The World Ship Society

Southend Branch

News and Views

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NOTES

Thanks go to Phil, Eddie ,John, Nick Roger, Graham, Geoff, Tony, Stuart and Andrew for their contributions

Apologies for Austin Pickersgill Part 1 last Month but this had already been covers in 2021 . Starting next month will be the next shipyard Commercial Ships at Vickers of Barrow which covers may of the pre and post war liners

The new WSS Meeting will have a new presentation by Krispen Anderson on Cornish Ports

Colin Paynter has been back in hospital again and is back out and regaining his strenth

CONTENTS

NEWS

Parkol Marine has teamed up with North Eastern Inshore Fisheries and Conservation Authority (NEIFCA) to develop a first-of-its kind new survey and patrol vessel.

Developed in partnership with leading UK naval architects Chartwell Marine, the new boat will dramatically boost the organisation's capabilities at a crucial time for the region's fisheries.

And it is hoped the vessel, which is yet to be named and is due to be commissioned in the Spring of 2025, will become a blueprint for fellow inshore fisheries and conservation authorities around the UK, which are facing similar challenges in conserving the nation's marine environments and maintaining supplies of fish and shellfish.

Nine years in the planning, this will be the fourth generation of inshore fisheries patrol vessel, with a heritage going back to 1890 when the then Sea Fisheries Committee was established. The first inshore patrol boat, powered by steam, set sail in 1905.

The new boat, which will replace the current vessel North Eastern Guardian III (NEG III), marks a major milestone for North Eastern IFCA (NEIFCA) and will boast a number of firsts, combining to make it faster, more environmentally-friendly and capable of providing the kind of detailed data on the area's marine life which has not been possible up to now. This will enable the organisation to better plot trends in marine life and strategise to protect and diversify it in the future.

Standout features of the boat include:

• An aluminium hull, making it more fuel-efficient and capable of carrying heavier cargo loads, than the existing vessel, the North Eastern Guardian III (NEG III)
• With a top speed of 20+ knots, the new build will be much more effective and efficient than NEG III and its IMO tier 3-compliant engine will generate 87 per cent less nitrous oxide emissions
• The new addition will be able to carry up to 27 tonnes of cargo, including analytical equipment, rigid inflatable craft for high-speed patrols, and confiscated stock and equipment where necessary
• A dedicated onboard wet lab will enable NEIFCA personnel, scientists and environmentalists to analyse samples in the field, forming faster, more accurate conclusions
• Built-in, high-tech acoustic equipment including multi-beam echo sensors, will provide ultra-accurate 3D images of the seabed and under-water activity, with its slow cruising capability enabling it to travel noiselessly and minimise disruption to digital image capture and marine life when assessing seabed biodiversity. Meanwhile, its sophisticated radar and plotting systems will monitor and evidence the movement of fishing vessels around prohibited areas
• Mission changeover equipment will allow the crew to switch seamlessly between patrol and survey modes, for maximum capability.

The Chartwell Ambitious Fishery Patrol Vessel (FPV) has been designed following an in-depth customer and stakeholder design consultation. This involved the designer working with NEIFCA, boat builders and operators of other, similar vessels, feedback from all of which has fed into the design.

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Detailed dimensions

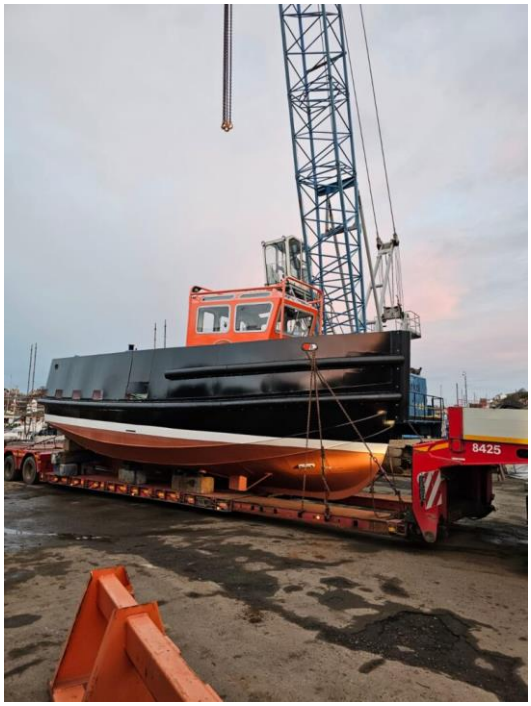
Length: 24.5 metres

Beam overall: 8.87 metres

Height: 8.23 metres.

Parkol Delivers Latest Boat

Our smallest project this year – a 9-metre line handling vessel (foyboat) for Tees Licensed Foyboatmen's Association Limited, has been completed, tested and departed from Whitby yard this morning. Unlike our usual newbuilds that sail to their homeports, the foyboat is getting delivered to the owners by road, with the help from our Middlesbrough landlords A.V. Dawson.



Damen Shipyards to build vessels for Canada’s BC Ferries

Netherlands-based Damen Shipyards is to build and supply four passenger car ferries to BC Ferries in Canada. The vessels will be fully electric and will provide short-range services around British Columbia

Each vessel will be capable of carrying up to 47 vehicles and 390 passengers and will be based on Damen’s double-ended Island-class RoRo 8117 E3 model. The ferries will be able to charge rapidly using renewable electricity from BC

Hydro, during passenger and vehicle embarkation and disembarkation at each port. Each vessel will also have back-up auxiliary diesel engines.

The order of these four vessels will take the total number of ferries that Damen has supplied to BC Ferries in recent years to 10. However, these four are the first to operate using only electric power.

Adding more Island-class vessels will also make it easier to deploy crew, create efficiencies in training costs, and promote safe, reliable and environmentally conscious ferry services up and down the coast

The ferries are scheduled to begin operations by 2027. Two vessels are expected to serve the Nanaimo Harbour and Gabriola Island route, while the other two will operate on the route connecting Campbell River and Quadra Island.

Viking Cinderella returning to service in Finland after 20 years

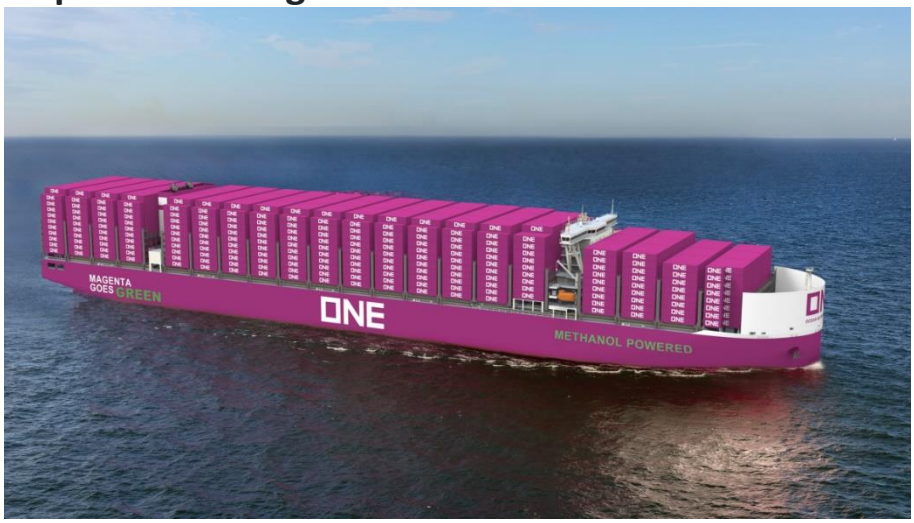
Viking Line's Viking Cinderella is to return to operations following an extensive refurbishment at the Turku Repair Yard in Naantali, Finland. The ferry will begin sailing the route between Helsinki, Finland, and Stockholm, Sweden, in March 2024.

The most visible change following the ferry's €9 million ($9.7million) renovation is to the sides of the vessel, which have now been repainted bright red in keeping with Viking Line's traditional colour. The interiors have also undergone an extensive refurbishment, with nearly 300 cabins, the spa facilities and many of the vessel's public spaces being refreshed.

Viking Line made numerous technical upgrades to the 35-year-old vessel, which is one-of-a-kind as no sister ship has ever been built. New Elogrids will reduce water resistance while the vessel is operating, while a LeanMarine system will optimise engine output and propeller steering. These technical upgrades mean the vessel's carbon dioxide emissions will be reduced by 2,500 tonnes per year, according to the operator.

This latest refurbishment project is Viking Cinderella's 14th drydocking since it was built at the Perno Shipyard in Turku, Finland, in 1989.

Liner giant ONE confirms order for 12 methanol dual-fuel container ship newbuildings



Jiangnan Shipyard and Yangzijiang will each build six vessels.

Ocean Network Express has finally put pen to paper on an order for a dozen methanol dual-fuel 13,000-teu container ship newbuildings in China.

It said the order represents its inaugural fleet of methanol-fuelled vessels and plays a key role in reaching its sustainability goals.

The Singapore-based liner company revealed that state-owned Jiangnan Shipyard and Singapore-listed Yangzijiang Shipbuilding will build six vessels each.

ONE said it will begin taking delivery from 2027.

It did not disclose the price, but newbuilding brokers believe the vessels are costing more than $160m each.

ONE said the newbuildings will include state-of-the-art technologies such as optimised hull form, waste heat recovery systems and bow windshield.

Selected vessels will also be equipped with an air lubrication system and shaft generator to help explore potential enhancements in fuel efficiency and the reduction of greenhouse gas emissions.

ONE has set a target to achieve net zero greenhouse gas emissions, encompassing Scope 2 and 3, by 2050.

Re Routing Container ships

The world's largest container line MSC announced on Saturday that it was stopping all Red Sea vessel transits following an attack on the *MSC Platinum III* a day earlier. The vessel on sub-charter to Messina Line was attacked on 15 December and according to MSC suffered "limited fire damage" and had been taken out of service. There were no injuries to the vessel's crew all whom are reported to be safe.

CMA CGM has also stopped all of its vessels transiting the Red Sea which it announced on 16 December saying the situation in the Red Sea was further deteriorating and concern for safety was increasing.

"A such we have decided to instruct all CMA CGM containerships in the area that are scheduled to pass through the Red Sea to reach safe areas and pause their journey in safe waters with immediate effect until further notice," the company said.

The CMA CGM Symi, chartered from Ofer family controlled Eastern Pacific Shipping (EPS), was one of the earliest vessels to be attacked in the region and was struck by a drone on 24 November.

The move by MSC and CMA CGM to suspend vessel transits of the Red Sea follow similar announcements by Maersk and Hapag-Lloyd. Maersk paused vessel movements on 15 December following a near miss of drone strike on the containership Maersk Gibraltar.

Lines including ZIM, had already been diverting some services from the region to take the much longer route around the Cape of Good Hope. A diversion by the

Cape of Good Hope on a voyage from Shanghai to Rotterdam at a speed of 18 knots would increase the transit time from 25 to 33 days.

Houthi Militia have vowed to attack any vessel headed to Israeli ports, having previously targeted what it claimed to be Israeli-linked vessels.

Meanwhile Orient Overseas Container Line (OOCL), part of Cosco Shipping Group, has stopped accepting Israeli cargo until further notice citing “operational issues”.

HMS Richmond heads to Gulf to support Diamond and Lancaster safeguard shipping

Royal Navy warship HMS Richmond is Gulf-bound to support the international effort protecting shipping.

The frigate will stand in for HMS Diamond and HMS Lancaster when either vessel needs to break off patrols for re-supply or maintenance.

Diamond is assigned to a newly-established international security mission, Operation Prosperity Guardian which was inaugurated last month following a series of drone and missile attacks threatening shipping passing through the Red Sea.

Meanwhile frigate HMS Lancaster is on a long-term mission in the Middle East, largely focused on the Indian Ocean and Arabian Sea, hunting down drug smugglers and arms traffickers, while providing a reassurance presence to lawful seafarers.

If necessary, the frigate will use her Sea Ceptor anti-missile system to protect herself and merchant vessels, as well as providing the wider assurance of the presence of a warship.

She heads for the Middle East having only returned to Devonport shortly before Christmas on another short-notice mission, helping to protect undersea infrastructure in the Baltic in support of regional allies.

The frigate today arrived in Gibraltar to take on stores and fuel, whilst allowing her ship's company time to undertake the famous run to the top of the Rock. Richmond will then head through the Mediterranean Sea on the next leg of her voyage to the Gulf.

DFDS expands to Strait of Gibraltar ferry market

DFDS has completed the acquisition of FRS Iberia/Maroc, a leading operator in the short-sea ferry market connecting Spain and Morocco.

FRS Iberia/Maroc has three routes operated by 850 staff, 450 of which are employed by the company. The operator's preliminary revenue figure for 2023 was DKK 1 billion ($147 million). FRS Iberia/Maroc will become part of DFDS'

Ferry Division, and its management team of Ronny Moriana Glindermann and Tim Gädecken have joined DFDS to continue managing the business.

DFDS plans to deploy its passenger and freight capabilities to grow operations, with trade between Morocco predicted to grow annually by eight per cent for the next five years. Operating and yield management capabilities from DFDS will be shared to help in the integration of the passenger business, and the company plans to optimise digital distribution channels to increase the share of online bookings.

DFDS' ro-pax ferry, Patria Seaways, was chartered by FRS Iberia/Maroc in November 2023 for interim deployment on the Algeciras-Tanger Med route.

