



**The  
World  
Ship  
Society**



**Southend Branch**

## *News and Views*

**Edition 72 - LOCAL**

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### **NOTES**

Thanks go to Tony, Krispen Graham, and Geoff, for their contributions

Due to technical difficulties the Visitors Section has been omitted from this Edition however it is more than compensated for by Krispens excellent photographs from Greenhithe

The September Visitors is being issued separately as Supplement 1

The September WSS meeting featured two slide shows from Derek Sands one of shipping around Murmansk prepared by his Dutch friends and the other of a cruise to the Mediterranean.

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# NEWS

## Dawn of a new era for Spirit of Tasmania



Spirit of Tasmania's newbuilding project at Finland's Rauma Marine Constructions shipyard represents a first for the Tasmania-headquartered ro-pax ferry operator, which has hitherto relied on the second-hand market. The operator's existing vessels, which connect Devonport with Geelong in mainland Australia, were completed by Meyer Turku for Superast Ferries 25 years ago. However, both Spirit of Tasmania I and II were refurbished in 2015. Reviewing fleet size and fleet configuration to eventually design a newbuild from the keel up has been a very long process that started in 2009. But it wasn't all plain sailing. Spirit of Tasmania's initial two-ship contract signed with Germany's Flensburger Schiffbau-Gesellschaft yard in spring 2018 became void in February 2020 as the financially beleaguered shipyard was struggling to obtain export guarantees. Concurrent with the mutual cancellation of the FSG contract, a memorandum of understanding was signed with RMC, the Finnish yard that had earlier been shortlisted for the project. The Tasmanian Government requested TT Line Company to reconsider building in Finland and rather explore local procurement and manufacturing options, making decisions that presented the greatest opportunity for local and Australian manufacturers. Spirit of Tasmania ultimately signed a firm contract with RMC in April 2021.

The new ro-pax ferries, to be named Spirit of Tasmania IV and Spirit of Tasmania V, will be about 40 per cent larger than the ships they replace, and also boast a third dedicated car deck.

Designing a ship from scratch in close cooperation with the naval architects of Foreship and Figura's Richard Nilsson, the Swedish interior designer also responsible for the makeover of Spirit of Tasmania I and II, was a new experience for TT-Line Company's management and newbuilding team.

The new Spirits will be the first large ro-pax ferries in the Southern Hemisphere to boast dual-fuel engines. Beside four Wärtsilä's 46DF four stroke dual-fuel main engines, the 212-metre-long and 31-metre-beam vessels will also have three Wärtsilä 20DF dual-fuel auxiliary engines and Wärtsilä LNGPac fuel storage, supply and control systems.

Spirit of Tasmania IV is slated for delivery during the first quarter of 2024, with sister ship Spirit of Tasmania V to follow in December.

## **Grimaldi Group takes delivery of second "G5" con-ro**



The second G5-class multipurpose con-ro was delivered on 30 August at the Hyundai Mipo Dockyard Co. Ltd. in Ulsan (South Korea) to the Grimaldi Group.

Great Lagos as its name follows the Great Antwerp that was delivered in April this year.

The new vessel is named after the city of Lagos in Nigeria: its port has been served for decades by the Neapolitan shipping company within its maritime links between Europe, North and South America, and West Africa. In addition, the Grimaldi Group currently operates there the largest ro-ro multipurpose terminal in West Africa.

With length of 250 metres, beam of 38 metres and deadweight of 45,684 tonnes, the design of the Great Lagos – thanks to an innovative and completely customized internal configuration, the G5-class ships are able to transport 4,700 linear metres of rolling freight, 2,500 CEUs and 2,000 TEUs. Compared to the previous G4-class, the new vessels have the same capacity for rolling freight while their container capacity is double.

In addition to its loading capacity, the Great Lagos also has numerous technological solutions aimed at increasing energy efficiency and reducing environmental impact. Both the main engine and the auxiliary diesel generators will meet the NOx levels imposed by the Tier III regulation, while the integrated propulsion system between rudder and propeller will minimize vortex losses and, consequently, optimize propulsive efficiency and reduce fuel consumption.

As proof of her high energy and environmental efficiency, the GREAT LAGOS enables a reduction of CO2 emissions per tonne transported of up to 43% compared to other Grimaldi con-ro multipurpose ships.

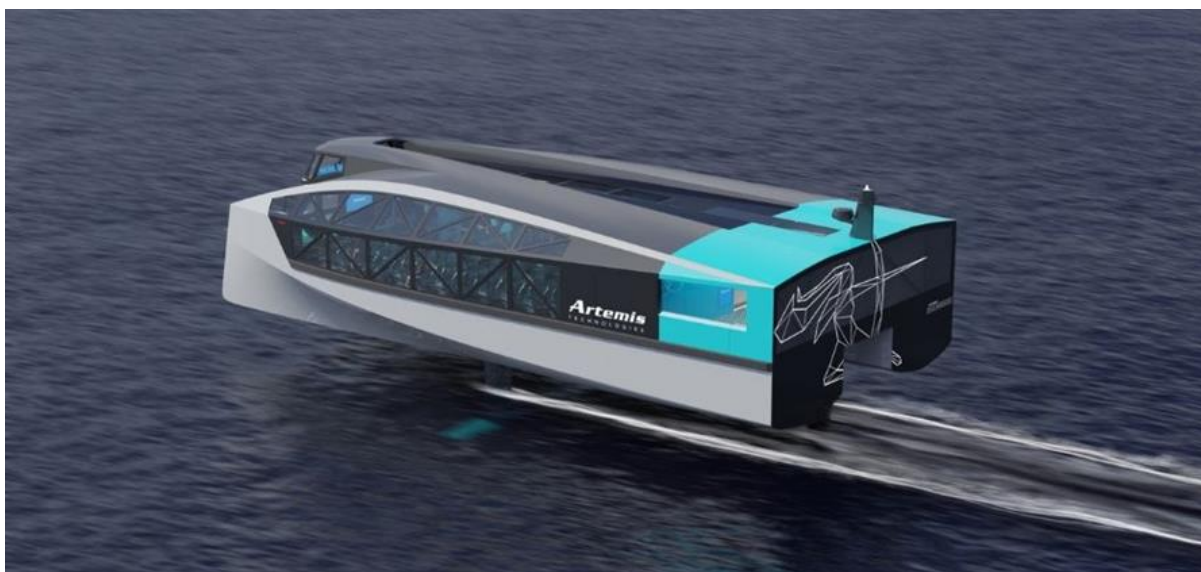
## Neptune Lines orders two new 4,200 CEU PCTCs



Neptune Lines announced the order of two new vessels, specially designed for its short sea trades. Fujian Mawei shipyard in China will build the highly efficient 4,200 CEU dual fuel PCTC vessels which will both be delivered in 2026.

The new vessels, under the Genesis Project, are the first two of a new series which reflects Neptune's strategy to supplement its fleet over the next decade, increase relevant cargo capacity by 36% from current core fleet vessels, and reduce emissions to remain well ahead of global targets. Both vessels have hybrid energy systems - designed and constructed to use battery installation to supply peak power - and are dual fuelled able to utilize LNG or VLSFO as fuel for reduced greenhouse gas (GHG) emissions in a high pressure 2-stroke engine. A controllable pitch propeller with shaft generator and multiple thrusters are utilized for the propulsion and efficient manoeuvring of the vessels. Shore power capability will be installed, able to connect to port grids when available to remove emissions when in port. The design has been developed together with Deltamarin and the vessels will be classed by DNV.

## Orkney receives £15 million funding award for electric ferries



Orkney has received a £15 million (\$18.4 million) funding award for the construction of two electric ferries, which will operate routes in the islands over a three-year trial period.

A twelve-metre ferry will operate a year-round service around the inner North Isles, while a 24-metre vessel will sail between the islands of Eday, Stronsay, Sanday and Westray. It is expected that the 12-metre ferry will be delivered in March 2024, with the 24-metre vessel to follow a year later.

Charging infrastructure will also be installed as part of the 'Electric Orkney' project, which will be a partnership between Orkney Islands Council, Artemis Technologies and the European Marine Energy Centre. The trial is intended to demonstrate and test how electric ferries could be used in Orkney in the future. The vessels will remain in the ownership of Orkney Ferries after the trial.

Funding for the project has come from the £80 million (\$98.3 million) Zero Emission Vessel and Infrastructure fund, which aims to support economic growth by funding the UK's decarbonisation efforts. The announcement was made at the start of London International Shipping Week, which is focusing on clean maritime and artificial intelligence to grow the UK's maritime economy.

## **Hurtigruten Expeditions to rebrand as HX**



**Hurtigruten Expeditions is rebranding as HX from December 2023, with repainting of the fleet's six ships to be carried out over the next 18 months.**

The new name is a reference to the Norwegian brand's origins, which date back to 1893 when it launched the Norwegian Coastal Express route now operated by Hurtigruten Norway, which will simplify its name to Hurtigruten.

HX will offer 36 departures across eight different itineraries spanning 12 to 24 days for the 2024/25 Antarctica season.

## **MSC confirm orders for hydrogen-powered ships for Explora Journeys**



The cruise division of MSC Group has confirmed firm orders for two hydrogen-powered vessels for its luxury cruise brand Explora Journeys from Fincantieri. Explora V and VI will make use of liquid hydrogen with fuel cells for their hotel operations while docked in ports to enable them to switch off their engines and eliminate carbon emissions. They will also feature a new generation of LNG engines that will reduce the issue of methane slip, in which unburned fuel escapes into the atmosphere.

The two ships will be equipped with new energy efficiency measures and will also be capable of using alternative fuels such as bio and synthetic gas and methanol. MSC's cruise division will also work with Fincantieri in the future to equip the ships with technologies including carbon capture and more advanced waste management systems.

The deal completes a total investment of €3.5 billion (\$3.73 billion) in six luxury ships for Explora Journeys. Explora 1 was delivered by Fincantieri in July 2023 and is currently operating in Northern Europe. Both Explora II and III are currently under construction and will enter service in Summer 2024 and 2026 respectively. Construction of Explora IV will begin in January 2024 and be completed in early 2027.

Explora V will then be delivered later in 2027, followed by Explora VI in 2028.

## **Royal Caribbean's Utopia of the Seas floats out in France**



Royal Caribbean International's Utopia of the Seas was floated out of dry dock at the Chantiers de l'Atlantique shipyard in Saint-Nazaire, France, for the first time. The Oasis-class ship is now one step closer to its debut in Port Canaveral in Orlando, Florida, which is scheduled for July 2024.

The float-out process took almost 15 hours to complete, beginning with the shipyard filling the dry dock with more than 46 million gallons of water. The ship was then moved into an outfitting dock, where the next stage of construction can begin, including installing the longest dry slide at sea, the 295-foot-long Ultimate Abyss. Once complete, Utopia of the Seas will also offer passengers more than 20 bars and entertainment venues, over 20 dining options, five pools, mini golf, a FlowRider surf simulator and a Utopia Playscape for young children.

When it debuts, Utopia of the Seas will be the first Oasis-class ship to be powered by LNG, and the second in the wider Royal Caribbean Group fleet. The first will be Icon of the Seas, which is scheduled to welcome its first guests in January 2024.

From July 2024, Utopia of the Seas will sail three-night weekend cruises and four-night weekday voyages from Port Canaveral to The Bahamas

## **UK aims to create Centre of Excellence for cruise ship refits**



Stakeholders from across the UK's maritime engineering industry and numerous government departments are working together to make the UK a global centre of excellence for cruise ship repair and refit projects.

The UK aims to become a one-stop shop for cruise lines wanting to service their vessels, enabling it to gain a share of the more than £2.36 billion (\$2.92 billion) global annual value of the maritime engineering industry.

The initiative is being developed as part of the UK's National Shipbuilding Strategy, which launched in 2022. It aims to encourage companies in the sector to work cooperatively to create a strategy for delivering repair and refit services and for overcoming current barriers, which include a lack of skilled labour, difficulty accessing international specialists to work on the vessels, and more. In addition, companies would collaborate to develop new products and services, and also consider future infrastructure investment requirements.

The national government has committed to launch a new campaign to promote the UK's cruise ship refit and repair capabilities.

Belfast-based shipbuilder Harland & Wolff is one of the many companies involved in the project to create the UK Centre of Excellence for cruise ship refurbishment projects.

## **PT's new river cruise ship Mekong Serenity set sail on maiden voyage**



APT's new river cruise ship, Mekong Serenity, has set sail on its maiden voyage on the Mekong River.

The ship has embarked on a 15-day 'Vietnam & Cambodia Highlights' itinerary from Ho Chi Minh City in Vietnam to Siem Reap in Cambodia. During the cruise, guests will be able to take part in a sunrise experience at Angkor Wat, eat at

Vietnam House in Ho Chi Minh City, and receive a traditional blessing at a Buddhist monastery in Oudong, Cambodia.

Mekong Serentiy has been custom-built for the brand, with a maximum capacity of 88 guests. The ship offers onboard dining options including the Horizon Bar & Grill and the Indochine restaurant, which serves a five-course menu of Vietnamese cuisine. The Harmony Lounge and Bar offers nightly entertainment, while during the day guests can visit the Serenity Spa and Wellness Center or the onboard swimming pool.

### **First methanol containership Laura Maersk named**



AP Moller - Maersk has named its groundbreaking first methanol-fuelled containership Laura Maersk.

When Captain Peter Maersk Moller bought his first steamship in 1886 the vessel was named Laura Maersk.

