



**The
World
Ship
Society**



Southend Branch

News and Views

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NOTES

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NEWS

Viking orders two new cruise ships from Fincantieri

Viking has ordered two new cruise ships from Italian shipbuilder Fincantieri to be delivered in 2028 and 2029.

According to Fincantieri, which has built 20 ocean, river and expedition ships for Viking since 2012, the new vessels will accommodate 998 passengers in 499 cabins. The ships will have features that have been successful on Viking's existing vessels, including eco-friendly fuel systems and sustainable zero-emission power generation systems. The ships will be built according to the latest environmental and navigation regulations and will be equipped with modern safety systems.

Explora II successfully completes sea trials



The 63,900 gross-ton ship is the second ship to be built by Italian shipbuilder Fincantieri for Explora Journeys, a luxury ocean travel brand owned by MSC Group. The first ship, Explora I, was [delivered in July 2023 by Fincantieri](#), who will build six ships in total for Explora Journeys.

Explora II's maiden voyage is scheduled for 11 August from Barcelona in Spain to Civitavecchia in Rome, Italy. Following this, the ship will sail the West Mediterranean until November 2024 before repositioning to the Caribbean for the winter months.

Explora III, the first of two LNG-powered vessels, is expected to join Explora Journeys' fleet in 2026, followed by Explora IV in 2027.

Lindblad Expeditions adds two new expedition ships to fleet



Lindblad Expeditions is to expand its operations in the Galápagos Islands with the addition of two new purpose-built expedition ships to its Lindblad Expeditions-National Geographic fleet.

The first of the two new ships (formerly Celebrity Xpedition) accommodates 48 guests in 24 outward facing cabins, including 13 balcony suites. The second (formerly Celebrity Xploration) is a smaller catamaran with just eight cabins, accommodating 16 guests, making it an ideal vessel for private charters.

Both ships will undergo multi-million-dollar refurbishments before beginning operations in 2025. Their addition will double the size of the company's Galápagos fleet, which currently includes the 96-guest National Geographic Endeavour II and the 48-guest former mega-yacht turned expedition vessel National Geographic Islander II.



The former Celebrity Xploration vessel has capacity for just 16 guests

Royal Caribbean takes delivery of Utopia of the Seas



Royal Caribbean International has taken delivery of its latest Oasis-class cruise ship, Utopia of the Seas, after two years of construction by shipbuilders Chantiers de l'Atlantique.

The official handover ceremony took place at the shipbuilding yard in Saint-Nazaire, France, and was attended by Jason Liberty, president and CEO of Royal Caribbean Group; Michael Bayley, president and CEO of Royal Caribbean International; and Laurent Castaing, general manager of Chantiers de l'Atlantique. They were joined by more than 1,600 crew members and ship workers in the ship's Aqua Theatre for the first

Utopia of the Seas will now make its way to the USA, where Royal Caribbean teams will [make the finishing touches](#) ahead of the ship's scheduled debut on 19 July from Port Canaveral in Orlando, Florida. Once in service, the ship will [sail three- and four-night getaways to the Caribbean](#), including visits to Perfect Day at CocoCay, Royal Caribbean's private island in The Bahamas.

"With the delivery of Utopia of the Seas, we have the keys to the ultimate weekend," said Bayley. "This is the short vacation that packs every way to make amazing memories in a three-night weekend or four-night weekday getaway. Vacationers want every minute to be a minute well spent, and the

unmatched combination of Utopia and Perfect Day at CocoCay will deliver that. We are proud and excited to soon debut Utopia in a big way!”

American Cruise Lines orders three new ships from Chesapeake Shipbuilding

US-based river cruise operator American Cruise Lines has ordered a further three newbuild ships, meaning it now has seven scheduled for delivery by Maryland shipbuilder Chesapeake Shipbuilding by the end of 2026.

Six of those are Project Blue series vessels, while the seventh is a brand-new American riverboat, which, although similar to its sister ships, will feature several new design elements.

TUI Cruises takes delivery of Mein Schiff 7

TUI Cruises has taken delivery of Mein Schiff 7 from shipbuilders Meyer Turku in Finland.

The seventh ship in the Mein Schiff fleet was handed over at an official signing ceremony attended by Meyer Turku’s CEO Tim Meyer and head of projects Tom Degerman, and TUI Cruises’ CEO Wybcke Meier and chief financial officer Frank Kuhlmann.

Mein Schiff 7 has capacity for 2,894 passengers and 1,477 crew and is the first ship in the Mein Schiff fleet to run exclusively on low-emission marine diesel. It’s also the first ship built at the Meyer Turku shipyard equipped with methanol capability, so in the future it can run on green methanol, which should, according to Meyer Turku, make the ship’s propulsion power almost carbon neutral. The ship, which will be [christened on 21 June](#), also has shore power connection enabling it to reduce emissions while in port.



Carnival Corporation to retire P&O Cruises Australia brand in 2025



Pacific Encounter and Pacific Adventure will be rebranded and operated by Carnival Cruise Line, while Pacific Explorer will exit the fleet in February 2025. Once the transition is complete, Carnival Cruise Line will have four ships homeporting in the South Pacific, including Sydney-based Carnival Splendor and Carnival Luminosa, which

The change is the latest in a series of strategic moves by Carnival Corporation to increase capacity for Carnival Cruise Line, its flagship and highest-returning brand. The change means Carnival Cruise Line's fleet will increase by eight ships between 2021 and 2025 – this includes the two P&O Australia ships, three vessels have already been transferred from sister brand Costa Cruises,

and newbuilds Carnival Celebration, Carnival Mardi Gras and Carnival Jubilee. In March 2024, the cruise line placed its first new ship order in half a decade for two new Excel-class cruise ships to join the fleet in [2027](#) and [2028](#).

Cruise Order Book: innovation

Just a few months into 2024, new ships are already beginning to bring change to the cruise industry. The latest ship designs and features are demonstrating innovation in both the ocean and river sectors, introducing guests to new experiences and improving operations.

Icon of the Seas, the largest cruise ship in the world, began sailing in February 2024 after its delivery by Meyer Turku in December 2023. The newbuild is the first in the Royal Caribbean International fleet to be powered by LNG and has been equipped with sustainable technologies such as an air lubrication system and waste heat capture systems. Guests sailing on the ship can visit the largest water park at sea, Category 6, which includes the tallest waterslide, the first open free-fall waterslide and the first family raft slide on a ship. Icon of the Seas also includes several architectural firsts, such as the 50-metre wide, 25-metre-tall glass Aqua Dome. According to Meyer Turku, the dome is the largest single-piece glass and steel structure ever lifted onto a ship.

Also among the newcomers is Sun Princess, the first LNG-powered ship in the Princess Cruises fleet. The ship features several firsts for the cruise line, including a glass-enclosed, multilevel dome that offers a pool in daytime before transforming into a venue for acrobatic performances created in partnership with Cirque Éloize at night. The central Piazza, meanwhile, has been built within a sphere of glass to offer views of the ocean in every direction, with an interior inspired by European town squares. The Princess Arena theatre can shift into several different layouts to fit a variety of new production shows, while the main dining room is now spread across three stories. Fincantieri constructed the 4,300-guest ship at its Monfalcone shipyard in Italy, continuing the shipbuilder's relationship with Princess after the completion of the previous Royal class.

“Our multi-decade shipbuilding collaboration continues to progress as we build spectacular ships that are enabled by the most advanced technology available while infusing magnificent Italian craftsmanship and respecting beautiful Princess design heritage,” says John Padgett, president of Princess Cruises.

Fincantieri is set to complete Cunard's Queen Anne, which is currently under construction at its Marghera shipyard in Venice, Italy, ahead of its maiden voyage in May. The 249th Cunard ship will cater for up to 3,000 guests across six accommodation categories, with twice the number of Britannia Club staterooms compared to other ships in the cruise line's fleet. Queen Anne will feature a new Indian restaurant, Aranya, and an expanded Pavilion pool area that will offer film screenings and live music at night. The debut of the ship will mark the first time that Cunard has had four ships operating simultaneously since 1999.

TUI Cruises' Mein Schiff 7 is currently undergoing final construction at Meyer Turku in Finland, ahead of its maiden voyage in June. The ship introduces new single cabins for individual travellers, as well as new Asia & Sushi and La Spezia restaurants. A shore power connection will allow Mein Schiff 7 to reduce emissions while in port, and the ship was designed to be able to run on lower-emission green methanol fuel in the future. TUI is also equipping the ship with a system that can shred organic waste through thermal treatment and process it for further use on land.



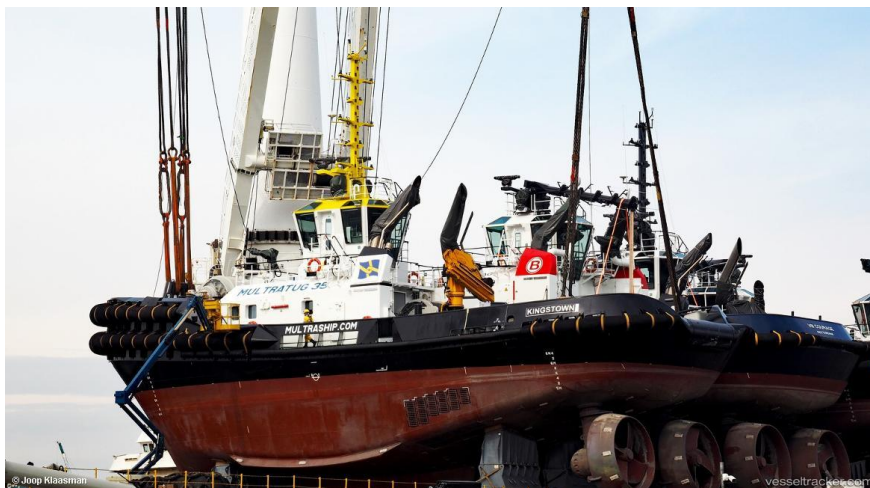
Meyer Werft is also set to deliver Silversea Cruises' second Nova-class ship, Silver Ray, in June. The vessel, which will be identical to its predecessor Silver Nova, will feature returning venues such as the reimagined Pool Deck, The Dusk Bar, and The Marquee.

Three river cruise ships are scheduled to be delivered in the first half of 2024, including Ama Waterways' second ship for the Nile River. AmaLilia, currently under construction at Egypt's Masaara Shipyard, will feature a similar design to its predecessor, but an expanded capacity with five more staterooms onboard.

Chesapeake Shipbuilding is set to deliver the third of 12 planned American Cruise Line's Coastal Cat vessels, American Liberty, in summer 2024. The 100-guest ship is designed to access small ports and rivers across the USA, and features interiors that reflect the culture of New England, Chesapeake Bay, and the Southeast United States. The fourth ship in the series, American Legend, will make its debut in November, while three more vessels will be completed in 2025.

