 58,270 kW driving a single screw giving 20.5 knots. She can run on conventional low sulphur fuel oil or LNG and has a 18,650 cubic metre LNG tank which is sufficient for a complete Europe/Asia/Europe round trip. She can operate on shore power when available and can transition to bio-methane and e-methane in the future if required.

HANOI EXPRESS

HANOI EXPRESS

THE LNG BUNKERING AND CONTAINER HANDLING OPERATIONS

In June 2025 at the Kwai Tsing Container Terminal in Hong Kong, the Hanoi Express was the first Hapag Lloyd ship to undergo ship to ship LNG bunkering during cargo handling. It was via the HAIYANG SHIYOU 301, the world's largest LNG bunkering and transport vessel. Some 10,000 cubic metres (4300 tonnes) of LNG was transferred in 8.5 hours, and the turnaround of the container ship was completed within 24 hours.

HAIYANG SHIYOU 301

The Chinese flagged Haiyang Shiyou 301 was built in 2015 by the Jiangnan Shipyard as an LNG carrier of 30,000 cubic metre capacity, meaning a deadweight of some 12,900 tons, with dimensions 184.7m x 28.1m. She was converted by the China National Offshore Oil Corporation into an LNG bunkering and transport vessel in late 2022 and was ready for operating in January 2023. She can discharge at a rate of 1650 cubic metres per hour.

LLYS HELIG A SAD UPDATE


AT EMR

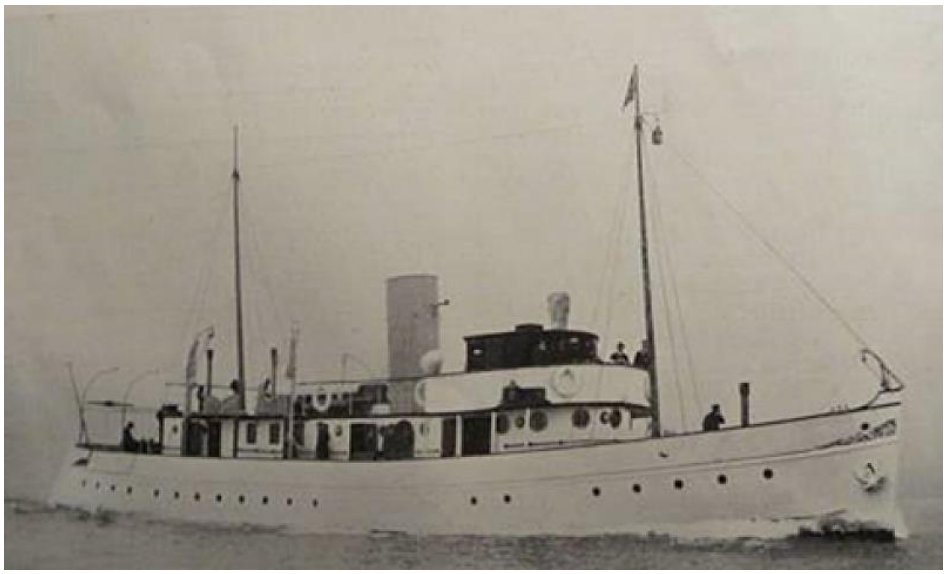
The former Gentleman's Yacht LLYS HELIG was featured in the News & Views March 2023 edition. The article left the old ship lying inside the floating dry dock Bison at Sutton Wharf Boatyard at the back of Rochford ready for

restoration to get started. A survey of the hull steelwork was carried out in March 2023, and it was not pleasant reading for the owner or for his hopes of restoration. The original thickness of the steel exterior of the hull was 10mm, and it was hoped that the majority of the steel would still be 8mm or so thick for a viable restoration. However, the survey found that a substantial proportion was around 2 mm thick.

The project came to an end because funding for the additional work was unobtainable. In March 2024 she was put up for sale still in the floating dry dock ready for restoration. The sale particulars advised that “extensive repair work, including replating, would be needed for her to float again. The asking price was £100,000.

No acceptable bidders were forthcoming, and she was sold to EMR at Erith for breaking up. It is very sad that all the hopes for her restoration came to nought, as she was just too far gone for a realistic revival.

THERE FOLLOWS THE EARLIER N&V ARTICLE OF MARCH 2023



LLYS HELIG IN HER GLORY DAYS

The Llys Helig was built by Thornycroft’s at Southampton in 1922 as a “Gentleman’s Yacht” for W. E. Corlett. She was designed by A.T. Wall. Her dimensions were 107.5 feet by 18.4 feet by 11.17 feet (32.73m x 5.8m x 3.405m) and her Gross Tonnage was 157. Her hull was of steel, her superstructure was of steel and teak, whilst her decks were of pine. Some welding, as compared with the then standard riveting, was used in a slightly

experimental way. As built, she was powered by twin oil engines by Plenty & Sons of Newbury. They gave her a maximum speed of 15 knots.


