



**The
World
Ship
Society**



Southend Branch

News and Views

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NOTES

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News

Saga to expand river fleet with introduction of Spirit of the Moselle

The ship is expected to offer its first passenger cruise on Europe's riverways in July 2025



Saga Cruises is to expand its river cruise fleet with the addition of a new ship, Spirit of the Moselle, which is expected to enter service in July 2025.

Construction on the ship began in January 2024, with the traditional keel laying ceremony taking place at Vahali shipyard in Serbia.

Spirit of Moselle will be similar to its sister ships, Spirit of the Rhine, which launched in 2021, and Spirit of the Danube, which began service in 2022. It will accommodate up to 182 guests in 95 cabins, 73 of which will have a French balcony. The lounge area and bar will have floor-to-ceiling windows, while the restaurant will provide panoramic views. A more intimate dining space will be located at the rear of the ship. The ship's sun deck will include loungers and seating and there will also be a lower sun terrace.

Spirit of Moselle will spend its inaugural season cruising Europe's riverways, including Germany's Main River. Itinerary highlights will include Nuremberg, Frankfurt, Bamberg and the Unesco-protected Rhine Gorge.

Royal Caribbean orders seventh Oasis-class ship

French shipbuilder Chantiers de l'Atlantique will deliver the vessel in 2028



Royal Caribbean Group has ordered a seventh Oasis-class ship to be constructed by French shipbuilder Chantiers de l'Atlantique. The ship is expected to join the Royal Caribbean International fleet in 2028.

Royal Caribbean International's first LNG-powered Oasis-class ship, Utopia of the Seas, is currently under construction at Chantiers de l'Atlantique shipyard in Saint-Nazaire, France. The ship is expected to make its debut in Port Canaveral in Orlando, Florida, in July 2024.

The first of two new builds for Cory by Damen Shipyards Hardinxveld named RESOLUTE



The tugs will feature 2 x MAN engines of 1200hp via two twin disc MGX2170DC gearboxes (5.95 : 1) on fixed pitch propellers in Optima nozzles for a bollard pull of 15 tonnes. Although similar to the tugs delivered to Cory in 2010 these will have some alterations and improvements such as the rubber fendering seen in the photo, lower bulwarks and pusher bow to give visibility improvements.

Carnival Firenze officially joins Carnival Cruise Line, growing the fleet to 27 ships

The former Costa Cruises vessel will undergo refurbishment ahead of its maiden voyage under the Carnival flag



Team members from both cruise lines met onboard to complete the handover in Cadiz, Spain, on 2 February 2024. Carnival's fleet now consists of 27 cruise ships.

Carnival Firenze will undergo a two-month refurbishment before embarking on its maiden journey under the Carnival flag on 25 April 2024. The ship will boast many signature Carnival venues, such as the Heroes Tribute Lounge, Fahrenheit 555 Steakhouse, Java Blue Café, Serenity Adult-Only Retreat and Carnival WaterWorks, as well as a "touch of Italy". The ship's atrium will be modelled after Florence's main public square, Piazza del Duomo, while the decor on the Lido deck will draw inspiration from the Italian Riviera.

The ship will spend its maiden season offering three- and four-day sailings to Mexico and Catalina Island, as well as five-, six- and seven-day cruises to the Mexican Riviera from its year-round homeport of Long Beach in California, USA.

Deltamarin to design 13th E-Flexer ro-pax ferry



Deltamarin will carry out basic and detail design for the 13th vessel in Stena RoRo's E-Flexer series, after the marine design and engineering firm signed a contract with shipbuilder China Merchants Jinling shipyard.

French ferry operator Corsica Linea is set to charter the vessel from Stena RoRo for operation on its Marseille-Corsica route, with a purchase option. The design will be adapted to the operator's specific needs, with a capacity for 1,000 passengers and 2,500 lane metres of cargo.

The ferry will be equipped with LNG dual fuel engines, allowing it to transition to liquid and gaseous biofuels when viable. The vessel will also be designed to allow batteries to be used for propulsion in the future.

Engineering of the vessel will now start at Deltamarin's headquarters in Finland, with delivery of the vessel scheduled for the first quarter of 2026

Visitors



HMM Southampton Built 2020 232311 GRT Korea

Current Location London Gateway



Otto H Built 2016 17858 GRT Marshall Islands

Current Location Thames



Hafnia Thames Built 2008 43797 GRT Singapore

Current Location Canvey



Kalahari Express Built 2010 75373 GRT Liberia

Current Location Algeciras



Sea Star Built 2023 62373 GRT Greece

Current Location En Route to Indonesia



Saga Falcon Built 2012 37499 GRT Hong Kong

Current Location Karlshamm Norway



Zhen hua 26 Built 1988 38255 GRT

Hong Kong

Current Position En route Valetta



Baltic Narval Built 2023 19471 GRT Singapore

Current Location En route Gibraltar



Hafnia Lupus Built 2012 30241 GRT Denmark

Current Position En route to Suape Brazil



C I Century Built 2015 34349 GRT Belgium

Current Position En route to Dumayt Egypt



HMM Helsinki Built 2020 228,000 GRT Korea

Current Position En route Singapore off West Africa



Celsius Philadelphia Built 2021 29775 GRT Marshall Islands

Current Position En route Amsterdam



Fair Skies Built 2007 42010 GRT Marshall Islands

Current Position Red Sea



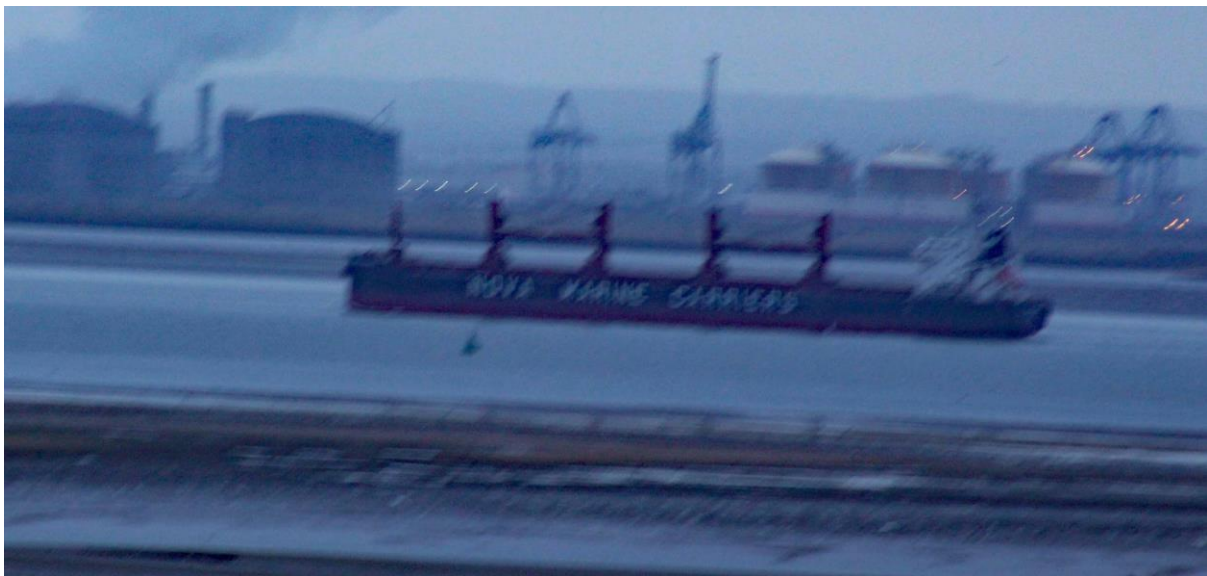
Bneider Built 201262945 GRT Kuwait

Current Location Amsterdam



Sten Pontos Built 2007 12105 GRT Portugal

Current Position Baltic Sea



Sider Eva Maria Built 2014 24385 GRT Marshall islands

Current Position En route Liepaja Latvia



Navios Azure Built 2007 39906 GRT Marshall Islands

Current position En route Abidjan



Elena Built 2012 16047 GRT Portugal

Current Location En route to Zhoushan China



Solar Cheryl Built 2021 39259 GRT Liberia

Current Position En route Itaquí Brazil



Cisnes Built 2015 98685 GRT Liberia Hapag Lloyd

Current Position En route Rio de Janeiro

Solent Visitors



Pirahna

Jan Blanken dredging to widen the space between the cruise terminal and Marchwood to allow larger container vessels to reach SP1-4 berths





MARITIME QUIZ MARCH 2024 – ANSWERS

1. BRP SIERRA MADRE
2. HMS DIAMOND
3. ICON OF THE SEAS
4. ANE MAERSK
5. MARLIN LUANDA
6. OCEAN DIVA LONDON
7. MORNING TIDE
8. IVANOVETS
9. PONT AVEN
10. BAHIJAH
11. LV 18
12. CARNIVAL FIRENZE
13. AMADEA
14. SHAHID MAHDAVI

