



**The
World
Ship
Society**



Southend Branch

News and Views

Edition 62- EDITED

5th December 2022

Next Edition 2nd January 2023

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NOTES

MERRY CHRISTMAS

Merry Christmas and Happy New Year to all of our readers . Both those we know and those we don't

THANKS

Thanks go to everybody who has supported us during 2022

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

NOVEMBER MEETING

At our November Branch meeting we welcomed the return of Ian Wells, the founder of our Branch way back in December 1974.

Thirteen attendees saw Ian's presentation " London Docks 1972 pt 3", whereby we were treated to a marvellous selection of images showing vessels that visited the Royal Docks in that year, together with local craft that worked the docks system.

Each slide was thoroughly researched with details on what trade the vessels were on and the description of cargoes carried

Well done Ian for a truly remarkable evening that was enjoyed by all.

Ian has promised to return in 2023, to show his next presentation " London Docks 1962".

LATEST BOOK FROM WORLD SHIP SOCIETY
A MARITIME REVIEW OF 2021

by Kristian Allmarsson and David Walker, A4 softback, 130 pages, 222 colour photos



The sixth edition of the "A Maritime Review" series provides an illustrative snapshot of some of the events which occurred in the shipping industry during 2021. The year witnessed a storm in global trade, when EVER GIVEN blocked the Suez Canal, causing ships to swing an extended wait to pass through the canal, whilst others diverted. Several regular cruise ships, including MARCO POLO and Fred. Olsen's B201200A arrived on the beaches of Bangladesh, India, and Turkey for demolition, whilst the container sector welcomed another giant class of container ship, Evergreen's A-class, EVER AET. Amongst warships hitting the news during the year was the former Royal Navy Type 23-class frigate HMS ACORN, which was sunk as a target, and the Israeli navy took delivery of the German built INS ATZMAUT. Another fascinating year in the shipping industry, which is told using a selection of high-quality photographs, supported by informative captions.

Available from booksales@worldshipsociety.org or WSS Book Sales, 49 Milsam Road, Mitcham, Surrey GU14 0JG, UK, price £12 to members (quoting membership number) or £18 to non-members plus P&P £3.00 (UK), £6.50 (Europe & DoW). Payment may be made by GBP cheque (payable to World Ship Society) or credit card. For the latest, please state whether Visa or Mastercard and quote card number, card name on card, card expiry date, card validation number and address of cardholder.

Previous editions of "A Maritime Review" are still available

A Maritime Review of 2015	A Maritime Review of 2017
A Maritime Review of 2013	A Maritime Review of 2019
A Maritime Review of 2020	

£90 each – no additional P&P when ordered with A Maritime Review of 2021

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News

Explora Journeys to sail maiden voyage in Northern Europe



Explora Journeys' first ship, Explora I, will sail a 15-night maiden voyage of Northern Europe from Southampton, UK, on 17 July 2023.

The brand will make its debut with 'A Maiden Journey into Epic Fjords and the Arctic Circle' itinerary, which will call to 12 ports in four countries.

Explora I will first sail from Southampton to Zeebrugge, Belgium, before travelling to Norway for calls at Geiranger, Trondheim, Molde, Leknes, Brønnøysund, Flåm, Bergen and Stavanger. It will then visit Skagen in Denmark before concluding its journey in the country's capital Copenhagen.

Silversea Cruises cuts steel for second Nova-class ship



Silversea Cruises has begun construction of Silver Ray, the second ship in its Nova class, with a steel cutting ceremony at the Meyer Werft shipyard in Papenburg Germany.

Silver Ray is expected to be delivered by Meyer Werft in summer 2024, joining her sister ship Silver Nova in the Silversea fleet. Both ships will be powered by hybrid technology that utilises fuel cells, batteries and dual-fuel engines that can use LNG fuel. Each will also feature an asymmetrical design, with public spaces and suites spanning the entire length of the ship.

Silversea has also set a new launch date for Silver Nova, which will now begin sailing on 14 August 2023 with a round-trip maiden voyage from Fusina, Italy.

Molslinjen to operate two new battery-powered vessels in 2024



Danish ferry operator Molslinjen will begin operating two new battery-powered vessels from Alslinjen and Samsølinjen in Denmark in 2024.

The vessels were designed by OSK-ShipTech and will be built by Cemre Shipyard near Istanbul, Turkey. Echantia will supply the onboard battery systems, which have a total capacity of around seven-megawatt-hours and will help to lower operation costs and reduce the Molslinjen's carbon production.

The new vessels will each be 116.8 metres long, with capacity for 600 passengers and 188 cars. They are designed for autonomous sailing between ports and will automatically dock and charge at the quays. Echantia's solution will enable the ferries to fully charge within 20 to 25 minutes.

Fred. Olsen Cruise Lines' Borealis completes refurbishment



Fred. Olsen Cruise Lines' Borealis has completed a multimillion-pound refurbishment programme at Cammell Laird shipyard in Birkenhead, UK. Borealis arrived on 28 October for a 14-day refurbishment, including steel repairs, an overhaul of the shafts and propellers, and a new application of underwater paint. More than 150 members of Cammell Laird's workforce worked on the ship, which was the first cruise vessel to undergo repairs at the site for over 25 years.

The ship sailed out of Cammell Laird's site on 12 November, before embarking from nearby Liverpool, UK, on a Northern Europe cruise the next day.

Borealis joined the Fred. Olsen fleet in 2020 and has sailed from its homeport in Liverpool since sailing resumed after the Covid-19 pandemic in 2021.

UK ferries to introduce 11 new hybrid-powered vessels by 2027



The UK ferry industry is to introduce 11 new hybrid-powered vessels by 2027. Six new ships have already entered service in the past two years, with the additional investments set to bring the total number of hybrid-powered ferries to 17.

A new commuter service due to launch in 2024 in Belfast, Northern Ireland, is among the hybrid-powered vessels that are scheduled to be introduced. The ship is under development by the Belfast Maritime Consortium with Condor Ferries and is designed to fly above the water and use 90 per cent less energy than a conventional ferry.

Two new ships for P&O Ferries, launching in 2023, are designed to run on battery power once charging infrastructure is installed in ports. Hybrid vessels are also in development for routes operated by Brittany Ferries, Isle of Man Steam Packet Company, Isles of Scilly Travel, Caledonian MacBrayne, Wightlink and Uber Boat by Thames Clippers, which is set to launch the UK's first high-speed hybrid ferries in 2023.

Stena Line is also developing a new generation of its E-flexer vessels, which will be dual-fuel methanol hybrids. The new ships are set to operate on routes between Harwich, England, and the Hook of Holland, and from Belfast to Cairnryan, Scotland.

MSC Cruises takes delivery of MSC Seascapes from Fincantieri



MSC Cruises has taken delivery of the largest cruise ship ever to be built in Italy, MSC Seascapes, from shipbuilder Fincantieri.

The delivery ceremony was attended by Gianlugi Aponte, founder and executive chairman of MSC Group, as well as Pierfrancesco Vago, executive chairman of MSC Cruises, and Pierrobero Folgiero, CEO of Fincantieri.

Following maritime tradition, Cristiano Bazzara, shipyard director for Fincantieri, presented Captain Roberto Leotta, master of MSC Seascape, with an ampoule containing the water that first touched the hull when the ship was floated out of dry dock earlier this year.

A naming ceremony will be held for MSC Seascape on 7 December in New York, USA, before the ship sails to Miami, Florida, for an inaugural season in the Caribbean. It will offer two different seven-night itineraries from the port, exploring the Eastern and Western Caribbean respectively.

Chesapeake Shipbuilding starts on American Cruise Lines' ship



Chesapeake Shipbuilding has started constructing American Cruise Lines' new American Liberty at its yard in Salisbury, Maryland.

The vessel will be the third of 12 Coastal Cat ships, a series of catamaran-inspired small ships designed for domestic cruise itineraries.

American Liberty will carry 105 guests within 56 staterooms and suites, each with a private balcony. There will also be a range of lounges and dining venues. The catamaran-style hull is equipped with kayaks and a large tender for in-depth adventure directly from the ship.

American Eagle and American Glory, are scheduled to begin sailing in 2023. American Liberty is expected to launch in 2024.

MSC Cruises christens MSC World Europa in Qatar



MSC Cruises officially christened MSC World Europa, its first LNG-powered vessel, during a traditional ceremony at the new Grand Cruise Terminal in Doha, Qatar, on 13 November.

Viking takes delivery of Viking Neptune from Fincantieri



Viking Cruises has taken delivery of its newest ocean ship, Viking Neptune, during a ceremony at Fincantieri's shipyard in Ancona, Italy, on 10 November. Viking Neptune is identical to its sister ships except for a small hydrogen fuel system, which will make it the first ship in the cruise industry to test the use of hydrogen power in onboard operations. Viking is piloting the system to determine how hydrogen fuel could be used at a larger scale in the future.

Viking Neptune is the latest ship to be built between Viking and Fincantieri. In future, the two organisations plan to develop larger hydrogen-based generation systems that can be installed on ships already under construction and, be retrofitted on existing vessels.

A.P. Moller - Maersk continues green transformation



Maersk announces that it has ordered a further six large ocean-going vessels that can sail on green methanol. The six vessels will be built by Hyundai Heavy Industries with a nominal capacity of approx. 17,000 containers. Maersk has set a net-zero emissions target for 2040 across the entire business and has also set near-term targets for 2030. This includes a 50% reduction in emissions per transported container in the Maersk Ocean fleet compared to 2020 and only ordering newbuilt vessels that can be operated on green fuels.

With the order, Maersk has in total ordered 19 vessels with dual-fuel engines able to operate on green methanol.

Green methanol is the best scalable green fuel solution for this decade,. It adds further momentum to the rapid scaling of availability needed to bring down the premium on green methanol and accelerate the evolution of climate neutral shipping.

The six 17,000 TEU vessels are all to be delivered in 2025 and will sail under the flag of Denmark. et. When all 19 vessels on order are deployed and have replaced older vessels, they will generate annual CO2 emissions savings of around 2.3 million tonnes.

