The World Ship Society

Southend Branch

News and Views

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HAPPY NEW YEAR

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

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News

Hurtigruten nd Brunvoll receive funding for zero-emission ship

Hurtigruten Norway has received $68 million in funding from the Norwegian Research Council to develop a zero-emission cruise ship that will travel between Bergen and Kirkenes in Norway.

The new vessel is part of Hurtigruten's Sea Zero project, which is a collaboration between Norwegian companies to deliver a ship that is powered by sustainable technology. The project will cost $125 million in total and already has support from several maritime suppliers including Brunvoll, which will develop the propulsion systems and onboard decision-support systems.

Brunvoll will receive $5.3 million as part of its contribution to the project.

Norwegian research firm SINTEF is acting as research partner and project manager of the scheme.

Rauma shipyard begins construction on second ferry for Spirit of Tasmania

Rauma Marine Construction has started construction on Spirit of Tasmania's second new LNG-powered ferry, Spirit of Tasmania V.
Construction of the vessel began with a steel cutting ceremony that took place in Rauma, Finland, where production of its sister ship, Spirit of Tasmania IV, also began in February 2022.

The two new vessels are set to operate on the world's southernmost open sea route across the Bass Strait between Geelong, Victoria and Devonport, Tasmania in Australia. They will be replacing two of the operator's previous ships, Spirit of Tasmania I and II.

Both will be equipped with dual fuel engines capable of using LNG fuel and will hold 1,800 passengers each.

Both ships are expected to be completed at the beginning and end of 2024, respectively.

Tilbury Ambassador Christmas cruise to Belgium cancelled

A festive cruise has been cancelled for more than 1,000 guests who were set to sail from south Essex.

About 1,400 people had boarded the Christmas market cruise from Tilbury to Zeebrugge in Belgium when it was cancelled after issues were found with the lifeboat station onboard.

Guests were to set sail on the ship Ambience on Sunday.

Ambassador Cruise Lines, which operates the vessel, confirmed the three-day Festive Market Getaway cruise had been cancelled yesterday evening.

The issue with the lifeboat station was identified after annual maintenance works was conducted.

James Fisher's first LNG dual-fuel tanker enters service

James Fisher took delivery of its first LNG dual-fuel vessel, MV Sir John Fisher, as part of commitment to reducing GHG emissions She will sail in the James Fisher Everard fleet

Equipped with highly efficient dual-fuel engines, the tanker, and her sister vessel Lady Maria (expected to follow in 2023), are able to run on liquified natural gas (LNG) as a cleaner alternative to conventional marine gasoil. The two vessels also incorporate innovations in design and construction technology to further enhance hydrodynamic performance, to improve operational efficiency, reduce GHG emissions and improve local air quality. Their extensive, centralised waste heat recovery system also helps minimise GHG emissions.
Each vessel is capable of achieving a 45 percent reduction in carbon emissions, in addition to a 93 percent reduction in NOx and 45 percent reduction in SOx.

The vessels will reduce the fleet's overall greenhouse gas emissions and will also help customers looking to contribute to sustainability improvements.

Built and launched at China Merchants Jinling (CMJL) shipyard in Yangzhou, China, the dual-fuel tanker underwent sea trials prior to delivery, during which the project manager, ship manager, and the vessel's chief engineer and master all provided onsite support. Additional supervision was also provided by the team at marine consultancy specialist, Alpha Marine Consulting, who helped see *MV Sir John Fisher* through these crucial stages in preparation for her delivery.
The last vessel of this name was built in Govan

Cory places order for two

Damen Shoalbuster 2208 multi-purpose workboats

Cory, one of the UK's leading waste management and recycling companies, has placed an order for two additional Damen Shoalbuster 2208S multi-purpose workboats to join its existing fleet. The vessels will be used to maneuver the barges that transport waste down the River Thames to Cory's sorting facilities for either recycling or energy recovery.

The new vessels will join four Shoalbusters 2208S that Cory Group bought ten years ago to undertake the same role. They will look similar but will feature a wide range of updates and upgrades. These include being IMO Tier III compliant with compact Selective Catalytic Reduction systems fitted to fuel-efficient MAN engines to minimize NOx emissions. The fender arrangement is also being upgraded to provide all-round protection to the topsides as they manage their barges.

Other improvements include upgrading the wheelhouses to improve sightlines, reduce reflectivity of the windows and maximize the overall space available. A dedicated aft control station will give improved sightlines back to the stern, and further customizations include removing the passage between the engine room and the wheelhouse to free up space for the aft control station and reduce sound levels in the wheelhouse.

The upgrades on deck will be mostly safety-driven and focus on improving the use of space, such as lowering the layout of the bulwark and pushbow to give improved views forward. The bow thrusters will be electrical, powered by three generators with a triple load parallel running system. This will deliver redundancy, be more compact and be easier to maintain.

The order is part of Cory's growth plans, with construction on a new Energy from Waste (EfW) facility due to begin next year. 'Riverside 2' will be Cory's second facility, located adjacent to the current facility in South London, Once operational, it will be one of the largest and most efficient EfW facilities in the UK, processing 650,000 tonnes of non-recyclable waste and generating enough electricity to power 140,000 homes each year. Reliability and efficiency. Both will be built at Damen Shipyards Hardinxveld and are scheduled for delivery prior to the EfW facility becoming operational.

P&O Cruises receives Arvia from Meyer Werft

P&O Cruises took delivery of its new ship Arvia during an official handover ceremony at the Meyer Werft shipyard in Germany on 15 December 2022. The new 185,000gt ship, which will debut on 23 December, is the largest to be built for the UK market at 345 metres long with 2,659 cabins across 16 guest decks. P&O Cruises aims to reduce its carbon production by operating Arvia with LNG power, using energy-efficient technology onboard the vessel and minimising drag via hull design.

Arvia features a retractable glass roof leisure area called SkyDome, which offers a poolside environment for guests to eat and drink during the day and an entertainment venue in the evenings. New onboard dining venues include

Green & Co feat. Mizuhana, which offers fish and plant-based dishes and 6th Street Diner. Guests will also be able to sample new menus with Caribbean- and Mediterranean-inspired dishes.
P&O Cruises has also introduced new entertainment options for the ship including an outdoor adventure zone named Altitude, which has a high ropes and mini golf course, as well as aqua zone, an escape game called Mission Control, a stage musical titled 'Greatest Days – The Official Take That Musical' and interactive gameshow 'WaveLength', which is hosted virtually by British TV presenter and game show host Ben Shephard.

Construction Begins on New Generation of Short Sea Cargo Vessels

First of the

Construction is beginning on the first of a new generation of short sea ships designed to improve operating efficiency and environmental performance. The first of the vessels, designed by the Dutch Conoship International Projects, is now under construction in Turkey to be followed by five additional vessels to be built in the Netherlands. They are expected to enter service in 2023 and 2024.

The ceremonial start of construction for the first of the vessels, a 3,600 dwt general cargo ship, took place on November 24 at the Gelibolu Shipyard in Turkey. This vessel design is for a diesel-electric general cargo vessel suited for sea-river operations. According to Conoship, the vessel can be considered the new standard for low-air draught sea-river coasters.

The propulsion system consists of a diesel-electric plant and a bow thruster for manoeuvrability. They used a patented stern design along with an enlarged propeller and optimized hull lines to improve the vessel's performance. It will be approximately 289 feet long with a capacity of 180,000 cubic feet of cargo. It will operate at 10 knots with a crew of seven.

The EEDI as calculated for a diesel-driven vessel is already below the Phase 3 requirements. Further improving the design, it is ready for wind-assisted propulsion. Conoship estimates that with two foils the vessel will reduce fuel consumption by about 10 percent depending on the routes.

Conoship is also developing a 5,800 dwt version of the design (Conoship)

The first vessel is due to enter service in 2023 in Europe. Two more of the 3,600 dwt diesel-electric vessels will also be built by the Holland Shipyards Group in the Netherlands. In addition, Conoship reports that an undisclosed owner is also building three enlarged versions, tween deck fitted, 3,800 dwt vessels. These five vessels are due to enter service in 2024. Conoship is also preparing to introduce a 5,800 dwt version of the market.

Royal Caribbean and Meyer Turku aim to build carbon-neutral ship

Royal Caribbean Group

Meyer Turku is currently building Royal Caribbean's newest vessel Icon of the Seas

Royal Caribbean Group, Finnish shipbuilder Meyer Turku and the Finnish Government have signed a maritime declaration to prepare a roadmap for producing climate-neutral ships in Finland.

New innovations and technologies will be piloted and tested on Royal Caribbean's ships, and Royal Caribbean and Meyer Turku also aim to assemble a digital demonstration of a climate-neutral ship as part of the Finland's Ministry of Economic Affairs and Employment's (MEAE) sustainable maritime industry development programme.

In addition, the partnership will strengthen the innovation of the organisations and the wider maritime industry, support networking to help curb economic challenges, develop new solutions and secure the long-time viability of the maritime industry.

The partnership will also advance Royal Caribbean's Destination Net Zero strategy to reduce carbon intensity by double digits by 2025, introduce a net-zero cruise ship by 2035 and fully decarbonise operations by 2050.

Meyer Turku is currently contracted to build Royal Caribbean's unnamed second and third Icon-class ships.

Fincantieri delivers Resilient Lady to Virgin Voyages

Virgin Voyages

Resilient Lady has capacity for more than 2,770 passengers in over 1,400 cabins

Shipbuilder Fincantieri has delivered Resilient Lady to Virgin Voyages at its Sestri Ponente shipyard in Italy.

The ship is the third of four ships ordered by Virgin Voyages from Fincantieri, and will join its sister ships Scarlet Lady and Valiant Lady in the cruise line's fleet. Each of the ships weigh approximately 110,000gt and are 278 metres long and 38 metres wide.

The Lady ships feature over 1,400 guest cabins with capacity for more than 2,770 passengers, along with 1,160 crew members. Guests are able to manage a wide range of cabin functions by installing an app on their phone, including air conditioning, lighting, blinds, music and the television,

The vessels have been equipped with an waste heat recovery system that generates up to one megawatt of power, as well as a scrubber system for the reduction of sulphur dioxide emissions and a catalytic converter which cuts emissions of nitrogen oxides. They are also equipped entirely with LED lights to reduce energy consumption.

