



**The
World
Ship
Society**



Southend Branch

News and Views

Edition 70- EDITED

7th August

Next Edition 4th September 2023

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NOTES

Thanks go to Graham, Geoff, Krispen, Ron , Tony, Phil , Roger ,Ron ,Stuart and Andrew for their contributions

At the WSS Meeting on 17th July our speaker was Tony Webber who gave a show on a cruise on P & O's AURORA which left Southampton on 26th August 2022 and returned on 14th September calling at Cartagena, Cagliari, Dubrovnik, Zadar, Trieste, Messina and Gibraltar. This was followed by one Derek Sands had sent us on his recent Cruise to the Baltic via the Kiel Canal on

Ron has taken Gladys west again this year and the rough photographic log of their journey has been issued separately as Supplement 2 to this Edition.

They got as far as Studland Bay but have had to cut short the trip. They left Studland yesterday morning and are currently holed up in Dover Marina waiting for the gale to pass. Before setting off again for Burnham.

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Issued separately

News

Crystal plans to launch four new ships by 2029



Crystal Serenity and Crystal Symphony have both undergone extensive refurbishment this year

Luxury cruise brand Crystal plans to launch four new ships over the next six years. The brand, which was saved from liquidation by A&K Travel Group in June 2022, hopes to launch two classic ships and two expedition vessels.

German operator EMS Maritime Offshore takes delivery of new ferries



German ferry operator EMS Maritime Offshore has taken delivery of three new vessels, designed by Incat Crowther and constructed by Penguin Shipyard International in Singapore.

The new ferries, named WattnExpress, Inselexpress and Watt Sprinter, are now in service on three routes between the North Frisian Islands and Neuharlingersie on the north coast of Germany. The vessels have been

designed specifically for local conditions, with a draft of less than 0.7 metres enabling the ferries to operate even at very low tides.

The IMO Tier III-compliant vessels can transport up to 54 passengers at speeds of up to 19 knots. They include space for wheelchair access and feature indoor and outdoor luggage storage areas on the main deck.

Carnival Jubilee floats out at Meyer Werft in Germany



Carnival Cruise Line marked a new construction milestone for its latest Excel-class ship, Carnival Jubilee, when it floated out of Meyer Werft's covered building dock in Papenburg, Germany, in July.

Hundreds of spectators gathered for a first look at Carnival's newest ship, which was revealed to have an important design feature on its bow during the float out – a Texas star.

The ship will now undergo final outfitting before sea trials, which are scheduled for November.

The new Carnival Jubilee shares its name with a classic Carnival ship which also sailed from Galveston in 2002 but is four times larger than its predecessor. It will include many features already seen onboard sister ships, Mardi Gras and Carnival Celebration, such as the first roller coaster at sea, BOLT: The Ultimate Seacoaster, as well as six fun-filled zones, two of which are completely unique to Carnival Jubilee. All three ships are equipped with low-emission LNG propulsion.

Carnival Jubilee is the first Carnival Cruise Line ship to be built in Germany. Once complete it will sail year-round from the Port of Galveston on western Caribbean itineraries, beginning in late December 2023.

Ameland rescue:

Crew jump off ship ablaze with cargo of 3,000 cars

A fire on a cargo ship carrying almost 3,000 cars off the coast of the Dutch island of Ameland has left one sailor dead and 22 other crew members hurt. Some of the crew leapt into the sea to escape the blaze.

A major salvage operation was in full swing in the North Sea and rescue teams feared that the fire could burn for days.

Members of the crew initially tried to douse the flames themselves, but were overwhelmed and were eventually forced to flee.

Photos shared by the coastguard showed the Panamanian-flagged Fremantle Highway engulfed in smoke, with flames licking the deck in an area of the North Sea.

The sides of the ship were being doused with water to cool it down, but rescue boats avoided pouring too much water on board because of the risk of sinking.

The cargo ship left the port of Bremerhaven in northern Germany at about 15:00 local time on Tuesday on course for Port Said in Egypt.

It ran into trouble overnight, about 17 miles north of the Ameland in the Wadden Sea, on the edge of the North Sea designated a World Heritage site.

About 25 of the vehicles on the ship were electric.



The cause of the fire has not yet been established

The freighter, which is operated by K-Line is owned by a subsidiary of the Japanese shipbuilding firm Imabari Shipbuilding,

Salvage boats have been circled the ship in preparation for all possible scenarios and an oil-recovery vessel was sent to the scene in case of a leak.

The ship was being doused on both sides to cool it down

German WW1 U-boat found off the coast of Shetland

The SM UC-55 U-boat had been laying mines between Shetland and Orkney when it was forced to surface.

A World War One German U-boat has been identified by divers off the coast of Shetland.

The SM UC-55 submarine was sunk about eight miles south-east of Lerwick by the Royal Navy in 1917.

Divers aboard the Stromness boat Valhalla have become the first to inspect its wreckage.

The U-boat had been laying mines in the convoy channel between Orkney and Shetland before being forced to surface due to a technical fault.



The wreck site had been known about since the mid-1980s when scanning equipment picked it up, but Hazel Weaver, the owner of the Valhalla, said that 10 years of planning had gone into the dive.



Pictured here is the SM UC-5, another U-boat which was captured by British forces a year before the SM UC-55 sank off the coast of Shetland

The submarine met its end after a loss of trim resulted in it sinking below its maximum dive depth, resulting in some flooding but it managed to rise to the surface.

Shortly afterwards, two Royal Navy destroyers appeared and opened fire, sinking it.

Silversea Cruises takes delivery of Silver Nova



Silversea Cruises has taken delivery of its newest cruise ship, Silver Nova, from shipbuilder Meyer Werft following the successful completion of technical and nautical sea trials.

Silver Nova can accommodate up to 728 passengers thanks to an asymmetrical design and horizontal layout, a first for Silversea Cruises. The vessel will offer guests a large choice of bars, restaurants, and lounges, as well as 364 guest suites across 13 categories, the most suite categories in Silversea's history.

The ship's LNG system will be supplemented by an additional fuel cell system, this fuel cell system will later be able to supply the entire hotel operation, enabling Silversea to eliminate pollutant emissions while berthed in port. A battery system will reduce Silver Nova's fuel consumption by absorbing peak loads, while a micro auto gasification system will convert onboard waste into thermal energy.

Silver Nova will spend its inaugural season sailing the Mediterranean, then operate voyages to the Americas, Alaska, Asia, Australia and New Zealand up to spring 2025.

TUI River Cruises to debut a new ship on the River Nile in 2024



The ship, which will be named TUI Al Hooray ('freedom' in Arabic) is owned by Egyptian travel company Travco and will be chartered to TUI for an unspecified length of time. It is currently in dry dock in Egypt's capital Cairo and will accommodate 145 passengers across 74 single and standard cabins and suites and will also feature a top-deck swimming pool, two whirlpools, an entertainment area, a restaurant, al fresco dining areas, a lounge bar, a wellness studio and a boutique shop. Dedicated licensed Egyptologists will also be onboard to deliver historical talks and tours.

TUI Al Horeya will sail seven-night, all-inclusive roundtrip cruises from Luxor between November 2024 and April 2025, visiting locations along the Nile including Efu, Kom Ombo and Aswan.

First Superstar-class ferry delivered to Finnlines ahead of September debut



China Merchants Jinling Shipyard delivered the first of two Superstar-class ferries, Finnsirius, to Finnlines at its shipyard in Weihai, China.

The ferry is scheduled to start operating on the Naantali-Långnäs–Kapellskär route between Finland and Sweden in September 2023. Finnsirius will become the largest ro-pax vessel in the operator's fleet, doubling passenger capacity on the route from 554 to 1,100.

A second ferry, Finncanopus, is expected to be delivered by the end of 2023. The two new vessels are part of Finnlines' €500 million (\$562 million) Green Newbuilding Programme, which comprises both ro-pax and ro-ro vessels, all of which will be equipped with sustainable solutions.

With 122 new ships on the way, CMA CGM has Maersk in its sights



With its huge orderbook of 122 ships, for a capacity of 1.24m teu, CMA CGM is on course to overtake Maersk as the second-biggest container line in the world.

And, with fellow Ocean Alliance partners Cosco and Evergreen having the third- and fourth-largest orderbooks – 927,000 teu and 840,000 teu respectively – the vessel-sharing group’s total capacity will be immense.

The French carrier now has an operating fleet of 625 vessels, with a total nominal capacity of 3.5m teu, compared with Maersk’s 683 ships and capacity of 4.1m teu.

Maersk’s orderbook is just 33 ships, with a capacity of 405,000 teu, as it concentrates on replacing tonnage with green methanol-powered

Assuming that half of CMA CGM’s orderbook is for growth and half will be for fleet replacement, the carrier would stabilise at a fleet capacity of around 4.2m teu in late 2026.”

This would lift CMA CGM above Maersk as the second-largest carrier after MSC, providing the Danish operator maintains its vow not to grow its fleet above the current level.

In addition to its massive orderbook of new tonnage, CMA CGM has been aggressive in the second-hand containership market and the charter market in the past three years, investing a significant amount of its pandemic-fuelled profits into organic growth.

Indeed, S&P broker contacts have told *The Loadstar* that, after MSC, the French carrier was the most proactive in the second-hand market, acquiring some 105 vessels since August 2020, according to Alphaliner data. The consultant said the nominal capacity of these ships is 427,000 teu, ranging in size from 1,000 to 14,000 teu.

Moreover, CMA CGM has dominated the charter market, with brokers fixing more than 170 charters for the French liner this year alone, well in excess of its peers, suggesting it has extra cargo requirements in its network while rivals are struggling to fill their ships.

In fact, many of the recent charters have been for smaller sizes, under 5,000 teu, deployed on its extensive network of secondary and niche services in Africa and Latin America. And the official incorporation of its intra-European shortsea subsidiary, Containerships, under the CMA CGM brand is expected to encourage further development of its shortsea routes and more hub-and-spoke feedering deploying its own tonnage.