Coastal cruise ship Havila Castor christened in Norway



Havila Voyages' Havila Castor has been christened in a ceremony in Ålesund, Norway, six months after starting operations along the Norwegian Coast. . Havila Castor is named after a star in the Gemini constellation, which has historically been used for navigation at sea.

Havila Capella christened in Fosnavåg celebration



Coastal cruise ship Havila Capella was christened on 8 November outside operator Havila Voyages' head office at Mjølstadneset in Fosnavåg, Norway.

The celebration took place just under a year after the ship started operations along the coastal route between Bergen on the west coast and Kirkenes in north-east Norway.

Havila Capella runs on sustainable LNG fuel and contains the world's largest battery pack on a passenger ship.

Aurora Expeditions launches Sylvia Earle ahead of inaugural voyage



Designed to accommodate an average of 132 passengers per voyage and offers a relaxed and informal onboard setting.

Sylvia Earle is the sister to Greg Mortimer which launched in 2019.

Designed to be environmentally sustainable, Sylvia Earle was built with the Ulstein X-Bow, an inverted bow designed for smoother and faster ocean crossings and aims to help reduce fuel consumption.

Onboard, the vessel features multiple bars and restaurants, wellness areas, a library lounge and an outdoor heated swimming pool. There is also a dedicated science centre which will be a hub for a variety of participative and educational citizen science programmes.

An experienced expedition team will guide passengers in small groups on multiple excursions on water and land, with activities including hikes, scuba diving, skiing, photography and birdwatching, among others.

Meyer Turku hands Carnival Celebration to Carnival Cruise Line



Carnival Celebration is the sister to Mardi Gras and the fleet's newest Excel-class ship. The vessel's delivery marks the grand finale of Carnival Cruise Line's 50th anniversary celebration . The ship, which will accommodate more than 5,200 guests, features a three-deck-high atrium and dozens of dining and beverage concepts spread across six themed zones. The ship's interiors also feature elements from the company's previous ships, paying homage to the history of Carnival Cruise Line, as well as multiple innovations.

Green ships fit for zero-emission cruising



Industry newcomer Northern Explorer (NX) is investing in ships that it believes will support a new style of cruising that offers immersive, enriching experiences for discerning guests who are committed to travelling responsibly and leaving a minimal environmental footprint.

One key to achieving this goal has been to invest in “sensibly sized” ships that can travel into fjords and rivers, and reach destinations that are not visited by traditional river cruise or oceangoing vessels.

NX’s aims to build a series of 14 identical sister ships accommodating between 250 and 300 passengers in 125 to 150 cabins served by up to 100 crew members. The first is to be operational from 2024-2025. The 130-metre-long, 22-metre-beam design has been developed by Norwegian firm Multi Maritime,

The new ships will be powered by a combination of type-approved hydrogen fuel cells and batteries charged with clean shore power when in port.

The only by-product of burning hydrogen is water, which can in turn be reused onboard. The NX ships will not be spending long periods at sea, reducing the space required for hydrogen storage.

Visitors



Vinjerac Built 2011 30638 GRT Croatia Owner Fontana Shipping

Current Location Baltic Sea



Bow Caroline Ex Argent Bloom Built 2009 19440 GRT Norwegian International Owner Kyowa Shipping

Current Location en route to Rotterdam



Suvretta ex Nordic Bay Built 2008 62856 GRT Greece Owner Neta Maritime

Current Location en route to Antwerp



ES Care Built 2015 22468 GRT Panama Owner Takanawa Line

Current Location Alger



Flagship Sage Built 2011 42431 GRT Marshall Islands Owner Sage Nav

Current Location en route Vlissingen



Isabella Built 2012 19585 GRT Portugal

Current Location Setubal



Heneke Rambow Built 2007 9981 GRT Germany Owner Rambow

Current Location South East of Gibraltar



Gwn 2 Built 2020 30087 GRT Singapore Owner Great Wave Nav

Current Location Falnouth



Craigeith



Arklow Crest Built 2022 2999 GT Ireland Owner Arklow Shipping

Current Location En route to Pembroke



Acuity Built 2011 24168 GRT Marshall Islands Owner Fontaine Marine

Current Location En route to Agadir



Regius a recent visitor to the Grain Terminal from Ukraine

Built 2016 21179 GRT Marshall Islands Owner Regius Ship Owning

Current Location Baltic Sea



Golar Bear Built 2014 102100 GRT Marshall Islands Owner Golar Hull

Current Location Atlantic



Ardmore Picture by Kristen Atkinson

Built 2022 24576 GRT Liberia Owner Bright Ardmore

Current Location Rotterdam



MSC Dorine ex Wehr Singapore Maersk Dennce Hui Hong Ming Zhu , Zhong
GGu He Bei , Built 2006 54193 GRT Liberia Owner Ocean Diamond

Current Location en route to Piraeus



LNG Schneeweissen Built 2018 98747 GRT Panama Owner LNG Rose
Current Location Off Gibraltar



Buzzard Built 1982 1972 GRT **Jenny D**



Al Dahna Express out ex Al Dahna Built 2016 195636 GRT Liberia Owner UASC

Guayaquil Express Built 2017 118945 GRT Germany Hapag Lloyd

Current Location En route Rotterdam

En route Caratagena



Arklow Artist Built 2021 5078 GRT Ireland Owner Abbey Shipping

Current Location en route Ghent



Gaslog Wellington Built 2021 121389 GRT Bermuda Owner Gas thirty Four

Current Location Gulf of Mexico



Paris II ex CMA CGM Balzac, Conti Paris,Built 2001 73712 GRT Liberia Owner Conti 25

Current Position Charleston



P676 Built GRT Owner French Navy

Current Position En route to



Jag Aanchal Built 2008 42403 GRT India Owner Great Eastern Shipping

Current Position Baltic Sea



ES Care Built 2015 22468 GRT Panama Owner Jepsens

Current Position West Mediterranean



Cielo Bianco Built 2017 43984 GRT Liberia Owner D Amico Tankers

Current Position En route Lagos



Arklow Crest Built 2022 2999 GRT Ireland Owner Arklow Shipping

Current Location North East Atlantic



YM Winner Built 2015 144651 GRT Hong Kong Owner FPG Shipholding

Current Position En route to Singapore



Portsmouth ex Frisia Kiel, Cap Doukate,HSL Portsmouth Built 2004 25406 GRT Liberia
Owner GG Holdings

Current position Kotka



MSC Guernsey ex JPO Atair, X-press Guernsey Built 2015 48777 GRT Portugal Owner
Guernsey Oceanway

Current Position En route North East Atlantic



Ardmore Seafax Built 2015 29737 GRT Marshall islands Owner Faroe Shipping

Current position En route Puerto Rico



Hourai Maru Built 2019 25458 GRT Marshall Islands Owner Southern Pacific Holding

Current Location En route to Pembroke



Yamilah III Built 2011 42538 GRT Liberia Owner Abu Dhabi Marine

Current Position En route Montreal



Vantage Sword ex Morning Orchid , Vantage Blade Built 2009 17023 GRT Liberia
Owner V Sword Shipping

Current Position En route Turkey

Solent Visitors





Tankers Fawley



Phoenix Vigor



Ever Lucky



NOCC Atlantic

WSS Quiz Questions Edition 62 Geoff

1. Royal Caribbean Group has acquired which former Crystal Cruises' vessel?
2. Which famous warship was the sister ship of *Peter Pomegranate*?
3. Which ship am I describing? Launched in 1949; modernised in 1966/67; chartered by Costa in 1969 and renamed Fulvia; caught fire and sank off the Canary Islands in 1970.
4. British India Line's *Nevasa* was launched in which year: 1955, 1958 or 1960?
5. What is the name of the ferry launched in 1989 (with GRT of 33,336) that operated between Sheerness and Flushing?
6. In which year did the Herald of Free Enterprise capsize after leaving the Belgian port of Zeebrugge?

7. The fishing port registration LN represents which port?
8. There is a small memorial to the Titanic in the grounds of the National Maritime Museum at Greenwich. Which two other English cities have a Titanic memorial?
9. When the Suez Canal opened in 1869, it was under the control of which country?
10. As of October 2022, the Royal Navy had 6 guided missile destroyers. Name three of them.

BILLY THEOBALD AND HIS CREWS

W.H. (Billy) Theobald was Leigh – on – Sea's principal sailing barge owner. He had originally followed his family's occupation of farming with a farmhouse close to the site of the present Leigh station and a bull in a nearby field that used to chase the sailmakers dressing barge sails on its territory.

So Billy originally used barges to carry his farm produce and manure for his fields. But, as time went by, he expanded into other profitable fields, largely in the house-building business. To this end he used his barges to carry materials and formed a close relationship with Leigh Building Supply, run by Brubs Bridge, another forceful character. This was sometimes a somewhat stormy liaison and Billy had cause to remind his partner he ran the building company but he, Billy, ran the barges.

Billy was a careful man, best described by one of his employees as 'the sort of person who would order a half pint in a pint pot'. He often carried a cane and if this was over his shoulder, his barge crews reckoned that he was good for a 'sub' on their wages. He was no fool

when it came to his barges. He received a report that one of them was leaking badly and decided to see for himself by joining her for her next trip to the Sea Reach dredger for a cargo of ballast. The barge did not leak on the way to the dredger but once the ballast was loaded it took constant pumping by both skipper and mate to keep her afloat.

“Who sailed the barge then?” someone later asked the skipper.

“Why Billy ,of course,” was the reply .

Later, Billy had acquired a barge from a Suffolk farmer (Billy only ever bought second-hand barges) which had been used exclusively in the grain trade. The crew of this barge complained of a stench in the cabin which they could not trace. Billy investigated and found that someone had installed an extra bulkhead between the cargo hold and the cabin with a gap between it and the main bulkhead. Grain had drifted into this gap and rotted, hence the stink. Billy soon got his shipwright to remove the offending bulkhead.