HAPPY DAYS

Under Mr. Corbett's ownership, she was based at Conwy, but travelled extensively. He owned her until his death in 1961. In 1929, she was re-engined with twin 5 cyl. Gardner diesels. In 1961 she was acquired by G.K. and A.M.G. Galliers-Pratt who altered and modernised her. By now she had twin 8 cyl. Glenifer diesels.

In 1965 she was sold to G.H. Bainbridge, and sold again in 1967 to Petromarine Corporation of Panama and renamed SISKEBAB 111. By 1970 she was reported as having been renamed BLUE FINN whilst being based at La Rague in S. France. In 1971 she was sold to J.F. Bennison of Cannes and renamed LES AUTRES.

In the mid-1970s, she was sold to B.W. Ashmore, who brought her to Burnham, and he set about a gradual restoration including an extension to the upper deck. In 1978 it was reported that she had sunk and was partially submerged.

HOUSEBOAT

At some time in the 1990s, she was acquired by Malcolm Pool, the boss of Radio Caroline. After performing as tender to the pirate station for some years, she was converted to a houseboat still under the name LES AUTRES for many years. She was berthed downstream of Prior's yard, near the war memorial. She sank at her moorings in June 2005, was salvaged but sank again in March 2017. In each case, the sinkings were the result of holes in the hull, but the ship remained upright.

IN CAPSIZED STATE VIEW FROM PRIOR'S

In April 2018 she was acquired by her present owner, Howard Dawber, who has said that he plans to restore her to the 1922 lines and features. I fear that a

budget running into several million pounds will be needed, but Good Luck to this extraordinary undertaking.


SHIP BEING RIGHTED

In terms of the 2017 capsize, in windy weather with inadequate moorings she moved out of her slot in the mud, and as the tide went out she slowly tilted to starboard and fell into the slot. As a houseboat, her engines had been removed and a lot of heavy items, including a brick fireplace had been installed on her upper decks, making her top heavy. She was also relatively narrow and deep, making a capsize on the mud possible.


RIGHTING OPERATIONS

RIGHTING OPERATIONS

In late 2022 the righting operations were carried out. The ship was cleared of all rubbish inside and the holes in the hull plugged. Inflatable bags were inserted under her starboard side, and they were inflated as the spring tide came in to push her upright. In addition, a large lorry, parked on the apron at R.J. Prior's, used a powerful winch and a long line to pull her upright.

IN DRY DOCK OFF BURNHAM

On 20th January, she was moved out into deeper water and onto the BISON, a floodable dry dock, reportedly 34m x 10m and owned by Mike's Boatyard, and settled onto a cradle. She was moved to the Essex Marina at Wallasea, and a few days later towed round to Sutton Wharf Boatyard at the back of Rochford. The towage and initial surveys and repair work were led by Mike's Boatyard of

Old Leigh, with the tugs Assassin and Liberator employed. Both tugs are local, spending a lot of their time moored in the Ray.

UNDER TOW AT WALLASEA

THE TUGS:

