



**The
World
Ship
Society**



Southend Branch

News and Views

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

News & Views Coordinator Richard King rking567@btinternet.com

NOTES

Thanks go to Graham, Eddie, Bob , John , Phil , Nick, Krispen Tony, Stuart and Andrew Colin for their contributions. This month's edition includes a number of articles taken from the U3A Maritime group reflecting the wide range of interests

Contents

News

Visitors

Pictures from Krispen

Quiz- Tony

The Trouble with wheelhouses

Colins Pictures and Krispens Mystery Ships 67

Alpha Cliffe

Bucklers Hard

World Yachts – El Mahrousa

Savarona

The Long Distance Regatta

Tribal Class 1936

SSN Virginia Submarines

CS Monarch

The Story of the Flying Enterprise

Scapa Flow

HMS Dasher

Suez Canal Improvements

SS Chusan

MV Yara Birkeland

Kishorn Dry Dock & Yard

Shipbuilders- William Denny & Brothers- Part 1 814-1914

Mystery ShipsAnswers

Quiz Answers 67

News

Viking takes delivery of newest vessel Viking Saturn



The vessel is part of the line's fleet of eight identical sister ships and accommodates 930 guests across 465 staterooms.

Viking Saturn will be officially named in New York City on 6 June 2023 by philanthropist Ann Ziff, who was chosen as godmother to reflect Viking's

The line's partnership with the Metropolitan Opera allows it to offer the Live in HD series to guests for entertainment onboard its ships. Viking also holds other partnerships and sponsorships to support its cultural programming including with Classic FM, the British Museum, the Royal Academy of Arts, Opera Holland Park, TED and more.

Emerald Cruises' Emerald Sakara floated out in Vietnam



Emerald Cruises' new luxury ship Emerald Sakara has been floated out ahead of its final interior fit-out.

The vessel is currently being built by The Halong Shipbuilding Company in Vietnam and is due to depart on its maiden voyage from Athens, Greece, to Rome, Italy, on 5 August 2023.

Emerald Sakara will accommodate a maximum of 100 guests across 50 suites and staterooms, similar to its sister ship [Emerald Azzurra](#).

It will also feature an infinity pool, public areas for guests to relax in, a marina platform with easy access to the sea, and a Wellness Centre, which includes a spa, gym and infrared sauna

Emerald Cruises aims to create an exclusive experience by exploring ports and harbours that are only accessible to small yachts. Following its inaugural voyage in August, Emerald Sakara will operate in Italy, Greece, Turkey and the Adriatic for the rest of its summer season. Then, it will offer cruises in the Caribbean and around Central America for the winter season, beginning 17 November 2023.

SunStone Maritime Group takes delivery of Ocean Albatros



The SunStone Maritime Group has taken delivery of its sixth Infinity-class vessel, the Ocean Albatros, from the CMHI Shipyard in Haimen, China. The vessel will now begin repositioning before going on a year-round charter to Albatros Expeditions.

The Infinity-class Vessels are 104 meters long and 18 meters wide, with a draft of 5.1 meters. They have a passenger capacity ranging between 130 and 200 and a crew capacity between 85 and 115. The vessels feature the X-Bow hull design from Ulstein Design & Solutions and have been designed to Ice Class 1A and Polar Code 6 standards, as well as being equipped with Safe Return to

Port, Dynamic Positioning, and Zero Speed Stabilizers. The vessels also feature a swimming pool, bar and restaurants, lounges, a boutique, a gym, a spa, and a sauna.

Six Infinity-class newbuilds have now been delivered, including Greg Mortimer, Ocean Explorer, Ocean Victory, Sylvia Earle, Ocean Odyssey, and now Ocean Albatros. The seventh and final Infinity-class vessel will be delivered in 2025.

MSC Euribia completes sea trials ahead of launch in June



MSC Cruises' upcoming ship MSC Euribia has successfully completed its four-day sea trial in the Atlantic Ocean.

The cruise line tested the performance of the ship's four LNG-powered engines, manoeuvrability, fuel consumption, safety systems, speed and stopping distances.

MSC Euribia is now undergoing finishing touches at Chantiers de l'Atlantique's shipyard in Saint-Nazaire, France, before its [naming ceremony](#) on 8 June in Copenhagen, Denmark. It will then embark on its maiden season in Northern Europe from its homeport in Kiel, Germany.

The ship, which is the 22nd to join the MSC Cruises fleet, will accommodate up to 6,327 passengers and [will host seven different live productions per week](#) to entertain guests.

The LNG-powered vessel will feature shore power plug-in connectivity to reduce carbon emissions in port as well as advanced wastewater treatment, recycling and underwater noise management systems to protect marine life.

MSC Cruises' commitment to sustainability will also be reflected on the ship exterior via a fresco designed and painted by German graphic artist Alex Flaemig.

New Nile River cruise ship Viking Aton floated out in Egypt



Viking's newest ship for the Nile River, Viking Aton, has been floated out at the Massara shipyard in Cairo, marking the first time the cruise vessel has touched water.

Viking Aton will now be moved to a nearby outfitting dock for final construction and interior build-out ahead of its debut in August 2023.

The ship will join the company's fleet of vessels purpose-built for the Nile River and sail Viking's 12-day 'Pharaohs & Pyramids' itinerary. Viking Aton is the sister ship of Viking Osiris, hosting 82 guests in 41 staterooms and featuring a square bow and the indoor/outdoor Aquavit Terrace.

During the 'Pharaohs & Pyramids' itinerary, guests begin with a three-night stay at a first-class hotel in Cairo, where they can visit sites such as the Great Pyramids of Giza, the necropolis of Sakkara, the Mosque of Muhammad Ali, or the Grand Egyptian Museum. Guests then fly to Luxor, where they visit the Temples of Luxor and Karnak, before boarding a Viking River ship for an eight-day roundtrip cruise on the Nile River, offering access to the tomb of Nefertari in the Valley of the Queens and the tomb of Tutankhamen in the Valley of the Kings. Excursions are also available to the Temple of Khnum in Esna, the Dendera Temple complex in Qena, the temples at Abu Simbel and the High Dam in Aswan, and a visit to a Nubian village, where guests can experience a

traditional primary school. Finally, the journey concludes with a flight back to Cairo for a final night in the city.

Viking will have six ships sailing the Nile by 2025 with the addition of two new sister ships, Viking Hathor and Viking Sobek, which are already under construction and will be delivered in 2024 and 2025, respectively.

New Incat Crowther-designed ferry delivered to Azam Marine



The ferry can transport up to 620 passengers at speeds of more than 30 knots. Tanzanian ferry operator Azam Marine has taken delivery of Kilimanjaro VIII, a new 53-metre passenger ferry designed by Incat Crowther and built by Richardson Devine Marine in Hobart, Australia.

Kilimanjaro VIII is the 11th vessel designed by Incat Crowther for Azam Marine and the eighth built by Richardson Devine Marine. The ferry is larger than its predecessor, Kilimanjaro VII, and can transport up to 620 passengers at speeds of more than 30 knots.

The vessel's main deck has capacity for 340 passengers and features a kiosk area, and five bathrooms. The mid-deck cabin seats 56 VIP-class passengers and 16 Royal-class passengers in fully lie-flat seats, along with an additional 200 economy passengers and four bathrooms. The ferry's luggage room can house up to 10 tonnes of luggage and cargo.

Kilimanjaro VIII will feature Azam Marine's parallel boarding system, which uses five ramps per side to load passengers and cargo in segregated flows. It

will also introduce a reverse-bow hull configuration, a first for the operator's fleet.

The vessel is now sailing to Tanzania, where it will enter service shortly after arrival.

06 April 2023

Transtejo's first all-electric ferry delivered by Astilleros Gondán



A new all-electric ferry has been delivered to operator Transtejo for services along the Tagus River in Lisbon, Portugal

The new vessel was constructed by Astilleros Gondán shipyard, featuring an integrated power, automation, energy storage and propulsion solution from ABB. It is the first of a fleet of ten all-electric ferries that the operator is building to replace its older fossil fuel-powered vessels to reduce emissions, cut operational and maintenance costs, and improve passenger comfort.

The ferry will feature a 1,860-kilowatt hour battery pack, with power distribution managed by ABB Onboard DC Grid. ABB is also providing the control and rectifier systems for shore power and a communications system which identifies the vessels arriving, its charging status and the power required, enabling ferries to recharge in between five to 10 minutes. The technology group estimates that the new ferries will reduce carbon dioxide emissions along the Tagus river by 6,500 tons every year, and the vessels will form part of Portugal's strategy to reach carbon neutrality by 2050.

Autonomous, 3D-printed passenger ferry to operate during Paris Olympics



of major sporting events during the Paris Olympics

An autonomous, 3D-printed passenger ferry will be deployed in Paris, France, in the summer of 2024 during the Paris Olympics.

A proposal by Holland Shipyards Group, Sequana Développement and Roboat was designated as a winner in a national call for autonomous boat projects initiated by the French inland waterway authority, Voies Navigables de France.

The ferry will have dimensions of 9 by 3.9 metres, making it the largest printed autonomous ferry ever. The vessel will be printed from recycled material and will feature electric propulsion. Mooring and charging will happen automatically.

The location of the ferry's deployment will be in the vicinity of major sporting events during the Olympics, carrying athletes and visitors over the Seine River.

Liberty Lines orders three more hybrid ferries from Incat Crowther



Italian ferry operator Liberty Lines has expanded its order of 38-metre hybrid monohull ferries from Incat Crowther, with three additional vessels added to the original order.

Astilleros Armon is constructing the vessels at its shipyard in Spain, with delivery expected to take place between 2023 and 2026.

Each ferry will offer a flexible hybrid drivetrain which can operate in different modes as required. In all-electric mode, they can enter and leave ports at up to eight knots in zero-emission mode. They will be capable of a speed of 30 knots in hybrid mode, while the batteries are simultaneously charged by the two main engines. During longer stops, the batteries are charged by shore power supply.

The main deck of each vessel features seating for 166 passengers, five bathrooms and a kiosk or bar midship. The upper deck seats a further 85 passengers with two more toilets. Luggage racks are situated throughout the vessel's two passenger cabins, along with overhead luggage bins.

The ferries will be equipped with Rolls-Royce integrated MTU hybrid propulsion systems. These comprise of two 16V4000M65L engines, two gearboxes, two e-motors and electric systems, two variable-speed gensets, a battery system, switchboard, electrical power management system and an MTU hybrid automation system.

○

Ta ta, Tiverton... HMS Enterprise says farewell to her 'home' town



The people of Tiverton bade farewell to their ship – Royal Navy survey vessel HMS Enterprise – as crew paraded through the Devon town for the last time.

Led by the Band of His Majesty's Royal Marines Lympstone and joined by 30 Sea Cadets from the town's unit TS Hermes, all 42 members of the ship's company took part in the final Freedom parade, exercising an honour the Plymouth-based vessel has enjoyed for most of her 20-year career.

Enterprise has been bound with Tiverton since she was still under construction at the Appledore yard in north Devon in 2002 and awarded the town council's highest civic honour in 2005.

Commissioned in 2003, the current Enterprise is the tenth in the Royal Navy to bear the name going back to 1705.

Her role as a survey vessel has taken her to the four corners of the globe – to Japan and the Pacific Rim, in the heat of the Gulf and Middle east, the icy waters of Norway and the High North, as far south as the Falklands, and especially in the Mediterranean and European waters.

Aside from her regular hydrographic duties – which included surveying Beirut harbour in the wake of the explosion which devastated their docks in August 2020 – Enterprise evacuated civilians from Libya amid civil unrest in 2014 and spent extensive periods supporting the international operation to rescue migrants in the Mediterranean, which earned the ship the military's highest peace prize, the Firmin Sword.