Meanwhile, a substantial decline in carrier earnings for Q2 and a depressing outlook for the second half of the year could see the liner industry experience another round of consolidation, with the weaker lines unable to compete or resist the reach of cash-rich predators with their extensive networks of global trades.

Emerald Sakara successfully completes sea trials



Emerald Sakara, the second custom-built 100-guest yacht from Emerald Cruises, has successfully completed sea trials in Vietnam. Its maiden voyage is scheduled for August.

Captains John Edwards and James Griffiths carried out the trials, which included testing all major systems before the yacht was certified for guest operations. On 6 July, Emerald Sakara departed Halong Shipyard in Vietnam, where it had been custom built by The Halong Shipbuilding Company, to relocate to the Mediterranean Sea.

The vessel's maiden voyage, an eight-day 'Ionian Sea Adventure' itinerary, is scheduled to depart on 5 August 2023, calling at Itea in Greece, before transiting the Corinth Canal and sailing to Cephalonia and Sicily, Amalfi, Sorrento, Capri and Rome, Italy.

Following this, Emerald Sakara will spend the summer season exploring the coastal waters of Italy, Greece, Turkey and the Adriatic, after which it will join its identical sister yacht, Emerald Azzurra, in the Caribbean and Central America in winter.

Stena Vision makes inaugural voyage on Rosslare-Cherbourg route



Stena Line debuted Stena Vision on its route between Rosslare, Ireland, and Cherbourg, France, on 30 June, becoming the operator with the most frequent ferry crossings between Ireland Europe.

Stena Vision now operates the route alongside Stena Horizon, providing departures twice a day, six days a week.

Stena Vision left Gdansk Shipyard in Poland in June 2023 after a major refurbishment. The vessel now accommodates up to 1,300 passengers and provides 485 cabins ranging from standard to deluxe suites. There are also 42 pet-friendly cabins.

Stena Vision also offers saunas, Jacuzzis, the Pure Nordic Spa, the Sun Deck bar, and a selection of dining and beverage options, including an all-inclusive buffet restaurant. Other onboard highlights include a Game Zone and Happy World play area for children and The Shop.

Celestyal Cruises unveils design details for Celestyal Journey



Accommodating up to 1,260 guests, Celestyal Journey features seven speciality dining experiences with dishes from the Mediterranean, Europe and Asia, including the private chef's table and live cooking demonstrations. The vessel also has eight bars and lounges, including the outdoor Beach Club, a cinema, two pools, two Jacuzzis, two conference spaces and the Sozo Spa, situated within an entire deck dedicated to wellness.

Celestyal Journey will take over the 'Idyllic Aegean' by calling at Athens and Thessaloniki in Greece; Kusadasi, Turkey; Heraklion, Crete; and the Greek islands of Santorini, Mykonos and Milos.

Visitors



Seaenvoy Built 2017 64092 GRT Hong Kong

Current Location Shellhaven



Spirit Built 2016 24872 Marshall Islands

Current Location Tate & Lyle

Ionian



MSC Nitya Built 2017 113112 GRT Portugal

Current Location En route Rotterdam



Viking Mars Built 2022 46538 GRT Norway

Current Location En route Honningsvåg



SFL Lion Built 2014 65358 GRT Marshall Islands

Current Location En route to Gibraltar for orders



Sea Cirrus Built 2017 27669 GRT Liberia

Current location North Sea



Scout Built 2019 1416 GRT Cayman Islands

Current Location London



Pacific Circon Built 2013 28426 GRT Liberia

Current Location En route to Point Tupper Canada



One Meishan Built 2018 152068 GRT Japan

Current Location En route to Port Said



Hafnia Zambesi Built 2010 43885 GRT Singapore

Current Location En route Antwerp



Hafnia Sunda Built 2015 24120 GRT Singapore

Current Location En route Rotterdam



Conti Cortesia Built 2003 90440 GRT Malta

Current Location En route Hamburg



Buenos Aires Express Built 2023 123560 GRT Germany ,

Current Location En route to Dominican Republic



Front Favour Built 2021 62795 GRT Marshall Islands

Current Location En route Suez



Histira Agata Built 2007 25804 GRT Malta

Current Location Antwerp



Wisbey Argan Built 2009 4778 Norwegian

Current Location En route to Immingham



Kristin Schepers Built 2000 7051 GRT Portugal

Current Location En route to Portugal



Federal Pride Built 2023 25808 GRT Panama

Current Location En route to Goteborg



MSC Yukta X Built 1998 92188 GRT Liberia

Current Location En route to Suez



Alpine Pioneer Built 201 42200 GRT Liberia

Current Location En route to Gibraltar



Pacific Martina Built 2018 42884 GRT Marshall islands

Current Location En route to Skikda Algeria



Maersk Cambridge Built 2022 149,999 GRT Liberia

Current Location Red Sea en route Sajed-Aeauh



Ton Hil II Built 2014 31576 GRT Cayman Islands

Location Gdynia



HMS Pembroke



Dai Shan Hai Built 2010 32933 GRT Panama

Current Location Iskenderun Turkey



Bibby HydroMap Vessel seen off Sheppey Bibby HydroMap has chartered a 39-meter DP1 catamaran 'Mintis', owned and operated by the Marine Research Institute at Klaipeda University.

Built in 2014, the vessel is suited for geophysical survey, ROV inspection and geotechnical investigation providing accommodation for up to 18 with an endurance of 2 weeks.



MSC Fairfield Built 2006 90389 GRT Portugal

Current Location En route to Thames



Herbert Schulte Built 2012 59176 GRT Hong Kong

Current Location En route Valencia



Sea Cirrus Built 2017 27659 GRT Marshall Islands

Current Position North Sea



MSC Rayshmi Built 2021 113697 GRT Liberia

Current Position En route to South Africa



Devout



Nave Pulsar Built 2007 30119 GRT Marshall Islands

Current Position Antigua & Barbuda



Maersk Campton Built 2022 149444 GRT United Kingdom

Current Position En route to Yantian



One Millau Built 2015 150709 GRT Panama

Current Position Cai Mep Vietnam



Maersk Karlskrona Built 1996 8438 GRT Liberia

Current Location En route to Colombo



Torm Integrity Built 2013 43053 GRT Denmark

Current Position En route to Lome



Team Bravo Built 2012 21213 GRT Marshall Islands

Current position Safi, Morocco



Sten Neptun Built 2007 12105 GRT Portugal

Current Position Rotterdam



Eviapetrol V Built 2007 4811 GRT Greece

Current position Le Havre



L'Etoile Built 1932



STI Solidarity Built 2015 64031 GRT Marshall Islands

Current Position En route Singapore for orders



United Spirit Built 2000 37949 GRT Liberia

Current Position En route Sheerness

Solent Visitors

Andrew and Wendy Cruising the Baltic on Queen Victoria



Silver Shadow



Don Quijote



Maersk Neston



Aurora



One Innovation

WSS Quiz Questions Edition 70 Geoff

1. Which well-known ship docked at Tilbury on 22 June 1948?
2. Ambassador Cruise Line operates two cruise ships. What are they called?
3. What was the name of the first British aircraft carrier to be designed as such, launched in 1919?
4. Which ship, in 1925, was the first North Atlantic passenger liner to be diesel-driven?

5. Which port, on England's south coast, recently opened a new deep-water berth that can accommodate two 350-metre-long cruise ships at the same time, as part of a £26m redevelopment?
6. What was the first Mail ship to be built for Union Castle line following its creation in 1900?
7. On 21 July 2023, which European capital city banned cruise ships from future visits to the city and announced that its central cruise terminal will close?
8. In September 1934, which liner caught fire within hailing distance of the local Convention Hall at Asbury Park, New Jersey, and burned for 8 days?
9. What is the name of the barge that arrived in Portland on 18 July 2023 to house asylum seekers?
10. Series 3 of the award-winning TV series "Departure" showing on Sky in August features the sinking of a fictional ferry bound for St Johns, Newfoundland. What is the name of this fictional ferry?

HMS VANGUARD

"Hurray! We're off to war! We'll give that Nasser a bloody nose and take our canal back!" That was the atmosphere amongst us trainees aboard HMS Ocean when we heard that the ship was going to be part of the force to liberate the Suez Canal. Indeed we did do our bit, helping to load the ship, largeley with butter and beer , it seemed to me



Then it was announced that all regular trainees would go to HMS Raleigh and all of us national service men to HMS Vanguard., the last battleship currently swining arounds a buoy in Plymouth, attached to two even older battleships Anson and Howe both awaiting scrapping



Since Ocean was already in Plymouth , the transfer to Vanguard was a simple matter of a walk through the dockyard and then a boat ride out to the great ship. The only trouble was that we had just, on board Ocean received our monthly ration of duty-free cigarettes. We were warned , several times, that to take the entire issue with us would be smuggling. A final warning was made by an officer jumping up on a railway wagon as we were about to leave the dockyard. Fortunately, no attempt was made to search us. (mine were in the lining of my raincoat)

Once aboard the ship we were addressed by our new Training Officer, a real old salt. He explained that he had joined the Navy as a boy and has worked his way up through ordinary seaman ,able seaman, l eading seaman, petty office,

chief petty officer, warrant officer and was now lieutenant commander. He knew all of the dodges and would come down hard on us like a ton of bricks if we tried anything on. We never saw him again.

We were pleased with our accommodation on Vanguard as she was one of the few RN vessels, at the time, where you did not eat in the same place as you slept. A spacious dining hall was provided, and food was not bad either. With the ship running down there was plenty of room as many of her crew had left. Moreover, our mess deck was pierced by the barbette of one of the guns, which provided a quiet space to get away from the general hurly burly.

