



**The
World
Ship
Society**



Southend Branch

News and Views

Edition 59- LOCAL

12th September 2022

NEXT EDITION 10th OCTOBER

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Thanks go to Graham, , Krispen Tony, Stuart and Andrew for their contributions

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News

Shifting into high gear to deliver revitalised transport



Three Jumbo Mark II-class double-enders will be retrofitted with hybrid-electric propulsion systems

Remote working remains the new normal in Washington and according to WSF's last projection, it will take around five years before the ridership is back to pre-Covid level (close to 24 million passengers), making WSF one of the world's leading ferry operators. In 2020, passenger numbers plummeted by 41.4 per cent to 13.9 million before improving in 2021 to reach 17.2 million. The 2022 ridership forecast is on track to be similar to 2021 as the USA's largest ferry system has been marred by staff shortages, which has resulted in delayed and cancelled sailings.

WSF requires all captains to have pilotage [exemption] which takes quite a significant amount of time to obtain, says Rubstello. "Even if we can find a captain from a cruise ship or an oil tanker, they still have to obtain their pilotage before they can actually captain our ferries."

Building anew is typically a very slow process in the USA because ships must be built domestically. "Washington has a state law that requires us to have our vessels built within our state," says Rubstello. "We can only build outside the state of Washington and go to other yards within the USA when quotations are over five per cent above our estimate, which is \$200 million per ship. We are going through this procurement process as we speak."

As standardisation is key to keeping maintenance costs down, the new 110.41-metre by 25.35-metre vessels will be a repeat order of the successful one-size-fits-all Olympic-class quartet, delivered by Vigor Industrial between 2014 and 2018. The 1,500-passenger and 144-car capacity Olympic-class ferries give WSF the maximum flexibility to be as uniform and consistent as possible, yet its price tag comes close to what Viking Line paid for its lavish 65,211gt cruise ferry Viking Glory, built by Xiamen Shipbuilding Industry in China. Even so, building abroad, let alone China, is not an option

Rubstello expects the first new hybrid-electric Olympic-class vessel to be delivered in 2027, with the other four to follow at one-year intervals. Funding for the newbuilds has already been made available. Full authority has been given to implement hybrid-electric technology for the newbuilds as well as a hybrid-electric retrofit of the three existing Jumbo Mark II-class double-enders, the largest vessels in WSF's 21-ship strong fleet. "We also have funding to bring shoreside charging power to five of our terminals," adds Rubstello.

Keeping the diesel engine element is necessary as WSF's ships are not built for specific routes; they are designed to operate across all 10 if necessary. "We need maximum flexibility – there's some comfort in knowing that you have a backup if electric charging power isn't there for whatever reason. While it will be possible to operate full electric on the shorter-distance routes – for example, our Seattle-Bremerton route will have charging connections on both sides – this will not be possible on the longer routes, especially when plug-in facilities are only available on one side. Charging shouldn't impact our operations flow and therefore batteries need to be recharged in 20 minutes."

New P&O Cruises ship to feature over 30 bars and restaurants



P&O Cruises newest ship, Arvia, will feature more than 30 bars and restaurants when she begins sailing in December 2022, the cruise line has revealed.

The ship's offering will include Green & Co feat. Mizuhana, a new restaurant exclusive to Arvia that will offer guests fish and plant-based dishes. Guests will be able to dine at the sushi bar and watch the chefs at work or be seated at tables looking out to sea.

6th Street Diner will also be a new venue for Arvia, serving breakfast, brunch, dinner and sweets, accompanied by music and cocktails. Roast at the Quays, meanwhile will offer traditional British lunches, including a jumbo Yorkshire pudding filled with a Sunday roast dinner.

P&O is also collaborating with Caribbean chef, Shivi Ramoutar, and Spanish chef, Jose Pizzaro, to bring local food experiences to Arvia's sailings in the Caribbean and Mediterranean. At The Beach House, Ramoutar will offer a range of dishes including a Jerk Chicken Supreme with rice and peas, coleslaw, shallow-fried plantain and a Jamaican cornmeal speciality known as festivals

In The Glass House and Cellar Door, meanwhile, guests can try tapas created by Pizzaro, paired with wines selected by sommelier Olly Smith. Dishes will include Jose Pizzaro Tapas with grilled whole tiger prawns, mango chilli and garlic salsa; lamb cutlets, crushed potatoes, olives, dried cherry tomatoes and romesco sauce; and tuna tartare with avocado, tomato, and chilli dressing.

Other highlights include The Amber Lounge, which will return onboard Arvia and introduce new cocktails including a Barberousse, with a mixture of three different rums, apricot and pomegranate juice, and a Tortuga Cobbler, with Aperol, grapefruit, raspberry juice and rum. An onboard still will create a unique rum at Anderson's Bar, while Infinity will be a new swim-up bar where guests can enjoy cocktails at the pool.

Arvia is currently under construction at Meyer Werft's shipyard in Papenburg, Germany, and was floated out for the first time on 27 August.

Taking Crabbing To A New Level



Built by Parkol Marine Engineering to an Ian Paton design for English fishing company Waterdance, new crabber *Winter of Ladram* has started fishing from Salcombe.

The steel hull is topped by aluminium superstructure and a full shelterdeck. Below main deck *Winter of Ladram* is subdivided into the steering compartment and accommodation aft, the engine room, a 50,000 litre vivier

section amidships, the 9 cubic metre dry hold with two refrigerated bait lockers and forepeak store.

The vivier tank is designed to give *Winter of Ladram* a list to starboard when pumped out, making landing catches an easier process.

Tank capacities are for 18,000 litres of fuel and 12,000 litres of fresh water in three tanks.

The unusually roomy working deck on board *Winter of Ladram*

Above the main deck are the spacious working deck with the hauling position on the starboard side, and the galley, mess area, washrooms and skipper's cabin aft.

The crew areas, with their unusually spacious and comfortable mess and galley, is designed for up to ten persons, although *Winter of Ladram* is expected to rotate a crew of up to eight, including the skipper.

The deck is laid out with extensive available space for stacking pots, making shifting gear a safer and easier process than otherwise, and with a hauler located below the hydraulically-operated hatch on the starboard side. There are nicking positions located next to the sorting table, and catches are dispatched via a chute to the vivier tanks below, with secondary chutes for lobsters and other crab species.

There's an all-Volvo setup in the engine room, with a D16C-D MH main engine driving a four-bladed Michigan Marine Propulsion Int propeller via a Reintjes reduction gear. The two gensets are Volvo Penta D5TA-B TA units. The hydraulic steering system is from Wills Ridley and Kort Propulsion supplied the Kort KT90 Bow Thruster with dual wheelhouse controls.

Hydraulic systems and electrical control equipment are from Hercules Hydraulics and the refrigeration and air conditioning systems on board are from SPX refrigeration & Engineering Services

The wheelhouse is arranged with the control position on the starboard side, providing the skipper with a view of the forward hauling position, and arranged for access to the twin radars, plotters and sounders. A seating area on the port side of the wheelhouse is set around a table with a computer and plotter screen.