ZHEN HU

MYSTERY SHIPS 77



Al Farahidm Felixstowe 2008 Leca Maersk



Akademik Vereschag Thames 2006

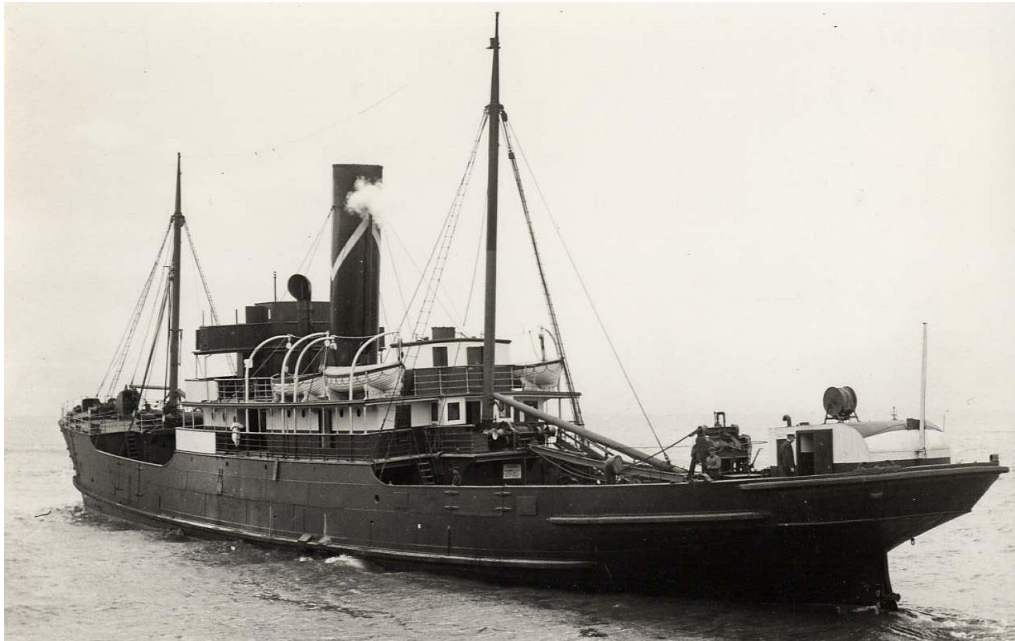
Adeona Naples 2006



Admiral of Scandinavia Harwich 0 09 2000



Adeona Naples 2001



Aberdeen Coast



Aasfjord Gravesend 2005

PIP, SQUEAK and WILFRED

During the recent bad weather the media reported the sinking of a wine bar alongside the Thames Embankment. What is generally not known is that this vessel was a former sailing barge called Wilfred, part of a trio called Pip, Squeak and Wilfred, named after three cartoon characters, popular in the 1920's.

Pip and Wilfred were steel vessels, spritsail rigged, but soon cut down to power, although Pip had to wait till after the war for her engine which had been ordered from Germany. In 1950 both these barges were sold to the London & Rochester Trading Company who renamed Pip 'Pinup' and Wilfred 'Stargate' (at the time LRTC were naming new acquisitions after reaches of the River Medway)

By the 1960's both vessels were redundant and sold out of trade. Wilfred reverted to her original name and was partially restored to her original rig. Whether this was a speculation of her becoming a yacht or charter barge or ready for her wine bar career is not certain. Pinup had another period of inactivity until she was broken up.

But the most interesting of the three was Squeak, for she was the barge that set the Thames on fire. Wooden built in 1898 at Rochester, as the Dorcas she was the hoy barge for Sandwich and other ports (a hoy barge ran a regular service to coastal ports, carrying essentials, mainly beer) For this service she was decorated in red, green and white paint, so much so that bargemen nicknamed her 'Hokey Pokey'.

Eventually this trade came to an end and she was employed on general cargo. So it was in 1920 that she was sailing in Woolwich Reach with a cargo of petrol in barrels, when she burst into flames. Her master was not seen again but the mate and third hand were rescued. The flames soon spread, setting fire to everything in their path. First the ferry boat Hutton was affected and towed away by tugs and then the Woolwich Ferry pier. A sudden burst of fire destroyed three fire engines out of the forty attending the blaze , together with a fire float, and the fire chief began to fear for the safety of nearby Woolwich Arsenal.

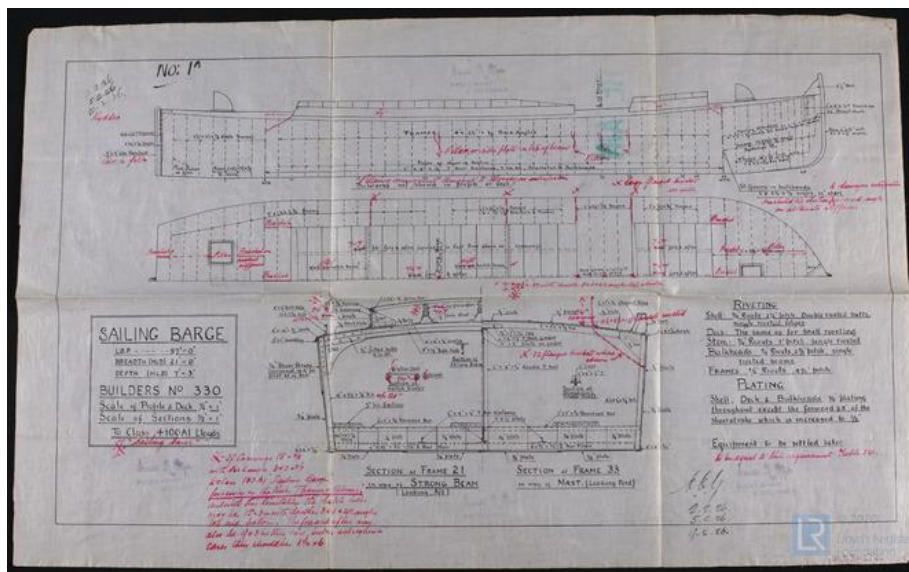
After three hours the fire was extinguished, but that was not the end of the Dorcas. Her wreck was purchased by the Greenwich barge builder and owner

J.R.Piper and reconstructed as the Squeak completing the trio, then under Pipers ownership. She continued to trade until 1948 when she was broken up.

G.E.D.

SAILING BARGE WILFRED

The WILFRED was built by J.R. Piper of East Greenwich in 1926. Pipers were builders of some of the most successful racing barges around 1900, including the HAUGHTY BELLE and the GIRALDA. The Wilfred was built of steel and of 98 tons with dimensions 88.2' x 21.3' x 6.2'. She was built for Thomas Scholey & Co Ltd of Dawson Wharf, Greenwich, operating in the sand and ballast trade. Pipers had built for Scholey the steel motor barge PIP in 1921 and rebuilt the former wooden DORCAS as the SQUEAK also in 1921. Pip, Squeak and Wilfred was a Daily Mirror strip cartoon which ran from 1919 to 1956.



Scholey owned the Wilfred from her launch until 1949, although in 1938 she had been cut down to a motor barge with a Bergius 2-cylinder diesel of 88 bhp. In 1951 she was sold to the London & Rochester Trading Company (LRTC) and renamed STARGATE. Whilst with L & R T C, her engine was replaced with a Kromhau 121 hp diesel.



STARGATE



BEING RELAUNCHED AT LRTC STROOD

STARGATE



STARGATE

AT GREENWICH PIER 1981/2



1984 AT FORMER TEMPLE PIER

In 1972 she was bought by G. Lorraine and she was rigged for use as a static wine bar in 1984, with her name reverting to WILFRED. In 1988 she was sold to D. Roberts. In 1991 she was refurbished and began trading as the restaurant ship EL BARCO LATINO moored at Temple Pier on the Victoria Embankment. In 1993 most of her sailing gear was removed. In 1994 she was sold to P. Canning-Cotter and again to C. Shiret.

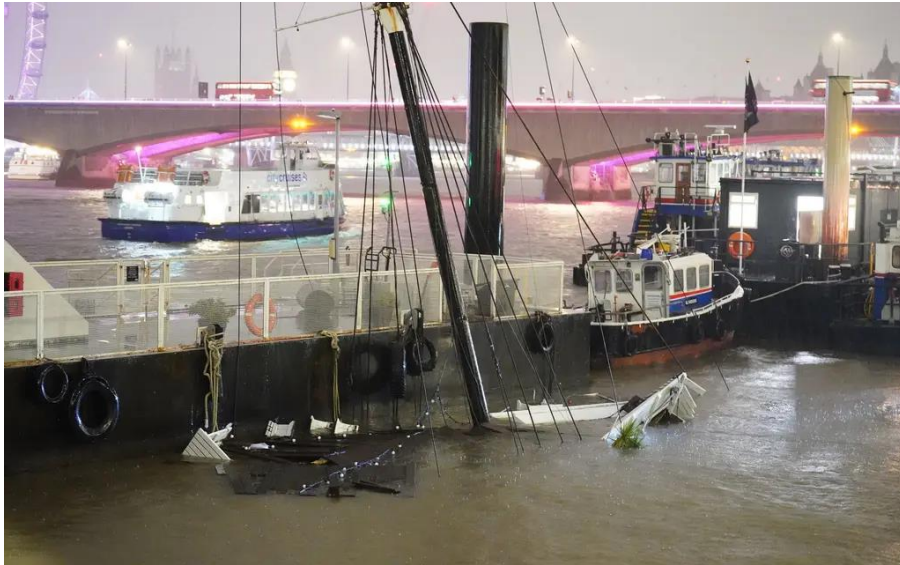


RECENT

BERTHED INSIDE PONTOON



At the start of 2024 she was still operating as a restaurant and nightclub under the name BAR & CO, moored on the inside berth at Temple Pier. On 4th January, during the very high winds of Storm Henk, she sank at her moorings. The refloating operation began on 14th January and was finished by 17th. The business is shown on its website as having permanently closed.



SUNK

AT MOORINGS JAN. 2024



AFTER

REFLOATING JAN. 2024

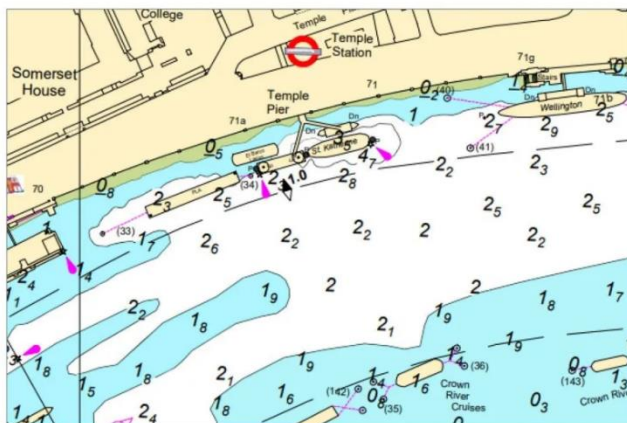


AFTER SURVEY 24 JAN 2024

NAVIGATIONAL WARNING

TEMPLE PIER SUNKEN VESSEL

Mariners are advised that a vessel has sunk on the inside of Temple Pier.