Our day would begin with the somewhat hazardous journey across a rickety gangway to Howe for PT, very bracing in a frosty October. Then, after breakfast, we would have seamanship lectures. Our instructor, a Welsh Petty Officer, was not a happy bunny. Prior to Suez he was going to transfer to the New Zealand Navy and emigrate there with his family. But because of the crisis this was now all on hold and he was an instructor on Vanguard.

His usual method was to take us to some remote part of the ship and say something like "Today's lecture is supposed to be about anchors and cables, but I am sure that you would rather hear about my experiences on Motor Torpedo Boats during the war." Of course, we would and probably learnt more that way than by formal lectures.

We also had to do some work aboard the ship and one early morning task was to scrub the quarter deck, in bare feet, of course, delightful in October and we could not help noticing that the Leading Hand directing us wore sea boots. Another was stowing sides of beef, which weighed about a hundredweight. This was exhausting.

But the best job was clearing out a canned goods store. Four of us were allocated to this task and, after a briefing from a dear old Victualling Chief, allowed to get on with it unsupervised. We quickly found that what were handling was largely fruit, peaches, pears and pineapple. We also found that we could easily open the tins with our clasp knives, consuming the contents and throw the empties out of the scuttle.

When we had finished the job the Chief summoned us. He thanked us for doing a good job and said that he had a little present for each of us. He then gave each of us a parcel containing a tin of pineapple, a tin of peaches and a tin of pears. We all felt guilty

We National Service trainees were not the only group accommodated on Vanguard. There was also a Marine Band. They had been waiting for some time to be reallocated and were getting pretty fed up. When there was a visit by some dignitaries, they were roped in to play slow marches while an inspection took place. The suddenly changed to “ When the Saints come marching in “ which is a quick march . The visitors had to get a move on.

At the end of our training we were so pleased with our time on Vanguard that both classes gave a party for our instructors in a pub ashore where the beer and cider flowed. Then, next day somewhat hung over, we went our separate ways .

G.E.D

DE TUKKER



The De Tucker is a steel ketch built in Holland in 1912 at Martens Hoek as the HARLE TIEFAND. She traded as a sailing coaster for many years, latterly as a motor-Sailer, until she was laid up in the 1980s. She was then converted into a sail training ship, and under the Dutch flag she became famous for her work with disadvantaged youth. After an accident in 2011, when she grounded

outside the Port of Amble, she was laid up in a poor state in 2012, and nearly became a houseboat.



In January 2022 she was bought by EcoClipper who had her refurbished and converted for passenger and cargo carrying at Talsma Shipyard in the Netherlands. The work, which included a new deck house, replating a large proportion of the hull, and upgrading her systems and rigging, took over a year to complete.



Her first cargo and passenger-carrying voyage took place in May 2023, with 5 passengers and a cargo of Dutch made chocolate carried from Amsterdam to Porto. The return cargo was wine and olive oil. EcoClipper are proposing voyages to European ports, including Amsterdam, Den Helder, Hartlepool,

London, Edinburgh, Scheveninger, Penzance, La Corunna, Bordeaux and Portsmouth. Passengers are charged about 110 euros per person per day.



Clearly, apart from heavily subsidised freights, most of the hoped-for income will come from fare-paying passengers. With a maximum of 12, it is hard to see how the ship and its voyaging can be more than a source of publicity for EcoClipper's proposed larger new-build cargo carrying sailing ships. Whatever the business plan, it's good to see the old ship refurbished and put to good use, unlike the similar aged DE WADDEN which is sadly being scrapped.



DETAILS OF THE SHIP

Tonnage; 79 gt., 80 dwt.

Dimensions: 38m(o.a.) 26.35m(w.l.) x 6m x 2.4m

Flag: Vanuatu

Built: 1912 as the HARLE TIEFAND

Rig: Ketch with 300 square metres sail area.

Crew: 5

Passenger capacity: 12

Auxiliary engine: Detroit diesel 8V71N of 177 kW

Cargo capacity: 70 cubic metres or 50-70 tonnes. Alternatively, she can carry 50 euro-sized pallets, which can be handled by her two derricks.

Free Wave 06 93

MYSTERY SHIPS 70



Feng Zhan – Rouen, 20.06.93



Deneb - Creeksea 16.02.91



Aleksey Maryshev – Creeksea, 30.07.93



Feng Ge – Rouen, 20.06.93



Ek-Cloud 23.04.93, Gothenburg



Free Wave 06.93, Dunkirk

ROGERS PICS FROM SOUTHAMPTON



One Tradtion



Ventura



Grande Ellade



MSC Virtuosa



Hartland Point



NYK Remus

CRUISE TO NORWAY - – 10th June to 22nd June 2023, on board P&O's Aurora



I arrived at Southampton on 10th June for a 12-night cruise on P&O's Aurora to the Norwegian fjords. Aurora is the smallest, oldest member of P&O's fleet, and has a traditional appearance. She was built in Germany and entered service in 2000 and is just over 76,000 GRT. She was berthed at the QE2 terminal, dwarfed by P&O's much larger, newer Iona on a neighbouring berth.

The itinerary for the cruise had changed a couple of months earlier due to "berthing constraints" and we would no longer be calling at the popular ports of Kristiansund and Alesund, but there were still plenty of ports to look forward to and the weather forecast promised sunshine and calm seas.

We sailed at about 5pm. Southampton Water was as busy as usual, with Red Funnel ferries crossing to/from the Isle of Wight and the usual assortment of commercial and pleasure craft. We had two sea days to settle into shipboard life. There were regular quizzes as well as guest speakers giving talks about glaciers, fjords and, curiously, laws around medical negligence. And there were guest musicians performing concerts highlighting the versatility of the guitar,

from classical to flamenco to modern film music. This made up for the lack of ship-spotting interest. There was little to see sailing up the North Sea apart from a few wind farms, oil rigs and the occasional ship on the distant horizon.

Our first two ports were Skjolden (at the end of Sognefjord, Norway's longest fjord) and Maloy. Very little shipping to see, but both provided spectacular viewpoints to enjoy the scenery, although they required some vigorous walking to reach them.

On the evening of 15th June, we crossed the Arctic Circle at the position of 66 33.4N/11 24.2E and arrived the next day at Leknes in the Lofoten Islands. We had to use the ship's tenders to get ashore and, as usual with P&O, the operation was handled with almost military precision. Fishing is a big part of life in the Lofoten Islands - there were plenty of relatively small fishing vessels to be seen in various villages on the islands, as well as lots of fish hung up to dry on wooden poles which is how they preserve the fish for later consumption.

The port days were interspersed with further days at sea, trying to fit the quizzes (if only I had managed a better guess for the gross box office takings of *Apocalypse Now*....), talks and concerts in between breakfast, mid-morning snacks, lunch, afternoon tea/cakes and dinner. Luckily Aurora has a traditional promenade deck circling the ship, where 3.2 laps equate to a mile, so I could burn off some calories.

We had further calls at Andalsnes, Trondheim and Haugesund. In Trondheim I saw two Hurtigruten ships, one arriving and one departing and I cursed my failure to pack my binoculars as they passed close, but not close enough to identify the names. We had to anchor offshore and use the tenders again, as *Aidaperla* was using the cruise terminal. She was on a similar cruise having departed from Hamburg and was in between calls at Geiranger and Alesund. My shore excursion included a ride on a preserved tram. Our coach arrived late at the tram stop, and we missed our chartered tram. When the next one arrived, we jumped onboard, ignoring the fact that it had clearly been booked for a coachload of German tourists from *Aidaperla* which had just arrived. Luckily an international incident was avoided, even though we left behind a coachload of disappointed Germans!

There was more shipping in Haugesund, in particular oil support vessels, and we docked next to a Shell Floating Production Storage and Offloading vessel which was being completed prior to being deployed to the Penguins oil field Northeast of Shetland. It was noticeable, however, that the local industry is transitioning from oil rig support vessels to manufacturing wind turbines.

We arrived back in Southampton early on 22nd June. The scenery and weather were both fantastic throughout, and Aurora is a very comfortable ship, so it was a wonderful cruise (although perhaps not ideal for shipping enthusiasts!).

Geoff Swales

HMS RENOWN 1916



May 1920

HMS Renown was the lead ship of her class of battlecruisers Laid down as an improved version of the Revenge-class battleships. Her construction was suspended on the outbreak of war The Director of Naval Construction quickly produced new design and the builders agreed to deliver the ships in 15 months. The ship was delivered after the Battle of Jutland in 1916. Renown, and her sister HMS Repulse, were the world's fastest capital ships when completed .

During WWII Renown was involved in the search for the Admiral Graf Spee in 1939, participated in the Norwegian Campaign of April–June 1940 and the search for the German battleship Bismarck in 1941. Renown was briefly assigned to the Home Fleet and provided cover to several Arctic convoys in early 1942. The ship was transferred back to Force H for Operation Torch and spent much of 1943 refitting or transporting Winston Churchill and his staff to and from various conferences with various Allied leaders. In early 1944. Renown was transferred to the Eastern Fleet in the Indian Ocean where she supported numerous attacks on Japanese-occupied facilities

in Indonesia and various island groups in the Indian Ocean. The ship returned to the Home Fleet in early 1945 and placed in reserve after the end of the war. Renown was sold for scrap in 1948.

Renown had an overall length of 794 feet 1.5 inches , a beam of 90 feet 1.75 inches , and a maximum draught of 30 feet 2 inches . She displaced 27,320 long tons at normal load and 32,220 long tons at deep load. Her Brown-Curtis direct-drive steam turbines were designed to produce 112,000 shaft horsepower , which would propel the ship at 32 knots During trials in 1916, Renown's turbines provided 126,000 shp allowing her to reach a speed of 32.58 knots The ship normally carried 1,000 long tons of fuel oil, but had a maximum capacity of 4,289 long tons At full capacity, she could steam at a speed of 18 knts for 4,000 nautical miles

The ship mounted six 42-calibre BL 15-inch Mk I guns in three twin hydraulically powered turrets, designated 'A', 'B', and 'Y' from front to rear. Her secondary armament consisted of 17 BL 4-inch Mark IX guns, fitted in five triple and two single mounts. She mounted a pair of QF 3 inch 20 cwt anti-aircraft guns mounted on the shelter deck abreast the rear funnel. She mounted two submerged tubes for 21-inch torpedoes, one on each side forward of 'A' barbette.