Stena RoRo places order for 13th E-Flexer vessel from CMI Jinling

Stena RoRo has placed an order for a 13th E-Flexer ferry from Chinese shipyard CMI Jinling, to be delivered to operator Corsica Linea in the first quarter of 2026.
The new ferry will operate on the route between Marseille and Corsica in France and will be the first E-Flexer vessel to be delivered to the Mediterranean.

"The arrival of this new LNG vessel in the fleet is a strong signal that is in line with the ambitious course set for Corsica Linea the coming years: to become the most modern shipping company in the Mediterranean by 2030," said Pierre-Antoine Villanova, CEO of Corsica Linea. "This new and highly efficient

ship will be an important factor in our green transition and a part of our objective to reduce our CO2 emissions with 40 per cent by 2030.”

Each ship in the E-Flexer series is customised to meet the requirements of Stena RoRo’s customers. The E-Flexer’s engines can run on LNG, conventional marine fuel or biodiesel, and the vessels are designed with the classification society notation ‘Battery Power’, indicating that the vessels will be able to use batteries as a means of propulsion in the future.

Stena RoRo will now have six vessels under construction at CMI Jinling simultaneously, including two ‘New Max’ RoRo vessels. Nine E-Flexer vessels have already been delivered by the shipyard.

10 January 2024

Cruise Saudi’s Aroya Cruises unveils first cruise ship

Cruise Saudi’s new brand, Aroya Cruises, has unveiled its first cruise ship, which is currently undergoing extensive refurbishment.
The former World Dream of Genting Hong Kong is a 335-metre-long ship with 19 decks and 1,682 cabins, which the new Arabian cruise line hopes will “redefine Arabian holidays” when it sets sail from Jeddah, Saudi Arabia, in 2024.

VISITORS

Patagonia Built 2006 11935 GRT Portugal

Current Location Grays

Agia Valentina Built 2008 17979GRT Marshall Islands

Current Location Sheerness

Sider Lion Built 2010 15545 GRT Malta

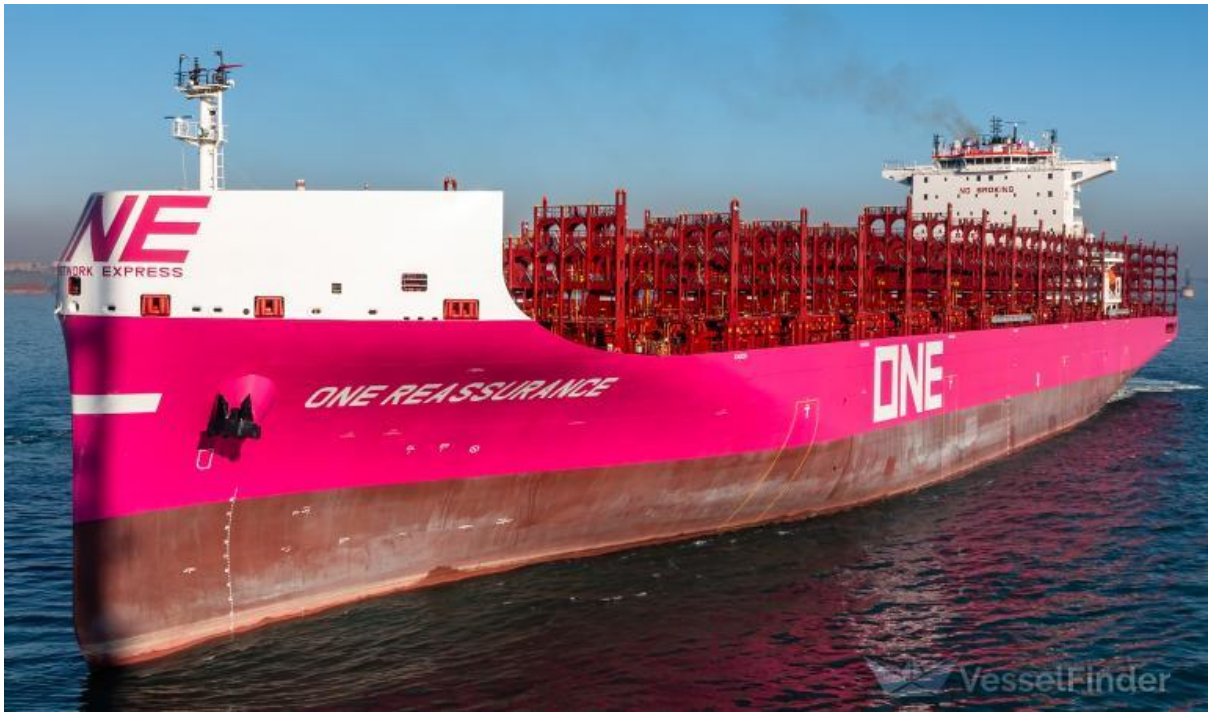
Current Location

Elizabeth River Built2005 31336 GRT Hong Kong

Current Location En route Gibraltar

Pink Stars Built 2010 61314 GRT Marschall Islands

Current Location En route Algeciras



One Reassurance Built 2923 74063 GRT Hong Kong

Current Location Algeciras

MSC Virgo Built 2020153100 GRT Portugal

Current Location West Africa bound Colombo

Qing Feng Ling Built 2913 22494 GRT China

Current Location En Route to Gibraltar

Silver Millie Built 2015 29327 GRT Marshall Islands

Current Location En Route to Los Angeles

Lady Malou Built 2013 29762 GRT Greece

Current Position Antwerp

High Seas Built 2012 29841 GRT Liberia 201

Current Location En route West Africa

Maersk Maru Built2011 28882 GRT Singapore

Current Location En route Dakar

Guadeloupe Explorer Built 2022 26513 GRT Marshall islands

Current Position En route to Marcus Hook

Star Eagle Built 2007 30068 GRT Panama

Current Position En route to Tema

Buxfavourite Built 1997 25173 GRT Liberia

Current Position US East Coast

A La Marina Built 2009 16623 GRT Belgium

Current Position En route Hamburg

Contship Aurora Built 2001 9981 GRT Antigua & Barbuda

Current Position Tilbury

Federal Nakagawa Built 2005 20600 GRT Marshall Islands

Current Location En route Nouakchott

Ambition Built 1999 48123 GRT Bahamas

Current Position En Route to Recife

Aeolos Built 2015 36362 GRT Liberia

Current position En route to Dumyat

Zim Alabama Built 2013 71112 GRT Liberia

Current Position En route Valencia

Golden Oak Built 2008 8505 GRT Marhsall Islands

Current position En route Amsterdam

Grand Hero Built 2007 59217 GRT Panama

Current Location En route to Singapore via South Africa

Maersk Capri Built 2018 29896 GRT Denmark

Current Position En route US Bay

SKS Douro Built 2010 56500 GRT Bahamas

Current Position En route Off Gambia

Penang Bridge Built 2009 17211m GRT Panama

Current Position En route Goteborg

Solent Visitors

Tihama Built 2016 195636 GRT Germany

QUIZ

1. Which ship operated by Albatros Expeditions recently departed on its maiden voyage from Tromsø in Norway to Longyearbyen?

2. What is the name of Irish Ferries' new ship, which has begun operating on the Irish Sea? It sails twice a day between Pembroke in the UK and Rosslare in Ireland.

3. Which Royal Navy destroyer has been patrolling in the Red Sea to help protect ships from attack by Houthi missiles and drones?

4. What is the name of the Turkish-built Scottish ferry due to be launched on 16 March 2024 for operation by Caledonian MacBrayne?

5. There are two full-size replicas of Golden Hind(e). One is in London, on the south bank of the Thames in Southwark. Where is the other one?

6. Where can you see the warship *Vasa*, which sank on its maiden voyage in 1628?

7. Royal Research Ship *Discovery*, which was launched in 1901, can be seen in Dundee. The ship was used by which famous explorers?

8. Which Mississippi paddle steamer won a steamboat race in 1870 against *Natchez*, going from New Orleans to St Louis Missouri (1,154 miles) in 3 days 18 hours and 14 minutes?

9. Which famous protocol originated following the sinking of the troopship *HMS Birkenhead*, which sank off the coast of South Africa in February 1852? Only 193 of over 630 passengers/crew on board survived the sinking.

10. In 2022, how many melons were used on P&O Cruises' ships - 115,000, 315,000 or 515,000?

NAUTICAL SUPERSTITIONS

These were many and some are still in use today. Here I record some of the better known ones and if any of you know of others I would be pleased to hear from you.

There was a belief, particularly aboard earlier sailing vessels that it was bad luck to mention certain land animals aboard ship. These included foxes and pigs, but there are no clues about where this idea came from. There was a similar belief that it was dangerous to carry priests or even women as passengers.

Whistling was also frowned upon. The belief was that it was 'whistling up a wind' and that a strong blow would follow. On the other hand there was the 'ha'penny breeze', believed to have originated in Holland, where small coins were thrown overboard in a calm to bring up a breeze. So much was this believed that some small boats were built with coins under the stepping of the mast. A sailing film was made with this phrase as it's title.

I have heard that it was bad luck to paint a fishing boat green. This may have been true at one time, but in colour photos of Leigh Creek, taken in the 1950's, the majority of fishing vessels , both cocklers and shrimpers, are green. Also, in Scotland, I was aboard a fishing vessel when the radio sprang alive and a voice asked: " Is that you, Hamish? Is it true that your boat was painted green at one time?" So it apply there either.

One of the strangest was the habit, common amongst sailing barges, of painting the normally white quarter boards of the barge blue as a sign of mourning following the death of the owner, skipper or someone else close to the barge. This would certainly be a talking point on the river with hails of "Who's died!" And it certainly helped to spread the word but it probably was not popular with the barge mates who had to prepare and paint the boards for the changes of colour.

Leaving a hatch cover upside down was considered a portent of bad luck, with reason. A hatch is slightly cambered and, if left upside down, will rock and, if stood on, could cause a crew member to lose his footing and go overboard. A good example occurred when crews were being allocated to the cockle boats that were going to Dunkirk. A man due to join 'Renown' noticed that she had a cover upside down and arranged to go on the 'Reliance' instead. 'Renown' was lost with all hands on the way back from Dunkirk.

Sailing on a Friday was believed to be bad luck. The excursion vessels operated by the various subsidiaries of General Steam Navigation never did this. But, of course, they were hoping for a busy weekend and needing to restock and possibly give crew leave.

No, what was considered to be ill fated, particularly amongst fishermen, was to start work on a Friday, after the vessel had been out of action for the other days of the week.

Finally there is the legend of the golden rivet. This mythical object is supposedly inserted in the depths of a warship during her building. Attitudes to it are best summed up by Surgeon

Commander Rick Jolly in his book of naval slangJackspeak: “Young recruits should treat invitations to view this object by senior ratings with the deepest suspicion.”

G.E.D.

MARLIN LUANDA

The Marlin Luanda is an LR2 sized oil product tanker sailing under Marshall Islands registration. On 27th January whilst some 60 nautical miles southeast of Aden, the ship was hit by a missile, which the Houthis claimed to have fired. The hit caused a fire to break out in one cargo tank, on the starboard side of the ship. After several hours, the fire was extinguished, and the ship is sailing under her own power to a “safe harbour”. During the fire fighting, the USS Carney and a French frigate were in attendance. There had been an attempted missile hit earlier in the day, but the vessel had not been affected.

The ship is chartered by Trafigura, owned by a division of J.P. Morgan and managed by Oceonix Services Ltd, all London-based firms. She had been travelling from Morocco to Singapore via Suez with a cargo of Russian naphtha, a highly flammable material. According to Trafigura, the naphtha was bought below the price cap in line with G7 sanctions. None of the ship's crew, mostly Indian, were hurt in the explosion or fire.

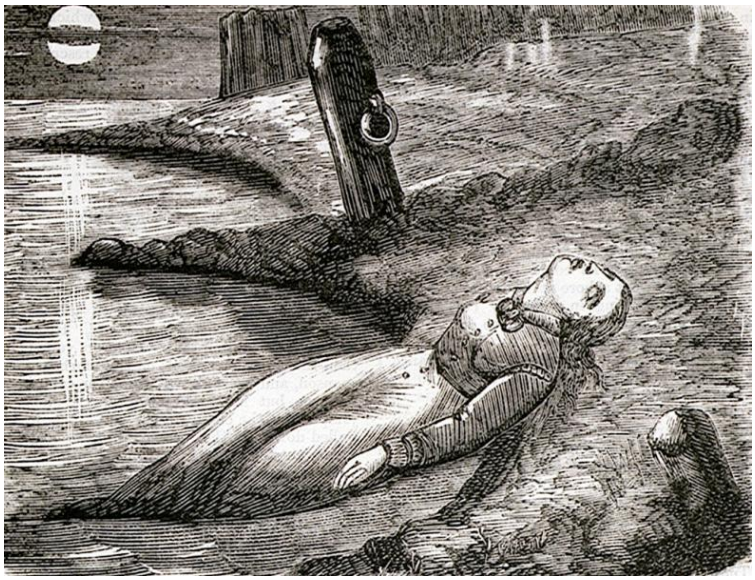
The Marlin Luanda was built in 2018 by New Times Shipbuilding of Taizhoo, China, as the XIN SHI DAI. She is of 109,991 sdwt with dimensions 250m x 44m x 14.8m max.

THE BOVRIL BOATS

For over 100 years, a fleet of specially commissioned sludge carriers were a regular scene on the Thames. Similar craft worked on the Clyde, Forth, Mersey and the Manchester Ship Canal etc.