Amadeus Nova will be the first in a new generation of ships for Amadeus River Cruises, and will be equipped with a hybrid diesel-electric drive system, solar panels, heat recovery systems and a battery. The ship will also use autonomous control and positioning systems to improve fuel efficiency and safety. For guests, the ship will offer 12 suites and 67 exterior cabins, along with an open Café Vienna, spa and fitness areas, and a heated pool.

The Naming Of The Damen ASD Tug 3212 MULTRATUG 35



Multraship Towage & Salvage held a Christening ceremony on 30 May to name their newest tug MULTRATUG 35 at their home port of Terneuzen, the Netherlands. The vessel is a Damen ASD Tug 3212.

Damen and Multraship signed the contract for the vessel – together with a second, identical ASD Tug 3212 – in June last year. Prior to the contract, Damen had already commenced construction on the tugs as part of its practice of building standard vessels for stock, ensuring its clients a fast delivery of a reliable product.

Both MULTRATUG 35 and its forthcoming sister are 32m tugs with a bollard pull of 88 tons. Though built to Damen's proven design, they have been substantially upgraded to Multiship's high standards and requirements with a series of options. These include compliance with IMO Tier III requirements. This is achieved with the installation of Damen's in-house developed Marine NOX Reduction system.

This modular, selective catalytic reduction (SCR) system reduces NOX emissions by 80% compared with IMO Tier II requirements. Additionally, Damen has installed the tug with FiFi 1 firefighting systems and it has been upgraded for anchor handling and related offshore operations. Crew accommodation space has been enhanced with additional insulation and rubberised to provide greater comfort.

News from Pembrokeshire

PS WAVERLEY





A regular visitor to the Thames, the paddle-steamer WAVERLEY, planned to make its first excursion from Fishguard, Pembrokeshire, in over 30 years at the end of May this year. The voyage, along the coast past Cardigan and up to New Quay, Ceredigion, had completely sold out a few days after being made available on the website. The day before arriving at Fishguard the WAVERLEY had successfully carried day-trippers out of Warrenpoint, Northern Ireland. She then travelled across and down the Irish Sea overnight. However, a strong wind and choppy seas were deemed too uncomfortable for passengers and the trip from Fishguard was cancelled.

Booked passengers were offered a tour of the ship in Fishguard harbour to see the triple expansion steam engine and other features. However, this too was cancelled when the ship arrived as it was realised that the ship moving in the wind against the quay could damage the paddleboards. The ship did stay while it refuelled from a road tanker and some booked passengers arrived anyway to have a close look from the quayside.

After refuelling, the bow ropes were released and the WNW wind took the bow of the ship away from the quay. The pilot boat pushed the bow further out and when the WAVERLEY was well away from the quay and pointing out to sea, the paddle wheels were started and she left the harbour under her own steam. Choppy seas were encountered well before she was past the breakwater so many of the passengers were probably glad they were not onboard!

Photo 1. Fishguard pilot boat PEN ANGLAS pushing the bow of the WAVERLEY

Photo 2. The WAVERLEY underway in Fishguard harbour.

Photo 3. The WAVERLEY encountering choppy waters as she leaves Fishguard

That afternoon the WAVERLEY rounded St. David's Head and made her way to a sheltered bay on the south side of the Gower peninsula. She sheltered there until about 4am and then crossed the Bristol Channel for her scheduled sailings the next day from Ilfracombe, which she completed successfully.

The WAVERLEY is advertised as 'the world's last seagoing paddle steamer'. She was built in 1947 by A & J Inglis of Glasgow for the London & North Eastern

Railway. She is 693 gross tons and 240ft long. She has an oil-fired triple-expansion reciprocating steam engine, with a normal service speed of 13 knots and maximum speed of 18 knots. The main crank is attached solidly to both paddle wheels so that they are unable to turn independently, resulting in somewhat limited manoeuvrability. She was originally certified to carry 1,350 passengers but under current safety regulations she can now carry 860 passengers.

The WAVERLEY is due to start excursions on the River Thames from the end of September this year for about two weeks.

SCENIC ECLIPSE

Fishguard hosts about 25 cruise liner visits in the summer season with some small ships berthing on the quay but most anchoring in the harbour or the bay and tendering passengers ashore. Common shore-based excursions are to St David's Cathedral and various historic sites such as iron-age forts and burial chambers, as well as to the Fishguard tapestry which commemorates the last invasion of Britain in 1797.

A recent visitor to Fishguard was the SCENIC ECLIPSE which is more likely to be seen in the Arctic and Antarctic regions, as she is Polar Class 6 rated. This visit was part of a cruise from Malta to Dublin, arriving at Fishguard from the Scilly Isles and sailing on to Douglas, Isle of Man as the next port of call. She is sailing in the Arctic in June this year before moving down to the Antarctic for our winter. She is advertised as a 'discovery yacht' and can take 228 passengers. She has two Airbus H130-T2 helicopters, stored in a hangar, for excursions, as well as a 9-passenger submarine and a remotely operated submersible. She was built at the Uljanik Shipyard, Pula, Croatia for the Scenic Group (Australia) and entered service in 2019. She is 17,085 gross tons and 550 ft. long.

In contrast to its luxurious specification, the ship was plagued by various problems during the building programme. The shipyard was hit by financial difficulties and workers went unpaid for several months. The Croatian government provided restructuring aid for the shipyard with the approval of the European Commission. The launch was delayed three times and eventually took place in 2019. In the same year some senior executives from the yard were arrested by the Croatian anti-corruption investigation agency and charged with fraud. However, the ship was completed and was christened by

the actress Helen Mirren in New York in September 2019. A sister ship, SCENIC ECLIPSE 2, has since entered service, built by the same shipbuilding company in Croatia.

Photo: SCENIC ECLIPSE tendering passengers ashore to Fishguard



VISITORS



Sea Cougar Built 2019 29529 GRT Greece

Current Position Thames



Stolt Beluga Built 2013 19899 GRT Hong Kong

Current Position Thames



Silver Millie Built 2015 29237 GRT Marshall Islands

Current Position Amsterdam



CMG CGM Eifel Built 2002 49855 GRT Malta

Current Position En route Le Havre



MSC Branka Built 2016 95514 GRT Portugal

Current Position Bremerhaven



Pasila Built 1995 10098 GRT Finland

Current Position En route Norway



Louisa Bolten Built 2009 19972 GRT Marshall Islands

Current Position En route Gibraltar



Sarah Grey Built 1999 106 GRT UK

Current Position Southend



Marina Built 2011 66084 GRT Marshall Islands

Current Position Le Havre



Kraszewski Built 2011 24221 GRT Liberia

Current Position Antwerp



Morning Cornelia Built 2010 61002 GRT Panama

Current Position Zeebrugge



Cielo Rosso Built 2018 43948 GRT Liberia

Current Position En route Gibraltar



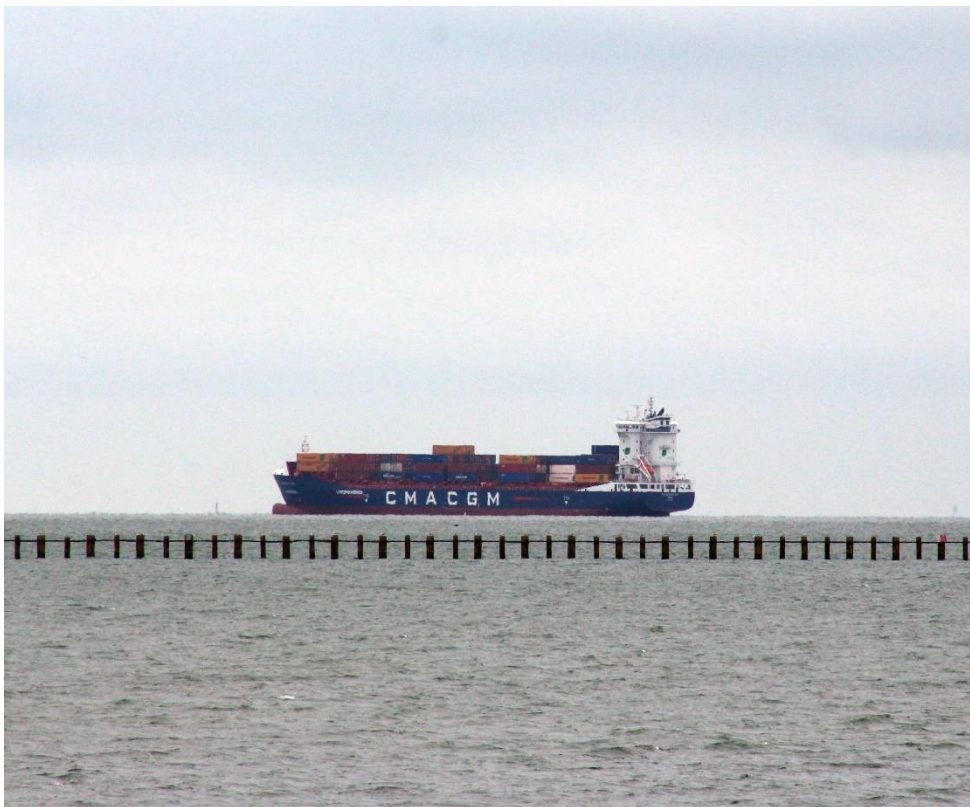
Zhen Hua 28 Built 1988 40015 GRT Hong Kong