Maid of Connaught on the right 1962

In the 1930s with housebuilding in Leigh booming, Billy expanded his fleet by buying a number of redundant barges from Smeed Dean, the Kentish brickmaker. The two best ones – 'Maid of Connaught' and 'Persevere' were largely reserved for longer coastal voyages under charter to other barge owners while the two stumpies (no topsail) mainly delivered lime. The remainder largely handled two trades – timber from the Surrey Docks to Leigh and Southend and ballast from the Sea Reach dredger to the same destinations.

Naturally the enlarged fleet contained some characters. They included the skipper of 'Burton' who maintained his barge as though she was a first class coaster, complete with bowsprit and a boat stowed in davits, although it is doubtful that she ever left the Thames under Theobald's ownership. There was also the old skipper who maintained that pepper was a cure for bed bugs.

"It makes them sneeze," he insisted, "Then they breaks their backs". The same man, at the beginning of the war, was found by his mate trying to fit his gasmask over his still-lit pipe. Also included was the miserly skipper who charged his mate for fags. (see previous article)

When Billy Theobald died in 1940 his barges were taken over by Leigh Building Supply who, shortly after the war, motorised the remaining five. In 1960 they sold the last one, 'Maid of Connaught', which became a yacht barge until she was broken up a few years later at Pin Mill. G.E.D.

THE GLOBAL DREAM



The GLOBAL DREAM has been languishing in a shipyard in Germany since January 2022, reportedly 75% complete. Originally ordered from the MV Werften Group by Dream Cruise, which collapsed earlier this year with a second unnamed cruise ship of the Global class also under construction at the yard.



The two ships were ordered in May 2016 from Genting Hong Kong's subsidiary MV Werften Group. Construction of the first ship began in March 2018, when the first steel was cut in Wismar and Rostock. Assembly of the prefabricated units was to take place in Wismar. The first ship was due to be delivered in late 2020, with the second in late 2021.



It was originally planned that the two ships would be operated by Dream Cruises, sailing from Chinese ports during the summer season, and further afield in Southeast Asia, Oceania and the west coast of the US during the remainder of the year.



Originally the ships were to be of 201,000 gross tonnes but this was increased to 208,000 tonnes in the final design. Their dimensions are 342m x 46.4m x 9.5m. The ships were to have 2350 passenger cabins, allowing for 9000 passengers, 4700 of those were in lower berths. The cabins were intended primarily for families of 3 or 4 people, and at 20 square metres floor area they are bigger than those on most cruise ships. These cabins were designed for 2 people, but can accommodate up to 4 people, with unique 2 bathroom design to allow several people to get ready at once. A sofa bed that easily unfolds to sleep 2 comfortably. A privacy curtain can be closed to divide the room into separate seating and sleeping.

Crew was to amount to 2200. The ships were to have the industry's first theme park at sea; the largest cinema at sea and the world's longest roller coaster at sea. They were to be powered by 6 MAN 48/60 CR diesels totalling 96,000 kW and 3 azimuth thrusters giving 23 knots.



For several months it appeared that both ships would be scrapped, and that was the fate of the second vessel. However, on 16th November 2022 the Disney Cruise Line confirmed that it had acquired the GLOBAL DREAM for an

undisclosed sum. Disney have said that certain features of the ship will be “re-imagined”, with the passenger capacity reduced to 6000 with 2300 crew, she will be fuelled by green methanol, which will require larger fuel tanks than for diesel. Construction will be completed at Wismar but under management from Meyer Werft of Papenburg. The exterior of the ship is to be “adorned” in the iconic micky Mouse inspired colours. She is to be based outside the U.S. and Bahamas flagged.



In October 2022 it was announced that the Wismar shipyard had been acquired by Thyssenkrupp Marine Systems, who require the Global Dream to be away from the yard by 2024, as they have orders for submarines. The ship, which will be renamed, is expected to sail for Disney in 2015.

CANAL CRUISE OCTOBER 2022



Maggie and David

Nearly a year had passed since we had sold The Maggie of Leigh, after 22 years of ownership, and the prospect of a week on the Kennet and Avon looked very exciting. Our party consisted of our old friends David and Stella plus their black Lab Lottie, my wife Maggie and myself. We hired a narrowboat from Wiltshire Narrowboats, a subsidiary company of Oxfordshire Narrowboats of Lower Heyford on the South Oxford Canal. Wiltshire Narrowboats are based at Bradford on Avon, just above Bradford Lock.

The boat was conventional with a newish Canaline diesel, a cruiser stern and a reverse layout. Forward were two double cabins plus bathrooms, aft of which was a kitchen and living area. The boat was described as being 66 feet long, although this probably included bow and stern fenders etc. The fridge was larger than on the Maggie, but there was a distinct shortage of cupboard space. The boat is supposed to take up to eight people, so the lack of storage for clothes for a “full house” would have been even worse.



CLAVERTON 4

Monday 3rd October

We arrived at Bradford at about 2pm after a 4-hour drive from Essex. The afternoon was mostly hazy sunshine and mild. Bradford is a beautiful town, with lots of very old buildings. David and Stella joined us half an hour later, and we loaded up the boat, including the wheelchair, and wended within the boatyard space, leaving about 3.30 heading eastward. It was slow going because of the number of moored boats along the cut. After a mile or so, we

moored before Bridge 163, near Whaddon. During the cruise, David spotted a kingfisher. The canal was quite shallow at our mooring, and the gangplank meant that getting Lottie on and off the boat was tricky. Our homemade lasagne was still frozen, but Stella was able to provide a lamb tagine, which was very tasty. Maggie and I crashed out at about 9pm. Some rain during the evening.

Tuesday 4th October



LOCK WITH CRT HELP

Awoke at 7.30am after a rather uncomfortable night. The duvet supplied was inadequate for this late in the year. Maggie had had the foresight to bring a rug to spread on the bed, but she was still frozen. There was occasional drizzle during the morning but later there were sunny intervals. Almost all the boats on the move were either hire boats or time shares.



A SWING BRIDGE

We had a sandwich lunch above the five Seend Locks, and moored next to the water point at Sells Green at 1.30pm. We noted several herons together with plenty of mallards and moorhens. David, Stella and Lottie walked all the way into Devizes and back. I was knackered despite David and Stella having done most of the locks and swing bridges, and Maggie and I had a rest for an hour or so, after which I topped up the water.

We were moored partly into the allotted space for the water point, and two people told us that we couldn't moor there, but another pointed out that there was at least room for a full-sized narrowboat to berth at the water point, and so he suggested that we should stay put. I have to say that we felt that there was a lot of hire boat snobbery about, so even people on very run down liveaboards either looked away from us or shouted that we were going too fast. In fact, the boat had sweeter lines than The Maggie, and made much less wash.

Wednesday 5th October

We left our mooring at 7.50am on an overcast morning with some sunny spells. We wended at Foxhanger, just before the start of the Devizes flight of 29 widebeam locks, and headed west. The wind gusted up to 35 knots from the southwest, and it began to drizzle. Just before Bridge 160, I noted the former junction of the Wilts & Berks Canal with the Kennet & Avon. I had often seen the other end of the Wilts & Berks at Abingdon on the Thames, and only now began to appreciate what a mammoth project the full restoration of that canal will be.



WOODEN EX WOKI'77RKING

BOAT ONLY AFLOAT BECAUSE OF THE TARPAULINES UNDER IT

We stopped for lunch just after Bridge 161, the last swing bridge of the day. During the afternoon it continued to blow hard, and there were occasional heavy showers. David and I both saw another kingfisher. Eddie from Wiltshire Narrowboats phoned during the afternoon to warn us that the Devizes flight had been closed and would be out of action for a few days. It was lucky that we hadn't braved the locks as we would have been stuck above them for days.

We arrived at Bradford at about 5pm, and Eddie had, by prior arrangement, shuffled up his moored dayboats to give us an alongside mooring in front of the Barge Inn. David, Stella and Lottie went for a sightseeing walk, while Maggie and I went with the help of her wheelchair to the local Sainsburys for groceries. We had a very nice pub supper at the Barge and crashed out at about 9.30.

Thursday 6th October



AVONCLIFF AQUEDUCT

It was sunny but quite chilly first thing. We had a very tasty, cooked breakfast, and after getting rid of the rubbish, we set off again heading west. The countryside we passed in the autumn sunshine was sublime, but we still had to steam slowly because of the moored boats. Many were in a poor state, and few appeared to be currently licenced. We passed the Avoncliff and Dundas Aqueducts and had lunch on the hoof.



OUTSIDE

SYDNEY GARDENS, BATH

We moored adjacent to Sydney Gardens, on the outskirts of Bath. Maggie and I had a wheelchair stroll across the gardens and back whilst the others went on a much longer walk. They returned a couple of hours later having had some bad news. Stella's brother was critically ill in the Bristol Royal Infirmary. We had

long discussions about the possible alternative plans for the next few days. It was decided to leave the decision until the next morning, when the position might be clearer. Thank goodness for mobile phones.

Friday 7th October

It was decided that little could be achieved by Stella leaving us and travelling to Bristol. We would therefore proceed slowly back to Bradford where our cars had been left. Accordingly, we left our mooring at 7.50am and wended just before the Bath top lock before heading east again. It had been chilly again at night and Maggie and I had been very cold in bed. It was however, a beautiful sunny day and the scenery was delightful.



MOORED AT

DUNDAS WAITING FOR EDDIE

At the Dundas Aqueduct we stopped for water and lunch, but the gas oven suddenly made a peculiar noise, gave off a yellow flame and made sooty deposits inside (including on the rolls being heated for our lunch) and on the wall behind it. We called the emergency phone number, and Eddie was with us in less than 30 minutes. I took the opportunity to take some photos of the aqueduct and the start of the former Somerset Coal Canal, and the nearby Brassknocker Basin, a wonderful name.



THE SOMERSET COAL CANAL



THE DUNDAS AQUEDUCT

With the cooker fixed, we set off again for Bradford, still in warm sunshine. I jumped ship as we navigated the Avoncliff Aqueduct to take a few shots, but stumbled as I got back on board, gashing my leg, but David expertly dressed my wound for me.