SIR JOSEPH BAZALGETTE TAKING ON SLUDGE

The Princess Alice disaster of 1888, when scores of swimmers died because of the raw sewage being discharged into Gallions Reach close to the site of the accident, became the catalyst for action. A Royal Commission concluded that sewage sludge should be taken downstream and dumped at Black Deep, some 15 miles out from Foulness. It was assumed that dilution of the dumped material would prevent it being harmful to humans.



Over the 110 years of the sludge transportation operation, 17 vessels were built for operating on the Thames. In effect they were tankers with stainless steel tanks and powerful discharge pumps etc. Details of the final seven, post-war ships are appended.

At the end of 1998, the UK finally outlawed at-sea sewage sludge dumping, in line with European directives. Secondary sewage treatment was added to both Beckton and Crossness sewage treatment works instead, and the relatively small quantities of residue were then land filled.

The remaining three vessels, the HOUNSLOW, the BEXLEY and the THAMES, were laid up and sold. All of the Thames based vessels have now been broken up (although it is possible that the former NEWHAM is still operating in Nigeria), but the SHIELDHALL, a Glasgow and later Southampton sludge vessel, still exists, as does the GARDYLOO, an Edinburgh sludge vessel.

THE POST-WAR THAMES FLEET

SIR JOSEPH BAZALGETTE

1. SIR JOSEPH BAZALGETTE

The Sir Joseph Bazalgette was built by James Lamont & Co. Ltd., at Port Glasgow, being launched on 20th June 1963 and completed on 4th November 1963. She was of 2187 dwt, with dimensions 279' x46.4'. She was originally powered by twin Crossley Brothers diesels driving 2 screws, but in 1972 she was re-engined with twin Ruston Paxman Diesels Ltd. 4-stroke 6 cyl. Engines of 3000 bhp (total) giving 10 knots.

She was built for the GLC, but in 1974, she was transferred to Thames Water Authority ownership. In 1984 she was sold to the Corporation of Dublin. In

2000 she became the MIRIAM, under the ownership of Rocky Shipping & Trading Inc. of Panama, registered at Belize City. She was broken up in 2011.


SIR JOSEPH RAWLINSON

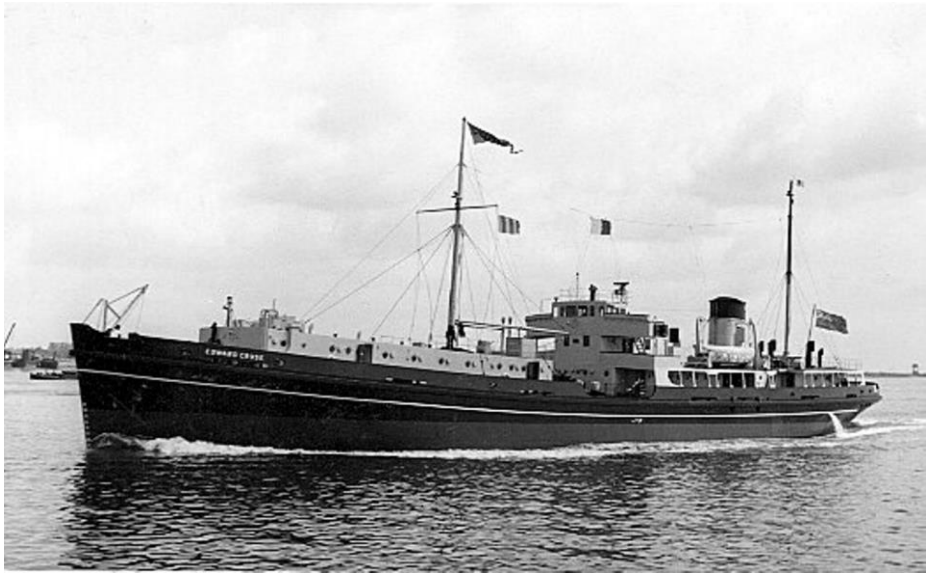
HARBO

2. SIR JOSEPH RAWLINSON

The Sir Joseph Rawlinson was built for the GLC by James Lamont & Co. Ltd of Port Glasgow, being launched on 26th March 1964. She was of 2781 dwt with dimensions 279' x 46' 4". She originally was powered by twin Crossley Brothers diesels driving 2 screws and giving 10 knots. In 1977, she was re-engined with three Bolnes Motorenfabriek M8-cyl of 2700 bhp onto 3 screws.

In 1965, she collided in thick fog with a hopper barge and capsized with 9 fatalities. In 1966 she was raised and converted into a dry cargo ship. In 1970,

she was sold to Atlas Shipping Co., renamed HARBO and registered in Monrovia. In 1973, she was sold to the Unicorn Shipping Co, and converted again to a ro-ro heavy-lift cargo carrier. After several further changes of ownership, she was finally broken up at Kaohsiung, arriving on 15th March 1986.



EDWARD CRUSE

3. EDWARD CRUSE

The Edward Cruse was built for the GLC by Lobnitz Marine at Renfrew, being completed in July 1954. She was of 1937 sdwt, with dimensions 83.4m x 13.3m. She was powered by two triple expansion steam engines manufactured by Lobnitz & Co driving 2 screws.

In 1974, she came under the Thames Water Authority. In 1977 she was sold to English White Shipping, and she was broken up at Sittingbourne in 1977.

HOUNSLOW

4. HOUNSLOW

The Hounslow was built by the Caledin Shipbuilding & Engineering Co. Ltd. of Dundee, being launched on 17th November 1967. She was of 2471 dwt, with dimensions 90m x 15m. She was powered by twin Ruston & Hornsby oil4Sa x 6 cyl totalling 2480 hp driving 2 screws.

In 1974 she came under the Thames Water Authority, and in 1990 Thames Water Utilities Ltd. In 1999 she was acquired by Prooftrade Ltd. In 2005 she was sold to D. Latchin & Qaisy of North Korea and renamed CROWN. Reportedly she was broken up, starting on 17th November 2011.


NEWHAM

5. NEWHAM

The Newham was built by Robb Caledin Shipbuilding & Engineering Co. Ltd. at Dundee in 1966. She was of 2385 dwt with dimensions 89.9m x 15.1m. She was powered by twin Ruston & Hornsby 4 stroke single acting 6-cyl oil engines driving 2 screws.

After the usual service for the GLC and TWA, she was sold in 1990 to Pacific Forex Maritime Corp. and renamed NEWMAN under the Honduras flag. In 1993 she was sold to the Newman Shipping Company under Malta registration. In 1997 she was renamed CARNILIA and then ALEX 11 having been sold to Marika Investments and operated under the Honduras flag. In 2008 she was renamed ALEX and Nigerian flagged. She appears to be still in service.


BEXLEY

6. BEXLEY

The Bexley was built by Robb Caledin Shipbuilding & Engineering Co. Ltd. at Dundee for the GLC, being launched on 17th June 1966. She was of 2432 dwt with dimensions 89.9m x 15.1m x 4.08m. She was powered by twin 6-cyl Ruston & Hornsby ATCM6 engines of 2480 bhp total driving two screws giving 12 knots.

In 1974 she was transferred to the Thames Water Authority, and in 1990 to Thames Water Utilities. In 1999 she was sold to Tomini Shipping and again that December to Madeleine Maritime S.A. of Panama. On 27th August she arrived in India for scrapping.


THAMES

7. THAMES

The Thames was built by Ferguson Brothers at Port Glasgow in 1977. She was of 2936 dwt with dimensions 87.4m x 14.6m x 4.6m. She was powered by single Mirrlees Blackstone Ltd. oil 4Sa 6-cyl reverse reduction geared to a single shaft of 2782 bhp.

Her first owner was City Leasing (Teeside) Ltd for the Thames Water Authority. In 1999 she was sold to Voyager Galaxy S.A. of Panama and renamed ANASTASIOS 1V. Later in 1999 she was Sao Tome & Principe flagged and converted to an oil tanker. In 2003 she was sold to Serval Marine Corporation and renamed CONDOR and then PAMISSOS. In 2010 she was scrapped in Aliaga, Turkey.

SCA LOGISTICS

NEW TERMINAL IN TILBURY DOCKS

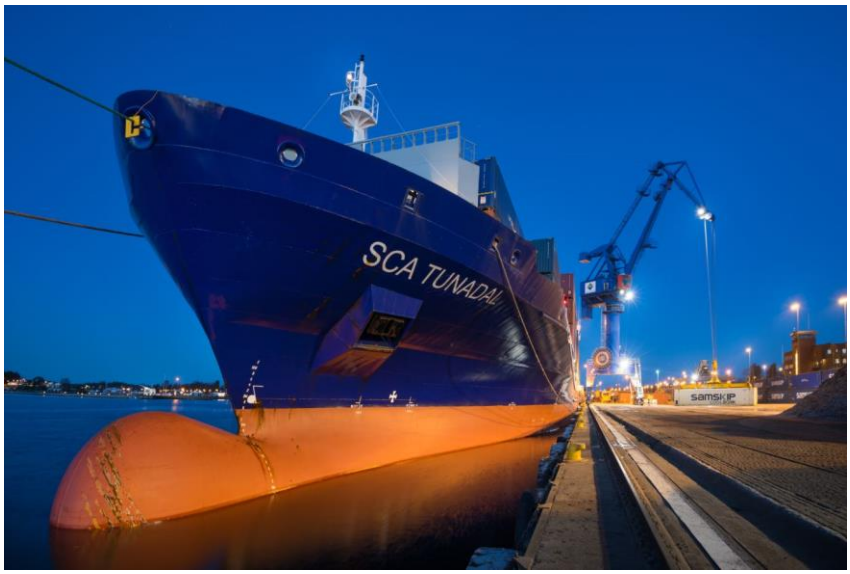
SCA started using their own ships around 1967. Their initial fleet consisted of three near identical sisterships, the TUNADAL, the MUNKSUND and the HOLMSUND. These were completed in Sweden in 1968 and were open-hatched short sea packaged timber carriers. They had their own gantry cranes for cargo handling. They operated mainly between Swedish ports, Rotterdam and 44 Berth in Tilbury Docks. The three ships were sold to Norwegian owners in 1997, by which time three replacement vessels had come “onstream”.

The three purpose-built newbuilds, the SCA OSTRAND, the SCA OBBOLA and the SCA ORTVIKEN were ro-ro ships, with a ramp at the rear. They were designed for “cassette loading”. The cassettes are raised open-ended steel platforms with a cargo capacity of 60 tonnes. They are 12.25m long by 2.60m wide. Each vessel can hold up to 165 of the cassettes, giving a maximum all-up cargo weight of 8200 tonnes. The system enables lashing etc. to be done ashore, thus speeding up downtime in port.

SCA TERMINAL AT SHEERNESS 2015 - 22

In 2015, SCA moved their UK terminal to Sheerness and they remained there until the beginning of 2022, when they opened a new ro-ro terminal at the

north end of the Tilbury Dock Extension. The three ships call once per week on a rotating basis.



SCA TUNADAL

A separate division, SCA Container Express began operating between Swedish ports and Rotterdam in 2020 with two chartered containerships, BALTIC SHEARWATER (since renamed SCA MUNKSUND) and BALTIC PETREL (since renamed SCA TUNADAL)

THE SHIPS SERVING THE TILBURY TERMINAL

1. TUNADAL: She was built by Lindholmen Varv at Gothenburg, being completed in 1968. She was of 12,497 dwt. With dimensions 153.4m x 20.3m x 8.41m. She was powered by twin Pielstick Lindholmen 10PC2V-400 engines of 5884 kW total driving a single screw giving 16.5 knots.

TUNADAL

AS MARINETTE

In January 1997 she was sold to B & N Gorthon Lines A.S. of Sarpsborg, Norway and renamed 19JB. In June 1998 she was registered with Jebsen Shipmanagement A/S of Bergen and renamed MARINETTE. In March 2004, she arrived at Alang, India for scrapping.

2. MUNKSUND; She was built by Lindholmen Varv at Gothenburg, being delivered in March 1968. She was of 12,497 dwt with dimensions 153.4m x 20.3m x 8.41m. She was powered by twin Pielstick Lindholmen 10PC2V-400 diesels totalling 5884 kW driving a single screw, giving 16.5 knots.

MUNKSUND

In 1995 she was sold to B & N Gorthon Lines A/B of Sarpsborg, Sweden. In March 1998 she was sold to Great Lakes European Shipping A/S of Bergen for

service on the Great Lakes. On 14th July 2001 she arrived at Alang, India for breaking up.

3. HOLMSUND: She was also built by Lindholmen Varv at Gothenburg, being delivered in October 1967. She was of 12,497 dwt with dimensions 153.4m x 20.3m x 8.4m. She was powered by twin Pielstick Lindholmen 10PC2V-400 diesels totalling 5884 kW driving a single screw, giving 16.5 knots.

HOLMSUND

In 1997 she was sold to M.S. Holmsund of Norway and renamed MENOMINEE. In 1998 she was transferred to Great Lakes European Shipping A/S of Bergen for operation on the Great Lakes. In 2008 she was sold to McKell Ships Ltd of Hamilton, Ontario and renamed KATHRYN SPIRIT. In 2011 she was sold for breaking up. There proved to be problems of scrapping her in Canada and for a while it seemed that she would be broken up in Mexico. Finally, she was scrapped in Canada in 2018.

SCA OSTRAND

4. SCA OSTRAND: She was built by Izar of Saville, Spain in 1996 for SCA as the OSTRAND. She is of 19,904 gt with dimensions 170m x 24m. She is powered by a MAK 6M552C engine of 8100 kW. She was designed to operate with a crew of 9. Her registered owner is Sanaga Sp. Ltd. She is Swedish flagged.