Winter of Ladram's skipper is Richard Carroll, who has taken over the new crabber after having skippered *Nichola of Ladram*.

Uber Boat river service from Tilbury to London



A NEW Uber river boat service from Tilbury to London could become a permanent fixture in the near future.

London's leading river bus service, Uber Boat by Thames Clippers, held two trial runs this month, with boats departing from Tilbury Pier and finishing at London Bridge City Pier, stopping at North Greenwich along the way.

The trial runs, held on August 7 and 14, have been deemed a success by firm bosses who say Uber Boat is looking into making the route a permanent fixture.

The service, which starts at Gravesend, takes one hour to get from Tilbury to London Bridge.

The trial journey prices saw tickets start from £11 per person for a single adult journey, or £19.50 for an adult return journey.

If the Tilbury line does become a permanent fixture, Southend Council has expressed an interest in exploring the possibility of extending route to the city.

Visitors



Kmarin Reason ex British Reason Built 2017 64509 GRT IOM Owner Kmarin Shipping c/o BP

Current Location Canvey



Versutius Built 2008 3992 GRT Luxembourg Owner Navmer

Current Location En route to Plymouth



MSC Veracruz ex Margit Rickmers Maersk Dhaka Margit Rickmers ANL
Werribee Margit Rickmers Mp The Endelman Built 2005 54578 GRT Portugal
Owner Endelman Oceanway

Current Location En route to Antwerp



Trinovant



Marlin V Built 2013 34801 GRT Panama Owner Green Spanker Shipping

Current location Tilbury



Ploutos Built 2006 42048 GRT Bahamas Owner Ginger Maritime
Current location En route to Gothenburg

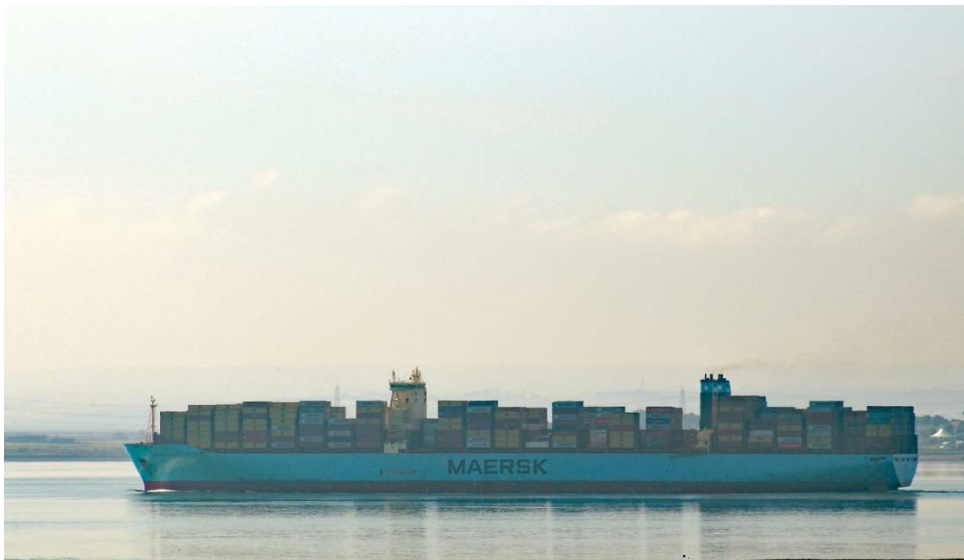


Kmarin Restraint ex British Restraint Built 2017 64309n GRT IOM Owner
Kmarin Shipping c/o BP



Polaris Bay ex Lr2 Polaris Built 208 59172 GRT Liberia Owner Partankers

Current Location Antwerp



Marchen Maersk Built 2015 194849 DIS Owner A P Moller

Current location Red Sea en route to Oman



Stardust Built 2020 1160 GRT Owner



Fortuna I Built 2007 5280 GRT Belgium Owner Prax Shipping

Current Location En route to Amsterdam



Heranger Built 1995 37150 GRT Marshall Islands Owner Kappa Partners

Current Location North East Atlantic



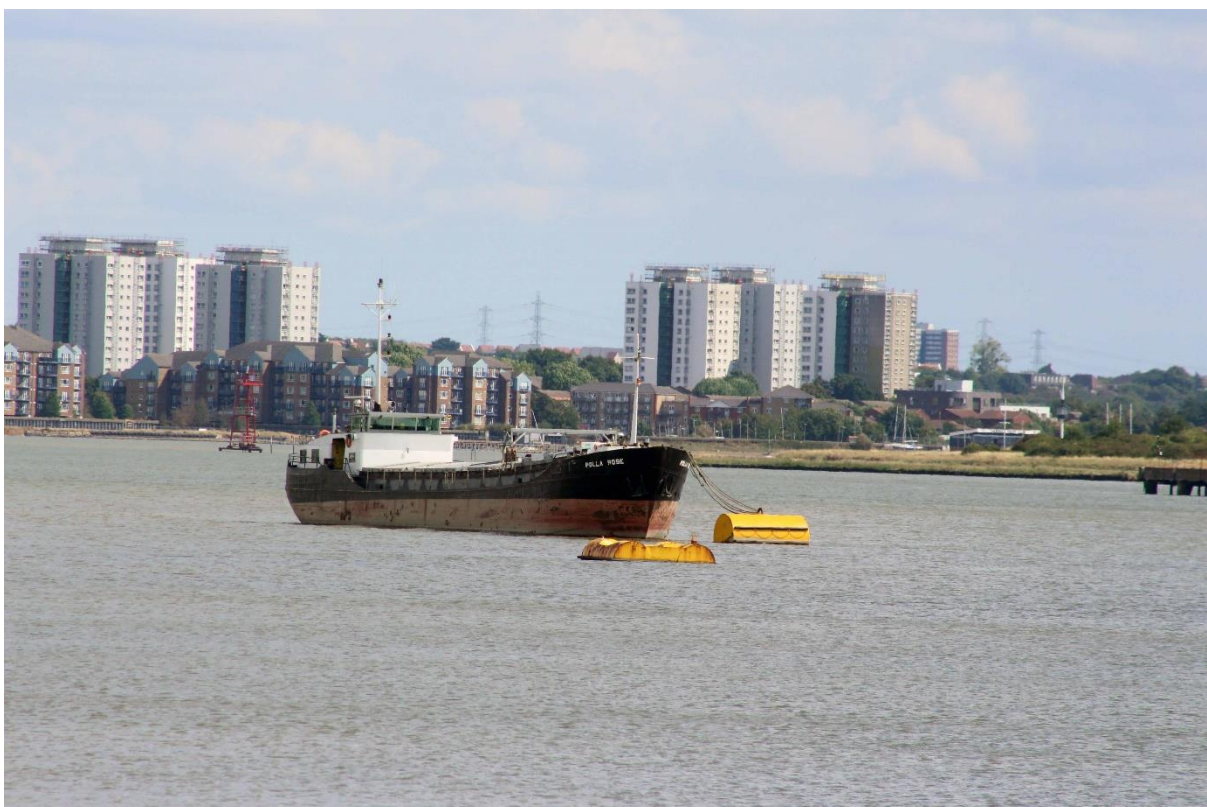
Navigator Luga Built 2017 18219 GRT Liberia Owner Navigator Gas Llc