The fourth ship in the series, Brilliant Lady, was floated out in late November ahead of her scheduled delivery at the end of 2023.

HMS Glasgow enters the water for first time

The float off process for HMS Glasgow started today and will see her travel from her current location at Govan shipyard in Scotland to Scotstoun over the next few days to continue her build.

The ship, currently weighing nearly 6,000 tonnes, will undertake a series of complex manoeuvres starting with being lowered onto a barge and then towed down river to deeper water.

The next phase of her build and will saw BAE Systems engineers and engineers from Defence and Equipment Support (DE&S), the Ministry of Defence delivery agent, monitor her move to the barge, with the float off seeing the base of the barge sinking slowly over a number of hours until the ship fully enters the water.

Glasgow will then be towed to BAE's Scotstoun shipyard further along the Clyde where the Type 26 City-class frigate will undergo further outfit, testing

The BAE Systems teams involved in the float off of HMS Glasgow have been trained using the 3D visualisation suite giving them access to a full digital twin of the ship.

The float off process is a more modern, efficient and low-risk way for a ship to enter the water compared to the previous dynamic launches. The process is well-proven, having been used for the five Batch 2 Offshore Patrol Vessels

HMS Glasgow is the first of eight City-class frigates to be delivered to the Royal Navy. HMS Cardiff and HMS Belfast are also under construction with the contract for the final five being awarded this month to BAE Systems.

The frigates will be anti-submarine warfare specialists and will work alongside the continuous-at-sea deterrent and the Queen Elizabeth-class aircraft carriers.

Glasgow is expected to enter service in the mid-2020s.

Sign of the Times: New World's Largest Containership Sails Light on Maiden Voyage

The 24,004 teu Ever Atop transited the Suez Canal over the weekend on its maiden voyage to North Europe, apparently less than three-quarters full, evidencing the severe contraction in demand impacting the tradelane.

The ULCV was the final ship to be delivered of an order of the ten A24 series design for Taiwanese carrier Evergreen, and along with sister ships Ever Aria and Ever A lot holds the title of largest containership afloat, in terms of nominal capacity.

The newbuild is being phased into an Asia-North Europe Ocean Alliance loop, but the PR interest of a call at a port hub by the biggest containership afloat will be lost with the arrival of a vessel that is visibly extremely light on deck.

An ocean carrier will make every effort to maximise the load on a vessel's maiden call, even topping up the deck with empty containers to give a fully laden effect, so the sailing of the ship under-utilised, among a raft of other blanked sailings, shows how badly the market has deteriorated in just a few months.

Comparison: HMM's New Megaships Sailed Fully-Loaded on Maiden Voyage – October 2020

Indeed, the earlier arrivals of Ever Atop's sister vessels were greeted with all the normal ceremony surrounding the world's largest containerships, when they arrived at their first port of call in North Europe, laden to the gunnels.

But a few months on, carriers are racking up some serious voyage losses on ships that do sail, and bleeding from high overheads with no revenue from the sailings they blank.

Notwithstanding that several carriers still have some tailwind from the boom period that is seeing some shippers honouring contract pricing and continuing to pay rates three or four times higher that the spot market average, the revenue shortfall in Q4, compared with carrier paired-down budgets, is likely to be significant.

And this could oblige the publicly listed carriers to downgrade their earnings forecasts for Q4.

Meanwhile, a UK-based carrier contact told The Loadstar last week they were at a stage where discounting rates seemed to be having little impact on bookings.

The severe contraction in demand on the route has already caused the demise of new entrants, left with expensive charter vessels and daily hire rates they can no longer service.

Nevertheless, the positive effect of the collapse of imports into North Europe has given overstretched terminals breathing space to better organise their facilities.

In Hapag-Lloyd's regular customer operational update for its North European container hubs, the carrier reported operations as 'normal' at all its terminals with sufficient yard capacity, reefer point availability and space for empty storage.

Fincantieri floats out Virgin Voyages' Brilliant Lady

Italian shipbuilding firm Fincantieri hosted a float out ceremony for Virgin Voyages' Brilliant Lady at its Sestri Ponente shipyard in Genoa, Italy, on 25 November 2022.
Brilliant Lady is the fourth ship to join the Virgin Voyages fleet and will debut in 2023 alongside Scarlet Lady, Valiant Lady and Resilient Lady.

Like its sister ships, Brilliant Lady will accommodate 2,770 guests in 1,400 cabins, as well as 1,160 crew members. Guests will also be able to manage various cabin functions via a smartphone application including air conditioning, lighting, the blinds, music and television.

Brilliant Lady is also equipped with an energy production system that will make use of the diesel engine's waste heat. It will also be fitted with a scrubber

system to sustainably dispose of sulphur dioxides and catalytic converter to reduce nitrogen oxide emissions to help reduce the ship's environmental impact. These technologies, alongside LED lighting and a hydrodynamic hull design, will provide sustainable performance while saving fuel.

American Cruise Lines to introduce new ships and destinations in 2023

American Cruise Lines is to introduce three small ships, 10 itineraries and 21 new ports for the 2023-2024 season.

A sixth modern riverboat, American Serenade, will join the cruise line's fleet in April 2023 to sail along the Mississippi. It will then be joined by two new 109-passenger 'Coastal Cat' vessels, American Eagle and American Glory, which will begin sailing itineraries on the East Coast of the USA in August and October 2023 respectively.

American is also introducing its first ever California itinerary, an eight-day round-trip 'San Francisco Bay Cruise' visiting the state's wine country, as well as a 15-day 'National Parks & Legendary Rivers itinerary that will sail along the Columbia & Snake Rivers and visit three National Parks. An eight-day 'Tennessee Rivers' cruise between Chattanooga and Nashville in Tennessee will also be among the new additions, along with new cruise in Florida and the Keys, coastal New England and Maine.

In total, the season will see 17 small ships sailing on over 50 itineraries, including more than 11 itineraries on the Mississippi River.

Could MSC Be Mulling a 2M Split?

Since August 2020, MSC Mediterranean Shipping Company brokers have completed the acquisition of nearly 250 second-hand containerships to usurp 2M partner Maersk as the biggest ocean carrier in capacity terms, suggesting the alliance deal may not be renewed when it expires in April 2024.

According to Alphaliner data, the Geneva-headquartered carrier currently operates 709 vessels, for a capacity of 4.6m teu, compared with Maersk's 711 ships and 4.3m teu.

However, MSC has a massive orderbook, of 1.75m teu (equivalent to the fleet of fifth-ranked carrier Hapag-Lloyd), while Maersk has just 374,000 teu of capacity on order.

S&P brokers told The Loadstar MSC was by far the "most aggressive" carrier during the peak of the second-hand tonnage boom, with only CMA CGM's 85 or so acquisitions threatening its monopoly of the buyer's market.

MSC said its aim was to be less dependent on the charter market for its growth aspirations and, following the vessel acquisitions, its owned tonnage was up to 45% of its fleet – albeit not as high as Maersk's 60%, or Hapag-Lloyd's 62%.

Moreover, the range of purchases by the carrier – from ULCVs down to feeder vessels of 2,500 teu and below – supports its strategy of taking control of more of its vessel operations rather than using slot-charter swaps or using commercial feeder operators for hub-and-spoke relays.

Many of MSC's vessel purchases were made when daily charter hire rates were skyrocketing and owners were trying to lock-in deals at highly elevated rates for minimum two-year periods.

Consequently, the asset values of the ships soared and, although MSC secured second-hand tonnage at the start of its buying spree at bargain rates (before their values caught up with their earnings potential on the charter market), during the peak of the market they were obliged to pay top dollar to secure purchases.

For example, in September last year, MSC paid $68m for the 2005-built 5,042 teu CSL Santa Maria which, according to Vesselsvalue, is now worth just $30m.

And in November 2021, the carrier acquired one of Sea Consortium's largest ships, the 2014-built 4,896 teu X-Press Jersey for an eyewatering $105m. The

feeder specialist had acquired it two years earlier for $27m – and, according to Vesselsvalue, it is now worth $48m.
Nevertheless, the declines all represent paper losses, as MSC is unlikely to sell the ships it acquired during the S&P raids and, furthermore, does not have to answer to public shareholders. But the vast tonnage it acquired during the demand peak will now challenge its vessel management staff as they seek to redeploy surplus tonnage.
Furthermore, the delivery of the vast 1.75 teu of newbuild tonnage over the next few years will surely mean MSC will need to operate on a standalone basis after its 2M agreement with Maersk ends.

Visitors

La Mancha Knutsen Built 2016b 118246 GRT Spain Owner Norspan LNG

Current Location En route Corpus Christi

Cubal and La Mancha Knutsen Built

Al Bateen Built 2020 114 637 GRT Liberia

Current Location North Sea

Siegfried Lehmann ex Skarpoe Built 2005 3183 GRT Antigua and Barbuda Owner Reederei Lehmann

Current Location Latvia

HNLMS Luymes

NLMS Luymes (A803) is a hydrographic survey vessel of the Royal Netherlands Navy. . Luymes is named after the hydrographer Johan Lambertus Hendrikus Luymes (1869–1943) who was head of Hydrography from 1920 to 1934.

The ship was built in the Netherlands from a Romanian-built hull. The current Luymes is the third hydrographic vessel with this name although the first ship of this name never entered service. The ships have different tasks: surveying the sea, operating as guard ship, representing the Netherlands at home and abroad, assisting maritime scientific surveys by the Ministry of Defence and assisting rescue operations.