As a static floating facility, the Wilfred was not obliged to have periodic drydocking and hull surveys, although such matters as fire precautions would have been needed to enable the business to operate. The condition of the steelwork of the hull after nearly 100 years is likely to be poor, and it would require major expenditure for any future other than scrapping. The decision from the insurers is at present awaited.

Sadly, the image below is of the barge being taken downriver to EML at Erith today (2nd February) for breaking up.



THE UPHOLDER CLASS (Type 2400) SUBMARINES



UPHOLDER CLASS

The Type 2400 was a diesel-electric hunter-killer submarine that was intended to replace the very successful OBERON class. It was selected by the MoD from five proposed designs in the late 1970s. It involved a single-skinned teardrop-shaped hull constructed from NQ1 high tensile steel. Among other innovations, the hull was plated with elastomeric acoustic tiles to reduce the elastic signature, one of many techniques “imported” from U-Boat developments after WW2. The design benefitted considerably from the Research &

In RN service, the boats could carry up to 18 Marconi Mk 24 Tigerfish Mod.2 torpedoes for their six 533mm dia. torpedo tubes. They could also carry UGM – 84 “Sub-Harpoon” missiles and could be adapted for minelaying. Under the DCC Action Information Organisation and Fire Control System (AIS/FC) developed for the Royal Navy’s nuclear powered submarines, up to 35 targets could be tracked, and automatic guidance could be provided for 4 torpedoes against 4 separate targets.

After various MoD instigated design changes and building faults were ironed out, the boats performed well for the Royal Navy. They were extremely quiet, and being smaller were rather harder to detect than the nuclear submarines then in service. They performed particularly well for anti-submarine warfare training.

In the 1992 Defence Review, however, it was announced the decision by the MoD that all future expenditure on submarines would go to the nuclear fleet. In 1994, the whole Type 2400 programme was abandoned, and all four boats were declared surplus and laid up. After several years of discussions regarding the sale of the four to various countries, it was announced in April 1994 by the Canadian government was potentially acquiring the four ships plus training simulators and assorted training and data packages for \$750,000.



OSIRIS

(left) AND UNICORN AT CAMMELL LAIRD WITH SPARES BEING TAKEN FROM OSIRIS FOR USE IN UNICORN

Two contracts were signed, the first being an 8 year interest-free lease-to-purchase the 4 submarines etc., and the second with VSEL for the refits required for the reactivation of the boats after the 4 year period laid up.



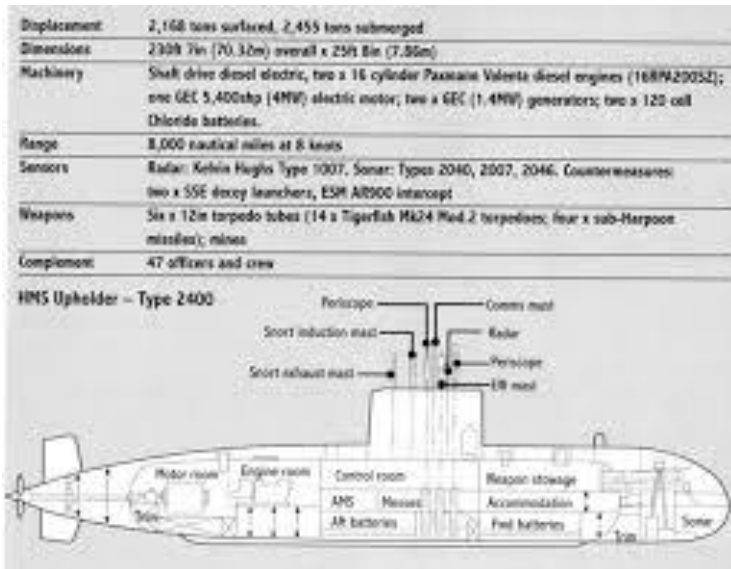
VICTORIA CLASS

During the refits for the Canadian navy, the Sub-Harpoon and minelaying capability equipment was stripped out, and the Lockheed Martin Librascope submarine fire-control system installed. The boats can fire Gould Mk 24 torpedoes, which have a range of 31 miles at 40 knots or 24 miles at 55 knots.

UNSEEN was accepted by Canada at Barrow in Furness on 6th October 2000 and was renamed VICTORIA. UNICORN was accepted by Canada on 5th July 2001 at Faslane and renamed WINDSOR. The UNICORNNNN was accepted by Canada at Faslane on 23rd February 2003 and renamed CORNER BROOK. Finally, the UPHOLDER was accepted by Canada at Faslane on 2nd October 2004 and renamed CHICOUTIMI.

On 4th October 2004 during the delivery voyage from Faslane to Canada, Chicoutimi had major problems with sea water entering the conning tower in heavy seas. There was an electrical explosion and fire, which quickly spread, causing injury to 9 of the crew. She was towed back to Faslane. The boat was transported to Canada on a semi-submersible and a major refit in Canada began in April 2005. There was much speculation in Canadian media that Canada had “been sold a pup”, but as said previously, the boats were very

effective in service and had been acquired at a fraction of their cost only a few years beforehand.



HMS UPHOLDER

In 2016, Chicoutimi and Victoria were taken out of service after hundreds of welds were found not to meet quality standards. Repairs in Canada took several months.

The Canadian government has said that the class will be given one life extension, which should keep them in service until early to mid-2030s.

ROGERS PICTURES

Taken 23 04 24 at Rensburg on Kiel Canal



Trans Andromeda



Tallin Registered St Johns



Rijborg Wagenbords passing the Transporter Bridge at Rendsburg



Flevoborg



Crystal Amethyst (Crystal Pool Registered Valetta)



Barmbek Registered Monrovia

HMS BANGOR AND HMS CHIDDINGFOLD



CHILLINGDOLD

On 19th January 2024, there was a collision between these two minehunters in the harbour at Bahrain. The Chiddingfold apparently reversed into the moored Bangor causing local damage to the port side of her hull. The Chiddingfold suffered minor damage to her quarter. No-one was hurt in the accident. As there were just three Royal Navy minehunters operating from Bahrain, the collision severely limited the capability of our operations there.



BANGOR



DAMAGE TO BANGOR'S HULL

Chiddingfold had just completed major work on her propulsion system carried out by a contractor in Bahrain. She was being assisted off her berth by the tugs SVITZER DILMUN and SVITZER TYLOS. Reliable sources say it was caused by a

mechanical breakdown and not a ship-handling error. Some reports refer to wiring incorrectly connected.

The extent of the damage, especially to Bangor is being assessed, but the repair costs have been reported as being in the order of £25 million. It seems unlikely that she will be repaired as she was due to be taken out of service in 2025.



BANGOR PLUS HMMB HARRIER

It was announced under the 2021 defence white paper that all mine countermeasures vessels in the Royal Navy would be retired during the 2020s and replaced by automated systems. The remaining Sandown class ships would be retired first, with the entire class to be withdrawn by 2025. At present in the Middle East is the autonomous drone HMMB Harrier and the mothership HMS CARDIGAN BAY, but neither can be said to be operational as yet. The MoD has yet to decide how they will safely dispose of the fibreglass vessels, as burning is not an option.



BANGOR

HMS BANGOR: Bangor is one of the Sandown class fibreglass minehunters. Originally 12 were built for the Royal Navy plus 3 for Saudi Arabia. They were designed to hunt mines in depths up to 200m using the Sonar 2093 Variable Depth Sonar. By January 2024, she was the last of the class in active service with the Royal Navy.

She was built by Vosper Thornycroft, being launched on 16th April 1999 and commissioned on 26th July 2000. Her displacement is 600 tonnes, with dimensions 52.5m x 10.9m x 2.3m. She is powered by twin Paxman Valenta 6RP200E diesels of 1136 KW with diesel-electric drive to Vorth Schneider propellers plus Schottel bow thrusters. Top speed is 13 knots. Her complement is 34 and she is armed with a single 30mm gun together with 5 mini/machine guns. Her home base is Faslane.



CHIDDINGFOLD

HMS CHIDDINGFOLD: Chiddingfold is a Hunt class fibreglass minehunter, of which 13 were originally built. Their design followed that of the WILTON, which now is the headquarters of the Essex Yacht Club at Leigh. As designed, they were to undertake conventional minesweeping as well as active mine hunting, but later the sweeping gear was removed. Their secondary role was as Offshore Patrol Vessels.

Like most of the class, Chiddingfold was built by Vosper Thornycroft at Woolston, being launched in October 1983 and commissioned in October 1984. She is of 750 tonnes displacement, with dimensions 60m x 9.8m x 2.2m. As built she was powered by twin Napier Deltic 9-59K diesels driving 2 shafts, but between 2012 and 2013, she was re-engined with twin Caterpillar CAT C32 engines, together with new gearboxes, bow thrusters, propellers and control systems. Top speed is 17 knots. Also installed was the world-leading Sonar Type 2193 and the NAUTIS 3 command system. Her armament consists of a 30mm gun and 5 mini / machine guns. Her complement is 45.

Chiddingfold is Portsmouth-based. Since 2014 she has been mainly based in the Persian Gulf.

HMS MONMOUTH AND HMS MONTROSE



MONMOUTH

Looking very forlorn recently laid up for disposal and scrapping at His Majesty's Naval Base Portsmouth are two Type 23 frigates, HMSs Monmouth and Montrose.

HMS MONMOUTH: She was built by Yarrow Shipbuilders, being laid down on 1st June 1989, launched on 23rd November 1991 and commissioned on 24th September 1993. During her 28 years of active service, she steamed over 500,000 miles and visited more than 200 ports. She was affectionately known as the "Black Duke" because of the historical Duke of Monmouth.

She was due to go into refit early in 2019, and her company became the Starboard crew of HMS Montrose during her time at Bahrain. By the end of 2020, it was reported that she had been stripped of weapons and sensors and laid up.