Current Location Rotterdam



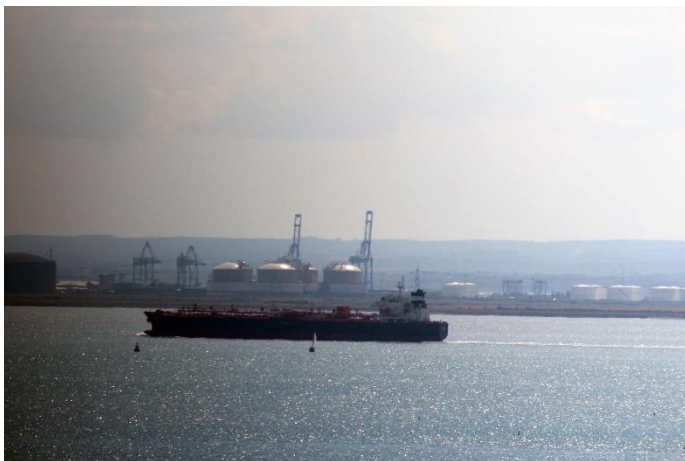
Viking Energy Built 2019 255 GRT UK Owner Neptune Equipment

Current Location North sea



Polla Rose Built 1971 402 GRT UK Owner -

Current Location



NCC Yanbu Built 2010 29124 GRT Marshall Islands Owner ATNY Yanbu LLC

Current Location Antwerp



MSC Rayshmi Built 2021 113697 GRT Panama Owner Taiping& Sinotec TJ8

Current Location En route to Charleston



Hafnia Asia Built 2010 42412 GRT Malta Owner Skaatholmen shipping

Current Location En route Port Said



Edith Built 2005 6901 GRT Portugal Owner Langh Ship

Current Position North Sea



Don Juan Built 2007 14116 GRT Portugal Owner Ership SAU

Current Location Santa Cruz



COSCO Shipping Volga Built 2017 94623 GRT Hong Kong Owner COSCO

Current Location En route to Cartagena



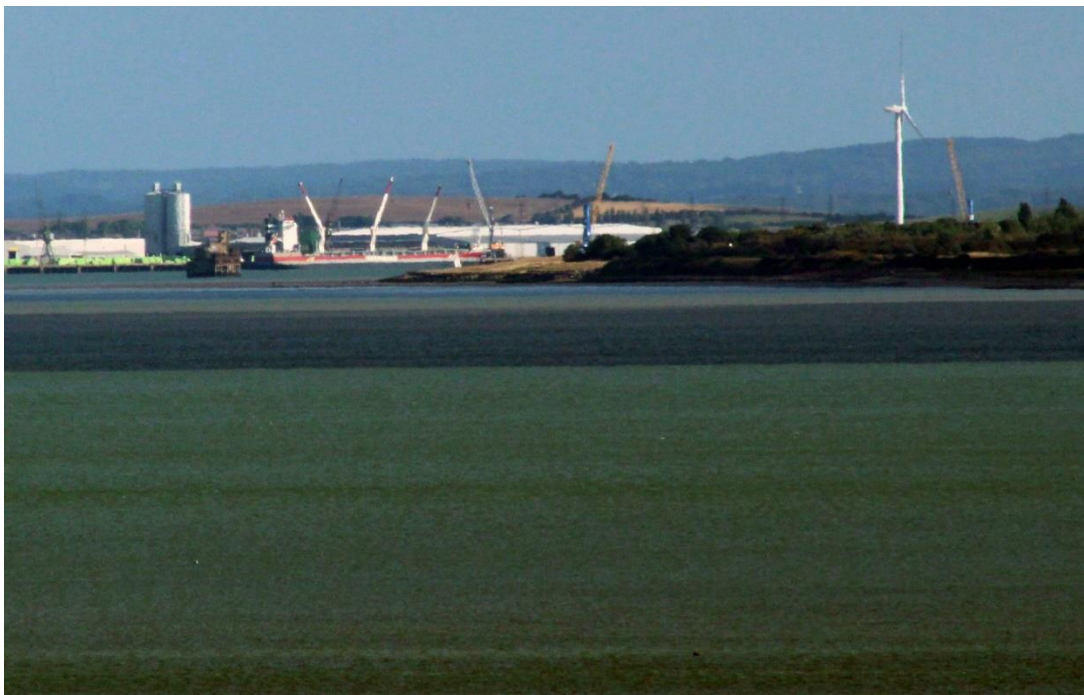
Containerships Arctic Built 2019 17982 GRT Cyprus Owner Fortune BEC

Current Position En route to Rotterdam



CMA CGM Estelle Built 2018 95276 GRT Malta Owner SPDFBL

Current Position En route to Port Louis Mauritius



Amstelborg Built 2006 11864 GRT Netherlands Owner Wagenborg

Current Position En route to Philadelphia



Aberlour Built 2022 24576 GRT Liberia Owner Pioneer Tanker

Current Position Ventspils Latvia



Hafnia Despina Built 2018 62433 GRT Singapore Owner BW Aldrich

Current Position West Africa



Auto Achieve Built 2022 35667 GRT Portugal UECC IOM SA Owner
Current Location En route Zeebrugge



Xin Lian Yun Hang Built 2006 41482 GRT Owner COSCO
Current Position En route to Colombo



Fort Desaix Built 2010 ex UASC Ajman , JPO Taurus, CMA CGM Desaix 42609
GRT Malta Owner S & C 2 Shipping

Current position En route to Newark USA



Hafnia Almandine ex Navig8 Almandine Built 2015 23676 GRT Marshall Islands Owner Hai Kuo Shipping

Current Position East Mediterranean



Frisian Sea Built 2013 4298 GRT Netherlands Owner Boomsa Shipping

Current position Baltic Sea



Sealegend Built 2021 62476 GRT Marshall islands Owner Rainbow Sea SA

Current Location En route to Antwerp



Southern Quokka Built 2017 14965 GRT Liberia Owner Southern Dragon

Current Position Le Havre



Mercurius Built 2012 79876 GRT Panama Owner NVL Mercurius

Current Position En route Aliaga

Solent Visitors



Hoegh Trove to Suez Built 2000 58884 GRT **Hestia Leader** 63007
GRT to Bremerhaven **Morning Celine** Built 2008 to Suez 60931 GRT



Eddystone Built 2002 going to Durres 23235 GRT **Gran Bretagna** Built 1999
from Salerno to Esbjerg 51823 GRT

WSS QUIZ QUESTIONS EDITION 59

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

1. VICTORIA 1
2. JAEWON 9
3. BLUE DRAGON 12
4. ALMIRANTE GRAU
5. WILLIAM RILEY
6. ROTTERDAM
7. A.G. NEPTUNE

8. PEARL 11
9. RAZONI
10. CARNIVAL JUBILEE
11. I.N.S VIKRANT
12. CATHLAMET

NAVY NICKNAMES

Nicknames were rife in the Royal Navy and probably still are. Not just for individuals: - Knocker White, Tug Wilson, Shady Lane, etc. and Mac or Jock for a Scot, and Scouser for a Liverpudlian and so on, but also those connected with jobs, ranks and ships.