Enterprise will decommission in Portsmouth later this month. She and her sister HMS Echo are being replaced by the Navy's Future Military Data Gathering Programme being introduced over the next 18 months, deploying specialist teams with state-of-the-art equipment, including drones and autonomous systems, on other vessels – including commercial ships – to gather the relevant information

Visitors



Maersk Cambridge Built 2022 149444 GRT Liberia



San Nicholas Maersk ex Cape San Nicholas in new Livery



MSC Fairfield Built 2006 90389 GRT Portugal

Current Location Antwerp



Yasa Swan Built 2019 29681 GRT Marshall islands Owner

Current Location Mongstad



Arctic Lady Built 2006 121597 GRT Norway Owner

Current Position Brest



Overseas Sun Coast Built 2019 29000 GRT USA

Current Position Rotterdam



Buzluja Built GRT Owner

Current Position North Sea



GsL Christen Built 2002 75201 GRT Liberia

Current Position En route to Jeddah



Spar Virgo Built 2005 332194 GRT Norway

Current Location Alexandria



British Contributor Buil 2018 111000 GRT UK

Current Position Corpus Christi



Bahra Built 2012 62945 GRT Kuwait

Current position Arabian Sea



Burri Built 2013 64585 GRT Cayman Islands

Current Position En route to Lome



Marlin Hestia ex Nord Lavender Built 2017 42791 GRT Marshall Islands

Current position En route to Cristobel



Seamelody Built 2011 22402 GRT Marshall islands Owner

Current Position Hamina Finland

PICTURES FROM KRISPEN



BRITISH CONTRIBUTOR



SCELVERINGHE



OVERSEAS SUN COAST



OVERSEAS SUN COAST



OVERSEAS SUN COAST



H A SKLENAR



GREENWICH PARK



BUZLUDJA

VENTURE

**Maersk
Saint
Nicholas in
new livery**

WSS Quiz Questions Edition 67

Here are the answers to this month's Ships in the News quiz, but what were the questions?

MARITIME QUIZ APRIL 2023 ANSWERS

The following are the answers to this months Ships in the News Quiz, but what were the questions?

1. USS Mobile.
2. Robert Cenac and Mr. Dawg.
3. Louise Michel
4. USS Milius
5. PNS Moawin.
6. Monjasa Reformer.
7. Lady Mary Joy 3
8. Warspite
9. Island Crown.
10. HMS Prince of Wales
11. MSC Raya.
12. Disney Treasure
13. Biter
14. Bibby Stockholm
15. Tundraland.

THE TROUBLE WITH WHEELHOUSES

The elderly skipper of the tiller- steered sailing barge EVA ANNIE considered that he had invented the barge wheelhouse. His consisted of a large cabbie's umbrella strapped to the tiller. "The beauty of it is", he explained to admirers, "that where I goes, moving the tiller to steer the barge, it goes."

Alas, he was not the inventor. Wheelhouses had been provided on bigger, coasting barges by kindly? owners for some time – for example Goldsmith's larger barges and R&W Pauls' two giants – AIDIE & BARBARA JEAN (both lost at Dunkirk in 1940). Then, in the 1930's, some of the larger owners began to install engines in their vessels and provision of a wheelhouse became, more or less standard, probably to protect the controls rather than the crews. At this

stage the mizzen mast and sail would be discarded to make way for the new structure and thus destroying the old tradition of scandalising the mizzen to summon a pilot.

During the period after the Second World War many sailing barges were cut down to power alone and wheelhouses became almost universal – to the extent that motor barges trading to Maidstone and beyond, on the river Medway, were provided with a wheelhouse that could have its top half removed, thus allowing passage under the very low Aylesford Bridge. This was, anyway, sometimes a near-run thing, as witnessed by several scars under the bridge arch.

London dockers did not like sailing barges, considering that their gear got in the way of cranes and that it was difficult to stow cargo in their cramped holds. This attitude persisted into the motor barge era and wheelhouses were badly treated with some receiving heavy blows from dockside equipment. One motor barge was observed having its wheelhouse pulled back upright with the assistance of a lockside winch before departing on a voyage. On yet another the crew were seen scrabbling in and out of the windows as both wheelhouse doors were jammed by damage sustained in dock.

A wheelhouse could often double as a toilet. Standard domestic equipment would include two buckets – one for washing up and the other, possibly with the addition of a wooden seat, for use as a toilet – and woe betide the barge mate who mixed them up. The crew allocated to the newly-built, steel motor barge NICOLA DAWN were delighted to find that she came complete with a fitted toilet. She was probably the first so provided.

The present fleet of surviving sailing barges are, of course, well provided for in this respect. They also have their mizzens back, since modern technology makes it possible to operate an “iron topsail” without a shed to protect its controls. However, photos show VIGILANT racing with both mizzen and the wheelhouse retained from her motor barge days. BEATRICE MAUD went one better also keeping, for a good while, a large board displaying her name, over the wheelhouse. Several of the fleet, notably LADY DAPHNE, now sport half wheelhouses which at least give some protection at sea.

COLINS PICTURES AND KRISPENS MYSTERY SHIPS

67



Inisheer 17 07 93



Hoo Kestrel



Fengzhan 20 06 92



Demeo Creeksea 16 02 91



Aleksey Maryshev 30 07 93



Le Vigilant 20 06 93



G.E.D,

ALPHA CLIFFE OR THE NORTH SEA TERMINAL



The site now known as the North Sea Terminal is to the west of Cliffe Village and has a long frontage onto the south bank of the Lower Thames. The presence nearby of chalk and an abundant supply of clay made the site ideal for cement manufacture. Some very deep lakes on the site are the result of many years of the removal of clay for cement production. Various companies produced cement, eventually merging to become the Alpha Works and later to come under the Blue Circle banner. For well over 100 years coal was imported and cement produced on the site was exported to elsewhere in the UK and abroad via wharves and later, deep-water jetties. A freight only rail line began operating in 1961. Cement production finally ended in 1970.

In 1970, the site was taken over by Marinex Gravel for the import of sea-dredged gravel, its transport via a mile long conveyor and its distribution inland by rail and road. In 1971, a consortium of Burmah Oil and Total were granted planning permission for an oil refinery on the Cliffe Marshes nearby, but the project was never taken forward. In 2003 the site was bought by Britannia Assets, part of Brett

Aggregates, also for the import, storage and inland distribution of sea-dredged sands and gravels.

Part of the Alpha site was developed by Jet for an industrial terminal known as the Thameside Terminal. Oil storage tanks and pipework were installed, and the terminal made use of the upstream or Conoco jetty. In June 2010, however, the operators were ordered to clear the site of the terminal as it had been developed without planning permission. This part of the site is now used for open storage.

In July 2017, planning permission was granted for the upgrade of the Britannia Aggregate site, including the extension of the bridge deck, upgrade of the berthing facilities, the construction of one berthing and one mooring dolphin, and the installation of a new aggregate conveyor. The improvements were intended to facilitate the berthing of one 1600 tonne barge and one dredger at the same time, enabling the site to receive aggregate from the Thames Tideway Tunnels project. The material was to be used in part for the re-profiling of the Alpha and Chalk Lakes over the following 10 years.



BRITANNIA BEAVER ON THE CLIFFE JETTY

The North Sea Terminal at present provides a berth able to handle vessels up to 149 m long, together with a barge load out facility. The berth has 11.4 m at MHWS and 5.2 m at Chart Datum. There is open storage nearby with access to the rail head facility. The materials access is via a mile long conveyor, with a capacity of 3500 tonnes per hour to the main plant. The plant includes a ready mixed plant, a bagging plant and a block making factory. Confusingly, although the terminal is referred to as “the Alpha Jetty” by the PLA and others, it is the whole site that is known as “Alpha”, dating back to the cement making days. The jetties themselves are known as the “Cliffe Jetty” and the “Cliffe Fort Aggregate Jetty”, with the former located slightly downstream of the latter.





RECENT IMAGE

RECENT VISITORS

BRITANNIA BEAVER:



A Trailing Suction Hopper Dredger built in 1991 by Babcock Marine in Appledore. 5786 sdwt with dimensions 100m x 17m. Owned by Westlb of Dusseldorf, but managed by Britannia Aggregates. UK flag.

VICTOR HORTA:



A Trailing Suction Hopper Dredger built in 2011 by IHC Dredgers in the Netherlands. 8198 sdwt with dimensions 100m x 21m. Owned by Dredging International, but managed by DEME. Belgium flag.

MELLINA:



A Trailing Suction Hopper Dredger built in 2003 by IHC Holland. 51500 sdwt with dimensions 95m x 17m. Owned by Dredging International. Dutch flag.

CHARLEMAGNE:



CHARLEMAGNE

A Trailing Suction Hopper Dredger, built in 2002 by IHC Holland. 10,650 sdwt with dimensions 101m x 21m. Owned and managed by Dredging International.

DELTA -D:



A Trailing Suction Hopper Dredger built in 1989 by Babcock Marine Appledore as ARAI AXE. 5385 sdwt with dimensions 98m x 17m. Owned and managed by Hanson Aggregates Marine. Dutch flag.

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BUCKLERS HARD



- Buckler's Hard is a hamlet on the banks of the Beaulieu River in Hampshire. With Georgian cottages running down to the river, Buckler's Hard is part of the 9,000-acre Beaulieu Estate. The hamlet is some 2.5 miles south of the village of Beaulieu.
- Buckler's Hard was , originally called Montagu Town, and was built by the second Duke of Montagu, with the intention of providing a free port for trade with the West Indies. Its geography favoured the development of shipbuilding, as the hamlet had access to a sheltered but navigable waterway with gravel banks capable of supporting slipways for vessel construction and launch. Timber for hulls was also readily available from the surrounding New Forest.
- Shipbuilding at Buckler's Hard commenced in the early eighteenth century. A private shipyard adjoining the hamlet was established by James Wyatt, a local entrepreneur and timber merchant from Hythe on Southampton Water. Wyatt & Co. won a contract to build the Navy ship HMS Surprise in 1744, and subsequently another, HMS Scorpion, at Buckler's Hard. Henry Adams, a master shipwright, was sent from Deptford Dockyard to Buckler's Hard in 1744 by the Admiralty to oversee the building of these ships by Wyatt & Co. After the completion of the initial ships by Wyatt, Buckler's Hard grew to national importance under Henry Adams and won subsequent Royal Navy contracts. Over the following sixty years, Adams would supervise the building of 43 Royal Navy ships at Buckler's Hard, including three that fought at the Battle of Trafalgar in 1805: HMS Euryalus, HMS Swiftsure, and HMS Agamemnon. The two main shipbuilders associated with the shipyard are Henry Adams and from 1783 his son Balthazar Adams.
- Shipbuilding at Buckler's Hard declined in the nineteenth century. During World War II, the village was used to build motor torpedo boats, and the river was a base for hundreds of landing craft for

the Normandy invasion, Operation Overlord. Today there is a small maritime museum and a marina. Buckler's Hard was where Sir Francis Chichester began and finished his solo voyage around the world in the Gipsy Moth IV.

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YACHTS OF THE WORLD

El Mahrousa



El Mahrousa was built by the Samuda Brothers shipyard at Cubitts Town on the Isle of Dogs in 1865. It carried the title of the world's biggest yacht unchallenged for over a century before eventually being surpassed by a new-build in the 1980s. She was originally built for the Ottoman governor of Egypt, Khedive Ismail, to receive visiting dignitaries, and was present at the opening ceremony of the Suez Canal in 1869. She was the Egyptian representative at the 1976 Bicentennial Fleet Review in New York. With three Parsons steam turbines, she can reach a top speed of 16 knots.

She has been refitted multiple times; in 1872, when her paddle wheels were removed, she was lengthened by 12.1 metres. She saw a further extension of 5.2 metres in 1905. By the end of the 20th century, however, El Mahrousa had fallen into disrepair and was relegated to serving as a museum ship. In 1992, she underwent a major refit so that she could sail to Italy for the Christopher Columbus Fleet Review, and she now serves as the Egyptian presidential

Yacht though she is seldom seen in public. She is usually berthed in Alexandria and is listed as a training ship for the Egyptian Navy. GRT 4560

Savarona



S

Savarona was first delivered by Blohm + Voss in 1937, and named after a rare type of black swan found in the Indian Ocean. The 135.94 metre superyacht was originally built for American heiress Emily Roebling Cadwalader, whose family business constructed both the Brooklyn and Golden Gate bridges. In 1937, she was purchased by the Turkish state as a presidential yacht for Kemal Atatürk, the founding father of modern-day Turkey. Following Kemal's death, Savarona was renamed Gunes Dil (Sun Language) and used as a Turkish Navy training ship. After years during which her condition deteriorated, she was eventually purchased by Kahraman Sadikoglu in 1989, who spent \$35 million on her refurbishment.

Her interiors were re-designed by Donald Starkey and can accommodate up to 34 guests and 54 crew. On board there is a Turkish hammam bath that spans the entire 16 metre beam and a swimming pool, plus there's also a private cinema for movie nights and a library suite adorned with personal artefacts belonging to her former owner Atatürk.

Length 135.94 Beam 16.12 m GRT 4701 T

THE LONG DISTANCE REGATTA

Much had already been done to set up the first ever Customs and Excise Regatta, largely by phone, since this was 1996 and computers were not then commonplace. The venue was to be Tarbert on Loch Fyne, Scotland and the boats were to be a fleet of Beneteau 35's chartered from Sunsail at Largs on the Clyde, with eight crew on each boat, thereby getting the biggest possible number afloat.