The naming ceremony next to Maersk's HQ in Copenhagen followed a delivery voyage from South Korea on which the Laura Maersk undertook methanol bunkering operations in Korea, Singapore, and Europe.

Maersk has been the forerunner in ordering methanol-powered container tonnage and has 24 such vessels due for delivery between 2024 and 2027.

## **Disney Cruise Line names newbuild ship Disney Adventure**



Disney Cruise Line is to name its newbuild ship Disney Adventure.

The partially completed vessel, formerly known as Global Dream, was acquired by Disney Cruise Line in November 2022 from its previous owner Genting Hong Kong, which filed for bankruptcy in January 2022.

Since then, Disney Cruise Line has been working with Meyer Werft shipbuilding company in Germany to complete the cruise ship ready for its scheduled debut in 2025 from Singapore.

Disney Adventure will have capacity for around 6,000 guests and 2,300 crew members, and its exterior will feature the brand's Mickey Mouse-inspired colours and signature red funnels. It will also be among the first ships in the cruise industry to be fuelled by green methanol.

Disney Adventure is one of three new vessels set to bring the fleet up to a total of eight ships by the end of 2025. In addition, Disney Treasure will start service in 2024, followed by yet-to-be-named sister ship in 2025, joining current vessels Disney Fantasy, Dream, Wonder, Magic and Wish.

## **Gibraltar plans to construct new cruise terminal**

Gibraltar plans to build a new 3,817-square-metre, sustainable cruise terminal to help position it as the “most important cruise destination in the Western Mediterranean”.

The ground floor of the two-storey facility will be used to process cruise passengers, while the first floor will be used for events and conferences, and

### **Celestyal Journey embarks on first cruise in the Aegean**



Celestyal’s new Celestyal Journey has embarked on its inaugural cruise in the Aegean following a €20 million refurbishment project.

The 1,260-guest ship, which has previously sailed for both Holland America Line and P&O Australia, joined the Celestyal fleet in March 2023 and was fully renovated ahead of beginning service. It now boasts seven speciality and themed restaurants, a Chef’s Table venue, eight bars and lounges, expansive sundecks with two pools and two Jacuzzis, an outdoor Beach Club, a multi-purpose amphitheatre, a spa, fitness and wellness area, suite accommodation, and more.

Celestyal Journey departed on its first “Idyllic Aegean” itinerary from Piraeus, Greece, on 2 September and will call at Thessaloniki, Kusadasi, Heraklion (Crete), Santorini, Mykonos and Milos.

### **Disney Treasure scheduled to set sail in December 2024**



Details on Disney Cruise Line's newest vessel, Disney Treasure, have been unveiled virtually by Captain Minnie during the world premiere of *Unlocking the Disney Treasure: Adventure Awaits Onboard Disney's Newest Ship*. During the premiere, it was revealed the ship is scheduled to embark on its maiden voyage, a seven-night Eastern Caribbean cruise from Port Canaveral, Florida, USA on 21 December 2024.

The accommodation onboard has been inspired by Disney and Pixar films, with the 1,256 staterooms onboard featuring custom artwork and design elements from *Aladdin*, *Pocahontas*, *Up* and *Encanto*. The concierge and royal suites will feature characters from *The Lion King*, *The Jungle Book* and *Aladdin*.

The Grand Hall's (atrium) interior design has been inspired by Agrabah from *Aladdin*. The space will serve as the ship's most prominent gathering space.

The Plaza de Coco will be the first theatrical dining experience themed around the Disney and Pixar film *Coco*. This theatre-in-the-round entertainment venue will feature dining tables surrounding a central stage, with performances and show effects that will spread throughout the room. The dining menu will take a modern twist on traditional Mexican fare.

Periscope Pub will become Disney Cruise Line's first venue inspired by the 1954 Disney film, *20,000 Leagues Under the Sea*, while Jumbeaux's Sweets will be reminiscent of the popular ice cream parlour in *Zootopia*, Jumbeaux Café.

Sharing its name with the lioness matriarch from *The Lion King*, Sarabi will offer daytime activities and adult-exclusive evening entertainment. A themed

lounge near the Grand Hall, Skipper Society will bring Disney Parks' Jungle Cruise attraction to sea for the first time.

Suspended high above the upper decks, the AquaMouse: Curse of the Golden Egg ride is inspired by the world of Mickey Mouse animated shorts. Powerful jets will propel two-person ride vehicles through 760 feet of winding tubes, offering views of the ocean and the ship below.

The sixth ship in the Disney Cruise Line fleet, Disney Treasure is currently under construction at the Meyer Werft shipyard in Papenburg, Germany. Following its maiden voyage, Disney Treasure will spend its inaugural season sailing seven-night itineraries to the Eastern and Western Caribbean from Port Canaveral.

## **PICTURES FROM GREENHITHE ETC. FROM KRISPEN**



**YM Wisdom**



## Torm Resilience



## Torm Resilience



**Sten Triton & GPS Racia & Sten Pontos**



## Sten Pontos



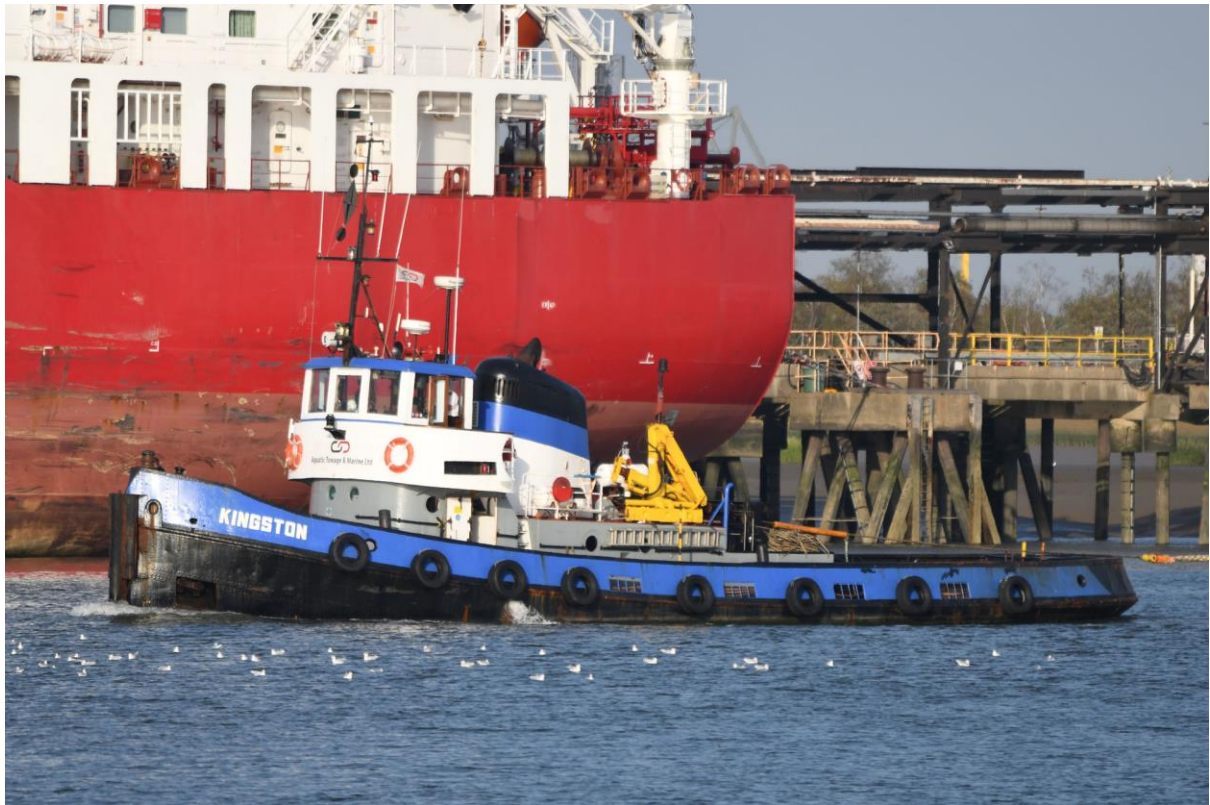
## Pusuit



**Port Macau**



**Noregian Gem**



Kingston



## Suurhusen s



## Iron Duke



**Galatea**



**De Ruyter**



**Atlantis Andaman**



**Arklow Glen**



**Andeline**

**Visitors**

**WSS Quiz Questions Edition 72**

1. If you took a cruise on the river Danube from Germany down to the Black Sea delta, which of these four European capital cities would you NOT pass through – Belgrade, Bratislavia, Bucharest or Budapest?
2. Which cruise ship spent a few days in September stuck in mud and silt in Alpefjord, 1,400 km (870 miles) northeast of Greenland's capital Nuuk.
3. *Kirkella* is the UK's last type of what vessel? The ship was registered in June 2018, and is 81m long, with a crew of 30.
4. Which ship recently set out on its maiden voyage with wing-sized rigid Wind Wings sails?
5. On 25<sup>th</sup> July, fire broke out on a car carrier in the North Sea, possibly as a result of a battery explosion in one of the electric cars on board. What is the name of this car carrier?
6. The UK Ship Register is operated by which agency?
7. Marella Cruises recently christened its newest ship in Malaga, Spain. What is the name of the ship?
8. A fishing vessel with registration letters CK is registered in which port?
9. The port of Murmansk is located on the eastern shore of what bay?

10. Paddle Steamer Waverley has two lounges on board (as well as a bar, dining saloon and tea room). One lounge is the Observation Lounge. What is the other called?

## COAL

Coal has always been mined in the North of England but largely consumed in the South, particularly London. Transport was originally provided by a variety of sailing vessels – brigs, schooners, etc. This was a hard school and many of the ships involved were lost in North Sea gales, but it produced some fine seamen, the explorer Captain James Cook being one of them.

As the industrial revolution gathered pace in 'Victorian times, steamships replaced the sailing vessels in the coal trade. This included a special type of ship with retractable mast and funnel which could service the power stations above bridges on the Thames. These were known as 'flat irons'. In the course of time the steamers were largely replaced by diesel vessels.

The names given to some flat irons were unusual, 'Fulham' and 'Sydenham' were plain enough, but who on earth were 'Dame Caroline Haslett' and 'Harry Richardson'? Presumably figures in fuel industry important enough to have a ship named after them.

Similarly with the bigger colliers servicing the downriver power stations, All Wm Cory's ships' names began with the prefix 'Cor' – 'Corstream', etc and the North Thames Gas Board had 'Flamma' and 'Mr. Therm', named after their logos, 'Lord Citrine', was a former chairman on the TUC, but 'Captain J. M. Donaldson' and 'W. H.J. Wood'?

Of course the journey of much coal did not end at London. There was considerable traffic conveying it to nearby ports such as Queenborough, Margate and Southend. This was largely handled by the sailing barges of E.J.&W Goldsmith. At Southend coal for the seaside gasworks merely went straight across the road to its ultimate destination but supplies for the town's trams were loaded onto a redundant tram chassis to be conveyed to the systems power house which was about a mile away.

Coal for some ports in the South of England – Norwich, Colchester and Margate

often came direct from Keadby in Lincolnshire, carried in the bigger barges of Goldsmith and Everard. Some came from Wales, probably Welsh steam coal which was preferred to power steamship's boilers. There is a record of Goldsmith's 'Speranza' carrying this cargo.

There were several coalfields in Kent, notably at Tilmanstone where a large overhead railway was built to convey coal to the port of Dover where it could be shipped to various destinations. Goldsmith's 'Cambria' was used as a trail horse for this undertaking. It is not generally known that Tilmanstone miners went on strike during World War 2, affecting supplies to steam driven minesweepers at Dover and Queenborough.

But why was coal shipped both in and out of Kent, especially Dover? Evidently Kentish coal was good for use in Northern blast furnaces, while domestic coal for Southern homes was of better quality from the North.

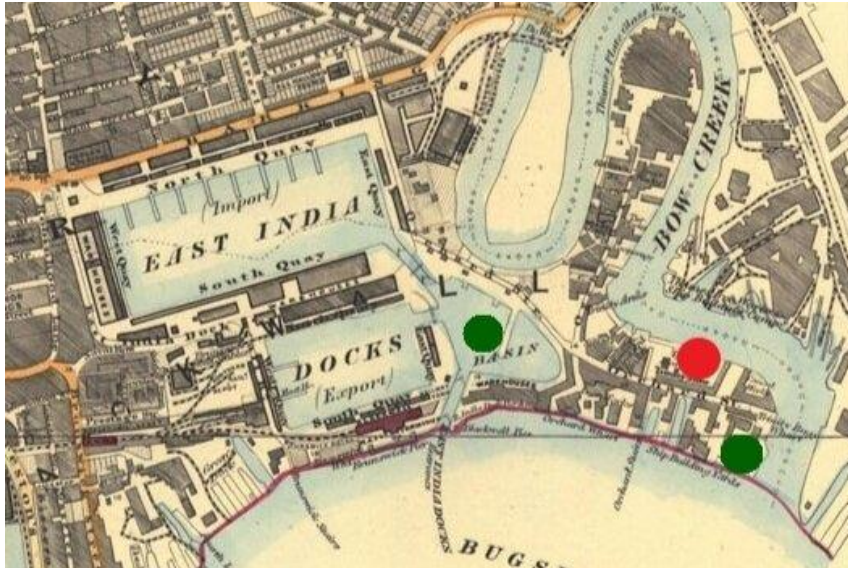
Surplus coal arriving on the Thames was originally stored in coal hulks, which were often redundant sailing warships, equipped with cranes to assist loading and unloading. Later, when these vessels wore out, storage was in dumb lighters, which were prone to pilferage of the cargo. It was said that no self-respecting barge skipper ever paid for coal! G.E.D.