ASSASSIN

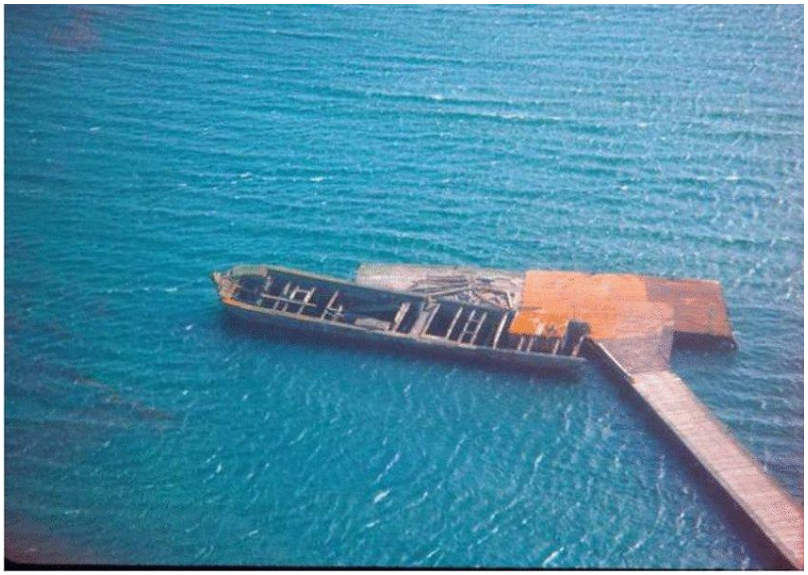
ASSASSIN 15m x 5m x 1.4m UK flag

LIBERATOR

LIBERATOR 13m x 4m x 1.4m. UK flag

THE VICAR OF BRAY


1979

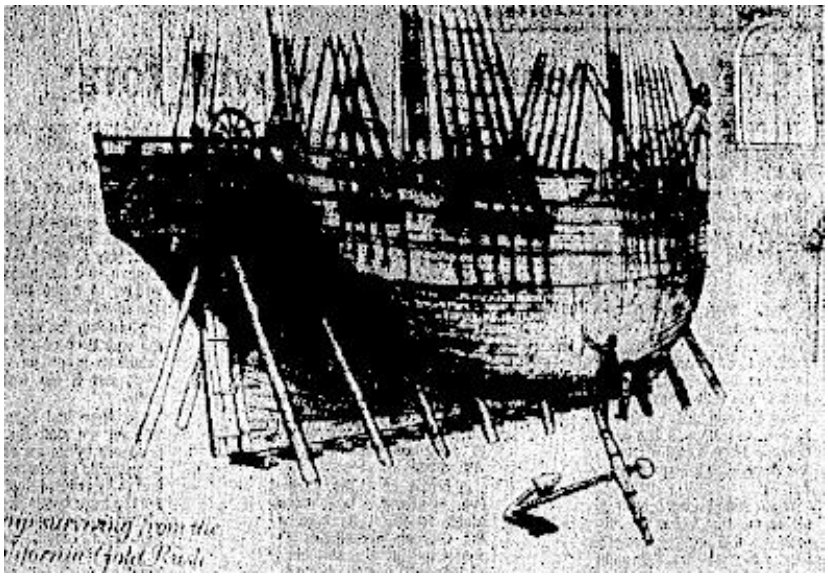

1979

Quietly mouldering away in a quiet corner of the Falkland Islands are the remains of the wooden sailing ship, the VICAR OF BRAY. She was built as far back as 1841 by Robert Hardy at Whitehaven, being launched on 22nd April that year. She was built of English oak and West African hardwoods and was classed by Lloyds as “12 Years A.1.”, an unusually high rating, which might explain her longevity


loevity.

Her rather odd name referred to a satirical song about a priest who started as a Catholic under Henry V111, became a Protestant when Henry died, returned to Catholicism with Queen Mary’s reign and back to Protestant under Queen Elizabeth.

When built, she was of 282 grt and 255 nrt with dimensions 97.0’ x 24.1’ and a maximum depth of 16.8’. The was rigged as a three-masted barque (although possibly a brig at first) and registered in Liverpool. She spent her first few years trading between the UK and South America.

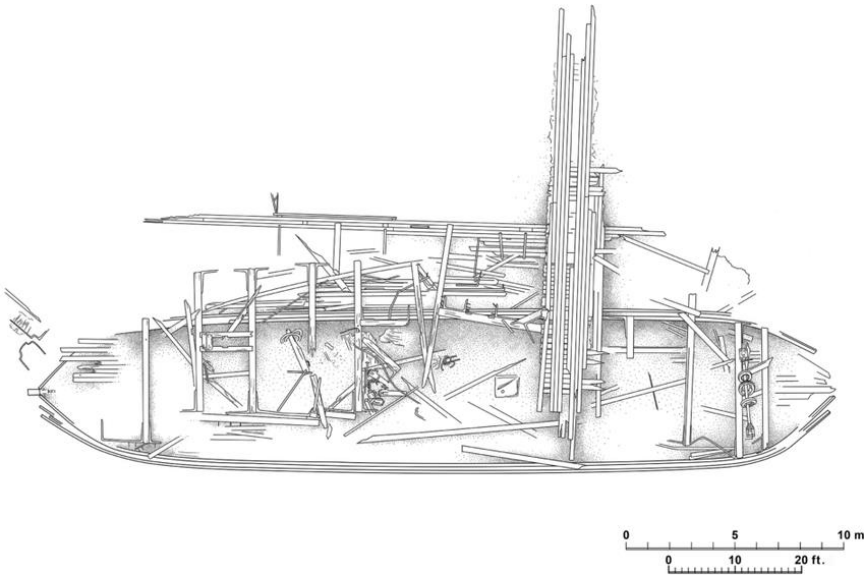


In 1849 she sailed from Gravesend for Valparaiso in Chile, from where she sailed for San Francisco with a cargo of mercury and some passengers who were said to have been “miners”. She arrived in San Francisco on 3rd November 1849, where her captain was faced with “gold rush fever”, when her crew abandoned their posts in search of riches ashore. As she docked, there were already some 741 abandoned ships in and around the harbour. The captain was forced to pay exorbitant wages to a replacement crew to get the ship back to the UK.