SK Resolute Built 2018 117031 GRT Panama Owner Great Shale LNG

Current Location En route Lke Charles

Saga Freya Built 2017 37441 GRT Hong Kong Owner Saga Ship Holding

Current Location En route Buenos Aires

Navigator Yauza Built 2017 18219 GRT Liberia Owner Navigator Gas

Current Location En route Stenungsund sweden

King Gregory Built 2012 29762 GRT Greece Owner Western Global

Current Location En route Fawley

Hafnia Caterina ex Stenaweco Caterina Corrado Built 2015 29846 GRT Singapore Owner Hafnia One

Current Location En route to Lavera France

Burgundy ex Quadriga Built 2008 36647 GRT Italy Owner Rif Line

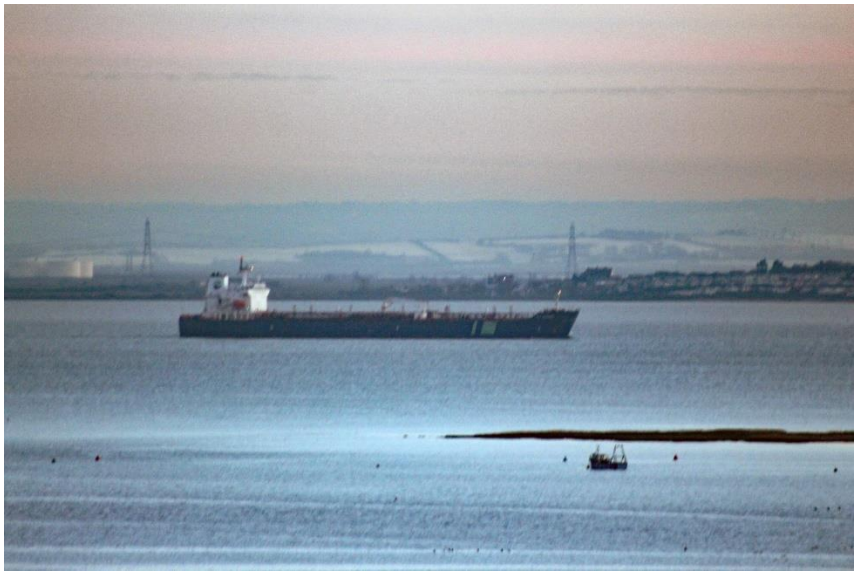
Current Location En route to Malta

Energy Liberty Built 2018 1221982 GRT Japan Owner Tokyo LNG

Current Position En route to US

Hudson Express ex Al Rawdah Built 2008 75579 GRT USA Owner Marine Transport

Current Location En route Savannah



BW Jaguar ex Elandra Jaguar Built 2014 29373 GRT Singapore Owner

Current Location En route Amsterdam

Kool Baltic Built 2015 113876 GRT Liberia Owner Cool Company

Current Position Caribbean

MSC Tianping ex ER Tianping COSCO Napoli Tianping Built 2006 91648 GRT Liberia Owner Tianping Shipping

Current Position En route Djibouti

STI Fulham Built 2014 24230 GRT Marshall islands Owner Scorpio Comm

Current Position North Sea

Murray Star Built 2011 8581 GRT Malta Owner Valloeby Murray Star

Current Position En route Amsterdam

MSC Florentina Built 2003 75590 GRT Panama Owner Xiang L14

Current Location En route to London

HNLMS Van Amstel F831

MSC Cassandre Built 2022 113697 GRT Liberia Owner Psychic Wise Shipping

Current Position En route New York

Maersk Brownsville ex Brownsville Seago Piraeus Built 2007 48788 GRT Danish International Owner Nordea Finans Servs

Current position En Route London

Gulf Pearl Built 2005 42433 GRT Bahamas Owner Gulf Energy Maritime

Current Position En route Lagos

Grand Dahlia Built 2009 59217 GRT Panama Owner CIDO Shipping

Current position En route Dar er Salaam

Cape Gavi ex Conti Aguilhas Parsifal II Built 2008 23403 GRT Liberia Owner Partaners XII

Current Position En route Gibraltar

Saga Morus Built 1997 36462 GRT Hong Kong Owner Attic Forest AS

Current Position Baltic

Solent Visitors


HMM
HMM GARAM

HMM Garam 2021 160927 dwt

Grand Halifax 3028 18353 DWT In from Suez

Bolette 2000 73237 DWT In from Dover

Arvia

Morning Celine Built 2009 22415 In from Philadelphia

Morning Celine

Grand Halifax

HMM Garam 2021 160927

NYK Meteor Built 2007 65935 DWT bound Le Havre

COSCO Pride Built 2011 149665 DWT Bound Antwerp


P&O CRUISES
ARVIA

Arvia maiden arrival

WSS Quiz Questions Edition 63 Tony

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

MARITIME QUIZ JAN. 2023 – QUESTIONS

The following ships have been in the news recently. Why?

1. B. OCEAN

2. BG ROTTERDAM

3. QUANTUM OF THE SEAS

4. VIKING POLARIS

5. YU SHENG 788

6. ICON OF THE SEAS

7. BRAEMAR

8. HTMS SUNHOTHAI

9. HAI DUONG 29

10. MSC LORENA

ON JOINING SHIP

I returned to Chatham Barracks from Christmas leave to be greeted by a colleague, one Nobby Clarke, with the words " You've got a draft chit!" It can't be true, I thought, surely I'm going to see out my remaining National Service

time here. But as I later found out in the office it was indeed true, I was to join the aircraft carrier 'Victorious' at Portsmouth. Someone in authority had discovered that here was a National Service Ordinary Seaman, due to pass for Able Seaman, who had not been to sea.

Fortunately there was a colleague, Shiner Wright, who was also joining this ship. He was a two badge AB (eight years undetected crime) who knew all the dodges. We arranged to travel to Portsmouth together. On arrival we found that we were to be accommodated in the naval barracks for a few days while the ship was made ready.

An office had been set up there to deal with the ship's new crew ('Victorious; had just completed a seven year refit). Shiner announced that he was going to see them. I offered to go with him but he said no, let him handle it, he would get the best job on the ship for himself and the second best for me.

When he came back he said that he had secured the job of looking after our quarters and for me 'Vent party'. But what on earth was 'vent party'? Shiner was not going to tell me, other than it was the second best job on the ship.

So I remained in ignorance until the day we actually joined the ship. Then, in the morning, starboard watch of the ship, which included us, marched through the streets of Portsmouth behind a Marine band and shouted at by strange petty officers (Port watch had the rather less enviable task of dealing with everybody's luggage) The population of Portsmouth, who had seen many similar parades, treated this show with indifference, and got on with their shopping, school runs, etc.

We settled in to our messdeck and then, in the afternoon, I reported to Damage Control Headquarters to find out about my marvellous job. DCHQ was situated to one side of the Marines' barracks. Later we were to have much fun by insulting the Marines and then disappearing into DCHQ where they did not dare to follow as there were often officers present in the HQ.

Vent party it turned out was short for Ventilation Party and the duties simply patrolling our part of ship to make sure the ventilation fans were working properly and there were four of us to do it. This was to be our task, not just during normal working hours, but when we were duty watch and at sea when we would work normal sea watches.

As luck would have it, I was duty watch that first night aboard. I could stay in my messdeck so long as I left its phone number with the watch keeping Petty Officer in DCHQ.

Sure enough during the evening the phone rang for me. The message was that a fan was running hot in the Engineering Artificer's Mess.

The informant gave me the number of the compartment and I set off in search of it. But, although I found neighbouring rooms, I could not locate the one that I wanted. I spread my search further and eventually found myself in the island structure where I could hear the sound of typing. This, I thought, indicated an office of some sort. They might know!

I followed the sound and found a wireless office with a number of telegraphists hammering away at typewriters and morse keys. No, they replied, they did not know where the ERA's messdeck was, they were fresh onboard that day. After that, I gave up and turned in for the night.

When, five months later, I left the ship, as an AB, I still hadn't found the compartment. I tended to agree with my fellow vent party members that it was some form of wind-up.

G.E.D.

YACHTS OF THE WORLD

21 Chakra

Built as the weather ship Cumulus by Van der Werf Shipyard in 1963

Taken out of service in 1985 and sold for £1

1997 converted to Yacht Salem

2016 refitted and renamed Chakra.

Accommodation spans five decks

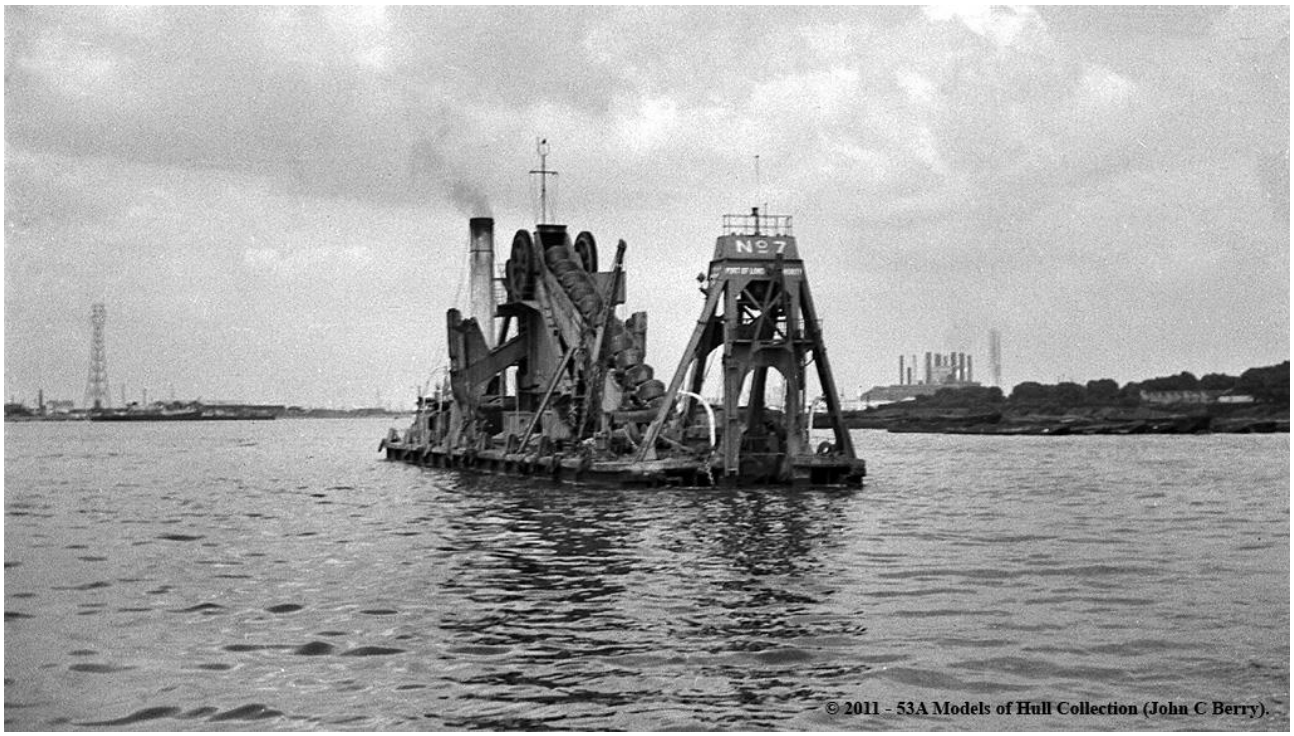
Chakra offers guest accommodation for up to 24 guests in 20 suites comprising a master suite, seven VIP cabins, six double cabins, four twin cabins and two single cabins. She is also capable of carrying up to 30 crew

Built with a steel hull and aluminium superstructure, she offers greater on-board space and is more stable when at anchor thanks to her full-displacement hull. Powered by 1 x MAN engines, she comfortably cruises at 12 knots, reaches a maximum speed of 14 knots with a range of up to 5,116 nautical miles from her 136,100 litre fuel tanks at 10 knots. Chakra features at-anchor stabilizers providing exceptional comfort levels.