## **S.S. ROBIN**



The steam ship Robin was laid down in December 1889 at the Orchard House Yard at Bow Creek. Her sister ship, the ROOK, was built alongside her. Both

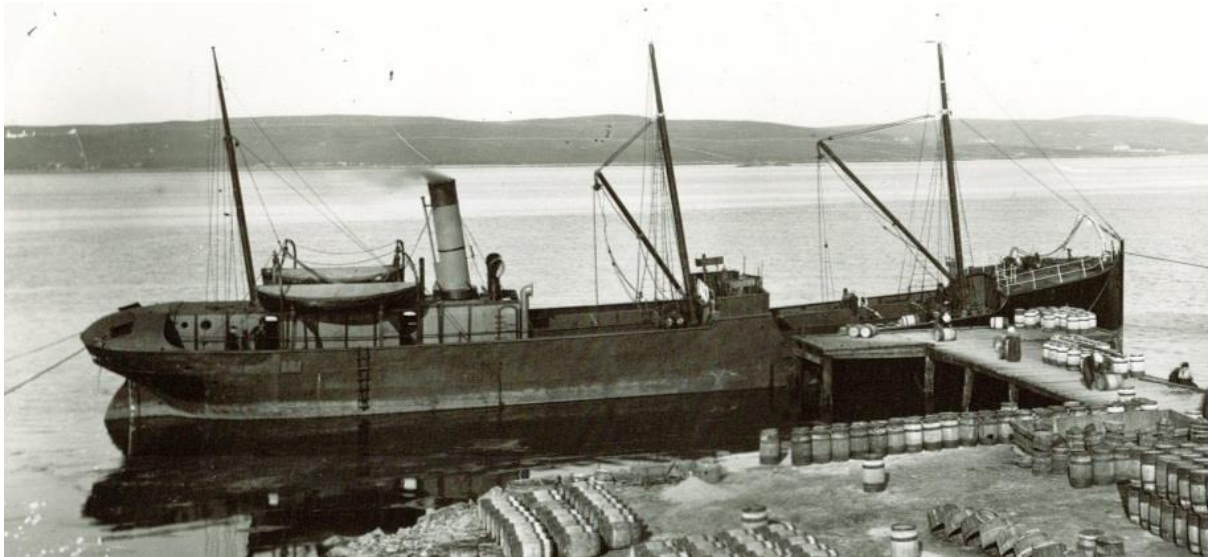
were built for Robert Thomson. The Robin and Rook were launched into the River Lea at what is now called Leamouth in August and September 1890 respectively. They were constructed on slipways built by Ditchburn & Mare in 1845 which were subsequently owned by Thames Ironworks.



SHIPYARD

LOCATION SHOWN AS RED DOT

William Jolly, who had leased the yard from Thames Ironworks, won the order for the two ships and started construction work before selling the business to Mackenzie McAlpine & Co. Both builders struggled to complete the order to comply with Lloyd's Special Survey standards (classed 100A1 Steel), and eventually the work was taken over by Thomson himself. The two vessels were the last ships built at the yard, which closed immediately after they left.



UNLOADING HERRING BARRELS IN 1895

Both ships were taken to the East India Docks for final fitting out. Robin was then towed to Dundee, where Gourlay Brothers & Co. Ltd. manufactured and installed her boiler, triple expansion engine and auxiliary machinery. She was rigged as a three masted schooner, and initially registered in London.



Robin is of 550 dwt and her hull and decks are of riveted steel, with dimensions 143' 0" x 22' 9" x 14' 9". Her 3-cylinder triple expansion steam engine developed 152 indicated horsepower and was made by Gourlay Brothers & Co. of Dundee. She has a single screw and a speed of 9 knots.

She was bought whilst in Dundee by Arthur C. Ponsonby & Co. of Newport, and her maiden voyage on their account began in 1890 from Liverpool to Bayonne in S.W. France, probably carrying coal out and pit props back. Her crew of 12 consisted of master, mate, 2 engineers, 4 firemen and 4 seamen.

For the next 10 years, under 3 British ownerships, she traded mainly between ports of Britain and Ireland, carrying bulk cargoes of grain, coal, iron ore, scrap steel, china clay and railway rails as well as general cargoes of casked and baled goods and even granite blocks for the Caledonian Canal.

In May 1900 she was sold to Spanish owners, renamed MARIA and re-registered in Bilbao. She spent the next 74 years under the Spanish flag, in various ownerships. During WW1 she carried pig iron for the French government from a foundry in Santiago to Bayonne and Burdeos under French naval escort. During a refit in 1966, she was converted from coal to oil fuel and her stern whaleback and mizzen mast were removed.



MARIA IN 1974

In May 1974 she was purchased by the Maritime Trust and was Listed as part of the National Historic Fleet. In that June, she sailed under her own power to St. Katherine's Docks. She was restored by the Doust & Co. shipyard at

Rochester and renamed Robin before being opened to the public in St. Katherine's Docks. In 1991 she was moved to West India Quay but fell into disrepair.

In 2002, D & N Kampfner bought her and founded the S.S. Robin Trust, a Registered Charity. The Trust converted her into an educational centre and photographic gallery. Her original beams, structures, fittings and engine were preserved and restored by volunteers. From 2003 she operated with an extensive programme of exhibitions, talks, seminars & workshops designed to try to bring communities together.



IN

#### DRY DOCK AT LOWESTOFT IN 1990

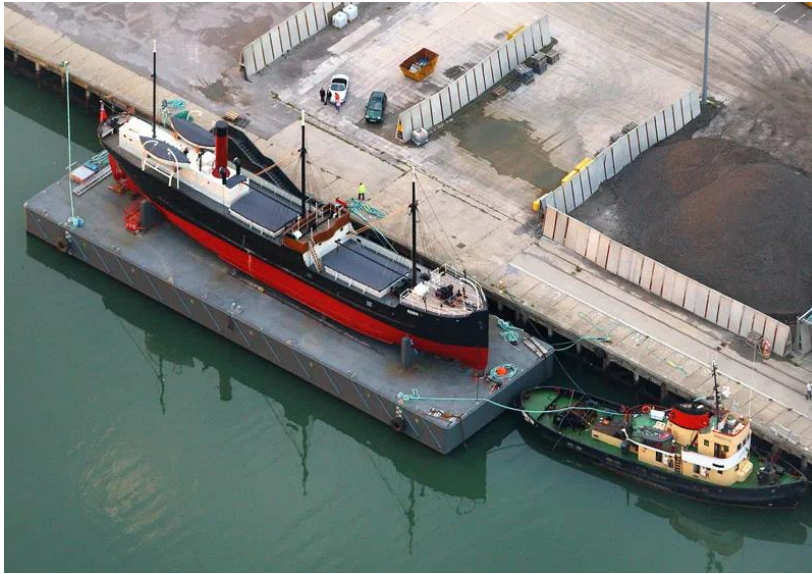
Crossrail provided a loan of £1.9 million to enable her to be moved to a dry dock. She was moved to a temporary mooring at South Quay. Around this time, the Heritage Lottery Fund awarded a grant of almost £1 million. In June 2008, she made her first seaward journey for 35 years under tow from South Quay to Lowestoft for structural restoration by Harbour Marine Services. Detailed surveys found that her hull was in too poor a state for her to be floated again. It was decided that supporting her on a pontoon would be the least destructive approach to maintaining her. She was restored and painted externally whilst in the dry dock.



ARRIVING

AT TILBURY

The pontoon, which was built in Poland, was completed in 2010 and was designed to contain a museum, café, classrooms, toilets and services, but these have not yet been installed. In 2010 she was lifted by two cranes onto the new pontoon and was then taken to Tilbury where she was moored.



ON PONTOON AT

TILBURY

After three years, the Robin returned to East London to undergo further internal restoration by volunteers and preparation for opening as the S.S. Robin Museum, Theatre and Educational Centre in Royal Victoria Dock in 2014. She was then moved to the Millennium Dock for further restoration prior to a re-opening in 2015.

She currently sits on the pontoon beside Millennium Mills opposite the ExCell Centre. Her interior spaces require some restoration work to allow full public access onboard. Her steam engine requires refurbishment so that it can be turned for display. She is not presently open to the public.

In May 2023, plans were submitted to see her relocated on her pontoon from King George V Dock to Trinity Buoy Wharf where a permanent floating mooring fixed between two piles with a walkway allowing public access would be established.

## **THE COLNE INNOVATION**



Recently announced in the local papers was a new fully electric ferry to run between Brightlingsea and Wivenhoe. She is owned and operated by the Brightlingsea Harbour Commissioners with the help of a £5000 grant. Renamed Colne Innovation, the boat was an Island Plastics "IP24" and had been partly fitted out as a fishing boat and was in a field in Anglesey. She was bought engineless second-hand for £3000. She is of fibreglass construction with dimensions 7.32m x 2.9m.



THE MOTOR

She has now been fitted with a Marlin “O Drive” system, a 10 kW 48V solution along with a Lithium-Ion battery pack. She is licenced for up to 12 passengers. The 11 miles return passage (Brightlingsea to Wivenhoe) uses about 4 kW achieving speeds of 5 knots, enabling 2 round trips per charge irrespective of tidal and wind conditions. To charge the batteries from empty takes 7 hours and costs £2.45. The whole project cost is given as £30,000.



During sea trials when the motor cut out, she was towed by a workboat for a period. During this time the propellor generated a charge and recharged the battery to 100% very quickly.



An interesting project, but is there really a need for a ferry between Brightlingsea and Wivenhoe?

## TRINITY HOUSE LIGHT VESSEL 93



LIGHT VESSEL 93 was ordered by Trinity House in 1938 and was built by Philip & Son of Dartmouth. She is a vessel of riveted steel construction. She first served on the Galloper Station and then on mine watching duties on the Thames between 1947 and 1953. After further service on the East Goodwin and Galloper Stations she had renovations carried out by Swan Hunter in 1980 and Holman & Sons of Penzance in 1996.

After conversion to solar power in 1998 she had further service at Inner Dowsing Station, Sunk Station and Foxtrot 3 before being sold into private ownership in 2004.

Previous names: Galloper

Key dates:

1938 Built by Philip & Son of Dartmouth  
1939 Handed over to Trinity House  
1971 Steering shelter replaced by Swan Hunter  
1980 Automated by Holman & Son, Penzance  
1996 Converted to solar power

## SOUTH DAKOTA (BB-57)



The South Dakota has always been my favourite U.S. battleship. The IOWAs were bigger and faster, but the South Dakota has always been for me the epitome of how a battleship should look.



She was the lead vessel in a class of four Fast Battleships, the others being INDIANA (BB-58), MASSACHUSETTS (BB-59) and ALABAMA (BB-60). They were designed after the Washington Treaty system began to break down in the mid-1930s. Congress refused to authorise larger battleships, and this kept their displacement close to the Washington limit of 35000 long tons. A requirement that she should be armoured against the same calibre of guns she carried, (i.e. 16"), combined with the displacement restriction resulted in a cramped ship.

Overcrowding was exacerbated by wartime modifications, including strengthening her A.A. batteries and a significantly increased crew.

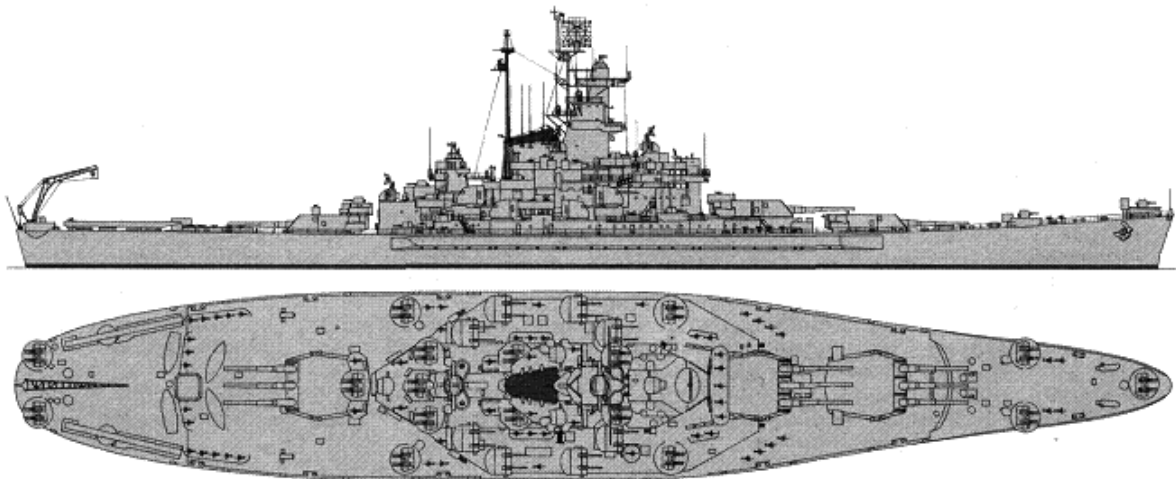


She was ordered on 15<sup>th</sup> December 1938 from New York Shipbuilding Corporation, laid down on 5<sup>th</sup> July 1939, launched 7<sup>th</sup> June 1941 and commissioned on 29<sup>th</sup> March 1942. She displaced 37,970 tons with dimensions 680' 0" x 108' 2" x 36' 1". Her powerplant consisted of 8 Babcock & Wilcox boilers providing steam for 4 General Electric steam turbines totalling 130,000 shp driving 4 screws and giving a maximum speed of 27.5 knots. Her range was 15000 nautical miles at 15 knots. Her complement was 1793 in peacetime and 2500 in wartime.