MONMOUTH

HMS MONTROSE: She was also built by Yarrow on the Clyde, being laid down on 1st November 1989, launched on 31st July 1992 and commissioned on 2nd June 1994. During her 29 years of service for the Royal Navy, she steamed over 400,000 miles. Her last period in active service was a 4-year forward-deployment to Bahrain, which ended in 2022. She was decommissioned on 17th April 2023 and placed on the Disposal List.



MONTROSE

On 22nd March 2021, it was announced that both frigates would be decommissioned earlier than planned as part of the M.o.D.s Integrated Review. As a result, Monmouth did not undergo a life extension refit as others in the class had.

TYPE 23 CLASS FRIGATE SPECIFICATIONS

The 16 ships were built by Swan Hunter and Yarrow. They were of 4900 tonnes displacement with dimensions 133m x 16.1m x 7.3m. Propulsion was of the CODLAG type (COmbined Diesel And Gas turbine) Paxman Valenta 12CM diesel generators with two GEC electric motors of 2980 KW plus two Rolls-Royce Spey SM1C gas turbines delivering 23,190 KW giving over 28 knots.



MONTROSE

SHOWING 32 CELL SAM ARRAY PLUS REAR OF 4.5" GUN

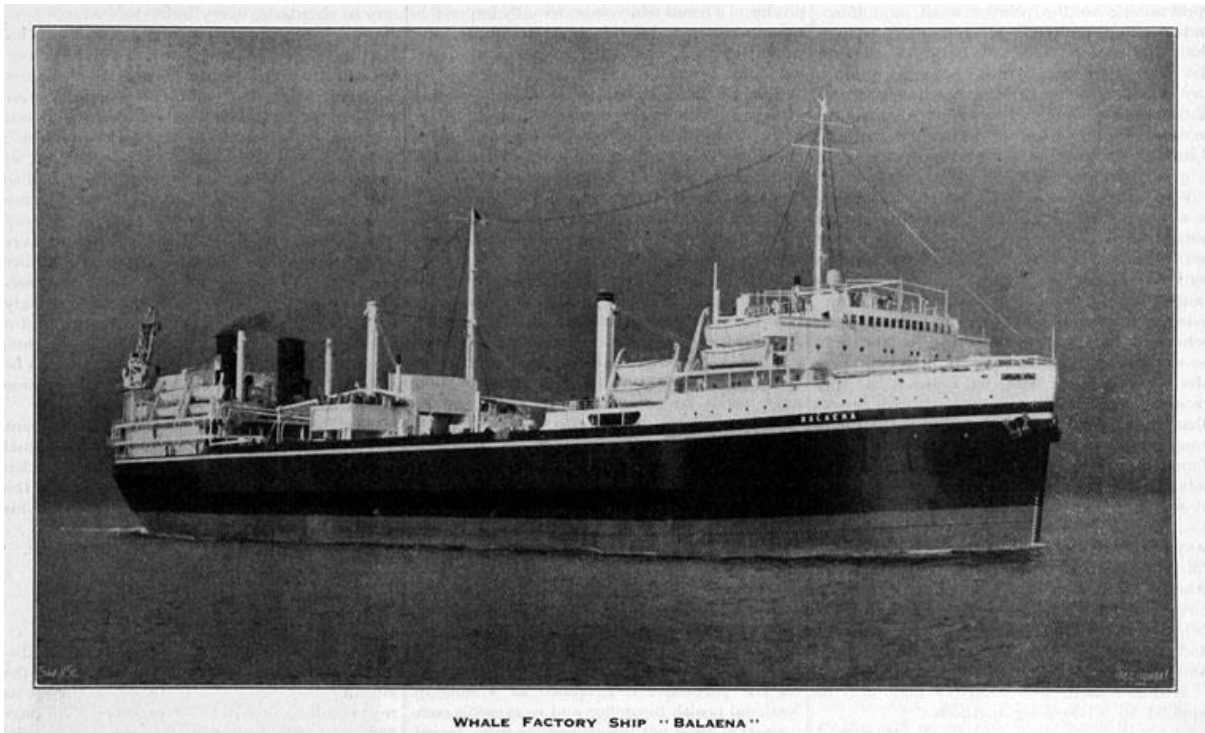
Their armament when built consisted of a 32-cell Sea Wolf SAM system, two quadruple SSM Harpoon launchers, two 324mm Stingray torpedo tubes, one BAE 4.5" Mk8 gun, 2 x 30mm guns and either a Westland Wildcat HMA2 or Merlin HM2. They also had UAF-1ESM or UAT Mod 1 electronic warfare systems and Type 182 towed torpedo decoys. During "Further-life extension" refits from 2014, the remaining Royal Navy units except for the Montrose had the Sea Wolf replaced by a 32 cell GWS 35 vertical launching system for Sea Ceptor SAM missiles.



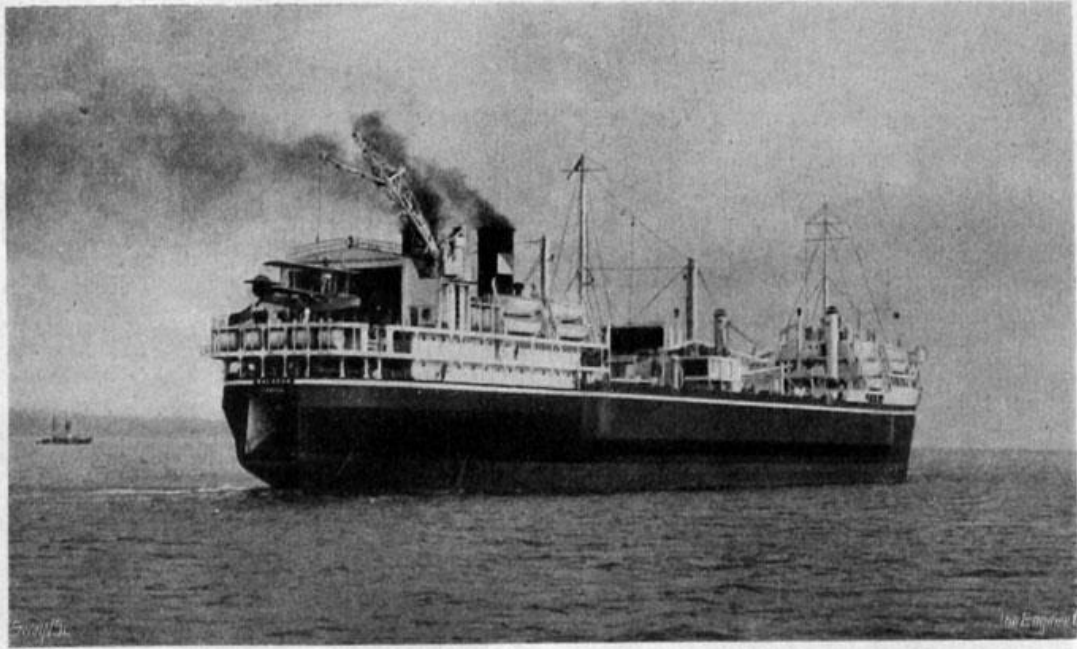
MONTROSE SHOWING

4.5" GUN, 32-CELL SAM FOLLOWED BY HARPOON SSM

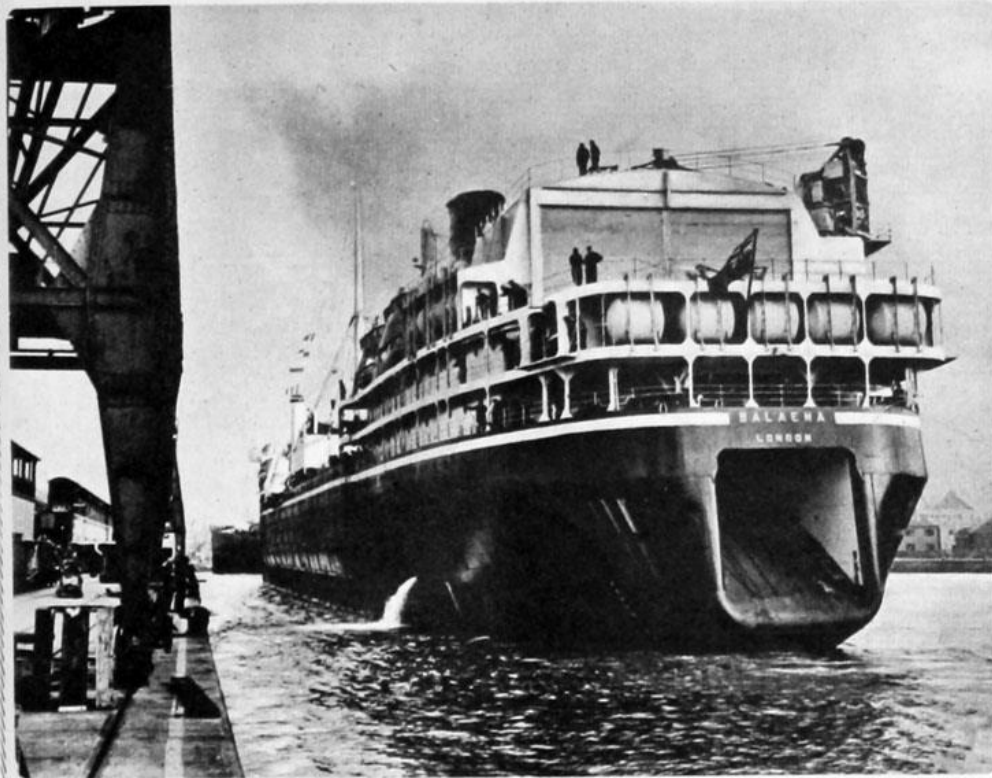
S. S. BALAENA .



WHALE FACTORY SHIP "BALAENA"



WHALE FACTORY SHIP "BALAENA"



PREPARING FOR ITS TRIP TO THE ANTARCTIC: THE WHALING SHIP *BALAENA* AT SOUTHAMPTON: A STERN VIEW SHOWING THE RUNWAY UP WHICH THE WHALES ARE HAULED.