SPECIFICATION

LENGTH	282'2
BEAM	41'
DRAFT	15'11
GROSS TONNAGE	2,083 GT
CRUISING SPEED	12.8 Knots
BUILT	1963 | 2017 (Refitted)
BUILDER	Scheepswerf Gebr. va
MODEL	Conversion
EXTERIOR DESIGNER	Scheepswerf Gebr. van der Werf

THE SEA REACH DREDGER



An example of a PLA steam dredger

This clanking monstrosity, often referred to as 'the engine by bargemen, worked its way round Sea Reach on the Thames producing vast quantities of spoil, usually called ballast and often used in road building, etc. This material was often collected by sailing barges and dumb lighters to be taken to its final destination. An established procedure for its collection was set up.

For technical reasons the dredger only worked on ebb tides. The first ebb of the day was for sailing barges and the second for motor barges and dumb lighters (or it may have been the other way round). However it was always possible for a sailorman to 'hitch a lift' from a motorised craft, thus 'jumping the queue' as it were on the ebb for motor vessels.

The method for bringing a sailing barge alongside the dredger was as follows. First sail up tide of the 'engine', then drudge down on it, using the tide, with the anchor lowered and bumping along the bottom. The hope was that the anchor would snag the dredgers mooring chains and the barge could then be swung alongside the dredger, her anchor being retrieved by means of a tackle from the 'engine'. Miss or make a mess of getting alongside then the

barge had to go round again.

Once alongside the dredger, loading was extremely quick, a sailing barge could be full in about 12 minutes. Of course, quite a quantity of water came aboard with the cargo and had to be pumped away as the barge sailed to its destination.

This enabled the barge to take a full cargo or more, loading until the iron band which marked her loading limit was under water and water was on deck amidships, but with her crew confident that they could pump it away fairly quickly.

A group of barges, thus loaded, left the dredger one day just as it came on to blow. They all sought shelter in the nearby Holehaven Creek, but with their crews kept so busy in the freshening wind that they had no chance to pump the excess water away.. A Port of London patrol boat was also sheltering in the creek and booked them all for being overloaded.

The skippers had to appear at Southend magistrates court the next day. All were found guilty and were fined the option of one pound or a day in prison. All opted for the pound, except the skipper of the locally-owned 'Ashingdon' whom asked to go to prison.

Not long after those who had parted with the money gathered in a nearby pub to commiserate and were surprised when the prisoner walked in.

“We thought you were in clink,” their spokesman said, “How did you get out.?”

“Local knowledge, see,” he replied, “I knew that the day of the trial would count as day in prison and them court people didn't want to hang around so they'd let me go pretty quickly. After all, some-one had to save some money to pay for the beer.”

Most of the barges in the ballast trade had seen better days, and most of them leaked, thus adding to the ballast water. However there was one that didn't, not a drop, to the surprise of the crew that had just taken her over. It

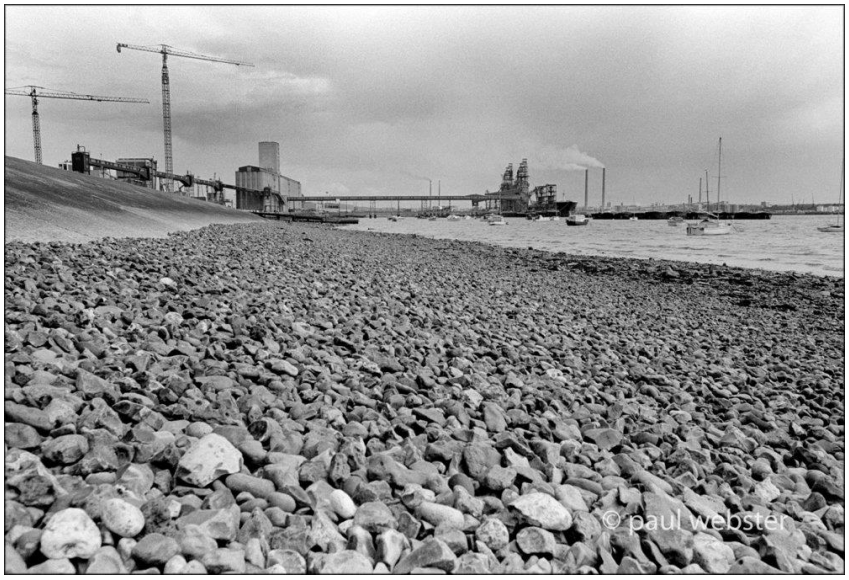
turned out that, in her better days she had largely been employed in carrying china clay up from Cornwall and the cargo had sealed any minor leaks she may have had,

One barge crew were in trouble over a ballast cargo. They completed a cargo of Kentish ragstone for repairs to seawalls above Benfleet and, on their way back to base at Leigh picked up a ballast cargo from the 'engine', thinking that it was bound to be needed either at Southend nor Leigh. It wasn't and they got the sack for being 'over enthusiastic.'

G.E,D,

TILBURY GRAIN TERMINAL

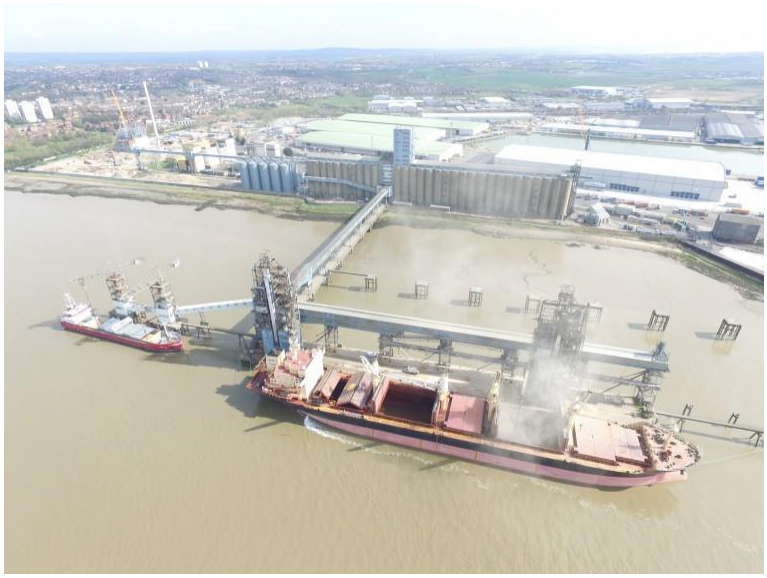
In the 1960s, the new bulk grain carriers of up to 35000 dwt were far too large to go to London's upper docks. The PLA had been managing with floating grain elevators and the Millwall Dock Central Granary. It was decided by the PLA that the only way of coping with the changing conditions was to concentrate the grain-handling business in one terminal on the river front at Tilbury. Here with a minimum depth of water of 12.5 metres, it would be possible to cater for vessel up to 35000 deadweight tonnes at any state of the tide.



The terminal came into use in June 1969 at a cost of £6 million. It was at that time the largest of its type in Europe, and today it is still the largest in the UK. The main outer berth can cater for ships up to 275m long with 12.5m draft. The coaster berth can cater for vessels up to109m long, again with 12.5m draft. The inner berth can handle ships up to125m long with 7.5m draft.

The main berth can be used for import or export and has two combination dual discharge towers some 55 m tall, each with a bucket elevator with an unloading rate of 1000 tonnes per hour. The berth has the flexibility to discharge 2 coaster type vessels simultaneously or single vessels up to 75000 dwt. The coaster berth can be used for suction discharge of coasters at a rate of 400 tonnes per hour. There is a conveyor system that can deliver grain to coastal vessels, barges, road or rail vehicles or to site storage.

The terminal has over 200 silos with capacities from 60 tonnes to 2000 tonnes with an overall storage capacity of 140,000 tonnes. The capacity of the terminal is 2 million tonnes of product (both import and export) per year. It supports the flour and ingredients market for the South-East, London and up to the Midlands. The terminal also operates a monthly coastal shipping service from Tilbury to Kirkcaldy in Scotland for Carr's Milling.



The terminal is fully automated with computerised plant control and stock management system and is linked to 2 associated flour mills nearby. Main types managed are wheat, barley, maize, soya, pulses and rape seed.

In July 2020, a fire caused by a dust explosion damaged the concrete silos. A contract was awarded for the construction of 10 steel silos some 30 metres tall

with a capacity of 20,000 tonnes which were completed in time for the 2022 harvest. The fire damaged concrete silos are currently being demolished and rebuilt, with completion due for December 2023.

RECENT VISITING BULK CARRIERS

ES CARE

The ES CARE was built in the Philippines as the SWIFTNES in 2015. She is of 35,510 sdwt with dimensions 177m x 30m. She is Panama


REGIUS

The REGIUS was built in Japan in 2016. She is of 33,395 sdwt with dimensions 180m x 28m. She is managed by Fortius Ship Management Ltd. She is Marshall Islands flagged.

DAYTONA BEACH

The DAYTONA BEACH was built in 2012 as the GLOBAL DAWN in Japan. She is of 28,233 sdwt with dimensions 169m x 27m. Liberia flagged.

The above three ships called or are due to call at the main berth. The fourth ship is due on the inner berth.

FRI SKIEN

The FRI SKIEN was built in 2000 as the POLAR STAR in the Netherlands. She is of 3740 sdwt with dimensions 89m x 13m. Cyprus flagged. She moored on the inner berth.