Her armament consisted of 9 x 16" (45 calibre), 16 x 5", 7 x 4 No 40mm, 7 x 4 No 1.1", 34 x 20mm and 8 No. 50 cal. machine guns. She carried 3 Kingfisher floatplanes with 2 catapults.

She saw extensive service in WW2, including the Guadalcanal campaign, the Battle of Santa Cruz, and the Second Battle of Guadalcanal. In early 1943 she was deployed to strengthen the British Home Fleet, protecting Russian convoys.



In mid-1943, she returned to the Pacific, participating in the Gilbert & Marshall Islands campaign, the Mariana and Palau Islands campaign, the Philippines campaign and the Battles of Iwo Jima and Okinawa and bombarding Japan three times.

She returned to the U.S. in September 1945 and was decommissioned on 31<sup>st</sup> January 1947. She was laid up in the Atlantic Reserve Fleet until 1962, when she was sold for scrap

## THE ARCADIA



The Arcadia was ordered from Fincantieri at Marghera, Italy, in 2000 by Holland America, a division of Carnival plc. She was to be the fifth of the “Vista” class, the others being completed as Zuiderdam, Oosterdam, Westerdam and Noordam. In 2003 she was allocated to Cunard, also a Carnival company, to be the QUEEN VICTORIA. Just before her launch on 26<sup>th</sup> June 2004, she was transferred to P & O Cruises, and she was launched as ARCADIA.



ARCADIA OF 1954

The present Arcadia is the third vessel to be so named for P & O Cruises. The first ship was built for P & O by John Brown & Co. at Clydebank and was launched on 14<sup>th</sup> May 1953. She was of 29,234 gt and served mainly on P & O's UK/India/ Australia service with occasional bouts of cruising. In 1970 she was converted to a single

class cruise ship. In February 1979 she was delivered to Taiwan for scrapping.



ARCADIA OF 1988

The second Arcadia was launched by Chantiers de l'Atlantique in 1988 as SITMAR FAIR MAJESTY, but entered service as STAR PRINCESS in 1989. She was of 63,500 gt. From 1997 to 2003 she served in the P & O fleet as Arcadia. She later operated under the names of OCEAN VILLAGE, PACIFIC PEARL and COLUMBUS for various concerns. In 2021 she was scrapped at Alang, India.



Inside one of the lounges on the present Arcadia is a ship's bell with the name ARCADIA engraved on it, I was unable to find out its history, but it probably originated from the 1953 Arcadia.



The present Arcadia entered service with P & O Cruises in April 2005 having been christened by Dame Kelly Holmes the month before. The late transfer from Cunard to P & O resulted in a “Cunard” style mast

and a" QE2" style funnel. She is the second oldest and second smallest in P & O Cruises' current fleet, and is an Adults Only ship.



As built, the Arcadia was of 83,781 gt, but during a later refit, 34 cabins were added at the stern increasing her tonnage to 84,342 gross. Her dimensions are 289.9m x 32.2m x 8m. Her maximum passenger capacity is 2388 with 976 crew. She is powered by 6 Diesel generators (4 x 16 cyl ZAV40S and 2 x 12 cyl ZAV40S) of 51,840 kW combined with two ABB azipods giving a forward speed of 22 knots and almost as much going astern. Her most recent major refurbishment was carried out by Bloem & Voss in Hamburg in 2017, and presumably that was when her "Scrubbers" were fitted with the tankage etc on the lower deck area and the exhaust uptakes within the funnel casing. She therefore is able to run on cheap Heavy Fuel Oil.



In April 2020 she was laid up in Dover Harbour because of the Covid pandemic. Apart from relocating to Weymouth Bay for a while, she did not resume cruising until Summer 2022, the last of the P & O fleet to do so.

Having cruised on her twice in the last few years, there is no doubt that a lot of her interior spaces are tired, and in need of upgrading. In places her timber deck planking is lifting due to the ingress of rainwater. She is a popular ship, however, and it is to be hoped that P & O will keep her cruising despite their modern “Bigger is Better” mentality.

## **MYSTERY SHIPS 72**



**Wai Hai 611** Singapore Cadiz 16 04 18



**Peleus** Antigua Creeksea 10 03 18



**Pacific Princess** Bermuda Cadiz 16 04 2018



**Oriental Bright** Panama Phu My 17 03 2018



**Oraluna** Gibraltar Canvey island 24 06 2018



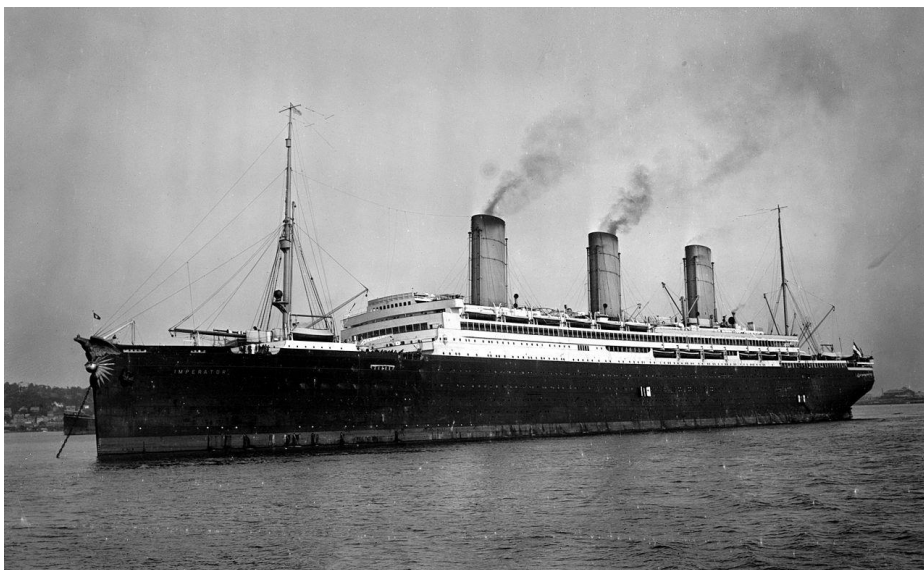
**Wladyslaw Dakran** Malta Bitter Lakes 10 04 2018

**THREE GERMAN PASSENGER LINERS**



In the early years of the 20<sup>th</sup> century, the German shipping company Hamburg America (HAPAG) decided to challenge the dominance of the British concerns Cunard and White Star on the North Atlantic service. They ordered three near sister ships, the IMPERATOR from A.G. Vulcan of Hamburg, the VATERLAND from Bloem & Voss of Hamburg and the BISMARCK, also from Bloem & Voss.

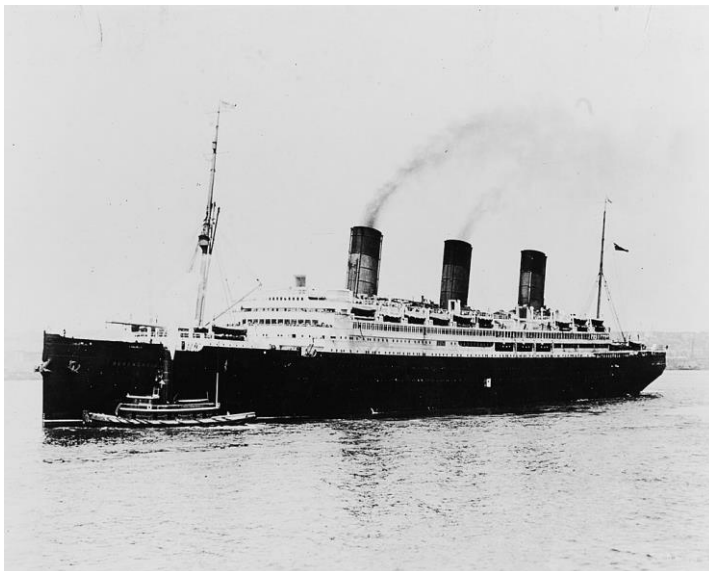
S.S. IMPERATOR.





### EMPEROR'S FIGUREHEAD

Construction started in 1910 at A.G. Vulcan at Hamburg. She was launched on 23<sup>rd</sup> May 1912 and was completed the following June. She was of 52,117 grt with dimensions 906' x 98' 3" x 35' 2". She was powered by 46 water tube boilers (coal fired until converted to oil in 1921) driving 4 AEG-Vulcan-Parsons steam turbines totalling 60,000 shp via 4 screws, giving 24 knots. She was designed for 4234 passengers in 4 classes with 1180 crew.



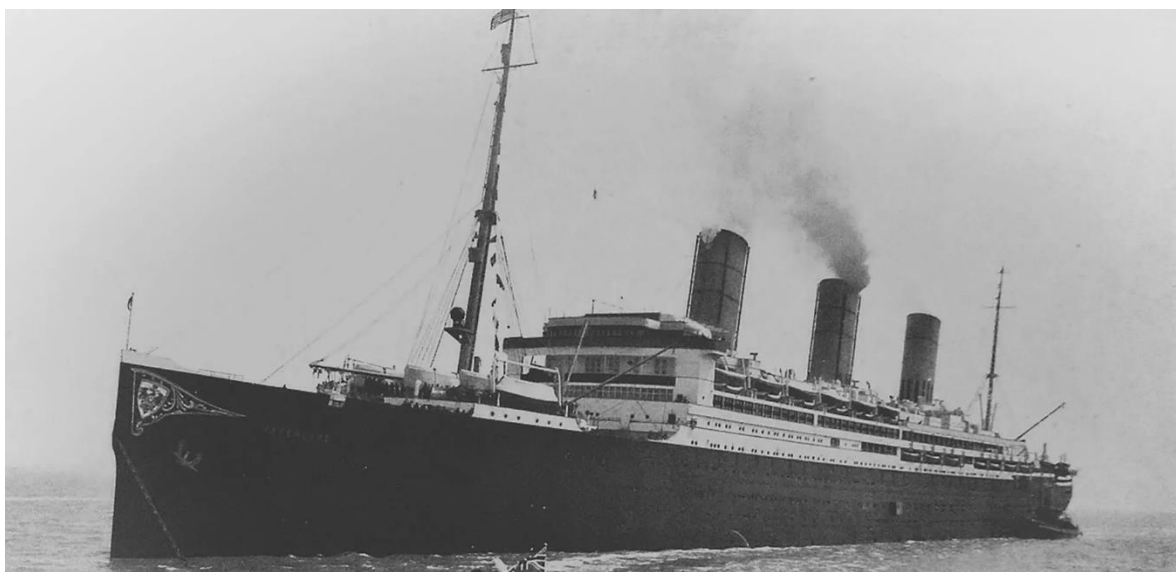
RMS BERENGARIA 1921

She served for 14 months on HAPAG's transatlantic route, but from the outbreak of WW1 she remained in Hamburg. After the end of the

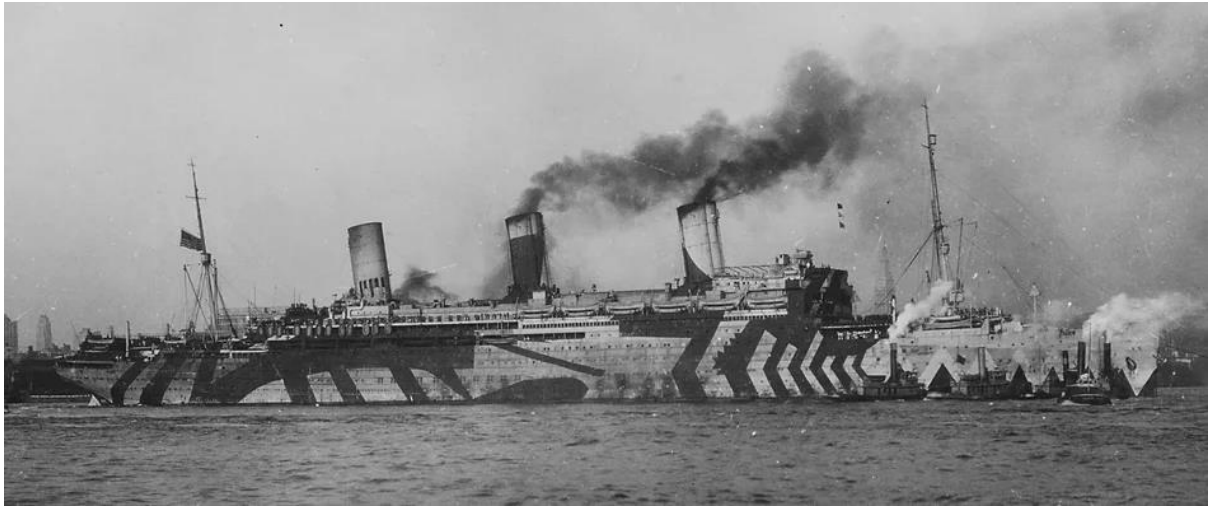
war, she was seized as a war reparation by the U.S. and used as a troop transport from May 1919. She was handed over to Cunard in September 1919 and put into passenger service as R.M.S.

BERENGARIA. During the 1920s, she was a popular and profitable ship for Cunard, but with the hard times of the early 1930s she clocked up big losses for Cunard. She was sold for scrap in 1939, but her final demolition was not completed until 1946.

