



**The
World
Ship
Society**



Southend Branch

News and Views

Edition 71- LOCAL FINAL

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NOTES

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News

American Eagle sets sail on inaugural cruise from Boston



American Cruise Lines' first Coastal Cat ship has set sail from Boston, USA after an official christening ceremony on 14 August 2023. The ship's inaugural cruise will take guests on an eight-day roundtrip visiting destinations in Massachusetts, including Martha's Vineyard, Provincetown and the cruise line's first ever call in Plymouth.

The 100-passenger ship was christened at a ceremony at the Massachusetts Maritime Academy campus on Buzzards Bay in Boston, New England.

American Eagle is named after the first American Cruise Lines' ship, which launched in the 1970s. The vessel features four decks and a catamaran bow; it is the first in American Cruise Lines' new 12-ship series of 100-passenger Coastal Cats. The second vessel in the series, American Glory, is scheduled to begin cruising in November 2023 and will be followed by American Liberty and American Legend in 2024.

Finnlines to debut new vessel in September



Finnlines' new vessel, Finnsirius will set off for its maiden voyage from Naantali

via Långnäs to Kapellskär on Friday 15 September 2023. It is the first of Finnlines' two new freight-passenger vessels in the Superstar-class and will enter the Naantali–Långnäs–Kapellskär route in the autumn.

The first passengers will then get to travel on the new vessel, which features a spa, outdoor jacuzzi, well-being and fitness facilities, a studio and a gym.

The ship also has business and lounge areas and a large duty-free shop, in addition to multiple dining venues. The conference rooms can hold up to 72 people.

Pets have also been considered in the ship design. Close to the pet cabins there is an area to walk dogs who are also allowed play and romp freely in a fenced area on deck 12.

As a new feature, passengers travelling without a vehicle are also welcome on the Naantali–Långnäs–Kapellskär route, and for those using public transport, travelling is hassle-free. From mid-September, there will be a public transport from Turku to the port of Naantali. There will also be public transport between Långnäs and Mariehamn and between Kapellskär and Norrtälje.

Incat Tasmania constructing world's largest battery electric ro-pax ferry



The 130-metre ship will feature an energy storage system (ESS) from Corvus Energy with a capacity of more than 40 megawatt hours, the largest battery system installed onboard a ship, four times as big as the current largest installation. The batteries power a series of e-motors, which drive the water jet propulsion system. The electrical system integration will be carried out by Wärtsilä.

The vessel will also be the first fully electric ship operating in South America, sailing between Argentina and Uruguay. This will be the longest and highest-speed zero-emission journey, and will be charged with the world's highest capacity chargers.

The battery system is enabled by Corvus' latest lightweight battery, Dolphin NextGen, which is based on the architecture of the Corvus Blue Whale ESS. Dolphin NextGen's low weight and volumetric density allows it to be deployed flexibly onboard ships. The battery systems are scheduled for delivery at the end of 2024.

The Incat Hull 096 will have a capacity for 2,100 passengers and crew, 225 cars, and will also include a duty-free shop of over 2000 square metres. It is scheduled to enter operation in 2025.

Two new Havila Voyages ships to enter service on Norwegian coast



Two new Havila Voyages ships, Havila Polaris and Havila Pollux, are to begin sailing on the historic Norwegian coastal route between Bergen and Kirkenes. Havila Polaris has arrived in Bergen and will sail to Tomsø, where it is planned to be put into service on 21 August. Its sister ship Havila Pollux will enter service on 23 August. The addition of the two vessels will bring the number of ships in Havila Voyages' fleet up to four.

Passengers can choose whether to sail from port to port or embark on the complete journey along the Norwegian coast. In addition to Bergen and Kirkenes, the ships dock at Florø, Måløy, Torvik, Ålesund, Molde, and Kristiansund. During the summer, the route also includes Geirangerfjorden and Hjørundfjorden, while in winter the ships spend up to 10 hours at the dock in Ålesund.

With the two new ships in operation, the number of departures from Bergen will double from six to 12 departures per month. The ships dock in Bergen at 14:45 local time before embarking on a new journey at 20:30.

Seabourn Pursuit welcomes guests on maiden journey



Seabourn's second purpose-built expedition ship, Seabourn Pursuit, welcomed its first guests onboard on 12 August before embarking on its eight-day maiden voyage from Valletta, Malta, to Rome, Italy.

The ship was officially handed over to Seabourn in Italy earlier this month. It is a sister to Seabourn Venture, which was delivered in 2022.

This summer, Seabourn Pursuit will sail five voyages in the Mediterranean and two voyages across the Atlantic and through the Caribbean. It is scheduled to arrive in Barbados to begin its expedition journeys on 10 October 2023, before heading south for expeditions exploring coastal South America, the Amazon and Antarctica into late March 2024.

Following its inaugural Antarctic season, Seabourn Pursuit will head across the islands of the South Pacific to Australia, where it will begin the cruise line's first exploration of the Kimberley region in the Northern Territory and Western Australia, between June and Aug

Crystal Serenity returns to service in Marseille, France



Luxury cruise brand Crystal has returned to service with Crystal Serenity. The ship set sail from Marseille, France, on 31 July following a multimillion-dollar refurbishment by new owner, A&K Travel Group, which saved the brand from liquidation in June 2022.

The largest vessel in Crystal's fleet accommodating 740 guests, Crystal Serenity boasts bigger suites, speciality dining restaurants and redesigned public spaces following its refurbishment, which was designed by cruise ship architectural firm, GEM. The ship now offers two new guest room categories – the Jr. Crystal Penthouse Suite and Single Guest Room with Ocean View – which serve as options for solo travellers without the additional single supplement charge. Onboard guests will also be able to experience Crystal's new spa concept, Aurōra.

Crystal Serenity will sail from Marseille to Lisbon, Portugal, before sailing voyages in Northern Europe, visiting the UK, Ireland, and Iceland. The ship will then sail to the Americas travelling as far north as Canada and as far south as Cartagena in Colombia, before beginning the brand's 125-night 2024 World Cruise.

Crystal Serenity's sister ship, Crystal Symphony is currently undergoing renovations but will re-enter service when it departs on its inaugural sailing from Athens in Greece on 1 September.

Crystal also plans to expand its fleet over the next six years.

Viking names newest Nile River cruise ship in Egypt



VIKING

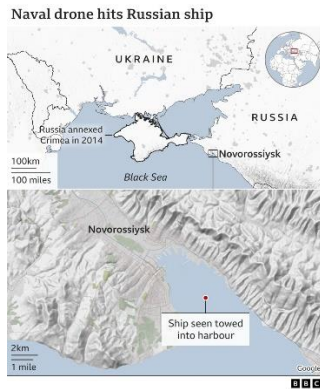
Viking Aton will sail Viking's 'Pharaohs & Pyramids' itinerary along the Nile River

The ship's godfather and founding principal of interior design firm Rottet Studio, Richard Riveire, offered a blessing of good fortune and safe sailing for the ship at the ceremony. The firm has designed the interiors of Viking's river, ocean and expedition ships.

Life on board. Together, we share the belief that the design of each Viking ship should showcase the destination, wherever you may be in the world."

The 82-passenger Viking Aton is identical to sister ship Viking Osiris, which it will join in sailing Viking's 'Pharaohs & Pyramids' itinerary along the Nile River. The 12-day trip begins in Cairo before guests are flown to Luxor to embark on one of the Viking river cruise ships for an eight-day roundtrip cruise, visiting the Valley of the Kings, the Temple of Khnum in Esna, and the High Dam in Aswan. Once they return to Luxor, guests are then flown back to Cairo for a final night.

Russian ship hit in Novorossiysk, Black Sea drone attack, Ukraine sources say



The assault reportedly occurred near the Russian port of Novorossiysk, which is a major hub for Russian exports.

Russia's defence ministry said it had repelled a Ukrainian attack on its naval base there which involved two sea drones, but did not admit any damage. But Ukrainian security service sources say the Olenegorsky Gornyak was hit and suffered a serious breach.

They told the BBC a sea drone was carrying 992lb of dynamite when it hit the ship.

The Olenegorsky Gornyak is a landing ship, designed to launch amphibious forces close to shore for beach landings but also to dock and quickly unload cargo at ports.