Current Position En route Mobile USA



Lilly Bolten Built 2009 19972 GRT Marshall Islands

Current Position Tilbury



Containership Nord Built 2018 17982 GRT Great Britain

Current Position Baltic



Maersk Utah Built 2006 50686 GRT Singapore

Current Position Western Mediterranean



Yasa Flamingo Built 2019 29681 GRT Marshall Islands

Current Position En route Cadiz



Skomer Island Built 2010 34344 GRT Hong Kong

Current Position En route Dumyat Egypt



Dai Shan Hai Built 2010 32983 GRT Liberia

Current Position En route Icdas Turkey



Rui Fu Xing Built 2010 29130 GRT Liberia

Current Position En route Immingham



Glovis Caravel Built 2012 58767 GRT Bahamas

Current Position Emden



Palamas Built 2023 62000 GRT Malta

Current Position North Atlantic



Zim Vietnam Built 2003 74656 GRT Liberia

Current Position En route Ashdod



Chiquita Farmer Built 2007 26435 GRT Germany

Current Position En route mid Atlantic



MSC Ruby Built 2013 141754 GRT Liberia

Current Position En route Abu Dhabi off West Africa



Star Legend Built 1992 12969 GRT Bahamas

Current Position Leith



Hamburg Built GRT Ireland

Current Position Harlingen



Viking Venus Built GRT Ireland

Current Position Bergen



The Blacksmith Built 2013 23009 GRT Marshal Islands

Current Position Thee Balt



Navigator Luga Built 2017 18219 GRT Liberia

Current Position Scheveningen



APL Boston Built 2013 109699 GRT Singapore

Current Location En route to Valencia



Gem No 3 Built 2017 44389 GRT Panama

Current Location West Africa en route UAE



Maribo Maersk Built 2014 194849 GRT Denmark

Current Location West Africa en route Abu Dhabi



World Voyager Built 2020 7823 GRT Portugal

Current Position En route Poolepynten



MSC Eugenia Built 2022 113697 GRT Liberia

Current Position West Coast Africa en route South Africa



Eolos Angel Built 2016 44069 GRT Marshall Islands

Current Position En route USA



Zeze Start Built 2009 29307 GRT Marshall Islands

Current Location North Sea en route Singapore



Zhen Hua 36 Built 2003 39625 GRT Liberia

Current Location Antwerp



MSC Yukta X Built 1998 91560 GRT Liberia

Current Position En route to Iskenderun Turkey



Lady Henrietta Built 2012 62452 GRT Marshall Islands

Current Position Off West Africa



New Momentum Built 2018 24203 GRT Liberia

Current Position West Africa n route to Congo

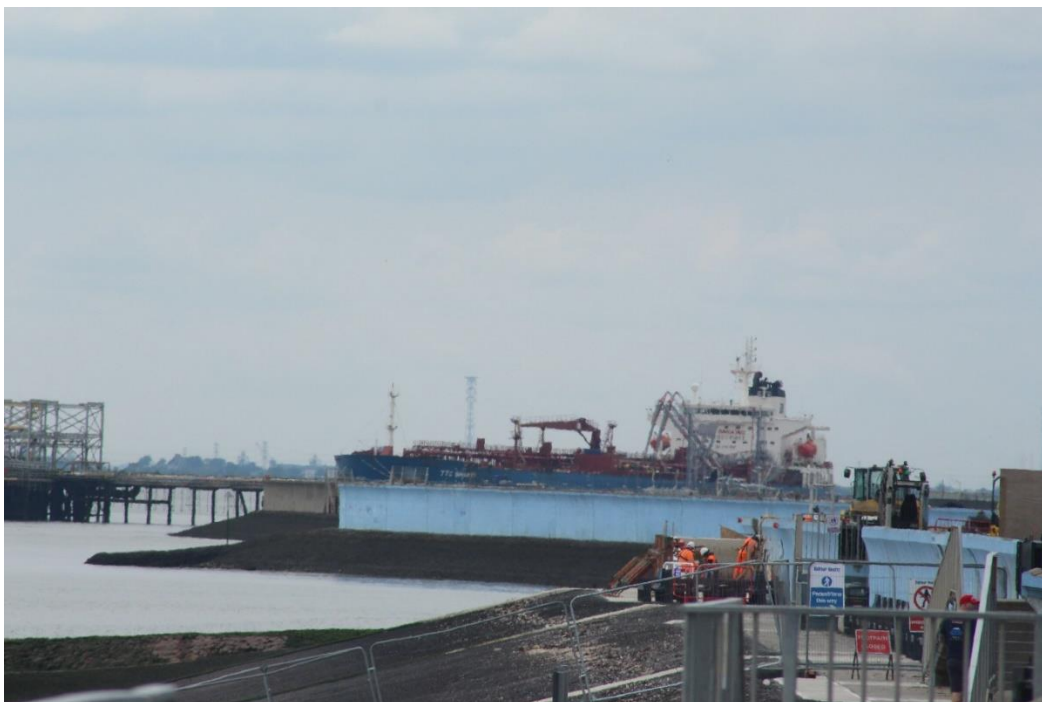


F 102 Juan de Bourbon Built 2003 GRT Spanish



Voe Earl Built 2012 200 GRT Great Britain

Current Position North Sea

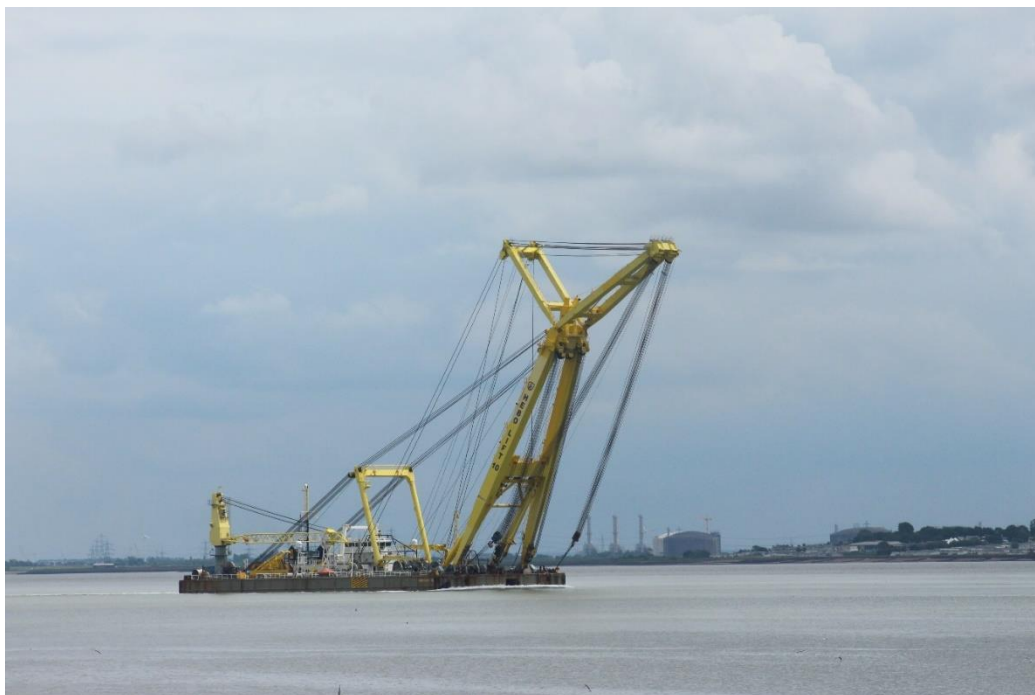


Tk Shakiki Built 2008 42010 GRT Panama



ANL Wyong Built 2008 39996 Panama

Current Position Off West Africa





Hebo Lift 10 Built 1981 5695 GRT Netherland

Current position En route Rotterdam



Ps New Orleans Built 2022 30560 GRT Marshall Islands

Current Position En route New York



One Meishan Built 2018 152068 GRT Japan

Current position En route Indian Ocean en route Singapore



MSC Sagitta III Built 2010 36578 GRT Portugal

Current Location Off New York



Navios Domino Built 2008 39905 GRT Liberia

Current Position En route Paranagua Brasil



Pacific World Built 1995 77441 GRT Panama

Current Position En route Panama

A WET AND WINDY FEW DAYS ON THE SOUTH COAST



OOCL SOEUL



MYSTERY SHIPS 81



Saint Columba I



Guidad di Palma 01 09 93



Fen—20 06 93



Cantao di Manila 20 06 93



Apple – 20 06 93



Ampuras 01 09 93

PACIFIC WORLD

A recent visitor to the Thames on 1st June 2024



Pacific World as Sun Princess

Pacific World (previously Sun Princess) is a Sun-class cruise ship built in 1995 and operated by Peace Boat. At the time of her construction, she was one of the largest cruise ships in the world. She was the lead ship of her class that included sister ships MS Charming and the P&O ships Pacific Explorer and Queen of the Oceans.^[1]

Sun Princess was the ship on which the 1998–99 television show The Love Boat's short-lived revival run as Love Boat: The Next Wave starring Robert Urich was filmed. She made the news in October 2007 as the largest ship to ever cross beneath the Sydney Harbour Bridge while entering the harbour for the first time, with a vertical clearance of approximately 8 ft 2 in to spare at low tide.^[4]

In July 2018, Sun Princess underwent a two-week dry dock. She received new livery design, new stateroom category, shops, and other onboard amenities.^[5]

In September 2020, Sun Princess was sold to Peace Boat.[[] The Sun Princess was renamed Pacific World.

From its debut in 1995 until 2007, Sun Princess primarily served Caribbean and Alaskan cruise routes.

Since November 2007, Sun Princess has been seasonally based at Sydney, Australia.

In April 2008, Sun Princess was based in Australia, operating out of Sydney during the winter months, and from Melbourne during the summer months.

During summer 2008/2009 whilst Sun Princess was operating out of Melbourne, she was joined by Dawn Princess operating out of Sydney

Cruises on Sun Princess from Fremantle in 2009 included the first Indian Ocean voyage of its kind from Australia.

In 2013, Sun Princess sailed round-trip cruises from Tokyo, Japan marking the first of Princess Cruises deployments from there. In 2014, she sailed an extended Japan cruise program, sailing from Otaru, Hokkaido and Kobe. She was joined by Diamond Princess which replaced her Tokyo sailings.

In 2019-2020 cruise season, Sun Princess sailed an extended Western Australia program. The ship homeported in Fremantle, Australia for 141 days.

It was announced in June 2018 that Sun Princess would be used as a floating hotel for the 2020 Tokyo Olympics. The ship was to be docked at Tokyo's Yokohama Port between 23 July and 9 August 2020, specifically to provide more hotel room space for Olympic guest

Star Legend



Formerly Royal Viking Queen, Queen Odyssey and Seabourn Legend)was constructed by Schichau-Seebeckwerft in Bremerhaven, Germany and operated by Windstar Cruises.

She is the identical sister ship of Star Pride and Star Breeze, designed by Petter Yran and Bjørn Storbraaten.^[2]

The construction of the ultra-luxury cruise yacht Royal Viking Queen began in 1990 by Schichau-Seebeckwerft in Bremerhaven, Germany. She was originally planned and ordered for Seabourn Cruise Line in 1990, but was delayed due to investors' financial constraints and was ultimately purchased by Royal Viking Line. She was the last ship to be built for Royal Viking Line and the smallest. She was launched in May 1991, and was completed in February 1992. She was put into service for Kloster Cruise. She operated her sea trials and her maiden voyage began on 11 February 1992 and was finished on 29 February 1992. The ship operated on various crossings for Royal Viking Line, a Kloster subsidiary.



Star Legend as Seabourn Legend in 2010

In 1995, the vessel's name was changed to Queen Odyssey after it was assigned to Royal Cruise Line, another Kloster subsidiary. It remained in operation for Royal Cruise Line until January 1996, when it was sold to Seabourn and joined her sister ships.