At a Committee meeting to finalise details, it was pointed out that we had no host club, so who was going to start and finish the races? I opened my big mouth and admitted that I had done this job (Race Officer) for my home club on many occasions. All of a sudden I found myself Race Officer for the regatta, despite my protestations that I was not an accredited RYA race officer and had never started a cruiser race or set an Olympic course!

The intention was for the boats, a dozen Beneteau 35s, to be sailed from their base at Largs by their crews on the Monday. Meanwhile me and my two assistants, Dave and Peter, would form an advance party to check out arrangements at Tarbert.

Racing, consisting of one long distance race and four olympic races would be held from Tuesday to Thursday and the boats returned on Friday. A prize giving dinner would be held on the Thursday evening at Stonefield Castle (now a hotel).

The three of us in the advance party flew from Stansted to Prestwick where we picked up a hire car for the rest of the journey.

First call was at Largs where we met some of the competitors and had a meal and a pint at an establishment with a typical Scottish name – Nardini's. Then we carried on with our journey, catching the ferry from Gourock to Dunoon. From there we follow a narrow, winding road liberally dotted with sheep to Portavadie to catch yet another ferry across Loch Fyne to Tarbert.

Unfortunately there was not room for us on the first ferry across so we had to wait an hour for the next one. This we passed pleasantly enough, drinking tea and yarning with the two men running the ferry terminal, plus a German tourist who was camped close by.

Then, at last, we reached Tarbert, so exhausted that our first thought was beer. So, without even bothering to unload the car we fell into the Victoria Hotel, where we were staying.

The next day we set about making sure that everything was ready for the racing. This involved visiting Stonefield Castle to check arrangements for the prize giving dinner. We also collected a large white board to be used for displaying course numbers from the committee boat. With difficulty we got the board plus us three into the hire car for the drive back to Tarbert. A good job we did not meet Old Bill on the way !

We also met the Harbour Master, who was English and very helpful and listened patiently to Peter's ideas for waterborne competitions after racing. We contacted the local sailmaker, who said that he was quite prepared to stay up all night, if need be, to repair damaged sails, which was good.

During the late afternoon and evening the boats arrived, headed by a piper playing Northumbrian pipes, since his was the Northern England entry, not the Scottish one. A skippers meeting and a reception were held and Peter's entertainment plans quashed since it was held that crews would be tired after a day's sailing and only want a decent meal and a few pints.

Next morning we joined our committee boat 'Green Pastures', a 40 foot ex-fishing boat, now largely used for taking tourists out to see the seals, to start the long distance race. This took the fleet to the top end of Loch Fyne, using navigation buoys as turning points. The wind was very light, so they were gone all day. We, on the committee boat, had little to do except eating, drinking and reading newspapers, enlivened by taking a little time out to tow a broken-down motor cruiser into Tarbert harbour.

Meanwhile the fleet was becalmed at the top of the loch, many of them with fishing lines out. One boat caught about 50 mackerel, a useful addition to ship's stores. During the afternoon the wind filled in a little, bringing the fleet back to us and we shortened the course.

There was one incident of note aboard 'Green Pastures'. At the start I noted that one competitor was flying an ensign as well as a racing flag. I radioed him to point out his error but failed to say 'out' when I had finished. I then had a

'discussion' with our skipper, Cullum, about frivolous use of radios and correct radio procedure.

Not long afterwards the radio sprang to life.

“Is that you, Cullum?” a voice asked, “we're having a wee discussion aboard here. Was your boat painted green at one time?” No doubt one of Cullum's fellow fishermen with no sign whatsoever of radio procedure.

Next day we had a change of weather. Instead of sunshine and light winds it drizzled with a moderate to fresh wind. We promptly discovered a disadvantage to Loch Fyne – too deep to lay racing marks except around the edges. After some cunning work with a chart and a triangle cut from a plastic bag we were able to sort out a course that was close to intended Olympic one.

The first race, in the morning, was enlivened for us when something overturned the Race Officer's coffee and the cheap kitchen clock that we were using for timing. The battery from the clock flew over the side of the boat! We had no spare! It looked as though the race would be finished on someone's wrist watch but then we spotted the battery resting on a fender. Very carefully, we retrieved it and all was well.

The second race of the day was enlivened by the Scottish entry which had her spinnaker well and truly jammed at the head of her mast and flapping itself to pieces. All we could do was to put the Sunsail representative aboard her to help sort out the mess.

On the final day we were back to brilliant weather for mid-September, but, alas, little wind. During the first race, which took two hours it failed completely, leaving the winner twenty four minutes ahead of the second boat. In the afternoon there was no wind, so we postponed the start for one and a half hours while we gave the boats practice at man overboard drill.

Eventually there were signs of a breeze filling in on the far side of the loch. Our skipper did not think that it would last but, nevertheless, we went over there and found that a course short course was possible. We were then ready for the prize giving dinner.

Unfortunately for me a complication over handicaps kept me number

crunching the results right up to the time to board the minibuses taking the crews to Stonefield Castle. This seemed to be largely occupied by ladies and gentlemen who were probably retired colonels and their wives and seemed to think that their retreat had been invaded by a number of rugby clubs. Since our dress code was trousers and rugby shirts of a different colour for each boat, that was understandable.

The table plan meant that we race officers shared a table with invited VIPs, including the Collector of Customs for Scotland (the head man). Two bottles of wine (one red, one white) were placed between each four people. During the speeches, I had to leave the room for a minute or two and when I returned there was a large red wine stain on the table cloth and no sign of the Collector.

I asked Peter what had happened and where was the great man? “ Oh,” he said, quite casually, “ I knocked a bottle of wine over and the Collector has gone to try and get the wine out of his trousers.” I don't think this did much for his career prospects.

Later, before the event ended, David suggested that he and I went back to our lodgings, the Victoria Hotel as he had a headache. Since we were sharing a room and I, too, had a bit of a headache from the number crunching, I agreed. On the way there, I noticed that David was slurring his words. How could this be? I asked. He admitted that no one at his end of the table was drinking alcohol, so he had drunk both bottles to celebrate his birthday, which was that day.

When we reached the hotel, I felt better and suggested to David that we had a nightcap in the bar to celebrate his birthday. He agreed, but said just a quick one. Three hours later we were still there, swapping drinks and jokes with the bar staff (by then off duty), while the harbour master served behind the bar.

So, the next day, all that remained was to travel back to the south of England.

G.E.D.

TRIBAL CLASS DESTROYER (1936)

The Tribal class, or Afridi class, were built for the Royal Navy, Royal Canadian Navy and Royal Australian Navy Originally conceived during design studies for a light fleet cruiser, the Tribals evolved into fast, powerful destroyers, with greater emphasis on guns over torpedoes than previous destroyers, in response to new designs by Japan, Italy, and Germany.

The Tribal class served in nearly all theatres of World War II. Only a handful of Royal Navy Tribals survived the war, all of which were subsequently scrapped. Only one Tribal survives to this day: HMCS Haida, which is now a museum ship in Hamilton Harbour, Ontario

From 1926, all Royal Navy destroyers had descended based upon the prototypes Amazon and Ambuscade. During the interwar period, advances in armament and machinery meant that by the mid-1930s, these "interwar standard" destroyers were being eclipsed by foreign designs, particularly from Japan, Italy, and Germany. To counteract this trend, the Admiralty decided on a new destroyer type, with an emphasis on gunnery over torpedo warfare.^[4] The destroyer was based on 'Design V', a design study for a small fleet cruiser This design envisioned a 1,850-ton ship with a speed of 36.25 knots an endurance of 5,500 nautical miles (and five twin 4.7 inch guns as main armament.

Although the design was rejected for the fleet cruiser role by August 1935, after no less than eight design proposals, it had evolved to present a destroyer with eight 4.7 inch Quick Firing Mark XII guns, in four twin mountings, with a maximum elevation of 40°, controlled by a low-angle director and high-angle / low-angle rangefinder director on the bridge. To provide close range anti-aircraft protection, the design was fitted with a quadruple Mark VII QF 2 pdr "pom pom" mounting, and two quadruple Vickers .50-inch machine guns. These ships introduced the Fuze Keeping Clock High Angle Fire Control Computer, which was used on all subsequent British wartime destroyers.^[6] The ships were also armed with a quadruple bank of torpedoAA

The Royal Navy placed an order for seven Tribals in 1936, with a second group of nine Tribals ordered on 9 June for two flotillas' worth of ships. The Royal Australian Navy and Royal Canadian Navy both ordered a flotilla of Tribals. The eight Australian ships were to be built in Australian shipyards. Three were completed, two in 1942 and one in 1945, but the rest were cancelled. The Canadian order was for four ships from British yards in 1940

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Between 1937 and 1945, twenty-seven Tribals were built. Estimated cost per ship was around £340,000 excluding weaponry, and £520,000 overall.

The Royal Navy equipped the Tribal class with a comparatively heavy anti-aircraft armament; all eight 4.7in guns could engage aircraft with predicted fire using the FKC computer, and thus provide a powerful augmentation to the battle-fleet's AA defence. The close range AA armament of a quad 2pdr and two quad Vickers machine guns was a marked advance over previous destroyer classes and heavier than most other nations' close range destroyer armament in 1939. However, prewar, the Royal Navy assumed that destroyers would be acting mainly as escorts for the battle-fleet, and would not be the primary focus of aerial attack and would not require more than 40-degree elevation for the main armament. Events soon showed that destroyers often functioned independently and so became the main target of Luftwaffe attack, especially by dive bombers. After the loss of Afridi and Gurkha, the remaining ships were taken in hand to improve the situation. Each ship's 'X' turret, which held a 4.7-inch mounting, was removed and replaced by two QF 4-inch (102 mm) Mark XVI guns on the twin HA/LA Mark XIX mounting.^[2] The mainmast was cut down and the rear funnel was lowered to improve the arcs of fire for the anti-aircraft weapons. As they became available, the more effective 20 mm Oerlikon guns were added, at first adding to and eventually

replacing the .50 in./12.7 mm machine guns. Depth charge storage was also increased, from 30 to 46 charges

By 1944, the four surviving British Tribals were given a tall lattice foremast to carry a Type 293 radar target indication and Type 291 air warning, with Type 285 radar added to the rangefinder-director. The first two Canadian built Tribals, Micmac and Nootka, were armed with the then standard armament of three 4.7-inch twin mountings and a single twin 4-inch mount, with the 4.7-inch mounts being given improved A.A. fuze setters, while the last two Canadian-built Tribals were equipped with eight Mark XVI guns with R.P.C. and four to six Bofors 40 mm guns as standard, along with a Mk VI Director.^[2]

Post war, survivors of the class met different fates: Royal Navy Tribals were retired by the 1950s, while Tribals in service with the Australian and Canadian navies continued in service, with many refitted as anti-submarine destroyers.

Name	Builder	:Launched	Fate
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Acridi	Vickers Armstrong	1938	Lost
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Ashanti	William Denny	1938	Scrapped 1949
Bedouin		1939	Lost 1942
Cossack	Vickers Armstrong	1938	Lost 1941



Eskimo	Vickers Armstrong	1938	Sold 1949
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Gurkha	Fairfield	1938	Lost 1940
Maori		1939	Lost 1942
Mashanga	Vickers Armstrong	1939	Lost 1941
Matabele	Scotts Shipbuilding	1939	Lost 1942
Mohawk	John Thornycroft	1939	Lost 1941
Nubianit		1938	Sold 1949
Punjabit	Scotts	1939	Lost 1942
Sikh	Alexander Stephen	1938	Lost 1942
Somali	Swan Hunter	1938	Lost 1942



Tartar

1939

Sold 1948



Zulu

Alexander Stephen

1938

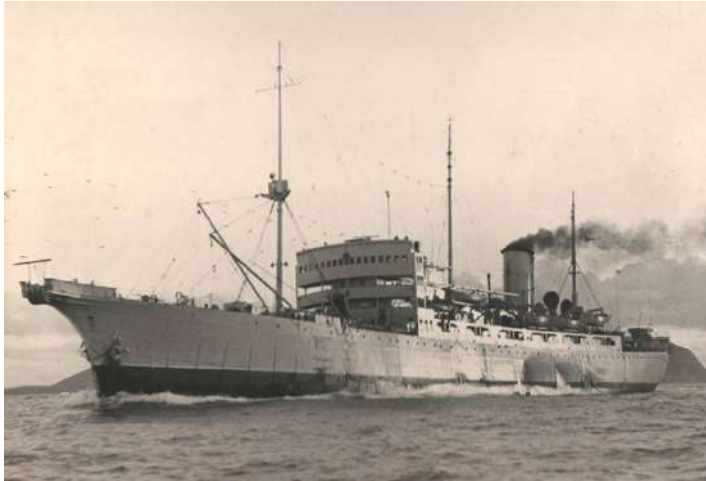
Lost 1942

As some of the Royal Navy's most modern and powerful escorts, they were widely deployed in World War II, and served with great distinction in nearly all theatres of war. The Tribals were often selected for special tasks and as a result, losses were heavy, with 12 of the 16 Royal Navy Tribals sunk,



HMCS Haida

CS MONARCH



HMTS Monarch, launched on 8 August 1945 and completed during February 1946, The ship was built for the General Post Office for the laying and repair of cables and was the largest cable ship in the world when completed and the first cable ship to have all electric cable machinery.