AVONCLIFF AQUEDUCT

The rain started as we approached Bradford Lock, but as on the previous day, there were CRT volunteers to help with the lock operation.

There was some confusion about where we could berth for the night, but it was decided we could stay on the hire company's outer berth until the morning, when we would swap places with a returning boat. Ed provided a second duvet for our bed, but Maggie was still frozen that night.

Saturday 8th October

Another chilly night, but a beautiful sunny morning. Maggie and I had decided to jump ship and return home. The rest would stay on board and have a leisurely day sightseeing, before heading for Bristol on the Sunday. We loaded up the car with Maggie and my clothes and wheelchair, and then David and I carried out the berth swap as arranged. We hit the road at about 10am and were home just after 2pm.

Overall, a very enjoyable cruise, marred mainly by the situation in Bristol. Maggie and I found the bed to be less comfortable than on The Maggie, but apart from the oven trouble, it was great to be on a boat where everything was working. Eddie of Wiltshire Narrowboats went out of his way to be helpful and to ensure that everything went smoothly for us. Maggie and I, however, should have brought more warm clothing etc. for canalling in October.

THE P.S. TATTERSHALL CASTLE



With the HISPANIOLA recently having been towed downriver to be scrapped, the TATTERSHALL CASTLE is the last remaining former ferry in central London. She dates back to 1934 when she was built as a passenger ferry for the Humber Estuary run. She was one of three near sisterships, the WINGFIELD CASTLE, now preserved in Hartlepool, and the LINCOLN CASTLE, which was scrapped in 2010.



The TATTERSHALL CASTLE was built by William Gray & Co. of West Hartlepool for the London & Northeast Railway (LNER). She was launched on 24th September 1934. She was of 550 grt with dimensions 199.9' x 33.1' (56' over paddle boxes) x 7.7'. She was powered by a coal-fired boiler driving a triple expansion diagonal stroke reciprocating steam engine of 1200 ihp, which gave

her 12 knots, enough for her normal 8 crossings of the Humber estuary per day. She was licenced to carry 1050 passengers together with some vehicles, livestock and cargo.



She served as a Humber ferry from 1934 until 1973, when she was laid up, needing an expensive repair. During WW2, she was a tether for barrage balloons and also ferried troops and supplies along the Humber. With the nationalisation of the railways in 1948, she became part of British Rail's Sealink service.



In 1976 she was towed to London to be converted into a floating art gallery, but she was bought by Chef & Brewer who had her converted into a restaurant in the Medway, and she returned to the Victoria Embankment in 1982. In 2005

she was acquired by the Tattershall Castle Group who operated her as a bar and restaurant until 2015. Since 2015, she has been owned by the Stonegate Pub Co.



MYSTERY SHIPS 62



62.1 Tarquence



62.2 Sima Genesis or Sima Giselle, Cai Map (Vietnam)?



62.3 MSC Sabrina – Felixstowe, 22.04.92



62.4 Melissa – Rotterdam (Vlaardingen), 27.09.92



62.5 Maersk Flanders - Felixstowe



62.6 Maersk Algeciras – Rotterdam (Europoort), 27.09.92

YACHTS OF THE WORLD

13 Delphine



Delphine is the largest steam-powered yacht ever to be built in the US. Commissioned by auto magnate Horace Dodge and named after his only daughter, Delphine is the largest steam-powered yacht ever to be built in the US. Sadly, Horace never got to see the launch of this third private yacht he built, as he passed away just a year before her delivery. However, his wife Anna and their family loved and cherished Delphine, cruising on board her in the Great Lakes and along the East Coast, hosting cocktail parties on board.

With 10 magnificent staterooms, a music room, card room, dining room and smoking room, and a crew of 55, she positively defined 1920s East Coast glamor. In 1926, while she was docked on the Hudson River in Manhattan, two cabins caught fire, and with too much water poured in by the fire department, Delphine sank. Unwilling to live without her, the Dodge family salvaged her from the deep and restored her faithfully, with some additional renovations to her interior.

She suffered further, minor damage when she ran aground in the Great Lakes, before being repaired and acquired by the United States Navy at the start of the war to become the flagship for Admiral Ernest King, commander-in-chief of the US Fleet and chief of US Naval Operations during World War II. While still in service as USS Dauntless, she reputedly hosted Franklin Roosevelt, Winston Churchill and Viatcheslav Molotov as they met with Admiral King to discuss war strategies and prepare the Yalta Convention.



Reacquired by the Dodge family after the war, she was restored to a private yacht and rechristened *Delphine* once again. Over the next three decades *Delphine* sailed under numerous ownerships and different names, including almost 20 years spent as a training ship for merchant seamen, until finally being sold in 1997.

Having crossed the Atlantic for the first time and berthed in the Mediterranean, she was towed to Bruges, Belgium, where she underwent a six-year, \$60m restoration. Her new Belgian owner scoured museums and archives for *Delphine*'s original blueprints, in an effort to ensure that the engineering and architectural refit was faithful to her original design, right down to the 20-ft-tall quadruple steam engines, six-person Turkish bath and hairdressing salon. Even her bespoke tenders, handmade from Honduran mahogany, remain exactly as they were when she was brand new.

Rechristened in 2003 as *Delphine* by HSH Princess Stéphanie of Monaco, she is today the largest luxury yacht of her era with her original steam engines still in service. To put that into context, her 6-ft-tall propellers are powered by water converted into vapor pressure by diesel fuel. She consumes 600 liters an hour at cruising speeds.

Builder: Great Lakes Engineering Works

Refit yard: Scheepswerf Zeebrugge

Built: 1921

Refit: 1926, 1997, 2003, 2016

LOA: 258 ft

Number of guests: 26, 150 day guests

Crew: 26

14 YAS



A superyacht in the news recently was the YAS. It caught my eye because of its extraordinary history.



HNLMS PIET HEIN

She was built as the RHLMS PIET HEIN, a Dutch guided missile frigate of the KORTENAER class. She was laid down by Koninklijke Maatschappij de Schelde on 28th April 1977, launched on the 3rd June 1978 and commissioned on 14th April 1981. She was of 3500 tonnes displacement, with dimensions 135m x

14.4m x 4.4m. Her power plant was Combined Gas or Gas (COGOG), with twin Rolls-Royce Tyne gas turbines of 3700 kW each with twin Rolls-Royce Olympus gas turbines of 19,200 kW each as boosters. She had 2 shafts, and her top speed was 30 knots. Her armament was quite impressive with 2 No OTO Melara 76mm guns, 2 x 2 torpedo tubes, 2 x 4 Harpoon SSM, 1 x 8 Sea Sparrow SAM and 2 Sea Lynx helicopters.



She was decommissioned in 1998 and sold to the United Arab Emirates Navy and renamed AL EMIRAT. A sister ship, the ABRAHAM CRIJNSSEN was sold to the UAE Navy at the same time and renamed ABU DHABI. After service with the UAE Navy, the AL EMIRAT was decommissioned in 2005.

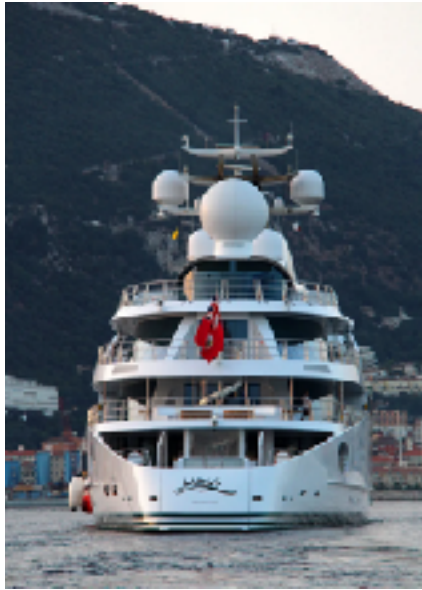


EL EMIRAT

The AL EMIRAT was converted into a superyacht, starting in 2005 by ADM Shipyards of Abu Dhabi, being renamed during the work as SWIFT141. She was completely rebuilt over the next ten years, being lengthened at the stern by some 7 metres, given a completely new pair of engines, a grp superstructure and teak decks. The alterations were designed by Pierrejean Design Studios in Paris. She was relaunched in 2011, being renamed YAS. but she was not commissioned until 2015.



As converted, she is of 5002 gt with dimensions 141m x 14.4m x 4.75m. She now is powered by twin MTU engines of 10,492 hp each giving a cruising speed of 23 knots with a maximum of 26 knots. She has 56 crew and accommodation for 60 guests in 30 cabins. She is Cayman Islands flagged. The ABU DHABI is at present undergoing a similar conversion into a superyacht.



British K-class submarine



The K-class submarines were a class of steam-propelled submarines of the Royal Navy designed in 1913. Intended as large, fast vessels with the endurance and speed to operate with the battle fleet, they gained notoriety and the nickname of "Kalamity class" for being involved in many accidents. Of the 18 built, none were lost through enemy action, but six sank in accidents with significant loss of life. Only one ever engaged an enemy vessel, K-7 hitting a U-boat amidships, though the torpedo failed to explode with what has been described as typical "K" luck; K-7 escaped retaliation by steaming away at speed.



HMS K15



HMS K4 aground on Walney Island

The class found favour with Commodore [Roger Keyes](#), then Inspector Captain of Submarines, and with Admirals [Sir John Jellicoe](#), Commander-in-Chief British Grand Fleet, and [Sir David Beatty](#), Commander-in-Chief Battlecruiser Squadrons. An opponent of the class was Admiral [Jacky Fisher](#), later First Sea Lord, who on the class' suggestion in 1913 had responded 'The most fatal error imaginable would be to put steam engines in submarines.'

Thinking about submarines and their use at the time was still in its infancy. Submarines, which later acted only by stealth, are no longer expected to be within a surface warship formation.