Any damage to it may interfere with Russia's efforts to resupply forces fighting in occupied southern Ukraine, although the Russian fleet is unlikely to be significantly impacted.

The Novorossiysk port temporarily suspended any movement of ships following the assault, according to the Caspian Pipeline Consortium, which loads oil on to tankers at the port.

Friday's attack comes just a few days after Ukraine revealed the external appearance and some details of what they have described as their "new" weapon - unmanned naval drones.

Mariotti delivers Seabourn Pursuit in Italy



Seabourn has taken delivery of its newest expedition ship, Seabourn Pursuit, at an official handover ceremony held on 31 July at the T. Mariotti shipyard in Genoa, Italy.

Seabourn Pursuit is the company's second purpose-built, ultra-luxury expedition ship and is a sister to Seabourn Venture, which was delivered in 2022. The vessel offers passengers eight dining facilities and a range of accommodation, including a pair of two-level Wintergarden suites.

Seabourn Pursuit has been designed and built specifically for remote, diverse environments to PC6 Polar Class standards. Itineraries will be led by a 24-person expedition team of scientists, scholars, naturalists and more when the ship enters service on 12 August.

Seabourn Pursuit will sail five cruises in the Mediterranean before embarking on two voyages across the Atlantic and through the Caribbean. The ship is scheduled to arrive in Barbados to begin its expedition journeys on 10 October. It will head south for expeditions exploring coastal South America, the Amazon, and Antarctica into late March 2024.

American Cruise Lines takes delivery of first Coastal Cat ship



American Cruise Lines has taken delivery of American Eagle, the first ship in its new class of Coastal Cat vessels, from Chesapeake Shipbuilding.

The ship is now on its way to Massachusetts, where it will embark on its first passenger cruise. The new ship will sail itineraries along the East Coast, with the first voyage scheduled to depart 14 August 2023 from Boston.

American Eagle is the first of 12 Coastal Cats that American Cruise Lines is planning to build, with four scheduled for delivery over the next year. The ship has four decks and a catamaran-style bow and features a main restaurant, casual café, fitness centre, and inside and outside lounges. It is named after American Cruise Line's first vessel, which began sailing in 1972.

Tersan officially completes Havila Polaris and Havila Pollux



Havila Voyages has taken delivery of cruise ships Havila Polaris and Havila Pollux at the Tersan shipyard in Turkey on 1 August 2023.

During an official ceremony, the Norwegian flag and the Havila Voyages flag were raised onboard both ships, marking “a milestone for the shipping company”.

After leaving the Turkish shipyard, Havila Polaris will sail its first passenger voyage from Bergen in Norway on 17 August, while Havila Polaris will follow the same route on 23 August. The ships will operate on the Norwegian coastal route alongside Havila Voyages’ two existing ships, Havila Capella and Havila Castor.

Fincantieri hands over Norwegian Viva to NCL in Italy



Norwegian Cruise Line (NCL) took delivery of Norwegian Viva, its second Prima-class ship, at Fincantieri's yard in Marghera, Italy, on 3 August.

The ship, which is the 19th to join the NCL fleet, is 965 feet long, 143,535gt and can accommodate 3,100 guests. It offers many of the venues and experiences that debuted onboard the first Prima-class vessel, Norwegian Prima, which entered service in 2022.

Norwegian Viva is equipped with systems for reducing nitrogen oxide emissions, cleaning exhaust gases, treating wastewater and connecting to shore power in port.

Norwegian Viva will embark on its maiden voyage on 10 August and then sail a series of Mediterranean and Greek Isles cruises before repositioning to Miami, Florida, for its christening ceremony on 28 November.

Following its christening, Norwegian Viva will homeport in San Juan, Puerto Rico, until March 2024. It will sail Caribbean itineraries with calls in destinations like Tortola, British Virgin Islands; St. John's, Antigua; Bridgetown, Barbados; Castries, St. Lucia; Philipsburg, St. Maarten; and St. Thomas, US Virgin Islands.

Fincantieri will also build the remaining four Prima-class ships, which will be delivered up to 2028.

Condor Islander completes berthing trials in Portsmouth



Guernsey-based operator Condor Ferries successfully completed berthing trials for its new vessel, Condor Islander, at Portsmouth International Port on 3 August 2023.

The 400-passenger Condor Islander was acquired by Condor in April 2023 from New Zealand-based operator StraitNZ and has since been undergoing

refurbishment work. The ro-pax ferry, which can also carry 1,286 lane metres of freight, is set to begin service in autumn.

Condor Islander will operate services between ports in the UK, France and the Channel Islands. The is just one of two ferries that will call at Portsmouth International Port as part of Condor Ferries' new 10-year agreement to provide freight and passenger services 364 days a year to/from the port.

VISITORS



Maersk Candor Build 2022 149449 GRTUK

Current Location Thames Estuary



Clio Build 2008 62789 GRT Portugal

Current Location Bound Marsaxlokk



Torm Cavatina Build 2020 27061 GRT Denmark

Current Location Purfleet



Cape Altius built 2020 31622 GRT Cyprus

Current Location En Route Antwerp



Columbia River Built 2006 31304 GRT Hong Kong

Current Position En route to Tyne



Arctic Pride II Built 2020 475 GRT Marshall islands

Canary Wharf



Roland Esseberger Built 2013 6583 GRT Portugal

Current Position Antwerp



One Triton Built 2008 76499 GRT Cayman Islands

Current Location Hamburg



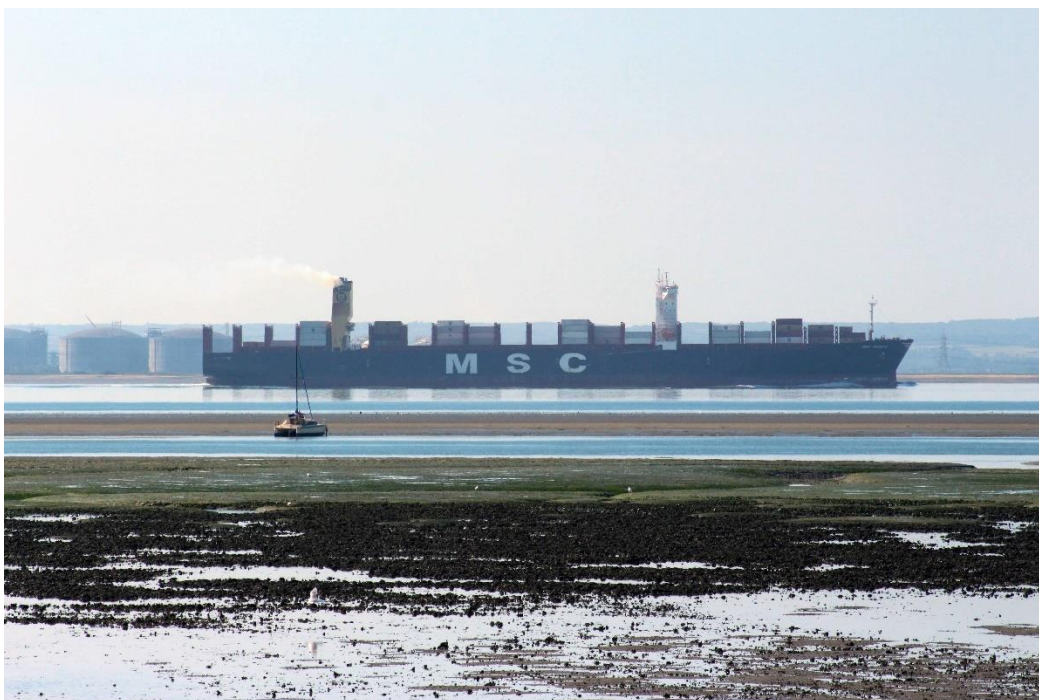
MSC Eugenia Built 2022 128149 GRT Liberia