Balaena, whaling factory ship owned by the Hector Whaling and Shipping Company. Built by Harland and Wolff Belfast in 1946, 15,000 T twin triple expansion steam engines. As these vessels are floating rendering plants they are voracious users of steam.

Hector Whaling and Christian Salvesen were the UK companies involved, Salvesen had two similar vessels, between them aided and abetted by Russian, Norwegian and Japanese outfits they managed to decimate the Whale population in both the Arctic and Antarctic. Pre war they operated from shore bases in the South Shetlands, Deception Bay, the derelict remains of the facilities are now on the Antarctic tourist trail.

After WW2 Britain was still in desperate need of a supply of edible fats, whale oil had long been a staple of Margarine Production, Balaena was equipped with laboratory facilities staffed by Ministry of Food Scientists to research the use of whale meat for human consumption, my stepfather was a tally clerk in Smithfield meat market, as a child I was taken on a tour of the cold stores and remember there being frozen slabs of whale meat, that would be around 1949, looked pretty awful never caught on!

Balaena was well equipped, they even carried a dental surgeon (is whale meat that tough!), they used 2 ex RAF Supermarine Walrus aircraft for whale spotting for the 1946/47 season. As their use was apparently deemed "unsporting" they were taken on shore after the '47 season. One was sold locally in Tønsberg, Norway. It is said that the expedition had to spend too much time and resources on getting the planes back on board (ie finding them when they ran out of fuel and had to "ditch") so they decided it wasn't worth it. It appears Balaena was supported by 11 catchers and towing vessels with tankers and reefers taking off product, Oil, Frozen Meat Blood and Bone meal. One harpoon gunner was said to have earned £10 K in a season, whale oil reached £100 per ton, so it was a hugely profitable enterprise, but by the 1960's various treaties limiting quotas (which had previously been ignored) saw the dispersal of the fleet to Japanese ownership, Circa 1968.

One thing that all accounts state is the appalling smell from the processing

BRP SIERRA MARDRE (LT-57)



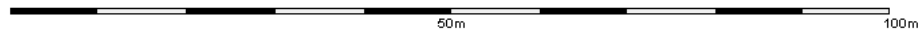
In the news headlines every now and then is the venerable Philippines Navy LST Sierra Mardre. The ship, which dates back to 1944, was grounded intentionally on a shoal in 1999 and has been manned ever since, to maintain the Philippines' territorial claim in the area.



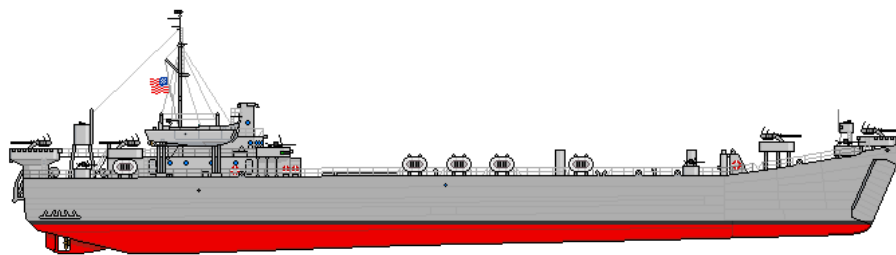
THE SHIPYARD

She was built as the USS LST-821. She was one of the numerous (612 built) LST-542 class of Tank Landing Ship. She was built at Evansville, Indiana by the

Missouri Valley Bridge & Iron Company, being laid down on 19th September 1944, launched on 27th October 1944 and commissioned on 22nd November 1944. [The USA didn't hang about when they were mass producing such ships!]



USA, Landing Ship Tank Class
(Darth Panda)



She was of 1651 tons (light) and 4145 tons (Full) with dimensions 328' 0" x 50' 0" x 7' 6" (light) and 14' 1" (full). She was powered by twin General Motors 12-567 diesels of 1700 bhp, with twin screws and rudders, giving 12 knots. She could carry 163 officers and men or 30 Sherman tanks. She was armed with one 3", 8 x 40mm and 12 x 20mm guns.

She spent most of WW2 ferrying supplies around Western Pacific ports. She was decommissioned and placed into reserve on 8th July 1946. On 1st July 1955 she was renamed HARNETT COUNTY. She was recommissioned on 20th August 1966 and saw extensive service in the Vietnam War. She was transferred to the Republic of Vietnam navy on 12th October 1970 and renamed RVNS MY THO (HQ-800) and continued to serve in the Vietnam War until April 1975.



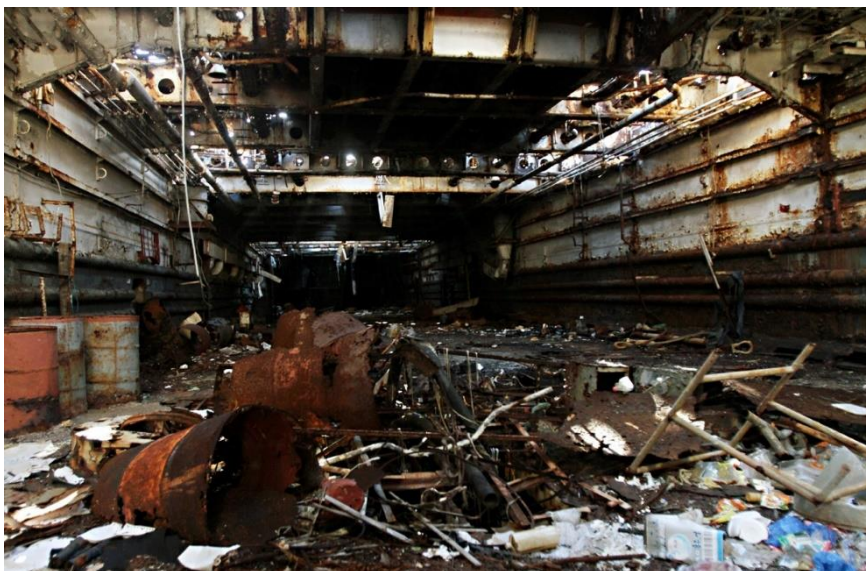
During the fall of South Vietnam, she took over 3000 refugees from Saigon, disembarking them at Subic Bay in the Philippines. Ownership of the ship was transferred to the Philippines on 5th April 1976. The Philippine navy took over and renamed her BRP SIERRA MARDRE. She continued to operate as an amphibious transport through to the 1990s.



In 1999, the Philippine Navy intentionally ran her aground on the Second Thomas Shoal in order to maintain the Philippines' territorial claim in the area. Since then, a detachment of Filipino Marines (normally 11 strong) has been continuously stationed on board to provide a military presence at the site.



Periodically the Chinese Coast Guard have tried to interfere with the regular resupply of the ship. The ship is in a poor state, with her sides peppered with massive holes. Conditions on board for the marines must be pretty grim. Presumably, for the military presence to continue in the medium to long term, a new base will have to be delivered to the shoal. As for the old LST though, 80 years' service life is quite an achievement for a structure that was assembled in about 2 months flat.



TUNDRALAND



The Tundraland has been an occasional visitor to Tilbury Docks over the past year. She is a Swedish flagged freight only RoRo vessel that Cobelfret have chartered from her owners, Wallenius SOL. S.A. of Gothenburg. She provides a multi-modal logistics service between Zeebrugge and Teesport and Tilbury. Wallenius SOL have recently added two larger RoRo vessels to their fleet (BALTIC ENABLER and BOTNIA ENABLER), so it is likely that they were looking for alternative useful employment for the Tundraland.



She was built by Aker Yards Oy at Rauma, Sweden in 2007 as the TRANSTIMBER. She is of 23,128 gt, with dimensions 191m x 26.4m x 7.8m and provides 2774 metres of lane space. She is powered by twin MAN B & W

9L48/60B engines of 9000 KW driving a controllable pitch propeller with 2 bow and 1 stern thrusters. There are two sisterships, the THULELAND and the TAVASLAND, still operating for Wallenius SOL, mainly in the Baltic.



The three ships are designed to cater for SECU (Stora Enso Cargo Unit) boxes. These are larger than standard ISO shipping containers, and are designed for bulk cargo like paper to be carried via railway or ship, as they are too wide for transport by road. The SECU container is 13.8m x 3.6m x 4.375m and it can carry 80 tonnes of cargo. The ships are also designated the highest ice class 1A+, suitable for operations in the Baltic and Gulf of Bothnia.





AN OVERVIEW OF HOLMAN & PYE

Kim Holman first started designing Yachts in the 1950's with the yacht designer Jack Francis Jones at Waldringfield, Suffolk. In 1955 Holman designed a 20 foot sloop, Phialle designed specifically to win the 1956 Burnham week Regatta. Phialle won by a large margin and later on also won the Harwich to Ostend race.

In 1957 Kim Holman moved to Mersea Island where he bought a share in Gowens the sail maker located on the island. During this time he designed the 35 foot yawl Rummer of which several clones were built.

It is in 1964 that Don Pye joined with Kim Holman to form Holman & Pye.

Don Pye had previously worked as a draughtsman and was soon working on modifications to the Twister design in order for it to be adapted to the GRP construction. Shortly after Don Pye joined another designer David Cooper became a partner in the Holman & Pye design office.

Kim Holman left the partnership around the late 1960's. However, Kim Holman's legacy is that he created a design studio that has created some of the most beautiful yachts ever built.

Kim Holman died on April 8th 2006 age 81.