In 1913, a design outline was prepared for a new class of submarine which could operate with the surface fleet, sweeping ahead of it in a fleet action. It was intended that the submarines would get around the back of the German High Seas Fleet and ambush it as it retreated from the superior British Grand Fleet.



The boats were to be 339 feet long and displace 1,700 tons on the surface. It was chosen not to proceed until results from trials of two

prototypes, Nautilus and Swordfish, had taken place. Following the trials with Nautilus, the slightly smaller J class was designed with a conventional diesel propulsion system.

By the middle of 1915 it was clear that the J class would not meet expectations; the triple-screw diesel configuration could only enable them to make 19 knots on the surface, less than the 21 knots of HMS Dreadnought (1906), which would need to be matched to accompany the fleet. It was judged that the only way to give submarines sufficient surface speed to keep up with the fleet was to power them by steam turbines.

The K-class design was resurrected and 21 boats ordered in August at a cost of £340,000 each. Only 17 were constructed, the orders for the last four being cancelled and replaced by orders for the M class. Six improved versions, K22 to K28 were ordered in October 1917, but only K26 was completed by the end of the First World War.

The double hull design had a reserve buoyancy of 32.5 percent. Although powered on the surface by oil-fired steam turbines, they were also equipped with an 800 hp diesel generator to charge the batteries and provide limited propulsive power in the event of problems with the boilers.

This pushed the displacement up to 1,980 tons on the surface, 2,566 tons submerged. They were equipped with four 18-inch torpedo tubes at the bow, two on either beam and another pair in a swivel mounting on the superstructure for night use. The swivel pair were later removed because they were prone to damage in rough seas. The K-class submarines were fitted with a proper deckhouse, built over and around the conning tower, which gave the crew much better protection than the canvas screens fitted in previous Royal Navy submarines.

The great size of the boats (compared to their predecessors) led to control and depth-keeping problems, particularly as efficient telemotor controls had not yet been developed. This was made worse by the estimated maximum diving depth of 200 feet being much less than their overall length. Even a 10-degree angle on the 339-foot-long hull would cause a 59-foot difference in depth of the bow and stern, and 30 degrees would produce 170 feet, which meant that while the stern would almost be on the surface, the bow would almost be at its maximum safe depth. The submarines were made more dangerous because the eight internal bulkheads were designed and tested during development to stand a pressure equivalent to only 70 feet, risking their collapse if the hull was compromised at a depth below this figure.

Although powered on the surface by oil-fired steam turbines, they were also equipped with an 800 hp (600 kW) diesel generator to charge the batteries and

provide limited propulsive power in the event of problems with the boilers. This pushed the displacement up to 1,980 tons on the surface, 2,566 tons submerged. They were equipped with four 18-in torpedo tubes at the bow, two on either beam and another pair in a swivel mounting on the superstructure for night use. The swivel pair were later removed because they were prone to damage in rough seas.

K3 was the first of the class to be completed in May 1916, and trials revealed numerous problems, such as the aforementioned swivel tubes, and that their low freeboard and great length made them awkward to handle either surfaced or submerged. An early criticism of the class questioned the wisdom of combining such a large hull with so great a surface speed, producing a vessel with the pace of a destroyer and the turning circle of a battle-cruiser. Steam power required air intakes, smoke exhausts and funnels—unique on a submarine. One critic said the K-class had "too many holes"; water would pour through these holes if they were not closed tightly

A dive from steam-powered surface operation normally required 30 minutes. Minimum time needed to secure the main engines, shift to battery motors and dive under emergency conditions was nearly 5 minutes, which, though better than the 15 minutes of the Swordfish prototype, was considered barely adequate. The boiler fires were first extinguished to prevent submerged buildup of fumes; a complicated series of hydraulics and mechanical rods and levers lowered the twin funnels away from each other to a horizontal position in wells in the superstructure as well as simultaneously closing hatches over the funnel uptakes. The main intake ventilators were likewise closed along with sea water connections for condensers and boiler feed. It was considered that with their 24 knots of speed the submarines could turn and outrun almost any threat if they were attacked on the surface, dispensing with a need for a rapid dive. This perhaps just excused the fact that the fast 'crash dives' of conventional submarines were unattainable.

The high temperatures in the boiler room were problematical; this was to some extent alleviated by installing bigger fans. Steaming at speed tended to push the bow into the water, making the already poor sea-keeping worse. To fix this a bulbous swan bow was added, which also incorporated a 'quick blowing' ballast tank to improve handling. Nevertheless, there were still problems with seaworthiness, such as that in a heavy storm, sea water could enter the boat through the short twin funnels and put the boiler fires out. The boats suffered numerous accidents, largely caused by their poor manoeuvrability when operating with the surface fleet, including:

- K13 sank on 19 January 1917 during sea trials when an intake failed to close whilst diving and her engine room flooded. She was eventually salvaged and recommissioned as K22 in March 1917.
- K1 collided with K4 off the Danish coast on 18 November 1917 and was scuttled to avoid capture.
- Two boats were lost in an incident known as the Battle of May Island on 31 January 1918. The cruiser HMS Fearless collided with the head of a line of submarines, K17, which sank in about 8 minutes, whilst other submarines behind her all turned to avoid her. K4 was struck by K6 which almost cut her in half and was then struck by K7 before she finally sank with all her crew. At the same time K22 (the recommissioned K13) and K14 collided although both survived. In just 75 minutes, two submarines had been sunk, three badly damaged and 105 crew killed.
- K5 was lost due to unknown reasons during a mock battle in the Bay of Biscay on 20 January 1921. Nothing further was heard of her following a signal that she was diving, but wreckage was recovered later that day. It was concluded that she exceeded her safe maximum depth.
- K15 sank at her mooring in Portsmouth on 25 June 1921. This was caused by hydraulic oil expanding in the hot weather and contracting overnight as the temperature dropped and the consequent loss of pressure causing diving vents to open. The boat flooded through open hatches as it submerged. Prior to this in May of that year the boat had survived taking water into her funnel uptakes which had doused the furnaces and caused her to sink stern first to the bottom. In that case quick action on part of her captain and crew had prevented loss of life.



K16 and K12 were both trapped on the bottom of Gareloch; their crews were luckier than that of K13 in that after several hours submerged they managed to claw their way back to the surface.

K3 held the unofficial record for maximum diving depth (266 feet following an uncontrolled descent to the bottom of the Pentland Firth. The ship managed to surface without further difficulty despite spending an unrecorded period below 'crush depth.'

K4 ran aground on Walney Island in January 1917 and remained stranded there for some time.

Morale was a frequent problem. Submariners were 'Volunteers Only,' and the class reputation as being designated 'K' for Kalamity (or Killer) did little to endear them to their crews, or provide a steady stream of volunteers. Sailors serving aboard the boats blackly dubbed themselves the "Suicide Club.

With a dive time of around 5 minutes (with the record being 3 minutes 25 seconds which was claimed by K8) it allowed the captain the luxury of being able to walk around the superstructure to ensure that the funnels were securely folded. The last, improved, boat, K26 was completed slowly, being commissioned in 1923. She had six 21-inch bow torpedo tubes but retained the 18-inch beam tubes. Her higher casing almost cured the problems of seawater entering the boiler room, and improved ballast tank arrangements cut the diving time to 3 minutes 12 seconds to get to 80 feet . She also had an increased maximum diving depth of 250 feet .

Most were scrapped between 1921 and 1926 but K26 survived until 1931, then being broken up because her displacement exceeded the limits for submarine displacement in the London Naval Treaty of 1930. K18, K19 and K20 became the new M-class submarines. K21, K23, K24, K25, K27 and K28 were cancelled. Although the concept of a submarine fast enough to operate with a battle fleet eventually fell out of favour, it was still an important consideration in the design of the River class in the late 1920s.

COLINS PICTURES



MSC Eloane Liberia Harwich 04 08 17



Glovis Caravel Bahamas Singapore 19 02 18



Gaz Fraternity Panama Canvey island 09 07 18



Palanca Cadiz Marshall Islands Gravesend 08 04 17



Galatea UK Harwich 19 10 18



Finnsun Finland Canvey Island 21 01 18



Cecilia Antigua Canvey Island 19 11 18



Brazil Brazil Thorpe Bay 22 09 17



Bit Okland Swedish Canvey Island 25 11 17



Maersk Luz HK Thorpe Bay 12 08 18

TWO SHIPS WITH STRONG ESSEX CONNECTIONS

Two Trinity House ships, the PATRICIA and the BEMBRIDGE, despite being of different sizes, had quite similar service lives. Both are still afloat in Northern European ports, one being a restaurant and the other a company headquarters.

PATRICIA



She was built of steel by the Smith's Dock Company Ltd., in Middlesbrough for the Corporation of Trinity House, London. She was laid down on 12th February 1937, launched on 24th August 1937 and delivered on 1st February 1938. She was of 1073 gross tons, With dimensions 218.2' x 35.6' x 15'. She was diesel electric powered, with twin English Electric 6 cyl 4SA engines and 2 electric motors giving 1330 shp via 2 screws and a working speed of 10 knots. She was built as a lighthouse tender based at Harwich but serving the east and south coasts.

In 1939 she was converted for war use. In 1940 she opened a base in Iceland and then returned to take part in the Dunkirk evacuation, where she received minor damage from bombing. For the rest of the war she was stationed in the Western Approaches, also being involved in the Normandy landings.



In 1952 she stood in for the old VICTORIA AND ALBERT in royal visits to Norway, Sweden and the Helsinki Olympic Games. In 1953 she attended the Royal Fleet Review at Spithead and the Coronation Pageant on the Thames. In 1977 she took part in the Jubilee Review of the Fleet, again at Spithead.



In 1982 she was sold to Krrohn & Co. (Shipping & Trading) and renamed PATRICIA 1. By 1983 she had been converted into a floating restaurant and nightclub owned by Pilatus Rederiet K/B at Lulea. In 1988 she was owned by Lady Patricia A/B at Lulea.