She departed the Seabourn fleet in April 2015, and entered service for Windstar Cruises in May 2015.^[3]

In 2018, Windstar Cruises announced that Star Breeze, Star Pride and Star Legend would be lengthened by adding a new midship section at Fincantieri in Palermo.^[4] Construction of the new section started on 6 September 2019 and works on the ship started in March 2020. The lengthening was originally scheduled to be finished in June 2020, but was delayed because of Asbestos found in the engine room of Star Breeze as well as the COVID-19 pandemic and completed in May 2021.^[6]

SOUTHEND BARGE MATCH 2024

Saturday 8th June.

RESULTS

Bowsprit Class

1st EDME 2h 18m 52s

2nd Marjorie 2h 48m 55s

Fastest start EDME 53s (and fastest start overall)

First round outer mark in class EDME

Staysail Class

1st Niagara 2h 31m 15s

2nd Ironsides 2h 59m 05s

Fastest start Niagara 1m 57s

First round outer mark in class Niagara

Seamanship award Ironsides

Many thanks to the members and staff at Thorpe Bay Yacht Club for their keen support in hosting this event.

COMPETITORS

SB Ironsides



Ironsides is an iron-hulled Thames barge which was built in 1900 for APCM. She was registered in London. A 60 hp auxiliary engine was fitted in 1939.^[1]

Ironsides is 84 feet long, with a beam of 20.3 feet and a draught of 6.4 feet (l)

Ironsides was built by Clarke & Stanfield, Grays, Essex in 1900 for the Associated Portland Cement and carried stone from Portland to London under sail alone. In 1928 she was sold to the London and Rochester Trading Company, who with 120 barges were the second largest barge owner in the country. Ironsides is based in Faversham off the Swale estuary. She does passenger charters along the Thames Estuary and the London River from Aldeburgh in Suffolk to Whitstable on the North Kent Coast. She sails from Maldon, Pin Mill, Chatham and London.

SB Niagara



SB Niagara is a 79-ton Thames sailing barge, built by Forrestt at Wivenhoe, Essex, England in 1898 for the London and Rochester Trading Company. She carried cargo on the lower Thames and the English Channel. An auxiliary motor was fitted in 1924.¹

SB Marjorie



SB Marjorie is a 56-ton wooden Thames sailing barge, built by Orvis at Ipswich, Suffolk, England in 1898 for R. & W. Paul Ltd. She was used to carry various cargoes on the London River and along the Channel

SB Edme



PICTURE Stuart Emery

EDME is 80 feet 0 inches long, with a beam of 17.25 feet and a draught of 2.8 feet . She is assessed at 50 GRT.

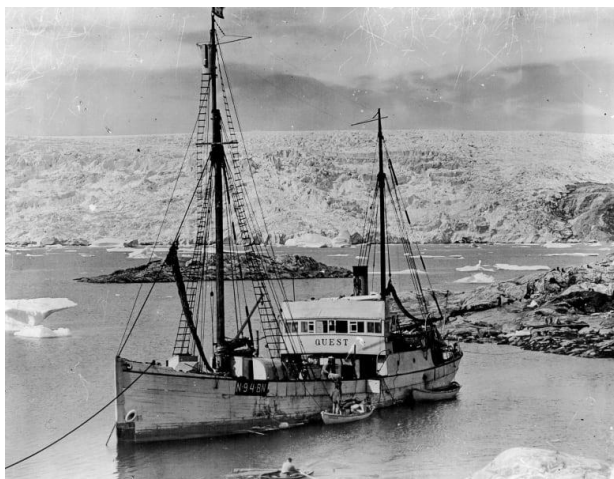
She was built of wood at Harwich in 1898 by Cann for F.W.Horlock.. She sailed commercially until 1939 carrying malt and acid. During the 1939-1945 she served in Harwich Harbour as an anchor point for barrage balloons. In 1946 she

was derigged and used as a timber lighter in Heybridge Basin. She then became a houseboat.^[1]

From 1971 there was a lengthy restoration by Ian Danskin at Maldon, Essex before she was bought by the Harman-Harrison Consortium, taken to St Osyth in 1992 and rerigged as bowsprit barge. She is now owned by EDME Consortium, and based at St Osyth. In 2013 she obtained a grant towards the cost of replacing a chine. Along with the SB Mirosa she still has no engine. She is racing in the sailing barge matches. She is notable for her shallow draught.

Explorer Ernest Shackleton's last ship found off Labrador's south coast, says expedition

The Quest, which sank after striking ice in 1962, has been found intact,



The Royal Canadian Geographical Society says it has found polar explorer Sir Ernest Shackleton's final ship, the Quest, off Labrador's south coast, 390 metres underwater. (Royal Canadian Geographical Society/X)

A hushed buzz filled a mood-lit lecture hall inside Memorial University's Marine Institute on Wednesday morning as anticipation grew among a crowd of naval enthusiasts ahead of a historic announcement.

Then it came: the last vessel helmed by famed Anglo-Irish explorer Sir Ernest Shackleton — lost for more than 60 years — has been discovered on the ocean floor, less than half a kilometre off Labrador's south coast, the Royal Canadian Geographical Society told the crowd.

Expedition leader John Geiger, the society's CEO, said the wreck was found in the Labrador Sea, lying at a depth of 390 metres. He added it was in the vicinity of where the ship had been reported to have sunk, but took about 17 hours to pinpoint.

"This is a very important vessel. Historically it was the final expedition ship of Sir Ernest Shackleton," he said. "As many of you know, he died on this ship on his final expedition of the Shackleton–Rowett expedition, which set out to initially explore Canada."

The discovery was six years in the making for the RCGS crew. Using sonar operated by Marine Institute staff, the international team say they found the Quest off the coast near Battle Harbour on Sunday, five days into an expedition that left June 5 and was plagued by technological issues.



Shackleton died at the age of 47 aboard the Quest in 1922 near the island of South Georgia in the South Atlantic. (Getty Images)

Shackleton died of a heart attack aboard the Quest in 1922, at the age of 47, near the island of South Georgia in the South Atlantic during a voyage to Antarctica.

The Quest, a schooner-rigged steamship, remained in service for decades afterward, including as a minesweeper in World War Two and as a sealing vessel. In 1962 it struck ice and sank off Labrador's coast.

Search director David Mearns said he's certain the vessel the team found is the Quest.

Quest was a low-powered, schooner-rigged steamship that sailed from 1917 until sinking in 1962, best known as the polar exploration vessel of the Shackleton–Rowett Expedition of 1921–1922. It was aboard this vessel that Sir Ernest Shackleton died on 5 January 1922 while in harbour in South Georgia.^[2] Prior to and after the Shackleton–Rowett Expedition, Quest operated in commercial service as a seal-hunting vessel or "sealer". Quest was also the primary expedition vessel of the British Arctic Air Route Expedition to the east coast of the island of Greenland in 1930–1931.

Quest was 111 feet in length, had a beam of 24 feet , and 12 feet depth of hold. The vessel has been variously rated at 209 and 214 gross register tons, possibly due to the 1924 refit described below.

Quest was originally built in Risør, Norway in 1917 as the wooden-hulled sealer *Foca I*.^{[1][4]} She was the polar expedition vessel of the Shackleton-Rowett Expedition of 1921–1922. The vessel was renamed *Quest* by Lady Emily Shackleton, wife of expedition leader Ernest Shackleton.^[5] At the expense of expedition financier John Quiller Rowett, *Quest* was refitted for the expedition with modifications overseen by sailing master Frank Worsley, including re-rigging and the addition of a deckhouse.^[6] Shackleton was a member of the Royal Yacht Squadron, and so for this voyage *Quest* bore the RYS suffix and flew the White Ensign.^[5]

Sailing from London for the Southern Ocean on 17 September 1921, the ship reached South Georgia on 4 January 1922 while preparing to enter Antarctic waters., *Quest* carried out a desultory survey of the Weddell Sea area before returning to the South Atlantic. .

The expedition returned to England in July 1922 deficiencies in *Quest's* performance in polar sea ice. The weakly powered ship's engine caused continuous difficulties, and the vessel's straight stem made her unsuitable for use in icy seas.^[6]

Quest was again refitted in Norway in 1924. During the refit, the sealer's Shackleton-Rowett deckhouse was salvaged for shore use.^[7] In 1928 the refitted vessel participated in the effort to rescue the survivors of the Italia Arctic airship crash. In 1930, the aging sealer, described as a "broad-beamed, tubby little ship, decks stacked with gear", served as the primary expedition vessel and transport from London to eastern Greenland for the explorers of the British Arctic Air Route Expedition led by Gino Watkins in 1930.^[8] Later she was the expedition ship of Count Gaston Micard's East Greenland ventures between 1932 and 1936.^[9]

Quest returned to service as a sealing vessel after 1930. In 1935 she was used by the British East Greenland Expedition. During World War II the wooden-hulled vessel was pressed into service as a minesweeper and light cargo vessel with Nortraship and the British navy. The small ship returned to her owners' sealing trade in 1946.^{[1][2]} On 5 May 1962, while on a seal-hunting expedition, *Quest* was holed by crushing ice and sank off the north coast of Labrador. The crew was saved.

MARITIME QUIZ JULY 2024 ANSWERS

What were the questions ?

1. CONSTELLATION class
2. CMA CGM SAO PAULO
3. DAMIETTA EXPRESS
4. HNS DUNCAN
5. ICON OF THE SEAS
6. USS HARDER
7. ALMIRANTE JUAN DE BORBON
8. MONT ST. MICHEL
9. ZHEN HUA 36
10. HEBO LIFT 10
11. MSC MICHIGAN V11
12. NEIDERSACHEN
13. HAMBURG
14. QUEST
15. WILLIAM HALL

THE ZHEN HUA 36



Arriving on 5th June was the semi-submersible heavy lift vessel Zhen Hua 36. She had travelled from Shanghai with a cargo of four large ship-to-shore container cranes for Berth 4 at the London Gateway Port.



AS PETROZAVODSK

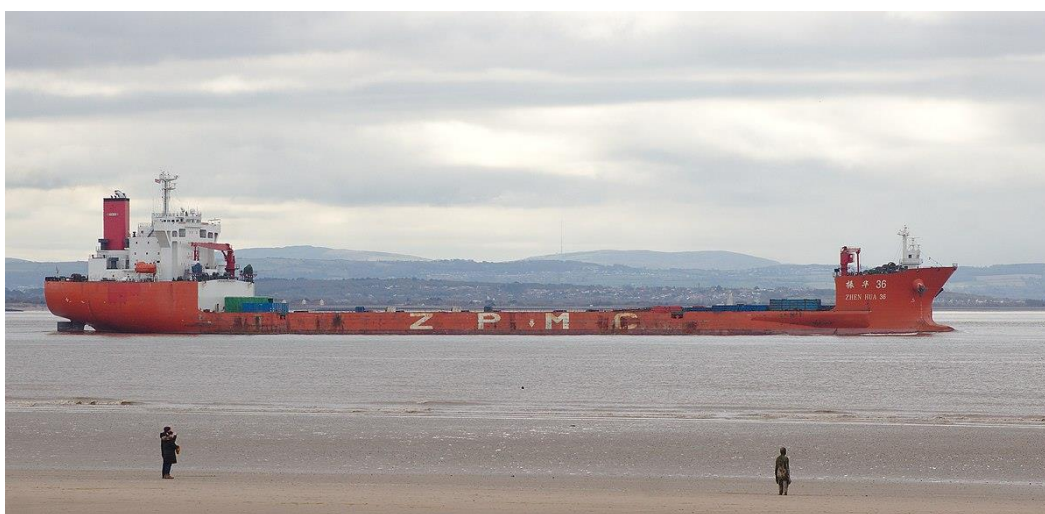
She was built by Tsuneishi Tadotsku Factory at Tadotsku, Japan as the 106,449-dwt. crude tanker PETROZAVODSK for the Big Shipping Company of Cyprus.