The ship was first engaged in repair and update of existing cables which had been neglected during the war. Monarch laid the first transatlantic telephone cable TAT-1.

In 1969 When the GPO became a public corporation, the Post Office, the designation H.M.T.S. became the more conventional, commercial designation CS. In 1970 the ship was sold to Cable & Wireless and renamed Sentinel.

Cable ships have unique requirements related to having long idle periods in port between cable laying or repairs, operation at low speeds or stopped at sea during cable operations, long periods running astern, high maneuverability, and a fair speed to reach operation areas. Electric drive was considered, but with the war were difficult to obtain. The design thus settled on oil fired boilers and two triple expansion steam engines driving two shafts. After design and model tests with design later coordinated with the builders to refine the final construction plans.

The ship was built at Swan Hunter at the Neptune Yard, Walker-on-Tyne

The ship, as built, was 8,056 GRT, , fully loaded displacement of 14,000 tons, 475 ft length overall, 435 ft length between perpendiculars, 55 ft 6 in breadth, and a draft, fully loaded, of 27 ft 10 in.

Monarch differed from previous cable ships in having all electric cable machinery.. The cable machinery forward was for laying cable in shallower water or picking up and retrieving cable in all depths. The aft machinery would be used for long deep water cable runs.^[1]

The most prominent external feature of cable ships until some recently designed were the bow sheaves and often stern sheaves that are included in length overall and are subject to change as cable machinery and needs change, thus will be a factor in length overall measurement as ships are modified. After a 1968 modification Monarch had three bow sheaves, a 5 ft 10 in (1.8 m) flat surface sheave and two 6 ft "V" sheaves, and one 7 ft "V" stern sheave

Four main oil fired boilers, 15 ft in diameter and 11 ft 6 in long, provided steam for the main engine and steam driven auxiliaries. Two triple expansion engines with cylinders 21 in, 35 in (), and 60 in with a 30 in stroke develop 4,500 horsepower for a top speed of 14.5 kn

Electricity for both cable machinery and general ship's electrical power was provided by two steam turbines, with their own condensers and pumps making them independent of the main engine steam system, each driving through gearing two 100 kilowatt generator sets.

The ship was radically changed during the 1968 refit with removal of the centre mast, a new deck house forward and major change to the bow sheaves.^{[5][9]}

Over the course of its career, it laid or helped lay telecommunications cables all over the world, including TAT-1 in 1956, HAW-1 (the telephone cable

between the continental United States and Hawaii) in 1957, the second transatlantic telephone cable TAT-2 in 1959, the first Canadian transatlantic telephone cable CANTAT-1 in 1961, the Commonwealth Pacific Cable System (COMPAC) in 1963, and the South Atlantic cable SAT-1 in 1968

As one of the largest submarine cable laying ships, the Monarch was much in demand. It was chartered by Cable & Wireless for COMPAC, where it worked with the company's ships CS Retriever and the CS Mercury in the southern Pacific.

In 1969, all General Post Office cable ships, including the Monarch, lost the use of the prefix 'HMTS' and became 'CS' (Cable Ship). The Monarch was sold in October 1970 to Cable & Wireless, who renamed it CS Sentinel,

After an extensive refit at Immingham that prioritised its cable repair facilities over cable laying, it entered operational service in March 1971. Its first captain as CS Sentinel was G. H.C. Reynolds. It had a crew of 26 officers and 89 petty officers and ratings.^[14] It was based in Vigo, Spain, and then Bermuda.

CS Sentinel arrived 25 October 1977 at Blyth, Northumberland and scrapped the next month.^[6]

VIRGINIA CLASS ATTACK SUBMARINES



The Virginia (or SSN-774) class, forms the main element of the U.S. Navy's submarine procurement programme. A total of 66 vessels are planned, of which 22 have been completed, 6 are building and 2 are on order. Replacing the older Los Angeles class, the Virginia class will

be acquired through 2043, and are expected to remain in service until at least 2060, with later versions expected to remain into the 2070s.



The ships are designed for a broad spectrum of open-ocean and littoral missions, including anti-submarine warfare and intelligence gathering operations. They were intended as a less expensive alternative to the Seawolf class submarines, of which only 3 were built because of escalating costs. The class uses many “commercial off the shelf” components, especially their computers and data networks.



The submarines have two builders, General Dynamics Electric Boat and Huntington Ingalls Newport News Shipbuilding. Newport News build the stern, habitability, machinery spaces, torpedo room, sail and bow, whilst Electric Boat builds the engine room and control room. The two firms alternate work on the reactor plant and the final assembly, test, outfit and delivery. Babcock & Wilcox Nuclear Operations assemble the nuclear propulsion elements. Instead of the traditional bladed propeller used on previous submarine types, the Virginia class uses pump-jet propulsion supplied by Bae Systems, making the vessels harder to detect underway.



General Dynamics Electric Boat built the first of the class, the USS Virginia SSN 774, which was laid down in September 1999, launched in August 2003 and commissioned in October 2004. Newport News built the second of the class, the USS Texas SSN 775.

The class has been developed in "Blocks", with 4 Block 1 ships, 6 Block 11, 8 Block 111, 10 Block 1V and 10 Block V announced to date. Blocks 1 to 1V have an over all length of 377 feet and a displacement

of 7900 tons. Block V are larger, with a length of 460 feet and a displacement of 10,400 tons. Propulsion is by a S9G nuclear reactor delivering 40,000 shp, with a core life of 33 years. Test depth is over 800 feet, allegedly 1600 feet. Speed underwater is quoted as being above 25 knots, allegedly 35 knots. Complement is 120 crew and 14 officers. Cost per ship is \$2.6 billion at 2012 prices, with running costs \$50 million per year.

Armament generally is 12 Vertical Launcher Silos (VLS) and 4 torpedo tubes. The Block V vessels have also facilities for 40 Tomohawk Cruise Missiles.

Under the AUKUS programme, 3 or possibly 5 used Virginia class boats are to be sold to Australia, replacing the Collins class conventional submarines.



THE STORY OF THE FLYING ENTERPRISE

December 1952 I was 13 and can recall this tale that held the Country in suspense for 14 days. My Uncle Walter had a short wave radio and ear wigged on the radio traffic.

Flying Enterprise was a wartime built C1-B class small cargo ship built in the US in 1944, 6711 Tons, single screw driven by two Westinghouse steam turbines through a double reduction gear box.

Originally named Cape Kamukaki, after the war she was sold to the Ibransten Co and renamed Flying Enterprise, sailing for several years in the North Atlantic trade.

On the 21st of December she sailed from Hamburg for the US, the Master was Kurt Carlsen, a crew of 40, 10 passengers Four men five women and a ten year old boy, mixed cargo of pig iron, rags, VW cars, antique furniture, subsequent investigation determined that she was also carrying gold and zirconium bound for the US Atomic research programme and the development of the first nuclear powered submarine. This may have been why the US navy vessels stood by for so long, in later interviews Carlsen stated that the zirconium had been appropriated from the Nazi nuclear programme, this was unsubstantiated and of course denied by the CIA and everyone else!.

Outward bound down the Channel along the South Coast and the Lizard the weather was worsening so much so that by Christmas Day it was impossible to serve a meal and the passengers were confined to their cabins to bounce around, bear in mind that in those days they would have been four berth cabins no en suite facilities.

Boxing Day brought a horrific bang, the deck had cracked Port to Starboard and down the sides for twelve feet, Captain Carlsen called his deck crowd and Engineers to see what could be done, wire ropes were lashed across the crack and tightened up, surprisingly this closed the gap any opening made good with marine cement (Ciment Fondu?)

As the weather deteriorated to form the worst storm in 37 yrs, the ship was hit by two massive waves causing the cargo to shift, both compasses were thrown out of their binnacles, the vessel took on a 30 degree list to port, all power was lost the Captain was unable to bring the vessel into the wind, Carlsen at this point made a May-Day signal.

All available rescue tugs were already busy with casualties; the signal was picked up by two freighters about three hours steaming from the FE.

29/12 Southland arrives late afternoon, too dark to effect a rescue, waits till dawn, USS General Greeley a troop transport arrives on scene. Passengers and crew very anxious as the ship was listing heavily to port, Carlsen orders a crew member to accompany each passenger, as the sea was too rough for the ship to moor alongside, passengers and crew had to jump into the sea to be picked up by a boat from Southland, one person was lost crewman Bunajowski, Carlsen remains on board.

Carlsen was an amateur short wave radio ham so was able to maintain contact with the world, over the next two weeks he would become the focus of worldwide news media, Britain waited for the daily reports in the papers and on the radio it was the Chilean Miners story of the time.

2/01/52 USS John W Weeks arrives to relieve Greeley. Weather still bad, very rough seas

3/01/52 Tug Turmoil arrives. Turmoil was an ex RN deep sea rescue tug. Attempts were made to get a line on board, having been on board alone for a week by now, surviving on water and Christmas cake, sandwiches and coffee sent by line from the US Ship, Carlsen

was exhausted, to make things easier it was planned to double up the messenger line, slip the loop over a bollard so that Turmoil's people could pull the line over. All attempts failed, it was decided to wait until daylight to try again. Captain Parker had told Carlsen that as the ship was down by the head they would tow her stern first.

4/01/52. On the morning of the 4th Turmoil approached the FE, weather still rough Turmoil approaches the stern and "kisses" the FE, First Mate of the Turmoil seizes the chance and jumps aboard FE to be grabbed by Carlsen

"First mate Dancy come to give you a hand Captain"

"Am I pleased to see you Mr Dancy" They maintained the formality for the rest of their time on board. Dancy was himself a tanker master and was on leave when Turmoil's mate went sick and Dancy was asked to replace him

5/01/52 Tow was established and the homeward run began, FE at 60 degrees to port, 3.5 knots 600 miles to Falmouth. Waves were so huge that Turmoil had to lengthen the tow line to a kilometre to prevent losing the tow, towing the FE was a nightmare as the ship would veer off course

Daily reports were in every paper and the whole thing became a media circus as the story was picked up worldwide, vessels were chartered by the press, the airspace became so crowded that CAA issued restrictions

In Falmouth preparations were being made to welcome Carlsen by the Town Council, his parents were flown over from Denmark

ETA Falmouth 9-10/01/52

10/01/52 .01.30 hrs. Carlsen and Dancy awakened by Turmoil's siren. 41 miles from Falmouth the tow was lost, it was found that to re-establish the tow they would have to clear a shackle that had jammed between the bollards, the only remedy was to hacksaw the shackle in two, this took several hours and proved to be a perilous operation due to the list, as one man sawed the other held him, at one point Carlsen slid down the deck and disappeared, he got caught on a projection and resurfaced. List was worsening Captain Parker on Turmoil advised them that it was now a hopeless case and that they should abandon, which they did at 15.22 they walked out along the funnel held hands and jumped into the sea to be picked up by a boat from Turmoil.

FE sank at 16.10 all accompanying vessels sounded their horns

Civic reception went ahead although on a subdued note, (Carlsen's parents had been flown from Demark) nothing like the ticker tape parade that awaited Carlsen on his return to New York

Turmoil was on a Lloyds register No cure No pay contract, if successful normally they would have had a bonus of perhaps £60 for the master and £30 for the mate the crew getting significantly less, all was not lost, Ibrandtsen gave the Turmoil £2500, £750 to Captain Parker £500 to Dancy and the rest to the crew

Carlsen was offered £250,000 for his story by the Daily Mirror which he declined similarly a Hollywood offer was also declined, not wishing for commercial gain for doing his duty!