Renown's waterline belt of Krupp cemented armour measured 6 inches thick amidships. Her gun turrets were 7–9 inches thick with roofs 4.25 inches thick. As designed the high-tensile-steel decks ranged from 0.75 to 1.5 inches in thickness.

Despite additions, the ship was still felt to be too vulnerable and Renown was refitted in Rosyth between February and April 1917 with additional horizontal armour, weighing approximately 504 long tons added to the decks over the magazines and over the steering gear. Flying-off platforms were fitted on 'B' and 'X' turrets in early 1918. One fighter and a reconnaissance aircraft were carried.



In April 1919, Renown was assigned to the Atlantic Fleet. In June she was refitted in preparation for a tour of Canada, Newfoundland and the United States the Prince of Wales, and both flying-off platforms were removed.[[] A 30-

foot rangefinder replaced the 15-foot model in 'Y' turret and a 20-foot rangefinder was added to the armoured hood over the conning tower.

A large deck house was built on the shelter deck between the funnels. The port side housed a squash court while the starboard side was a cinema. The ship sailed in March for Australia and New Zealand She returned to Portsmouth in October and was placed in reserve in November.

Renown was recommissioned in September 1921 for a tour of India, the Philippines and Japan The ship arrived back in June 1922 and she was placed in reserve. Reconstruction began in 1922 along the lines of her sister, The ship's deck armour was heavily reinforced adjacent to its machinery spaces and magazines. Two longitudinal bulkheads were added between the upper and main decks that ran from the base of the conning tower to the end of the boiler rooms. The bulges were reworked based the Queen Elizabeth-class The flying-off platform on 'B' turret was reinstated and a high-angle control position was added to the fore-top. The pair of 3-inch AA guns and her two single four-inch gun mounts were replaced with four QF four-inch Mark V anti-aircraft guns. The guns had a maximum ceiling of 31,000 ft but an effective range of much less. The reconstruction added 3,500 long tons to the ship's displacement and three inches to her draught.



1928

Her reconstruction finished in September 1926 and she was assigned to the Battlecruiser Squadron and detached to convey The Duke and Duchess of York to Australia .Upon her return she rejoined the Atlantic Fleet.

Renown collided with Hood on 23 January 1935 while off the coast of Spain. The damage to her bow was temporarily repaired at Gibraltar and the ship sailed to Portsmouth for permanent repairs.

The ship participated in King George V's Silver Jubilee Fleet Review at Spithead on 16 July. She was transferred to Alexandria in January 1936 and returned home in May and rejoined Home Fleet.

Reconstruction began in September 1936, based on that of the Warspite . A splinter-proof tower superstructure was built, topped with a director-control

tower for the main armament and two HACS Mark IV directors.. The ship's engines and boilers were replaced by Parsons geared turbines and eight Admiralty three-drum boilers operating at 400 psi This saved 2,800 long tons of weight and allowed the two forward boiler rooms to be converted to 4.5-inch magazines and other uses. Renown's deck protection was somewhat As in Repulse hangars were built abreast her rear funnel and a catapult was fitted between the rear funnel and the aft superstructure.



Renown, as reconstructed in 1939

Twenty dual-purpose QF 4.5-inch Mark III guns in twin BD Mark II mountings replaced all of the 4-inch guns.. The submerged torpedo tubes were removed and eight above-water torpedo tubes added.



Renown in August 1945

She remained in the South Atlantic and did not return to the Home Fleet until March 1940.

The ship was under repair from 20 April to 18 May and provided cover during the evacuation from Norway in early June. .

. Renown bombarded Genoa on 9 February 1941 with little effect. Force H escorted convoys both inside and outside the Mediterranean in March–May 1941 before being summoned into the Atlantic to search for the German battleship Bismarck. Renown was transferred to the Home Fleet in November 1941 when her repairs were complete and was detached to take Winston Churchill to Washington, D.C. in December. She provided cover for the inbound and outbound convoys to the Soviet Union in early March 1942. Renown was relieved as flagship by Duke of York on but became flagship of Force W which was formed to escort carriers carrying fighters to be flown-off for Malta in April–May. Renown rejoined Home Fleet , but was transferred

to Force H in October 1942 to participate in Operation Torch.

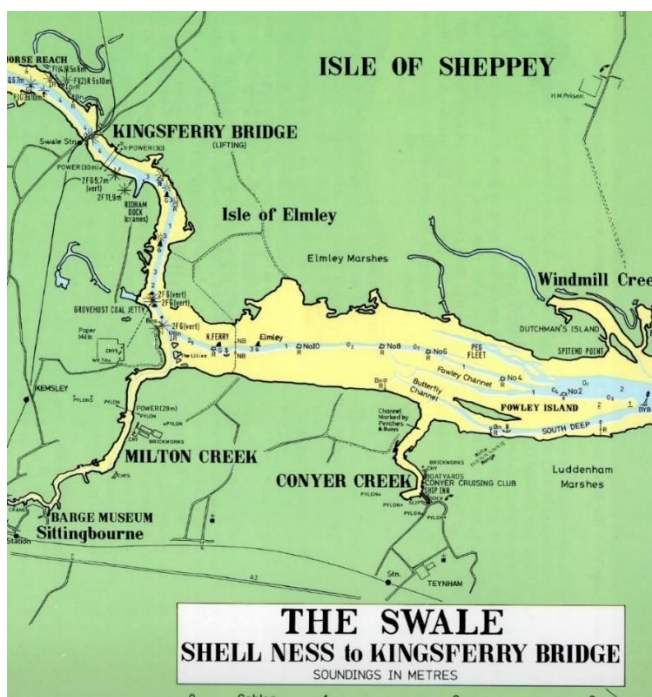


In Indian Ocean May 1944

Renown returned to Britain February to June 1943; her catapult and aircraft were removed. She received a total of 72 Oerlikon 20 mm light AA guns in 23 twin mounts and 26 single mounts fitted between July 1942 and August 1943. In January 1944 a quadruple "pom-pom" mounting was placed on the roof of 'B' turret and the 20mm guns there were re-sited elsewhere. She rejoined the Home Fleet in December, to be transferred to the Eastern Fleet a few weeks later. Renown arrived in Colombo at the end of January 1944

The ship bombarded Japanese-occupied facilities on Car Nicobar in the Nicobar Islands. Renown began a refit at Durban from December to February 1945. She was placed in reserve in May 1945. The ship hosted a meeting between King George VI and President Truman on 3 August when the latter was en route home aboard the heavy cruiser USS Augusta. The decision to dispose of the ship was announced on 21 January 1948 and she was towed to Faslane for scrapping on 3 August.

RIDHAM DOCK AND GROVEHURST JETTY



RIDHAM DOCK



APOLLO FOX AT RIDHAM

Ridham Dock was originally planned to service the nearby Sittingbourne paper mill, so that larger vessels did not have to use Milton Creek, which was silting up. It is located on the Swale to the east of the Kingsferry Bridge and Sheerness Crossing. Construction began in 1913, but completion was not until 1919, after delays caused by the First World War, when the facility was used for handling munitions. It had been operated by the Royal Navy, who relinquished it in 1922.



RIDHAM DOCK IN 1930s



RIDHAM

DOCK RECENT

In 1923, the Kemsley Paper Mill was opened, some 2 km south of the Dock. Both Kemsley and the Sittingbourne Mills were taken over by Bowater in 1936. They were connected to the Dock by a narrow-gauge railway, and there was a rail connection to the national rail system via the Sheerness Line. In 1998, the Bowater paper making plants were bought by Metsa Sarla, the Dock was sold.



RIDHAM

DOCK RECENT

Parts of the dock were used between 1973 and 2002 by Sheerness Steel. A combined heat and power plant opened in 2015, using around 172,000 tonnes of waste wood, operated by MVV Energie. Brett Aggregates have a coating plant and a recycling site within the complex.



CURRENT SOUNDINGS

Ridham Dock is classed as a subport of Medway Ports and is operated by Ridham Sea Terminals. It has “Not Always Afloat But Safe Aground” (NAABSA) berths totalling 225m length. Maximum ship dimensions are: Length 102m, Beam max. 17m and draft max 6.5m. In effect this means a maximum deadweight of about 5000 tonnes. The estate covers 71 acres and includes 11,400 square metres of warehousing. The Dock currently handles coal, aggregates, steel, timber, wood pulp, grain and scrap.

Equipment at the Dock comprises a 40-tonne bucket crane for handling scrap and other heavy materials, three Multipurpose 360 degree hydraulic cranes and a 23 metre long electric conveyor for grain and similar bulk cargoes with a capacity of 250 tonnes per hour.

The Dock was put on the market in April 2023 for £45.69 million.

RECENT CALLERS AT THE DOCK



CEMVALE

CEMVALE: A cement carrier, built in 1992 as the ARKLOW VALLEY. She is of 4257 dwt with dimensions 88m x 14m. Cyprus flag.



APOLLO FOX AT RIDHAM

APOLLO FOX: A bulker built in 1993 in Holland as SWIFT. She is of 4148 dwt with dimensions 90.45m x 13.45m x 5.6m. Currently FEHN SUN and Bahama flag.



VALÉRIE

VALÉRIE: A bulker built in 2012 as ESPACE. She is of 4450 dwt with dimensions 90m x 14m. Dutch flag.