Several RN ships had nicknames. The several HMS Sheffields were mostly known as the 'Shiny Shef' while HMS Westonsupermare was often called 'Aggie on Horseback' - 'Aggie' after the sailors benefactor Agnes Weston, 'Super' the Latin for on, 'Mare' equals 'horseback'. HMS Swiftsure also had a nickname but that is X rated and not suitable for these pages.

Jobs produced many nicknames for both officers and ratings. Officers were collectively referred to as 'pigs' by the lower deck. The Captain would be referred to as the 'Skipper', the 'Old Man' or even, sometimes, as God. The First lieutenant was the Jimmy while Guns, Pilot, Torps, Doc, etc speak for themselves. Members of the Electrical branch were known as 'greenies' after the coloured bands displayed by their officers. The Pay and Secretariat branch wore white bands so the whole department, not noted for its honesty in times gone by, became known as the 'white Mafia.'

There plenty of 'job' nicknames among the ratings, The ship or shore establishment's (stone frigate) head policeman was the Master at Arms, also known as the 'Jaunty' (believed to be a corruption of the French word Gendarme), His assistants (regulating Petty Officers) were known as 'Crushers', possibly based on the size of their boots. The entire Regulating Branch was often referred to as = The last hiding place of the moronic.

The ship's general foreman, who worked closely with the First Lieutenant, was always known as the 'Buffer', probably because he was always working to keep the ship clean.

Sick Berth Attendants, when in favour, were 'Nightingales', when not they were 'Scab Lifters'. Cooks, whether good, bad or indifferent were always addressed as 'chef' while Stores Assistants were ever 'Jack Dusty'.

While nicknames such as Dusty Miller are understandable, I did come across two unusual ones during my two years in the RN – Pash Baker and Buck Taylor. I worked with Chief Petty Officers bearing both these names. Buck Taylor was an enormous, taciturn man whose usual greeting to me when coming on watch was “Dent. Tea” as one of my duties was 'wetting ' the tea. He did, however, commit one kindly act while I knew him. I came on watch to find him already in the office eating something out of a jar with a spoon, After a while he pushed jar and spoon over to me, saying “Finish 'em up. Pigs trotters. .Delicious.” And so they were.

Pash Baker was a very different type. A small talkative man, his passion was food. As a resident of Chatham, he was paid a Ration Allowance to compensate him for not having Navy meals. This did not prevent him from consuming any food that came into the office. He also, in addition to his main job as Chief of the Watch, managed to secure the task of Complaints Chief in the dining hall of Chatham barracks. This entitled him to a free meal. On one occasion he left his shore going bag, unzipped, in the office. In passing, I happened to notice that it contained a complete chicken. So he must have had at least one friend among the Chefs, .

So, if any readers know more about the nicknames Buck and Pash please let me know and any further information on Naval Nicknames would be welcome,

G.E.D.

Footnote: I was lucky enough to have two nicknames in the Navy – I was Dicky at Chatham Barracks and George onboard HMS Victorious .

ROGERS PICTURES



Oriana 12 04 12 Outbound Southampton



Iberian Reefer 14 04 12 Southampton outbound



Lappland 23 04 13 registered Hamburg in the Kiel Canal



Max 23 04 13 Registered at Kiel in the Kiel Canal



Mito Strait registered St Johns in the Kiel Canal



Nor Feeder 23 04 13 registered at Gibraltar in the Kiel Canal

MYSTERY SHIPS 59



59.1



59.2



59.3

STUARTS ANNUAL TRIP TO CORNWALL



Karen- N



Govenek of Ladram



Elizabeth of Ladram

YACHTS OF THE WORLD

THE CREOLE



The Creole was built in 1927 as the VIRA for the American carpet manufacturer Alexander Smith Cochran. She was designed by Charles E. Nicholson and built by Camper & Nicholson, being the largest vessel they had built at the time. She is the largest wooden sailing yacht in the world.



She is of 381 gross tonnes, with dimensions 65.3m x 9.44m x 5.0m. She is of composite construction, with a Teak hull and superstructure. She is powered by two MTU 450 hp diesels, which give a top speed of 15 knots. She is rigged as a three masted staysail schooner, with a sail area of 1640 square metres. She is arranged for 16 crew and 10 guests.



Her history is quite colourful with several pre-war owners and re-namings, and service in the Royal Navy as a mine watching vessel during WW2. In 1948 she was bought by Stavros Niarchos, who spent a fortune restoring her. She was sold in 1977 to the Danish navy who stripped her out for use as a training ship. In 1983, she was bought by Maurizio Gucci, in a very poor state. She spent 1984 to 86 at Camper & Nicholsons being restored. She has since been refitted in Italy and Germany.



MAIN SALOON



She is still owned by the Gucci family, and is a regular on the Mediterranean regatta scene. She is available for chartering.



ONE

OF THE TWO GUCCI DAUGHTERS WHO NOW OWN HER

SCOT LINE

The Scot Line was established in 1979, specialising in short sea transport of timber, wood pulp and forest products. In 1981 the first vessel was chartered, and a liner service transporting sawn timber from Varberg to Inverness was established. The original operation at Inverness was expanded to additional sites at Whitstable and Goole, before moving to Gunness and Rochester in 1994. The liner service has since expanded to routes between Denmark, Germany, Ireland, Norway, Sweden, the Baltic States and the UK.



HOHEBANK

The first vessel owned by the company, in 1994 was the HOHEBANK. She had been built in 1977 and was of 2230 dwt. She is still afloat as the Sierra Leone flagged BARLA.

Today, Scot Line has under term charter a fleet of 11 modern box-hold vessels, plus 2 more under commercial management. It has 2 terminals at Rochester and a timber terminal at Inverness. The majority of the company's ships are UK flagged, which is unusual nowadays.

The present fleet is as follows:



DOUWENT

DOUWENT: She is of 1996 dwt, with dimensions 79.9m x 11.2m x 3.72m. She is Liberia flagged. She dates from 1987 and is time chartered by Scot Line.