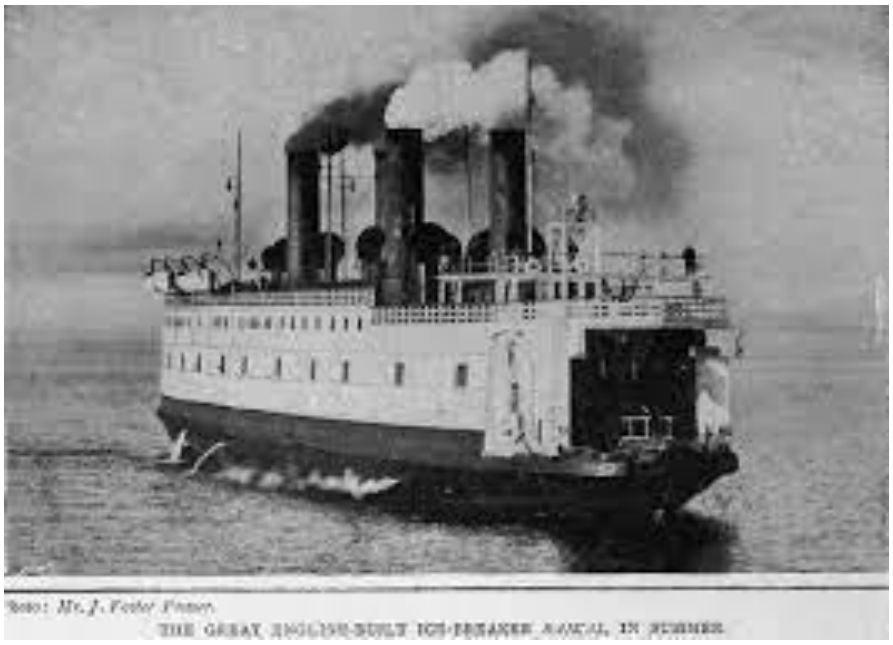
SCA ORDVIKEN

5. SCA ORTVIKEN: She was also built by Izar of Saville for SCA as the ORTVIKEN in 1996. She is of 19,887 gt with dimensions 170m x 24m. She is powered by a MAK 6M552C engine of 8100 KW. She is Swedish flagged.

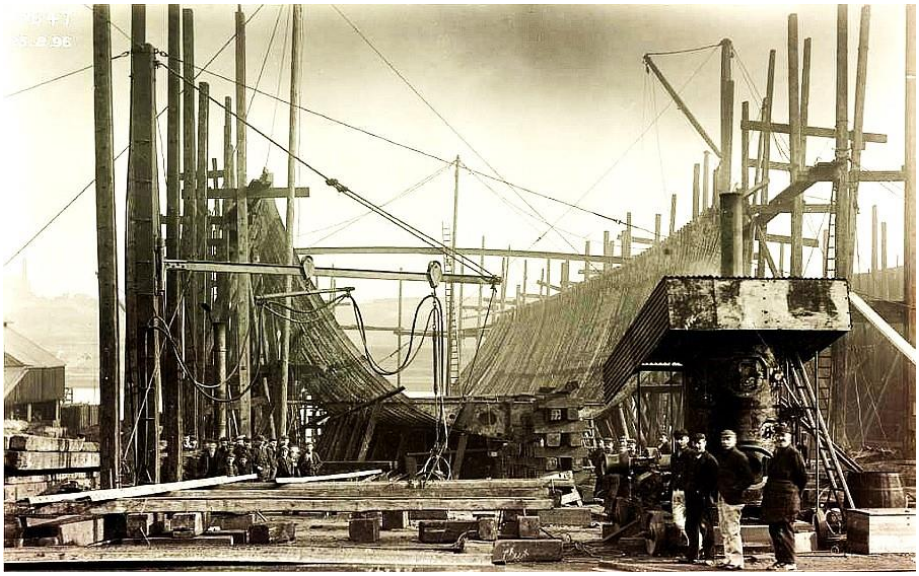
SCA OBBOLA

6. SCA OBBOLA: She was also built for SCA by Izar at Saville in 1996 as the OBBOLA. She is of 19,918 gt with dimensions 170m x 24m. She is powered by a single MAK 6M552C engine of 8100 KW. She is owned by SCA Transport of Sundsvall. She is Swedish flagged.

THE S.S. BAIKAL



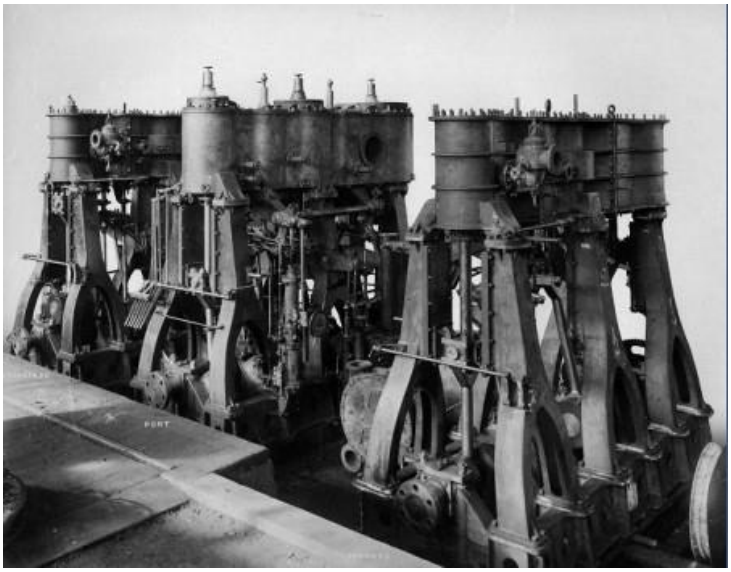
The Baikal was an ice-breaking train ferry linking the Trans-Siberian Railway across Lake Baikal, the world's deepest lake. Because of the very difficult terrain in the area, the 40 mile-ish gap in the route was not completed for several years after the remainder of the line.



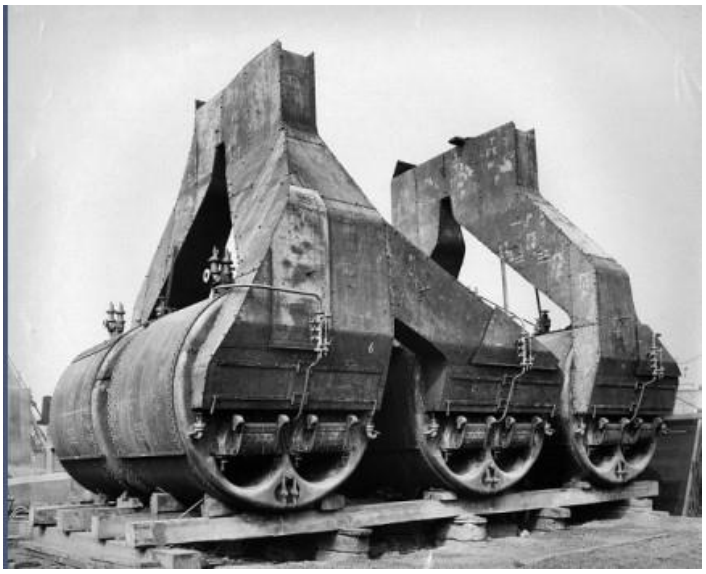
UNDER CONSTRUCTION AT LOW WALKER

LOW WALKER

On 30th December 1895, a contract was placed by the Russian government with Sir W.G. Armstrong Whitworth & Co. Ltd. of Newcastle upon Tyne for the provision of the ferry in a disassembled state and without woodwork.



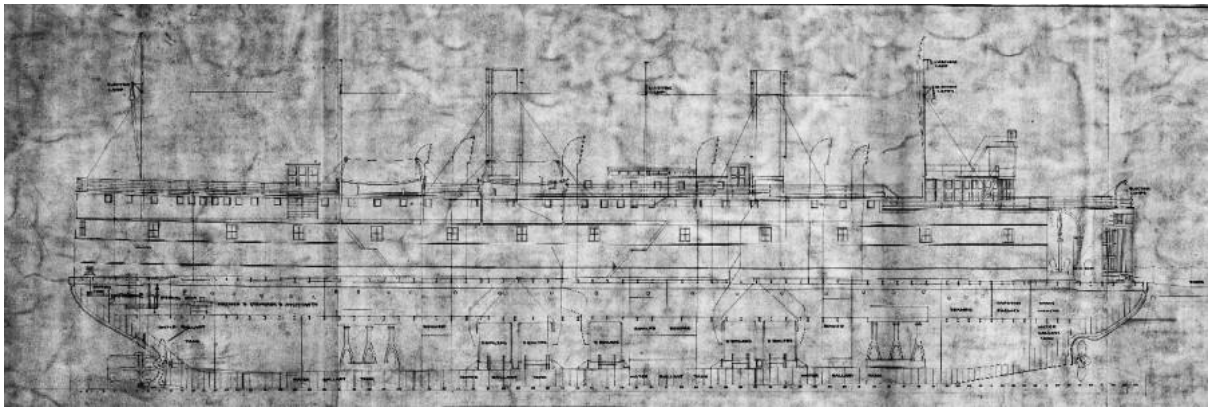
ENGINES READY FOR SHIPMENT



BOILERS READY FOR SHIPMENT

The ship was built at the Low Walker yard on the Tyne and was of 800 grt and 4267 t displacement. Her dimensions were 290’ x 57’ x 17.4’. Much of the hull was built in 1” thick steel for working in ice. She was powered by three 3-cylinder reciprocating steam engines built by Wigham Richardson & Co., also at Low Walker. She had three screws, two aft and one forward. Total horsepower was 3760. She carried three railway tracks for 25 carriages, with accommodation above for passengers.

LONGITUDINAL SECTION



Early in 1896 the ship was erected at Low Walker and then dismantled for transportation to Lake Baikal in 6900 pieces. Parts for one side of the ship were painted white, and for the other black. Every part was stamped and marked with paint. The engines and boilers parts were also colour-coded and stripped down, and were shipped out in December 1896. The last pieces did not arrive at the assembly yard until November 1898.

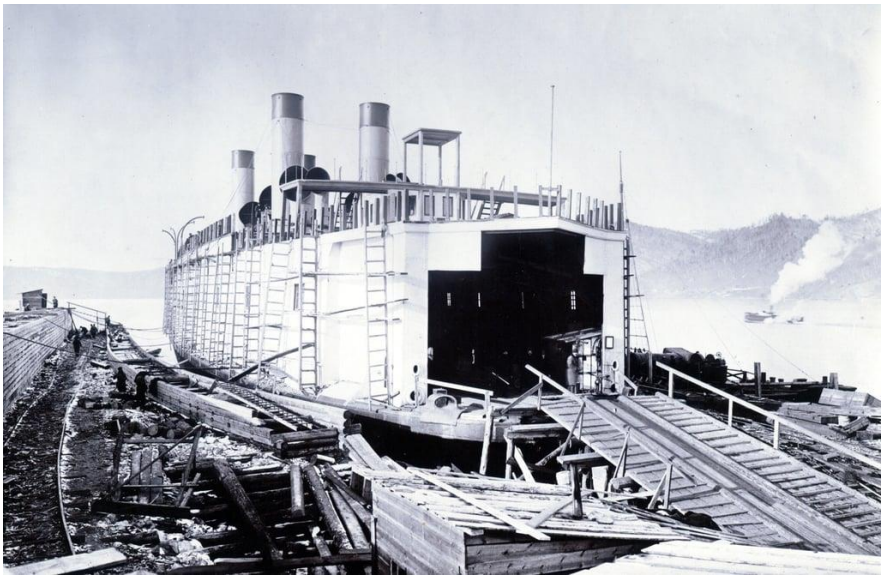
7. 

CARGO ARRIVING BY SLED

The pieces were shipped by a steamer to St. Petersburg, and then loaded onto rail wagons and despatched to the railhead in Siberia, which was some distance from the lake shore. From there the packages were transferred to sledges and hauled by horses some 700 miles over the snow-covered steppes to the lakeside, which they reached by June 1896.

A team of engineers from the Tyne led the work of re-assembling the ship at Listvenichnoye, and she was launched into the lake on 29th June 1899.

Until the final section of the line, the Circum-Baikal Railway, was opened in 1905, the Baikal, together with a smaller sister ANGARA, also built at Low Walker, carried two loads a day between piers at Baikal and Mysovaya, at times ploughing through ice 4 to 5 feet thick. After the railway had been completed, the two ships were kept as a reserve, as at first the line was beset with regular landslides.



RE-ASSEMBLY NEARING COMPLETION

In 1918, during the Civil War, the Baikal was armed with cannons and machine guns and utilised by the Red Army. In

August 1918 she was damaged by field artillery fire from the White Russians and burnt out at Mysovaya. In 1920, the damaged hull was raised and towed to Baikal, where she was laid up. In 1926 the remains were broken up.

PORT OF IMMINHAM

In 2019, the Port of Grimsby & Immingham was the largest port in the United Kingdom by tonnage with 54.1 million tonnes of cargo passing through that year.[2]

The port was established by the Humber Commercial Railway and Dock Company in association with the Great Central Railway; the dock company incorporated and the works permitted by the Humber Commercial Railway and Dock Act 1901. Construction of the dock started in 1906 and was completed by 1912. The original main purpose of the dock was the export of coal.