BEMBRIDGE



She was also built of steel by the Smiths Dock Company Ltd. For the Corporation of Trinity House, London. She was designed by Sir William Reed in early 1938 and was launched on 14th July 1938 and completed in August 1938. She was of 413 gross tons, with dimensions 142.3' x 27.1' x 11.8'. She was the first diesel-powered vessel built for Trinity House; the engines being developed at British Auxiliaries Ltd in Glasgow. She had 2 oil SCA 5-cyl engines of 169 nhp and 2 screws. She was built as a cruising pilot vessel, with sleeping accommodation for 24 pilots, operating in the Nab and Needles area from a base at Cowes.



During the war she had an eventful time, taking part in the Dunkirk evacuation as well as the Normandy landings. In 1941 she was hit aft by a bomb during an air raid, but fortunately it didn't explode. After the war, she served off Dungeness, Sunk Light Vessel, back to Nab and finally, off Folkstone. In 1968 she was taken out of service.



LEIGH ON SEA

In June 1972 she was sold by Trinity House to Cosag Marine Services and converted to a survey vessel searching for oil in the North Sea. In 1976 she was bought by the Essex Yacht Club and converted into their headquarters. In 2004, having been replaced as the EYC headquarters by the WILTON, she was towed

to the Medway where she was to be converted into a floating restaurant. The conversion never went ahead, but in late January 2009 she was bought by Magemar Polska and in February that year she was towed to Szczecin in Poland for conversion into floating company headquarters and museum.



AT SZCZECIN



AT SZCZECIN

British India D Classes

Before this I knew only of the d class of early 1950 s serving the gulf and India but I also discovered the pre war D class and started with that

The British India Persian Gulf trade dated from 1862

In the 1930's the British Government identified the need for four troopships which would also be able to operate for budget cruises.



Rajula

Their design was based on a BI Liner of the time the 8704 GRT Rajula which stayed in service with BI until 1973

The four ships were built as troop and passenger ships and two were owned on completion by BI The others were Etrick managed by P & O and Devonshire managed by Bibby . They carried some 1150 troops in spartan conditions . There was some premier accommodation in First and Second class as well as 4 and 6 berth cabins for troop families

In 1962 Devonshire too joined BI a after refit by Barclay Curle as the educational cruise ship Devonia until broken up in 1967



Dilwara was built in 1936 and Dunera in 1937 . Dilwara was built by Barclay Curle . She made her maiden voyage on an educational cruise in January 1936. They were 12555 GRT



Dunera 1937 built by Barclay Curle at 12 260 tons as a troopship and went on to become BI's first educational cruise ship . 1950/51 refitted by Barclay Curle . She was refitted again in 1960 at Sunderland for her role as an educational cruise ship. Accommodation was 187 cabins and 834 children She served until 1967 when scrapped at Bilbao

By the end of WW2 the British India Fleet was about half pre war levels when they had had the largest fleet in the World . To rectify this the company embarked on a building programme

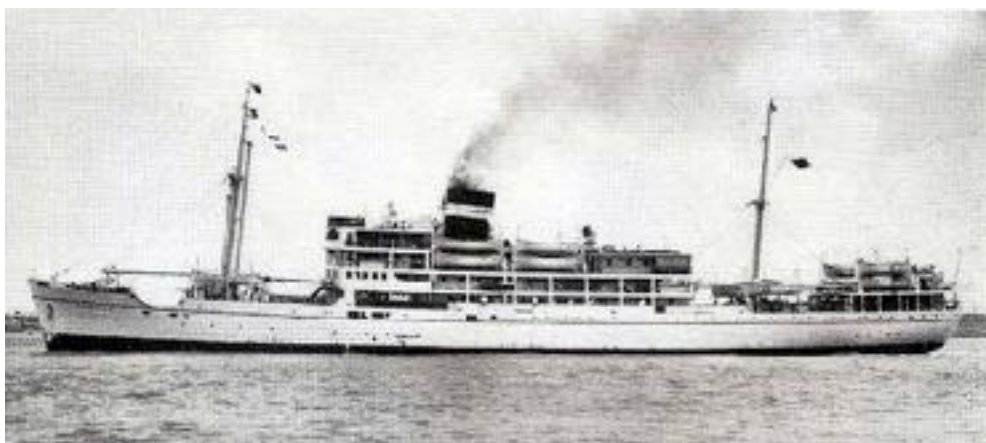
In total there were four vessels Dumra, Dwarka, Dara, and the Daressa so serve the India- Persian Gulf trade founded in 1862. From its beginnings the line expanded its services . The original trade focused on the Bombay- Basra axis. The main ports of call were Kuwait, Bahrain, Doha, Dubai, Nuscatand Karachi.

Throughout the pre war the route had been served by the [V](#)s Varela., Varsova, Vita, and Vasna and all survived the war.

The new D class were deigned and built much on the lines of their predecessors at around 5000 tons with draft of 6.5 Each had cabin accommodation varying from a n original three class total of 134 cabin class passengers in the Dara o 50 cabin class in the Dumra and Dwarka



Dumra pf 1946 was built by Barclay Curle at 4867 GRT powered by a Doxford diesel producing a speed of 14 knots . Served principally on the route to Mozambique . 1971 management was transferred to P & O . Allocated to associate company Damodar Bulk Carriers of India .1979 Broken up

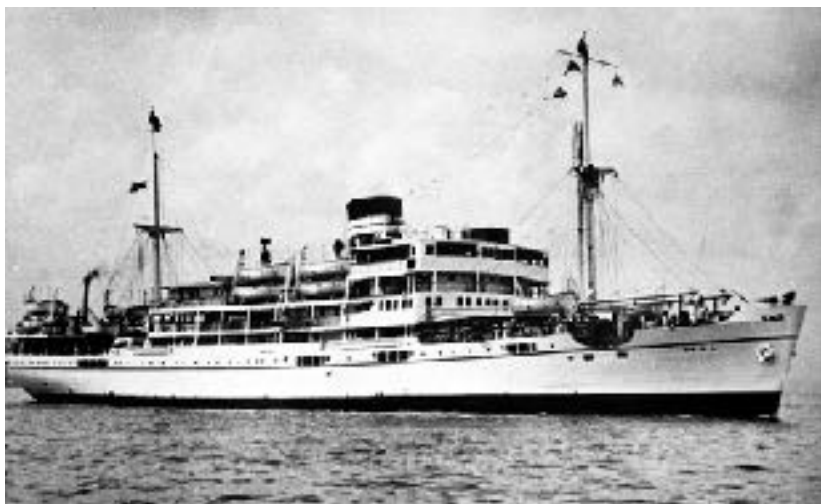


Daressa completed in 1950 by Barclay Curle Sold in 1964 to Chandris and renamed Favorita went onto serve Singapore owners as Kim Hwa until broken up in 1974

The ships had high deck passenger capacity to carry Indian and Pakistan labour to the Gulf States. They had a draught of 6.5 m and service speed of 13-16 knots. Each had cabin accommodation varying from the original three class complement of 134 cabin class in Dara down to 50 in Dura and Dwarka



Dwarka 1947 built by Swan Hunter and was the last survivor



Dara was completed in 1948 and sank in 1961 following a bomb explosion . A total of 238 people died

SHORT HISTORY OF A LINE VIKING CRUISES

Viking (formerly Viking Cruises) is a cruise line providing river, ocean, and expedition cruises. Its operating headquarters are in Basel, Switzerland,¹ and its marketing headquarters are in Los Angeles, California.

Founded in 1997 with four river vessels and now has nearly 90 ships of which the vast majority are river ships

The company was established by Torstein Hagen in St. Petersburg, Russia as Viking River Cruises in 1997. Hagen had become involved in cruising as a McKinsey and Co. consultant who helped the Holland America Line survive the 1973 oil crisis, then was CEO of Royal Viking Line from 1980 to 1984, made money in the Russian private equity markets, then bought a controlling stake in a Dutch shipping company that failed in the mid-1990s, leaving him almost bankrupt. In 1997, Hagen helped some Russian oligarchs buy a shipping company, and in exchange, they sold him four river cruise ships cheaply, which became the founding fleet of Viking River Cruises

Viking is unusual among cruise lines in operating ocean and river ships

The company has three divisions, Viking River Cruises, Viking Ocean Cruises, and Viking Expeditions. As of February 2020, it operates a fleet of 76 river vessels and six ocean ships, offering cruises along the rivers and oceans of North and South America, the Caribbean, Europe, Russia, Egypt, China, and Southeast Asia.

The vast majority of river ships over 80 are of the same is true in the design of the ocean ships with nine identical ships .The exceptions are those on the rivers in Russia, Ukraine Egypt and . Two ships have been designed exclusively for expeditions with their own landing crafts . Cruises are also available on the Mississippi n

Europe, Russia, Egypt, China, and Southeast Asia.



Viking idun



Viking aegir



Viking Heming -Douro



Viking akun -Russia



Sineus – Ukraine



Viking Saigon – Asia



Viking Aton – Nile

In 2000, Viking purchased KD River Cruises of Europe, which brought Viking's fleet total to 26, making it the largest river cruising fleet in the world. The company revamped the ships, aiming for its target demographic of older North Americans. The lack of frills, like gyms and pools, and the fleet's standardization also maximized the number of people the ships could accommodate and consequently, Viking's profit. The company expanded into [China](#) in 2004 with Yangtze River cruises. By 2007, it was operating 23 ships in Europe, Russia, and China. In 2009, Viking started to use ships with hybrid diesel-electric engines that the company claims use an estimated 20% less fuel than conventional engines.[[]

2011, the company planned a new phase of growth planning to add 40 ships of a new longship" design to its fleet over a five-year period . The longship design maximized passenger capacity by squaring the bow and rearranging hallways. It christened 10 ships in one day in 2013, and the 16 ships it christened over two days in 2014 In May 2013, the company modified its name from Viking River Cruises to Viking Cruises as it announced the launch of Viking Ocean Cruises, a division of small, oceangoing vessels.