She was laid down on 10th January 2003, launched on 23rd February 2003 and completed on 8th August 2003. Her dimensions were 240.2m x 42.0m x 11.9m. She was powered by a MAN B & W engine of 11,840 KW which gave a speed of 15 knots, and she was Liberian flagged.



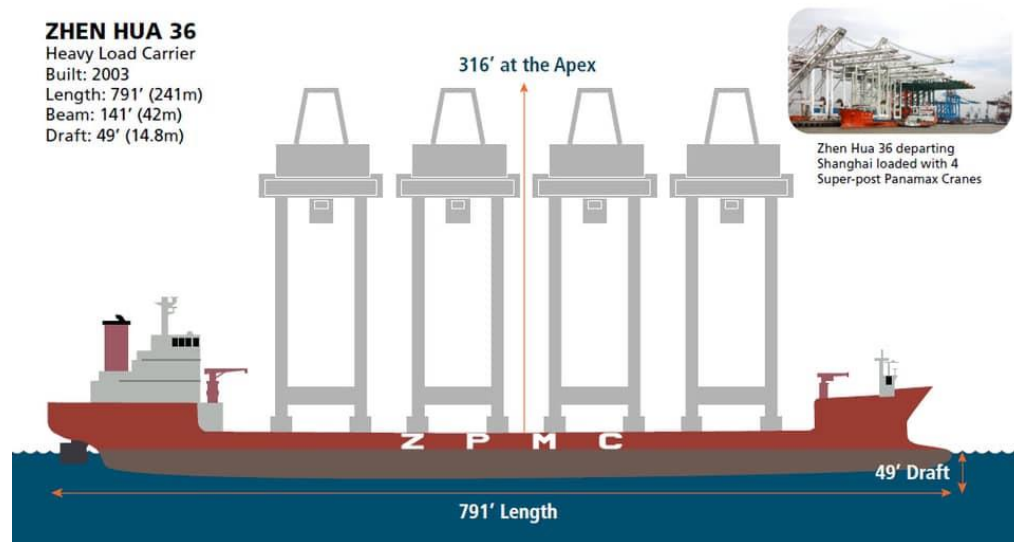
AS PETROZAVODSK

In October 2018 she was acquired by Shanghai Zhenhua Port Machinery (Hong Kong) Ltd. and conversion began to change her into a semi-submersible heavy-lift vessel. Much of her hull was removed, but her machinery was retained. Her deadweight tonnage was reduced to 54,022 tonnes. The design of the conversion, which was carried out in China, was by the Swedish firm FKAB Marine.



She emerged from the alterations in June 2019, when she was renamed Zhen Hua 36 but is still Liberia flagged. Her most regular cargo as Zhen Hua 36 is

large Ship to Shore container cranes manufactured by Zhenhua Heavy Industries Company of Shanghai.



ZHEN HUA 28



EN ROUTE TO
LONDON GATEWAY TILBURY 20th JUNE 2024 (Taken by Richard)

Arriving at the London Gateway Port on 20th June was the Zhen Hua 28, carrying 2 more Kalmar fully electric straddle carriers for Berth 4, bringing the total to 10. The Zhen Hua 28 is a semi-submersible heavy load carrier. She is Hong Kong flagged, and loaded the straddle carriers and also 2 STS cranes for elsewhere in Shanghai, where the machinery was made by Zhenhua Heavy Industries Company Limited (ZPMC).



CARIBBEAN FIRST

She was built in 1988 by Sumitomo Heavy Industries in Tokyo as the crude oil tanker CARIBBEAN FIRST, She was of 91,680 dwt with dimensions 232m x 42m x 13,4m. She was powered by a Sulzer 6RTA62 engine of 10,445 KW driving a single fixed pitch propellor giving a speed of 14 knots.



CARIBBEAN

FIRST

She was bought by ZPMC in 2008 and between 2008 and 2009 she was reconstructed by them into her present format, when she was renamed Zhen Hua 28. Her deadweight tonnage was reduced to 47,107. She is owned and managed by Zhenhua Heavy Industries of Shanghai.



ZHEN HUA 28

Last month, 2 ship to shore cranes were brought to the LGP by ZHEN HUA 36, also owned and managed by ZPMC. She has a history very similar to the Zhen Hua 28, having been built in Japan in 2003 as a crude oil tanker and converted by ZPMC into a semi-submersible of 54,022 dwt.



ZHEN

HUA 28

The Zhen Hua 28 has been used by the Chinese military as a “Ship Taken Up From Trade” (STUFT) and used to carry and support several military helicopters, making use of her large and strengthened main deck area. Apparently, China has more semi-submersible heavy load carriers than all the rest of the world put together, which could be used in an invasion, for example of Taiwan.



ZHEN HUA 28

HEBO LIFT 10



Hebo Lift 10 is a Dutch floating shear leg vessel that operated for a few days recently at the Tilbury Docks lock entrance. She was built as the TAKLIFT 4 by Verolme Scheepswerf Heusden BV in Holland, being completed in September 1981 for Smit International. She was built for the construction of the Ooster scheldekering project. She was also used in the salvage of the HERALD OF FREE ENTERPRIZE, near Zeebrugge.



She is of 5695 gt with dimensions 83.29m x 36.90m. She is powered by twin diesels of 1000 KW each giving 12.3 knots Max. She also has two 440 KW bow

thrusters. Her lifting capacity is 2200 tonnes and she has accommodation for 30.



In 2010 Smit became a wholly owned subsidiary of Boskalis Westminster. On 9th January 2023, she was acquired by Hebo Maritiemservice and renamed HOBOLIFT 10.



THE BRILLIANT AND THE DAYLIGHT



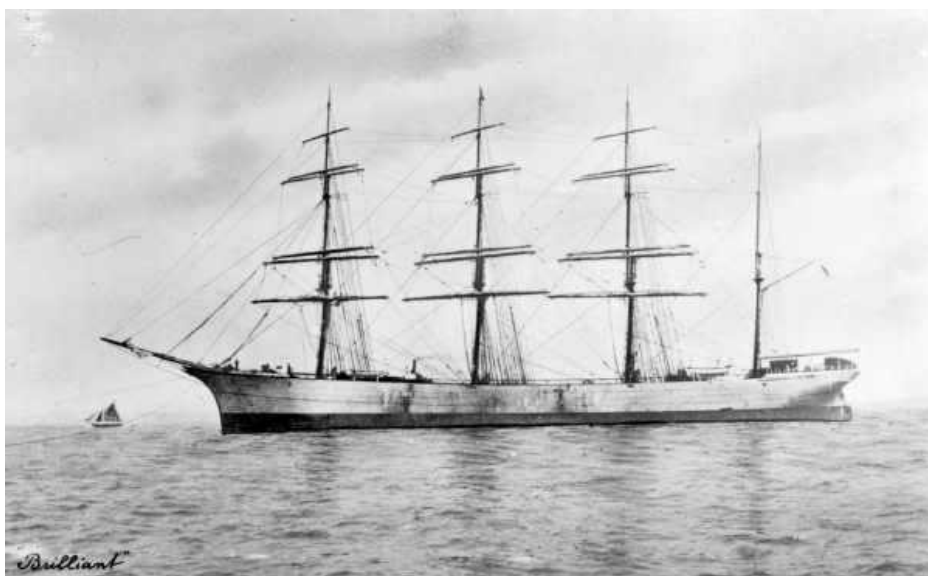
DAYLIGHT

The Brilliant and the Daylight were reportedly the largest commercial four-masted barques ever built. They were built by Russell & Co in Port Glasgow for the Anglo-American Oil Co. of London and completed in 1901 and 1902 respectively. They were designed to carry 1.5 million gallons of oil, all in 5-gallon cans.

The Brilliant and Daylight were of 3765 and 3698 grt, with dimensions 352' x 49' x 28.2' and 351.5' x 49.1' x 28.2' respectively. They were powerfully rigged with Royals above Double Topgallants and Double Topsails on all square-rigged masts. They were UK flagged.

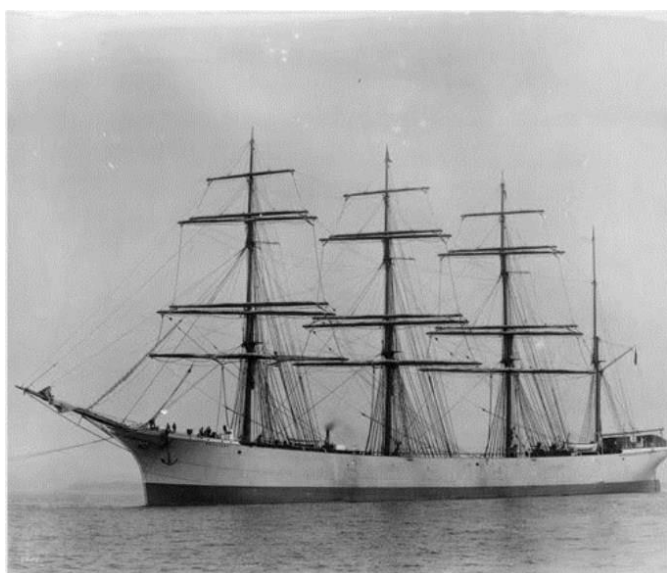
BRILLIANT

The Brilliant was converted in 1910 to a partial bulk oil carrier, making use of her 2000-ton ballast tanks. She and her sister were able to survive the global transition to bulk oil carrying, which began that year. In 1912 she was sold to the Tank Storage & Carriage Co. Ltd. of London.



BRILLIANT

On 16th July 1914 she was sold to F. Laeitz of Hamburg and renamed PERKEO. On 6th August 1914 she was captured by the British cruiser HMS RINGDOVE on a voyage from New York to Hamburg and was confiscated as a prize of war. She was sold to A. MONSEN of Tonsburg, Norway and was renamed BELL. On 30th March 1916 she was scuttled by the U44 off Ushant on a voyage from Portland, Oregon to Falmouth carrying 4000 tons of wheat. All her crew survived.