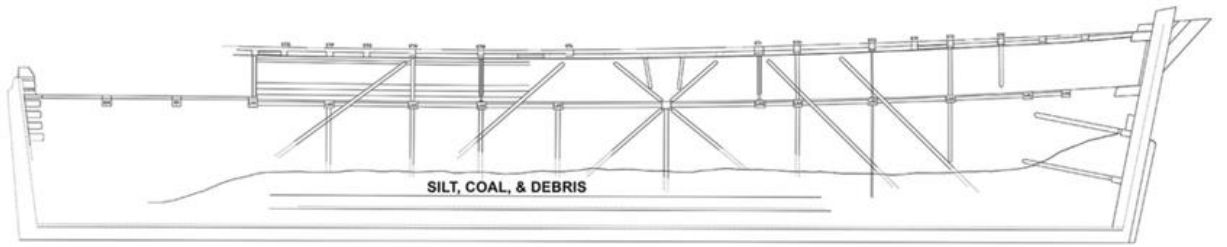
SAN FRANCISCO 1849

During a refit in 1858/59 the ship was lengthened to 121.5', and it is possible that her rig was changed from brig to three-masted barque at this time. She started a new career, sailing between London, Lima, Adelaide, Melbourne and Sydney. In 1865 she came under the ownership of G. Seymour of London, and in 1870 by Thomas Garrick of Sunderland. This sequence came to an end in 1870, when on a voyage from South Wales to Valparaiso with a cargo of machinery and coal she was badly damaged in a storm and put into Port Stanley for repairs. She was repaired and sailed back to the Uk for another refit. In 1873 she was bought by the Falkland Islands Company Ltd. and began a regular route between the Falklands and London. Her final voyage ended on 23rd October 1880, when it was decided that she should be cut down to a hulk and used to strengthen a jetty head at Goose Green. There she remained for nearly 100 years, largely forgotten and slowly deteriorating.

In the late 1970s, she was acquired by the San Francisco Maritime Museum who hoped to transport her for restoration. The hull was still largely intact at that time, although her decks had collapsed. She was known to be the last surviving ship to take part in the Californian Gold Rush of 1849 as thus very important in historic terms. Various surveys were carried out by the museum around 1979, but the project sadly came to nothing.



2013 SURVEY



Vicar of Bray

2013

2013

The hull collapsed in a storm in 2012, so little of the ship is now visible above water level.

STATSRAAD LEHMKUHL

Statsraad Lehmkuhl is a three-masted barque rigged sail training vessel owned and operated by the Statsraad Lehmkuhl Foundation. It is based in Bergen, Norway and contracted out for various purposes, including serving as a school ship for the Royal Norwegian Navy (using RNoN's prefix "HNoMS").

Line art of Statsraad Lehmkuhl

It was built in 1914 by Joh. C. Tecklenborg ship yard in Geestemünde as a school training ship for the German merchant marine under the name Grossherzog Friedrich August. After the First World War the ship was taken as a prize by the United Kingdom and in 1921 the ship was bought by former Norwegian cabinet minister Kristofer Lehmkuhl (hence the name, which means "Cabinet Minister Lehmkuhl"). Except during the Second World War, when she was captured and under the name of Westwärts used by

German forces, the ship belonged to Bergens Skoleskib from 1921 until donated to the Foundation in 1978.

In 2000, she was chartered by the German Navy while their Gorch Fock was overhauled.

In 2019 the ship was upgraded from diesel to hybrid power by Kongsberg, whereby a 370 kWh battery bank is charged while the ship is being powered by the wind, and can be used to drive the ship's propellers when the sails no longer provide sufficient power, only relying on the ship's KRM6 diesel engine from Bergen Engines as backup support. The batteries are also used to provide energy for the ship's instruments, lights and galley.[2][3][4]

In August 2021 Statsraad Lehmkuhl started the "One Ocean Expedition", circumnavigating the world equipped as a scientific research vessel, collecting meteorological and hydrographical data along with samples of fish, microplastics, zooplankton, eDNA, and carbon dioxide in the water. The ship was hired by marine research institutions on some of the legs.

In spring of 2022 the Ocean Frontier Institute sponsored undergraduate students from Dalhousie University in Halifax and Memorial University of Newfoundland on a 16-week expedition aboard the ship.

The ship has participated numerous times in the Tall Ship Races persistently finishing high in standing in her class.

Sister ships

The three sister ships of Statsraad Lehmkuhl also survive:

- Dar Pomorza (originally Prinzess Eitel Friedrich)
- Duchesse Anne (originally Großherzogin Elisabeth)
- Schulschiff Deutschland

ONE FACT WONDER

EARLY SUBMARINES

USS R-14 The Sub with Sails

We heard from Phil at our last meeting regarding steam powered submarines, how about a sailing sub! Here is the USS R-14.

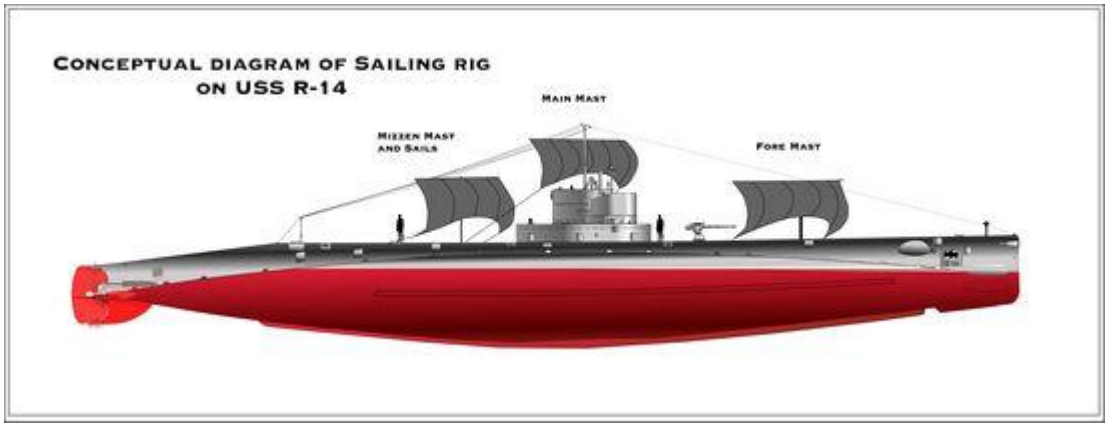
The U S Navy submarine branch was inaugurated in 1900