2013 Viking Ocean Cruises division was formed and began operating its first vessel, Viking Star, in 2015, with itineraries in Scandinavia, the British Isles, the Baltic and Mediterranean Sea. Viking Sea joined the fleet in 2016 and its third and fourth ships, Viking Sky and Viking Sun, were added in 2017. Each of Viking Ocean Cruises first four vessels were named after the first four vessels

of Royal Viking Line, whom Viking Cruises founder Torstein Hagen was CEO of from 1980 to 1985. Viking's itineraries feature travel in Northern Europe, the Baltic, the Americas, the Caribbean, the Mediterranean, Asia, Australia and New Zealand. Their ships spend more time in port than is common at other ocean lines, emphasizing a focus on the culture of their destinations.^[4]

^[25] Viking Ocean Cruises' vessels carry up to 930 passengers and 550 crew.

October 2017, Viking Cruises revealed a project to develop the world's first cruise ship powered by liquid hydrogen. The ship would measure approximately 750 ft long and accommodate 900 passengers and 500 crew members. The ship is similar design to the company's existing oceangoing vessels

In 2017-2018, Viking Sun made the company's first round-the-world cruise, which departed from Miami, and sailed south to head through the Panama Canal, and planned to visit five continents, 35 countries and 64 ports before ending its 141-day journey in London. In May 2018, Viking Cruises announced its intention to launch a new package called Ultimate World Cruise, which it claimed to be the longest continuous world cruise itinerary in history. Its most expensive package will cover 245 days on Viking Sun and will stop at 59 countries and 113 ports



Viking Orion

2018 Viking Cruises had reached carrying 440,000 passengers annually, employing more than 8,000 employees. Viking Cruises announced it was

working on its debut in the North American river cruising market after first suggesting the possibility in 2013. The company targeted a possible 2021 debut on the Mississippi River, with the aim of six vessels along the river by 2027. The vessels, built and chartered by Edison Chouest, are five storeys tall and accommodate around 400 passengers. Cruises travels between New Orleans and Memphis, and between St. Louis and Saint Paul.

In June 2018, Viking's fifth ocean vessel, Viking Orion, was added to the fleet. And at one-third the size of many cruise ships, allows the Viking Star-class to enter into smaller ports Its overall length is 745.4 ft. its beam is 94.5 ft. the draft is 20.7 ft. with a gross tonnage of 47,800 GT.† The four ships were built by Fincantieri shipyard in Ancona, Italy, and the Scandinavian influenced, modernist interior design was developed by London-based SMC Design and Los Angeles-based Rottet Studio



Viking Jupiter 2019

In January 2020, the company shortened its name to Viking, Viking also announced the launch of Viking Expeditions with a January 2022 debut It also finalized its river cruising business' expansion plans into the United States with the announcement of the first vessel's debut in August 2022 on the Mississippi River. In April 2018, Viking Cruises and VARD announced Viking had signed a contract to order two "special" cruise ships from VARD that to enter service in 2021 and 2022, with an option for two more. Planned to be built in Romania and Norway, the value of the contract was estimated to be worth around 5 billion Norwegian krone



Viking Octanis 30150

GRT



Sister ship **Viking Polaris**

In October 2019, it was first reported that Viking Cruises was planning to launch Viking Expeditions, the expeditions arm to the business, in early 2020, with initial itineraries focusing on the polar regions of the Arctic Circle and Antarctica. In January 2020, Viking officially announced the launch of Viking Expeditions. Expedition trips would be performed on smaller vessels designed to navigate through smaller waterways while also being capable of travelling through sea, and reach destinations such as polar regions and North America's Great Lakes. Scheduled to begin operating its first vessel in January 2022, named Viking Octantis, and its second in August, named Viking Polaris, Viking Expeditions will also partner with scientists from the National Oceanic and Atmospheric Administration (NOAA) to conduct research along with its own expedition team.



Zhao Shang yi dun China Merchants Viking Cruises 2021 47642 GRT



American queen

Looking ahead Viking Saturn if due in 2023 and there are orders placed with Finantieri of vessels in 2024. 2025 with four more ships in 2026- 27

ONE FACT WONDER-ISLE OF WIGHT FERRIES

THE EARLY YEARS

The Isle of Wight was separated from mainland Britain, about 7000 years ago, The earliest record of an Isle of Wight ferry service is from 1420 when the Lord of the Manor in Ashey was responsible for boats crossing between Portsmouth and Ryde. By the 17th century a rota of Ryde fishermen were required, on penalty of a fine, to make daily return crossings to Portsmouth.

In 1796 a purpose-built sailing boat called The Packet began a regular service between Portsmouth and Ryde, and by 1811 two daily return trips were made between the Bugle Inn in Ryde and the Quebec Tavern in Portsmouth.^[2] At that time the boats, known as Ryde

Wherries, had to anchor a considerable distance away from the shore at Ryde, and passengers were transported by horse, cart or on men's backs across the wide and shallow sands to the town. This problem was resolved in 1814 when Ryde Pier was completed.

In 1817 the first steamship ferry, Britannia, began to operate on the Portsmouth–Ryde route but she was found to be unsuitable for her role and quickly withdrawn. The first successful steam-powered regular service on the route began on 5 April 1825 with the paddle steamer PS Union. Meanwhile, in 1820 the paddle steamer PS Prince of Coburg had begun a service between Cowes and Southampton.

In 1827 the Portsmouth and Ryde Steam Packet Company was formed and took over the running of the PS Union. This was followed in 1849 by the Portsea, Portsmouth, Gosport and Isle of Wight Steam Packet Company operating on the same route. These amalgamated on 1 January 1852 as the Port of Portsmouth and Ryde United Steam Packet Company. In 1873 the Southsea and Isle of Wight Steam Ferry Company began operating between Clarence Pier, Southsea and Ryde but was quickly taken over by the PP&RUSPC in 1876.

On the Southampton – Cowes route the Isle of Wight Royal Mail Steam Packet Company (IWRMSPC) was formed in 1820 and the Isle of Wight Steam Packet Company (IWSPC) in 1826. These merged in 1861, becoming the Southampton, Isle of Wight & South of England Royal Mail Steam Packet Company (IW&SERMSPC). This company became commonly known as Red Funnel in 1935 and is still operating in 2021.

On the Western Solent, the first steam connection between Lymington and Yarmouth was by the Glasgow in March 1830, operated by Lymington owners and continuing also to Cowes, Southampton, Ryde and Portsmouth on various days.

By 1880 railway lines connected to both the Ryde Pier and the Portsmouth Harbour ferry terminals. It was therefore a natural progression for the railway companies to acquire the ferry routes themselves. To do this the London, Brighton and South Coast Railway and the London and South Western Railway jointly formed the South Western and Brighton Railway Companies Steam Packet Service. This new company bought out the PP&RUSPC and the era of railway ownership of the Ryde Portsmouth route began.



1883 Lymington



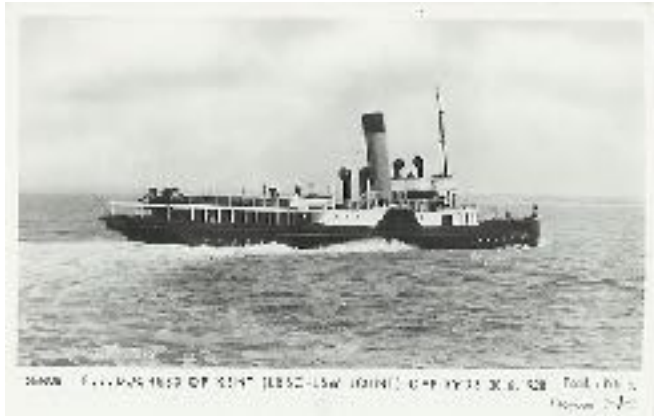
1884 Victoria



1884 Duchess of Edinburgh

In 1884 the Isle of Wight Marine Transit Company started a rail freight ferry link between the Hayling Island Branch line at Langstone and the Bembridge branch line at St Helens quay. To provide the link the rail ferry PS Carrier was moved from Scotland. The project was unsuccessful and despite being acquired in full by the LB&SCR in 1886 ended in 1888. It remains the only rail ferry to have operated a service to the Isle of Wight.

In 1884 the Lymington service was bought by the L&SWR.



1897 Duchess of Kent



1899 Duchess of Fife

In addition to paddle steamers, the SW&BRCSPS used tow boats and a tug to carry livestock and subsequently motor cars from Broad Street, Portsmouth to the slipway at George Street, Ryde.



1902 Solent



1911 Duchess of Norfolk

During the First World War four of the SW&BRCSPS paddle steamers were commandeered by the Royal Navy as minesweepers, leaving only two behind. The PS Duchess of Richmond was lost to a mine in the Mediterranean Sea.

On 1 January 1923 the SW&BRCSPS was taken over by Southern Railway which had been created in the Grouping ordered by the Railways Act 1921.



1924 Freshwater



1924 Shanklin



1930 Southsea



1930 Whippingham



1934 Sandown



1937 Ryde

Three commercial ferry operators currently provide services across the Solent. These are Hovertravel, Red Funnel and Wightlink.

RED KESTREL



The Red Kestrel is a freight ferry built by Cammell Laird for Red Funnel for their Southampton to East Cowes service. She reportedly cost £10 million. Her introduction was intended to increase freight capacity on the route, whilst also increasing space for cars and passengers aboard the three larger Raptor class fleet (Red Eagle, Red Osprey and Red Falcon). She is apparently the first freight only ferry in Red Funnel's 200-year history.



She was laid down on 31st May 2018, floated out on 19th February 2019, named on 25th April 2019. She had to be towed from the Mersey to Southampton in April 2019 because she is classed as a non-seagoing vessel. She has no overnight accommodation for her crew, so an uncomfortable trip for her crew.

She entered service in May 2019. She is of 1070 gross tonnes with dimensions 74m x 17m. She provides 265 lane metres and 12 passenger spaces, enough for 12 articulated trucks. She is powered by twin Cummins QSKK 38 Tier 11 diesels with 2 Rolls-Royce azimuth thrusters giving a cruising speed of 12.5 knots.