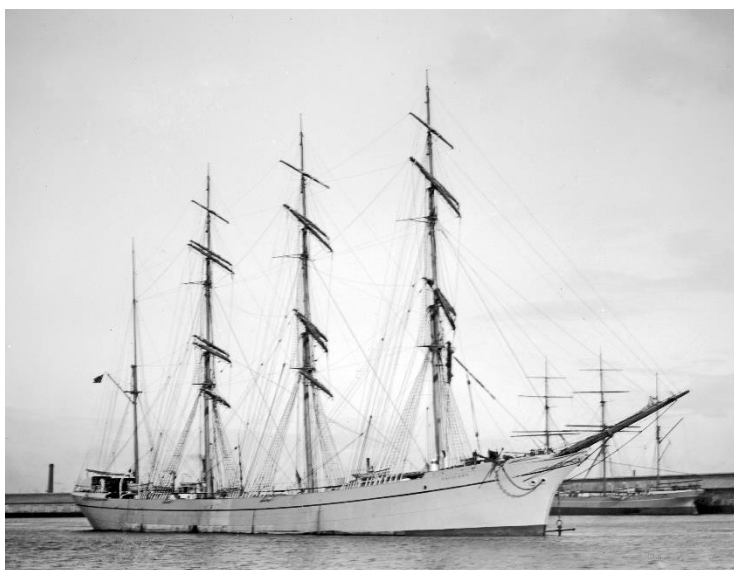
BELL

DAYLIGHT



DAYLIGHT

In 1906 she was scuttled in Japan to extinguish a fire on board. In 1912 she was sold to the Tank Storage & Carriage Co. Ltd. In 1914 she was converted in New York to a partial bulk oil carrier. In 1916 she was transferred to the Standard Transportation Company of Hong Kong, a subsidiary of the Standard Oil Company of New York. In June 1921 she arrived in San Francisco with a cargo of copra, but once discharged, she was put up for sale. She was bought by the Charles Nelson Company of San Francisco for use in the timber trade, but her deep tanks proved unsuitable, so she was laid up in Oakland Creek in San Francisco Bay.



DAYLIGHT

In 1924 she was acquired by the Daylight Ship Company of Victoria B.C. Her rig was taken down to her lower masts, and she was used as a barge to carry gypsum from Santa Marcos Island to Long Beach, California. Between 1934 and 41 she was laid up in Winslow, Washington.

In 1941 she was sold to Murray Simonsen of Brazil, who in 1942 converted her to an auxiliary 4-masted barquentine. She was given twin 400 hp 6-cyl. Skandia Oil Engine Co. diesels, which dated back to 1921, and renamed TANGARA. In August 1954 she was broken up in Rio de Janeiro, Brazil.

FOLLOW THAT BARGE!

In the nineteen-twenties a group of middle-aged men joined one of Burnham Yacht Clubs. Originally this was purely for drinking purposes but, after a while, one of them bought a boat. Ideal the new owner boasted, for cruising the River Crouch and it's environs whilst drinking outside normal opening hours. Moreover they could visit outlying pubs outside their regular beat.

They visited several upriver pubs over the next month, but they palled in interest after a while and the boat owner expressed a desire to venture downriver. One of their number volunteered as navigator and a date was set for the grand voyage.

They duly set off, but after a while it became evident that the navigator's 'expertise' was based on road maps. They were lost.

The owner suddenly had an inspiration, "There's a sailing barge coming down river," he announced, " they always know the way to go. We'll wait for him and then follow him."

And so the motor cruiser took up station a discreet quarter of a mile behind the barge, until after a few miles the barge appeared to have stopped with her crew stowing the sails.

"What's up with him?" the boat owner asked.

"He's aground," suggested one of the others.

"Can't be," argued the owner, "They know these waters -"
There was a crunch from down below.- "And we're aground too, now."

After some discussion it was decided that the best thing to do was to sit it out and wait for the water to come back, over a few drinks, of course. But the tide was still ebbing and, after a while both barge and motor cruiser were high and dry on the sandbank.

At this point a dog and then a man jumped down from the barge. Evidently one of the barge's crew was going to exercise the barge's dog and his walk would bring him close to the cruiser. As he came close the boat's owner began to voice a complaint:" We were following you- "

Ah, yes," interrupted the bargeman, "We've come here to load sand. What have you come for?"

G.E.D.

THE DE GALLANT



In the news recently was the loss of the small sailing ship De Gallant near the Bahamas Islands. She was on a voyage from Colombia to Northern Europe with a cargo of coffee, cocoa and cane sugar. Sadly, two of her crew of eight were lost.



She was built by Figee Brothers at Vlaardingen in the Netherlands in 1916 as the steel Dutch herring lugger JANNETE MARGARETHA. She was of 160 dwt with dimensions 38.2m l.o.a. x 27m l.w.l. x 6.6m x 2.8m. On the basis of her size, it is likely that she was originally rigged as a two-masted schooner, with lugsails on both masts. She fished in the North Sea until 1926.



In 1926 she was sold to a Danish shipowner who removed her rig and installed an engine and then traded with her as a coaster under the name TINE. In 1930 she was renamed KNAPE, and under that name she traded until 1965, when she was renamed GERTRUD.



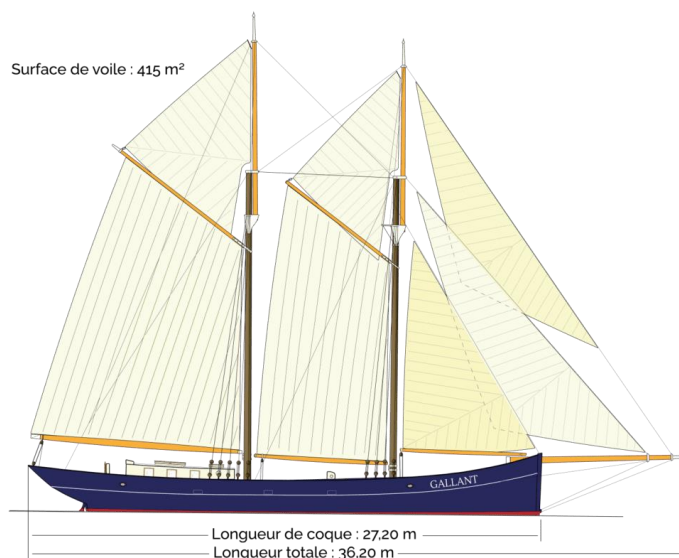
In 1987 she was acquired by Stichting Zeilschip De Galland, who spent the next four years restoring her and re-rigging her as a two-masted gaff schooner sail training ship under the Dutch flag. They renamed her De Gallant in 1993. Between then and 2017, she sailed in the North Sea, Baltic and the Channel carrying passengers and serving as a sailing school. She was a regular participant in tall ship races.



In November 2017 she was bought by the Blue Schooner Company, a French concern dedicated to carrying products by sail to avoid

burning fossil fuels. They converted her back to cargo carrying and registered her under the Vanatu flag. Her cargo capacity was 35 tonnes. She had a DAF 6-cylinder diesel of 210 KW, but it was only used for manoeuvring in ports.

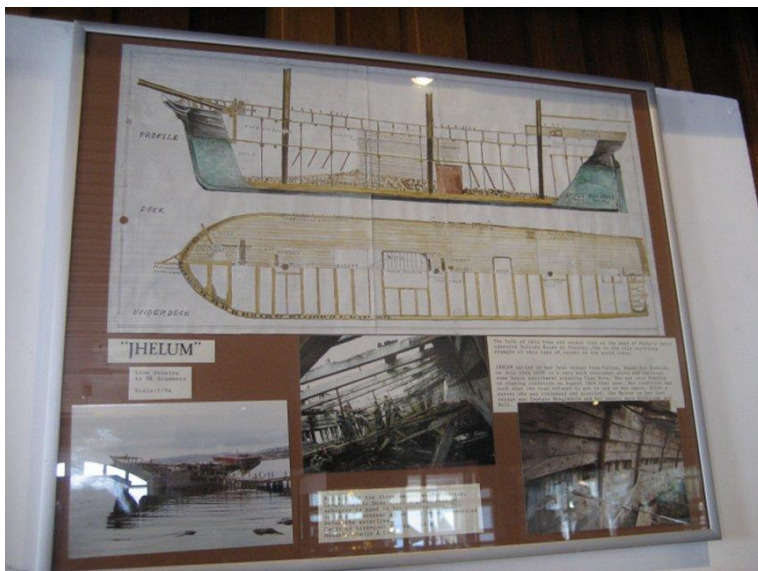
She left Santa Maria in Colombia on May 11th. On 21st May she was some 20 miles north of Great Inagua, the southernmost island of the Bahamas, when she was hit by a sudden and violent squall. She began taking on water and capsized, sinking half an hour later. Six of her crew of eight were rescued by helicopter, but the remaining two were lost.



THE JHELUM



One of the most interesting wrecks in the Falkland Islands is the Jhelum. She was built by Joseph Steel & Sons in Liverpool, being launched on 24th May 1849. She was a wooden three-masted barque, built for trading under the ownership of Joseph Steel. She was built in Mahogany, with copper fastenings and tree nails below the waterline.



She was of 428 gt, with dimensions 123.1' x 27.1' x 18.1'. For the first 16 years of her life, she made around 12 round trips between the West coast of South America and Britain. Normally she carried finished goods out and returned

with copper, nitrates and wool. She was sold in 1863 to Widdicombe & Bell, and after that she mainly took coal out and returned with guano, still trading to Chile and Peru.



Whilst on her 19th voyage when she put into Port Stanley on 13th July 1870 in a sinking condition. She had been overloaded with a cargo of guano loaded in Callao for Dunkirk, via Cape Horn. The cargo had taken on seawater, which had clogged her pumps and given off dangerous fumes. Her crew deserted her, deeming her unsafe. She was surveyed and declared “unseaworthy”.



A local firm, Dean & Co., bought her and scuttled her to serve as a jetty and workshop. She was used as a storage hulk for many years for general goods. She finally ended up for the storage of petrol and aviation fuel for the

Falklands Islands Government until the early 1960s. .



Until 2008, she was largely intact, but in October that year her bow collapsed in a storm. In August 2013, her stern also collapsed, leaving just her middle section standing. She is now owned by the Crown Receiver of Wrecks, Port Stanley, Falkland Islands.