In latter 20th century the port was expanded beyond its locked dock, and east and west jetties; with the addition of several deep water jetties for bulk cargos: this included the Immingham Oil Terminal (1969, expanded 1994) for oil importation to the new Continental Oil and Lindsay Oil refineries; the Immingham Bulk Terminal (1970) built as a joint scheme by the National Coal Board and British Steel Corporation for coal export and iron ore import; the Immingham Gas Jetty (1985) for LPG import; and the Humber International Terminal (2000, expanded 2006) for bulk cargos. Roll-on/Roll-off terminals were first operated in 1966, and expanded within the dock in the 1990s, and outside the dock at the Immingham Outer Harbour (2006).

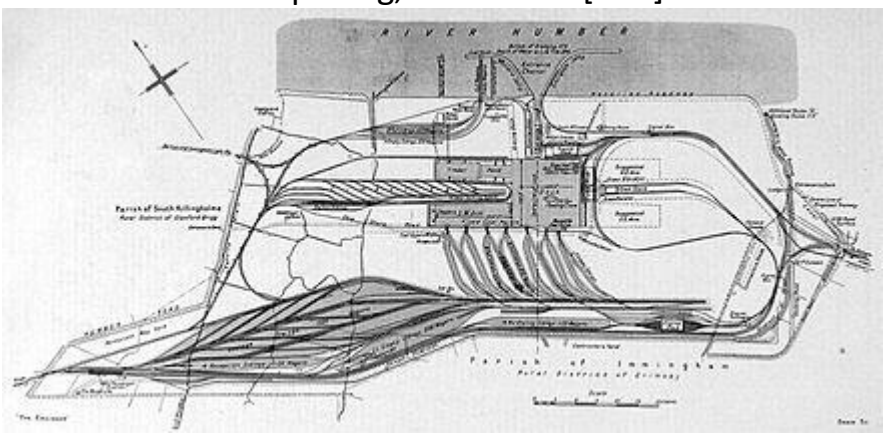
From the mid 19th century onwards the Manchester, Sheffield & Lincolnshire Railway developed the Port of Grimsby into a modern outlet for its rail system onto the east coast of England.

In 1900 the Humber Commercial Railway and Dock Company was formed with the aim of expanding the Grimsby Docks system – it sought powers from parliament to build a new dock west adjacent of the Royal Dock, and north of Alexandra Dock, on the banks of the Humber; This development was passed in 1901 as the Humber Commercial Railway and Dock Act. The Great Central Railway , owner of the Grimsby Docks was willing to back the scheme, but sought the advice of Sir John Wolfe Barry, who reported that the approach channel to the dock would have required extensive dredging; he later reported in favour of a scheme near Immingham, The GCR acquired land near their preferred dock, and informed the promoters of the scheme it was to withdraw its support, unless the scheme was changed to one better positioned on the Humber, near Stallingborough, nearer to a deep water channel

A bill was re-submitted in 1903. Features of the scheme were: a new dock in the parish of Immingham with lock and entrance channel, with jetties on the east and west side; a railway with a junction north of the Great Central

Railway's line at Ulceby station to the dock; and rights to dredge, divert streams (Immingham Haven), to raise funds, to make working arrangements with the Great Central Railway; and rights of compulsory purchase. The scheme was passed as the Humber Commercial Railway and Dock Act, 1904. The primary purpose of the dock was export of coal from Derbyshire and Yorkshire coalfields.

Construction and opening, 1906–1912[edit]



Immingham Dock and rail lines, c. 1912

The dock was designed by the firm of Sir John Wolfe Barry and partners, and contracted to Price, Wills and Reeves (Westminster), c(2.4 km). Work was formally initiated in July 1906.

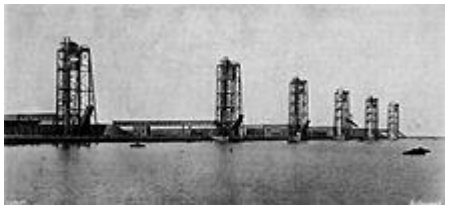
Three new short railway lines were sanctioned and constructed to connect to the dock from the west, east and south: these were the Humber Commercial Railway with a connection 5 miles away at Ulceby on the former Great Grimsby and Sheffield Junction Railway ; the Barton and Immingham Light Railway ran from a junction near Goxhill connecting to the Humber Commercial line at a junction on the west side of the dock estate; and the Grimsby District Light Railway to Grimsby connecting via a junction onto the Humber Commercial line, on the east side of the dock estate. The light railway to Grimsby was connected to the Great Coates branch by 1906; the line was used during the construction of the dock by the contractors, and a passenger service was begun in 1910

Approximately 2,500,000 cubic yards of excavated material from the dock was used in the construction for levelling. The dock walls were made of concrete, with granite coping; the lock pit was constructed with concrete side walls and a shallow inverted arch of brickwork at the invert.

As built the dock consisted of a main basin 1,100 feet square, with two arms to the north-west and south-west of approximately 1,250 by 375 feet long by

wide; a total enclosed area of 55.5 acres . The design incorporated space for two further arms on the east side, mirroring the western arms. The entrance lock was 840 by 90 feet split by lock gates into sections of 320 and 540 feet the lock had 28 feet of water depth at ordinary spring tides. At the entrance where two jetties extending 650 feet into the river, forming a guiding shape for the lock entrance – the eastern jetty was intended to be used for passenger services whilst the western jetty found initial use as a coal loading point.

The first dry dock was constructed adjacent parallel west of the entrance lock 740 by 56 feet long by wide, operated by Humber Commercial Railway and Dock Co. subsidiary the Humber Graving Dock & Engineering Co. East of the entrance lock was constructed the Dock Offices, built in an Arts and Crafts influenced style, with a Mansard roof encompassing dormer windows.



The south quay of the dock was entirely equipped for coal export, with seven coal hoists, with capacity of 400 tons per hour. Extensive sidings were built mainly to the south of the dock, with inbound storage available for 8,000 (loaded) coal wagons, and outbound storage for 3,500 wagons. The north-western arm was initially built as a timber pond, with adjacent rail sidings. Coal hoists were hydraulically powered, supplied by gravity sidings Six of the hoists were supplied by W.G. Armstrong Whitworth and Company; the seventh, a movable hoist was supplied by Tannet, Walker and Company (Leeds). he north quay of the south-western arm was used for pig iron handling, and was equipped with ten movable cranes from Armstrong Whitworth of lifting capacity of 5 or 3 tons, and a fixed crane with lifting capacity of up to 50 tons.

The Humber Commercial Railway carried its first goods in July 1910.

Due to high demand for coal shipment facilities in the aftermath of a coal strike, the dock was provisionally opened on 15 May 1912.

Shortly after opening a large reinforced concrete grain silo was completed (1913), capable of holding 20,000 tons of grain.

During the First World War, Immingham was a submarine base for British D class submarine.[44]

During the 1930s the port was used for cruise ships, with vessels of the Orient Steam Navigation Company, White Star Line and Blue Star Line calling at the port.

During the Second World War the port was used as a naval base, and was the Royal Navy's headquarters for the Humber. Anti-aircraft batteries were located around the dock during the war.

In 1950 a fertilizer plant was established on the dock estate, to the southeast.

In 1957 construction of a new dry dock was begun, after acquisition of the Humber Gracing Dock & Engineering company by Richardsons Westgarth & Company; the new dry dock opened 1960, known as Henderson's Graving Dock.

The Immingham Oil Terminal jetty on the banks of the Humber west of the dock entrance was opened 1969. The terminal was built to serve the new oil refineries (Continental Oil Refinery and Lindsey Oil Refinery) built near west of the Immingham Dock site. The initial construction consisted of a pier into the Humber with two berths, suitable for ships up to 200,000 dwt.

Immingham Bulk Terminal was commissioned in 1970 jointly by the National Coal Board and British Steel Corporation in association with the British Transport Docks Board for the export of coal and import of steel. The cost of the terminal was £11.5 million. The ore terminal was part of British Steel's "Anchor" modernisation project at its Scunthorpe Steelworks, the ore terminal was completed 1972. Vessel capacities for the terminals were 100,000 dwt for the ore terminal and 35,000 dwt for the coal terminal.

A Liquid Petroleum Gas handling jetty "Immingham Gas Jetty" was opened in 1985 at a cost of £5 million; the terminal was connected to underground storage operated by Conoco and Calor Gas.

A third berth was commissioned at the Immingham oil terminal in 1994 at a cost of £18 million.

In June 1995 a new £13.5 million terminal was opened for shipping company DFDS. Located on the south-western arm of the dock, in 1999 the terminal had 4 roll-on/roll-off berths on a 50 acres site.

The shipyard at the graving docks closed in 2001.

Humber International Terminal became operational in August 2000. The terminal was built adjacent west of the Immingham Bulk Terminal on the Humber bank; a 300 metres berth dredged to a depth of 14.7 metres The phase two berth extended the terminal's quay by 720 ft, and was built primarily to handle imported coal. The terminal was formally opened by the Princess Royal in 2006.

A new Immingham West Jetty for petrochemical handling

The Immingham Outer Harbour Revision Order, 2004 permitted the construction of moorings and access ramps south and west of the jetty of the Humber International Terminal; and the removal of part of the Western jetty; as well as permitting dredging of a channel to the terminal to a maximum depth of 30 to 33 ft Three of the five permitted berths were constructed, and the Immingham Outer Harbour opened 2006.

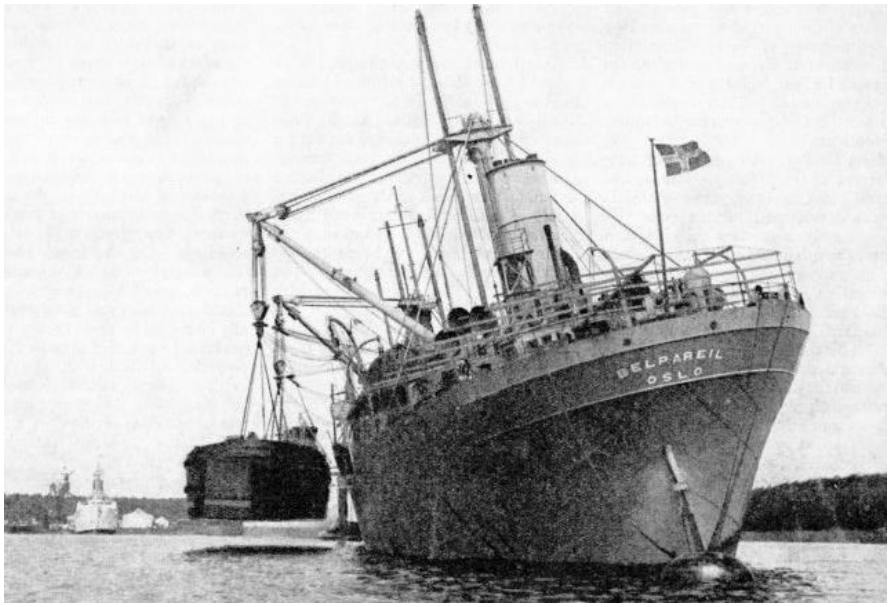
In 2007/8, a £45 million 200,000 ton pa biofuel plant was constructed at the Port of Immingham, manufacturing biodiesel from vegetable oils.

In 2008 a 48 acres site was acquired in Stallingborough in 2008 to increase off dock estate storage space for cars. The site was operational by 2011.

In 2013 ABP began the development of the "Immingham Renewable Fuels Terminal" on the Humber International Terminal site, as part of a 15-year contract with Drax Power Station to supply biomass (wood pellet) to the powerplant.

In 2018 Associated British Ports took over operation of British Steel's Immingham Bulk Terminal with an investment of £65 million. Derbyshire based metal and recycling specialist, Ward, opened a deep sea dock export facility at Immingham to expand its capabilities to export metal. British Steel took back control of the Immingham port facility in 2020.

HEAVY LIFT SHIPS



In the 1920s, the Bremen-based shipping company DDG Hansa saw a growing demand of shipments for assembled locomotives to British India. That led to the construction of the world's first heavy lift vessel, SS Lichtenfels with a 120 t (118 long tons; 132 short tons) derrick.[7] After World War II, DDG Hansa became the world's largest heavy lift shipping company. In terms of lifting capacity it reached its peak in 1978 with refitting the Japanese-built bulk carrier MV Trifels with two 320-tonne (315-long-ton; 353-short-ton) Stülcken derricks. Shortly after that, in 1980, DDG went bankrupt. With that, only the Dutch shipping companies Jumbo, BigLift Shipping (until 2001 named Mammoet Shipping) and SAL Heavy lift[8] were left as heavy lift shipping specialists.

Back in the heyday of the five-hatch cargo ship, not so very long ago, and in the decades up to about 1970, many ships, in addition to their normal hatch derricks, also had a “Jumbo” Typically, this was a single span derrick of substantial construction, invariably stowed upright when not in use, perhaps on the mast or samson post between hatches one and two and serving hatch two. Unless in use, it was likely to be un-rigged with the blocks and guys stowed below – rigging,”, was a time-consuming affair.

Deck crowd on Ben Loyal rigging their “Jumbo”

Such equipped vessels were identifiable by the canvas shrouded head gear.