Current Position En route Bremerhaven



Saga Fortune Built 2012 37441 GRT Hong Kong

Current Location Portbury



MSC Yashi B Built 2018 113112 GRT Portugal

Current Location En route Rotterdam



Lake Fuxian Built 2009 60387 GRT Owner Liberia

Current Position En route to Colombia



Regius Built 2016 21179 GRT Marshall Islands

Current Position En route to London



Agia Moni Built 2010 23264 GRT Marshall Islands

Current Position En route to Ruset



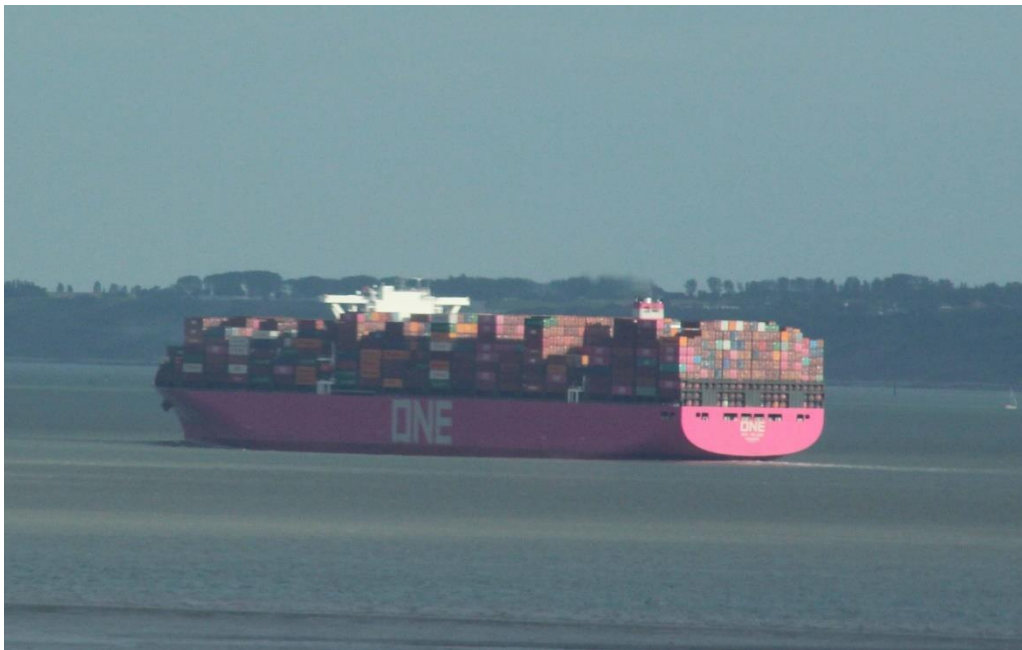
C s Jola Built 2017 23869 GRT Marshall Islands

Current Position Lithuania



Rebecca Schulte Built 2011 18541 GRT Singapore

Current Position En route to Rotterdam



One Milano Built 2018 150706 GRT Panama

Current Location En route to Singapore



Western Fedora Built 2012m 22668 GRT Cyprus

Current Position En route to New Orleans



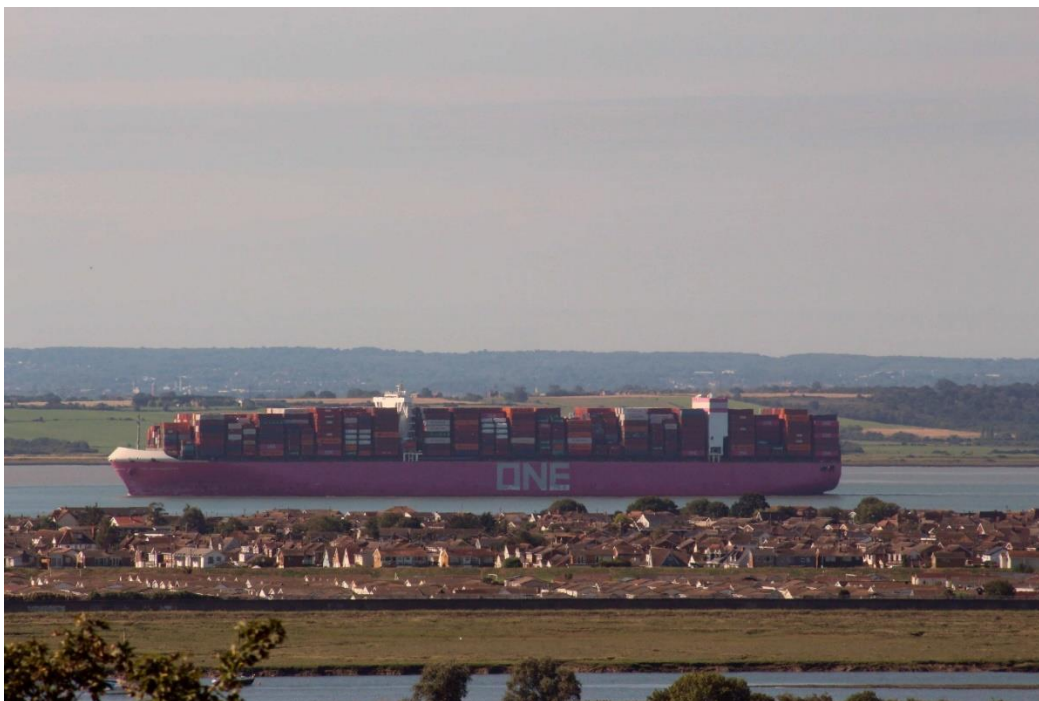
Montevideo Express Built 2022 123562 GRT Germany

Current position En Route to Dominica



Rita M Built 2009 28054 GRT Liberia

Current Position En route to Dartmouth Canada



One Manchester Built 2015 151672 GRT Singapore

Current position En route to Singapore



Bro Nuuk Built GRT Owner

Current Location En route to Barefoot Bay



Amalthea Built2009 427609 GRT Portugal

Current Position En route to Tanger



Alpine Pembroke Built 2010 42200 GRT Liberia

Current Location En route to New Guinea

SOLENT VISITORS

Disney Dream Built 2010





QUEEN VICTORIA TO THE BALTIC



Silver Arctic



Misida





WSS QUIZ QUESTIONS EDITION

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

ANSWERS

1. FREEMANTLE HIGHWAY
2. FAHD
3. USS CONNECTICUT
4. MSC SHREYA B
5. OLENGORSKIY GORNYA
6. FSO SAFER

7. XIN YAO HUA

8. SUKRU OKAN

9. BAP PISCO AMP-156

10 JOSEPH SCHULTE

11 SIG

12 VIKING MARS

13 SUEZ RAJAN

14 PAXIS OCEAN

15 USS ZUMWALT

THE VOYAGE SOUTH



HMS Theseus



HMS Ocean

After the excitement of the courtesy visit to Shields, the two training carriers, “Ocean” and “Theseus” had to travel South to Portsmouth. It was

beautiful summer weather with blue skies and a light breeze. On our way we were "attacked", first by aircraft and then by Motor Torpedo Boats. This at least gave our gun crews some much needed practice.

These mock battles were followed by "evolutions". These were designed to exercise everybody aboard the two ships, including us trainees. A typical example would be. "Chief cook of the ocean" report aboard "Theseus with a fried egg". Sounds simple, doesn't it? But it is not so much about the production of the egg, but the transfer of it from ship to ship. To carry this out "Oceans" sea boat would have to be launched, manned and motor between the two ships, both of which would have to slow down while the transfer took place.

On the other hand, an evolution could be much more complicated, such as "Port watch of "Theseus rig a sheerlegs". This would probably involve half of the ships company. We trainees waited our turn with trepidation.

When it was eventually announced on the Tannoy, it was a gift: "Trainees on Ocean will line the flight deck and sing the popular song Davy Crockett". We promptly lined the deck and were joined by a portly Chief Petty Officer, who we had not seen before. He led us in an extremely filthy version of the song, which, to my regret, I have not heard before or since.

When we reached the South Coast, it was evening and somewhat misty. I went up on deck for some fresh air and got talking to a member of the ship's regular crew.

"You see that shadow over there, to the North?" he asked, that's the Isle of Wight. We're going to Portsmouth, so what are you doing outside the island? Something's up, I tell you"

And he was absolutely right. Later the Captain came on the Tannoy and told us that Nasser had annexed the Suez Canal. We were being diverted to Plymouth to become part of a task force to regain the canal.