WEATHER SHIPS

Weather ships were stationed in the oceans for surface and upper air meteorological observations to assist for use in weather forecasting. They were primarily located in the north Atlantic and north Pacific oceans, reporting via radio. The vessels also aided in search and rescue operations, supported transatlantic flights acted as research platforms for oceanographers, monitored marine pollution, and aided weather forecast ing by weather forecasters and in computerized atmospheric models

In the 1860s, Britain began connecting coastal lightships with submarine telegraph cables so they could be used as weather stations. There were attempts to place weather ships using submarine cables far out into the Atlantic. The first of these was in 1870 with the old Corvette The Brick 50 miles off End. When £15,000 was spent on the project, but it failed. In 1881, there was a proposal for a weather ship in the mid-Atlantic, but it came to nothing. Deep-ocean weather ships had to await the commencement of radio telegraphy.

The director of France's meteorological service, Météo-France, proposed the idea of a stationary weather ship in 1921 in order to aid shipping and the coming of transatlantic flights. Another early proposal for weather ships occurred in connection with aviation in August 1927, when the aircraft designer Grover Loening stated that "weather stations along the ocean coupled with the development of the seaplane to have an equally long range, would result in regular ocean flights within ten years. During 1936 and 1937, the British Meteorological Office installed a meteorologist aboard a North Atlantic cargo steamer to take special surface weather observations and release pilot balloons to measure the winds aloft at the synoptic hours of 0000, 0600, 1200, and 1800 UTC. In 1938 and 1939, France established a merchant ship as the first stationary weather ship, which took surface observations and launched radiosondes to measure weather conditions aloft.

Starting in 1939, United States Coast Guard vessels were being used as weather ships to protect transatlantic air commerce, as a response to the crash of Pan American World Airways Hawaii Clipper during a transpacific flight in 1938

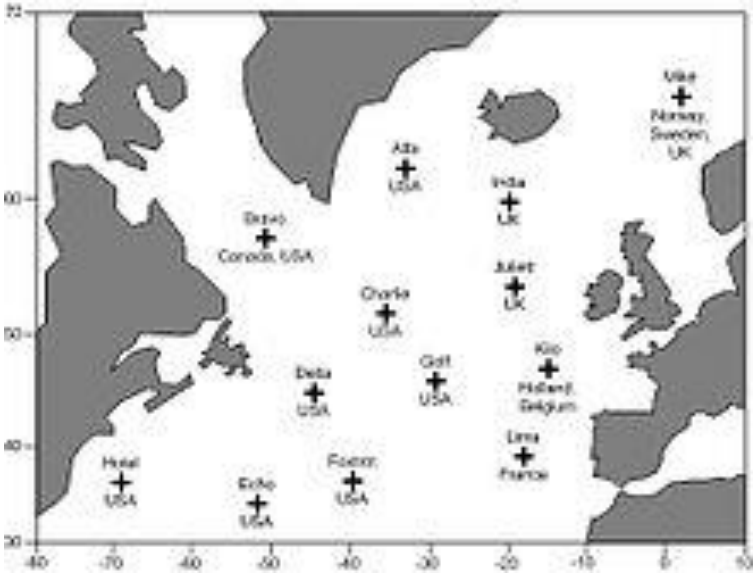
Weather ships were used during World War II without any means of defence, which led to the loss of several ships The establishment of weather ships proved to be so useful during World War II for Europe and North America that the International Civil Aviation Organization established a global network of weather ships

The Atlantic Weather Observation Service was authorized by President Franklin Delano Roosevelt on January 25, 1940 The Germans began to use weather ships in the summer of 1940. However, three of their four ships had been sunk

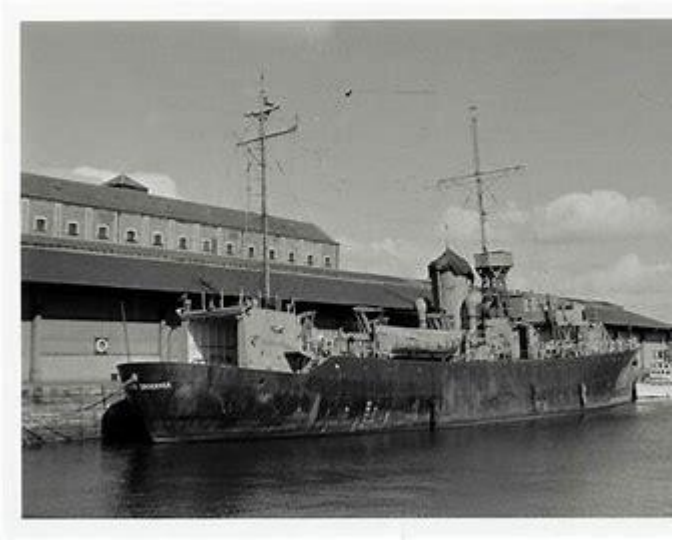
by November 23, which led to the use of fishing vessels for the German weather ship fleet. Their weather ships were out to sea for three to five weeks at a time and German weather observations were encrypted using Enigma machines.

The flying of fighter planes between North America, Greenland, and Iceland led to the deployment of two more weather ships in 1943 and 1944. Great Britain established one of their own 50 mi off the west coast. By May 1945, frigates were used across the Pacific for similar operations. Weather Bureau personnel stationed on weather ships were asked voluntarily to accept the assignment. In addition to surface weather observations, the weather ships would launch radiosondes and release pilot balloons, or PIBALs, to determine weather conditions aloft. However, after the war ended, the ships were withdrawn from service, which led to a loss of upper air weather observations over the oceans. Due to its value, operations resumed after World War II as a result of an international agreement made in September 1946, which stated that no fewer than 13 ocean weather stations would be maintained by the Coast Guard, with five others maintained by Great Britain and two by Brazil

Weather ship observations proved to be helpful in wind and wave studies, as commercial shipping tended to avoid weather systems for safety reasons, whereas the weather ships did not. They were also helpful in monitoring storms at sea, such as tropical cyclones.



Weather surveyor Built as HMS Rushen Castle in 1943 by Swan Hunter
Converted to Weather Surveyor at Blyth Drydock in 1961 1982 Broken up



Weather Observer Built as HMS Marguerite by Hall Russell 1940. Converted to weather ship Sheerness Dockyard and renamed 1947. Scrapped Ghent 1961

Cumulus II Built in 1963 by Van der Werf Shipyard 1985 sold for £1
Cumulus converted to yacht Salem 1997
Refitted again 2016 and renamed Chakra

During 1949, the Weather Bureau planned to increase the number of United States Coast Guard weather ships in the Atlantic from five at the beginning of the year to eight by its end. Weather Bureau employees aboard the vessels worked 40 to 63 hours per week The original international agreement for a 13 ship minimum was later amended downward. In 1949, the minimum number of weather ships operated by the United States was decreased to ten, and in 1954 the figure was lowered again to nine, both changes being made for economic reasons.

Beginning in 1951, British ocean weather vessels began oceanographic research, such as monitoring plankton, casting of drift bottles, and sampling seawater. In July 1952, as part of a research project on birds by Cambridge University, twenty shearwaters were taken more than 100 mi offshore in British weather ships, before being released to see how quickly 450 m away on Skokholm Island. 18 of the twenty returned, the first in just 36 hours.

During 1954, British weather ocean vessels began to measure sea surface temperature gradients and monitored ocean waves. In 1960, weather ships proved to be helpful in ship design through a series of recordings made on paper tape which evaluated wave height, pitch, and roll.[They were also useful in wind and wave studies, as they did not avoid weather systems like merchant ships tended to and were considered a valuable resource.

In 1962, British weather vessels measured sea temperature and salinity values from the surface down to 9,800 ft as part of their duties. Upper air soundings launched from weather ship E were of great utility in determining the cyclone phase of Hurricane Dorothy in 1966.

In 1965, there were a total of 21 vessels in the weather ship network. Nine were from the United States, four from the United Kingdom, three from France, two from the Netherlands, two from Norway, and one from Canada. In addition to the routine hourly weather observations and upper air flights four times a day, two Soviet ships in the northern and central Pacific Ocean sent meteorological rockets up to a height of 50 mi=). For a time, there was a Dutch weather ship stationed in the Indian Ocean. The network left the Southern Hemisphere mainly uncovered. South Africa maintained a weather ship near latitude 40° South, longitude 10° East between September 1969 and March 1974

Beginning in the 1970s, their role was largely superseded by cheaper weather buoys...

During 1971, British weather ships sampled the upper1,600 ft of the ocean to investigate plankton distribution by depth. In 1972, the Joint Air-Sea Interaction Experiment utilized special observations from weather ships for their research

In addition, the ships provided a platform where scientific and oceanographic research could be conducted.

The role of aircraft support gradually changed after 1975, as jet aircraft began using polar routes.

By 1982, the ocean weather vessel role had changed , and the ships were used to support short range weather forecasting, in numerical weather prediction computer programs which forecast weather conditions several days ahead, for climatological studies, marine forecasting, and oceanography, as well as monitoring pollution out at sea. At the same time, the transmission of the weather data using Morse code was replaced by a system using telex-over-radio.

Weather ship R ("Romeo") was recalled from the Bay of Biscay before the deployment of a weather buoy for the region. This recall was blamed for the minimal warning given in advance of the Great Storm of 1987, when wind speeds of up to 93 mph caused extensive damage to areas of southern England and northern France

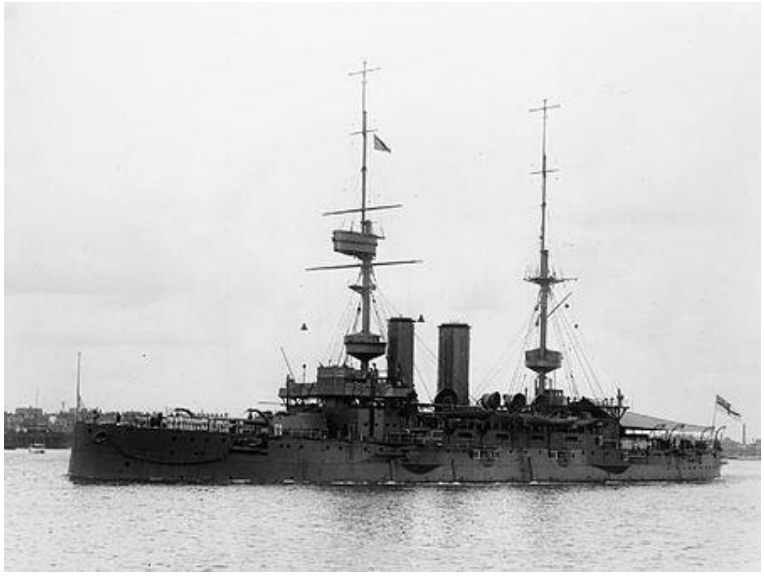
The last weather ship was Polarfront, known as weather station M ("Mike") E, run by the Norwegian Meteorological Institute. Polarfront was withdrawn from operation on January 1, 2010.