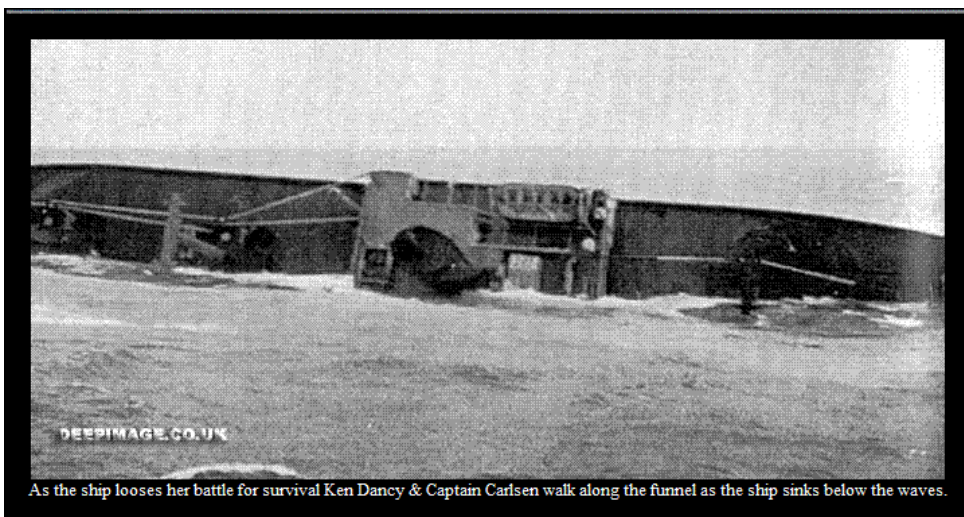
Both men returned to sea. Ibrandtsen renamed a ship FE2 and made Carlsen Master

Carlsen died age 88 and was buried at sea 41 miles from Falmouth.

The lifejackets worn by the two men were on “Antiques Road show” this year and were displayed in a Falmouth Pub but now sold



The Flying Enterprise



As the ship loses her battle for survival Ken Dancy & Captain Carlsen walk along the funnel as the ship sinks below the waves.



Turmoil built by Henry Robb 1945 for the Admiralty then chartered to the Overseas Towing and Salvage Co London 1948 -63 laid up in 1963 then sold to Greek owners scrapped 15/01/86

SCAPA FLOW



In the Orkney Islands, Scotland, sheltered by the islands of Mainland, Graemsay, Burray, South Ronaldsay and Hoy.

Vikings anchored their longships in Scapa Flow more than a thousand years ago., but the facility was closed in 1956.

Scapa Flow has a shallow sandy bottom not deeper than 200 ft and most of it is about 100 ft deep;. The harbour has an area of 125.3 sq mi).

Since the scuttling of the German fleet after World War I, its wrecks and their marine habitats form a diving location.

Scapa Flow is the location of the Flotta Oil Terminal. The world's first ship-to-ship transfer of LNG took place in Scapa Flow in 2007 transferring 132,000m³ of LNG..

Historically, the main British naval bases were near the English Channel to counter the continental naval powers: the Dutch Republic, France, and Spain.

In 1904, in response to the build-up of the German High Seas Fleet, Britain decided that a northern base was needed to control the entrances to the North Sea, as part of a revised policy of 'distant' rather than 'close' blockade. First Rosyth in Fife was considered, then Invergordon at Cromarty Firth. Delayed construction left these largely unfortified by the outbreak of the First World War. Scapa Flow had been used many times for British exercises in the years before the war and when the time came for the fleet to move to a northern station, it was chosen for the main base of the British Grand Fleet—unfortified.

The base at Scapa was reinforced, with over sixty blockships sunk in the many entrance channels between the southern islands to enable the use of submarine nets and booms.

Two attempts to enter the harbour were made by German U-boats during the war and neither was successful:

74 ships of German Navy were interned in Gutter Sound at Scapa Flow pending a decision on their future in the peace Treaty of Versailles.

On 21 June 1919, after seven months of waiting, German Rear Admiral Ludwig von Reuter made the decision to scuttle the fleet because the negotiation period for the treaty had lapsed. He was not informed that there had been a last-minute extension

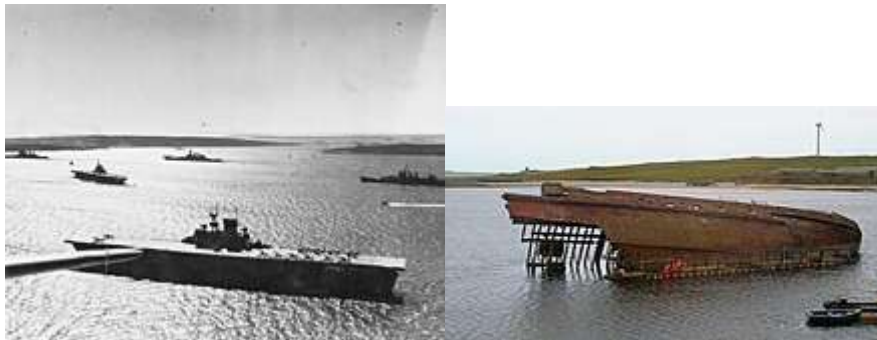
The ships posed a hazard to navigation, The Admiralty initially decided that there would be no attempt at salvage, In the first few years after the war, there was abundant scrap metal. By the early 1920s, the situation had changed.

In 1922, the Admiralty invited tenders for the salvage of the sunken ships The contract went to engineer and scrap metal merchant, Ernest Cox,

During the next eight years, Cox and his team raised the sunken fleet. First the relatively small destroyers were winched to the surface using pontoons and floating docks to be sold for scrap to help finance the operation, then the bigger battleships and battlecruisers were lifted

By 1939, Cox and Metal Industries Ltd. (the company that he had sold out to in 1932) had successfully raised 45 of the 52 scuttled ships. The *Derfflinger*, was

raised from 45 metres just before work was suspended with the start of the Second World War,



Scapa Flow was selected as the main British naval base during the World War.^[8]

The defences built during the World War I had fallen into disrepair. Defence against air attack was inadequate and blockships sunk to stop U-boats from penetrating had largely collapsed. While there were anti-submarine nets in place over the three main entrances, they were made only of single-stranded looped wire. There was also a lack of the destroyers and anti-submarine craft.

On 14 October 1939, *U-47* penetrated Scapa Flow and sank HMS *Royal Oak* anchored in Scapa Bay.

Three days later four Luftwaffe Junkers Ju 88 bombers raided Scapa Flow and badly damaged battleship HMS *Iron Duke*, which was then beached at Ore Bay.

New blockships were sunk, booms and mines were placed over the main entrances, coast defence and anti-aircraft batteries were installed. Winston Churchill ordered the construction of causeways to block the eastern approaches. These "Churchill Barriers" now provide access from Mainland to Burray and South Ronaldsay. An air base, RAF Grimsetter (later HMS *Robin*), was commissioned in 1940.

Scapa flow closed in 1956



Today

Scapa Flow is one of the transfer and processing points for North Sea oil. An underwater pipeline with a diameter of 30 inches and a length of 128 miles transports oil from the Piper oilfield to the Flotta oil terminal. The Claymore and Tartan oil fields also feed into this line.

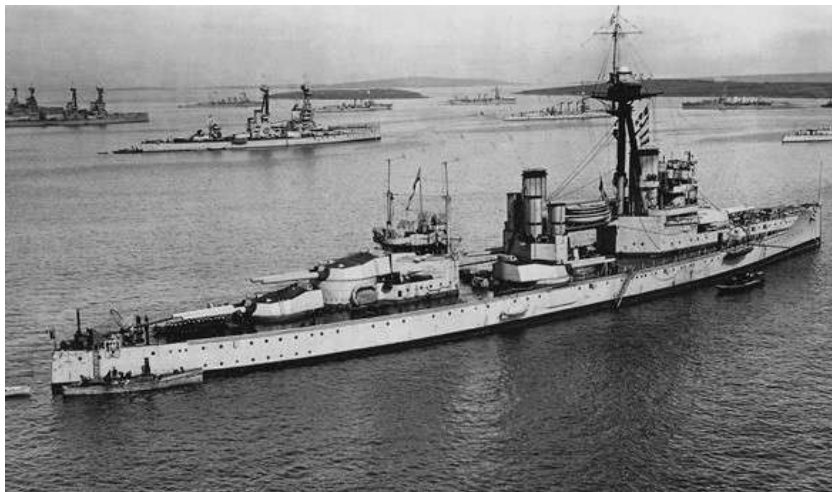
Scapa Flow Museum at Lyness on the island of Hoy has focused on the role of Orkney and its huge natural harbour – twice the size of Nottingham – in the two global conflagrations for nearly forty years.

Scapa Flow – not Plymouth or Portsmouth – was the Navy's premier base in both world wars.

It was in Scapa Flow that an aircraft landed on a moving ship for the first time.

And 20 years later, it was at Scapa Flow that Britain lost her first battleship in WW2, when U-47 evaded the defences and sank HMS Royal Oak, killing over 800 sailors, many of them boys.

Thousands of sailors served at HMS Proserpine – dubbed 'Proper Swine' – as the base came to be called, with vast support facilities – sports pitches, canteens, engineering workshops, communications centres handling up to 9,000 calls a day, searchlights, boom defences, gunnery positions, while air bases were established to provide fighter defence. Theatres were even built with some of the biggest stars of the day - George Formby, Gracie Fields, Vera Lynn, Will Hay and Flannigan and Allan – invited to perform.



In WW2 naval warfare had moved away from the concept of the Grand Fleet and the role of Scapa Flow in protecting the grand fleet had gone. Rosyth was more relevant to the needs of the Cold War. By 1956 Scapa Flow was closed as a naval base.

Much of the naval infrastructure has either been pulled down or fallen into disrepair since the Navy left after WW2, but some remain, including the oil

pumphouse which became a visitor centre and museum at Lyness, championing the navy's links with the islands.

New additions to the expanded museum include a Virtual Reality display, fresh audio-visual displays, and a digital 3D exhibit which explores the wreck sites, including HMS Royal Oak – which divers cannot visit without special permission from the MoD due to its status as a war grave - and some of the scuttled German Fleet.

The extra space accommodates around 250 objects and naval artefacts, many never before put on display in Lyness, freeing up space in the pumphouse itself which was built on the cusp of WW2. In its heyday, the steam power it generated was used to pump oil delivered by tankers into storage tanks

H.M.S. DASHER



AFTER THE EXPLOSIONS

The 80th anniversary of the loss of HMS Dasher has been in the news recently, with the circumstances of the loss and its aftermath still shrouded in mystery. HMS Dasher was an Avenger class escort carrier. She was built by the Sun Shipbuilding & Drydock Company, of Chester, Pennsylvania as a US Maritime Commission Type C3 passenger / cargo liner to be named RIO DE JANEIRO. She was laid down on 14th March 1940 and launched on 11th April 1941. She was being built for the American Moore-McCormack Lines on their South American routes. She was taken over for conversion into an escort carrier, the work being carried out by Tietjen & Lang Shipyards of New Jersey.



A TYPE C3 PASSENGER/CARGO LINER

She was sold, along with two sister ships, to the UK under the lend/lease agreement, being commissioned as HMS Dasher on 2nd July 1942. The other two became HMS AVENGER and HMS BITER. Her displacement was 8300 tons with dimensions 492' 3" x 66' 3" x 23' 3" (150.04m x 20.19m x 7.09m). She was powered by 4 William Doxford & Sons diesels driving a single shaft giving 8500 bhp and a top speed of 16.5 knots. She was armed by 3 single 4" guns and 15 No. 20mm A.A. guns. She had one aircraft lift, one catapult and 9 arrestor wires and normally carried 15 aircraft. Her complement was 555 officers and men.



HMS DASHER

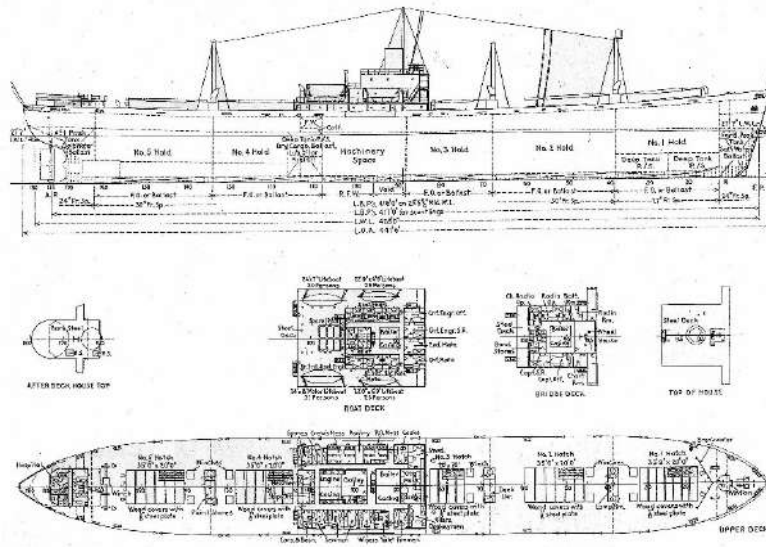
She participated in the Allied landings in North Africa under the name Operation Torch. After further aircraft ferrying duties in the Mediterranean, she sailed for the Clyde in March 1943, where reportedly her flight deck was extended by 42'. She escorted one convoy successfully, but shortly after leaving with the second, she suffered engine trouble, and had to turn back.