HMS TIGER BAY

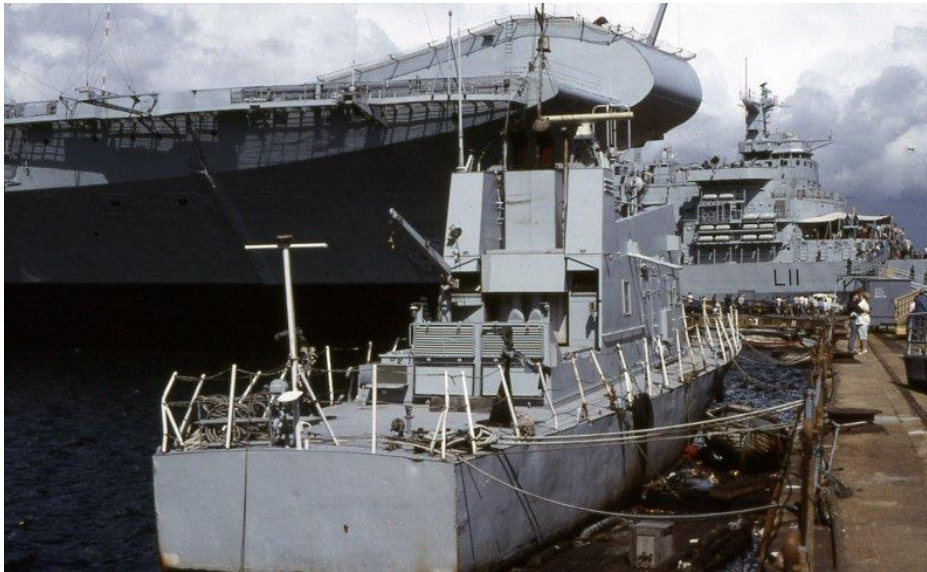


An interesting footnote to the Falklands War is the small warship HMS TIGER BAY. She was built by Blohm & Voss in Hamburg as the Argentine Coast Guard vessel ARA ISLAS MALVINAS (GC-82), one of 20 Z28-Type naval patrol vessels, being commissioned in 1978.



She was of 65 tons displacement with dimensions 27.7m x 5.3m x 1.65m. She was powered by twin MTU diesels of 785 KW driving 2 screws, giving a top speed of 28 knots and a range of 1200 nautical miles @ 12 knots. She was

armed with a 20mm cannon and two M2 machine guns. Ship's complement was 15.



On 2nd April 1982 she sailed from Buenos Aires to Port Stanley, arriving on 13th. She was employed by the Argentines for reconnaissance patrols, radar sweeps, search and rescue missions and piloting vessels entering Stanley Harbour. On 1st May, whilst escorting a supply ship she was damaged by a Lynx from HMS ALACRITY.



Following the Argentine surrender, she was seized by the crews of HMS CARDIFF and HMS BRISTOL on 14th June 1982 and operated as HMS TIGER BAY. She was used as a courier between RN ships and the shore. It was found that

she had booby traps on board, and the Argentine engineer who had set the traps was made to disarm them.



Later she was transported to HMNB Portsmouth and was laid up in No.3 Basin until she was sold in 1986. She was the only prize taken by the Royal Navy since World War 11.



In 1995/96, she was sold to R. Boot of Exeter and renamed SURVEY CHALLENGER for use as a dive vessel. Subsequently she was sold to a person in Monaco for conversion into a luxury yacht. There are reports that she is still active, somewhere

M.V. TUTOR



On 19th June it was reported that the bulk carrier TUTOR had finally sunk in the Red Sea after being damaged by a Houthi Unmanned Surface Vessel (USV) and one or more missiles on 12th June. Debris and oil were sighted at the Tutor's last reported location, some 67 nautical miles southwest of the port of Hodeida, near the southern end of the Red Sea. The ship had been abandoned by her crew soon after the incident, being rescued by the USS PHILIPPINE SEA. She had been carrying 80,000 tons of coal from Ust-Luga in Russia to India.



The USV hit the stern of the Tutor, and the engine room was quickly flooded, a major fire broke out and she began taking on water. One crewman is missing, probably trapped in the engine room. The 21 crew who survived were flown home to the Philippines. She is the second ship to have been sunk by Houthi attack, following the RUBYMAR in early March.



The Tsavliris Salvage Group had been appointed to salvage her, and two tugs had been engaged, the GLADIATOR and the HERCULES, but the Tutor sank before they reached her.





The Tutor was a quite modern bulker, having been built by Jiangsu Yangzi Mitsu Shipbuilding of Taicang in China and was completed in 2022. She was of 82,357 dwt with dimensions 229m x 32m x 14.45m. She was owned and managed by the Greek concern Evalen Shipping, of Athens and was Liberian flagged.



THE USV

ONE FACT WONDER

FAVOURITE SHIPS

THE MARCO POLO



Tonys favourite ship was the cruise ship MARCO POLO. She was built by Mathias-Thesen-Werft at Wismar, East Germany as the ocean liner ALEKSANDR PUSHKIN for the Soviet Union's Baltic Shipping Company. She was laid down on 18th June 1963, launched on 26th April 1964 and completed in 1965. As built, she was of 19,860 grt with dimensions 176.3m x 23.5m x 8.2m. She was powered by twin Sulzer- Cegielski 7RD76 diesels of 15,447 KW total driving 2 fixed pitch propellers giving 20.5 knots. She could carry 650 passengers in two classes. Unusually, she was an all outside cabin ship.



THE

ALEKSANDR PUSHKIN

One of six sister ships, she was built with future use as a troopship in mind. Her hull was strengthened for navigation in broken ice. She was used by BSC on a Montreal / Leningrad service calling at Quebec City, Tilbury, Copenhagen and Helsinki, but in 1972 she was rebuilt for cruising. Her cargo facilities were removed, and her forward superstructure extended. Stabilizers were also fitted. Her capacity was increased to 766 passengers. Between 1979 and 1985, she was chartered to Transocean Tours, a West German operator. Between 1985 and 1990 she was chartered by CCCTC Cruises, but in 1990 she was laid up in Singapore.



In 1991 she was sold to Orient Lines and renamed MARCO POLO. She was sailed to Neorion in Greece where her engines were reconditioned by Sulzer Diesels. She was then moved to the Perama Shipyard, Greece where a near-total rebuild was carried out. She was fitted with Denny-Brown stabilizers. Her tonnage was increased to 22,080 Gt, and her passenger capacity increased to 820. In 1993, she began cruising all over the world. In 1998, Orient Lines was taken over by Norwegian Cruise Lines.

In 2008 she was sold by NCL to the Global Marine Group who chartered her again to Transocean Tours. In August 2009 it was announced that she would be chartered to Cruise & Maritime Voyages (CMV) for 5 years from 2nd January 2010. She proved so popular with CMV that the charter was extended for several years.

On 20th July 2020, CMV went into administration, and all their ships were sold by auction. The MARCO POLO went for \$2,770,000 on 22nd October 2020 and was sold again to an Indian firm for \$4,000,000 in that December. Her breaking up at Alang, India began on 28th March 2021.

Liberty Ship

Eddies favourite ship .

This story starts between the wars in the late 1930`s.

The British Government encouraged ship builders to develop a standard ship design, so that when the “recession” ended ship owners would be able to commission a vessel that was efficient and economical to run.

J L Thompson of Sunderland came up with the Ocean Class of merchantman 400 ft long, 7500 tons, coal fired, triple expansion engine (Design about sixty years old) Economic to run, was designed to use 15-17 tons of coal per day.

When the Second World War broke out we were in trouble, an aging merchant fleet, coupled with huge losses of tonnage to U Boat attack, yards filled with Naval orders mean that we were unable to keep up with replacing our losses.

We were in grave danger of losing the war.

In 1940 the British Technical Merchant Shipbuilding Commission went to the United States with the intent to have a fleet of 60 Ocean Class vessels built. This proved problematic as the US had just embarked on a “catch up” programme of ship building; most of the existing capacity was full

U K Commission visited various yards and a deal was struck with Todd –Bath Shipbuilders,\$100,000,000 paid in cash! Contract had three elements

New ship yards

Ships

Guarantee

A further Contract was set with Canadian yards for a further 26 vessels

By the time the Oceans had been delivered the U S Govt realised they were about to be involved in the war and like us their merchant fleet was woefully out of date, they committed to an accelerated build programme, it was decided to utilise the Ocean design as the base for a new 10,000 ton cargo ship

The Liberty.

British Drawings were modified; initially the Ocean had been revised to suit U S custom and practice, as they were to be mass produced the UK drawings were somewhat lacking in detail (Aprox 30% of the number expected in the US)for instance the engine drwgs. 80 for the Brits 550 for the US

For the envisaged production plan it was imperative to have properly toleranced drawings that would enable U S yards and machine shops to produce interchangeable parts.

Whilst the original Ocean design was based on riveted construction the decision was made to proceed with a welded construction, as the skill pool for Riveting was nonexistent this proved to be problematic as the UK manhours to produce a riveted Ocean were 336,000 Todd and the Canadian yards took 600,000 hrs this reduced to 510,000 after 20 ships they then got down to 375,00

A plan was set to build the new EC1 ships on a scale never seen before; some 2710 ships would be built in 18 yards over the next three years

There were many versions of these ships, tankers, hospital ships, troop carriers

Several companies were involved Henry Kaiser came up with the idea to prefabricate sections and then weld them together

Some yards had 50,000 workers

25% were women

Welders were trained in 4.5 weeks

1.5 million workers trained by the end of the war

5700 ships built including warships

Average build time was 46 weeks

One yard for a publicity stunt got a ship in the water in 4days 15 Hrs 30 mins

Problems

Brittle fracture: There were some catastrophic failures, now attributed to Brittle Fracture, this occurs due to a change in molecular structure when steel is subjected to low temperatures a crack initiated by a stress raiser { hatch coaming corner) Poor steel quality, too much sulphur low manganese

Welding defects (Difficult to inspect welds. No NDE as we know it)

Some 600,000 feet of welding

Alignment accuracy

Distortion

Shrinkage (Bowling up to two inches over the length)

Robt. Montgomery our resident Liberty

Overloaded, draught 28 ft but drawing 31ft

Directed to Sheerness area, A/S Harbour master points out that there is only 30ft of water, overruled, ship grounds and breaks in two, attempts to unload 7500 tons of HE Bombs abandoned with 3500 tons still on board. Could result in the largest man made explosion ever.

Ships remained in service for many years, they were expendable, and one trip was all that was originally envisaged. After the war many were sold to UK and European shipping companies and steamed into the 1970s

Two preserved in the US and one in Piraeus



Liberty returning from Russia



John W Brown preserved in New York and used as a training ship



Ocean Vanguard, J L Thompson design. Lost in 1942

SS Canberra

Phils favourite ship

SS Canberra was a liner which later operated on cruises, in the P&O fleet from 1961 to 1997. She was built at the Harland and Wolff shipyard in Belfast, at a cost of £17 million.. She entered service in May 1961, and made her maiden voyage starting in June. In the 1982 Falklands War she served as a troopship. In 1997.