She was built in 1976 by Mandal slip for the hull and fitted out by Mek Verksted. She was known as weather station M (mike) . She was removed from service on 1 Jan 2009

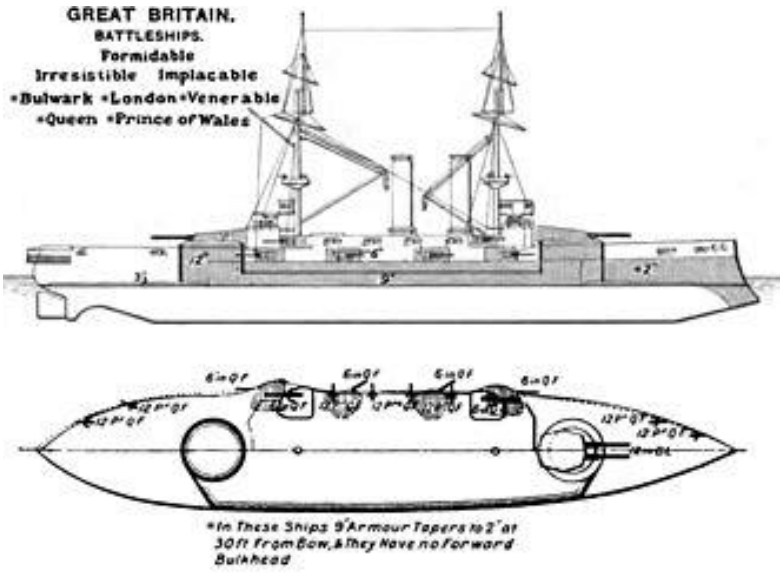
Despite the loss of designated weather ships, weather observations from ships continue from a fleet of voluntary merchant vessels in routine commercial operation, whose number has decreased since 1985

HMS BULWARK OF 1902

HMS BULWARK was one of three London class pre-dreadnought battleships, her sisters being LONDON and VENERABLE. The London class were themselves a sub-class of the Formidable class. The London class were ordered in1898 in response to increased naval construction for the Imperial Russian Navy. Both classes were designed by Sir William White.

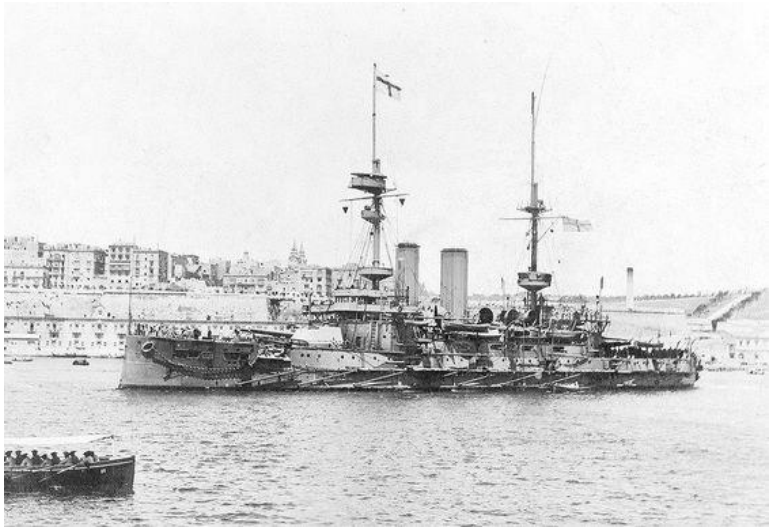


The Bulwark was built by HM Dockyard, Devonport, being laid down on 20th March 1999, launched on 18th October 1899 and commissioned on 11th March 1902. Her displacement was 15,366 tons, and her dimensions 431’ 9” x75’ 0” x 28’ 2”. Her 20 coal-fired Belleville water-tube boilers powered 2 vertical 3-cylinder triple expansion steam engines totalling 15,000 ihp driving 2 screws gave a top speed of 18 knots. Her complement was 736 normally, but it increased to 789 when she was serving as a flagship.



Her armament consisted of 4 No 12” guns, in 2 turrets; 12 No. single 6”; 16 No. QF 12 pdr; 6 No. QK 3 pdr and 4 No. 18” submerged torpedo tubes. Her main 9” armour belt was extended to 300 feet from the bow, instead of just a “patch” amidships provided in the Formidables. Her armour was of the latest Krupp Cemented steel. The cost per ship was just over £1 million.

The London class were easily handled ships, and they were popular with their crews, but they were rendered completely obsolete within 4 years of commissioning by the advent of HMS DREADNOUGHT in 1906.

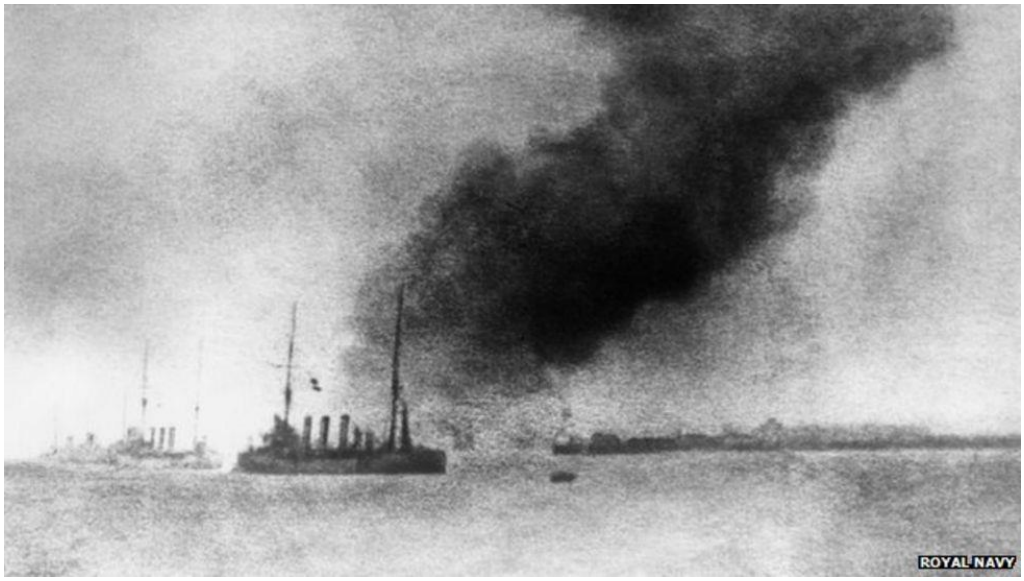


On commissioning in 1902, HMS BULWARK became part of the Mediterranean Fleet until 1905, sometimes serving as flagship. In 1905 she was recommissioned and sent back to the Mediterranean. In February 1907 she became Flagship of the Nore Division of the Home Fleet. She grounded twice in

October 1907 and was repaired at HM Dockyard, Chatham then refitted until March 1908. After a refit in Devonport, she was paid off and recommissioned into the reserve fleet at Devonport.

By the beginning of WW1, virtually none of the 40 pre-dreadnoughts were to serve with the Grand Fleet, they did however serve useful secondary roles, often in overseas waters, such as for shore bombardment. BULWARK formed part of the 5th Battle Squadron based at Portland, which was assigned to the Channel Fleet.

Between 5th and 9th November 1914, Bulwark hosted the Court Marshall of Rear Admiral Sir Ernest Charles Thomas Trowbridge for his actions during the pursuit of the GOEBEN and the BRESLAU. On 19th November the 5th Battle Squadron was transferred to Sheerness because of concerns that a German invasion was in the offing.



On 26th November, a huge internal explosion ripped HMS Bulwark apart whilst moored in Kethole Reach, 4 nautical miles west of Sheerness. Boats of all kinds were launched from nearby ships and the shore to pick up survivors and the dead. They were hampered by the amount of debris. Fragments of personal items showered down in the streets of Sheerness, over 4 miles from the site of the explosion.

Only a dozen ratings survived out of her crew of 741. It was the second worst accidental explosion in the history of the Royal Navy, the worst being the loss of HMS VANGUARD in Scapa Flow in 1917. Divers were soon sent down to the wreck, and they found the port and starboard bow sections some distance apart, but the rest of the ship had been torn apart so violently that no other large portions could be found. One 12” gun was found and later recovered.

The Court of Enquiry convened after the disaster found that the 6” ammunition magazines were being restowed, and at least 30 exposed charges had been left in the cross passengers between the ship’s magazines with the doors left open when the ship’s company was called to breakfast. These passages were also used to store hundreds of 6” and 12 pdr shells, and the cordite charges had been stowed against one of the boiler room bulkheads which were increasing in temperature as the boilers were fired up. This ignited the cordite charges which detonated the nearby shells and spread to the aft 12” magazine, which exploded.

EXTRACT FROM ADMIRALTY CHART

Today, the wreck site is marked by the East Bulwark and West Bulwark buoys, just to the north east of the Bee Ness jetty head. It was designated as a controlled site in 2008, due to it being military remains, and it cannot be dived upon except with permission from the M.o.D.