SCOT

BAY (as Scot Isles)

SCOT BAY: She is of 3177 dwt and was built by Tille Scheepsbouw BV as the SOMERS ISLES, being completed in January 2001. Her dimensions are 89.95m x 13.75m x 4.93m. She has a Wartsila 6L20A engine of 1950 kW giving 14.25 knots. She is British flagged.



SCOT VENTURE

SCOT VENTURE: She is of 3262 dwt and was also built by Tille Scheepsbouw BV and was completed in April 2002. Her dimensions are 89.98m x 13.75m x

4.93m. She is powered by a Wartsila 6L26A engine of 1950 kW which gives 13.5 knots. She is British flagged.



SCOT

LEADER (as Odertal)

SCOT LEADER: She is of 4507 dwt and was built at the Bodewes Shipyard, being completed in August 2007 as the ODERTAL. Her dimensions are 89.96m x 15.2m x 5.25m. She is powered by a MAK 6M25 engine of 1850 kW giving a speed of 11 knots. She has an Ice class 1B rating and is British flagged.



SCOT CARRIER

SCOT CARRIER and SCOT EXPLORER: Each is of 4803 dwt. They were built by Royal Bodewes Shipyard in November 2018 and November 2019 respectively. Their dimensions are 89.98m x 15.2m x 5.69m. They are powered by a MAK 6M25C engine of 1850 kW giving 11 knots. They are class 1B ice rated and are British flagged.

The SCOT CARRIER was involved an unfortunate collision in December 2021 with a small Danish fishing vessel in the Baltic. Both of the fishing boat's crew were lost. One member of the Scotline vessel has been sentenced to 18 months in a Danish prison.



EASTERN VANQUISH

EASTERN VANQUISH and EASTERN VIRAGE: These are on time charter. They are of 3577 dwt. They were built by the Bijlsma Shipyard in 2012. Their dimensions are 88.97m x 11.8m x 5.4m. They are powered by a Wartsila engine of 1440 kW which gives a speed of 10 knots. They are British flagged.



SCOT NAVIGATOR

SCOT NAVIGATOR: She is of 3700 dwt and was built by the G.S. Yard in Groningen, being completed in June 2017. Her dimensions are 88.0m x 13.35m x 4.9m. She is powered by a Catapillar 3508 engine of 750 kW giving 10 knots. She is British flagged.



SCOT PIONEER

SCOT PIONEER: She is of 4803 dwt and was built by Peters Kampen in 2006 as the HANS. Her dimensions are 90.0m x 13.0m. She is powered by a Wartsila diesel of 1800 kW. She is British flagged.



SCOT MARINER

SCOT MARINER: She was delivered in 2019 by the Royal Boddewas Shipyard. Her deadweight is 4803 tonnes, with dimensions 90.0m x 15.0m. She is powered by a MAK engine of 1850 kW.



SCOT RANGER

SCOT RANGER and SCOT ISLES: These were both delivered in 2021 by the Royal Bodewas Shipyard. Their deadweights are 4782 and 4735 tonnes respectively, with dimensions 90.0m x 15.0m. They are powered by single MAK engines of 1850 kW.

GLADYS GOES TO BAWDSEY



IH6 Budy J Potter/netter Built1989 wolverhamfield



IH8 Audrey M Netter Built 2011 Falmouth



IH 11 Floss netter 1977-95 Felixstowe



IH 290 Jubilee Joy Owner Potter Built 1977-2021 Woodbridge

CHERBOURG







COLINS PICTURES



Ponta da Garajad Funchal



**Ponta da Garajad Funchal
Cabo Girad**



Pira Azui Funchal



Berge Trader Torbay



Contship Jork



City of Durban



Boeran Mistley



Ingrid Helene Torbay



Batliyskiy 26

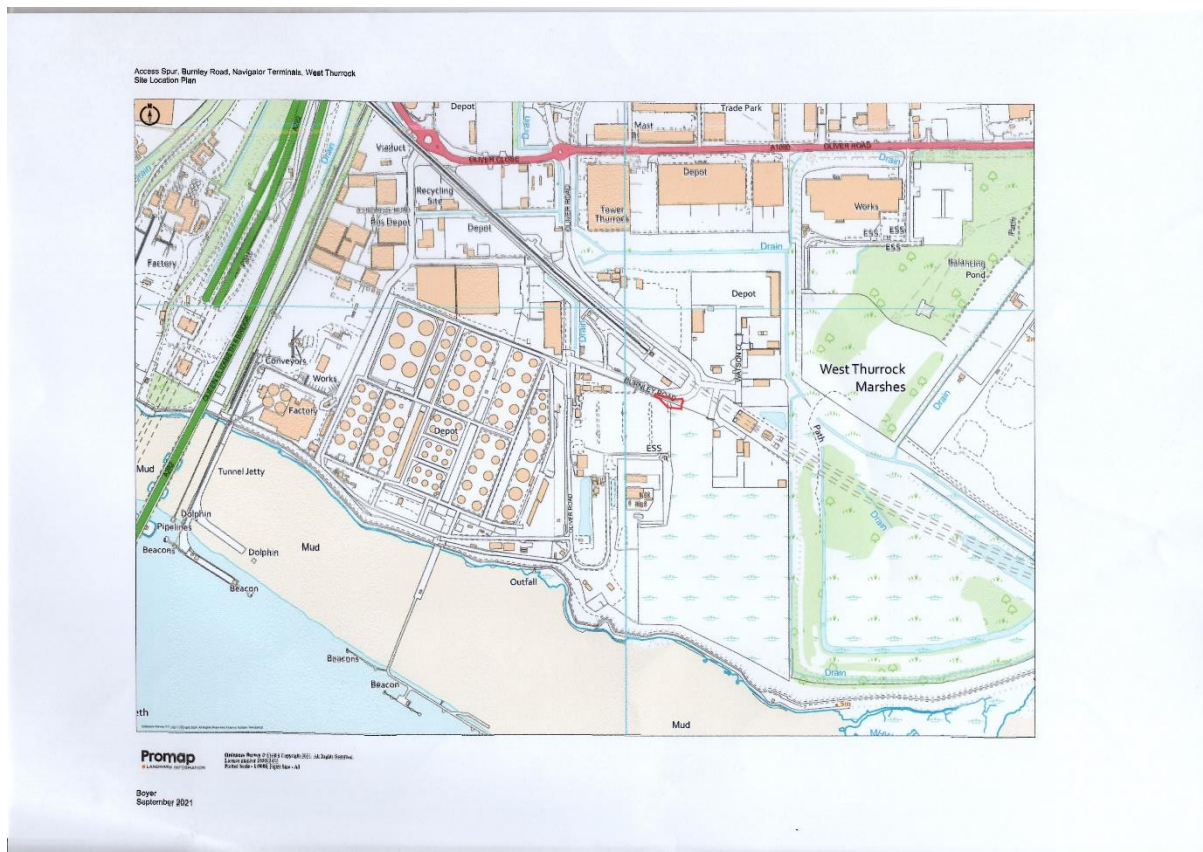


Avaj 2 Torbay



Ruzan Fawley

THE TUNNEL / LAFARGE JETTY



TUNNEL JETTY ON THE LEFT AND NAVIGATOR TERMINAL IN THE CENTRE

This jetty is located immediately downstream of the Dartford Bridge. It was built in 1938 as part of the huge Tunnel Portland Cement Company complex on the site to the north. The jetty was originally used for the export of chalk and lime, but it was later used for importing coal and oil. It was reconstructed in 1960. Cement production ceased in 1976, and for several years afterwards the jetty was unused. The jetty now has receiving hoppers and conveyers for the importation of marine aggregates from the occasional self-discharging vessel. It is also licenced as an occasional layby berth. The single berth gives 8.5m at Chart Datum