Holman & Pye Designs from 1959 to 1998



-
- STELLA 26 – 1959
- ELIZABETHAN 29 – 1960
- STERLING 28 – 1963
- TWISTER 28 – 1964
- ELIZABETHAN 35 – 1965
- RUSTLER 31 – 1965
- VICTORIAN 27 – 1966
- CENTURION 32 – 1968
- SUPER SOVEREIGN – 1969
- HUSTLER 30 – 1970
- BOWMAN 36 – 1970



-
- HUSTLER 35 – 1971
- HUSTLER 25.5 – 1972
- PUMA 26 – 1972
- BOWMAN 46 CORSAIR – 1972
- SOVEREIGN 35 – 1972
- CORSAIR 45 (HOLMAN & PYE) – 1973

- WAUQUIEZ 33 – 1973
- PHILIPS 43 -- 1974
- BOWMAN 57/58 – 1975
- AMPHITRITE 43 (WAUQUIEZ) – 1975
- UFO 34 – 1975
- PUMA 24 – 1975
- BARBICAN 35 – 1975
- PUMA 34/341 – 1976
- UFO 31 – 1976
- AMPHORA (WAUQUIEZ) – 1976
- SEAMASTER SAILER 815 – 1976
- GLADIATEUR 33 – 1977
- OYSTER 26 – 1978
- SEAMASTER SAILER 925 – 1978
- UFO 27 – 1978
- OYSTER 37 – 1979
- RUSTLER 36 – 1982
- WORTH 40 – 1982
- LEISURE 26 – 1983
- OYSTER 435 – 1984



- OYSTER 37 HERITAGE – 1984
- OYSTER 55 – 1985
- OYSTER 46 – 1985
- OYSTER 406 – 1988
- OYSTER 70 – 1990
- OYSTER 485 – 1994



-
- OYSTER 42 – 1998

FRED OLSEN'S BALMORAL



Maggie and I recently returned from a very pleasant fortnight's cruise on the Balmoral. The cruise was from Southampton and took in Madeira, the Canary Islands and Lisbon. Sadly, the SanDisk thingy in my camera has become corrupted, so most of the images included in the following are taken from the

internet with a few very kindly supplied by Peter, a fellow ship lover, on the cruise.

The Balmoral is now the smallest and oldest in Fred's fleet, with the beautiful BRAEMAR having been sold, but we found the ship very comfortable and the crew very friendly. Word on the street is that she will be sold in the next year or so, being replaced by Holland America's VOLENDAM and ZAANDAM, which were built as sisterships to Fred's BOLEARIS and BOLETTE.



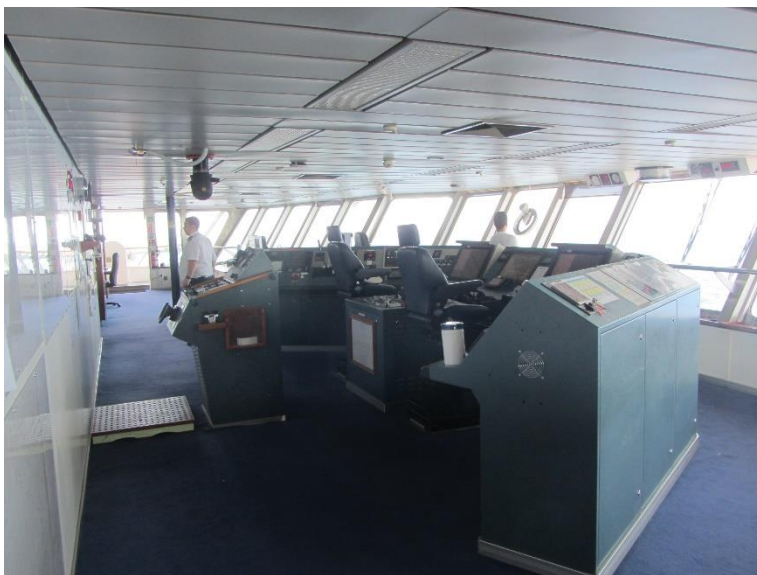
THE CROWN ODYSSEY

The Balmoral was built by Meyer Werft at Papenburg in West Germany in 1988 as the CROWN ODYSSEY, for the Royal Cruise Line. In 1989, Royal Cruise Line was sold to Norwegian Cruise Line (NCL). A re-organisation of the fleets owned by NCL saw her enter service as NORWEGIAN CROWN in 1996. In April 2000, NCL acquired Orient Lines, and she was transferred to them, reverting to Crown Odyssey. In 2003 she was refurbished and renamed Norwegian Crown.



LENGTHENING AT HAMBURG

On 25th May 2006 she was sold to Fred Olsen. Fred took delivery on 1st November 2007 and renamed her BALMORAL. A major refit was then carried out at Bloem & Voss in Hamburg, the work including introducing a new midships extension, lengthening her by 30 odd metres. The reconstruction added 186 passenger cabins and 53 crew cabins as well as new and modified public areas. 60 extra balconies were added. According to the Captain, slight irregularities dating from the lengthening are still visible within the crew decks, where there are less finishes masking the ship's structure than in the passenger areas.



THE BRIDGE TOUR

A few groups of passengers were given a tour of the ship's bridge whilst we were at sea. Not many Captains / Cruise Lines allow this, so I signed up for the

tour like a shot. The Officer of the Watch and then the captain explained how the bridge operated and answered the numerous questions fired at them. The ship has not been fitted with scrubbers, and it carries quantities of both Low Sulphur Fuel Oil and Gas Oil. It burns the more expensive Gas Oil in ports and environmentally sensitive areas. The ship carries no paper charts - “a paperless office”, but every system is backed up. 90% of the drinking water used onboard is desalinated, but they fill up with mains water when they can. The ship has both UV and anaerobic sewage treatment systems. Most of the deck officers are Norwegian. “Hotel” staff are mostly Indian or Philippine nationals. She is Bahamas flagged.



I also signed up for an engine room tour, but sadly this only meant the Engine Control Room, and we were not able to see the engines themselves. The engine arrangement is of a “Father” (8 cylinders) and a “Son” (6 cylinders) driving each of the two propeller shafts and controllable pitch propellers via conventional clutches. Fuel capacity is 1700 tonnes of Low Sulphur Fuel Oil and 700 tonnes of Gas Oil.



When completed, the CROWN ODYSSEY was of 34,242 Gross Tons with dimensions 187.7m x 28.2m x 6.8m. She was launched on 1st November 1987 and christened on 14th May 1988. Her two MaK 8M601 (Fathers) and two MaK 6M35(Sons) engines have a combined power of 28,200 KW giving a maximum speed of 22.5 knots. Her passenger capacity was 1230.

After her refurbishment at Bloem & Voss in 2007/8 her tonnage was increased to 43,537 Gross, her length increased to 217.9m and her draught to 7.25m. She now has a passenger capacity of 1325 in 710 cabins with a crew of 537.

Her two newer sisters, the BOREALIS and the BOLETTE, were upgraded in 2021 to comply with IMO Tier 11 NOx emission limits for sailing in sensitive Norwegian waters. Fred Olsen have not similarly upgraded the BALMORAL, another indication that her days with the company might be limited.



However, she is a very comfortable ship with a friendly and efficient staff. I have never seen such a high proportion of disabled passengers on a cruise but Fred catered for everyone very well.

MORNING LIGHT



On all three of Fred Olsen's current cruise ships is a "Morning Light Pub", with a nautical theme, complete with a model of sailing ship of that name in a display case. There seems to be some confusion about the ship in question,

with Fred Olsen publicity literature describing it as a four masted fully rigged ship, but other records indicating a much smaller wooden three masted fully rigged ship. The models that I have seen are of a three masted ship, but, in any case, I am not fully convinced about their accuracy.

According to the information on the internet, the Morning Light was built by M.L. Denny at Meteghan, Nova Scotia in 1878 for G.H. Perry of Nova Scotia. Her Registered tonnage was 1327 with dimensions 210.8' x 37.5' x 21.9'.

HMS KING EDWARD VII



HMS King Edward VII, named after King Edward VII, was the lead ship of her class of pre-dreadnought battleships built for the British Royal Navy. Armed with a battery of four 12-inch and four 9.2 in guns, she and her sister ships marked a significant advance in offensive power compared to earlier British battleship designs that did not carry the 9.2 in guns. King Edward VII was built at the Devonport Dockyard, and was laid down in March 1902, launched in July 1903, and completed in February 1905.

The ship entered service with the Atlantic Fleet as the fleet flagship before being transferred to the Channel Fleet in 1907, where she also served as the flagship. The Channel Fleet became the Home Fleet in 1909, where she remained for the next several years. During this period, the fleet was repeatedly reorganized, with King Edward VII ultimately ending up in the 3rd Battle Squadron by 1912, along with her sisters. The ships were sent to the Mediterranean during the First Balkan War to enforce the transfer of Scutari to Albania. Following the outbreak of the First World War in August 1914, the 3rd

Battle Squadron became part of the Grand Fleet, where King Edward VII served for the next two years. The Grand Fleet conducted numerous sweeps into the North Sea in the hope of catching German vessels at sea, but rarely found action.

On the morning of 6 January 1916, while steaming to Belfast for a refit, King Edward VII struck a naval mine that had been laid by the German auxiliary cruiser SMS Möwe. Attempts to tow King Edward VII to port failed when she took on a dangerous list, so she was abandoned and her crew evacuated to several destroyers. King Edward VII sank later that day.