SWE FREIGHTER

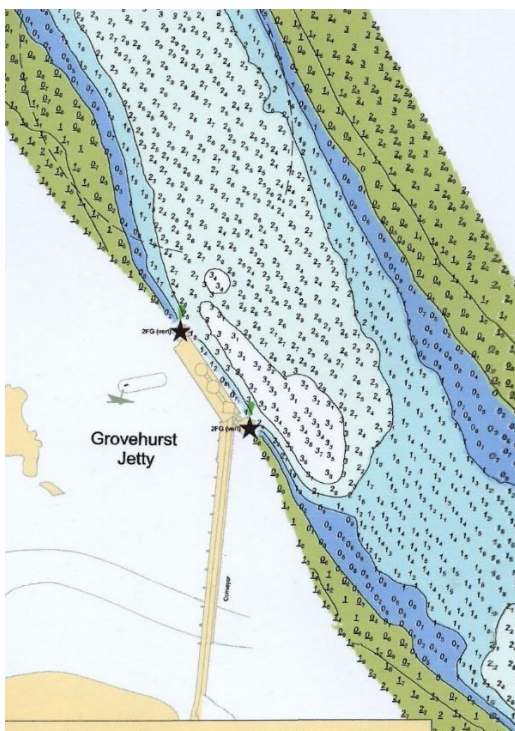
SWE FREIGHTER: A bulker built in 2000 as the CALLISTO in Bulgaria. She is of 4537 dwt with dimensions 99m x 14m. Owned and operated by Feederlines of Groningen. Cyprus flag.

GROVEHURST JETTY



LADY CLARA AT THE JETTY

Grovehurst Jetty is located in the Swale a little way to the southeast of Ridham Dock. The first jetty on the site reportedly was built in 1813 to embark and disembark passengers. The present facility was built to serve the Sittingbourne paper mill, but since 1988 when a new plasterboard plant was constructed, it serves the Knauf Drywall WHO plasterboard factory in Sittingbourne. Vessels bring in around 300,000 tonnes of gypsum per year, which is mainly imported from Spain and Germany, as well as limestone dust. Materials are then transported to the plasterboard plant. Peel Ports give a maximum vessel length of 95m and a maximum draft of H.W. + 0.5m.



THE JETTY



KAUF DRYWALL PLANT WITH JETTY IN THE DISTANCE

RECENT SHIPS BERTHING AT THE JETTY

THE



NORVAAG

NORVAAG: A bulker built in 1997 in Romania as the SAAR DUBLIN. She is of 4211 dwt with dimensions 90m x 13m x 5.7m. Powered by a Deutz SBBV9MM-28 9cyl 4-stroke engine of 1800 kW. Operated by Strand Shipping. Norway flagged.



LADY CLARA

LADY CLARA: A bulker built in 2007 in Germany as OKKO TOM BROOK. She is of 3666637 sdwt with dimensions 88m x 12m. She is powered by a Wartsila 6L20 engine of 1125 kW. Antigua & Barbuda flag.



ARISTONA

ARISTONA: A bulker of 3799 sdwt with dimensions 89m x 13m. Built in 2011 as the GEERVLiet by Damen in the Netherlands. Operated by the Peak Group. Portuguese flag.



HUELIN DESPATCH

HUELIN DESPATCH: A bulker built in 2012 as the FAMKE. She is of 3748 sdwt with dimensions 89m x 13m. Owned by Lee Shipping of Dundalk and managed by the Peak Group. Irish flagged.



SEA DOLPHIN 1

SEA DOLPHIN 1: A bulker built in 1970 as the MINI LEG in Japan. She is of 3213 sdwt with dimensions 65m x 15m. Owned and managed by United Cement of Bahrain. Bahrain flagged.

GLADYS GOES TO ROWHEDGE REGATTA





CK 258 Charlotte Ellen

Built Kidby Brightlingsea 1906 LOD 43ft



CK21 Maria

Built 1866 Harris Rowhedge 47 ft LOD



MN 69

Built 1876 by Aldous Brightlingsea



CK 25 Hycanith

Built by Adlous 1900 36 Ft



CK254



LO 195 Gladys Built Aldous 1904 41 ft

THE OS 35



THE OS 35 BEACHED IN CATALAN BAY

The OS 35 was a bulk carrier of 35,362 dwt. She was owned by Oldstone Cargo Ltd, care of Oldstone Management Ltd of Piraeus, Greece and Tuvalu flagged. On 29th August 2022 she came out from Gibraltar Port with a full cargo of steel bars. She was in a collision with the unladen ADAM LNG, a Liquified Natural Gas carrier of 90,986 dwt, and Marshall Islands flagged, in the Bay of Gibraltar. There were no casualties, as the OS 35's crew of 24 were evacuated. The ADAM LNG suffered minor damage to her bow, but the OS 35 was severely damaged on her starboard side ahead of the accommodation block with a gash 10m by 4m in the hull. The Master of the ship was arrested and after pleading guilty, was convicted of crimes relating to the handling of the vessel and was given a 4-month suspended sentence.



OS 35 IN

CATALAN BAY

The Gibraltar authorities had the OS 35 towed round to the east side of the peninsular and beached off Catalan Bay. The ship partially sank and began breaking up, causing a release of oil fuel. On 1st September fuel oil was seen to be seeping from the ship, so a containment barrier was set up. By the 2nd September, 80% of the 215 tonnes of diesel had been removed.



NOV. 22 ANTI-POLLUTION

BOOM IN PLACE

In October, the Port Authority of Gibraltar issued the owners with a wreck removal notice by 30th May. This had to be extended later due to adverse weather.

Shortly afterwards, Resolve Marine, acting for the Port Authority, decided to sink the stern of the ship to prevent it from breaking loose during heavy weather. The Dutch firm Koole Contractors were awarded the salvage, removal and recycling contract through the London office of TMC Marine Consultants, part of Bureau Veritas, which was commissioned to organise the salvage by the Gibraltar Port Authority. TMC approved the salvage plan produced by Koole

Contractors, and work began in late January to remove the cargo of steel reinforcing bars.



UNLOADING REBARS FROM THE WRECK

The work initially utilised the Anchor Handling Tug (AHT), KOOLE 42 and the crane barge H283. By late March, the crack had extended onto the Port side leaving the two sections only connected by a single bilge keel. Bad weather on 17th April caused the ship to break completely into two. A second AHT, KOOLE 31 and crane barge K10030 had arrived from Brest in late January having been delayed by bad weather and the removal of the rebar cargo was completed by the end of April. The rebars were taken to the Netherlands by a series of coaster-sized ships, including the REGGEDIJK.



STERN SECTION

RAISED WITH A BARGE EACH SIDE

The heavy lift semi-submersible FJORD was brought to site by its AHT, NORNE in March. The next phase involved preparing the two halves of the wreck for

removal, including drilling through hull steelwork to create lifting points whilst divers worked through the vessel to make compartments air-tight wherever possible. The bow section, about a third of the ship, was more damaged than



the stern.

BOTH PARTS OF OS 35 ON THE FJORD

The lifting of the stern section, mainly involving pumping compressed air into the tanks, began on the 10th of June, and within a few days it was loaded onto the semi-submersible. The lifting of the bow section was more difficult, relying much more on the cranes. It began on 28th June and the section was safely aboard the FJORD by 3rd July. On 6th July the Government of Gibraltar announced that the wreck had been removed into the FJORD.



BOTH PARTS ON FJORD

After preparation work for the voyage, probably taking a few weeks, the wreck will be taken to the Netherlands for decommissioning.

SHIPS INVOLVED IN THE COLLISION AND SALVAGE OPERATIONS



OS 35 IN HAPPIER TIMES

1. OS 35: A bulk carrier built in 1999 by Shin Kurushima Toyohashi Shipbuilding in Japan as GOLDEN HARVEST. She was of 35,362 sdwt with dimensions 178m x 28m x 10.7m. She was owned by Oldstone Cargo Ltd and managed by Oldstone Management Ltd of Piraeus, Greece and Tuvalu flagged.



ADAM LNG

2. ADAM LNG: A Liquefied Natural Gas carrier built in 2014 by HHI in South Korea as ADAM. She is of 105,975 grt with dimensions 289m x 46m x 12.5m. She is diesel electric powered with 2 motors totalling 25,520 kW and 5 AC generators of 38,579 kVA onto one screw. She is owned by Adam Maritime Transportation Company Limited and managed by Oman Ship Management Company S.A.O.C. She is Marshall Islands flagged.



KOOLE 42

3. KOOLE 42: An Anchor Handling Tug built in 2007 in China as the NEPTUNE MARINER. She is of 499 gt with dimensions 42m x 11m. She is powered by twin Caterpillar diesels totalling 2200 kW, giving a Bollard Pull of 45 tonnes. She is owned and managed by Dutch International Towage and is Gibraltar flagged.



KOOLE 31

4. KOOLE 31: An Anchor Handling Tug built in 2008 as the VIKING. She is of 323 gt with dimensions 30m x 10m. She is powered by twin Mitsubishi engines totalling 4476 kW onto 2 shafts giving a bollard pull of 72.3 tonnes. She is Netherlands flagged.



NORNE

5. NORNE: An Anchor Handling Tug built in 2011 in Holland. She is of 422 gt with dimensions 34m x 11m x 4.25m. She is powered by twin Mitsubishi engines of a total 4499 kW giving a bollard pull of 83.1 tonnes. She is owned and managed by Koerts International Towage and is Dutch flagged.



K10030

6. Barge K10030: A flattop barge of 10,112.5 dwt. with dimensions 100.58m x 30.5m x 1.2m. She has a Liebherr HS8200HD crane of 200 tonnes capacity. She is owned and operated by Koole Contractors.