RECENT VIEW

COLINS PICTURES

JS Ineos Ingenuity Gibraltar 086 01 2010

Jus Wang Wan Gibraltar 31 03 2013

Tattersall Castle London 01 06 2002

TDI kizkuest Istanbul 10 04 2000

Teribe Panama Canal 41 03 2017

Viking Star Thorpe Bay 28 03 2015

Z Four San Francisco 24 03 2013

6 BLOHM & VOSS SAILING SHIPS

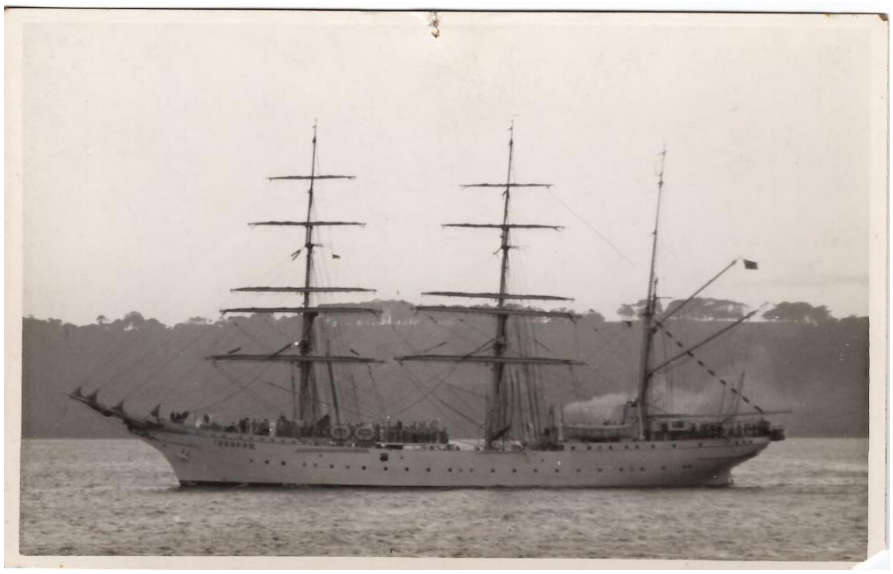
In July 1932 a German Navy sail training ship, the three masted barque NIOBE, capsized in the Baltic with the loss of 69 lives. The Navy invited tenders for a replacement ship, and the winning bid was from Blohm & Voss of Hamburg with Dr. Wilhelm Suchting as the chief designer.

GORCH FOCK (1)

The ship, to be named GORCH FOCK in due course, was laid down on 2nd December 1932, launched on 3rd May 1933 and commissioned on 26th June 1933. Her full load displacement was 1510 tonnes and her dimensions 82.1m x 12m x 5.2m. She was again a three masted barque and had an auxiliary diesel of 550 hp.

In view of the NIOBE disaster, safety was given a high priority in the design. For example, 300 tonnes of ballast were installed in her keel, giving a righting moment large enough to bring her back to the upright position even after she had heeled over to nearly 90 degrees.

On commissioning, she served as a training vessel for the German Navy, and she continued in this capacity until the outbreak of the war. She was used as a stationary office ship at Stralsund until reactivated on 19th April 1944. On 1st May 1945 she was scuttled off Rugen to avoid capture by the Soviets.

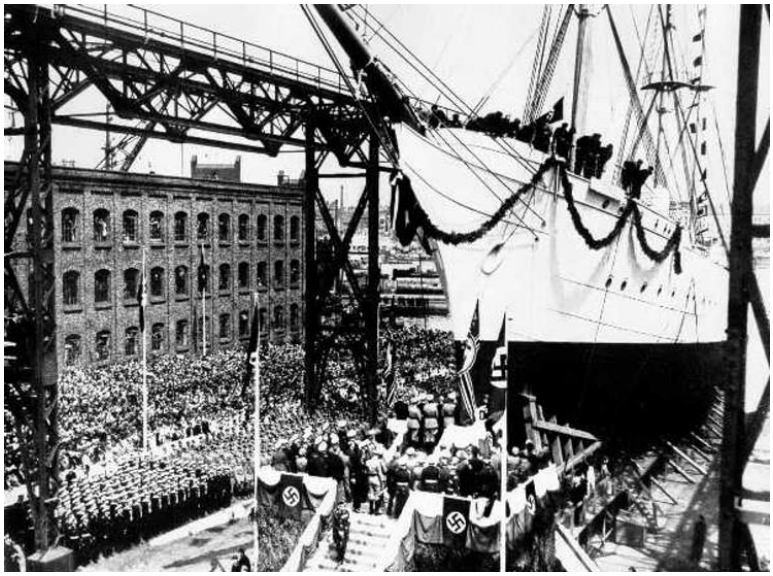


TOVARISCH

The Soviets had her raised and salvaged, which was completed by 1947 although her restoration continued until 1950. She was renamed TOVARISCH in 1951 and put into service as a training vessel based at Odessa. She participated in many Tall Ship Races. After the dissolution of the Soviet Union in 1991, she sailed under the Ukrainian flag until 1993 when she was de-activated through lack of funds at Kherson.

In 1996 she sailed independently to Newcastle upon Tyne, where private sponsors hoped to recommission her, but sadly the project was abandoned. In 1999 she was transferred to Wilhelmshaven and again in 2003 to Stralsund, where she was rechristened GORCH FOCK. She is at present still a floating museum ship at Stralsund, but in a poor state of preservation.

HORST WESSEL


HORST WESSEL

The second ship in the group was the HORST WESSEL, a slightly improved version of the Gorch Fock, with the overall length increased by 7 metres and steel spars instead of the timber ones of the Gorch Fock. She served as a training ship for the German Navy, based at Kiel.

The Horst Wessel was laid down on 15th February 1936, launched on 13th June 1936 and commissioned on 17th September 1936. She was of 1784 tonnes full load displacement, with dimensions 90m x 12m x 5.3m. She is of riveted steel, with the hull plates 10 mm thick. For propulsion she originally had a B & W 750 hp engine. In 2018a 1280 hp MTU 8v 4000 diesel was installed.

In 1939 after the outbreak of war, she was decommissioned and became floating office accommodation in Stralsund. She was re-activated as an active sailing training ship in 1942. In April 1945, she departed Rugen with a group of German refugees aboard and sailed to Flensburg, where she was surrendered to the British. She was ordered to go to Bremerhaven, where much of her equipment was stripped out.

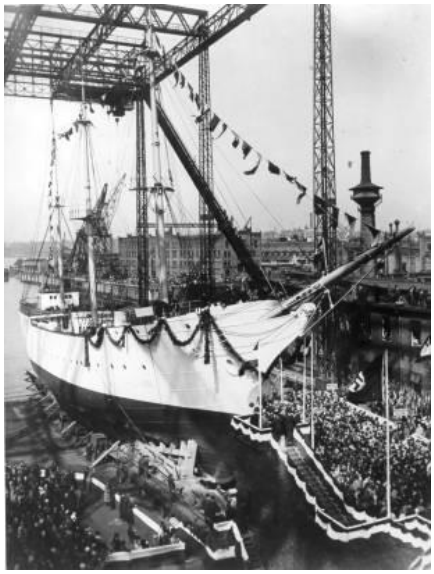
EAGLE

At the end of the war, the four German sailing vessels: GORCH FOCK, HORST WESSEL, ALBERT LEO SCHLAGETER and the part finished HERBERT NORKUS were distributed in a lottery to various nations as war reparations. The Horst Wessel was won by the USA. After some repairs she was sailed to the U.S. by a mixed German /American crew and home ported at New London, Connecticut.

She has sailed since then as the U.S. Coast Guard Cutter EAGLE. She is used as a training cutter for future officers of the United States Coast Guard. She is mainly based on the east coast of the USA, but she often calls at foreign ports as a goodwill ambassador. She has participated in various Tall Ship races and events.

EAGLE

ALBERT LEO SCHLAGETER


ALBERT LEO SCHLAGETER

The third ship of the group was the Albert Leo Schlageter, an exact sister ship of the Horst Wessel. She was laid down at Blohm & Voss on 15th July 1937, launched on 30th October 1937 and commissioned on 10th February 1938. Her full load displacement was 1755 tonnes and her dimensions 89m x 12m x 5.2m. Before the war she underwent a number of international training voyages. She

was used as a stationary office ship after the outbreak of war.

ALBERT LEO SCHLAGETER

She was put into ocean going service again in 1944 in the Baltic. On 14th November 1944 she hit a Soviet mine off Sassnitz, and had to be towed stern first by the Horst Wessel into Swinemunde. Subsequently she was transferred to Flensburg, where she was taken over by the Allies.

GUANABARA

After the war, both the Horst Wessel and the Albert Leo Schlageter were kept by the USA, but sponsors for the latter vessel could not be found, so the Albert Leo Schlageter was sold to Brazil for a nominal sum. She sailed as a school ship for Brazil under the name GUANABARA until 1961.


SAGRES

In 1961, the Portuguese Navy bought her and renamed her NRP SAGRES to replace their previous training ship, which had also been named Sagres. The previous ship has reverted to her original name, RICKMER RICKMERS, and is now a floating museum exhibit at Hamburg. The present Sagres is active as a sailing school ship and has participated in various Tall Ships events.


SAGRES

MIRCEA


MIRCEA

The fourth ship of the series was the MIRCEA. She was built by Blohm & Voss for the Romanian Navy. She was built to the same design as the Gorch Fock. She was launched on 22nd September 1938 and commissioned on 1st May 1939 with dimensions 82.1m x 12m x 5.2m. She has a 1085 hp auxiliary diesel. And 1750 square metres sail area. On 3rd July 1939 she began her first Mediterranean training cruise. On 19th February 1941 she docked at Braila, off the Danube, where she stayed until Summer 1944. In September 1944 she was taken by the Soviets, who returned her on 27th May 1946.


MIRCEA

She was refitted in 1966 at Blohm & Voss. Between 1996 and 2002 she was laid up awaiting funding for restoration. She is still active as a sailing training ship, based at Constanta. Her main cruising grounds are the Black Sea and the

Mediterranean. In view of delays in the refurbishment of the Gorch Fock (11), in 2017 she was leased to the German Navy.

HERBERT NORKUS

The fifth ship of the group was the Herbert Norkus. She was of the lengthened hull type, similar to the Horst Wessel and the Albert Leo Schlageter. She was laid down on 1st August 1939 but launched prematurely on 7th November 1939 because Blohm & Voss needed the slipway for U-Boat production. She was of 1813 tonnes full load displacement, with dimensions 90m x 12m x 5.3m.

The hull remained in Hamburg throughout the war, although it was damaged by aerial bombing in 1945. There was a proposal for the hull to be sold to Brazil, but the sale fell through when the Albert Leo Schlageter became available. The Herbert Norkus was finally scuttled in the Skagerrak in 1947 filled with gas grenades. Her steel spars and a lot of rigging were taken from store and utilised for the final ship in the group, the GORCH FOCK (11) in 1957.