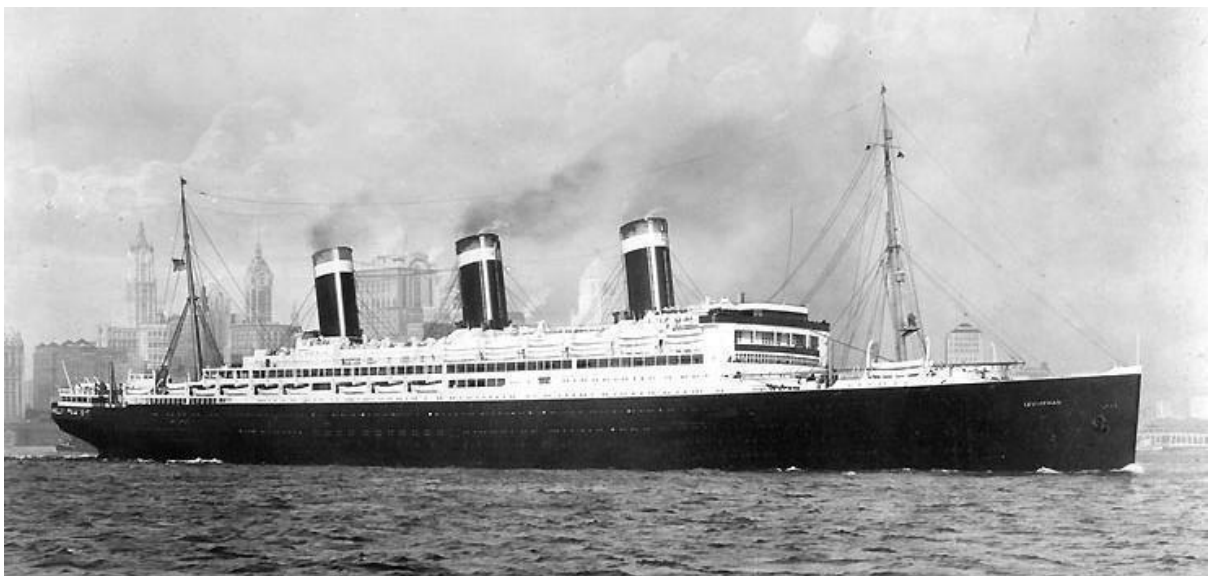
### S.S. VATERLAND



She was the second of the trio to be completed. She was laid down by Bloem & Voss at Hamburg on 13<sup>th</sup> April 1911, launched on 3<sup>rd</sup> April 1913 and entered service on 14<sup>th</sup> May 1914. She was slightly larger than the Emperor being of 54,281 grt with dimensions 950' x 100' 4" x 37' 9". Her machinery was similar, but the exhaust trunkings rose each side through the passenger decks rather than on the centreline as normal, leaving a more flexible interior layout for her public rooms. Similar arrangements were made on the third sister, the Bismark and, some 20 years later, on the S.S. Normandie. As completed, her passenger capacity was 1965, but whilst serving as a troopship, she could transport up to 14,000.



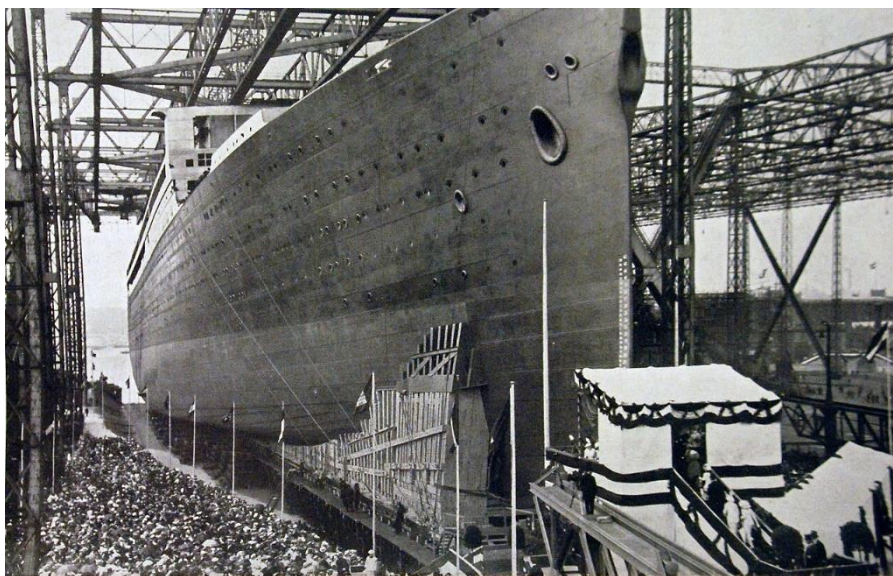
After only a few months on the HAPAG's north Atlantic service, she was laid up in New York between July 1914 and April 1917. With the entry of the USA into the war, she was seized by the U.S. Shipping Board, and was handed over in July 1917 to the U.S. Navy for conversion to a troopship and was renamed LEVIATHAN. Starting in December 1917, she made 10 round trips carrying over 119,000 U.S. troops to Europe and carried a similar number back after hostilities ended. She was decommissioned and turned over to the Shipping Board on 29<sup>th</sup> October 1919. She remained in Hoboken, laid up until April 1922.



In April 1922 she was moved to Newport News for a complete overhaul and refurbishment, returning to the Shipping Board in June 1923. The United States Lines entered into a contract to operate her for 5 transatlantic voyages a year, but they were unable to make a profit, and after negotiating their way out of the contract, she was laid up again at Hoboken in June 1933. In all the years during which she operated as an American passenger liner, she never once made a profit.

British Metal Industries bought the ship in 1937 and she arrived at Rosyth for scrapping on 14<sup>th</sup> February 1938. Her final scrapping was delayed by WW2, and was not completed until 1946.

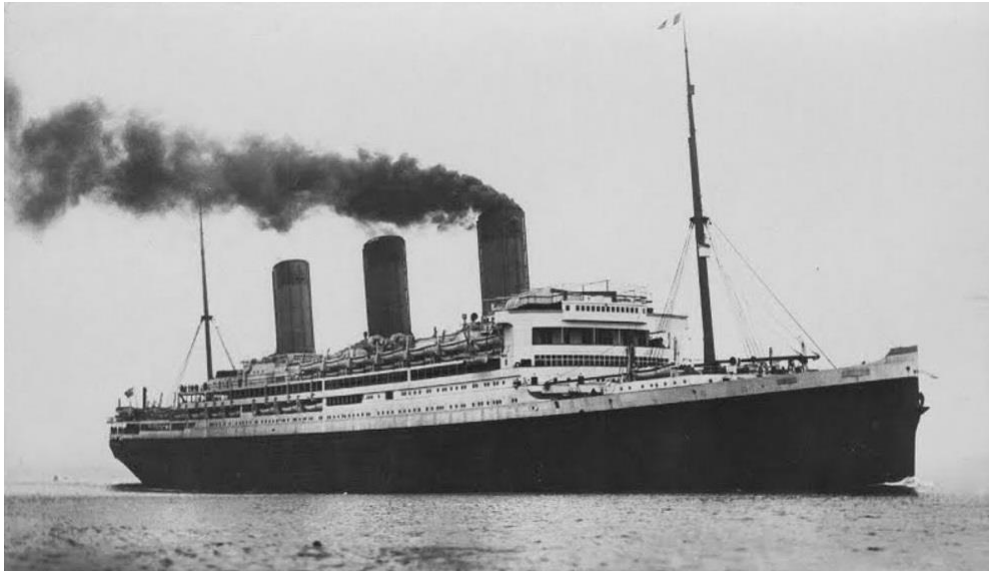
#### S.S. BISMARCK



LAUNCH OF SS BISMARCK IN 1914

The third ship of the trio was laid down at Bloem & Voss in 1913 and launched in 1914. Her completion was delayed by WW1, and her Maiden Voyage did not take place until 11<sup>th</sup> May 1922, by which time, she was White Star Lines' RMS MAJESTIC. She was the largest of the trio, at 56,551 grt with dimensions 956' x 100' 1" x 36'. She

had 46 boilers driving 4 Parsons steam turbines totalling 66,000 shp giving 23.5 knots. Her capacity was 2145 passengers in 3 classes.



RMS MAJESTIC

The uncompleted ship was awarded to the White Star Line in 1920 as war reparations. She was renamed Majestic and put into service on the north Atlantic run as soon as the sea trials had been completed. She operated successfully during the 1920s, but in the 1930s, with the Great Depression, she became increasingly unprofitable.



HMS CALEDONIA BEFORE SCRAPPING

In 1936 she was taken over by the Royal Navy and converted into a training ship for boys and artificers named HMS CALEDONIA and based at Rosyth. She was badly damaged by fire on 29<sup>th</sup> September 1939 and sank at her moorings and was scrapped in 1943.

## HMS GLORIOUS



### GLORIOUS AFTER CONVERSION

Perhaps the most unfortunate loss of a Royal Navy warship in WW2 was that of the aircraft carrier HMS Glorious. The circumstances surrounding her loss remain, over 80 years later, somewhat controversial. She was admittedly an elderly lady, but with her complement of aircraft, she should have been more than a match for the German battlecruisers Scharnhorst and Gneisenau. Her loss, following that of her sistership HMS Courageous the previous September, reduced the effective carrier strength of the navy to just HMS Furious and HMS Ark Royal. The first of a new class of carriers, HMS Illustrious, had been commissioned a few weeks before, but was still working up.

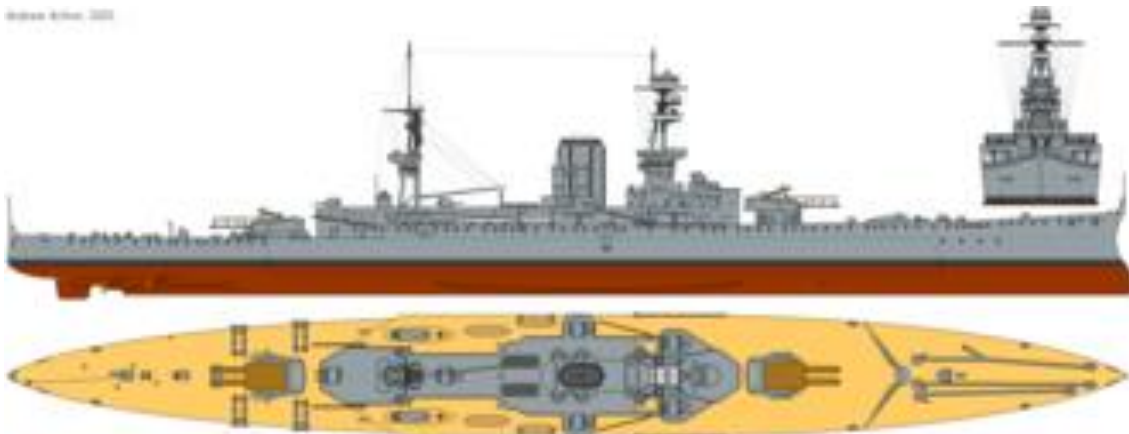
## BATTLECRUISER



GLORIOUS

IN 1917

The Glorious was built by Harland & Wolff at Belfast as a battlecruiser, being laid down on 1<sup>st</sup> May 1915, launched on 20<sup>th</sup> April 1916 and completed on 31<sup>st</sup> December 1916. She was of 19,488 tons displacement, with dimensions 786' 9" x 81' 0" x 25' 10". She had 18 Yarrow oil-fired boilers driving 4 geared steam turbines of 90,000 shp onto 4 shafts, giving a top speed of 32 knots and a range of 6000 nautical miles at 20 knots. She was armed with 2 No. 15" guns in 2 turrets, ^ No. triple 4" guns, 2 No. single 3" AA guns and 2 No. 21" torpedo tubes. Her complement was 842 officers and men.



GLORIOUS IN 1917



### GLORIOUS AS CARRIER

Glorious was the second of three Courageous class battlecruisers built during WW1. They were fast and had some heavy guns but were very lightly armoured. They were designed with the Baltic Project, a plan to invade Germany via the Baltic, in mind. She was commissioned in late 1916 and had a relatively quiet time for the rest of the war, although taking part in the inconclusive Battle of Heligoland Bight, firing 57 No. 15" shells. Mostly though, she spent the war patrolling the North Sea.

Glorious was fitted with flying-off platforms on top of both of her 15" turrets in 1918. A Sopwith Camel was carried on the rear turret and a Sopwith One and a half Strutter on the forward turret. Once airborne, the aircraft could either ditch near the ship or, if possible, land on a nearby airstrip. The only reference that I could find was the one and a half strutter that crashed on take-off in July 1918, with the loss of the pilot. She was placed in reserve at Rosyth on 1<sup>st</sup> February 1919, and served as a turret drill ship, being also flagship of the Rear Admiral Commanding the Devonport Reserve between 1921 and 1922.