R-14's keel was laid down by the Fore River Shipbuilding Company, in Quincy, Massachusetts, on 6 November 1918. She was launched on 10 October 1919. Intended for coastal and harbour defence she commissioned on the East Coast subsequently being deployed to Hawaii transiting the Panama Canal in 1920 then conducting the development of submarine and anti-submarine warfare tactics. She later served off the East Coast of the U.S. during World War II for training and patrol duties.

In May 1921, she was detailed to participate in the search for a US Navy deep sea tug the US Conestoga deemed missing on passage from Mare Island to Manilla via Pearl Harbour.

RS-14 was approx. one hundred and forty miles from Pearl Harbour when they suffered a catastrophic engine failure due to contaminated fuel; this left them stranded at sea with failing radio communications and no power.

The Commanding Officer, his officers and chief petty officers came up with a novel solution to the problem. It was decided that they would try to sail the submarine to the port of Hilo, Hawaii.



A foresail was made of eight hammocks hung from a top boom made of pipe bunk frames lashed firmly together, all tied to the vertical kingpost of the torpedo loading crane forward of the submarine's superstructure.

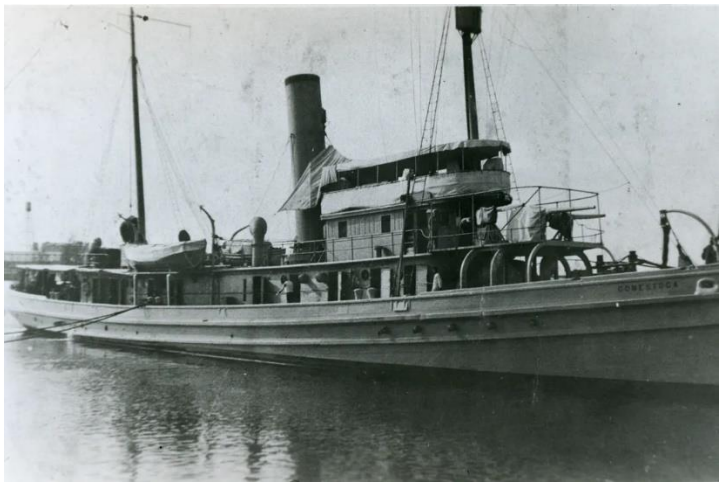
Seeing that this gave R-14 a speed of about 1 knot as well as rudder control, a mainsail was made of six blankets, hung from the sturdy radio mast (the top sail in the photograph). This added 0.5 knots to the speed. A mizzen was then made of eight blankets hung from another top boom made of bunk frames, all tied to the vertically placed boom of the torpedo loading crane. This sail added another 0.5 knots .

Around 12:30 on 12 May 1921, the crew was able to begin charging the submarine's batteries by dragging the propellers through the water while under sail. The windmill effect of these slowly turning propellers turned the generators providing a small amount of voltage that was directed to the batteries The crew worked together to solve their various problems, and the boat sailed slowly for Hilo. After 64 hours under sail at slightly varying speeds, R-14 entered Hilo Harbor under battery propulsion on the morning of 15 May 1921.Commander Douglas received a letter of commendation for the crew's innovative actions from his submarine division commander, Commander Chester W. Nimitz, USN.[6]

Ironically the Conestoga was declared a loss with all hands, 56 souls

It appears that she ran into heavy weather when leaving the Bay of San Francisco on March 25th, 1921, towing a barge loaded with coal,(bunkers?) they ran for the shelter of Farallon Island where she foundered

It was not until the 23 March 2016 that the US Navy announced the finding of the wreck