Following the development of pre-dreadnought type battleships carrying heavy secondary guns of 8-inch diameter in the Italian Regia Marina and the United States Navy, the Royal Navy decided to build similar ships. Initial proposals called for a battleship equipped with eight 7.5 in guns to support the main battery, though under the direction of William Henry White, the Director of Naval Construction, these were replaced with four 9.2 in guns. Like all late pre-dreadnoughts that entered service in the mid-1900s, King Edward VII was made almost instantaneously obsolescent by the commissioning of the all-big-gun Dreadnought in December 1906, armed with a battery of ten heavy guns compared to the typical four of most pre-dreadnoughts.^[2]

King Edward VII was 453 feet 9 inches long overall, with a beam of 75 ft and a draft of 25 ft 8 in .. Her crew numbered 777 officers and ratings. The King Edward VII-class ships were powered by a pair of 4-cylinder triple-expansion engines that drove two screws, with steam provided by sixteen water-tube boilers. The boilers were trunked into two funnels located amidships. The King Edward VII-class ships had a top speed of 18.5 knots from 18,000 indicated horsepower .^[3]

King Edward VII had a main battery of four 12-inch 40-calibre guns mounted in twin-gun turrets fore and aft. These were supported by a heavy secondary battery of four 9.2 in guns in four single turrets, two on each broadside. The ships also mounted ten 6-inch guns mounted in casemates, in addition to fourteen 12-pounder 3 in guns and fourteen 3-pounder 47 mm guns for defence against torpedo boats. As was customary for battleships of the period, she was also equipped with five 18-inch torpedo tubes submerged in the hull; two were on each broadside, with the fifth in the stern.^[4]

King Edward VII had an armoured belt that was 9 inches thick; the transverse bulkheads on the aft end of the belt was 8 to 12 in thick. The sides of her main battery turrets were also 8 to 12 in thick, atop 12 in barbettes, and the 9.2 turrets had 5 to 9 in (127 to 229 mm) sides. The casemate battery was

protected with 7 in (178 mm) of armour plate. Her conning tower had 12-inch-thick sides. She was fitted with two armoured decks, 1 and 2.5 in (25 and 64 mm) thick, respectively.^[3]

On 6 January 1916, King Edward VII—having transferred her flag temporarily—departed Scapa Flow at 07:12 on a voyage around the northern coast of Scotland to Belfast, where she was scheduled to undergo a refit. At 10:47, she struck a mine that had been laid by the German auxiliary cruiser SMS Möwe off Cape Wrath five days before. Möwe had slipped past British patrols and laid 252 mines under cover of darkness and a snow storm. The explosion occurred under the starboard engine room, and King Edward VII took on a list of 8° to starboard. Her commanding officer, Captain (later Admiral) Crawford Maclachlan, ordered her helm put over to starboard to close the coast and beach the ship if necessary, but the helm jammed hard to starboard and the engine rooms quickly flooded, stopping the engines. Counterflooding reduced her list to 5°.

With flooding continuing and darkness approaching, Captain Maclachlan ordered King Edward VII abandoned. The destroyer Musketeer came alongside at 14:45, and she and destroyers Fortune and Marne, took off the crew with the loss of only one life the last man off being Captain Maclachlan, who boarded destroyer Nessus at 16:10. Fortune, Marne, and Musketeer departed to take the battleship's crew to port, while Nessus stayed on the scene until 17:20 with tugs that had arrived to assist. After Nessus departed, the tugs continued to stand by, and saw King Edward VII capsize at 20:10 and sink around nine hours after the explosion. The cause of her loss was initially unknown, as the British were at that time unaware of Möwe's minefield, and the battleship Africa had passed through the area earlier that day without incident.

MACQUARIE



The Macquarie was a notable ship for many reasons, and it is a great shame that she was broken up in 1954. She was built as the MELBOURNE by R. & H. Green at Blackwall on the Thames in 1875 for their Blackwall Line passenger and cargo trade to Melbourne, Australia. She was the last of the famous Blackwall Frigates and the last deep sea sailing ship built on the river.



THE FIGUREHEAD



PRG 1373/2/47

MELBOURNE

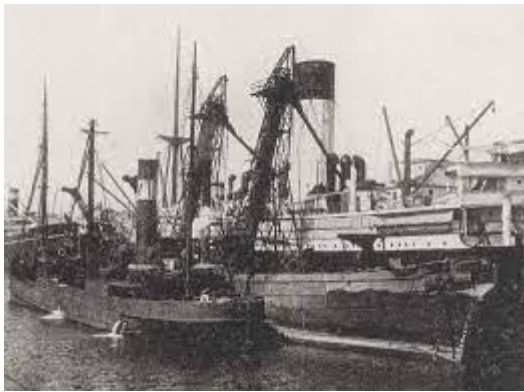
She was built of iron and was launched in June 1875. She was rigged as a three masted fully rigged ship and was of 1857 net tons. Her dimensions were 269' 8" x 40' 1" x 20'. She was originally to be named QUEEN VICTORIA, and she had a figurehead depicting her for the whole of her life.



Whilst in Green's ownership she could carry 60 passengers, the 20 First-class passengers having cabins under the poop, whilst the Second- and Third-class passengers were accommodated in temporary cabins in the tween decks. This arrangement was for the outward voyage only, as the temporary cabins were dismantled on the homeward trips and the space used for stowage of wool.

In 1887 she was bought by Devitt & Moore for their London to Sydney passenger and cargo trade and similar passenger and freight arrangements

continued. Between 1897 and 1904, D &M used the ship under Lord Brassie's cadet scheme. In this role, as well as First-class passengers, she carried 14 midshipmen, who were given training to be future merchant marine officers. The temporary cabins were permanently dismantled, and they were replaced by quarters and a schoolroom for the midshipmen. The midshipmen served in two watches of seven and were required to do most of the sail handling whilst at sea. In 1888 her name was changed to Macquarie. She loaded general cargoes in the East India Docks and discharged her Australian cargoes of wheat and wool in the London Docks. She did 6 round voyages to Australia before being sold in 1904 to J. Bryde of Sandefjord and Norwegian flagged. She was cut down to a three masted barque and renamed FORTUNA and was used in the timber trade until 1909.



AS COAL HULK WITH ELEVATORS

In July 1909 she was sold to the Wallarah Coal Company and refitted as a coal hulk in Sydney Harbour. In June 1920 she became a mechanical coal hulk, and was fitted with two 60 feet tall elevators and grabs which were capable of bunkering steamers at 200 tons of coal per hour. In 1949, the elevators etc were removed and she was reduced to a coal-carrying barge. In 1953 she was sold for breaking up to T. Carr & Co. of Sydney.



FIG 1373/2/96



She was acquired by the Fred Olsen family in 1891 and Norwegian flagged. She operated for Olsen's until she was sold in 1908, by which time Olsen's had gone over almost entirely to steamships. She was the largest sailing ship ever owned by the Olsen family. I have not been able to find anything about her subsequent life on the internet, but being built of timber, it is doubtful whether she lasted into the last days of sail.



RMS WINDSOR CASTLE



The Windsor Castle was the largest passenger and cargo liner operated by Union Castle Mail Steamship Company on the Cape Mail service between Britain and South Africa. She was also the largest liner built in England until the ORIANA.



THE LAUNCH



In January 1956, Union Castle merged with the Clan Line and several other companies to form British & Commonwealth Shipping. The Windsor Castle was at that time in the planning stage, and was to be a sistership to PENDENNIS CASTLE, which was under construction at Harland & Wolff. Under the new management team, the design was upgraded, and the hull was increased in length by 16 feet so that fin stabilisers could be fitted. Owing to ongoing industrial disputes at Harland & Wolff, the contract for her construction was awarded to Cammell Laird at Birkenhead.



She was laid down on 9th December 1957, launched on 23rd June 1959 and completed in June 1960. She was, when completed, of 37,640 gt, with dimensions 783' 6" x 93' 11" x 32' 2". She was powered by twin double reduction geared high pressure turbines of Pametrada design giving 40,000 shp, supplied with steam from three Babcock & Wilcox selectable superheat boilers driving two screws giving 22.5 knots.

She had air conditioning throughout her passenger and crew areas. She also had a large amount of dry and refrigerated cargo space. She carried 191 First class and 591 Tourist class passengers together with 475 crew. She operated for Union Castle from her maiden voyage in 1960 until 1977. During that period she made 124 round voyages, carried around 270,000 passengers and steamed over 2.6 million nautical miles.



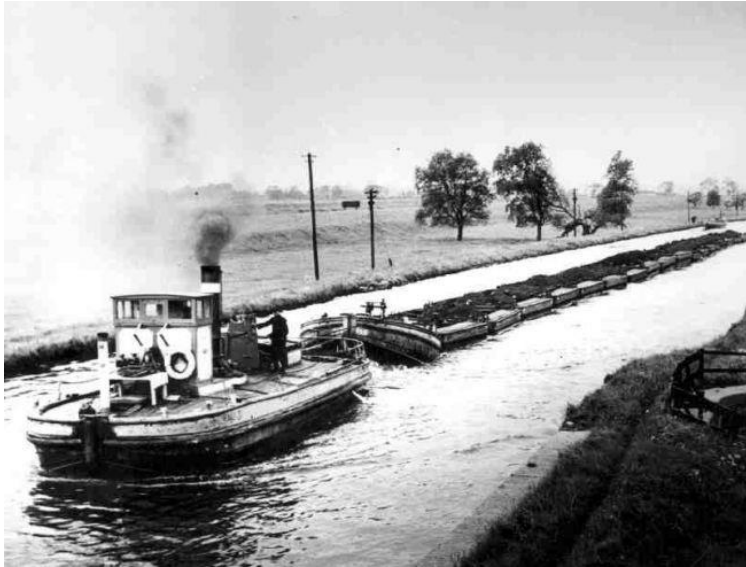
JEDDAH

In 1977 she was sold to Margarita Shipping & Trading (J.S. Latsis), renamed MARGARITA L and Panama flagged. She was refitted and then served as an accommodation ship at Jeddah until 1990. In June 1991 she sailed to Piraeus under her own steam and was laid up. She later served as private accommodation for the Latsis family at Eleusis Bay. Finally in 2005 she was towed to Alang for breaking as the RITA.