P&O designed her to carry 548 first-class passengers and 1,650 tourist class.. Her first voyage set out on 2 June 1961 through the Suez Canal and called at Colombo, Fremantle, Melbourne, Sydney, Auckland, Suva, Honolulu, San Francisco and Los Angeles returning to Southampton by the same ports.



At the end of 1972 she was withdrawn and refitted to carry 1,500 single-class passengers on

Like RMS Strathnaver and RMS Strathaird that she replaced on the Tilbury–Brisbane route, Canberra had turbo-electric transmission. Instead of being mechanically coupled to her propeller shafts,



HMS Andromeda and Canberra off Port Stanley, Falkland Islands, just after the surrender of Argentine forces on 14 June 1982

On 2 April 1982, Argentina invaded the Falkland Islands, which initiated the Falklands War.

Nicknamed the Great White Whale, Canberra was vital in transporting 3 Commando Brigade to the islands more than 9,000 nautical miles from the United Kingdom.^[5] Canberra was sent to the heart of the conflict.^[5]

Canberra then sailed to South Georgia, where 3,000 troops were transferred from Queen Elizabeth 2. They were landed at San Carlos on 2 June. When the war ended, Canberra was used as a cartel to repatriate captured Argentine soldiers, landing them at Puerto Madryn, before returning to



SS Canberra docked at Southampton in August 1994, three years before her retirement

After a lengthy refit, Canberra returned to service as a cruise ship.. Age and high running costs eventually caught up with the Canberra though, as she had much higher fuel consumption than most modern cruise ships. As refitting her to meet the new 1997 SOLAS regulations would have been very expensive, P&O opted to retire the old vessel

On 25 June 1996 P&O Cruises announced that the Canberra would be retired at the end of 1997.

Canberra was withdrawn from P&O service on 30 September 1997 and sold to ship breakers for scrapping on 10 October 1997, leaving for Gadani ship-breaking yard, Pakistan on 31 October 1997.

RMS Queen Mary

Johns favourite ship



RMS Queen Mary that sailed primarily on the North Atlantic Ocean from 1936 to 1967 for the Cunard Line and was built by John Brown & Company in Clydebank, Scotland. Queen Mary, along with RMS Queen Elizabeth, was built as part of Cunard's planned two-ship weekly express service between Southampton, Cherbourg and New York. The two ships were a British response to the express superliners built by German, Italian and French companies in the late 1920s and early 1930s.

Queen Mary sailed on her maiden voyage on 27 May 1936 and won the Blue Riband that August; she lost the title to SS Normandie in 1937 and recaptured it in 1938, holding it until 1952, when it was taken by the new SS United States. With the outbreak of World War II, she was converted into a troopship and ferried Allied soldiers during the conflict. On one voyage in 1943, she carried over 16,600 people, the still-standing record for the most people on a vessel.

Following the war, Queen Mary was refitted for passenger service and along with Queen Elizabeth commenced the two-ship transatlantic passenger service for which the two ships were initially built. The two ships dominated the transatlantic passenger transportation market until the dawn of the jet age in the late 1950s. By the mid-1960s, Queen Mary was ageing and was operating at a loss.

After several years of decreased profits for Cunard Line, Queen Mary was officially retired from service in 1967. She left Southampton for the last time on 31 October 1967 and sailed to the port of Long Beach, California, United States, where she was permanently moored. The City of Long Beach bought

the ship to serve as a tourist attraction featuring restaurants, a museum and a hotel. The city contracted out management of the ship to various third-party firms over the years. It took back operational control in 2021.

SS Oronsay (1950)

Richards favourite ship

My uncle was manager of a department store in Gravesend and one Sunday arranged a visit for us to Oronsay berthed in Tilbury Docks



SS Oronsay was the second Orient Line ship built after World War II. A sister ship to Orcades, she was named after the island of Oronsay off the west coast of Scotland.^[2]

The liner was completed in 1951 at Vickers-Armstrong, Barrow-in-Furness, but was delivered several months behind schedule because of a serious fire that broke out in the fitting-out berth. The Oronsay operated the UK to Australasia service, via the Suez Canal. Her accommodation set new standards, in both first and tourist class, with decor by Brian O'Rourke.

On 1 January 1954, Oronsay left Sydney on the first Orient Line transpacific voyage to Auckland, Suva, Honolulu, Victoria, Vancouver and San Francisco, returning via the same ports. In later years the transpacific sailings became a regular feature of the Orient/P&O services.

In 1960 the Orient Line and P&O fleets were merged under the control of P&O-Orient Lines (Passenger Services) Ltd. Oronsay continued to operate under the Orient houseflag and retained her corn-coloured hull until 1964, when her hull was painted P&O white. In 1966, P&O having acquired the balance of the Orient shares (it had controlled Orient since 1919), Orient Line was wound up and Oronsay, along with her fleet mates, was transferred to the ownership of P&O and hoisted the P&O houseflag.

Liner services were producing dwindling returns as jet airliner services between Europe and Australia expanded and Oronsay spent more and more time as a cruise ship, but, with declining passenger numbers, P&O could not sustain its large passenger fleet, withdrawals beginning in 1972. The large rises in the oil price in 1973/4 were the final straw and Oronsay was withdrawn from service, the penultimate example of the six post war 28,000 ton types (Arcadia sailed on until 1979). On 7 October 1975 she arrived at Kaohsiung to be broken up by the Nan Feng Steel Enterprise Co.

In popular culture[edit]

ANSWERS TO MYSTERY SHIPS 81

Courtesy of Krispen



Saint Colum I

SAINT COLUM I

7,819g 1,288d

IMO **7302885** Passenger/Ro-ro (ferry)

Length: 118 Breadth: 18.2 Depth: 6.4 Draught: 5.32 (m)

1973: Completed by Schichau-Unterweser AG, Bremerhaven as SAINT PATRICK.

1982: Renamed SAINT COLUM I.

1990: Renamed DIMITRIOS EXPRESS.

1996: Renamed POSEIDON EXPRESS 2.

2000: Renamed EXPRESS POSEIDON.

2005: Renamed EXPRESS P. Broken up in India.



Ciudad de Palma, 01.09.93

CIUDAD DE PALMA

11,513g 2,824d

IMO **7387718** Passenger/Ro-ro (ferry)

Length: 138 Breadth: 20.5 Depth: 13.7 Draught: 5.6 (m)

1976: Completed by Union Naval de Levante SA (UNL), Valencia as CANGURO CABO SAN JORGE.

1981: Renamed CIUDAD DE SANTA CRUZ DE LA PALMA.

1982: Renamed CIUDAD DE PALMA.

2005: Renamed DALMATINO.

2006: Renamed OCEAN PRINCESS.

2008: Renamed ORIENTAL PRINCESS. Still in Service.



Feng Ge, Caen, 20.06.93

FENG GE	IMO 7517909 General Cargo
10,365g 14,760d	Length: 161 Breadth: 20.4 Depth: 12.4 Draught: 9.5 (m)

1974: Completed by Zhonghua Shipyard, Shanghai as FENG GE.
 2012: Deleted from registers, continued existence in doubt.



Ciudad de Sevilla, 20.06.93

CIUDAD DE SEVILLA	IMO 7802902 Passenger/Ro-ro (ferry)
11,513g 2,689d	Length: 138.3 Breadth: 20.6 Depth: 6.6 Draught: 5.6 (m)

1980: Completed by Union Naval de Levante SA (UNL), Valencia as CIUDAD DE SEVILLA.
 2009: Renamed SEVILLA.
 2010: Broken up in India.



Appelant, Caen, 20.06.93

APPELANT

135g

IMO 7111781 Tug

Length: 25.5 Breadth: 7.9 Depth: 3.9 Draught: - (m)

1971: Completed by SOCARENAM, Calais as APPELANT.

2001: Renamed CAEN OUISTREHAM 2.

2017: Broken up in Netherlands.



Ampurias, 01.09.93

AMPURIAS

3,932g 4,999d

IMO 8316912 Asphalt/Bitumen tanker

Length: 106.5 Breadth: 17.5 Depth: 7.7 Draught: 5.5 (m)

1985: Completed by Union Naval de Levante SA (UNL), Valencia as PROAS DOS.

1992: Renamed AMPURIAS.

2001: Renamed BITUMEN GLORY.

2007: Broken up in Bangladesh.

WSS QUIZ JULY 2024 – QUESTIONS

1. CONSTELLATION CLASS: FFG USA Frigate Programme. US Government Accountability Office criticised numerous “mishaps”, including starting construction work a year before detailed design was finished. A three year delay in programme likely as well as cost overruns.
2. CMA CGM SAO PAULO: A LNG fuelled 13000 TEU container ship delivered May 23rd. She was built by Hudong – Zhonghua in China, one of six sister ships to be used on CMA CGM’s South America route.
3. DAMIETTA EXPRESS: Naming ceremony took place on 24th March at Hanwha Ocean Shipyard in South Korea. One of a series of 12 new 23,600 TEU vessels with dual-fuel engines intended for the Far East to Europe route.
4. HMS DUNCAN: Type 45 destroyer deployed from Portsmouth to protect trade routes from attacks by Houthi rebels, relieving HMS DIAMOND..
5. ICON OF THE SEAS: Largest cruise ship in the world at 248,663 gt. Entered service in January this year. Passenger jumped overboard after leaving Florida
6. EMILIO BIANCHI: Launch ceremony of the last FREMM frigates built by Fincantieri for the Italian Navy.
7. USS HARDER: Wreck of famous US submarine of WW2 found in 3000 ft off the Philippines.
8. ALMIRANTE JUAN DE BORBON: Spanish air-defence frigate launched on 28th February 2002. made a visit up the Thames in late May.

9. LAAX: Marshall Islands flagged bulk carrier hit by missile strike off the Yemeni coast. She was carrying a cargo of grain. She managed to sail on to her destination with no casualties.
10. JAARLI, JATULI & THORNBURY: Three tankers carrying North Sea Forties crude oil floating off the UK and Holland without discharging. An indication of weakening demand from refineries.
11. MONT ST. MICHEL: Brittany Ferries RoRo ferry of 35,592 gt completed in 2002 carried veterans from Portsmouth to Normandy for D-Day celebrations.
12. XV PATRICK BLACKETT: Experimental ship used by the RN as a testbed for new technologies including Unmanned Underwater Vehicles. She attended the REP(MUS) exercise in Portugal.
13. ZHEN HUA 36: Semi-submersible vessel arrived carrying four container cranes for Berth 4, London Gateway Port.
14. HEBO LIFT 10: Crane barge arrived for sorting problems with Tilbury Docks lock gates. Reportedly hire cost £1.3 million per day.