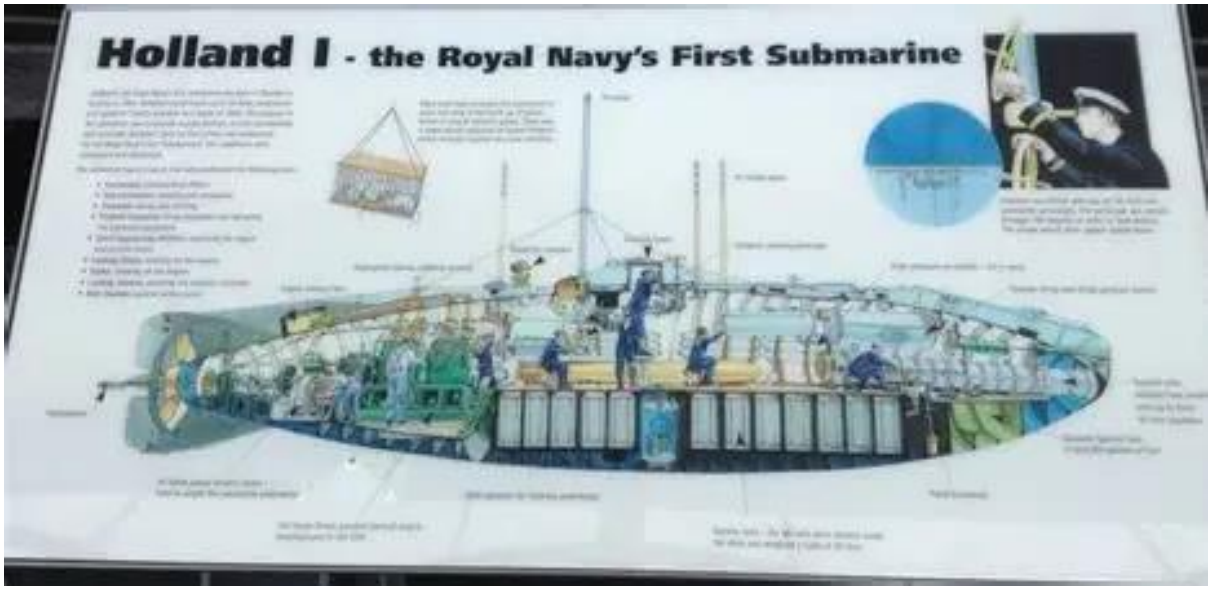
A DAMNED UN-ENGLISH WEAPON

In 1901, the First Sea Lord, Admiral of the Fleet Sir Arthur Wilson famously described submarines as being “Underhanded, unfair and damned un-English”, and that submariners were “nothing more than tradesmen”. He believed in the old ideas of “gentlemanly warfare”, and that submarine crews deserved to be hanged like pirates.

He said that he would convince the Admiralty to have the crews of enemy submarines captured during wartime to be hanged as pirates. Despite this widespread attitude of senior RN officers, the Royal Navy Submarine Service started in 1901 with the commissioning of HMS HOLLAND 1 at Vickers at Barrow in Furness, the first of a class of five boats. The class were designed by John Philip Holland, an Irish marine engineer and built under licence from the Holland Torpedo Boat Company, an American company The remains of her sistership HMS HOLLAND 5 lie 6 miles SE of the Royal Sovereign Lighthouse and are protected under the Protection of Wrecks Act in 30 m of water

HMS HOLLAND 1 ON DISPLAY

The Holland 1 is now on display at the Royal Navy Submarine Museum at Gosport. She was lost in 1913 whilst being towed ready for scrapping. She was rediscovered in 1982 and put on display. Her battery bank found on board was found still to be functional after being cleaned and recharged.



In a rather “tongue in cheek” response to the contempt of submarines, Lieutenant Commander Max Horton at the start of WW1 in HMS E-9 flew the Jolly Roger flag for each enemy vessel despatched. The tradition of RN submarines flying the flag with successes embroidered on it caught on, with the Admiralty disapproving but quite unable to stop it. In due course the tradition was also adopted by other navies, including the US Navy Submarine Service and various other Allied Navies.

The derivation of the term Jolly Roger is lost in the mists of time, but one theory is that it was a corruption pf the French “joli rouge”, meaning “pretty red”. A red flag was often flown by privateers to signify that no mercy would be given.

Early German Submarines

Early U-boats (1850–1914)

The first German submarine, the SM U-1. Her remains are on display at the Deutsches Museum in Munich.

A more advanced submersible, the three-man Brandtaucher, was designed by Wilhelm Bauer in 1850 and constructed by Schweffel and Howaldt in Kiel. It was lost on 1 February 1851 during a test dive.

Some 50 years later in 1903, the Friedrich Krupp Germaniawerft dockyard in Kiel completed the first fully functional German-built submarine, Forelle,

which Krupp sold to Russia during the Russo-Japanese War in April 1903.

Only when Krupp received an order for three Karp-class U-boats from Russia, did Tirpitz order one submarine. The SM U-1 was a completely redesigned Karp-class and when the Imperial German Navy commissioned it on 14 December 1906, it was the last major navy to adopt submarines.

The U-1 had a double hull and a single 18 in torpedo tube. It used an electric motor powered by batteries for submerged propulsion and a Körting kerosene engine for charging the batteries and propulsion on the surface. The 50%-larger SM U-2 was commissioned in 1908 had four 45 cm torpedo tubes and a much larger battery capacity. But the boat was a failure due to problems with both the kerosene and electrical engines. The next two U-boats of the Type U 3-class, ordered on 13 August 1907, were more reliable.

The German submarine U-14, showing the kerosene vapour trail.

In March 1907, the Germaniawerft received an order from the Austro-Hungarian Navy for two 237 U-boats and in October Norway ordered a similar U-boat.