J C Harrisons M V “Barrister”

The “Jumbo” evolved from the 1960’s into the Stulken Derrick, with its massive vee-shaped kingposts, permanently rigged, capable of serving two adjacent hatches and with a leap in capacity up to 300 tonnes, although 150-180 was much more common. These graced the fine-looking ships of Strick, BI, Ben Line, Harrisons and a host of other, now fading, names. The advent of container shipping coupled with reliable, high-capacity marine cranes has seen a polarisation of cargo carrying and the advent of a new generation of

commercial heavy lift vessels, frequently able to manage a 1000 tonne lift with two cranes in tandem

All of the above excludes the developments in offshore oil, gas and renewables construction. The former, gaining pace in the 1950's and '60's, especially in the Gulf of Mexico, brought us the derrick barge and ultimately the semi-submersible crane vessel (SSCV). Early players in this market were the US firm of McDermott and Heerema from Holland. The eponymous McDermott "derrick barge", a misnomer as they were equipped with American Hoist or Clyde cranes, grew from simple anchor-moored pontoons to the dynamically-positioned monohull DB50 and latterly, in a joint venture with Heerema, into the SSCV DB102. Still one of the largest offshore heavy lift units, now operated by Heerema as the Thialf. Capable of a 12k T lift

Semi-submersible ships – Vessels that are horizontally submersible until their main deck is under water to a depth of 6 to 14m and large cargoes can be loaded using the float-on/float-off method. In this case, the load must be barge-mounted or able to float itself. The ship itself sinks similarly to a floating dry dock cargo is floated onboard. Typical cargoes are drilling rigs, floating other vessels.

SHIPBREAKERS ON THE THAMES AND MEDWAY

After each of the World Wars, the Admiralty needed to downsize quickly, requiring the breaking up of warships on a large scale.

After WW1, breakers yards sprang up on the Thames at Grays and also Silvertown, whilst on the Medway they grew up at Queenborough and Upnor, and off the Swale.

After World War 11, warships to be scrapped were allocated to the various yards by the British Iron & Steel Corporation (Salvage) Ltd. (BISCO), a government owned concern. At that time there were 25 yards, mostly located

near to steelworks. Only yards in Scotland by then had the facilities for breaking up battleships and fleet carriers.

BISCO was wound up in 1962, after which the Admiralty (later the MoD) would just invite tenders for the scrapping of redundant warships. Until the 1980s, ex-Royal Navy warships could only be broken in British yards. After that time, cheaper foreign yards, with less Health & Safety Regulations brought an abrupt end to the British shipbreaking industry.

1. THOMAS W. WARD AT GRAYS

T.W. WARD YARD AT GRAYS IN 1921 WITH HMS SAPPHIRE ALONGSIDE WHARF

Thomas W. Ward was a long-established engineering, steel and cement business, originally based in Sheffield. In 1894 they began to establish substantial shipbreaking yards in several parts of Great Britain, which eventually included Inverkeithing, Briton Ferry, Preston, Barrow in Furness, Morecambe, Pembroke Dock, Milford Haven, Hayle and Grays. By 1953, the firm employed 11,500 people. It was bought by RTZ in 1982, but by that time shipbreaking in the U.K. had effectively ended.

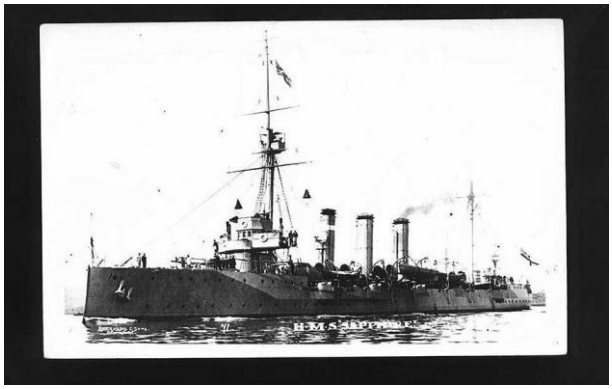
GRAYS YARD IN 1950

The Grays yard was set up in 1919, based on Columbia Wharf, a previously abandoned jetty. The Ward Group bought from the Admiralty in 1921 a job lot of 113 warships for breaking up, and a number were allocated to the Grays yard.


GRAYS YARD IN 1972

Like most of the breakers, the work at Grays was mainly done with hand-held oxyacetylene torches, cutting up the steel into sizes that could be handled by whatever cranes and transport were to hand. The breaking up of ships in Asia currently mostly uses similar equipment. Over the years, numerous warships, mostly destroyer sized and under were broken up at Grays. The wharves and jetties have long gone, and the site now redeveloped as high-rise flats.

SOME WARSHIPS BROKEN UP IN POST WW1 ERA AT GRAYS



HMS SAPPHIRE

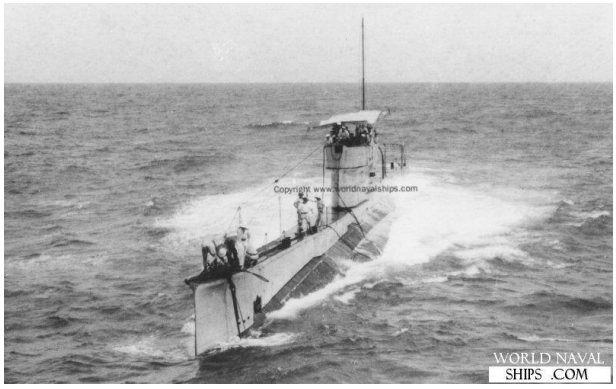
HMS SAPPHIRE: A Topaze class protected cruiser launched in 1904. She was of 3000-ton displacement, with dimensions 360’ x 40’ x 16’. She was powered by twin triple expansion steam engines totalling 9800 ihp giving a speed of 21 knots. She was armed with 12 x 4” and 8 3-pounder guns and 2 x 18” torpedo tubes. She was sold to T.W. Ward Ltd for breaking at Grays on 9th May 1921.

HMS LAVEROCK

HMS LAVEROCK: A Laforey class destroyer launched in 1913. She was of 980 tons displacement with dimensions 268’ 10” x 27’ 8” x 10’ 6”. Three Yarrow boilers fed Parsons steam turbines driving 2 screws giving 29 knots. She was armed with 3 x 4”, 1 x 2-pounder and 2 x 21” torpedo tubes. She was laid up in reserve at the Nore by March 1919 and was s0ld for scrap to T.W. Ward’s Grays yard on 9th May 1921.


HMS LIFFEY

HMS LIFFEY: A River class destroyer launched in 1904. She was of 559 tons displacement with dimensions 226’ 6” x 23’ 9” x 7’ 9”. She had 4 coal fuelled Yarrow type boilers with 2 vertical triple expansion steam engines of 7000 shp driving 2 screws giving 25.5 knots. She was armed with four 12-pounders and five 6-pounders with two 18” torpedo tubes. In August 1919 she was sold to T.W. Ward for breaking at Grays.



HM SUBMARINE L2

HMS L2: An L class submarine launched in July 1917. She was of 905 tons displacement (surfaced) and 1091 tons (submerged) with dimensions 231’ 1” x 23’ 6” x 13’ 3”. She had twin 12 cyl. 1200 bhp diesels or twin 600 hp motors giving 17 knots surfaced and 10.5 knots submerged. She was armed with six 18” torpedo tubes and a 4” gun. She was sold to T.W. Ward for scrapping at Grays in March 1930.


HMS CARSTAIRS

HMS CARSTAIRS: A Hunt class minesweeper launched in April 1919. She was of 710 tons displacement with dimensions 231’ 0” x 28’ 0” x 8’ 0”. She was powered by coal-fuelled Yarrow boilers providing steam for twin vertical triple expansion steam engines of 2200 shp driving 2 screws giving 16 knots. She was armed with a 4” and a 3” guns and 2 machine guns. She was sold to T.W. Ward for scrapping at Grays in April 1935.

HMS TIVERTON

HMS TIVERTON: Also, a Hunt class minesweeper launched in September 1918. Her statistics are as the Carstairs, above. She was sold to T.W. Ward in December 1938 for scrapping at Grays.

HMS LANCE

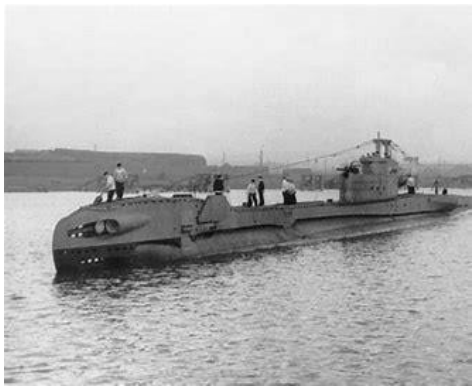
HMS LANCE: She was an L class destroyer, launched in 1940. She was of 1920 tons displacement with dimensions 362’ 6” x 36’ 7” x 10’ 0”. She was powered by 2 drum-type boilers serving twin geared steam turbines totalling 48000 shp. She was armed by 8 x 4”, 4 No. 2 pounders and 8 machine guns with 10 No 21” torpedo tubes. She was damaged by bombing whilst at Malta in April 1942, The wreck was salvaged and towed to Sheerness, but was declared a Constructive Total Loss. She was put on the disposal list in 1944 at arrived at T.W. Ward for scrapping at Grays in June 1944.


HMS WALPOLE

HMS WALPOLE: She was a W class destroyer launched in 1918. She was of 1188 tons displacement with dimensions 312’ 0” x 29’ 6” x 9’ 0”. £ Yarrow-type boilers fed 2 geared turbines totalling 27,500 shp giving 34 knots. She was armed with 4 x 4”, 2 x 2pdr and 2 x 6 pdr plus 4 torpedo tubes. She hit a mine in January 1945 and was declared a Constructive Total Loss and arrived for scrapping by T.W. Ward at Grays in March 1945.


HMS HYDRA

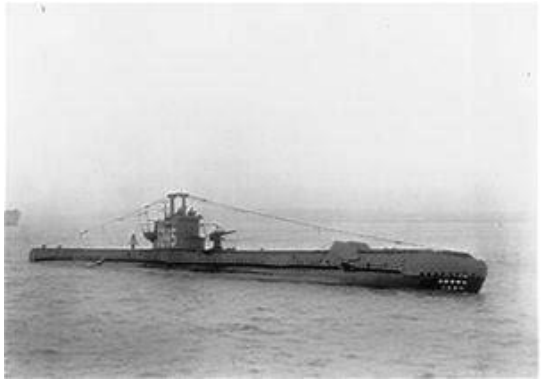
HMS HYDRA: She was an Algerine class ocean minesweeper launched in September 1942. She was of 1047 tons displacement with dimensions 225’ 0” x 35’ 6” x 12’ 6”. She had 2 Admiralty drum type boilers feeding 2 vertical triple expansion steam engines of 2400 ihp giving 16.5 knots. She was armed with one 4” and 8 x 20mm guns, She was mined off Ostend on 10th November 1944 and then towed to Sheerness where she was declared a Constructive Total Loss. She arrived at Grays in 1947 for scrapping by T.W. Ward.


HMS TRUCULENT

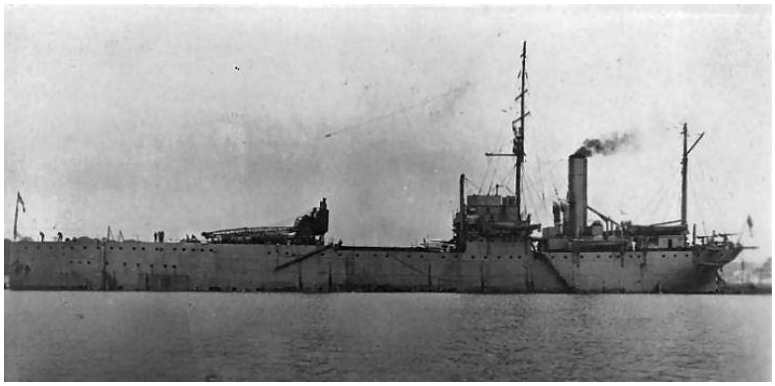
HM SUBMARINE TRUCULENT: She was a T class submarine funded by the town of Glossop in Derbyshire. She was launched in September 1942 and was of 1310 tons displacement surfaced and 1590 tons submerged. Her dimensions were 276’- 6” x 25’- 6” x 12’ 9”. Her diesels were of 5000 hp and her electric motors 2900 hp giving 15.5 knots surfaced and 9 knots submerged. She had a total of 11 torpedo tubes and a 4” gun plus 3 A.A. machine guns.

After a successful service in WW2, she remained in active use, being refitted at Sheerness in 1950. She was leaving the Medway after the refit when she

collided with the Swedish oil tanker DIVINA. She quickly sank with the loss of 64 lives. She was sold to TW Ward for scrapping at Grays on 8th May 1950.

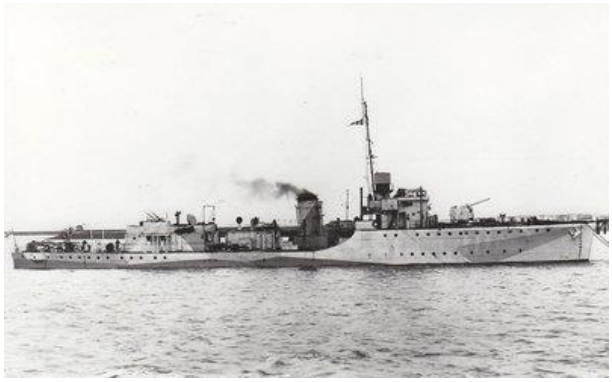

HMS SPIRIT

HM SUBMARINE SPIRIT: She was an S class submarine launched in July 1943. She displaced 856 tons surfaced and 1010 tons submerged, with dimensions 217’ 0” x 23’ 9” x 14’ 8”. Her diesels were of1900 bhp and her electric motors 1300 hp giving 15 knots surfaced and 10 knots submerged. She was armed with 7 torpedo tubes and a single 3” gun. She arrived at TW Wards yard in July 1950.