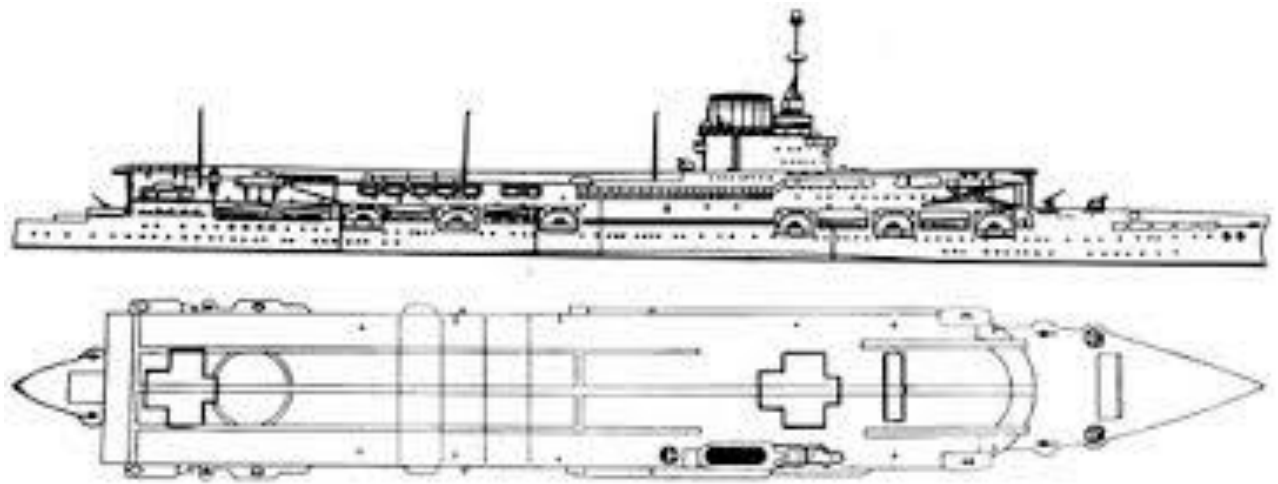
### AIRCRAFT CARRIER

Under the terms of the Washington Naval Treaty of 1922, Britain was obliged to scrap many of its older capital ships and was prevented from building new ones. It was allowed, however, to convert 66000 tons of existing ships into aircraft carriers. The three Courageous class ships, with their large hulls and high speeds made them ideal for conversion.

The conversion of the Glorious began at Rosyth in 1924, and it was completed on 24<sup>th</sup> February 1930. Lessons had been learnt from the first conversion, that of HMS Furious. All the superstructure down to main deck level, including guns, torpedo tubes and fittings, was removed. A two-storey hangar, each level 16 ft high and 550 ft long was built over the remaining hull. The upper hangar opened onto a forward short flight deck, below and forward of the main flight deck. The lower “flying-off” deck improved the launch and recovery cycle flexibility until heavier fighters needing longer take-off distances made the lower flight deck obsolete in the 1930s.



Two 46 ft x 48 ft lifts were installed fore and aft in the main flight deck. An island containing the bridge, flying control station and the funnel were added on the starboard side. Glorious was armed with 16 single 4.7” dual-purpose guns, whilst during a refit in 1935, three octuple 2 pdr. pompom mounts were added.



Due to the conversion, the ship's displacement was increased to 25,320 tons and her beam increased to 90' 6" with her draught increasing to 27' 9". Her speed was slightly reduced to 30 knots and her range reduced to 5860 nautical miles at 16 knots. Her complement became 793 plus 490 in her air group.

She was commissioned as an aircraft carrier on 24<sup>th</sup> February 1930, and she spent most of her time in the 1930s in the Mediterranean. On 1<sup>st</sup> April 1931, she rammed the French liner Florida, crumpling 60 ft of the flying off deck, with the losses of 1 on the Glorious and 24 on the Florida. Permanent repairs carried out at Malta lasted until September 1931. In the next couple of years, arresting gear was installed, and at a refit at Devonport from July 1934 to July 1945, her main flight deck was extended aft, and 2 hydraulic catapults were fitted together with Pompom AA guns.

The Glorious could carry up to 48 aircraft, and during the early 1930s, she carried Fairey Flycatchers, Blackburn Darts and Ripons, and Fairey 111Fs. From 1933, she carried a mixture of Hawker Nimrods and Ospreys until re-equipped with 12 Sea Gladiators in May 1939.

During her time with the Mediterranean Fleet, the Glorious was considered the crack ship of the fleet, despite the age of her hull and powerplant.

## WORLD WAR 11

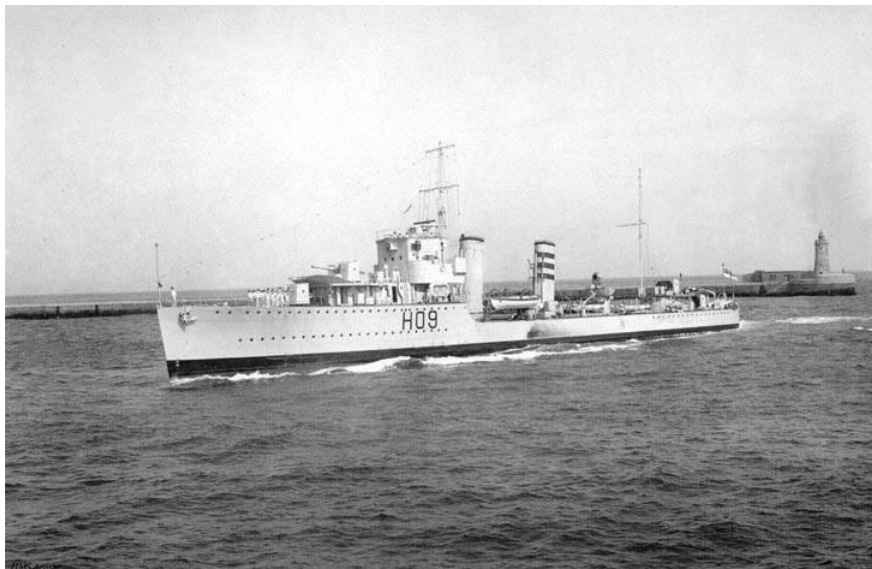
When WW2 broke out, Glorious was still with the Mediterranean Fleet, but she spent a month in the Indian Ocean with Force J, before returning to the Med in December 1939. In April 1940, she was recalled to the Home Fleet to provide air cover for British forces landing in Norway. During the rest of April and May,

she was involved in transporting aircraft to Norway and supporting her aircraft patrolling over Norway. By the beginning of June, the evacuation of British forces from Norway had begun, and Glorious arrived off the coast of Norway on the night of 3<sup>rd</sup>/4<sup>th</sup> June to provide support.



CAPTAIN G.D'OYLY HUGHES

Glorious's commanding officer, Captain G. D'Oyly-Hughs was granted permission to proceed independently to Scapa Flow in the early hours of 8<sup>th</sup> June to hold a Court-Martial of his Commander (Air), J.B. Heath. Heath had refused an order to carry out an attack on shore targets on the grounds that the targets were too ill-defined, and his aircraft were unsuited to the task. Heath had been left at Scapa Flow under house arrest to await trial.



ACASTA

On the return journey, whilst still in the Norwegian Sea, the funnel smoke from the Glorious and her escorting destroyers ACASTA and ARDENT was spotted by the SCHARNHORST and GNEISENAU at about 15.46. The British spotted the

Gneisenau shortly after 1600, and the Ardent was sent to investigate, Glorious did not alter course or speed.



5 Swordfish were ordered to the flight deck and action stations ordered at 16.20. No combat air patrol was being flown, and no aircraft were ready for a quick take-off, and there was no lookout on Glorious's crow's-nest. Scharnhorst opened fire on the Ardent at 16.27, causing the destroyer to withdraw, firing torpedoes and making a smoke screen. Ardent scored one hit with a 4.7" guns on Scharnhorst, but was hit several times by the German ship's secondary armament, and sank at 17.25.



ARDENT



SCHARNHORST

Scharnhorst switched her fire to the Glorious at 16.32 and scored her first hit six minutes later when an 11" shell hit the forward flight deck and burst in the upper hangar, starting a large fire. This hit destroyed the two Swordfish being prepared for flight, and the hole in the flight deck prevented any further aircraft from taking-off. Splinters penetrated a boiler casing causing a temporary drop in steam pressure. At 16.58 a second shell hit the homing beacon above the bridge and killed or wounded the captain and most of the personnel stationed there. Ardent's smokescreen became effective enough to impair the visibility of the Germans from about 16.58 to 17.20, so they ceased fire on Glorious.

Glorious was hit again in the centre engine room at 17.20 and this caused her to lose speed and commence a slow circle to port. She also developed a list to starboard. The German ships closed and continued to fire at her until 17.40. Glorious sank at 18.10 with just 43 survivors.

Acasta, which had been trying to maintain the smokescreen, broke through the screen and fired two volleys of torpedoes at the Scharnhorst. One hit the Scharnhorst at 17.34 abreast of her rear turret, badly damaging her, Acasta also managed one 4.7" hit before sinking at about 18.20. The total killed was 1207 from the Glorious, 180 from the Acasta and 152 from the Ardent.

#### THE AFTERMATH

The sinkings and the failure to mount a rescue were embarrassing to the Royal Navy. The Glorious had not sent a sighting report. HMS Devonshire had passed

some 30 to 50 miles of the battle with the Norwegian Royal Family on board. The newly established Bletchley Park had warned the Navy of the Scharnhorst and Gneisenau breakout but was not believed.

The Admiralty Board of Enquiry was held within days of the 34 available survivors returning to Britain, but its findings were sealed until 2041. Controversy began almost immediately, with questions being asked in Parliament on July 31<sup>st</sup> culminating in a debate on 7<sup>th</sup> November. The official account was released in 1946. It described a ship travelling independently due to a shortage of fuel on a normally safe route that had simply run out of luck. It had been caught in the wrong place at the wrong time. The first to contradict the account was Winston Churchill, who wrote that the fuel explanation was not convincing, but the official story held for the next 30 years.

In 1980, the Royal Navy's Official Historian, Captain S. Roskill, lifted the lid on the controversy. Roskill painted a picture of a desperately unhappy ship whose WW1 legend captain was incompetent, tyrannical and of questionable mental stability. So choleric was Doyly-Hughes that, according to Roskill, the sole reason his ship was racing home independently, completely unready for combat, was in order to bring forward a Court Martial against his former officer. This also seems unconvincing, as would the Admiralty have risked the ship and so many lives at a critical time in the war just to pursue a Court Martial against a single officer.

Questions were asked in a TV documentary in 1997 about HMS Devonshire, and whether the crews of the three ships had been sacrificed to protect the Devonshire and the Norwegian Royal Family. Another possible reason for the haste in getting the Glorious back to Scapa Flow was for her preparation for a covert project known as "Operation Paul".

The Operation Paul was based on a plan originating from Churchill to stop iron ore imports from Sweden to Germany. Aircraft from carriers off Norway would fly across Norway and Sweden and lay mines. Because of the winter ice, the operation had to wait for the thaw in early June 1940. It is possible that Glorious's return to Scapa Flow was less to do with the Court Martial and more to do with Operation Paul. The vilification of D'oyly-Hughes, in the official reports would if this is true, be unfair, but it does not explain the lack of

patrolling aircraft and even a lookout in the crows-nest on the day of the sinking.

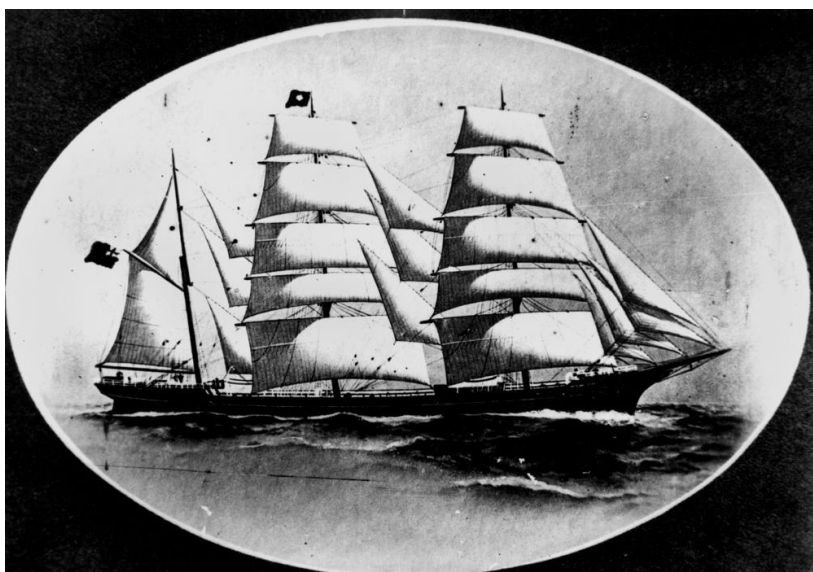
It is unlikely that the truth of the matter will be resolved until the report of the 1946 enquiry is released in 2041.

## MARJORIE GLEN



RECENT IMAGE

The Marjorie Glen was built by the Grangemouth Dockyard Co. Ltd. in 1892. She was a three-masted barque with a steel hull and wood decks. She was of 1086 grt and 1012 net, with dimensions 213' x 34.1' x 19.4'. Her first owner was The Barque Marjorie Glen Co. Ltd, of Glasgow, and was managed by William Blair & Co., also of Glasgow. In 1897, the managers changed to John R. Campbell of Glasgow. In 1911 she passed to Chr. Hannevig of Horten, Norway and she changed from British registry to Norwegian.



IN HER PRIME



In September 1911, whilst in the South Atlantic on a voyage from South Shields to southern Patagonia, her cargo of 1701 tons of coal caught fire. On 13<sup>th</sup> November, she arrived at Rio Gallegos Roads, with the fire still raging. Two of her crew of 17 died from asphyxiation whilst fighting the fire.



ON FIRE

On 14<sup>th</sup> November, she was abandoned and flooded with seawater to extinguish the fire. On 22<sup>nd</sup>, the fire was finally extinguished. The ship was subsequently condemned, and in 1915, she was considered as a danger to navigation and towed to Punta Loyola and beached.