After repairs had been carried out, she embarked 5 Sea Hurricanes and 6 Swordfish and began a programme of flying training and exercising in the Clyde area. On Saturday 27th March 1943 she was heading back to Greenock after a day of flying exercises when a huge explosion shook the ship, quickly followed by a second. She lurched drunkenly before settling by the stern, and sank in about 8 minutes, at a position roughly midway between Brodick and Ardrossan in the Firth of Clyde. The wreck lies upright in 150 metres of water and the site is controlled under the Protection of Military Remains Act. 379 of the 528 on board at the time of the explosions were lost. Some teak boards from her flight deck were washed up on the beach at Ardrossan in 1999.

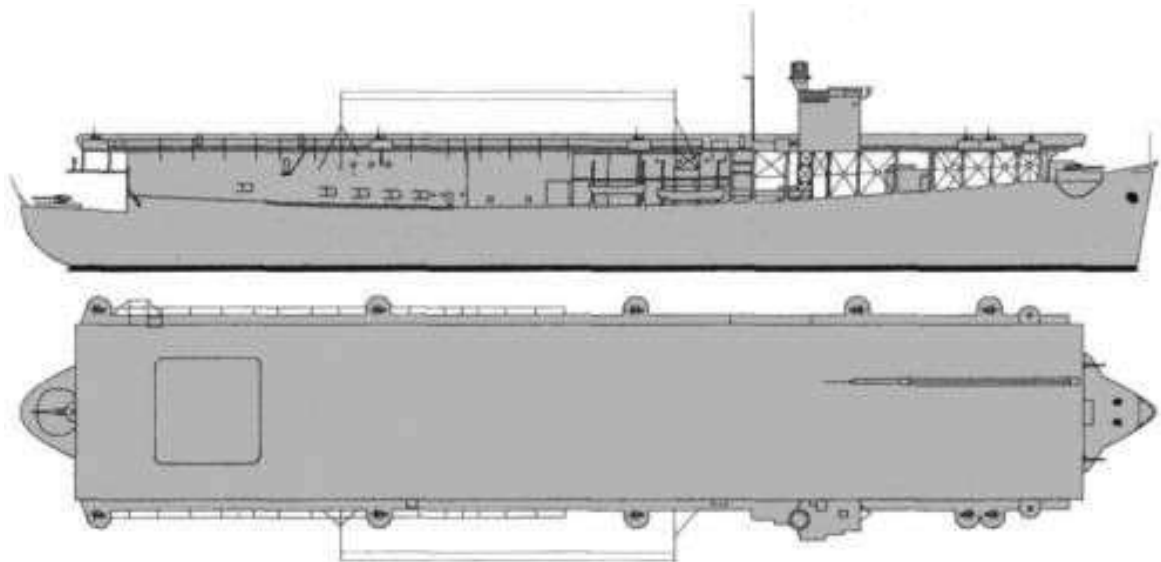


HMS DASHER

The British blamed bad design of the stowage and handling of the aviation fuel and poor workmanship, but the US blamed poor RN petrol-handling procedures. There is no doubt that the ships suffered from being converted into carriers at breakneck speed, and they were known in the Royal Navy as “Woolworth’s carriers”. The exact cause is still unknown, but probably leaking petrol tanks was responsible. Sometimes members of the crew could not return to their cabins due to the fumes. Just one small spark could have triggered the first explosion. The Government was eager to avoid damage to morale and to avoid any suggestion of faulty US construction and tried to cover up the sinking. There were rumours that the authorities ordered the dead to be buried in an unmarked mass grave, but no trace of one has been found since, despite privately funded investigations.



TYPE C3 SHIP



HMS DASHER

RECENT IMPROVEMENTS TO THE SUEZ CANAL



THE EVER

GIVEN UNDER TOW AFTER BEING REFLOATED

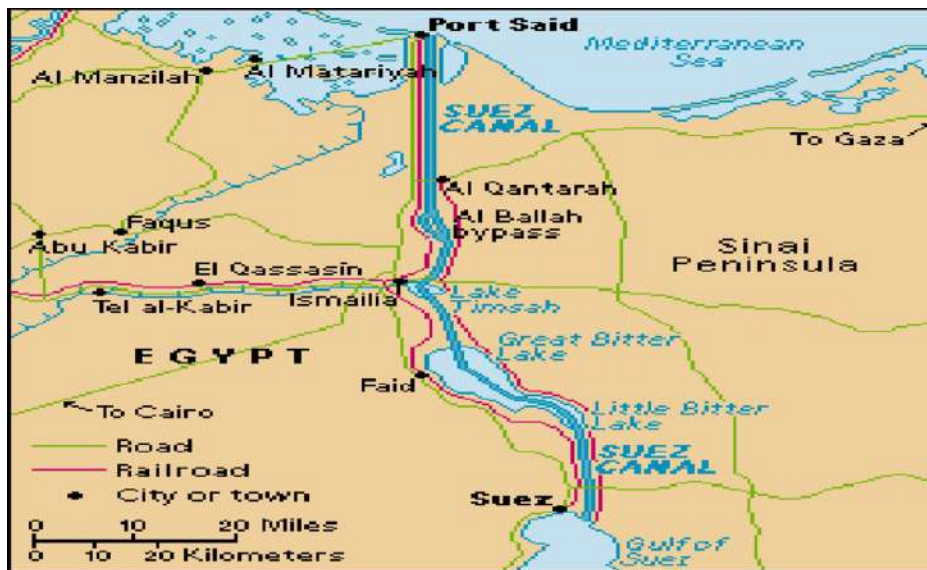
The grounding of the EVER GIVEN in March 2021 was something of a wake-up call to the Suez Canal Authority (SCA), as well as the international shipping community. The six days during which the canal was closed meant a loss of revenue for the SCA of between \$14 and \$15 million, but the estimated cost of the holding up of trade was estimated by Lloyd's List as \$9.6 billion per day. It took several months before normal trade was fully restored.



SATELLITE IMAGE OF THE CANAL

The last improvement project, known as the “New Suez Canal Project” was completed in July 2015 after only about a year since work started. It involved the construction of a new canal parallel to the existing from km 60 to km 95, in

addition to the deepening and widening of the Great Bitter Lakes by-passes and the Ballah by-pass, with a total length of 37 km.



The scale of the works was enormous. At the peak, 45 dredgers were working, removing 250 million cubic metres of soil. Another 250 million cubic metres was removed by dry excavation. The length of canal involved in the New Suez Canal Project was 72 km, and it was projected to double the capacity of the canal from 49 to 97 ships per day. The cost was given as \$4.2 billion approximately. (For comparison, the three year programme of dredging the 100 km approach channel to the London Gateway Port involved moving 30 million cubic metres)

The next improvement works, known as the “Suez Canal Improvement Project”, were being planned from 2019, but the Ever Given incident caused them to be accelerated. Work on site started in July 2021, 6 months ahead of the original planned starting date and just a few months after the event. The contract period was reduced from 36 months to 24, with completion due for July 2023. These works involve the southward extension of the two-way length by 10 km (from km 122 to km 132) by the dredging of the Lesser Bitter Lakes region. The southern 30 km section is to be deepened and widened and some bends in the southern section are also to be improved. The cost of the project is estimated at £200 million, and when completed, nearly half of the canal will allow two-way working.



HANJIN

KAOHSIUNG TRANSITING THE CANAL

DREDGERS WORKING ON THE SOUTHERN SECTION OF THE CANAL



MOHAB MAMEESH



HUSSEIN TANTAWI

MOHAB MAMEESH & HUSSEIN TANTAWI: Heavy duty cutter suction dredgers built by Royal IHC in Holland, both being delivered to SCA in 2021. 8800gt with dimensions 147.4m x 23m and able to dredge to 35m. Egypt flag.



AL-HAMRA

AL-HAMRA & AL-SADR: Cutter suction Dredgers. Built in 1999 by IHC Beaver in Holland. 117.7m x 20.3m x 6m. Owned by National Marine Dredger Co. Ltd. UAE flag.



AL-MERFA

AL-MERFA: Cutter Suction Dredger, Built in 2000 by IHC Beaver in Holland. 97.1m x 19.6m x 4.9m. Owned by National Marine Dredger Co. Ltd. UAE flag.

SS CHUSAN



Chusan was ordered in May 1945 as the third ships to carry the name . Known as a happy ship

She was a smaller version of the P & O Company Himalaya and designed as the principal element of the Post War regeneration of its India and Far East Service Shew was named after Chusan a small island off China The first

Chusan was a 700 ton steam and sail ship which inaugurated the P & O service from UK to Australia in 1852

Considered by many as a long term replacement for the celebrated Viceroy of India , which was sunk, in November 1942 by the German U boat 407 , like her celebrated predecessor , the new Chusan introduced superior standards, which were much appreciated by the god people of Post War Britain on the routes to the orient and Far East The Chusan was the largest and last ship built for the Far East Services of P&O. A notable feature of the ship is that it was the first passenger ship to be equipped with anti-roll stabilizers.

Builders Vickers Armstrong Ltd barrow in Furness

Launched 29 th June 1949

Delivered June 1950

Gross Tonnage 24215

Length 672 ft 6 ins

Beam 85ft

Accommodation 472 Fist class . 522 Tourist class Crew 556

Cargo six cargo holds ,general 43845 cu ft- bale .Insulated 22505 cu ft

Engines- geared steam turbines

Engines Vickers Armstrong Ltd

Power 42500 SHP

Propulsion 2 screws

Speed 23 knots

Chusan entered service in 1950, with her maiden voyage from London, England to Bombay, India. But she first made two "shake down" "all first class trips", one of a week's length and the other of a fortnight, sailing to Lisbon, Casablanca and Madeira. For most of her working life, she carried passengers between London, Bombay, and Japan, but from 1963 also operated to Sydney, Australia. In 1973, she retired from service and was sold to be scrapped at Chou's Iron and Steel Company Ltd. in Kaohsiung, Taiwan.^[2]

Four transatlantic crossings were scheduled for Chusan under charter to Cunard Line. However, a delay occurred, and therefore her first voyage was to Rotterdam for the purpose of carrying British officials to a freight conference.

Chusan's maiden voyage was a nine-day cruise from Southampton to Madeira and Lisbon beginning on 1 July 1950. On 15 September 1950 she then made a voyage from London to Bombay via the Suez Canal. The service for which Chusan was intended commenced on 7 November 1950, from London to Hong Kong. After this, she would continue to the Far East, along with the ships SS Corfu, SS Carthage, and SS Canton. In November 1950, Chusan resumed P&O's service to Japan, and made the first call after World War 2 at Yokohama.

Chusan was fitted with a Thornycroft funnel top in May 1952. to reduce the deposit of soot and smut on her decks.

On 12 June 1953, Chusan collided with the cargo ships Prospector, off the Goodwin Sands. She returned to Tilbury for two days of repairs. To an 8 metre gash in her bow

In April 1954, Chusan departed London for a world cruise lasting 92 days, which was a first for the P&O Line.

On 2nd September 1955, she received a bomb hoax during a Mediterranean cruise and the ship returned to Naples to be searched.

Passenger capacity was changed to 464 in first class and 541 in tourist (second) class in the year 1959. Chusan was refitted from December 1959 throughout March 1960, which involved the installation of air conditioning throughout the ship. She was transferred to P&O-Orient Lines in May 1960. Chusan was taken off Far East passenger service for use on cruises, before being again transferred to a regular service from Australia to Yokohama, with an intermediate port of call at Hong Kong.

In June 1963 she was transferred from the UK to Far East service and onto the UK to Australia service. The ship played an important part in the London - Sydney marathon, a car rally across the world, which started from Crystal Palace racing circuit at 2pm on Sunday 24th November 1968 and ended in Warwick Farm Sydney on Tuesday 17th December 1968. The cars drove from London to Paris and then overland via Munich, Venice, Trieste, Belgrade, Istanbul, Tehran, Kabul to Bombay. The cars had a cut off time which they had to be at the dockside to board Chusan for Fremantle and only the leading 70 cars could be loaded. The cars were off loaded at Fremantle for the start of the last leg across Australia. The winner was car 75, a Hillman Hunter, driven by Scotsman Andrew Cowan.