We were going to war ! But that's another story

PICTURES FROM KRISPEN AUGUST 2023

The pictures below were taken by Krispen Atkinson on the Thames between Greenhithe and Cliffe (and Tower Bridge) in August and he has kindly allowed us to use them . They are his copyright



Vertom Patty



Torm Catarina



Talaba



Star Legend



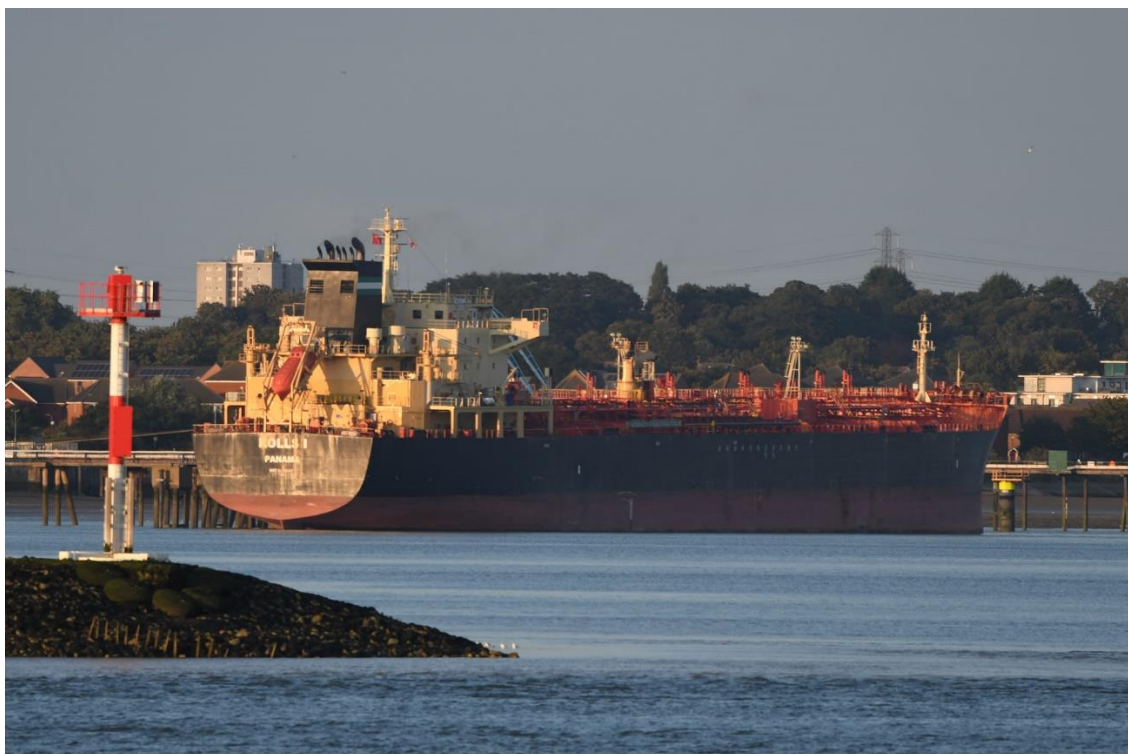
Sea Naigator



Scott Stuttgart



San Marco Maersk



Rolls



Regius



MSC Eugenie MSC Alicante



Faustine



Frisian Summer



Faustine



Faustine



Duchess



Bontrup Amsterdam



Blazer



Askholmen



Aegean Star



Adamas



STI Commandante

MYSTERY SHIPS 71



Vuclan De Tanegiva Cadiz 16 04 2018



VS Hormont Liberia Port Kelang 21 03 2016



Voornedijk Netherland Creeksea 02 07 2018



Wan Hai 515 Singapore Port Kelang 21 03 2018



Wan Hai 513 Singapore Port Kelang 21 03 2018



RMS Ruhrort Antigua Creeksea 14 08 18



Zou Zou Panama Bitter Lakes 10 04 2018

JETSTREAM'S NEW VESSEL "CRUISER"



CRUISER

According to Jetstream's website, their new ship, CRUISER is "the largest passenger vessel to ply the Thames Estuary" (presumably not counting visitors like the Waverley). Her itinerary covers Tower Bridge, Whitstable, Gravesend, Southend, Clacton, Rochester Bridge and Sheerness. Services started this August.



AS HYTHE HOTSPUR

CRUISER is of 119 gt with dimensions 24m x 7.6m x 1.6m. She is powered by twin Gardner diesels totalling 224 kW driving 2 fixed propellers giving a cruising speed of 9 knots. Her passenger capacity is a maximum of 240, depending on her route.



AS POOLE SCENE

The vessel was built in 1974 by James & Stone of Brightlingsea as the SOUTHSEA QUEEN for the Gosport Ferry Company. In 1978 she was sold to White Horse Ferries for use on its Hythe Ferry service and was renamed HYTHE HOTSPUR. In 1995 she was chartered to Brownsea Island Ferries for services in Poole Harbour. In 1997 she was sold to Blue Funnel Cruises and renamed POOLE SCENE.



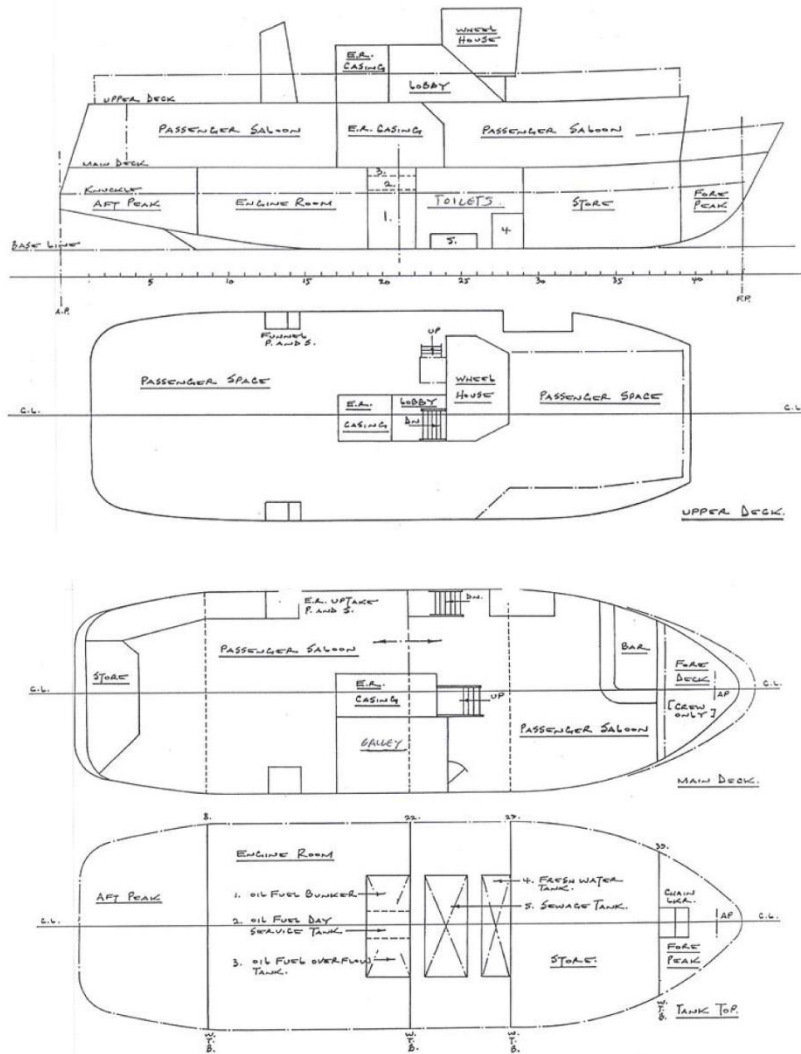
ON THE CLYDE

In 1999 she was bought by Clyde Marine Services and renamed CRUISER and operated as a charter cruise vessel out of Greenock. In 2023 she was sold to Jetstream Tours Ltd. and relocated to the Thames and Medway, being based at Queenborough.



ON THE CLYDE

She is licenced to collect passengers from Chatham, Queenborough, Southend and Gravesend Town piers. She is also able to cruise the Thames from London Bridge to a line drawn across the Thames from Whitstable to Clacton Pier all year round, and this is extended to Margate in the Summer months.