HMS ARK ROYAL

HMS ARK ROYAL: She was the first ship to be designed and built as a seaplane carrier. She was launched in September 1914 and was of 71190 tons displacement. Her dimensions were 366’ 0” x 50’ 10” x 18’ 9”. Her 3 boilers drove a triple expansion steam engine of 3000 ihp giving 11 knots. She was

armed with 14 No. 12 pdr guns and could carry 8 seaplanes. She participated in the Gallipoli Campaign in 1915. In 1930 she became a training ship and was renamed PEGASUS in 1934. In late 1940 she was modified as a prototype Fighter Catapult Ship. She was sold for scrap in 1949 to TW Ward, but was not broken up until late 1950 at Grays.

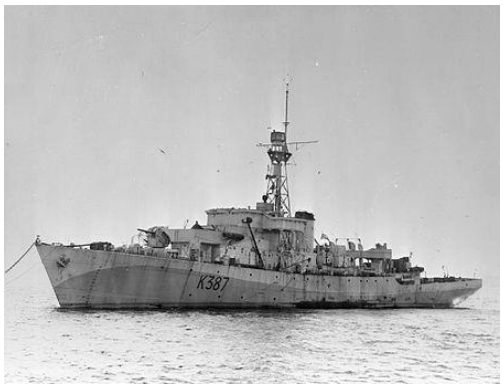

HMS GUILLEMOT

HMS GUILLEMOT: She was a Kingfisher class patrol sloop launched in 1939. She was of 589 tons displacement with dimensions 243’ 3” x 26’ 6” x 6’ 6”. She was powered by 2 Admiralty-type drum boilers feeding geared steam turbines of 3600 shp giving 20 knots. She was armed with a single 4” and 4 machine guns. She spent most of the war escorting east coast convoys against E-Boats. She was sold to TW Ward for scrapping at Grays in November 1950.


HMS FOYLEBANK

HMS FOYLEBANK: She was launched in 1930 for the Bank Line but was requisitioned in 1939 by the Admiralty, who converted her into an A.A. Ship. She was of 5582 tons and her twin 16-cylinder diesels gave a speed of 11 knots. She was armed with 8 No. 4” A.A guns, 8 No. 2 pdr. In July 1940 she was

bombed and sunk in Portland Harbour with the loss of 176 lives. Leading Seaman Forman was posthumously awarded the VC during the engagement. The front half of the ship was scrapped at Falmouth whilst the aft section was towed to Grays for scrapping in 1952.



BERKELEY CASTLE

HMS BERKELEY CASTLE: She was a Castle class corvette launched in August 1943. She was of 1080 tons displacement with dimensions 234’ 0” x 36’ 6” x 13’ 5”. She was powered by 2 Admiralty 3-drum boilers driving a vertical triple expansion of 2750 ihp giving 16.5 knots. She was armed by a 4” and 6 x 20mm guns with a Squid and depth charges. After her war service, she was placed in reserve in 1946. On 31st January/1st February 1953 she was in dry dock at Sheerness when the tidal surge overtopped the dock gates. This caused the ship to float off her staging and capsize. She was damaged beyond economic repair and placed on the Disposal List in 1955. She arrived at TW Ward on 29th February 1956 at Grays for scrapping.


BICESTER

HMS BICESTER: She was a Type 11 Hunt class destroyer launched in September 1941. She was of 1050 tons displacement with dimensions 280’ 0” x 31’ 6” x 8’ 3”. Her twin geared turbines of 18000 shp gave 25.5 knots. She was armed with six 4”, 2 x 20mm and 8 machine guns plus depth charges etc. In 1950 she was placed in reserve at Chatham and put on the Disposal List in 1955. She was sold to TW Ward for scrapping and arrived at Grays on 23rd August 1956.


CONTEST

HMS CONTEST: She was a C class destroyer launched in December 1944. She was of 1885 tons displacement with dimensions 362’ 9” x 35’ 9” x 11’ 9”. She was the first all-welded Royal Navy warship. She was powered by 2 Admiralty-type drum boilers and geared turbines of 40,000 shp giving 36 knots. Her armament consisted of 4 x 4.5” and 6 x 40mm guns, 8 torpedo tubes plus depth charges etc. She spent the early part of her service career in the Far East and her later time in the Home Fleet. She was paid off in the late 1950s and arrived at TW Ward at Grays for scrapping on 2nd February 1960.

ROBERT DUNDAS

RFA ROBERT DUNDAS: She was a Coastal Stores Carrier launched in July 1938. She was of 1930 tons displacement with dimensions 220’ 6” x 35’ 2” x 13’ 6”. She was powered by a single 6-cyl Atlas Polar diesel giving 12 knots. She served mainly in the Mediterranean but was present at the Normandy landings. In December 1971 she was laid up at Chatham, arriving at TW Ward at Grays in June 72.

SEA SALVOR

RFA SEA SALVOR: She was an Ocean Salvage Vessel launched in April 1943. She was of 1780 dwt with dimensions 218’ 0” x 39’ 10” x 15’ 7”. She was powered by twin 3-cyl triple expansion steam engines giving 12 knots. She was armed by 4 single 20mm guns. She took part in the Normandy landings in June 1944. In May 1954 she recovered the wreckage of a BOAC Comet that had crashed in the Mediterranean. She was deployed for active service during the Suez Crisis. In January 1968 she took part in the relief efforts after the Belice earthquake in Sicily. She arrived at TW Ward for scrapping at Grays in June 1973.

THE DART LINE

The Dart Line was established in January 1996 by Jacobs Holdings PLC, just after they had acquired the Thames Europort at Dartford. The site was located on the south bank of the Thames, just downstream of the Queen Elizabeth bridge across the river. As well as some 55 acres of riverside land, the facility has two deepwater Ro-Ro berths with a linkspan to the shore. The marine facility had been completed some ten years earlier under the name Dartford International Freight Terminal (DIFT), but had never reached anything like its potential, and the establishment of the Dart Line was an attempt to encourage trade through the terminal.

DIFT

The Dart Line principally catered for unaccompanied trailer traffic between the Thames Europort and Vlissingen and Zeebrugge. Initially the service to Vlissingen using the DART 2 and the chartered SALLY EUROWAY. During its 10 years or so of trading, the Dart Line utilised a number of vessels, ie DARTS 1 to 10, and the service for a while included Dunkerque.

In February 2006, the then owner of the Dart Line, Bidvest of South Africa, sold the whole concern, including the ships and the terminal to Cobelfret for £59.5 million. By that time, the Dart Line fleet consisted of Dart 3, 4, 8 and 9, these were given Cobelfret names, PHOCINE, CERVINE, SERPENTINE and AQUILINE respectively. Cobelfret used the terminal as an occasional overflow, from time to time using it for importing and storing Mercedes cars and vans.

Early in 2023, the PLA bought the terminal for use as a Light Freight Terminal, in partnership with Uber Thames Clippers.

DART LINE VESSELS

DART 1

DART 1: She was built by Damen in Romania in 1984 as the BALDER FJORD. She was of 9071 gt with dimensions 121.5m x 21.0m x 5.3m. She was powered by twin MaK 9M453AK diesels which gave 15.5 knots. She was in the Dart Line fleet from 1996 to 2001. She is now trading as LIANA N under the Lebanese flag.

DART 2

DART 2: She was built by Damen in Romania in 1984 as the BALDER HAV. She was of 9080 gt with dimensions 120m x 21m. She was powered by twin MaK 9M453AK diesels giving 15.5 knots. Sh was in the Dart Line fleet from 1996 to 2005. She now trades as MED BRIDGE and is Lebanese flagged.

DART 3

DART 3: She was built by Damen in Romania in 1984 as the BALDER STEN. She was of 9088 gt with dimensions 121m x 21m and was also powered by two MaK diesels giving 15.5 knots. She served in the Dart Line fleet from 1997 to 2006. She now trades as the NAMMA EXPRESS and is Saudi flagged.

DART 4

DART 4: She was built by Damen in Romania in 1985 as the BALDER BRE. She was of 9082 gt with dimensions 121.5m x 21m x 5.3m. She was powered by twin Krupp MaK 9M453Ak diesels of 5300 KW giving 14.5 knots. She served in the Dart Line fleet between 1997 and 2006. She is currently trading as GULF LIVESTOCK 2 and is Panamanian flagged. She has been in the news recently for safety and environmental offences.

DART 5

DART 5: She was built by Damen in Romania in 1985 as the BALDER RA. She was of 9080 gt with dimensions 121m x 21m. she too is powered by two MaK 9M453AK diesels of 2648 KW each. She served in the Dart Line fleet from 1996 to 1999. She currently trades as LIDER BORDO MAV and is Cameroon flagged.

DART 6

DART 6: She was built in Huelva, Spain in 1998 for Dart Line. She was of 7606 gt with dimensions 122m x 19m. She was powered by a Wartsila 9R32D engine of 7400 KW. She served in the Dart Line fleet between 1998 and 1999. She is now trading as the ARROW, operated by Seatruck Ferries Shipholding and is UK flagged.


DART 7

DART 7: She was also built at Huelva in 1998 for Dart Line. She is of 7606 gt with dimensions 122m x 19m. She too was powered by a Wartsila 9R32D engine of 7400 KW. She served in the Dart Line fleet from 1998 to 1999. She at present sailing under Canadian registration under the name CLIPPER RANGER.

DART 8

DART 8: She was built in Japan for COSCO as the XI FENG KOU in 1980. She was of 22,748 gt with dimensions 177m x 26.5m x 8.52m. She was powered by twin MAN diesels totalling 11,630 KW giving 18 knots. She served in the Dart Line between 1999 and 2006. She is currently trading as WINNER X1 under the St. Kitts and Nevis flag.

DART 9

DART 9: She was also built in Japan in 1980 and was named GU BEI KOU. She was of 22,748 gt with dimensions 176m x 26m. She was powered by twin MAN – B&W engines of 11,640 KW. She served in the Dart Line fleet between 1999 and 2006. She was scrapped in July 2010 in India as the QUILL under the Tuvalu flag.

DART 10

DART 10: She was also built in Japan in 1980 and was named ZHANG JIA KOU. She was of 22,748 gt with dimensions 176m x 26m. She served in the Dart Line between 1999 and 2005. She was scrapped at Alang as the EURASIAN LINK in September 2010 in Alang.

HISTORY OF THE CINQUE PORTS

Location of the Cinque Ports and their limbs.

The confederation of Cinque Por**ts** is a historic group of coastal towns in south-east England – predominantly in Kent and Sussex, with one outlier Brightlingsea in Essex. The name is Old French, meaning "five harbours", and

alludes to the original members (Hastings, New Romney, Hythe, Dover and S andwich). At its peak in the Late Middle Ages, the confederation included over 40 members. There are now a total of 14 members: five "head ports", two "ancient towns" and seven "limbs".

The ports lie on the western shore of the English Channel, where the crossing to the European continent is narrowest.

The origins of the confederation are obscure, but are believed to lie in the late Anglo-Saxon period, and specifically in the reign of Edward the Confessor Certain south-east ports were granted the local profits of justice in return for providing ships. The ship service of Romney, Dover and Sandwich (but not the confederation itself) is noted in Domesday Book (1086). By 1135, the term Cinque Ports had come into use; and in 1155 a royal charter established the ports to maintain ships ready for the Crown in case of need. The earliest general charter granting liberties to the ports in common dates from 1260 The chief obligation laid upon the ports, as a corporate duty, was to provide 57 ships for 15 days' service to the king annually, each port fulfilling a proportion of the whole duty.

In the 13th and 14th centuries the ports did play a significant role in the defence of the realm,

The original five ports were:

- Hastings
- New Romney
- Hythe
- Dover
- Sandwich

By 1190, two further towns had joined the confederation, originally to assist Hastings in her provision of ships. In time they grew in prosperity, and by the 14th century were recognised as possessing the same "head port" status as the original five ports. In deference to the literal meaning of "Cinque Ports", however, these two additional members were always distinguished under the title of the "Ancient Towns" The confederation is therefore sometimes referred to as "The five Cinque Ports and two Ancient Towns". The Ancient Towns were:

- Winchelsea
- Rye

Over the years, a number of further towns and ports joined the confederation as detached "Limbs" or "Members" they took a share in the burden of ship service, and a share in the privileges of the confederation. The limbs were

Current limbs]

Many of the historic members of the confederation have now either ceased to exist as a result of coastal change, or have shrunk or lost status for other reasons. The following are the current limbs of the confederation:

- Tenterden (limb of Rye)
- Lydd (limb of New Romney)
- Folkestone (limb of Dover)
- Faversham (limb of Dover)
- Margate (limbs of Dover)
- Deal (limb of Sandwich)
- Ramsgate (limb of Sandwich)

In return for their ship service, the towns received various privileges, including:[2]

- Exemption from tax and tallage
- Rights of sac and soc [jurisdiction over criminal and civil cases within their liberties]
- Rights of toll and team [authority over the sale or passage of cattle and other property within their liberties]
- Rights of bloodwit and fledwit [authority to punish shedders of blood, and those seized in an attempt to escape justice]
- Rights of pillory and tumbril [authority to punish delinquents]
- Rights of infangthief and outfangthief [authority to imprison or execute thieves or other felons]
- The right of mundbryce [the right to enter private property in order to erect banks or dikes as a defence against the sea]
- Rights of waifs and strays [the right to appropriate unclaimed property and stray animals]
- Rights of flotsam, jetsam and ligan [the right to appropriate the debris and cargo of wrecked ships]

Many of the portsmen were fishermen, and in pursuit of herring sailed annually to the Norfolk coast, where they claimed rights of "den and strand" on the sandbank at the mouth of the River Yare.