In October 1966, she was again transferred back to P&O Lines. Passenger capacity was again changed to 455 in first class and 517 in tourist class.

The P&O's association with India ended in January 1970, with a voyage by Chusan on the final London to India service route. While docked in Southampton in July of that year, a fire occurred in her funnel uptakes. She was transferred to the P&O Passenger Division in 1971, and from December of that year to January 1972, she operated on P&O's first cruises starting from Cape Town, South Africa.

Her final commercial voyage ended on 26 March 1973, when she arrived in Southampton. She was retired from service soon after and was sold to Mitsui & Co. In turn, Chusan was sold to Chou's Iron and Steel Company Ltd. for scrapping. She arrived there on 1 July 1973, after a service life of 23 years. Demolition of Chusan at the scrapyards began in September 1973

MV YARA BIRKELAND



MV Yara Birkeland is an autonomous 120 TEU container ship^[4] carrying fertilizer between ports at Herøya and Brevik. The Yara Birkeland was designed to serve as a proof of concept for a fully autonomous ship capable of global travel and with multiple functions from industrial site operations to port operations.

Yara Birkeland is 80 metres long, with a beam of 14.8 metres and a depth of 12 metres. It has a draught of 6 metres. Electric motors driving two azimuth pods and two tunnel thrusters. Batteries rated at 6.7 MWh power the electric motors, giving it an optimal speed of 6 knots and a maximum speed of 10 knots. It has a capacity of 120 TEU.

^{[Costing \$25million^[7] it is designed by Marin Teknikk, with navigation}

equipment by Kongsberg Maritime. The Norwegian Government gave a grant of NOK133.6 million towards the construction of the ship, about a third of the total cost, in September 2017

Yara Birkeland is named after its owners Yara International and its founder, Norwegian scientist Kristian Birkeland. Yara Birkeland sails between Herøya and Brevik (~7 nautical miles carrying chemicals and fertiliser, and is intended to reduce road truck traffic by 40,000 loads per year. In late November, 2021, the ship sailed to Oslo, where it was toured by the Prime Minister of Norway, Jonas Gahr Støre, on Friday, November 19, 2021.^{[10][11]} As of August 2021, remote operation was intended to start in late 2021, though regulatory obstacles may still remain ahead of its intended start of commercial operations in 2022. The ship was christened on April 29, 2022 in Brevik where 500 local students and Crown Prince Haakon was attending. Regulations require crew on board for two years before being considered for remote control.

KISHORN DRY DOCK AND YARD



DRY DOCK WITH KAAMI UNDER TOW WITH EXTENSION WORK IN FOREGROUND

A recent press cutting caught my eye about the Voyageur Spirit leaving Kishorn after a “warm lay-up for nearly 3 years. I recall my only visit to the site in about 2000 to carry out a visual structural survey of the two concrete caisson-type gates. It was early in the year and there was some snow on the ground. I remember the breath-taking views in every direction.



NINIAN

UNDER CONSTRUCTION

The Dry-Dock and Yard were developed in the 1970s by Howard Doris Ltd. specially for the construction of the 600,000 tonne concrete Ninian Central Platform. At the time, the platform was the largest moveable object ever made by man. By 1977, 3000 people were working at the facility, housed in temporary accommodation on the site and in two accommodation ships, the ex-car ferries RANGITARA and ODYSSEUS. The dry dock provided an effective working area of 160 metre diameter, and gave 13.8 metres of water at MHWS.



NINIAN

By 1980, the yard tried to diversify with the building of Phillips Maureen hi-deck, of structural steel. BP's Buchan Alpha rig was also serviced and modified at the site. Howard Doris went bust in 1986, and Kishorn closed in 1987.



YARD IN 1977

In 1992 the yard was reopened for the construction of the concrete caissons for the main piers of the Skye Bridge. In 2006, a quarry opened at the site to provide concrete blocks for the Raasey Ferry Terminal. In 2008 Kishorn Port Limited was formed, a JV between Ferguson Transport and Shipping Ltd. and Leith (Scotland) Ltd.

Starting in 2017, a programme of major refurbishment began, including work on both caisson gates and the pumping system itself. Planning permission was granted in 2021 for extending the dry dock to cater for vessels up to 250 metres in length, and this has since been achieved, with the rock excavated being utilised for increasing the area of the yard.

The first big contract for the newly reopened yard came in January 2019, when the huge semi,-submersible offshore rig, OCEAN GREATWHITE, was moored in the Loch nearby for mobilisation over a 10 week period between commissions. It was followed in May 2020 when the damaged coaster KAAMI was brought into the dry dock for recycling. In 2020, the FPSO BANFF was moored in the Loch for several weeks before being taken to Denmark for recycling.

In early April 2023, the FPSO VOYAGEUR SPIRIT, which had been in “warm lay-up” at Kishorn since July 2020, was loaded onto the semi-submersible XIN YAO HUA and departed, bound for Cote d’Ivoire via Dubai.

SHIPS / RIGS / FSPOs MENTIONED ABOVE



RANGATIRA

RANGATIRA: A passenger/car ferry built by Swan Hunter in 1971 for the Union Steamship Company of London. She was of 9387 grt and was turbo-electric powered with 20,500 shp giving a service speed of 18.26 knots. In 1977, she was chartered as an accommodation vessel at Kishorn by Howard Doris Ltd. In 1978, she was chartered as an accommodation vessel at Sullom Voe. In 1982 she was chartered by the UK Government as a barracks ship at the Falkland Islands, with a helicopter deck and light armament installed. She was broken up at Aliaga in 2005.

ODYSSEUS: A former Liverpool Pilot Vessel built by Philip & Son at Dartmouth in 1950 as the SIR THOMAS BROCKLEBANK. She was of 660 grt and was diesel-electric powered. In June 1977 she was renamed ODYSSEUS and sold to a Danish navigational school. She was scrapped in 1982.



OCEAN

GREATWHITE

OCEAN GREATWHITE: A semi-submersible drilling rig, one of the largest in the world at 43,830 grt with dimensions 123m x 78m x 23m. Built by Hyundai Heavy Industries in 2016 for Diamond Offshore. Capable of working in 10,000 ft of water with drilling 35,000 ft from the surface. Equipped with 8 azipod thrusters.



KAAMI



KAAMI

KAAMI: A small general cargo vessel built in Holland in 1994 as the MARJOLEIN. 4293 dwt and 90m x 13m. Norwegian owned and Bahama flagged. In March 2020 she ran aground in the Little Minch on the west coast of Scotland and was declared a Constructive Total Loss. Broken up in the Kishorn dry dock later in 2020.



VOYAGEUR

SPIRIT ON BOARD XIN YAO HUA



VOYAGEUR

SPIRIT BEING LOADED

VOYAGEUR SPIRIT: A FSPO Built in China in 2008 as the SEVAN VOYAGEUR. 45,145 dwt with dimensions 70m x 65m. Between 2013 and 2020 worked at the Huntington Field in the North Sea. Operated by Teekay Offshore Partners LP. Bermuda flag. Between July 2020 and April was in warm lay-up at Kishorn.



XIN

YAO HUA

XIN YAO HUA: A semi-submersible heavy load carrier built in China in 2022 and operated by Cosco Shipping. Of 81,798 dwt. With dimensions 255m x 57m x 10.5m, but with a submersion draft of 16m. Powered by twin 9000 kW diesels giving 14.5 knotw, plus 4 thrusters.



PETROJARL BANFF

PETROJARL BANFF: A FPSO built in 1997 by Hyundai Mipo in S. Korea as the RAMFORM BANFF. Of 20,800 sdwt with dimensions 120m x 43m. Powered by twin 3530 kW diesel generator sets and 3 azimuth thrusters of 2800 kW each. Operated by Teekay Offshore Partners LP, and has been working in the North Sea for the 21 years ending in 2020. Moored at Kishorn from September 2020

to May 2021, leaving under tow of tugs BB OCTOPUS, SKANDI HERA and MULTRATUGS 29 and 19 for recycling at Frederikshavn, Denmark.



BB OCTOPUS

BB OCTOPUS: An offshore tug/supply vessel built in 2006 in Norway as the OLYMPIC OCTOPUS. 3102 gt with dimensions 78m x 17m. Norway flag.



SKANDI

HERA

SKANDI HERA: An offshore tug/supply vessel built in 2009 as the OLYMPIC HERA. 6838 gt with dimensions 94m x 23m. Norway flag.



MULTRATUG 29

MULTRATUG 29: Azimuth Stern Drive (ASD) tug built in 2018 by Damen in Vietnam. 450 gt and 33m x 12m. Dutch flag.

MULTRATUG 19: An ASD tug built in 2012 by Damen in Romania. 453 gt and 33m x 13m. Dutch flag.

WILLIAM DENNY & BROTHERS PART 1 1814-1914

Denny's had the highest output of any Clyde shipbuilder a total in excess of 22,000. Denny's were particularly well known as producers of fine cross-channel steamships and ferries. Peter Denny developed the company's interests in ship owning and operation with principal interests in the British and Burmese Steam Navigation Co, Glasgow, the Irrawaddy Flotilla Company and La Platense Flotilla. Denny's were pioneers in development of the ship's stabiliser in conjunction with Edinburgh-based Brown Brothers and Co. Denny also undertook pioneering experimental work in hovercraft and helicopter-type aircraft.

Although the Denny yard was situated near the junction of the River Clyde and the River Leven, the yard was on the Leven. Denny's were always innovators and were one of the first commercial shipyards in the world to have their own experimental testing tank. This is now open to the public as a museum.

1814 William Denny formed a partnership for steamship construction, located in Dumbarton, West Dunbartonshire, Scotland, with Archibald McLachlan. The

shipbuilding interests of the Denny family date back to William Denny for whom ships are recorded being built in Dumbarton as far back as 1811 such as the sailing sloop Alpha. 1844

After William senior's death, three of his six sons, William, Alexander and Peter (1821-1895), set up a partnership, known as Denny Brothers, marine architects, to design iron steamers. By 1823 the company name had changed to William Denny & Son. The first ship it built under this name was the paddle steamer Superb

William had been chief draughtsman in the Belfast, Northern Ireland, yard of Coats & Young before he was appointed yard manager at Robert Napier's Govan yard in 1842. Alexander had been in business independently as a marine architect in Paisley, Renfrewshire, Scotland, and Peter had worked as a clerk before becoming assistant to, first, William in Govan, Glasgow, Scotland, and then Alexander in Paisley.

1844 The firm of Denny Brothers was founded by brothers William Denny, Junior, Alexander Denny and Peter Denny as junior partner.

1845 Within a year of establishing their new company, the brothers moved back to Dumbarton and were in business as shipbuilders, taking up the lease of a small yard known as Kirk Yard situated on the banks of the River Leven.

1845 The brothers they leased the Wood Yard, which had been their father's old premises, and they fitted this out for the building of iron steamers. At this point, the firm employed 14 men and had a capital of £800. The business prospered.

1845 Occupied the Woodyard, previously used for shipbuilding by William Denny and then by their brother John Denny^[1]

1846 James Denny returned from America and joined his brothers

1849 the firm of Denny Brothers was dissolved by mutual consent - William, James, and Peter paid out Alexander and started afresh under the name of William Denny and Brothers.

1849 The company moved from the Wood yard to a new Leven shipyard on its East Bank. William Denny, Junior came to work in the company at this point, and it is he who was behind the first ocean-going steam ship along with many other technical innovations that established the Denny name.

1850 Peter Denny went into partnership with two engineers, John McAusland and John Tulloch, to form the marine engineering business of Tulloch and Denny, to operate in parallel with, but independently of, the shipyard.

1851 Employing 350 men. Brothers William, Peter, Alexander, Archibald involved with the business

1854 William Denny, Junior died, leaving Peter Denny in virtually sole charge as his other brother James had more or less withdrawn from the firm.

1859 a new shipyard, the North yard, was acquired

1862 ; Peter Denny took sole charge of the shipyard (William Denny and Brothers); the engine works was renamed Denny and Co.

Built the Memphis for the American Confederate forces but she was lost before her builders had paid for her.

1863 Built 2 screw steamers, one of which was named Virginia, said to be for the "Emperor of China", widely understood to refer to the American Confederate forces

1868 William Denny became a partner at the yard

1870 The hull of the Cutty Sark was built by Scott and Linton who went bankrupt The hull was towed across the river Leven to William Denny and Brothers, and was rigged ready to sail in 12 weeks.