CAPE ATHENS

A life ring with the name CAPE ATHENS, LIMASSOL has been on display in my neighbour's back garden since James and his family bought the house a few years ago. It has always intrigued me, and recently I got round to asking him about it, hoping that he might have spent time on the ship. Sadly, in terms of this article, he apparently bought the ring on E-Bay about 15 years ago.



THE LIFE RING

The Cape Athens was a bulk carrier built by Kawasaki Sakaide works, Japan in 1981 as GALLANT LION. She was of 139,469 sdwt with dimensions 280m x 42m x 17m. She was powered by a single B & W engine of 12,953 kW giving a service speed of 14 knots.



CAPE ATHENS

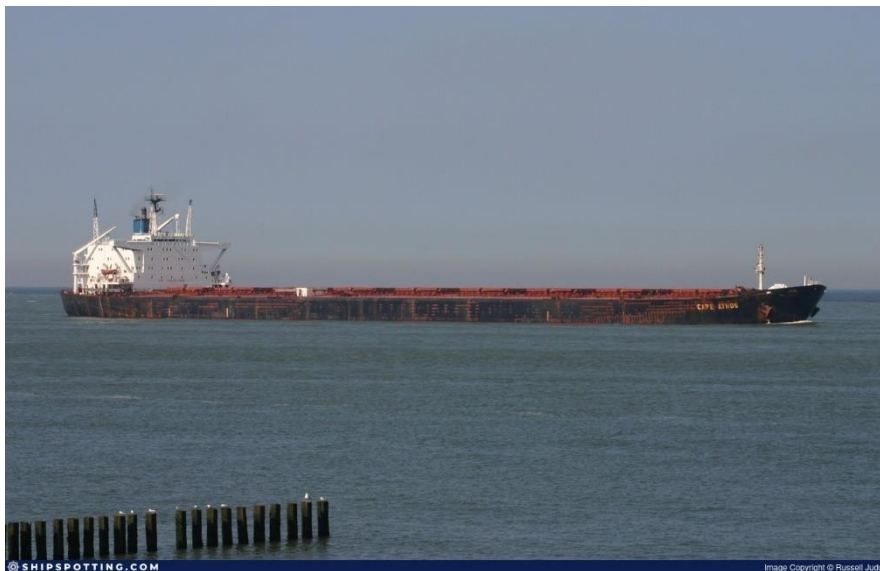
During her life she was renamed several times, firstly GALLANT LION, then GALION, LA SIERRA, LAS SIERRAS and CAPE ATHOS before receiving her final name in 2009.

In her later life she was owned by Funboro Shipping and managed by Cyprus Maritime Co. Ltd. and was Cyprus flagged. She was in trouble a few times in those years being detained in Rotterdam in 2002 and 2004, Sept-Iles (Canada) also in 2004 and in Ningbo (China) in 2009. Presumably the detentions were either due to non-payment of harbour dues or, more likely, to defects in her hull or safety equipment.



as CAPE ATHOS

She was sold for scrapping in 2010, and was broken up at Gadani Beach, Pakistan.



as CAPE ATHOS

WORLD YACHTS

29 Chakra



The Chakra, built in 1963 by shipbuilders Gebr Van der Werf and designed by AMK Architecture & Design, epitomizes the limitless potential for transformation and luxury in the world of seafaring.

Chakra, began its life as an ocean weather vessel Cumulus II, underwent a dramatic metamorphosis in the 1990s when it was converted into a superyacht. Known then as the Salem, it had its home in the beautiful Palma de Mallorca. In 2016, it received another comprehensive refit and emerged with a new identity: Chakra.

Tonnage of 2083.0 GT and 12.83 m beam.

She was designed by Devonport, who also designed the interior

30 Scout



Scout Yacht: Built by Hakvoort in 2019, Designed by H2 Yacht Design

Built by Hakvoort in 2019 and designed by H2 Yacht Design. Originally named Project Zeus, the yacht was rebranded as “Something Cool” in reference to the Heineken family, but was later purchased by James Berwind, who named her Scout after one of his beloved dogs.

Advertisements

One of the most unique features of the Scout yacht is its namesake, Scout the dog. The owner, James Berwind, is a dog lover and named the yacht after his beloved pet. The yacht also has a custom-made sculpture of Scout on board, which adds a personal touch to the vessel.

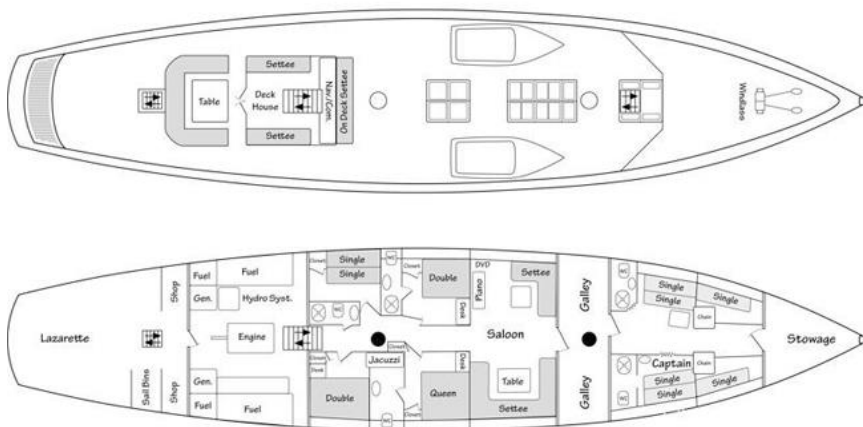
31 Eros





Eros at 115 ft is a custom made, luxury sailing yacht launched by English Shipyard Brooks Motor Yacht back in 1939 and as a luxury staysail schooner. Designed by nautical architect William McMeek, she is built out of composite with Burma teak over steel frames. She carries her 185 tonnage with 9000 sq. ft of sails set up on new, 2009 installed stainless standing rigging with 22 hydraulically assisted winches and when under power at cruising speed of 9kn, has a range of 3,200nm. With restored interior, state-of-the-art technology on board, great crew and a generous array of water toys on board, EROS offers accommodation for 8+1 yacht charter guests in 4 en-suite cabins,

Tip: Luxury sailing yacht Eros is a beautifully restored classic schooner whose captain is one of the most experienced sailors who crossed the Atlantic 15 times and circumnavigated the globe under sail while entertaining royalty and government officials.



Following the war, Greek billionaire shipping tycoon, Stavros Niarchos, purchased Jeanry as his private yacht, and renamed her Eros in honor of the Greek goddess of love and passion. An avid sailor, Niarchos was profiled on the cover of Sports Illustrated in August 1959.



In May of 1962, King Juan Carlos and Queen Sofia of Spain spent some of their honeymoon aboard Eros. Niarchos had gifted the use of Eros along with his private Greek island, Spetsopoula, to the royal newlyweds. This illustrious occasion is detailed in *A Life Under Surveillance*, a literary account of Spain's transformation from dictatorship to democracy under King Juan Carlos.



1990 - 2010: monumental restoration into the 21st century

Over the course of nearly 50 years, Eros changed ownership only three times before her current owners. She has recently completed a massive 18-year museum-quality restoration to adapt and upgrade this historical schooner to the standards of first class travel. While her internal structure, including steel framework and rigging, is either brand new or totally renovated, she retains many original details, from her authentic turnbuckles and Admiralty bronze fittings to the bell from her 1939 naming ceremony mounted at the aft end of the bowsprit. Most notably, each Burmese teak plank of her hull is original to 1939, having been reinstalled following rigorous inspection.

Eros is now outfitted with the latest navigation, galley and engine room equipment. A Cordon Bleu chef-designed galley boasts all modern appliances. Air conditioned interiors, washer/dryer, and premium entertainment systems complete her modernization.

32 ALEXANDER



Alexander was delivered in 1965 by German shipyard Lubecker Flender-Werke. She was designed entirely in-house and constructed in steel, with a significant refit undertaken in 1998. With a length of 121.95 metres and a 5,933 GT,

She has a private cinema, a number of al fresco lounge and dining areas, a dual swimming pool and jacuzzi with panoramic views out to sea, a formal dining room and a certified heli-pad on her top deck. Up to 54 passengers can be accommodated on board, served by a crew of 60. She is powered by twin MAN diesel engines that produce a total 16,100 HP, offering a top speed of 18.5. She boasts a range of 4,100 nautical miles at a cruising speed of around 16 knots, She can usually be found cruising around the Greek islands and has also spent time sailing in the Red Sea.