These foreign U-boats were based on an improved U-1 design. Between 1908 and 1910, the German navy ordered fourteen 500 t boats with four 45 cm torpedo tubes and two reload torpedoes. These boats used a kerosene engine which was safer than gasoline and more powerful than steam, but the white exhaust of the kerosene betrayed the presence of the U-boats, robbing them of their primary asset, their stealth. Diesel engines did not have that disadvantage, but a powerful and reliable diesel engine was still under development. As some equipment could not be delivered within the specified weight limits, there was some variation in the total weight of each U-boat. Usually this was solved by reducing the number of battery cells, which affected underwater performance. The last two of these U-boats, the Type U 17, was designed to receive diesel engines but due to delays in developing a lightweight diesel engine, these U-boats were equipped with kerosene engines.[17]

Between 1910 and 1912, twenty-three diesel U-boats were ordered when diesel engines finally became available: four 650 t Type U 19 U-boats on 20 November 1910 from KWD with MAN engines and four similar Type U 23 U-boats from Germaniawerft with Germaniawerft engines on 18 March 1911. These boats were larger to accommodate the diesel engines, and were equipped with 20 in torpedo tubes. On 12 February 1912 a further four similar Type U 27 were ordered from KWD, and although Germaniawerft

experienced problems with its diesel engines, it received an order for eleven Type U 31 U-boats. Due to these problems, delivery of these U-boats was delayed up to eight months and ran into 1915.

At the start of World War I in 1914, Germany had 48 submarines of 13 classes in service or under construction.

World War I (1914–1918)

On the continent German hopes for a quick victory were dashed and a stalemate had settled on the front. The Germans hoped to break the deadlock by starting an unrestricted submarine campaign against shipping in the waters around the British Isles. This was also cited as a retaliation for British minefields and shipping blockades. Under the instructions given to U-boat captains, they could sink merchant ships, even neutral ones, without warning.[22] Only 29 U-boats were available for the campaign, and not more than seven were active around the British Isles at any time. The U-boats failed to enforce a blockade but the sinking of three liners including the RMS Lusitania,[b] with loss of American lives, outraged the US so that the Kaiser had to stop the campaign on 19 September 1915.[24] After the stop of the campaign, most of the U-boats were sent to the Mediterranean.[23]

At the beginning of 1916, 54 U-boats were available, and the Kaiser allowed again operations around the British Isles, but with strict rules: no attacks on liners, and outside the war zone around the British Isles attacks were only allowed on armed merchant ships. But on 24 March, after 25 Americans were killed in the torpedoing of the ferry SS Sussex the US threatened to sever diplomatic ties, which persuaded the Germans to fully reapply prize rules.[23]

In September 1916, 120 U-boats were in service, and again some were sent to the Mediterranean. Whilst around British Isles prize rules were observed, in the Mediterranean a new unrestricted campaign was started. The renewed German campaign was effective, sinking 1,400,000 GRT of shipping between October 1916 and January 1917. Despite this, the deadlock situation on the continent frontlines demanded even greater results, and on 1 February 1917, Germany restarted the unrestricted submarine campaign around British Isles. Germany took the gamble that the U-boat campaign would force the UK out of

the war before the US could effectively enter. On 3 February, the US severed diplomatic relations with Germany, and on 6 April, the US declared war on Germany Unrestricted submarine warfare in 1917 was very successful, sinking more than 500,000 GRT a month. With the introduction of convoys in August 1917, shipping losses declined to 300,000 GRT a month on average, which was not sufficient to force the UK out of the war. Under the terms of armistice of 11 November 1918, U-boats were to immediately surrender. All U-boats were either scrapped or given to Allied navies.

Of the 373 German U-boats that had been built, 179 were operational or operational at the end of the war. 178 were lost by enemy action.[512 officers and 4894 enlisted men were killed. Of the surviving German submarines, 14 U-boats were scuttled and 122 surrendered. They sank 10 pre-dreadnought battleships, 18 cruisers, and several smaller naval vessels. They further destroyed 5,708 merchant and fishing vessels for a total of 11,108,865 GRT and the loss of about 15,000 sailors.

The US Civil War submarine, *HL Hunley*

One of the most celebrated tactical innovations of the American Civil war in the 1860's was the use of submarines by the Confederate Navy. The *HL Hunley,* a submarine built by the Confederate States of America, was the first to sink an enemy vessel.

The *HL Hunley,* simply known as *Hunley,* received her name from the financial backer of the project, Horace Lawson Hunley. Hunley provided funds for shipbuilder James McClintock to design and build three submarines - the *Pioneer,* built in New Orleans, and the *American Diver* and *Hunley,* built in Mobile, Alabama. The *Pioneer* was the first to be built and tested in the Mississippi River in February 1862. More trials were to commence, but because of the Union advance on New Orleans, the submarine was scuttled.

Hunley and his cohorts moved to Mobile, where they began developing *American Diver.* The team experimented with electric and steam-powered propulsion for this submarine but reverted to a hand-cranked system. This submarine was towed to the mouth of Mobile Bay to attack the Union blockade but sank in choppy water, never to be recovered.

Shortly after this sinking, construction began on *Hunley*. Upon completion, *Hunley* measured forty feet in length and four feet three inches high, and could hold a crew of up to eight people: seven to work the hand-cranked screw propeller and the eighth to pilot. It had ballast tanks, hand pumps, two watertight hatches, and two conning towers. In July 1863, *Hunley* was ready for a demonstration in Mobile Bay, which went well. The submarine was shipped by rail to Charleston, South Carolina, where it arrived on August 12th.