1870s Various designs were prototyped and tested in Denny's private test tank. The Leven yard went on to build iron steamers including the first ocean-going steel steamers in the world. The yard also had a virtual monopoly on building ships for the British India Line and the British and Burmese Steam Navigation Co Ltd.

1881 William Denny persuaded his father to build the first commercial test tank in the world at Dumbarton, with assistance from William Froude's son, superintendent of the Admiralty test tank in Torquay. This investment was part of a massive extension of the yard, which included a new wet dock, longer berths, and heavier cranes.

1883 Inspired by the work of eminent naval architect William Froude, Denny's completed the world's first commercial example of a ship testing tank. The facility was used to test models of various ships and explored various propulsion methods, including propellers, paddles and vane wheels. Experiments were carried out on models of the Denny-Brown stabiliser and the Denny hovercraft to gauge their feasibility. Tank staff also carried out research and experiments for other companies: Harland and Wolff decided to fit a bulbous bow on the liner Canberra after successful model tests in the Denny Tank. After the Denny yard closed, the test tank facility was taken over by Vickers Shipbuilding and Engineering Limited and used for the testing of submarines until the early 1980s.

1885 John Ward became a partner at the yard

1888 Built, for the Belgium Government, the luxury, high speed channel steamers Princess Henrietta and Princess Josephine. They had paddle engines and developed 21 knots. Then came the **PS Leopold II** for the same company, a 22-knot ship.



1890 Clacton Belle



1890 The Princess Victoria was built for the Larne and Stranraer Service. 1096 GRT Broken up Blackwall 1910



1891 Shipbuilding Dumbarton

1892 Henry W. Brock became partner in the engine works in 1892, and at the yard in 1895.



1892 The Princess May was built for the Larne and Stranraer Service. Around this time, the Duchess of Hamilton was also built, an 18 knot boat for the Clyde service of the Caledonian Railway.

1893 Firms in connection with William Denny and Brothers:^[5]

- Denny and Co - Engineers and Boilermakers, Dumbarton.
- Dennystown Forge Co
- Hardie and Gordon
- Dumbarton Rope Works Co.



1894 Duke of York 1531 GRT 1939 Broken up Dalmuir

1894 Twin screw engines for SS Duke of York, built for the Lancashire and Yorkshire and London and North-Western Joint Railway Company, on service between Fleetwood and Belfast. ^[6]

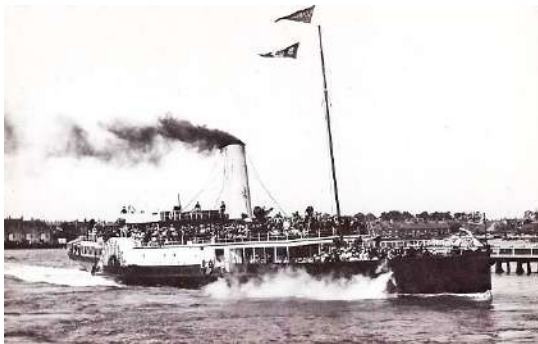
1894 the Seaford was built for the London, Brighton and South Coast Railway, but sunk a year later.

1895 Colonel Leslie Denny was admitted a partner at the yard in 1895, Mr Daniel Jackson in 1907, and were subsequently assumed into the engine works.



1896 Lord Warden 979 GRT 1911 Broken up

1896 The sunken Seaford was replaced by the Sussex. Around this time the company was commissioned to build the Dover and Calais, top quality steamers for the cross channel service. These were followed by the Lord Hamilton and many others including the paddle boat "Lord Warden" (See right for image.)



1896 Southend Belle

1896 James Denny became a partner



1897 Walton Belle 486 GRT Broken up 1951



1899 Bavarian 10387 GRT

1900s Denny's established and built upon its reputation for building the best cross-Channel steamers, it maintained this reputation until the yard closed in 1963. The yard also built large refrigerated steamers for New Zealand and Spanish companies. In 1905 the yard began to reposition itself in the Admiralty market. It was successful in tendering for a number of torpedo boats, destroyers, submarines and river hospital ships along with 150 fighter aircraft..

The turn of the century saw the revolution of the turbine engine, invented by Sir Charles Algernon Parsons.

The Lystistrata was a yacht built in 1900 for Mr Gordon Bennett of New York. She could achieve 19.5 knots, and was fitted to the highest specifications regardless of the expense.

1903 On the Clyde the King Edward turbine ship was built followed by the Queen Alexandra



1903 The turbine steam Queen 1676 GRT was built for the South Eastern and Chatham Railway, followed in 1905 by the Onward and the Invicta which were also used by the company for cross-channel services.

The two Shamrocks were built for Sir Thomas Lipton as challengers for the American Cup. The first was constructed of manganese bronze, a first in ship construction.



1906 new turbine steamers



1906 Duchess of Argyll

1909 saw the arrival of the Sir Trevredyn Wynne, a train ferry for the Bengal-Nagpur Railway.

The Lady Inchcape was a powerful screw tug for India.

1911 The Cross-channel Turbine Steamer 'Riviera

1911 Maurice Edward Denny became a partner at age 24.

1911 George Ward, son of the the late John Ward was made a partner; as was J. McA. Denny, son of James Denny.



1912 Dumbarton

The Brighton was next ordered for Newhaven and Dieppe, the Princess Maud for the Larne and Stranraer, and the Londonderry for the Heysham and Belfast.^[9]

1913 Messrs. Denny delivered the TS "Paris" to the London, Brighton and South Coast Railway for their service, conducted jointly with the State Railways of France, between Newhaven and Dieppe. This ship was fitted with Yarrow water-tube boilers and geared turbines on Sir Charles Parsons' principle. It attained great speed of upwards of 25 knots.

1913 the notable big ships produced by the company were the Rotomahana, the first liner of mild steel. Followed by the Buenos Ayres. There was also the Bavarian built in 1899 for the Allan Line, The Scot was made for the Union Castle Line, one of the first 20 knotters. The troopship Reva was a steamer built for the British India Co. Then there was the Otaki for the London Shipping Co of New Zealand; the first merchant ship fitted with turbines and reciprocating engines. The Chinduin built for the Patrick Henderson Co of Glasgow. The Infanta Isobel de Barton, was a triple screw combination ship capable of 18.6 knots, built for the Compania Transatlantica, Barcelona.

ANSWERS TO QUIZ 67

COLINS PICTURES AND KRISPENS MYSTERY SHIPS 67



Inisheer - Creeksea, 17.07.93

INISHEER

IMO 8416786 General Cargo

1,839g 2,230d

Length: 79 Breadth: 12.6 Depth: 5.4 Draught: 4.8 (m)

1985: Completed by Tille Scheepsbouw B.V. - Kootstertille, as ELISA VON BARSEL.

1985: Renamed FLAGSHIP 1.

1986: Renamed LIA VENTURA.

1988: Renamed INISHEER.

1995: Renamed DUNKERQUE EXPRESS.

1999: Renamed INISHEER.

2002: Renamed ORANESS. Converted to chemical tanker.



Hoo Kestrel

HOO KESTREL

IMO 9006459 General Cargo

1,201g 2,225d

Length: 78 Breadth: 11.1 Depth: 5.1 Draught: 4 (m)

1993: Completed by Yorkshire D.D. Co. Ltd. - Hull, as HOO KESTREL.

2003: Renamed UNION SAPPHIRE.

2004: Renamed SEA KESTREL.

2021: Renamed MY REYKHAN,

Still in Service.



Fengzhan and Feng Ge – Rouen, 20.06.93

FENG ZHAN

10,365g 14,780d

IMO 7642479 General Cargo

Length: 159 Breadth: 20.4 Depth: 12.4 Draught: 9.5 (m)

1975: Completed by Shanghai Shipyard, Shanghai as FENG ZHAN.

2012: Deleted from registers, continued existence in doubt.

FENG GE

10,365g 14,760d

IMO 7517909 General Cargo

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.



Deneb - Creeksea 16.02.91

DENE B

8,383g 10,900d

IMO 7531357 General Cargo

Length: 135 Breadth: 18 Depth: 11.8 Draught: 8.4(m)

1978: Completed by Kalmar Fartygsreparationer AB - Kalmar, as DANIA.

1983: Renamed DONNY

1988: Renamed DENE B.

1991: Renamed HOLMON. Converted to self-discharge bulk carrier.

2008: Renamed DEFIANT II.

2009: Renamed NAZLICAN. Converted to general cargo.

2020: Broken up in Pakistan.



Aleksey Maryshev – Creeksea, 30.07.93

ALEKSEY MARYSHEV IMO 8909329 Research vessel
1,698g 798d Length: 65 Breadth: 12.9 Depth: 6.3 Draught: 3.6 (m)

1990: Completed by Hollming Oy – Rauma as ALEKSEY MARYSHEV.
C1997: In use as expedition cruise ship.
Still in Service.



Le Vigilant – Rouen, 20.06.93

LE VIGILANT IMO 7435395 Tug
115g 91d Length: 25.8 Breadth: 7.4 Depth: 3.7 Draught: 3.1 (m)

1975: Completed by Soc. des At. Francais de l'Ouest - St. Nazaire as LE VIGILANT.
Still in Service.

MARITIME QUIZ APRIL 2023 ANSWERS

1. USS MOBILE (LCS 26): Independence – variant Littoral Combat Ship on joint patrol with US Coast Guard on mission to enforce fisheries laws & enhance security in the Western Pacific region. Late March
2. ROBERT CENAC & Mr. DAWG: Tug and crane barge caused \$2 million damage to the Houma Twin Span Bridge as a result of incorrect estimate of the crane boom height. Early March
3. LOUISE MICHEL: Rescue ship funded by Banksey seized in Lampedusa by Italy's Coast Guard after reportedly disobeying instructions. Late March
4. USS MILIUS: Arleigh Burke class destroyer “asserted its navigational rights and freedom of the seas” in South China Sea. Late March
5. PNS MOAWIN: Pakistani Fleet Replenishment Ship (17000 tonnes displacement, commissioned in 2018) delivered relief goods (mainly tents and blankets) to Mersin, Turkiye. Late March
6. MONJASA REFORMER: Oil/chemical tanker, Danish owned, 13,702 dwt, built in 2003, seized by pirates off the Congo. All 16 crew in safe room on board. After 4 days escorted into Nigeria, but 6 kidnapped when the pirates; boat fled. Late March
7. LADY MARY JOY 3: Passenger ferry (835 gt built in 1990) suffered a fire in the Southern Philippines. 31 died but 230 rescued. End March
8. WARSPITE: Steel-cutting ceremony took place at Bae Systems at Barrow in Furness on 9th February for the third Dreadnought class nuclear powered ballistic missile submarine.
9. ISLAND CROWN: An Offshore Support Vessel built in Norway in 2013 acquired by the MoD for conversion to a Mine Hunting

Capability Operational Evaluation Vessel to be operated by the RFA, based on the Clyde. 5840 gt. To be renamed STIRLING CASTLE. Late March

10. HMS PRINCE OF WALES: An inspection has revealed that both propellor shafts are defective. This is probably due to alignment mistakes during construction. Rectification of both shafts is “due to be completed by the spring”.
11. MSC RAYA: New world’s largest container ship delivered to MSC by Jiangnan Shipyard and China Shipbuilding Trading. She is of 24116 teu with dimensions 399.99 x 61.5m.
12. DISNEY TREASURE: The keel-laying ceremony took place of the second of three Triton class cruise ships at Meyer Werft shipyard. She is due to enter service in 2024. She is of 144,000 gt and has a capacity of 4000 passengers. She will be LNG fuelled.
13. BITER: Recovery of the sunken tug was carried out by crane barge in mid-March. The tug, which was operated by Clyde Marine Services and was a Damen Stan 1 type, had capsized and sank off Greenock whilst towing an inbound ferry into Greenock’s East India Harbour with two fatalities in February. The Marine Accident Investigation Branch is carrying out enquiries.
14. BIBBY STOCKHOLM: The Home Office is to announce the use of the accommodation barge to house asylum seekers, possibly off the Dorset coast. The vessel was built in 1976 in Amsterdam as the FLOATEL STOCKHOLM. It is of 10,659 gt with dimensions 91m x 27m, and it can house 506 people. It is Barbados flagged.
15. TUNDRALAND: CLdN have recently chartered the Tundraland to increase capacity on its North Sea service. She was built in 2007 in Finland as the TRANSTIMBER. She is of 23128 gt and is Swedish flagged.