33 Nautilus



115.76 metres Built in 1973 ,Greece

Sporting a towering funnel Nautilus is easily recognisable from afar. The 115.76 metre yacht was constructed with a steel hull and superstructure and delivered in 1973 by Greek shipyard Hellenic. She was designed by Prof. Căsar Pinnau with naval architecture by Maierform.

Navtilvs has a 14.45 metre beam and her 3,156 GT interiors were styled by Lorraine Bonnet. She can host up to 14 guests and 17 members of crew She is powered by two Semt Pielstick diesel engines, providing a total 8,720hp and allowing her to achieve a top speed of 14 knots. She has changed names and ownership a number of times but currently has a Saudi Arabian owner.

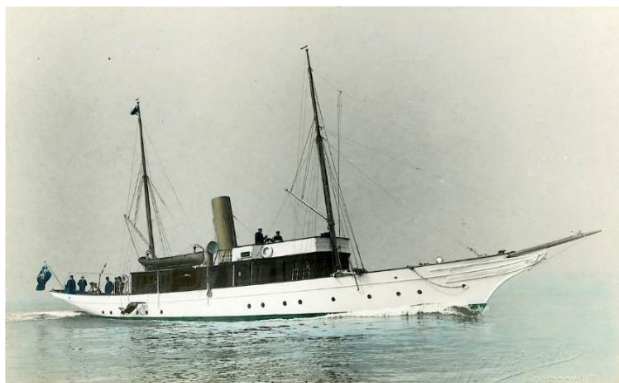
34 Athena



Athena is a clipper-bowed three-masted gaff-rigged schooner built by Royal Huisman in 2004 for Internet entrepreneur James H. Clark. Clark purchased a 47.4 meter sloop, Hyperion, from Royal Huisman in 1998. As Hyperion was nearing completion, Clark began to consider the possibilities of a larger yacht, which could include a theater, library, more guest space and a more capable galley, taking inspiration from the 1920s Krupp built motor yacht "Talitha".

The yacht was re-fitted in 2008.^[1] It can support 12 guests and 22 crew, and is built under Lloyds Register classification.^[2]

35 Medea



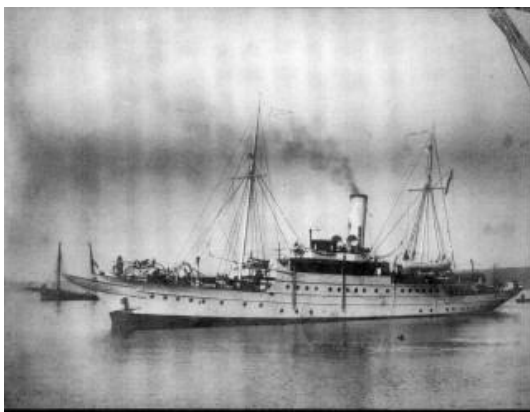


The Medea is a 1904 steam yacht preserved in the Maritime Museum of San Diego, United States. Named after Medea, the wife of Jason, she was built in a record 51 days on the Clyde at Alexander Stephen and Sons shipyard at Linthouse by John Stephen for William Macalister Hall of Torrisdale Castle, Scotland.^[1]

During World War I, the French Navy purchased Medea and armed her with a 75mm cannon for use in convoy escort duty. (Her name under the French flag was Corneille.) Between the wars, she was owned by members of Parliament. During World War II, the Royal Navy put her to work anchoring barrage balloons at the mouth of the River Thames.

After World War II, Medea passed among Norwegian, British, and Swedish owners before being purchased by Paul Whittier in 1971. Whittier restored the yacht to its original condition and donated her to the Maritime Museum of San Diego in 1973.

36 Venetia



The forward gun platform can be seen but the gun itself is hard to spot against the background .



Venetia in camouflage 1917-1918. The forward gun platform can be seen but the gun itself is hard to spot against the background.

The steam yacht Venetia had been built in 1905 and measured 577 gross tons. In peacetime she had many Colnesiders in her crew with several Wivenhoe men amongst them.

She was soon requisitioned for war service, on 7th August 1914She was hired by the Royal Navy, initially as a headquarters ship for auxiliary patrol vessels, but later she became a patrol vessel herself and was armed with a 12 pounder gun forward and a 6 pounder aft.

The whole of her crew volunteered to serve with her

In 1917 she was renamed Venetia II so her name could be given to a new destroyer, and about that time she was repainted in a disruptive “dazzle” pattern.

She was returned to her owner in February 1919, but served again in World War 2 under her new name, Altair.

37 USS Venetia



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- USS Venetia (SP-431) was a 589 gross ton steam yacht leased by the U.S. Navy during World War I. She was heavily armed with four 3-inch guns and depth charges, and was assigned duties of a patrol craft, escorting ships in convoy on the North Atlantic Ocean, Venetia was awarded a "star of reward" for her antisubmarine work, and mounted the star on her stack. Post-war she was restored to her original civilian configuration and was returned to her owner.
- The ship underwent alterations at the Philadelphia Navy Yard—including the installation of new radio equipment—before she sailed for New York City on 3 December. Venetia returned to Philadelphia.
- Four days before Christmas 1917, Venetia sailed for European waters with SC-67 (allocated to the French Navy) in tow and in company with the converted yacht Lydonia which, in turn, had the French SC-173 in tow. The next day, they rendezvoused with Montauk, Gypsum Queen, and Barnegat off the Delaware Bay breakwater and headed for Bermuda where they arrived on the 26th and remained into the new year, 1918.
- She saw continued service in WWI
- During her last month in European waters, Venetia made a round-trip voyage to Portugal before sailing for the United States

- She transited the Panama Canal on 3 February and reached San Francisco on the 20th. One week later, on 27 February 1919, Venetia shifted to the Mare Island Navy Yard where she was decommissioned, and all of her military fittings were removed. She was returned to her owner on 4 April 1919.
- Venetia remained under the ownership of the entrepreneur John D. Spreckles until his death in June 1926. The graceful yacht was then sold to James Playfair, of Midland, Ontario, who owned the ship from 1928 to 1939. The ownership of the convoy escort and patrol craft changed hands again in 1940, when R. S. Misener acquired the ship. After some 65 years in operation—the latter years on the Great Lakes—she disappeared from the Lloyd's Register of Yachts in 1968.

38 Kismet

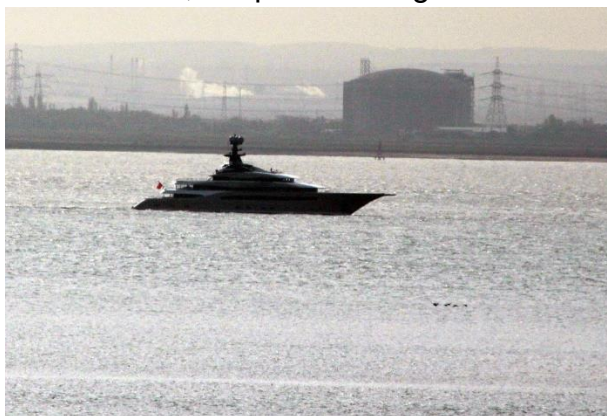


40 Kismet

Lürssen is proud to announce the successful launch and unveiling of project JAG. She was launched on 22 June 2021 in the traditional fashion: down the slipway! She is built for a very experienced repeat client, who upgraded from his former 96-metre Lürssen yacht.

JAG's build was supervised by Moran Yacht & Ship, who have a long-standing relationship with the client. For them, as well as for the long-time captain Kyle Fultz, it is the third Lürssen yacht for the same owner, whom they have supported with their vast combined experience.

Exterior designer Nuvolari-Lenard has given JAG very harmonious proportions, and with a length of 122 metres (including bow sprit) and a beam of 17.80 metres she boasts extraordinary volumes, accommodating all of the owner's requirements whilst still maintaining sleek and elegant lines. Her interior, designed by Reymond Langton, is a beautiful, bespoke homage to the owner's lifestyle when on board his yacht



The existing Kismet off Leigh

LADY ALICE KENLIS



The Lady Alice Kenlis was an iron steamship designed by Hercules Linton and built by J & R Swan in Kelvin Dock, Maryhill, Glasgow. She was launched on 23rd December 1867. She was originally to be named Isabel Andrews, but this was changed prior to her launch. Hercules Linton went on to design the Cutty Sark, which was launched in 1869.