SHIPBUILDING AT WHITBY -PART 2 Parkol

041 Alcedo



When launched January 2020, Alcedo was the biggest vessel to come out of Parkol. Built to Class, she is a 33.95m beam scalloper rigged to fish both king and queen scallops. Designed by Ian Paton and built by Parkol for owners West Coast Sea Products Ltd.

A steel-hulled motor fishing vessel with round bilge, transom stern, bulbous bow, soft nose stem, dredge tipping doors and catch handling conveyors for 18 dredges a side.

The main deck working area has beam trawl gantry braced of deckhouse, catch conveyors and dredge tipping doors incorporated into bulwark sides, split trawl winches forward. Catch handling is arranged on the open deck.

She carries a crew of 8 men

Home Port Ballantras BA 77

040 Uberous



Uberous features a round bilge hull, the main dimensions of which are registered length 22.92m, beam 7.8m, draft 5m

Her arrangement, with a watertight full-width bulkhead incorporated into the aft end of the steel deckhouse, separating the forward catch-handling area from the net-handling area at the transom. The watertight deckshelter is constructed with steel from the deckhouse aft to the transom, and from aluminium alloy forward, an additional bulkhead is fitted on the main deck forward of the catch reception hopper to create a dedicated winch compartment, the port side of which is extended towards amidships to provide a walk-in area housing a Geneglance 2.5t ice machine and a Nilfisk pressure washer.

Owner Ian & Charles Duthie

Home Port Fraserburgh FR501

GRT 242

039 Guiding Light



The 26m Guiding Light built for the Hull fishing company Andrew Marr International Ltd, and is a sistership to Guiding Star H 360, which the yard completed in 2014.

Pair Star Length 26m

Built 2018 Home Port Ullapool UL 290

038 Sparkling Star



Built at the Whitby yard, designed to catch monkfish and megrims out of Kinlochbervie and Peterhead in Scotland. She was the first new boat to be for a local skipper since 1985

Twin rig trawler Home port Ullapool

Built 2017 Length 19m Owner Sparkling Star Partnership

037 Victory Rose



The Victory Rose forms part of the first new dedicated white fish pair trawler team to be built for owners in England for some time and is now fishing alongside her sistership

It's identical to Our Lass III

However, the really outstanding thing with the Victory Rose is that she is unbelievably powerful with a more technologically advanced propeller, with astonishing results that is able to grip more water and create additional meaning that the boat is one knot on average faster than Our Lass III with an average speed of approximately 11 knots yet burns less fuel.

Home port Whitby WY 261 Length 23.95m

036 Daystar



A twin rig prawn trawler featuring a customised, three-barrel, two-speed trawl winch with a drum capacity for 750 fathoms of 22mm-diameter wire, two two-by-12 tonne split net drums, a seven-five tonne Gilson winch and two auxiliary gear-handling winches

Owner Westward Fishing Home port Lerwick LK 272

Completed 2015 Length 23.95 m

035 Resilient



t

27m Trawler seiner built for Resilient Fishing (Whalsay) Ltd. Resilient is the first of a new class of vessel and incorporates a number of new ideas.

A highly-automated whitefish handling system is arranged forward of the deck casing. This was designed and fabricated in Holland to deliver optimum levels of catch quality and to minimise manual effort required by the crew. Seine net ropes and trawl wires will be spooled onto the power reels by electronically-controlled guiding-on gear. The hanging blocks are positioned hydraulically by a full-width modular unit, mounted to the main fishing gantry aft, two 2 x 8t split net drums are positioned on the shelterdeck, together with a 14.5t unit for installation on the quarter.

Registered Lerwick & Symbister Complete 2016

034 La creole II



Vivier crabber Steel hulled motor fishing vessel of double chine, transom stern, semi bulbous bow, soft nose stem and with full length shelter deck.

Arranged for static gear creel fishing, fitted with vivier tank and dry hold, Build started in April 2015 and was completed in record time in the December of the same year.

Owner Brown & Bright Shellfish Co Registered Brixham

Completed 2015 Length 14.95 m

033 Guardian Angell



Single rig white fish trawler

Steel hulled motor fishing vessel capable of carrying 1100 boxes in the fishroom.

The Guardian Angell is equipped for single rig trawling, which is handled by two 17.6 tonne split trawl winches mounted aft of the wheelhouse,

Owner Michael Henderson Guardian Angell Fishing Registered Lerwick /Yell

Completed 2015 Length 26m

032 Havilah



February 2014 saw the start of the build of, the Salmon Feed Carrier for LCL Shipping, she will join the *Havgull* in delivering feed to Shetland's many salmon

farms, one of the cargo vessels will be based in Scalloway with the other in Lerwick.

Capable of carrying 190 tonnes of salmon feed bags, she was the biggest vessel built at the Whitby yard at the time.

Salmon feed carrier Owner LCL Shipping

Home Port Lerwick Complete 2015 Length 27m

MYSTERY SHIPS 62 ANSWERS COURTESY OF KRISPEN



62.1 Tarquence

TARQUENCE IMO 7920338
433g 825d

General Cargo Ship
Length: 50m Breadth: 9.2m Depth:4m Draught: 3.4m

1980: Completed by A/S Nordsovaerftet, Ringkobing, as TARQUENCE.

1994: Lengthened. (59m, 664g 1,020d)

2001: Renamed MUNGO.

2014: Arrested and brought to Escombreras, Spain, with half a ton of cocaine onboard.

2017: Broken up at Escombreras.



62.2 Sima Genesis or Sima Giselle, Cai Map (Vietnam)?

SIMA GENESIS IMO 9704659 Container Ship - SDARI 4350 design
44,887g 53,500d 4,350TEU Length: 240m Breadth: 37m Depth:19.5m Draught: 12.5m

2015: Completed by Taizhou CATIC Shipbuilding Heavy Industry Ltd, Taizhou as SIMA GENESIS.
2020: Renamed GFS GENESIS.
Still in service.

SIMA GISELLE IMO 9704661 Container Ship - SDARI 4350 design
44,887g 54,117d 4,350TEU Length: 240m Breadth: 37m Depth:19.5m Draught: 12.5m

2015: Completed by Taizhou CATIC Shipbuilding Heavy Industry Ltd, Taizhou as SIMA GISELLE.
2020: Renamed GFS GISELLE.
Still in service.



62.3 MSC Sabrina – Felixstowe, 22.04.92

MSC SABRINA IMO 7350959 Container Ship
26,684g 23,838d 1,658TEU Length: 208m Breadth: 30.5m Depth:15.5m Draught: 10m

1974: Completed by Italcantieri S.p.A., Genova, as AMERICANA. Built as Container Ship with ro-ro facility, 813 TEU).

1989: Renamed MSC SABRINA.

1992: Converted to full container ship.

1998: Broken up in India.



62.4 Melissa – Rotterdam (Vlaardingen), 27.09.92

MELISSA IMO 7530822 General Cargo Ship
1,404g 2,772d Length: 79m Breadth: 12.4m Depth:7.2m Draught: 5.4m

1977: Completed by Watanabe Zosen KK, Imabari as MESSBERG.

1986: Renamed MELISSA.

2006: Renamed MELISA.

2018: "Believed" to have been broken up in Argentina.



62.5 Maersk Flanders - Felixstowe

MAERSK FLANDERS IMO 7627962 Ro-Ro Cargo
9,951g 3,523d Length: 123m Breadth: 21m Depth:4.8m Draught: 4.8m

1977: Completed by Ishikawajima Ship & Chemical Plant Co Ltd, Tokyo as ADMIRAL ATLANTIC.

1984: Renamed ROMIRA.

1986: Renamed DUKE OF FLANDERS.

1990: Renamed MAERSK FLANDERS.

1999: Renamed MAERSK FRIESLAND.
2000: Renamed FRIESLAND.
2001: Renamed MAGALLANES. Converted to Ro-Ro Cargo/Passenger (379 passengers).
2007: Renamed EVANGELISTAS.
2020: Renamed ANGELIS. Broken up in India.



62.6 Maersk Algeciras – Rotterdam (Europoort), 27.09.92

MAERSK ALGECIRAS IMO 7502904 Container Ship
38,991g 40,849d 2,602TEU Length: 241m Breadth: 32m Depth:19m Draught: 11m

1977: Completed by Flender Werft AG, Luebeck as STUTTGART EXPRESS.
1992: Renamed MAERSK ALGECIRAS.
1996: Renamed NEW YORK EXPRESS.
1998: Renamed ZIM EILAT I.
2002: Renamed MSC SERENA.
2009: Broken up in India.

ANSWERS TO QUIZ 62

1. Royal Caribbean Group has acquired which former Crystal Cruises' vessel?

Endeavor – it has been renamed Silver Endeavour and joined the Silverseas Cruises fleet

2. Which famous warship was the sister ship of *Peter Pomegranate*?

Mary Rose, which sank in the Solent in July 1545

3. Which ship am I describing? Launched in 1949; modernised in 1966/67; chartered by Costa in 1969 and renamed Fulvia; caught fire and sank off the Canary Islands in 1970.

Oslofford (Norwegian America Line)

4. British India Line's *Nevasa* was launched in which year: 1955, 1958 or 1960?

1955, built by Barclay, Curle & Co, London

5. What is the name of the ferry launched in 1989 (with GRT of 33,336) that operated between Sheerness and Flushing?

Olau Hollandia

6. In which year did the Herald of Free Enterprise capsize after leaving the Belgian port of Zeebrugge?

1987

7. The fishing port registration LN represents which port?

Kings Lynn

8. There is a small memorial to the Titanic in the grounds of the National Maritime Museum at Greenwich. Which two other English cities have a Titanic memorial?

Liverpool and Southampton

9. When the Suez Canal opened in 1869, it was under the control of which country?

France

10. As of October 2022, the Royal Navy had 6 guided missile destroyers. Name three of them.

Daring, Dauntless, Diamond, Dragon, Defender, Duncan