GORCH FOCK (11)

GORCH FOCK (2)

The Gorch Fock (11) is the final ship in the group, built as a replacement for the original Gorch Fock. She was built to the original design, although her hull and bulkheads were beefed up in the light of the PAMIR disaster of 1957. She was launched at Blohm & Voss on 23rd August 1958 and commissioned on 17th December1958. She is of 1760 tonnes full load displacement, with dimensions

81.2m x 12m x 5.2m. She is based at Kiel. The upper parts of the fore and main masts can be lowered so she can navigate the Kiel Canal.

She has been in the news recently, as a major refit that started in 2016 at an estimated cost of 10 million euros went badly wrong. The first shipyard at Bremerhaven went bankrupt in February 2019 and the work was completed by the Lurssen shipyard in Bremen after 6 years and cost 135 million euros. It involved completely replating the hull and decks. For a time it looked as though the project would be abandoned and the ship scrapped.

GORCH FOCH (2)

These six ships, with the exception of the second Gorch Fock, were all somewhat tainted by their association with the Nazi regime, and in particular, the Hitler Youth. They were however fine ships, and it is a credit to their design and construction that three out of the original five vessels are still active over 80 years since they were commissioned.

Shipbuilding Parkol Marine -PART 3

Parkol Marine Engineering was established 50 years ago as a boat repair company by Ken Parker and the late John Oliver. Based at Spital Bridge in Whitby before moving to the town's Eskside Wharf in 1992, we have grown tenfold and are now recognised as one of the leading boat builders in the UK.

Since 1997, has built an average of two ships per year: orders increased, however, between 2015 and 2018, which led to the company opening a second site on Teesside.

Founded in 1971 during the 70.s and 80 s the company was a marine repair yard employing 40 people.

They started building boats in 1997 (some 27 year after the last one in Whitby)

In 1997, after acquiring a dry dock from the Netherlands, Parkol Marine Engineering ventured into the boat-building business, launching a 33-foot scalloper in 1997, though the first trawler they built was the Rebecca in 1999. Originally located at Spital Bridge in the town, they moved to a new site closer to the riverside on Church Street

In their Church Street site, the company have a fabrication, shot blasting and painting hall. The yard adjoins the eastern bank of the River Esk, and has two newbuild berths for vessels up to 82 feet long and a dry dock capable of taking vessels up to 138 feet Every boat has been designed by Ian Patton

031 Guiding Star

White fish trawler

Build started on her in July 2013 and she was completed in near record time by March 2014.

Owner Livingstone Fishing Registered : Hull Length 26m

030 Our Lass III

White fish twin rig & pair trawler Owner Lockers Trawlers

Registered Whitby Built 2013 Length

029 Able One (yacht)

Built 2016 Length 26.75

028 Virtuous

Owner Sandy West and Keith Buchan Home Port: Fraserburgh

Completed 2010 Length 23m

027 Challenger

Twin rig trawler Owner Fulmus LLP

Registered Fraserburgh Length 19m Built 2010

026 Jubilee Quest

Trawler Owner Olbek Fishing Co

Built 2009 Length 19m Registered Grimsby

25 Reliance II

Twin rig trawler Owner John Clarke

Built 2009 Length 19m Registered Banff

24 Pleides

Arranged for single and twin rig trawling.

Owner Gary & Phillip Hepburn Registered Lerwick

Completed 2009

23 Noronya

Crabber Owner Ronnie Norquay

Registered Kirkwall Completed 2008 Length 18.5 m

22 Prolific

Owner Mark Anderson & Partners Home port Lerwick

Completed May 2008 Length18.77 m

21 Radiant Star

Motor fishing vessel. Arranged for seine net fishing and trawling with a crew of five men Shelter deck has a net drum, power block crane, gilsen frame, trawl gallows, aluminium alloy wheelhouse and a landing crane.

Owner Victor Laurenson & Partners Registered Lerwick Completed 2007 Length 22.8m

20 Our Lass

Twin rig trawler
Steel hulled motor fishing vessel, having double chine hull, transom stern, semi bulbous bow, soft nose stem and with full length shelter deck. Arranged for single and twin rig trawling and the second in the Our Lass dynasty to be commissioned by Lockers Trawlers

Owner Lockers Trawlers Registered Whitby Completed 2007 Length 21m

019 Aquila

Vivier Crabber Owners Alasdair and Cameron Maclean
Home port Tobermoray Completed 2007 Length 14.95m

018 Star of Jura

.

Scallop trawler Owner Star Fishing

Home port Oban Built 2006 Length 18.9m

017 Copious

Arranged for single and twin rig trawling Owner Mark Anderson & Partners

Registered Lerwick Completed 2006 Length 18.77

016 Foy Boat

A Foyboat is a small vessel primarily used to assist the mooring and servicing of a larger vessel. The word has often been associated with the rivers of North East England.

Owner Tees Licensed Foy Boat Association Completed 2006 Length 9.8 m

015 Ebonnie

Steel hulled motor fishing vessel, arranged for static gear creel fishing, fitted with a vivier tank and dry hold, and manned by a crew of 6 men.

Owner N Bright Registered Brixham Completed November 2005 Length 14.95 m

014 Rois Mhiari

Scallop trawler with dredge emptying doors and catch handling conveyors for 10 dredges per side.

Completed 2005 Length 18.9m Owner John Macalister (Oban) Ltd Home port : Oban

012 Celtic Dawn

Vivier crabber arranged for static gear creel fishing having a vivier tank, freezer bait store and dry hold. A crew of six men mans her.

Owner Ronnie Norquoy Home port Kirkwall Completed 2005 Length 17m

011 Rachael Jayne II

Trawler having double chine, rigged for Single and Twin Rig trawling, with a crew of four Main deck is a conventional layout comprising forward Trawl winch, Hopper on shoulder with Gilsen frame over. Aft trawl gantry with power block and crane with net drum

010 Harmonii

Scalloper rigged for Queenie and Clam fishing with 8 dredges per side and automated catch handling.
Owner Mark Roberts Home Port MR 7 Completed 2004 Length 14.15 m

09 Emulate

Rigged for single and twin rig trawling, with a crew of 4 .

Owners H Locker & C Lambert Home Port Whitby .Completed 2004 Length 15.95

08 Siwerengale

Steel hulled crabber arranged for vivier potting, having a sea water vivier tank for storage of live catch.

Owner Darren Warters Home Port DH 77 Completed 2003 Length 15 m

07 Berlewen

Steel hulled motor arranged for gill net fishing, having dry hold for boxed fish, and is manned by a maximum crew of 5 .

Home port PW1 Completed 2002 Length 15 m Owner Nick Chapman

06 Endeavour Replica

Built a 40% sized replica of the ship Captain James Cook sailed, using Oak frames, Larch planking and Douglas Fir decking. Sails out of Whitby Harbour most days

She measures nearly I4 metres in length and 4 metres in width, which is approximately 40% of the original ship‘s size.

Bark Endeavour Whitby is powered by two 6 cylinder, 120 HP engines which enables a travelling speed of 9 knots, she is fully equipped with the latest safety aids and navigation instruments to enable a secure passage at all times.

Owner Colin Jenkinson Home port Whitby Completed March 2002 Length 13.37

005 Sophie Louise II

Launched in 2001 at Whitby her fit out was carried out by the owner K. Dickinson up in Tyneside

Home Port South Shields Completed 2001 Length 15m

004 Reliant

Launched 2001 Reliant was the largest vessel to be built to date . Built for K Phimister & W Garden Home port Buckie

003 Our Lass

The first of the "Our Lass" line,. Launched in the summer of 2000 she was the second boat to be be built for Lockers Trawlers in as many years

Single/ Twin Rig trawler Owner Lockers Trawlers Home port Whitby

002 Rebecca

This was first collaboration between Parkol and Lockers Trawlers Ltd. This single / twin rig trawler was again designed by Ian Paton and launched in late spring of 1999.

Single/twin rig trawler Owner Lockers Trawlers Ltd Completed 1999 Length 18.5 m

001 -Jacqueline Anne

The first vessel to come out of the Parkol yard "Jacqueline Anne" The 19.11 tonne 9.99m Scalloper, designed by Ian Paton of SC McAllister & Co Ltd led the way in Parkol's design and company ethos.

Built for owner's I F Hall & D I A Maclachlain she was registered in Oban Scalloper

Owner J Hall & D Mc Clachlainn Completed 1997

ANSWERS TO QUIZ 63

MARITIME QUIZ JAN. 2023 ANSWERS

1. B OCEAN: A 5693 dwt oil products tanker working as a bunkering vessel, built in 2010 and Marshall Islands flagged, was hijacked off West Africa for the second time in 12 months. Early Dec.
2. BG ROTTERDAM; A container ship of 11,020 sdwt and Antigua and Barbuda flagged, built in 2009. The captain was charged by the police, fined £600 and sacked after he was found to be drunk on duty, whilst docking at Southampton. Early Dec.
3. QUANTUM OF THE SEAS: Cruise ship of 168,666 gt built in 2014, inadvertently dropped a lifeboat. It fell aft first into the water and slowly drifted astern, with its davits still in the vertical position. There were no reported injuries. Early Dec.

4. VIKING POLARIS: Norwegian expedition ship, 30,114 gt built in 2022 was hit by a rogue wave near Ushuaia on the southern tip of South America. One passenger was killed and four were injured. Early Dec.
5. YU SHENG 788: 2008 built 5000 dwt Chinese general cargo ship sank in bad weather in Taiwan Strait. All 13 crew rescued. Early Dec.
6. ICON OF THE SEAS: The world's largest cruise ship floated out at the Meyer Turku shipyard in Finland. 250,800 gt and max. passenger number 7600. To run on LNG and use fuel cell technology. Early Dec.
7. BRAEMAR: Fred Olsen announced that it will sell the Braemar which has been laid up in Rosyth since the first lockdown. She is of 24,344 gt and dates from 1993. Early Dec.
8. HTMS SUNHOTHAI: Thai corvette lost power and sank in heavy seas in Gulf of Thailand. Around 30 crew missing. Mid. Dec.
9. HAI DUONG 29: Vietnamese oil service vessel rescued 154 refugees from a sinking boat in the Andaman Sea and transferred them to the Myanmar's Navy. Mid. Dec.

MSC LORENA: 4800 TEU container ship built in 2006 and Panama flagged diverted from the Port of Antwerp after a bomb threat. Moored at Vlissingen whilst the Belgian police investigate.
Late