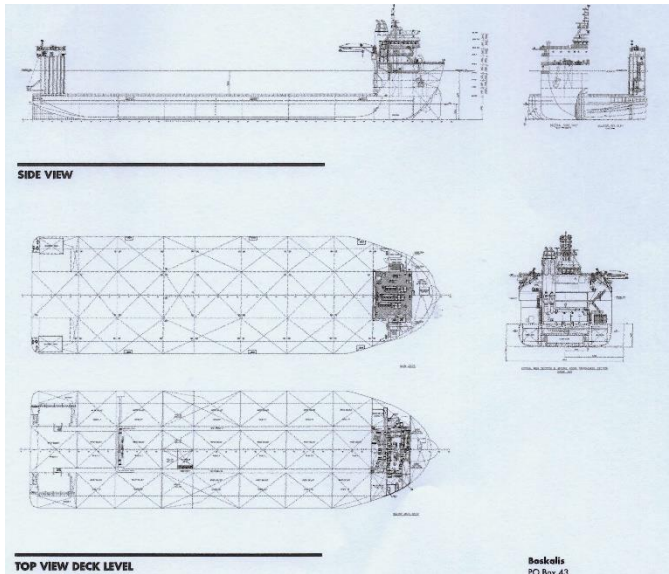


H283

7. Barge H283: A flattop barge of 5461 dwt with dimensions 84m x 20m. She was built in 2004 in Denmark. She has a Liebherr H589HD crane with 200 tonne capacity. She is owned and managed by Harpo International Barges of the Netherlands. She is Panama flagged.



FJORD



FJORD

8. FJORD: She is a semi-submersible heavy transport vessel. She was built in 2000 in China as the heavy lift ocean-going deck cargo barge BOABARGE 19. In 2005 the Dutch firm Fairstar Heavy Transport acquired her and had her converted in Malta into the semi-submersible FJORD. The work included lengthening her hull by 12 metres, fitting a bulbous bow, installing a thruster, fabricating an accommodation and bridge module and installing a diesel-electric power plant. She entered service in her new role in 2008. She is non-self-propelled and is of 24,500 dwt with dimensions 159.24m x 45.5m. Her draft is 6m loaded and 20m when fully submerged. She has a deck area of 6000 square metres rated at 25 tonnes per square metre. She is Malta flagged.



REGGEDIJK

9. REGGEDIJK: She is a bulker of 4890 sdwt with dimensions 90m x 14m. She was built in India in 2011. She is powered by a Caterpillar 6m25 engine of 1980 kW. She is owned by Naviga Shipmanagement of Groningen and is Dutch flagged.

THAMES BARGE RACE 08 07 23



Blue Mermaid



Niagara Marjorie

MAERSK CAMDEN AND MAERSK CAMPTON



AT LGP

These two 15,413 TEU container ships were recent callers at the London Gateway Port. They were completed in 2022 by Daewoo Shipbuilding & Marine Engineering Co. Ltd. of South Korea for Zodiac Maritime of London. They are part of six identical ships owned and managed by Zodiac and all are chartered

to Maersk on a ten-year term. Reportedly, Zodiac paid \$108 million each for them.



MAERSK

CAMDEN

The six ships are:

MAERSK CAMBRIDGE: Completed June 2022 and Liberia flagged.

MAERSK CAMDEN: Completed September 2022 and Liberia flagged.

MAERSK CAMPBELL: Completed October 2022 and Liberia flagged.

MAERSK CANDOR: Completed November 2022 and U.K. flagged.

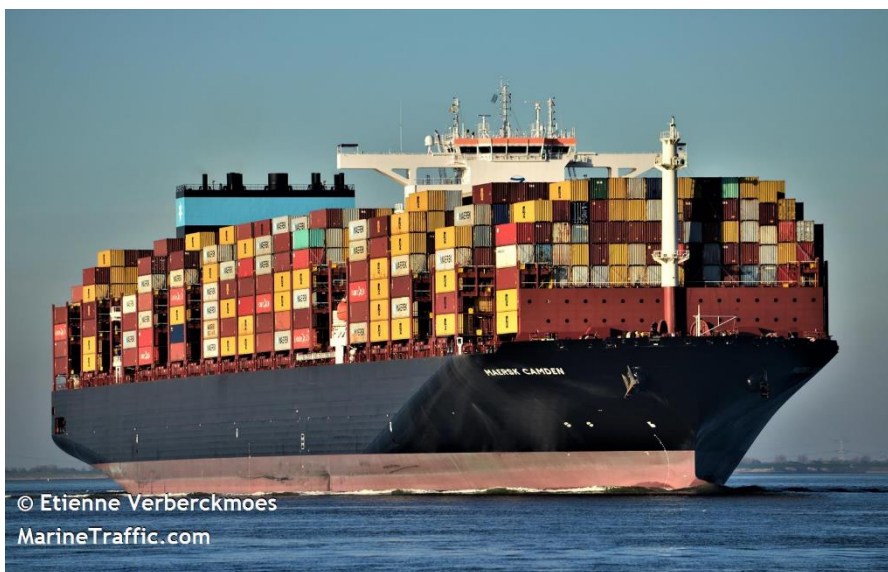
MAERSK CAMPTON: Completed November 2022 and U.K. flagged.

MAERSK CANYON: Completed January 2023 and U.K. flagged.



MAERSK CAMPTON

They are of 175,897 dwt with dimensions 365.9m x 51.067m x 17m. They are powered by an HSD 9cyl MAN – B&W(9G95ME-C10.6) engine of 61,800 kW. The engine is conventional fuelled, and the ships are fitted with exhaust scrubbers, so they can burn Heavy Fuel Oil.



MAERSK

MAMDEN

The ships conform to the “New Panamax” dimensions, the largest vessel size allowed through the Panama Canal being 366m x 51.25m x 17m. Recent water shortages have reduced the maximum allowable draft from 17m to 13.26m.

The ships are being used on the AE7 service running from China to Northern Europe via the Suez Canal. It would appear though that Maersk are looking to

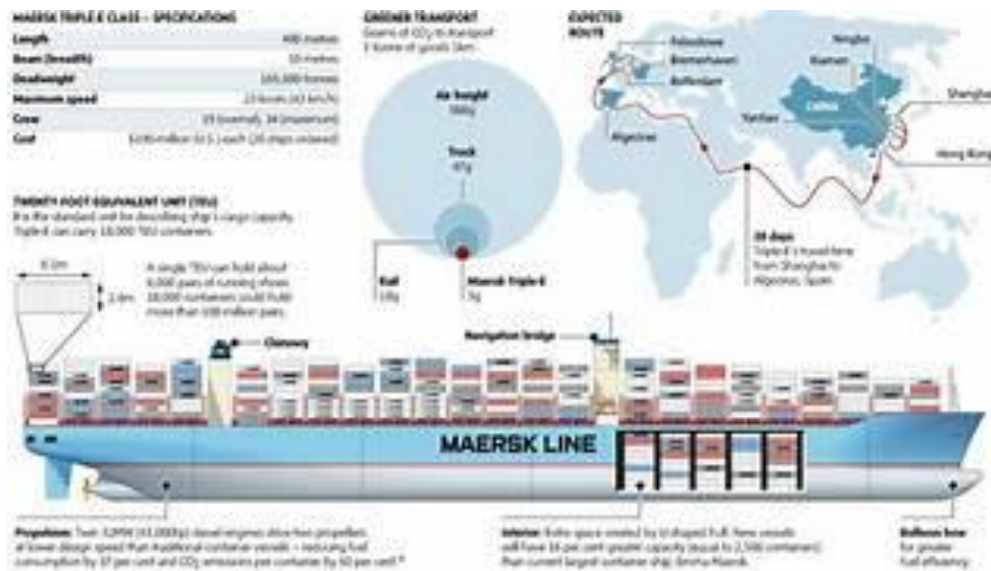
add flexibility to their fleet, possibly in the light of the forthcoming parting of the 2M partnership with MSC.



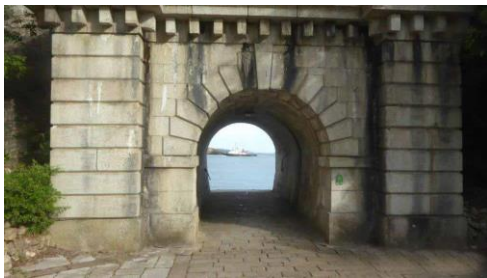
© Oliver Boltz
MarineTraffic.com

MAERSK

CAMPTON IN HAMBURG



A VISIT TO PLYMOUTH WITH WENDY AND ANDREW AND HIS CAMERA





SD Adept SD Faithful



SD Adept



SD Careful



HMS Portland



Mount Edgemount

THE T.S. AVALON



BEFORE CONVERSION

The AVALON was the final 'Classic' cross channel railway passenger ship. She was built by Alexander Stephen & Sons at Linthouse on the Clyde for the British Railways Board. She was launched on 7th May 1963, being christened by Doctor Beeching himself. She was completed in July 1963, and made her first Harwich to Hook of Holland later that July.



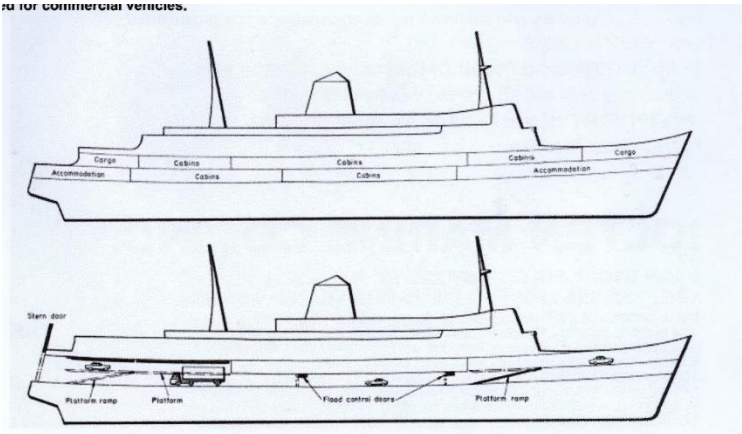
I was lucky enough to have a brief tour of the ship at Parkstone Quay soon after her maiden voyage, during a weeklong "Work Experience" course with British Rail. I remember how proud the British Rail staff and crew were of their brand-new ship, designed for the Harwich to Hook of Holland service.