ON

FIRE

In 1982, the old ship was used as a target for training the A4 “Skyhawk” Squadrons of the Argentine Air Force for low-level bombing during the Falklands War. In March 2022, the bullet-riddled remains of the ship were declared to be part of a memorial to the many Argentine pilots who were killed in the war.



## THE GULF LIVESTOCK 2



BAZIAS 4

A Facebook image of this ship caught my eye recently. She was launched in 1984 by Damen in Romania as the cargo/RoRo vessel BALDER BRE. By the time of her completion the following year, she had been renamed BAZIAS 4 and was chartered by Sally Lines, who later renamed her SALLY EUROLINK. As built, she was of 9088 gt with dimensions 121m x 21m x 4.3m. She was powered by twin Krupp MAK 9M453AK Four-stroke 9 cylinder diesels totalling 5300 kW giving 14.5 knots. She could carry 12 passengers, 49 cars and 90 trailers.



DART 4



CERVINE

In 1997 she became DART 4 and operated on their Dartford to Vlissingen service until 2006, when the Dart Line was taken over by Cobelfret and she was given a Cobelfret name, CERVINE. In 2011, she was acquired by Gulf Navigation Holding PJSC who had her converted into a livestock carrier. Her tonnage was increased to 12,072 gross and her draft to 5.3m, and she was certified to carry 6500 cattle. She was put back into service in 2013, and renamed ADELTA. She was renamed again in 2019 as GULF LIVESTOCK 2, still owned by Gulf Navigation Holding, and Panama flagged.



ADELTA

In September 2020, GULF LIVESTOCK 1, a livestock carrier also owned by Gulf Navigation Holding foundered in a typhoon off Japan whilst on a voyage from New Zealand to China, with the loss of a full load of 6000 cattle and 40 of the

45 people on board. As a result of this loss, New Zealand suspended all livestock exports.

The Adelta was banned from carrying livestock in Portuguese waters in 2017 because of cruelty to animals. In March 2021, now renamed Gulf Livestock 2, was filmed in Israel seriously mistreating animals with over 15000 on board. The ship has a certified capacity of 6500 cattle.



GULF LIVESTREAM 2

## DISNEY FANTASY



In the headlines recently was Disney's cruise ship Disney Fantasy. She had issues with her propulsion system and had to shorten a cruise and return prematurely to her home port, Port Canaveral, Florida.

She is the second of two Dream class ships built for Disney by Meyer Werft at Papenburg, Germany. She was completed on 9<sup>th</sup> February 2012, and is of 129,750 gt with dimensions 339.8m x 42.0m x 8.3m. Her maximum passenger capacity is 4000 with 1400 crew and she is Bahamas flagged.



She is diesel-electric powered, with a total engine power of 76.8 MW. The make-up is three 12 cyl. MAN diesels powering three 14.4 MW generators; two 14 cyl. MAN diesels powering two 16.8 MW generators and two 23 MW “Converteam” propulsion motors which drive two 5-bladed propellers. Her normal cruising speed is 24.7 knots.

As it is normal on such vessels, the propulsion function only uses a small proportion of the total power. It seems likely that the “issues” which reduced her cruising speed to 16 knots were related to one of the two propulsion motors. At the time of writing, Mid-September, it is not apparent that future cruises will be affected.

## **ONE FACT WONDER – THE ROYAL DOCKS**

### **THE BRUMMER-MOND EXPLOSION AT SILVERTOWN**

At 6.52 pm on 19<sup>th</sup> January 1917, an estimated 50 tons of TNT blew up at the Brummer-Mond & Co. chemical works in Silvertown. The factory, which had been built in 1893, was between the south side of North Woolwich Road and the River. Against the advice of the Brummer-Mond management, the War Office had insisted that an idle part of the complex should be turned over to the manufacture of munitions.

The explosion was the greatest in London's history. The noise of the blast could be heard 100 miles away. 73 people were killed and 94 seriously injured. Upwards of 70,000 buildings were damaged, of which nearly 1000 houses were completely destroyed. The site of the explosion had not been built on by 2015. Brummer-Mond eventually became part of I.C.I.

The report of the enquiry into the accident was withheld until 1950. Its main conclusion was that the location of the factory was inappropriate for the making of explosives because of the inner city crowded situation.

## **THE MILLENIUM MILLS**



The adjacent former Rank Hovis Premier Mill Millennium Mills, London, United Kingdom, 2018

Along with Millennium Mills, there remains a small section of the now destroyed Rank Hovis Premier Mill and a restored grade II listed grain silo, labelled the 'D' silo.



Rebuilt Millennium Mills, 1934



Main centrifugal dressing machine floor, Spiller's Millennium Mills, Royal Victoria Dock, London, 1934

During the early half of the 20th century, the Royal Victoria Dock became an essential part of industrial Britain and London's largest center of flour milling. The rail and water transport links made it an ideal location.

The Cooperative Wholesale Society (CWS) was the first of the large nationwide milling companies to establish a flour mill in the area, with the opening of the Silvertown confectionery in 1901. Joseph Rank Limited would soon follow with the establishment of the Premier Mill at the Royal Dock in 1904. Vernon & Sons were the last to set up in the area when they built Millennium Mills. These mills, operated by Britain's three largest milling companies, converted imported grain from overseas into flour for the London market and were the first in the Port of London designed to take imported grain direct from the ships.

Millennium Mills was designed and built by millers William Vernon & Sons of West Float, Birkenhead in 1905 with construction overseen by W. A. Vernon, the principal's son. The mills were extensive, featuring two plants, equipped by Henry Simon Ltd, that had a capacity of 100 sacks per hour. W. A. Vernon described the mills in a single word as "palatial". Vernon and Sons named the mill after their most successful product, a flour variety which they called "Millennium Flour" after winning the "Miller Challenge Cup" at the 1899 International Bakers Exhibition.

All of these mills were partially destroyed in 1917 by the Silvertown explosion at Brunner Mond's munitions factory on the North Woolwich Road that was manufacturing explosives for Britain's World War I military effort. The Brunner Mond works was about 100 yards east of where Millennium Mills stood, and the adjoining grain silos and flour warehouses were amongst the 17 acres of buildings that the Port of London Authority estimated were affected.

In 1920, Vernon & Sons was taken over by Spillers Limited at which time the Millennium Mills was acquired

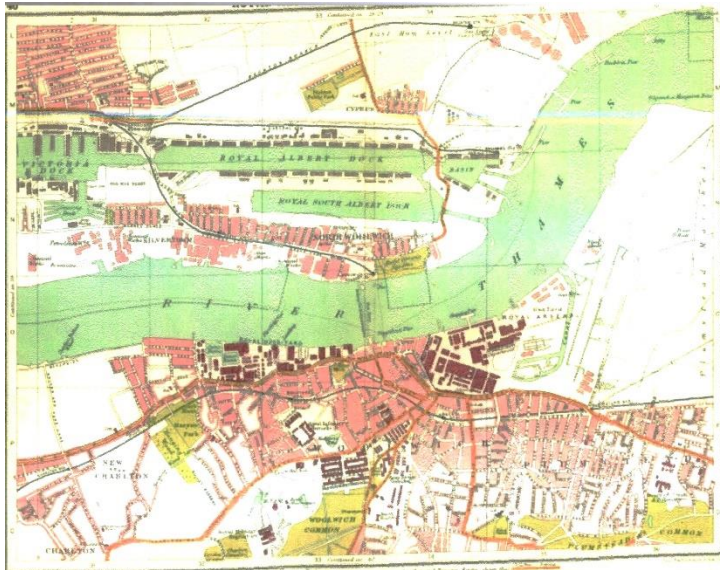
Millennium Mills was rebuilt as a 10-storey concrete art deco building in 1933.

Many port mills throughout the country sustained severe damage from bombing in the Second World War; almost 75 per cent of the national capacity was concentrated at the ports, which made them primary targets for air attacks. In London, Spillers' Millennium Mills as well as Rank's Premier Mills were substantially destroyed. Between 1945 and 1950 the ports underwent large-scale post-war reconstruction despite a deficit of raw materials and strict licensing. At this time Millennium Mills was rebuilt, including a windowless steel-framed infill on the west side, and was in operation by September 1953

The Royal Docks closed in 1981, and many businesses relocated to Tilbury. The Rank and CWS mills were demolished by the LDDC in the 1990s, along with the Millennium Mills' B and C silos. The D silo to the south is Grade II listed Millennium Mills itself is locally listed by Newham Council.

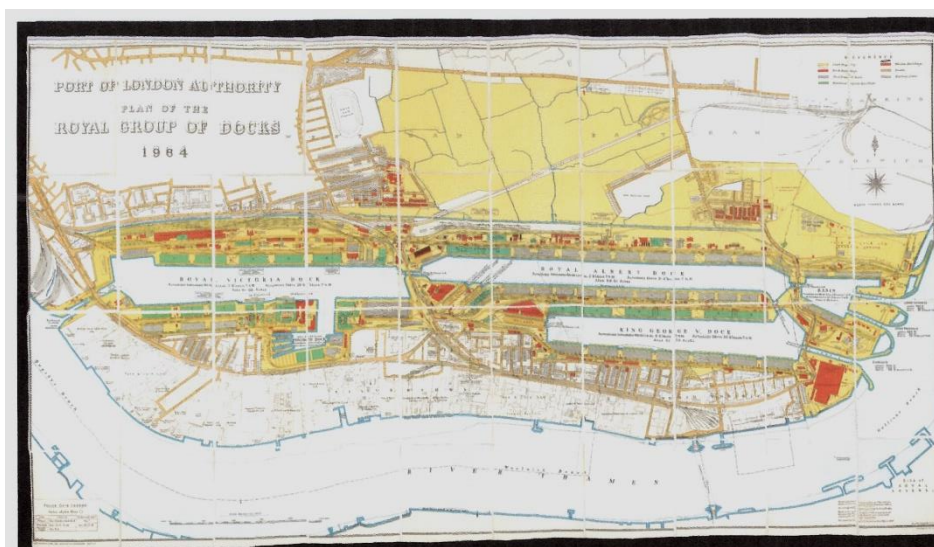
## **THE NORTH ALBERT SCHEME**

Drawn up by Cyril Kirkpatrick in 1919, PLAs then Chief Engineer, was a proposal for a fourth Royal Dock on the open land to the north of the Albert Dock. The proposed dock would run parallel to the Albert Dock with its entrance lock to Gallions Reach to the east on land later becoming Tate & Lyle's sports ground and the Beckton surface water pumping station.



*1921 with the KG V Dock still not completed and shown as the Albert South Dock.*

It was to have 51 Hectares of water area with 4800 metres odd of quay, providing berths for 25 ships. The entrance lock 305 metres long and 36.6 metres wide would have provided a depth of 15.9 metres below THW or Trinity High Water (the level of the impounded water in the docks). By the time the scheme was revisited in the early 1920s, the priority had changed to Tilbury, so the North Dock was never built. The PLA held on to the land, however, until the Mid-1960s, just in case. They also held a large area of land to the north of Tilbury Docks, but this was put to use in the 1960s with the big dock extension.

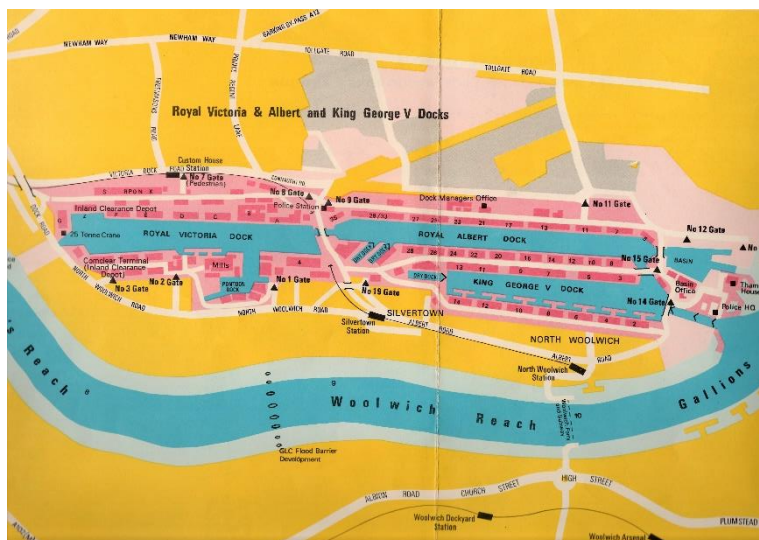


1964

WITH THE LARGE AREA TO THE NORTH OF ALBERT DOCK STILL CONTROLLED BY THE P.L.A.

It is interesting to speculate as to the effect of the North Albert dock would have had on the Port of London, if built. It would have doubled the size of the Royal Docks and provided deeper berths. For a while it could have served as London's container port, with the large areas of Beckton Marshes available to provide the back-up room for such operations. The large amount of dredging in the river that would have been required would have been very costly. The channel upstream of Tilbury would have needed to be deepened from about 6 metres at Chart Datum to about 10 metres, an enormous exercise in dredging, both capital and maintenance.

In the last 40 years or so, the size of ships, and consequently their draught, has increased hugely. Even if constructed, it is unlikely to have postponed the closure of the Royals by many years. Tilbury Docks, even with the "new" entrance lock built in 1928, are at present limited to ships of about 60,000 tonnes deadweight and draughts of about 13 metres.. Most of the container traffic using Tilbury uses the tidal Northfleet Hope Container Terminal. The docks, apart from a few active customers, have recently been used for laid up vessels.