RECENT CALLERS



CITY OF WESTMINSTER

CITY OF WESTMINSTER: A hopper dredger of 6604 dwt, with dimensions 99m x 17m. She was built in 1990 by Babcock Marine at Appledore. Owned by Lafarge Tarmac Marine Ltd. U.K. flagged.



BRITANNIA BEAVER

BRITANNIA BEAVER: A hopper dredger of 5786 dwt, with dimensions 100m x 17m x 6.7m. Built at Appledore in 1991. Owned by Westlb A.G. of Dusseldorf. U.K. flagged.

THE NAVIGATOR TERMINAL

The present Navigator site was also once part of the huge Tunnel Portland Cement Company works. There was a barge jetty on the site built in 1912 for the import of coal and oil for the works. The present deep-water jetties have

been built and extended since Thames Matex developed the site in 1965, with a number of storage tanks for liquid oil and chemical products. About 300,000 tonnes of fuel and chemical products were unloaded from its jetty per year.



Thames Matex was a branch of N.V. Schieveen, but became part of Vopak U.K. in 2003. The U.K. assets of Vopak were acquired by Navigator Terminals in 2016. The terminal currently has 86 tanks with a capacity of 378,000 cubic metres, and 3 berths. It is the largest bulk liquid terminal in the UK by throughput volume, and it is classified as a “Top Tier” site under the Control of Major Accidents and Hazards Act. The three berths give 10.5 metres at Chart Datum, and can accommodate ships up to 48,000 dwt.

RECENT CALLERS



RAMONA

RAMONA: A chemical/oil products tanker of 17,592 dwt, with dimensions 144m x 22m. Built in 2004 by Edwards Shipbuilding, Shanghai. Swedish flagged.



SEYCHELLES PIONEER

SEYCHELLES PIONEER: A chemical/oil products tanker of 37,500 dwt, with dimensions 185m x 28m. Built at the Lindenau Shipyard at Kiel in 2005. Powered by a MAN diesel of 8340 kW. Seychelles flag.



STENA IMPERATOR

STENA IMPERATOR: A chemical/oil products tanker of 46,690 dwt, with dimensions 183m x 32m. Owned by Stena Bulk. Built in Guangzhou, China in 2017. U.K. flagged.



HAFNIA ALMANDINE

HAFNIA ALMANDINE: A chemical/oil products tanker of 38,506 dwt, with dimensions 184m x 27m. Built in 2015 as the NAFIG ALMANDINE by Hyundai Mipo Shipyard in South Korea. Marshall Islands flag.

THE HISTORY OF THE SCHOONER TRINOVANTE

One sparkling September day in Lisbon in 1983 John Shores, Trinovante's designer and skipper, was walking down the steep city streets towards the river Tejo. Unexpectedly the Portuguese Schooner Creoula came into view, riding to her moorings only a couple of hundred feet from the riverbank.

Trinovante was inspired by Creoula that day but is not, in any sense a copy or a miniature version of her. The design brief was simply for a three-masted traditionally rigged schooner of less than 24m long with a maximum draught of 2.2m, and a cargo hold forward. She needed to be robust, seaworthy and easy to handle by a small crew but with the ability to carry lots of sail with a stronger crew. She also had to be economical to build and maintain.

John spent a year working on the design before the keel was laid in Wivenhoe in Essex, on the banks of the River Colne



Design-wise Trinovante has exceeded expectations. The only major change since launching has been a conversion of the forward hold into accommodation for the crew.

In 2005 SchoonerSail started offering 'hands-on' sailing holidays onboard Trinovante. She has now sailed over 40,000 miles. In the last few years, Trinovante has been sailing 'round Britain Voyages', exploring the fjords and islands of Norway, competing in the Tall Ships races and visiting countries around the Baltic.

The Trinovantes were the pre-Roman Celtic tribe who lived in Essex where Trinovante was built.

HOW THE ST LAWRENCE WILL CONTINUE TO BECOME IMPORTANT TO QUEBEC'S ECONOMY

Approximately 8,000 merchant vessels operate on the St. Lawrence system annually.

From an article in the Montreal Gazette Author of the article:
Claude Comtois



A boat sails up the entrance to the St. Lawrence Seaway toward the St. Lambert locks in this aerial view in Montreal in 2018. PHOTO BY ALLEN MCINNIS /Montreal Gazette files

This valuable infrastructure represents significant capital investments. The maintenance, modernization and adaptation of the sea-river network make it possible to meet the demands for capacity, fluidity and reliability imposed by the transport industry.

From their position as supply chain nodes, the St. Lawrence ports have become the catalysts that link trade, development and industrial innovations. The

importance of the river in all aspects of the Quebec economy is enormous, and it is expected to increase even more in the coming years.

I am a Professor Emeritus of Geography at Université de Montréal and an academic adviser to the Montreal Port Authority. I have been interested in maritime transport issues for 30 years.

Ships and cargo

The St. Lawrence River has 20 commercial ports and 14 other elements of port infrastructure (marine terminal, wharf, fishing port). In 2021, these 34 installations of the “St. Lawrence system” handled nearly 150 million tonnes of cargo.

The most important ports are Montreal (34 megatonnes), Sept-Îles (30.7 Mt), Quebec City (28.5 Mt) and Port-Cartier (25 Mt).

Approximately 8,000 merchant vessels operate on the St. Lawrence system annually, including dry bulk carriers, oil tankers, general cargo carriers, container ships and roll-on/roll-off vessels.

The delivery of raw materials is essential. The St. Lawrence ports handle approximately 70 Mt of minerals, mainly for export. Between 25 and 32 Mt of hydrocarbons circulate through the river each year.

The grain trade accounts for about 18 Mt. Grain from the prairies is first transported by rail to Thunder Bay and then transferred to the ports of Montreal, Quebec City, Sorel, Trois-Rivières, Baie-Comeau and Port-Cartier through the St. Lawrence Seaway for shipment to markets in Europe and Africa.