She was of 213 Gross tons, with dimensions 130' x 19' 9" x 9' 10". As built, she was powered by a 2-cylinder 40 hp engine fed by 2 boilers manufactured by the Greenock Foundry Company with a single screw. She was rigged as a three-masted schooner.

She was registered as a coaster in Belfast on 20th March 1868 for carrying cattle, goods and passengers between Northern Island, Scotland and England.

In 1883 she was fitted by R. Smith of Preston with a 50 hp 2-cylinder compound engine, whilst in 1889 her boilers were replaced. In 1908 she was renamed HOLMAN SUTCLIFFE and in 1913 she was acquired by the Bristol Sand and Gravel Company and converted into a suction dredger.



She worked as a dredger in the Bristol Channel until 1929, after which she was moved to the River Deben. She was deleted from the Registers in 1932, and partly dismantled at Limekiln Quay, Woodbridge, being cut down to her waterline. She was dumped into her present position opposite Woodbridge early in WW2.



Her surviving hull measures roughly 125' x 19' 9", and two bulkheads remain. Her box keelson measures 12" x 10" and there are 2 bilge angle irons and side girders. 2 additional bilge keels were added at some time running the full length of the hull.

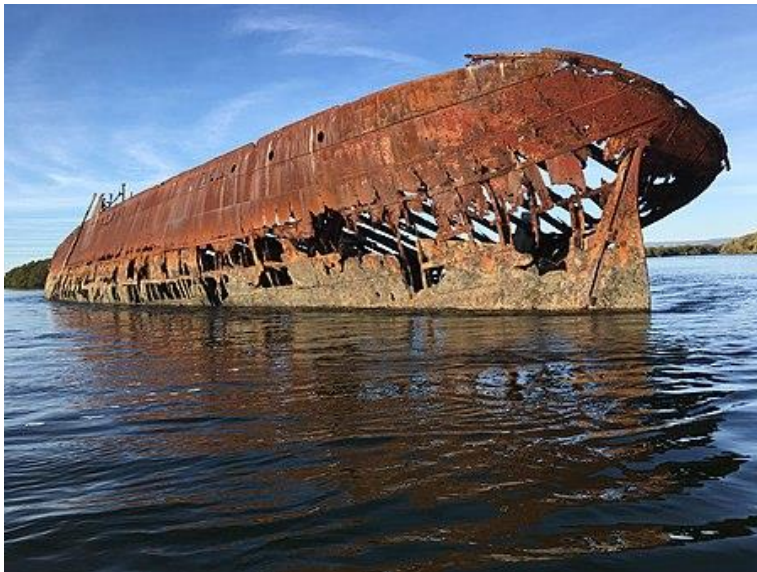


On 31st July 2023 the remains were declared a Listed Scheduled Monument by Historic England. They are not accessible to the public as they lie within the Sutton Hoo Estate.





SANTIAGO



Googling recently on the subject of the new barge built at Methil in Fife for Cory, I came across reference to the last ship built there, the SANTIAGO, launched in 1856. The remains of the ship are still present near Port Adelaide in Australia.



The Santiago was built by Henry Balfour at Methil for Balfour Williamson, a Liverpool shipowner for their South America run. She was an iron three-masted fully rigged ship of 455 tons, with dimensions 160' 7" x 25' 10" x 17' 4". In 1863 she was cut down to a barque for ease of handling.



She was sold to a German company in 1888 and then to a Norwegian concern in 1890. In 1901, the Adelaide Steamtug Company bought her and sailed her from Newcastle, NSW to Port Adelaide with a cargo of coal. She was later de-

rigged and used as a lighter. In 1918 she was sold to the Adelaide Steam Company and used for occasional salvage work and lightering until 1945. On 19th August 1945 she was towed to her present position at the Garden Island Ship's Graveyard.



In 1982 she was declared to be an historic shipwreck under the South Australian Historic Shipwrecks Act 1981. Her remains were considered to be the oldest intact iron hull sailing vessel in the world until part of the central section collapsed in January 2023. Her deck planking, deckhouses and accommodation have gone, and her back is broken, but some masts lie alongside her hull.



PRIDE OF KENT



PRIDE OF KENT

Lying rather forlornly in Tilbury Docks for the last month or so is the P & O Ferries ferry PRIDE OF KENT. She came out of service on 4th June, having been replaced on the Dover to Calais service by the new P & O PIONEER.

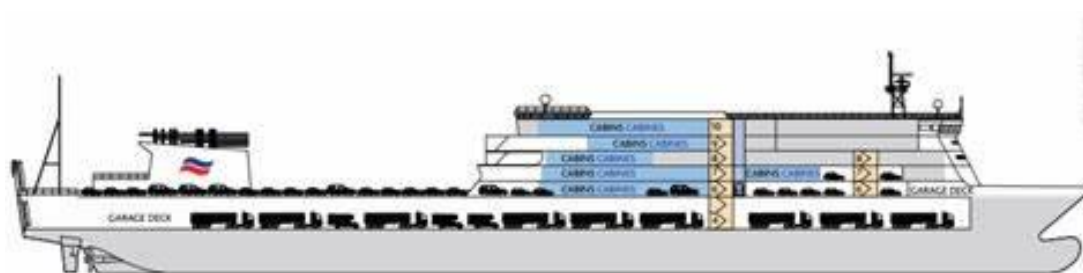


EUROPEAN HIGHWAY



EUROPEAN HIGHWAY

The Pride of Kent was built as the freight ferry EUROPEAN HIGHWAY by Schichau Seebeckwerft in Germany for P & O European Ferries (Dover) Ltd. Near identical sisterships were the PRIDE OF CANTERBURY and EUROPEAN GATEWAY. She was launched on 14th December 1991 and completed on 12th June 1992 and operated on the Dover/Zeebrugge route. Her as-built tonnage was 22,986 gt and her dimensions were 179.7m x 28.3m x 6.27m. She was powered by 4 Sulzer 8ZA40s diesels with 2 controllable pitch propellers giving a service speed of 21 knots.



EUROPEAN HIGHWAY

In 2002 the newly formed P & O Ferries announced that the European Highway was to be rebuilt at the German Lloyd Werft Shipyard for service on the

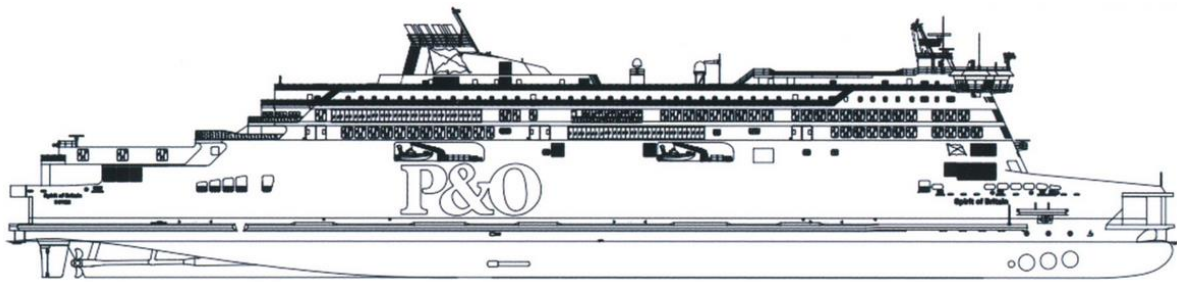
Dover/Calais route. The conversion included increasing the passenger capacity from 200 to 2000; adding 50 extra crew cabins and increasing her vehicle capacity from 124 No. 15m freight vehicles to 650 passenger cars of 120 No. 15m freight vehicles. Her tonnage was increased to 30,365 Gross.



PRIDE OF KENT

In 2003 she was renamed Pride of Kent and changed from being UK flagged to Cyprus. She returned to service following the conversion in May 2003.





PRIDE OF KENT

On 10th December 2017, with 300 people onboard she hit a jetty and grounded in Calais Harbour in high winds during berthing.