1979 with much of the north lands sold off (SHOWN IN GREY)

## COMPARISON OF ENTRANCE LOCK SIZES

For comparison, the Ijmuiden Sea Lock, completed in 2022, is the largest sea lock in the world, linking Amsterdam's North Sea Canal with the North Sea.

| Dock | Length | Width | Depth |
|------|--------|-------|-------|
|------|--------|-------|-------|

|                       |      |       |       |
|-----------------------|------|-------|-------|
| King George V         | 244m | 30.5m | 13.7m |
| Tilbury New Entrance  | 250m | 32.5m | 10.5m |
| North Albert (scheme) | 305m | 36.6m | 15.9m |
| Ijmuiden New Sea Lock | 500m | 70.0m | 18.0m |

## SHORT HISTORY OF A LINE – GRIMALDI GROUP



Grimaldi Lines ship Grande Europa    Grimaldi Lines ferry Eurocargo Bari on the river Elbe

The Grimaldi Group is a private shipping company owned by the Grimaldi family based in Naples, Italy. Grimaldi operates a large fleet of ro-ro, ro-ro/multipurpose, con-ro multipurpose, PCTC (Pure Car and Truck Carrier), ro-pax and cruise ferries vessels.

The Grimaldi Group is a conglomerate of companies linked to the logistics business with a main focus on shipping. The main brands of the company are:

- Grimaldi Lines – covering the activities of two companies, Grimaldi Euromed and Grimaldi Deepsea, including maritime transport of cargo and passengers in the Mediterranean as well as freight only services between the Mediterranean, Northern Europe, West Africa, North and South America
- Atlantic Container Line (ACL) – Roll-on roll-off and container-based cargo services in the North Atlantic
- Minoan Lines – a ferry company sailing between Italy and Greece and within Greece
- Finnlines – a ferry company operating in Northern Europe and in the Baltic Sea

- Malta Motorways of the Sea – a ferry company operating between Malta and other Mediterranean countries

According to their own records, the oldest written records linking the Grimaldi family to shipping dates back to 1348, when three Grimaldi brothers received a precious relic as a guarantee for the chartering of three ships, and the newest member inherited the company (Emanuele Grimaldi the 1st). The current Grimaldi companies can be traced back to the middle of the 19th century when Italian shipowner Gioacchino Lauro started a steamboat company. His son Achille expanded that shipping company and, in the middle of the 20th century, it became one of the largest shipping companies in the world. At that time, Giovanni Grimaldi was a lawyer who was married to the sister of above Achille Lauro. Amelia Grimaldi-Lauro asked her brother Achille to take her son Guido under his wings, and this brought the Grimaldi family back into the shipping business. It was this son, Guido, who founded the group in 1947 with his brothers Luigi, Mario, Aldo, and Ugo by buying a Liberty ship. The Grimaldi brothers realized the needs of the market and promptly started to transport passengers, focusing on Mediterranean- South America routes, with comfortable ships that regularly connected Italy to Buenos Aires, Caracas and other ports. Since the early 60s, coinciding with Italy's economic boom, the Liberty ships were replaced with modern bulk carrier and tankers units, which enhanced the Group in the transport of goods. The turning point came in 1969, when the brothers inaugurated a new regular service between Italy and the United Kingdom, specifically dedicated to the transport of brand new vehicles. In a few years, all the major international car manufacturers knew Grimaldi and chose the company for the transport of their vehicles between Europe and the Mediterranean. Since then rolling freight has been the driving force of the growth of the Group. Over the last decades, the Group proceeded with an expansion policy of its maritime network, of its fleet and shore services. The Group's fleet increased from 36 units to over 130 ships and the brand became a landmark for the biggest vehicle manufacturers worldwide. At the same time the Group evolved to an integrated logistics operator, running a network of 22 owned port terminals located in the Mediterranean, Northern Europe and West Africa. In the last decades, the Group has invested in the development of the Motorways of the Sea in the Mediterranean and Baltic Seas, promoting EU's policy. The Motorways of the Sea network was extended between 2006 and 2008 with the acquisition of Finnlines, leader in the Baltic region, and Minoan Lines, leader in the Adriatic Sea, totalling today more than 120 routes.

The Grimaldi Group fleet includes over 130 ships, of which about 120 are owned,. The young and modern units are deployed on regular services in a

network that connects over 140 ports in 50 countries and 4 continents. In recent years, the Group has invested heavily in the renewal and strengthening of its fleet, firstly by designing and commissioning the construction of new high-performance units with a reduced environmental impact. At the same time, numerous ships already in operation have undergone important green conversion works. About 80% of the Group's ships are dedicated to freight-only transport between Europe, the Near East, Africa, North and South America. The remaining units are deployed for the mixed transport of freight and passengers in Europe (Mediterranean Sea, Baltic Sea and North Sea).

#### Freight-only transport

- Ro-ro ships for short sea connections, mainly dedicated to the transport of rolling freight and cars and regularly operating in the Mediterranean, the Baltic Sea and the North Sea. Finnlines' <sup>1</sup> The Grimaldi Group has recently made important investments for the strengthening of its ro-ro fleet. Between November 2020 and January 2021, the first three GG5G-class (Grimaldi Green 5th Generation) hybrid ro-ro vessels entered service in the Mediterranean. These ships use fossil fuel in navigation and electricity during the stop in port, guaranteeing Zero emission in Port thanks to the presence onboard of mega lithium-ion batteries. Nine of the twelve GG5G-class vessels will be operated under the Grimaldi Lines brand in the Mediterranean, while the other three will be delivered to Finnlines, which will use them to enhance freight connections in Northern Europe. All GG5G-class units were delivered in 2021–2022.
- PCTC (Pure Car & Truck Carrier) and ro-ro multipurpose ships: extremely flexible vessels which can transport any type of rolling freight (trucks, tractors, buses, excavators, etc.) and special cargo (railway waggon, helicopters, etc.). These ships are mainly used in the Mediterranean Sea as part of the Euromed network as well as in trade between Europe and North America. A recent order from the Grimaldi Group covered seven new highly innovative PCTC vessels that stand out for their size, flexibility and efficiency..
- Con-ro ships for the transport of containers and rolling freight on deep sea routes. Thanks to the combination of the stern ramps and the cranes on the deck, they are able to load different types of goods independently and simultaneously. All ACL ships, operating between North America and Northern Europe, and other Group ships

used on routes connecting Europe, the East coast of America and West Africa, belong to this category.

- The Group has recently made an order to a Korean shipyard for the construction of 6 con/ro vessels of the G5 class with delivery by 2023.<sup>1</sup>

## Ferry operations

The Grimaldi Group deploys around 30 ro-pax vessels for the mixed transport of goods and passengers in the Mediterranean Sea, the Baltic Sea and the North Sea. With a fleet consisting mostly of modern and comfortable ferries, cruise ferries and a luxury catamaran, the Group transports rolling freight, cars and passengers between the main European ports under the Grimaldi Lines, Minoan Lines and Finnlines brands. Fleet improvement initiatives have recently involved the two flagships of the Group's ro-pax fleet. The two state-of-the-art cruise ferries Cruise Roma and Cruise Barcelona – both operating since 2008 – underwent major lengthening and refurbishment works at the beginning of 2019 which further increased their energy efficiency and made them the first ships in the Mediterranean with Zero Emission in Port technology. In December 2019, Finnlines finalized a new order for the construction of two ro-pax units, which will be delivered by 2023. These new ships, which will inaugurate the innovative Superstar class, will be larger and more technologically advanced than the existing units belonging to the Star class.

## Cargo

The company specializes in the maritime transport and distribution of shipping containers, automobiles, trucks, trailers, Mafi roll trailers, heavy construction machinery and other types of rolling cargo. The core business of the Grimaldi Group is the transport of rolling and containerized goods on a global scale. The dense network of maritime connections operated links the main ports in the Mediterranean, Northern Europe, West Africa, North and South America, and is conventionally divided into Atlantic Network and Euro-Med Network. The Atlantic Network includes all lines operated between the various shores of the Atlantic Ocean and is mainly dedicated to transport of rolling freight, containers, project cargo and special cargo. The Group has been operating on these lines for over 40 years, taking on the role of market leader and guaranteeing weekly departures from the main ports in North and South America, West Africa and Northern Europe. The Euro-Med Network was born in the mid-nineties. It includes frequent and regular services calling at over 50 ports in the Mediterranean (including Turkey and the Near East) and in the Baltic Region (including Russia). The Euro-Med connections are mostly

dedicated to the automotive sector. The Grimaldi Group has also been the pioneer in the development of the Motorways of the Sea in Europe. The wide network of over 120 short sea routes extends in all the Mediterranean Sea, the Baltic Sea and Northern Europe. For its short sea and deep sea services, the company deploys over 130 vessels, including ro-pax ships, ro-ro vessels, pure car and truck carriers, ro-ro multipurpose and container/ro-ro ships.

In April 2023 Grimaldi took delivery of the first of 6 vessels with 4700 lane metres and 43 % more efficient CO<sub>2</sub> the Great Athens. Current en route from the Far East Builders is the second vessel the Great Lagos

In July 2023 Grimaldi had 17 vessels on order including seven ammonia ready PCTC's

## ANSWERS TO QUIZ 72

1. If you took a cruise on the river Danube from Germany down to the Black Sea delta, which of these four European capital cities would you NOT pass through – Belgrade, Bratislava, Bucharest or Budapest?

*Bucharest – Note you would also pass through Vienna, making four European capitals in total.*

2. Which cruise ship spent a few days in September stuck in mud and silt in Alpefjord, 1,400 km (870 miles) northeast of Greenland's capital Nuuk.

*Ocean Explorer*

3. *Kirkella* is the UK's last type of what vessel? The ship was registered in June 2018, and is 81m long, with a crew of 30.

*Long distance trawler. Kirkella is based in Hull.*

4. Which ship recently set out on its maiden voyage with wing-sized rigid Wind Wings sails?

*Pyxis Ocean*

5. On 25<sup>th</sup> July, fire broke out on a car carrier in the North Sea, possibly as a result of a battery explosion in one of the electric cars on board. What is the name of this car carrier?

*Fremantle Highway*

6. The UK Ship Register is operated by which agency?

*Maritime & Coastguard Agency*

7. Marella Cruises recently christened its newest ship in Malaga, Spain. What is the name of the ship?

*Marella Voyager*

8. A fishing vessel with registration letters CK is registered in which port?

*Colchester*

9. The port of Murmansk is located on the eastern shore of what bay?

*Kola Bay, in the Barents Sea*

10. Paddle Steamer Waverley has two lounges on board (as well as a bar, dining saloon and tea room). One lounge is the Observation Lounge. What is the other called?

*Jeanie Deans Lounge*

## MYSTERY SHIPS 72



**Wai Hai 611** Port Kelang – 21.03.2018

**WAN HAI 613**

IMO 9224506 Container Ship

68,687g 71,376d 5,610 TEU Length: 285 Breadth: 40 Depth: 24.4 Draught: 14 (m)

2001: Completed by Hyundai Heavy Industries Co Ltd., Ulsan as GOLDEN GATE BRIDGE.

2015: Renamed WAN HAI 611. Still in service.



**Peleus** Creeksea, 10.03.2018

|               |                                                        |
|---------------|--------------------------------------------------------|
| <b>PELEUS</b> | IMO 9224506 General Cargo – 'Rhein Type'               |
| 2,452g 3,675d | Length: 87.9 Breadth: 12.8 Depth: 7.1 Draught: 5.5 (m) |

2009: Completed by Slovenske Lodenice a.s., Komarno as PELEUS.

2020: Renamed WILSON DAGENHAM. Still in service.



**Pacific Princess** Cadiz, 16.04.2018

|                         |                                                       |
|-------------------------|-------------------------------------------------------|
| <b>PACIFIC PRINCESS</b> | IMO 9187887 Passenger/Cruise                          |
| 30,312g 3,010d          | Length: 181 Breadth: 25.5 Depth 14.2 Draught: 5.9 (m) |

1999: Completed by Chantiers de l'Atlantique, St-Nazaire as R THREE.

2002: Renamed PACIFIC PRINCESS.

2021: Renamed P PRINCE.

2022: Renamed AZAMARA ONWARD. Still in service.



### **Oriental Bright** Phu My, 17.03.2018

**ORIENTAL BRIGHT**                      IMO 9412804 Container ship  
13,596g 17,765d 1,032 TEU   Length: 162   Breadth: 25.6   Depth 12.9   Draught: 9 (m)

2007: Completed by Imabari Shipbuilding Co Ltd, Imabari EH as MOL ATTRACTION.  
2016: Renamed ORIENTAL BRIGHT. Still in service.



### **Oraluna** Canvey island, 24.06.2018

**ORALUNA**                                      IMO 9537094 Chemical/Products tanker  
3,953g 6,907d                                  Length: 103   Breadth: 16   Depth 8.7   Draught: 7 (m)

2012: Completed by Rongcheng Xixiakou Shipyard Co Ltd, Rongcheng SD as ELKA S.  
2012: Renamed ORALINA.  
2012: Renamed ORALUNA. Still in service.



**Wladyslaw Orkan** Bitter Lakes, 10.04.2018

|                        |                                                        |
|------------------------|--------------------------------------------------------|
| <b>WLADYSLAW ORKAN</b> | IMO 9271925 General Cargo/Multi-purpose                |
| 24,167g 30,435d        | Length: 199.8 Breadth: 27.8 Depth 15.5 Draught: 11 (m) |

2003: Completed by Shanghai Shipyard, Shanghai as WLADYSLAW ORKAN.  
Still in service.