She was of 6707 grt with dimensions 123.3m x 18.2m x 4.81m. She was powered by twin Stephen-built Pametrada double reduction geared steam turbines provided by Foster Wheeler water tube boilers giving 15,000 shp onto 2 shafts and 21 knots. As built, she provided 618 berths and 132 deck passengers for the mainly overnight trip to Holland. She was also designed for occasional cruises, and in this guise, she visited numerous European destinations when she was not required on the main Harwich / Hook service.

In 1968, the British Rail ferry division was rebranded as Sealink. By this time it was apparent that two mistakes had been made in the design of the ship. Firstly, she would have been much more economic to operate had she been diesel engine instead of steam. Secondly, she should have been designed as a car ferry. The latter problem was at least partly resolved when, in 1974 she underwent a conversion at Swan Hunters into a car ferry. Most of her cabins were stripped out to accommodate cars and stern doors were fitted. As Sealink wanted her for Irish Sea routes, which were shorter than Harwich to Hook, the loss of cabin accommodation was not a problem. After conversion her capacity was 750 passengers and 210 cars.

su for commercial vehicles.



BEFORE (TOP) AND

AFTER (BOTTOM) CONVERSION

She entered service on the Fishguard to Rosslare service in 1975, on completion of the conversion. In 1979 she was moved to the Holyhead to Dun Laoghaire route, but she was mainly the reserve boat on that service. She was laid up in September 1980 in Barrow and sold to Seafaith Navigation Co. of Limassol in November for scrapping, arriving at Gadani Beach, Pakistan on 22nd January 1981.



AFTER CONVERSION SHOWING STERN DOOR

MV GLEN SANNOX



Glen Sannox (Scottish Gaelic: Gleann Sannaig) is a dual-fuel car and passenger ferry currently under construction at Ferguson Marine in Port Glasgow for Caledonian MacBrayne. Initially expected to enter service in summer 2018 at a cost of £97 million, the ship has been the subject of an ongoing political scandal known as the "ferry fiasco" owing to increased costs and lengthy delays to her construction.

She is to be the first of two ferries operating on either marine diesel oil or liquefied natural gas, with benefits of a marked reduction in carbon dioxide, sulphur and nitrous oxide emissions.

The first steel was cut on 7 April 2016 and Glen Sannox was launched on 21 November 2017 by Nicola Sturgeon,¹ it has been reported that the vessel's bulbous bow was not fit for purpose at the time of the launch, and only fitted to be able to claim "milestone payments" from the Scottish Government. The bridge windows were painted on and the funnels were not operational, but only for show for the launch.

In August 2018, new Cabinet Secretary for Transport Michael Matheson said it had been confirmed that the ship was to be delivered in June 2019, followed by two months of crew familiarisation and sea trials. Further dispute over the contract overrun led to the shipyard going into administration and being nationalised by the Scottish Government.

A report produced after nationalization indicated that Glen Sannox should be handed over to Caledonian Maritime Assets Ltd in the last quarter of 2021 and that completing the two ferries was likely to increase the total cost to over £207 million. In April 2020, Ferguson Marine contracted with International

Contract Engineering, a marine design consultant, to revise the design and outfitting of Glen Sannox in advance of her eventual delivery.

On 10 August 2020, tugs moved Glen Sannox to the Garvel dry dock in Greenock for remedial work including replacement of the bulbous bow, paintwork repair and removal of marine growth. After additional work, the ship returned to the Fergusons shipyard in Port Glasgow on 9 September 2020.^[1]

In October 2022, it was announced that Glen Sannox would initially operate only on marine diesel oil, as vacuum sensors required for the LNG system were not available.

MV Glen Sannox is being built for the Ardrossan to Brodick crossing as a running mate to MV Caledonian Isles, which would then become the second ferry on the Ardrossan–Brodick and the Ardrossan–Campbeltown crossings.

On March 16, 2023, it was reported that further delays have pushed the Vessel's entry into service to Autumn of 2023.

Further delays to both ferries and increasing costs of £250 million, subsequently rising to £340 million by September 2022 have resulted in controversy surrounding the contract and the lack of transparency in the decision-making process. The Scottish Government announced that key documents relating to the decision-making process had gone missing.

THE MARAZINE



THE IMAGE THAT CAUGHT
THE WORLD'S HEADLINES

On 10th July, the Cobelfret Ferries Ro-Ro ship MAZARINE was en-route from Ringaskiddy, Ireland to Zeebrugge, Belgium. When close to Lands End the ship lost power and started to drift in strong winds and heavy seas. She grounded close to the Wolf Rock Lighthouse causing damage to two of her ballast tanks.



Two lifeboats were called out, from Penlee and Sennen Cove, together with a coastguard helicopter and a tug from Falmouth. The ferry Scillonian 111 was also diverted in case an evacuation became necessary.

The ship floated off the rock after around one hour and continued to drift until the tug MERCIA succeeded in getting a towline connected. It was reported that two ballast tanks had been ruptured but the ship's own pumping system was keeping water ingress under control.



MOORED IN FALMOUTH HARBOUR

The tug began towing the Mazarine with a 700 metre long line towards Falmouth. The tow continued until 12th July, with the tug slow steaming

outside the Port of Falmouth limits awaiting permission to enter the port. At length, she was anchored off Porthoustock. Meanwhile Trinity House sent their tender THS GALATEA from the Isle of Wight to check that the lighthouse had not been damaged. No visible damage to the lighthouse was observed.

On the morning of 13th, an inspection of the hull by divers was carried out by a 5 man salvage team from Penryn-based KMI and Seawide Services, using the dive boat BOY BRENDAN. Following the survey, the ship was allowed into Falmouth and she was towed into a berth on County Wharf by the Mercea together with the tugs St. Piran, Percuil and Cannis. An oil spill boom was set up around the vessel.



SAFELY IN

FALMOUTH DOCKS

SHIPS INVOLVED IN THE INCIDENT

Some of the ships involved have strong connections with the Thames or Essex.



MARAZINE BEFORE THE CONVERSION

MARAZINE: A Ro-Ro cargo vessel operated by CLdN. She was built for them in 2009 by Flensburger Schiffbau Gesellschaft MBH & Co. K.G. She is of 31,340 gt with dimensions 196m x 26m x 7.05m. She is powered by a single MaK 12VM43 four stroke diesel of 10,800 kW with a controllable pitch propellor giving a service speed of 18.5 knots. In 2019 she was converted by Remontowa Marine at Gdynia, adding an extra cargo deck above the weather deck forward of the superstructure, together with the installation of a hydraulic entry ramp. This increased her gross tonnage from 25,235 to her present 31,340 and her “lane meterage” from 2907 to 3678. Her normal crew numbers 20, but she can also accommodate 12 passengers. She has been a regular on Cobelfret’s Purfleet to Zeebrugge route for many years.



MERCEA OFF TILBURY

MERCEA: She is a fire-fighting tug built by McTay Marine as the SUN MERCEA in 1990. She is of 449 gt with dimensions 33m x 10m x 5.2m. She is powered by twin 6 cyl. S.S.C.A. Ruston 6RK270M engines geared to twin forward mounted Vorth Schneider units totalling 3860 bhp giving 43 tonnes bollard pull. She is currently owned and managed by Svitzer Towage and is based at Falmouth. Originally a Thames-based tug, she is UK flagged.



THV GALATEA

THV GALATEA: She is a Trinity House lighthouse tender built by Remontowa at Gdansk, being launched in July 2006 and christened on 17th October 2007, replacing the THV MERMAID. She is of 3569 gt with dimensions 84.2m x 16.5m x 4.25m. She has diesel electric propulsion with three Wartsila 8L20 of 1368 kW each and two Wartsila 4L20 of 684 kW each with Rolls-Royce azimuth

propellers giving 12.5 knots service speed. She has a crew of 19 and is UK flagged. She is normally based at Harwich.



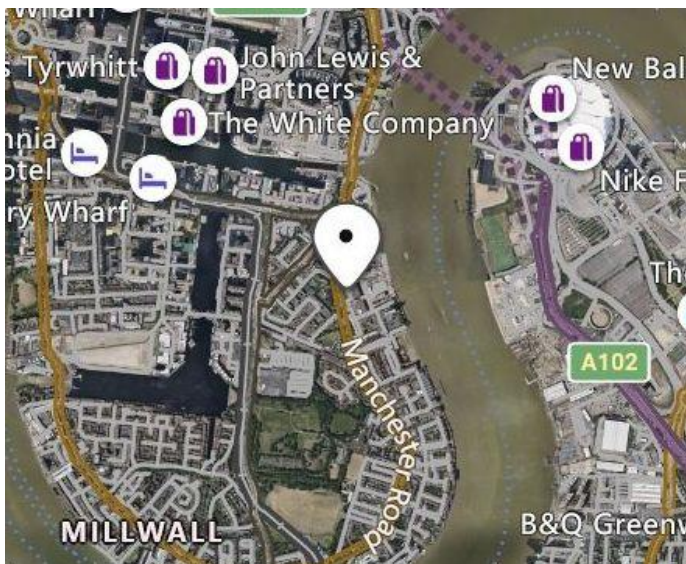
SCILLONIAN

111

SCILLONIAN 111: A ferry owned and operated by the Isles of Scilly steamship Company between St. Mary's and Penzance. She was built by Appledore Shipbuilders, being launched on 5th May 1977 and christened on 17th May 1977. She is of 1255.25 gt with dimensions 68m x 11.85m x 2.89m. She is powered by twin Mirrlees Blackstone ESL8 diesels of 1200 bhp each onto 2 fixed pitch 4-blade propellers giving a service speed of 15.15 knots. She can carry 600 passengers and 100 tonnes of cargo. She has a crew of 18 and is UK flag.