About 15 per cent of the exported goods are generated from Quebec’s agriculture fields, including soybean and corn producers in the Montérégie region, who ship part of their harvest through the Port of Montreal. The St. Lawrence river-maritime system is heavily solicited to meet the supply and distribution demands of container goods.

Montreal is the only container port on the St. Lawrence. Its estimated turnover at 15 Mt is primarily composed of manufactured goods, forestry products, pulp and paper, cereals and agri-food, machinery and metal products.

Montreal’s handling of container traffic is increasingly expected to grow.

Trade roots

Quebec's economy is dependent on foreign trade. Its prosperity depends fundamentally on its ability to succeed in international markets.

The ports of the St. Lawrence therefore have a significant role in supporting the province's economy and trade, both imports and exports. They continue to grow and are projected to do so at a steady pace in the coming years.

The economic importance of the St. Lawrence system is apparent on several levels.

Ships calling at St. Lawrence ports are getting bigger and bigger, requiring expansion of existing port infrastructure.

Indeed, the St. Lawrence port system is firmly anchored in east-west trade. The economic response of the St. Lawrence system to global processes has been to consolidate trade with the European market and to align itself with the economies of the Pacific Basin, particularly China.

Another aspect is the ongoing of north-south ties with African economies (especially natural resources) and the development of trade with Middle Eastern markets.

Intercontinental trade represents more than half of the St. Lawrence ports' marine activity. The continental market accounts for approximately 15 per cent. This commerce involves ports along the Atlantic coast and the Gulf Coast in the United States. The St. Lawrence ports also benefit from the economic markets of Central and South America.

The importance of regional trade

Regional trade, that is, trade between the ports of the St. Lawrence system and those of the Great Lakes, is also significant. It accounts for a third of the total traffic of the river's ports.

The volume of traffic between Quebec ports and Ontario markets is relatively balanced in terms of exports and imports. Iron and coal, however, are on a downward trend due to the decline of traditional industrial sectors. More than 60 per cent of this traffic is made up of exports from Quebec to the Midwest of the United States. Trade with the Atlantic provinces, on the other hand, consists mainly of imports from the latter.

Also of note is a moderate growth in trade with the Canadian Arctic, which reflects an interest in developing mining sites in northern areas.

An analysis of marine transit within the St. Lawrence system shows substantial short-distance shipping. Domestic trade between Quebec ports is driven by the transfer of minerals and fuels.

The need for investment

St. Lawrence ports provide reliable, efficient and environmentally friendly logistics linking marine freight to land shippers.

Considering the importance of the port sector for Quebec, investment is necessary in ongoing infrastructure maintenance, replacement of existing port assets, and new marine, land and intermodal development projects. According to the Association of Canadian Port Authorities, these are estimated at \$6 billion by 2025.

Quebec's continued economic growth and trade activities depend on adequate capacity at its ports. They are critical to securing Quebec's competitiveness in international trade and to seizing new market opportunities..

NATIONAL MARITIME MUSEUM AMSTERDAM



Opened 1916

The National Maritime Museum (Dutch: Het Scheepvaartmuseum, pronounced [ət 'sxɛ:pfa:rtmy,ze:jɪm]) is a maritime museum in Amsterdam in the Netherlands.

The museum had 419,060 visitors in 2012. It ranked as 11th most visited museum in the Netherlands in 2013. The museum had 300,000 visitors in 2015. In 2017 the museum received 350,000 visitors.

The museum is housed in a former naval storehouse, 's Lands Zeemagazijn or Admiraliteits Magazijn, designed by the Dutch architect Daniël

Stalpaert and constructed in 1656. The museum moved to this building in 1973.

After an extensive renovation in 2007–2011, Het Scheepvaartmuseum reopened on 2 October 2011



The museum is dedicated to maritime history and contains many artefacts associated with shipping and sailing. The collection contains, among other things, paintings, scale models, weapons and world maps. The paintings depict Dutch naval officers such as Michiel de Ruyter and historical sea battles.[[]

The map collection includes works by 17th-century cartographers Willem Blaeu and his son Joan Blaeu. The museum also has a surviving copy of the first edition of Maximilianus Transylvanus' work, *De Moluccis Insulis*, the first to describe Ferdinand Magellan's voyage around the world[]]

Amsterdam replica

Moored outside the museum is a replica of the [Amsterdam](#), an 18th-century ship which sailed between the Netherlands and the [East Indies](#). The replica was built in 1985–1990.

A replica of the ship was built in Iroko wood by 300 volunteers using modern tools as well as tools of the period, between 1985 and 1990 at the Zouthaven (now Piet Heinkade), Amsterdam. It is moored next to the Netherlands Maritime Museum, where it is open to visitors of the museum (which has now reopened after being closed for several years for renovations).

As for the original ship, there had been hopes in the 1980s that the Dutch Government, which still owns it, might excavate the whole wreck and return it for restoration and display in Amsterdam, like the *Regalskeppet Vasa* in Sweden, or the *Mary Rose* in Portsmouth, but the funds were not forthcoming. Several decks and much of the bowsprit lie submerged in the mud and are in remarkably good condition, being naturally preserved by the mud, and much of the cargo is still aboard.



SHORT HISTORY OF A LINE- BC FERRIES PART 2

1975 Kwuna

Provides regular ferry service between Graham Island (Skidegate) and Moresby Island (Alliford Bay).

It is the only ferry in the BC Ferries fleet that docks by beaching itself on a shore ramp.



- Overall length (m) 71.64

- Maximum displacement (t) 503.0
 - Car capacity 16
 - Passenger & crew capacity 150
-

1976 Queen of Alberni

Provides regular ferry service between Vancouver (Tsawwassen) and Nanaimo (Duke Point).



- Overall length (m) 139.0
 - Maximum displacement (t) 6422.0
 - Car capacity 280
 - Passenger & crew capacity 1200
 - Maximum speed (knots) 22.0
-

1976 Queen of Cowichan

Routes Vancouver (Horseshoe Bay) and Nanaimo (Departure Bay)

- Vancouver (Horseshoe Bay) and Sunshine Coast (Langdale)



- Overall length (m) 139.0
 - Maximum displacement (t) 6465.0
 - Car capacity 316
 - Passenger & crew capacity 1494
 - Maximum speed (knots) 20.
-

1976 Queen of Cowichan

Provides regular ferry service between Nanaimo (Departure Bay) and Vancouver (Horseshoe Bay).



- Overall length (m) 139.0
 - Maximum displacement (t) 6508.0
 - Car capacity 312
 - Passenger & crew capacity 1494
 - Maximum speed (knots) 20.5
-

1977 Qunitsa

Provides regular ferry service between [Crofton and Salt Spring Island \(Vesuvius\)](#).