ALANG

TOM PUDDINGS



A LOADED TRAIN

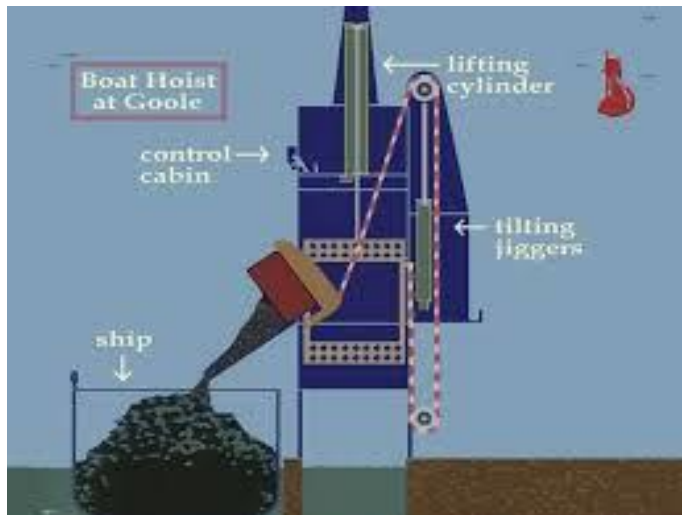
Tom Pudding is the name given to the tub boats in use on the Ayre & Calder Navigation between 1863 and 1985. It was a very efficient means of transporting coal from the opencast collieries of the South Yorkshire Coalfield near Stanley Ferry to the Port of Goole. It successfully competed with the railways until the 1980s, by which time the coal industry was in serious decline.



HOIST AT GOOLE

The Ayre & Calder Canal Company opened the navigation in 1826, linking Knottingley with Goole, introducing steam paddle tugs in 1831. The original plan had been for pusher tugs, but it was found the trains handled better with

a conventional pulling tug. The company's engineer, W.H. Bartholomew, started introducing propellor driven steam tugs, the larger of which could tow 10 keels, but the locks were a problem with such trains, so in 1860, he lengthened the locks at Castleford and below to 206'.



Tub, or compartment, boats had been introduced, generally 20' x 14' x 6' capable of carrying 30 tons of coal. The longer locks allowed 7 compartments plus tug and bow section, or Jibus, to pass without having to split the train, thus 210 tons of coal could be transported by one tug and 4 men. The trip from the colliery to Goole, a distance of about 30 miles, took 8 to 12 hours, with a further 3.5 hours to unload. The trains were flexible rather than rigid to accommodate the bends in the navigation. Chains were led each side of the boats to the tug which could be controlled by hydraulic rams to form left or right curves as required.



AT COLLIERY

TOM PUDDING

At the colliery, Tom Puddings were run on standard gauge rail wagons right into the centre of the mine working. At the Goole end of the operation, 5 hydraulic Tom Pudding hoists would lift each loaded tub boat by 25 feet in turn and turn it upside down, tipping its contents straight into the hold of a waiting ship. Of the five, only Hoist No.5 still exists, being Grade 11* Listed.



A LOADED TRAIN



SHIP

BEING LOADED WITH COAL AT A HOIST

After WW1, the length of the locks was increased to over 450 feet, allowing trains of 19 compartments plus leader and tug to work through without being split. Above Castleford, such trains still had to be split. By 1913 there were over 1000 Tom Puddings in use, and they were transporting 1,500,000 tons of coal

per year. In April 1986 the last run from the staites at Doncaster to Goole took place. After that all the coal had to go by road.



TOM PUDDING TUG



CAWOODS – HARGREAVES TRAIN

A



TWO TRAINS PASSING

A final development of the compartment boat system was utilised to carry coal from the Kellingley Colliery near Knottingley to the Ferrybridge 'C' power station from the 1960s to the closure of the power station in 2015. Push-towed Cawoods-Hargreaves compartment boats in rigidly connected trains of three (56' x 9.25' x 9.5' deep with 170t capacity) were emptied by a special lift, operational from 1967, in a more efficient development of the much earlier Bartholomew 'Tom Puddings' system.



THE

BARGE TIPPLER AT FERRYBRIDGE POWER STATION

ANSWERS TO QUIZ 77

MARITIME QUIZ MARCH 2024 – QUESTIONS

1. BRP SIERRA MARDRE: An ex USN LST built in 1944 and now in the Philippine Navy. Has been beached on a reef in the South China Sea

- since 1999. For the first time for many years, the Chinese have allowed the re-supply of the ship to take place by granting “temporary access”.
2. HMS DIAMOND: For the third time this year, she brought down a Houthi drone that had been targeted onto her.
 3. ICON OF THE SEAS: The largest cruise ship ever built and fuelled by LNG. Reported that in burning LNG, ships give off more methane than diesel, which is 20 times worse than diesel in terms of GHG.
 4. ANE MAERSK: A 16000 TEU containership was named at Hyundai Heavy Industries. She is the world’s first large methanol-powered containership.
 5. MARLIN LUANDA: A British owned tanker hit by a Houthi missile some 60 miles southeast of Aden. Fire later put out and no casualties.
 6. OCEAN DIVA LONDON: A CO2-neutral event venue with capacity for 1500 guests returned from London to EU waters due to difficulties in getting an operating licence.
 7. MORNING TIDE: 12000 dwt dry cargo ship owned by British firm Furadino Shipping hit by a Houthi missile in the Red Sea. Minor damage, but proceeded on its way.
 8. IVANOVETS: Russian Tarantul class missile corvette has been sunk by Ukrainian drones. She was of 488 tonnes displacement and her gas turbines gave a top speed of 42 knots.
 9. PONT AVEN: Brittany Ferries flagship is having a “duck tail” fitted, extending her by 3m and is expected to boost fuel economy by 10%. The duck tail will also compensate for the extra weight of the scrubber system installed in 2015.
 10. BAHIJAH: A 13,016 gt livestock carrier with 14000 sheep and 2000 cattle on board left Australia for Israel on 5th January but was diverted because of the danger of Houthi attack and returned to Australia. It berthed at Freemantle in a heatwave and ran into problems over quarantine. An export licence has now been refused, partly in view of the longer journey round the Cape.
 11. LV 18: The last surviving manned light vessel was badly damaged by an arsonist at Harwich Sadly, a lot of her original interior was lost in the fire.
 12. CARNIVAL FIRENZE: A 2-month conversion by Navantia at Cadiz of the former COSTA FIRENZE into the second “Carnival Fun Italian Style” ship has been completed and she will serve the American market this Summer.



Akademik Vereshschagin, Thames 2006

AKADMEMIK VERESHCHAGIN IMO 8729951 Products tanker
18,625g 28,610d Length: 178.9 Breadth: 25.34 Depth: 15.0 Draught: 11 (m)

1989: Completed by Khersonskiy Sudostroitelnyy Zavod, Kherson as AKADMEMIK VERESHCHAGIN.

2008: Renamed VERES.

2012: Broken up in Pakistan.



Prince of Scandinavia, Harwich, September 2000

PRINCE OF SCANDINAVIA MO 7361312 Passenger/Ro-ro cargo (ferry)
22,528g 3,335d Length: 187.5 Breadth: 26.9 Depth: 16.1 Draught: 6.3 (m)

1975: Completed by Flender Werft AG, Luebeck as TOR BRITANNIA.

1981: Renamed SCANDINAVIAN STAR.

1982: Renamed TOR BRITANNIA.

1991: Renamed PRINCE OF SCANDINAVIA.

2003: Renamed MOBY DREA. Still in service.

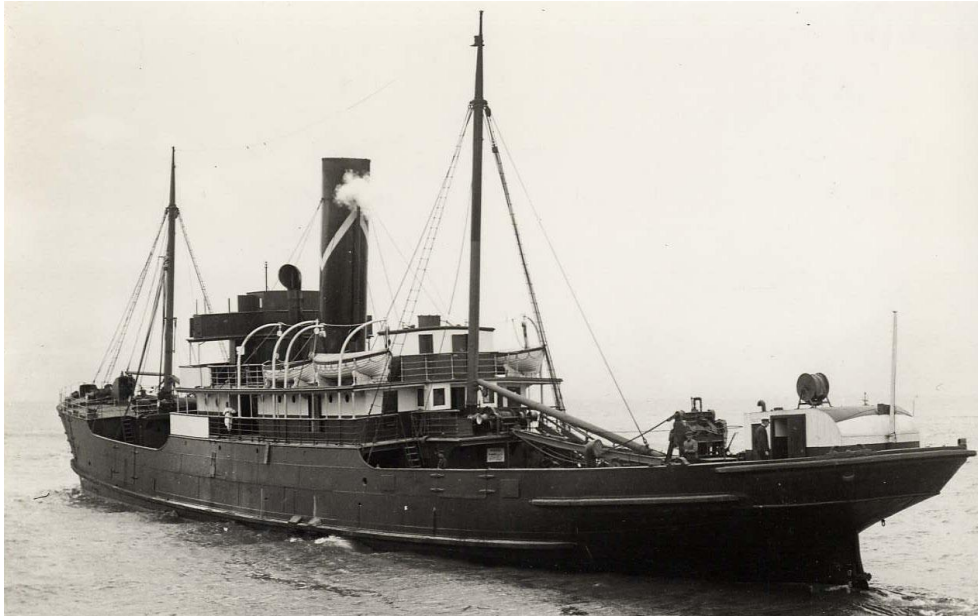


Adeona Naples 2001

ADEONA
1,386g 573d

MO 7717298 Passenger/Ro-ro cargo (ferry)
Length: 69.6 Breadth: 14 Depth: 4.8 Draught: 3.6 (m)

1980: Completed by Cant. Nav. "Luigi Orlando", Livorno as ADEONA. Still in service.



Aberdeen Coast

ABERDEEN COAST
1,013g

IMO N/A Cargo/Passenger ship
Length: 69 Breadth: 10.1 (m)

1903: Completed by Londonderry Shipbuilding & Engineering Co. Ltd., Londonderry as GLENDUN.

1909: Reportedly carried the stern frame of Titanic from West Hartlepool to Belfast.

1929: Renamed ABERDEEN COAST.

1934: Renamed EFESAR.

1934: Renamed RAY.

1935: Broken up, Briton Ferry.



Aasfjord, Gravesend 2005

AASFJORD
3,086g 4,714d

MO 7700001 General Cargo
Length: 94.2 Breadth: 15.4 Depth: 8.3 Draught: 6.6 (m)

1978: Completed by A/S Svendborg Skibsværft, Svendborg as CHARM.

1982: Renamed KEFLAVIK.

1989: Renamed IRAFOSS.

1997: Renamed AASFJORD. Cargo-handling gear removed. Excavator added.

2011: Renamed ALTAIR. Still in service.