SHIPBUILDING ON THE THAMES -SAMUDA BROTHERS

Samuda Brothers was an engineering and ship building firm at Cubitt Town on the Isle of Dogs in London, founded by Jacob and Joseph d'Aguilar Samuda. The site is now occupied by Samuda Estate.



Samuda Brothers initially leased a premises on the Goodluck Hope peninsula, Leamouth, London in 1843, by the mouth of Bow Creek. However disaster struck with one of their first ships, the Gipsy Queen which exploded on its test trip in November 1844. Jacob was killed with nine of the firm's employees.^[1] There was a further explosion at their shipyard in 1845 and another three workers were killed.^[2]

The firm moved to Cubitt Town in 1852, having outgrown a site that was hemmed in by other industrial premises. By this time the company was run by Joseph, Jacob having been killed in the trial of the Gipsy Queen. The Cubitt Town yard specialised in iron and steel warships and steam packets and by 1863 was said to be producing double the output of the other London shipyards combined.

Samuda fabricated components for the Waterloo and Whitehall Railway, an atmospheric railway system. The project was abandoned due to the 1866 financial crisis.^[4] Orders from Germany, Russia and Japan enabled the firm to survive the crisis, which affected many other London yards.^[5]

In 1877 Togo Heihachiro, later a prominent Japanese admiral, came for work experience with the Samuda Brothers after completing his training at Naval Preparatory School in Portsmouth, and the Royal Naval College at Greenwich. He supervised the construction of the Fusō before returning to Japan. He led the Imperial Japanese navy to victory in the Russo-Japanese War, establishing Japan as a Great Power.

Following the death of Joseph in 1885 attempts were made to sell the firm as a going concern. This was unsuccessful, resulting in closure in the 1890s, leaving Yarrows and Thames Ironworks as the last significant London shipbuilders.

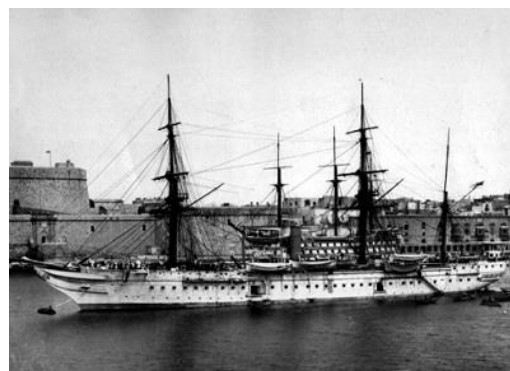
1839 Jazon for Russian Navy

1861 Scud for English French and Belgian mail 482 GRT

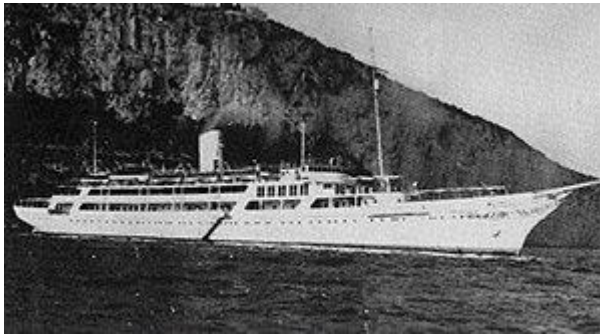
1862 Foam for English French and Belgian Mail 487 GRT 1901 Broken up



1862 Carnatic for P & O



1863 HMS Tamar

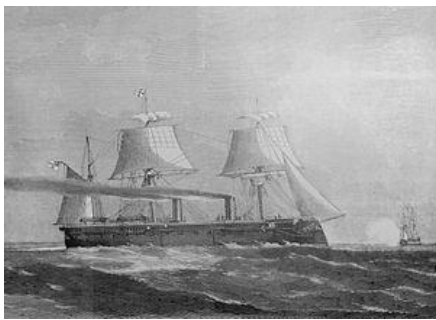


1863 El Mahtousa Still in service



1864 Independencia

1867SMS Konprinz



1867 Muin -i-Zafer



1875 Florenicia 1136 GRT Broken up 1925



1875 Deutschland German Kaiser Class



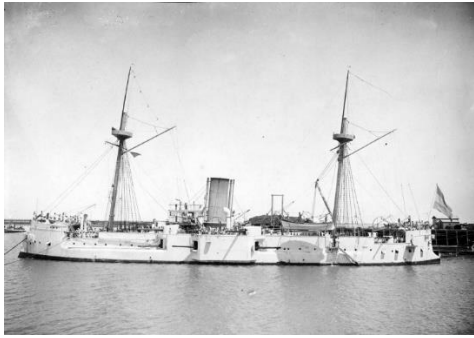
1878 Fuso



1876 Bellisle



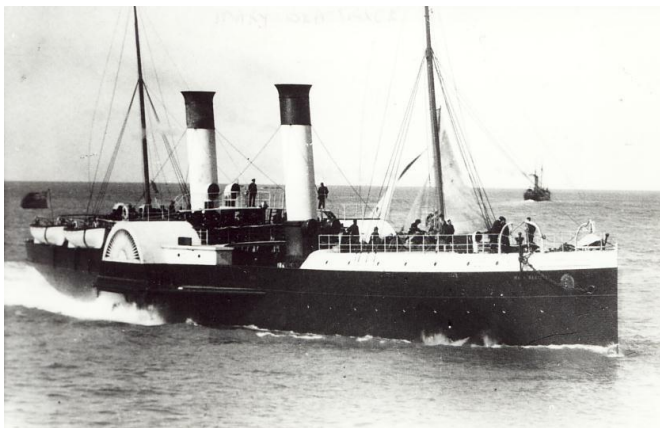
1879 HMS Orion



1880 Almirante Brown

1880 Louise Dagmar for South East Railway Boulogne-Folkestone 1899 Broken up.

1880 Albert Victor for South Eastern Railways Folkestone – Boulogne route 1899 Broken up

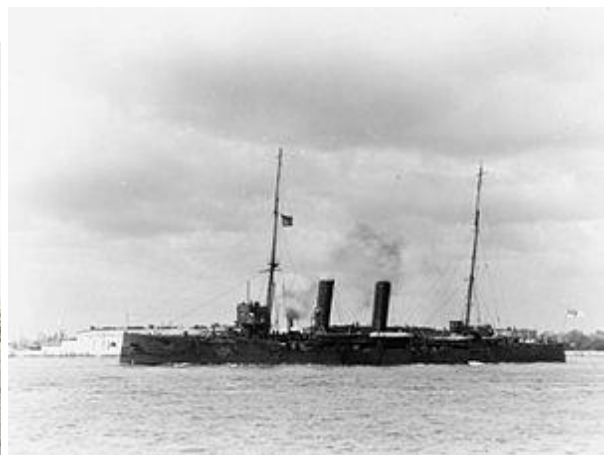


1882 Mary Beatrice

1882 Maid of Kent English French and Belgium 335 GRT Broken up 1898



1885 Riachelo



1889 Sahn Ferry for Turkish Government

1891 The Mermaid 194 GRT for National Steamboat Association. End 1828

1892 Scylla . Apollo Class Cruiser for Royal Navy Broken up 1921

1893 Sappho . Apollo class cruiser for Royal Navy. Broken up 1921

ANSWERS TO QUIZ 70

1. Which well-known ship docked at Tilbury on 22 June 1948?

Empire Windrush

2. Ambassador Cruise Line operates two cruise ships. What are they called?

Ambience and Ambition

3. What was the name of the first British aircraft carrier to be designed as such, launched in 1919?

HMS Hermes

4. Which ship, in 1925, was the first North Atlantic passenger liner to be diesel-driven?

Gripsholm

5. Which port, on England's south coast, recently opened a new deep-water berth that can accommodate two 350-metre-long cruise ships at the same time, as part of a £26m redevelopment?

Portland port – the first ship to use the new berth was MSC Virtuosa in April

6. What was the first Mail ship to be built for Union Castle line following its creation in 1900?

Armada Castle, launched in 1903

7. On 21 July 2023, which European capital city banned cruise ships from future visits to the city and announced that its central cruise terminal will close?

Amsterdam

8. In September 1934, which liner caught fire within hailing distance of the local Convention Hall at Asbury Park, New Jersey, and burned for 8 days?

Morro Castle

9. What is the name of the barge that arrived in Portland on 18 July 2023 to house asylum seekers?

Bibby Stockholm

10. Series 3 of the award-winning TV series “Departure” showing on Sky in August features the sinking of a fictional ferry bound for St Johns, Newfoundland. What is the name of this fictional ferry?

The Queen of the Narrows

ANSWERS MYSTERY SHIPS 70



Feng Zhan – 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.



Deneb - Creeksea 16.02.91

DENEB

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 DENEB.

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**

1,698g 798d

IMO 8909329 Research vessel

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.



Feng Ge – Rouen, 20.06.93

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.



Ek-Cloud 23.04.93, Gothenburg

EK-CLOUD

5,788g 9,772d

IMO 7382990 Chemical Tanker

Length: 134 Breadth: 17 Depth: 10 Draught: 7.9 (m)

1976: Completed by Ankerlokken Verft Glommen AS, Fredrikstad, as JOAKER.

1977: Renamed LOTOS.

1983: Renamed EK-CLOUD.

2004: Renamed STREAM.

2011: Renamed EMPEROR.

2012: Renamed DOUKATO.

2015: Broken up in Nigeria.



Free Wave 06.93, Dunkirk

FREE WAVE
16,947g 8,400d

IMO 7727592 General Cargo (Freedom Mk 1 type)
Length: 143 Breadth: 20 Depth: 12.4 Draught: 9.1 (m)

1979: Completed by Ishikawajima-Harima Heavy Industries Co Ltd (IHI), Chita AI, as FREE WAVE.

1995: Renamed LUCKY OMEGA.

1995: Renamed LUCKY O.

2008: Broken up in India.