From there on, the submarine operated in the Confederate military going by the name CSS *Hunley,* though it was never officially commissioned into service. Horace Hunley continued with testing and operation. The submarine sank a total of three times. The first was on August 29th, when an accident killed five of the eight crew. The boat was raised and put back into service. The second time was a few months later, on October 15th. The *Hunley* went under during a mock attack and never resurfaced. All hands were lost, including Horace Hunley himself. The boat would be raised once more.

Now beginning her third cruise, the *Hunley* received its armaments. Initially, it was planned to have a torpedo, which at the time was another word for a floating mine. The floating explosive charge was to be towed behind the submarine. As it approached an enemy ship, *Hunley* would dive under the ship and resurface on the other side, thus putting the ship in between the explosive and the submarine. This was declared too dangerous, so a spar torpedo was attached instead. A spar torpedo is a copper cylinder containing gunpowder, which was attached to the submarine's bow by a twenty-two-foot pole. The torpedo would be rammed into a ship and detonated one of two ways: mechanically as the submarine pulled away or on impact electronically.

On the night of February 17, 1864, *Hunley* made history as the first submarine to sink an enemy vessel. The USS *Housatonic* was a wooden-hulled, steam-powered sloop-of-war that carried twelve large cannons. She was stationed offshore in Charleston Harbour as part of the Union blockade.
Hunley's approach was stealthy and by the time they were spotted, it was too late. At about 8:45pm, several sailors on the deck of *USS Housatonic* reported seeing something in the water just a few hundred feet away. The officer on the deck thought it might be a porpoise, coming up to blow. As the object approached the ship, the crew realized it was no porpoise. The alarm sounded

and the sailors fired their guns, the bullets pinging off the metal hull of *Hunley*. Below the surface, the spar torpedo detonated, and the explosion blew a hole in the ship. *USS Housatonic* sank in less than five minutes, causing the death of 5 of its 155 crewmen.

After the attack, *Hunley* did not return to base. Her disappearance left a mystery for more than one hundred years.

When the submarine was found in April 1995, it lay some four miles offshore, in thirty feet of water and covered in silt. Divers from a National Underwater and Marine Agency (NUMA) team were able to expose the forward hatch and the ventilator box to identify that it was, in fact, *Hunley.* The wreck was donated to the state of South Carolina shortly after its discovery. The investigation underwater continued and culminated with the raising of the submarine in August 2000. *Hunley* broke the surface for the first time in 136 years to be greeted by cheering spectators. The operation concluded when the submarine was taken to the Warren Lasch Conservation Center in North Charleston, built explicitly for *Hunley,* where it remains on display. Through more investigation of both the boat and the crew's remains (which were still inside when recovered), it was determined that the boat's own torpedo was the cause of her sinking. There was no damage to the hull, and the crew were found still at their stations, thus disproving a theory that they suffocated or drowned because there was no sign of any struggle to escape. Researchers at Duke University concluded that the blast from the torpedo caused a shock wave that ruptured the crew's lungs, either killing them instantaneously or incapacitating them and causing their submarine to sink.

The crew were removed from the boat and were identified through DNA testing. Their relatives were found (four of the crew were American, and four were of European descent). On April 17, 2004, the crew's remains were laid to rest at the Magnolia Cemetery in Charleston, with tens of thousands of people in attendance.

1864 painting by Conrad Wise Chapman

Hunley **at the Warren Lasch Conservation Center**

ANSWERS TO QUIZ 98

WSS quiz answers – November 2025

11. What position in the British Armed Forces has been held by General Sir Gwyn Jenkins since May 2025?

First Sea Lord and Chief of the Naval Staff

12. Painted on a ship, what does the symbol of a circle with a horizontal line passing through its' centre represent?

The load line (also known as the Plimsoll Line)

13. France is developing a new generation aircraft carrier currently known as PANG (Porte Avions Nouvelle Generation) to be completed in 2038. But what is the name of their current aircraft carrier?

Charles De Gaulle

14. What is the name of the PLA vessel which carried Sir Winston Churchill on his final journey by water along the Thames in 1965?

MV Havengore

15. What was significant about the recent voyage of the containership *Istanbul Bridge* from Ningbo in China to Felixstowe?

It was the first containership to use the Northern Sea Route across the Arctic Ocean

16. Which famous engineer designed St Katharine Docks (opened in 1928), his only major project in London?

Thomas Telford

17. Where is the UK's National Maritime Museum?

Greenwich

18. The Chinese Navy recently commissioned its third aircraft carrier. What is the name of any of their three aircraft carriers?

Fujian (the new carrier), Liaoning and Shandong

19. What is calculated by measuring a ship's volume (from keel to funnel, to the outside of the hull framing) and applying a mathematical formula?

Gross tonnage

20. The death of an elderly female passenger made the news recently after she was left behind on a remote island by an Australian cruise ship. What is the name of that cruise ship?

Coral Adventurer