- Overall length (m) 77.59
 - Maximum displacement (t) 1099.0
 - Car capacity 44
 - Passenger & crew capacity 300
 - Maximum speed (knots) 9.75
-

1981 Queen of Oak Bay

Provides regular ferry service between Vancouver (Horseshoe Bay) and Nanaimo (Departure Bay).



- Overall length (m) 139.0
 - Maximum displacement (t) 6673.0
 - Car capacity 311
 - Passenger & crew capacity 1494
 - Maximum speed (knots) 20.5
-

1981 Queen of Surrey

Provides regular ferry service between Sunshine Coast (Langdale) and Vancouver (Horseshoe Bay).



- Overall length (m) 139.0
- Maximum displacement (t) 6556.0
- Car capacity 311
- Passenger & crew capacity 1494
- Maximum speed (knots) 20.5

1982 Quinsam

Provides regular ferry service between Nanaimo Harbour and Gabriola Island (Descanso Bay).



- Overall length (m) 89.84

- Maximum displacement (t) 1431.0
 - Car capacity 63
 - Passenger & crew capacity 400
 - Maximum speed (knots) 10.0
-

1985 Kuper

Provides regular ferry service via a circle route between:

- Chemainus and Penelakut Island (Telegraph Harbour)
- Thetis Island (Preedy Harbour) and Penelakut Island (Telegraph Harbour)



Launching the BC Ferry Kuper - YouTube

- Overall length (m) 52.21
- Maximum displacement (t) 648.0
- Car capacity 26
- Passenger & crew capacity 269

1991 Queen of Capilano

Provides regular ferry service between Vancouver (Horseshoe Bay) and Bowen Island (Snug Cove).



- Overall length (m) 96.0
 - Maximum displacement (t) 2500.0
 - Car capacity 100
 - Passenger & crew capacity 457
 - Maximum speed (knots) 12.0
-

1992 Queen of Cumberland

Regular route is [Victoria \(Swartz Bay\) to the Southern Gulf Islands.](#)



- Overall length (m) 129.9
 - Maximum displacement (t) 6129.0
 - Car capacity 254
 - Passenger & crew capacity 1332
 - Maximum speed (knots) 20.0
-

1993 Spirit of Columbia

Provides regular ferry service between Vancouver (Tsawwassen) and Victoria (Swartz Bay).



<https://youtu.be/6u9SvhbYVko>

- Overall length (m) 167.0
- Maximum displacement (t) 11642.0
- Car capacity 358
- Passenger & crew capacity 2100
- Maximum speed (knots) 20.6
-

ANSWERS TO MYSTERY SHIPS 59



59.1 Hanjin Hong Kong at Felixstowe, 07.12.92

HANJIN HONG KONG IMO 8502896 Container Ship
36,270g 43,270d 3,074TEU Length: 241m Breadth:32.3m Depth:19m Draught: 11.7m

1986: Completed by Daewoo Shipbuilding & Heavy Machinery Ltd., Geoje as HANJIN HONG KONG.
2002: Renamed HONG KONG
2003: Renamed MSC SABRINA
2012: Renamed SARDINIA
2012: Broken up in Bangladesh.



59.2 Al Muharraq at Felixstowe, 07.12.92

AL MUHARRAQ IMO 7033795 Container Ship
30,411g 31,830d 2,142 TEU Length: 243m Breadth:30.5m Depth:19.8m Draught: 11.5m

1971: Completed by Rheinstahl Nordseewerke GmbH, Emden as EUROLINER.
1981: Renamed SEASPAC TRENTON.
1981: Renamed ORIENTAL GOVERNOR.
1986: Renamed YS ARGOSY.
1988: Renamed OOCL BRITAIN.
1988: Renamed OOCL DOMINANCE.
1990: Renamed ATLANTIC SENATOR.
1991: Renamed AL MUHARRAQ.
1993: Renamed BRIGHT RIVER.
1995: Renamed RIGHT RIVER.
1995: Broken up in India.



59.3 South Vivien 21.01.91

SOUTH VIVIEN IMO 7358016 Crude Oil Tanker
59,353g 117,248d Length: 272m Breadth:42m Depth:19.6m Draught: 15m

1977: Completed by Verolme Estaleiros Reunidos do Brasil S.A., Angra dos Reis as BEBERIBE.
1979: Renamed SOUTH VIVIEN.
1991: Renamed ASPILOS.
1999: Renamed ASPILOS II.
1995: Broken up in India.

ANSWERS TO QUIZ 59

These are the answers to our ships in the news quiz, but what were the questions?

MARITIME QUIZ FOR AUGUST MEETING ANSWERS

1. VICTORIA 1: An ex-Tallink Ro-Pax cruise ship has been chartered by the Scottish government and berthed at Leith, to provide temporary accommodation for Ukrainian refugees. She dates from 2004 and is of 40,975 gt. Mid July

2. JAEWON 9: She was the tug towing the Jumbo Floating Restaurant that sank recently. 7 crew are being held in a Chinese mainland port over a probe into the incident. Mid July
3. BLUE DRAGON 12: A tug suffered an explosion and sank in Indonesian waters. Welding work was going on in her stern area. 1 crew member is missing. Mid July
4. ALMIRANTE GRAU: Peruvian ex-Dutch cruiser DE RUYTER arrived in Ecuador for scrapping. Mid July
5. WILLIAM RILEY: 1909 built lifeboat weighing 2.1 tonnes hauled through the streets of Troon as part of the 150 years' anniversary celebration of the start of the Troon service. Mid July.
6. ROTTERDAM: Holland America cruise ship built in 2021 and of 99,935 gt had to make a last-minute change of embarkation port from Amsterdam to Rotterdam due to the low water level in the North Sea Canal. The sea lock at IJmuiden was closed to avoid salt water contamination damage to the Dutch river system, Late July.
7. A.G. NEPTUNE: A Liberian flagged crude tanker of 105,405 sdwt banned from Australian ports for 6 months for underpaying crew wages and insufficient food and water. Late July
8. PEARL 11: An 18,627 gt passenger ship built in Hamburg in 1981 as the ASTOR. Proposals from Saudi owners to convert her into a yacht came to nothing, and the ship has been sold for scrapping in Turkey. Late July.
9. RAZONI: A Sierra Leone flagged bulker of 29,292 sdwt, built in 1996 carried 26,000 tonnes of Ukrainian grain from Odesa across the Black Sea. Early August.
10. CARNIVAL JUBILEE: The keel laying ceremony took place at Meyer Werft in Papenburg of the new 183,200 gt cruise ship for Carnival. Late July.
11. I.N.S. VIKRANT: The Indian Navy took delivery of the first indigenous designed and built 45,000 tonne full load displacement aircraft carrier. Late July.
12. CATHLAMET: Washington State Ferry crashed into the RoRo ramp at the Fauntleroy Terminal, damaging both ship and ramp. Both likely to be out of service for some time. The ship was built in 1981 and was rebuilt in 1993, with a full load displacement of 3310 tons and a capacity of 1200 passengers. Late July.