On the evening of 28th March 2022, the Maritime and Coastguard Agency announced that she had been detained at Dover following an inspection. The ship was declared “unfit to sail”, this following P & Os sacking of 800 seafarers earlier that March and replacing them with agency staff. Three further safety inspections were carried out before she was allowed to sail on 9th May.

She arrived at Tilbury on 14th July 2023, and presumably she will shortly be sold for scrapping, following the sale of PRIDE OF BERGUNDY in March to Turkish shipbreakers.

COLINS PICTURES



YM Evolution Canvey 02 01 2018



UASC Zam Zam Singapore Thorpe Bay 25 11 2017



Undine Malta Tilbury 23 09 17



Sand Fulmar GBR Canvey island 02 06 18



Rio de La Plata Singapore Thorpe Bay 08 06 2018



Reimerswaal Netherlands Canvey island 25 11 2018

FAUSTINE



An unusual visitor to Purfleet recently was CldN's Faustine, on her maiden visit to the Thames. She, and her sister ship, the SERAPHINE, are the latest dual-fuelled versions of a series of oil-fuelled ferries of the "H5" class.



Both vessels were built for CLdN by the Hyundai Mipo shipyard, the Faustine entering service in 2021 and the Seraphine early in 2022. The ships are of 50,455 gt with dimensions 216m x 32m x 12.8 m. They have 5 cargo decks plus 2 adjustable car decks giving 5400 lane metres with a capacity of 450 trailers and containers or 820 cars. They can accommodate 12 drivers as passengers.



They are powered by a single MAN B&W 7S50 ME-C-G1 high-pressure two-stroke dual-fuel diesel giving a service speed of 17.6 knots. They can run on LNG, Biogas or normal Diesel oil. The gas treatment room and LNG tank storage space is located on a car deck. The LNG tank itself is a "C type vacuum-insulated unit". They are Malta flagged.



SERAPHINE

ANSWERS TO QUIZ 71

MARITIME QUIZ SEPT. 2023 ANSWERS

1. FREEMANTLE HIGHWAY: A car carrier suffered a major fire off Holland in early August.
2. FAHD: Built in 1976 as BRIELSEBANK in collision with LPG carrier CHINAGAS LEGEND in Suez Canal and sank, causing some delays to shipping.
3. USS CONNECTICUT: Nuclear submarine hit a seamount in the Pacific causing damage to her bow and sonar dome. She limped into Guam for the assessment of the damage.
4. MSC SHREYA B: An 11000 TEU container ship. 97 kg of cocaine found by divers during an inspection in Malta.
5. OLENEGORSKIY GORNYAK: Russian Ropucha 1 class landing ship hit by Ukrainian unmanned USV attack in Black Sea. The ship towed back listing to Sevastopol.
6. FSO SAFER: The U.N. announced on 11th August that the ship-to-ship transfer of oil from the SAFER to NAUTICA (now renamed MOST YEMEN) had been completed. Around 1.14 million barrels had been transferred, with under 2% of the cargo remained mixed in the sediment that will be removed during the final cleaning of the vessel, to be carried out by Smit Salvage taking about a week.

7. XIN YAO HUA: A Chinese 80,000 tonne semi-submersible carried the largest volume of a single piece of cargo – the deepwater drilling platform DEEP BLUE EXPLORATION weighing 35,500 tonnes.
8. SUKRU OKAN: Shots were fired on this Palau flagged freighter of 3270 sdwt, built in 1989 as the HACI ABDULLAH TOMBA. She was boarded by Russian patrol vessel VASILY BYKOV with a helicopter in Black Sea, but later allowed to proceed on its way.
9. BAP PISCO AMP-156: A Peruvian Navy amphibious ship arrived in Rota, Spain on 9th May to collect 6 ex-Spanish Navy SH-3 Sea King helicopters, which were sold to Peru for 1 Euro each.
10. JOSEPH SCHULTE: A Hong Kong flagged ship carrying 30,000 tonnes of containers left Odessa where it had been stuck since the start of the war and crossed the Black Sea using a temporary corridor, passing through the Bosphorus. Mid-August.
11. SIG: Russian product tanker of 6619 dwt was hit by a Ukrainian drone in the Black Sea. Her engine room was damaged.
Early-August
12. VIKING MARS: Whilst she was berthed at Invergordon, a crewman fell and died in hospital.
13. SUEZ RAJAN: Marshall Islands flagged tanker with a cargo of Iranian oil has been stuck off Galveston since the end of May. On 20th May, the MR Euphrates, which is Liberia flagged, went alongside to start ship to ship transfer of the oil, which is reportedly worth \$56 million. Iran is threatening retaliation.
14. PAXIS OCEAN: An 80,000-dwt bulk carrier chartered by Cargill Inc. test voyaged from Shanghai to Singapore after the installation of two 37.5 m tall steel and composite “WindWings” sails. They should cut fuel consumption by about 20% on suitable routes. The system was designed by a British firm, BAR Technologies. If the trials are successful, Cargill hopes to add sails on up to 10 other vessels. Late August
15. USS ZUMWALT: Arrived at Ingalls Shipbuilding in Mississippi to begin a 2-year process to install four 87” hypersonic missile tubes for 12 missiles.
Late August

MYSTERY SHIPS 71



Volcan de Teneguia, Cadiz – 16.04.2018

VOLCAN DE TENEGUIA IMO 9335161 Ro-Ro Cargo/Container
 11,1977g 7,341d 500 TEU Length: 145 Breadth: 22 Depth: 13.9 Draught: 6 (m)

2007: Completed by Fujian Mawei Shipbuilding Ltd, Fuzhou FJ as CLARA DEL MAR.

2011: Renamed VOLCAN DE TENEGUIA.

2023: Renamed CARIBBEAN FORCE. Still in service.



VS Harmony, Port Kelang, 21.03.2016

VS HARMONY IMO 9066473 Products Tanker
 3,245g 4,943d Length: 145 Breadth: 22 Depth: 13.9 Draught: 6 (m)

1993: Completed by Shin Kurushima Dockyard Co.Ltd., Hashihama, Imabari as YOWA MARU.

2015: Renamed VS HARMONY.

2018: Renamed LEO. Still in service.



Voornedijk, Creeksea – 02.07.2018

VOORNEDIJK
2,984g 4,891d

IMO 9346706 General Cargo
Length: 89.9 Breadth: 14.4 Depth: 7.85 Draught: 6.2 (m)

2009: Completed by Chowgule & Co Pvt Ltd., Goa as VOORNEDIJK.

2023: Renamed CELTIC ENDEAVOUR. Still in service.



Wan Hai 515, Port Kelang - 21.03.2018

WAN HAI 515

IMO 9457646 Container Ship
47,259g 57,830d 4,680 TEU Length: 259 Breadth: 37.3 Depth: 19 Draught: 12.8 (m)

2013: Completed by CSBC Corp, Kaohsiung as WAN HAI 515. Still in service.



Wan Hai 613, Port Kelang – 21.03.2018

WAN HAI 613

IMO 9224520 Container Ship

68,687g 71,336d 5,610 TEU Length: 285 Breadth: 40 Depth: 24.4 Draught: 14 (m)

2001: Completed by Hyundai Heavy Industries Co Ltd., Ulsan as JAMES RIVER BRIDGE.

2015: Renamed WAN HAI 613. Still in service.



RMS Ruhrort, Creeksea – 14.08.18

RMS RUHRORT

IMO 9075357 General Cargo

1,681g 2,503d

Length: 82 Breadth: 11 Depth: 11.1 Draught: 4.45 (m)

2001: Completed by Scheepswerf Bijlsma BV, Wartena as JASON.

2000: Renamed TALOS.

2006: Renamed PANTA RHEI

2008: Renamed RMS RUHRORT

2018: Renamed RMS CARELIE

2021: Renamed SAANA

2022: Renamed VERA MOON. Still in service.



Zouzou, Bitter Lakes – 10.04.2018

ZOUZOU

30,075g 50,651d

IMO 9412775 Chemical/Products Tanker

Length: 183 Breadth: 32.2 Depth: 19 Draught: 13 (m)

2010: Completed by SPP Plant & Shipbuilding Co Ltd, Sacheon as ZOUZOU.

2022: Renamed ST GEORGE. Still in service.