A Lord Warden of the Cinque Ports was appointed, an office frequently, and by the end of the 13th century permanently, combined with that of Constable of Dover Castle. The joint office survives to the present day, but is now a purely honorary title, with an official residence at Walmer Castle.

All Freemen of the ports, termed "portsmen", were deemed in the age of feudalism to be barons, and thus members of the baronage entitled to attend the king's parliament – a privilege granted in 1322 in recognition of their earlier support of the Despensers, father and son related to their privileges as monopolies. The warden and barons often experienced clashes of jurisdiction.

In the 21st century the title "Baron of the Cinque Ports" is now reserved for Freemen elected by the Mayor, Jurats and Common Council of the Ports to attend a coronation and is solely honorary in nature. " For the Coronation of Charles III and Camilla in 2023, fourteen barons joined the congregation in the abbey, representing the original five ports, the two ancient towns and the seven limbs.[

New Romney is now about a mile and a half from the seafront. It was originally a harbour town at the mouth of the River Rother. The Rother estuary was always difficult to navigate, with many shallow channels and sandbanks. In the latter part of the thirteenth century a series of severe storms weakened the coastal defences of Romney Marsh, and the South England flood of February 1287 almost destroyed the town. The harbour and town were filled with sand, silt, mud and debris, and the River Rother changed course, now running out into the sea near Rye, Sussex. New Romney ceased to be a port.

Hythe is still on the coast. However, although it is beside a broad bay, its natural harbour has been removed by centuries of silting.

Dover is still a major port.

Sandwich is now 3 km from the sea and no longer a port.

Ongoing changes in the coastline along the south east coast, from the Thames estuary to Hastings and the Isle of Wight inevitably reduced the significance of a number of the Cinque port towns as port authorities. However, ship building and repair, fishing, piloting, off shore rescue and sometimes even "wrecking" continued to play a large part in the activities of the local community.

The confederation's activities are much better documented from 1432 onwards, when minutes of the proceedings of the Brotherhood and Guestling began to be taken consistently. Meetings are documented in two books, known respectively as the "White Book" (covering the years 1432 to 1571, although the earliest portion, to 1485, comprises a transcript made in 1560) and the "Black Book" (covering the years 1572 to 1955). The White and Black Books were held at New Romney until 1960, when they were transferred to the Kent Archives Office (now the Kent History and Library Centre) in Maidstone. A comprehensive calendar of the two books was published in 1966

The Cinque Ports arms at Strand Gate, Rye
Regional flag of the Cinque Ports, registered 2017

The traditional arms and banner may only officially and lawfully be displayed by representatives of the confederation itself, or by the local authorities for its member ports. However, in 2017 the Cinque Ports Authority registered with the UK Flag Registry a flag of three gold ships' hulls on a blue field as a "regional" or "community" flag, which may be flown by anyone who wishes to express identity with the Cinque Ports.[

Several of the member ports have their own coats of arms, which in some cases are modified or derivative versions of the confederation arms. Thus, Sandwich bears arms identical to those of the confederation, but with the three ships' hulls silver. Hastings bears a variant on which the central half-lion-half-ship is replaced by a full lion, and the two ships' hulls are silver. Deal bears a version of the confederation arms differenced by a chief on which the Lord Warden's "oar of Admiralty" appears. New Romney bears three gold lions on a blue field. Others incorporate elements from the confederation arms, or otherwise allude to them. Great Yarmouth, Norfolk, never a member of the confederation but closely associated with it through its herring fishery and fair, bears a variant on which the three half-ships are replaced by three fishes' tails.]

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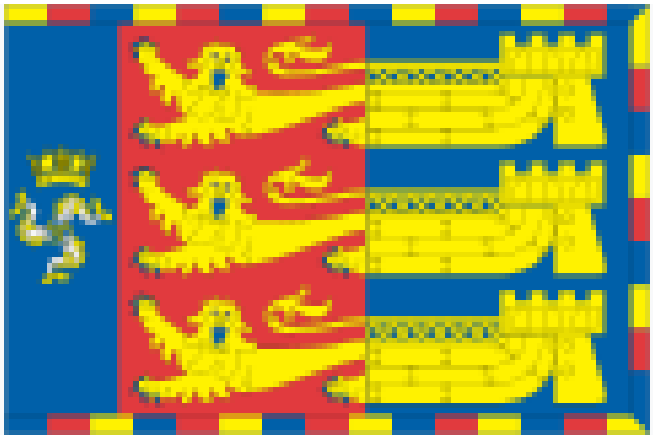
- 

Banner of Admiral of the Fleet Lord Boyce, Lord Warden of the Cinque Ports (2005–2022)

ONE FACT WONDER TRINITY HOUSE


Trinity House, London A meeting at Trinity House circa 1808

The Corporation of Trinity House of Deptford Strond, also known as Trinity House is the official authority for lighthouses in England, Wales, the Channel Islands and Gibraltar.

Trinity House has three main functions:

- It is the General Lighthouse Authority for England, Wales, the Channel Islands and Gibraltar, responsible for a range of general aids to navigation, 'signs of the sea', from lighthouses to radar beacons.
- It is a charitable organisation dedicated to the safety, welfare and training of mariners.
- It is a Deep Sea Pilotage Authority, licensing expert navigators to act as deep sea pilots for ships trading in Northern European waters.

The Corporation also inspects buoys provided by local harbour authorities. It no longer provides local pilots for entering ports.

Trinity House's activities as a lighthouse authority are financed from "light dues" levied on commercial shipping calling at ports in the United Kingdom.

Trinity House maintains 65 lighthouses ranging from isolated rock towers like the Eddystone to mainland towers like Southwold lighthouse.

All Trinity House lighthouses have been automated since November 1998, when the UK's last staffed lighthouse, North Foreland in Kent, was converted to automatic operation. Lighthouse automation began as long ago as 1910, thanks to an invention of Gustaf Dalén. His sun valve was fitted in a number of lighthouses powered by acetylene gas. The vital component was a black metal rod, which was suspended vertically and connected to the gas supply. As it absorbed the sun's heat, the rod expanded downwards, cutting off the gas during the day

Automation in the modern context began in the early 1980s, made possible firstly by the construction of lantern-top helipads at remote rock lighthouses, to enable the rapid transfer of technicians to a lighthouse in the event of a breakdown, and secondly, by the development of remote control technology, which enables all lighthouses and lightvessels to be monitored and controlled from the Trinity House Operations and Planning Centre, in Harwich, Essex.

The other General Lighthouse Authorities in other parts of the British Isles:

- Commissioners of Irish Lights — Ireland (Northern Ireland and Republic of Ireland)
- Northern Lighthouse Board (formerly known as Commissioners for Northern Lights) — Scotland and the Isle of Man
-

Trinity House is also a maritime charity, disbursing funds for the welfare of retired seamen, the training of young cadets and the promotion of safety at sea;

Funding for the work of the lighthouse service comes from "light dues" levied on commercial vessels calling at ports in the British Isles, based on the net registered tonnage of the vessel. The rate is set by the Department for Transport, and annually reviewed. Funding for the maritime charity is generated separately.

The corporation was founded in 1514. Its first master was Thomas Spert (later Sir), sailing master of Henry VIII's flagship Mary Rose and of Henry Grace à Dieu.

The Master of the Corporation (now an honorary title) is Anne, Princess Royal.

Trinity House is ruled by a court of thirty-one Elder Brethren, presided over by a Master. These are appointed from 300 Younger Brethren who act as advisors and perform other duties as needed. The Younger Brethren are appointed from lay people with maritime experience, mainly naval officers and ships' masters, but also harbourmasters, pilots, yachtsmen, and anyone with useful experience.

The headquarters of the corporation is the present Trinity House, which was designed by architect Samuel Wyatt and built in 1796. It has a suite of five state rooms with views over Trinity Square, the Tower of London and the River Thames.

The corporation came into being in 1514 by royal charter granted by Henry VIII under the name "The Master, Wardens, and Assistants of the Guild, Fraternity, or Brotherhood of the most glorious and undivided Trinity, and of St. Clement in the Parish of Deptford-Strond in the County of Kent The charter came as a result of a petition put forward on 19 March 1513 by a guild of Deptford-based mariners. They were troubled by the poor conduct of unregulated pilots on the Thames and asked the king for licence to regulate pilotage. The first Master was Thomas Spert (later Sir), sailing master of Henry's flagship Mary Rose and the Henry Grace à Dieu. The name of the guild derives from the Holy Trinity and St. Clement, the patron saint of mariners.

The John Sebastian, Trinity House L.V. No 55 (1886 built as a batch order of three, LV54, LV55 and LV59) in Bathurst Basin

With the increasing number of ships lost along the Newcastle to London coal route, Trinity House established the Lowestoft Lighthouse in 1609, a pair of wooden towers with candle illuminants. Until the late 18th century, candle, coal, or wood fires were used as lighthouse illuminants, improved in 1782 with the circular-wick oil-burning Argand lamp, the first 'catoptric' mirrored reflector in 1777, and Fresnel's 'dioptric' lens system in 1823. The Nore lightship was established as the world's first floating light in 1732.

Trinity House took over the management of all public buoys in the kingdom in 1594 from the Lord High Admiral. A warrant, dated 11 June 1594, granted to the corporation the right of, making, erecting, setting up, placing or laying out, all buoys, beacons, marks and signs, for the sea or seashore, to hold the same with all profits and emoluments thereunto belonging, as of the manor of East Greenwich, in free and common soccage.

By 1847, revenue collected from this source was £11,000 to £12,000 per year

In 1803, the Corporation established the Blackwall Depot as a buoy workshop, and six district depots were later established at Harwich, Great Yarmouth, East Cowes, Penzance, Holyhead and Swansea.

In December 2002, Trinity House announced that the Great Yarmouth, Penzance and East Cowes depots would close.

Today, Trinity House's operational headquarters is in Harwich, supported by depots in Swansea and a flight operations base at St Just in Cornwall. Its operations are also supported by three vessels; the two large tenders THV Patricia and THV Galatea, and the Rapid Intervention Vessel THV Alert. A small secretariat is based at Tower Hill.

In 1836, Trinity House accepted powers to levy out the last private lighthouse owners and began refurbishing and upgrading its lighthouse estate.

During the First World War, the Corporation served a number of functions: it buoyed shipping lanes and naval operations, moved lightvessels, and laid hundreds of buoys.

During the Second World War, Trinity House kept sea lanes marked and lighted for Allied convoys. The Pilotage Service guided ships to their ports under hazardous conditions; at the time of the Dunkirk evacuation, a number of pilots helped in piloting vessels to and from the beaches.

On the night of 29 December 1940, Trinity House was destroyed by the most severe of the air attacks on London; the interiors were completely gutted and many archives and treasures were lost.

In preparation for the D-Day landings on 6 June 1944, Trinity House laid 73 lighted buoys and two lightvessels to indicate a safe route for landing craft. Trinity House pilots were responsible for all commercial vessels involved and many of the service vessels. In the month following D-Day, nearly 3,000 vessels were handled by 88 river pilots and nearly 2,000 ships by 115 sea pilots working day and night.

In 1969, Trinity House initiated the debut of helicopter reliefs to and from offshore lighthouses, succeeding the boat reliefs. These had been susceptible to being delayed by months during inclement weather. Trinity House played a major part in the design of the IALA Maritime Buoyage System, laying the first buoy off Dover, watched over by representatives of 16 nations on 15 April 1977.

By the 1960s, Trinity House licensed about 500 pilots, of whom about 350 were in the London District, handling an estimated 60% of the nation's piloted tonnage. The 1987 Pilotage Act authorized Trinity House to pass its District Pilotage responsibilities to various local harbour authorities, becoming instead a licensing authority for deep sea pilotage.

The completion of the lighthouse automation programme came with a ceremony held at the North Foreland Lighthouse on 26 November 1998, attended by the last six keepers and Master, the Duke of Edinburgh. On 9 June 1989, the last crewed lightvessel was towed from the Channel lightvessel station to Harwich.

Trinity High Water (or High Water, Trinity Standard, abbreviated **T.H.W.**, was a vertical datum used for legal purposes in the River Thames and informally over a much wider area. Though not thus defined, it was about 12 feet 6 inches above mean sea level

The concept had its origin in the London Dock Act 1800[which authorised the making of the Wapping basin of the London Docks and specified its minimum depth i.e. over the sill.

Eventually, it was deemed by the Port of London Act 1968 to be a level having a value of 11.4 feet above Ordnance Datum Newlyn. and thus the connection with the Trinity House marker stones was abandoned.

In legal cases involving issues of navigation or seamanship e.g. collisions at sea, Elder Brethren of Trinity House act as expert nautical advisers to the Admiralty Court in London. Usually, two Elder Brethren sit with the Admiralty judge. Their function is not to decide the case themselves, but to advise the presiding judge about the practicalities of seamanship and ship handling. When this happens,

the parties are not allowed to produce expert witnesses of their own without a special reason,

 Trinity House, Harwich

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-

VESSELS

ALERT

- Year of Build 2006
- Length Overall 39.3m
- Draft 2.7m
- Maximum Speed 17kts
- Service Speed 12kts
- Endurance 1,500nm @ 15kts / 3,000nm @ 12kts

Rapid Intervention vessel
Accommodation for 4

GALATEA

THV Galatea was launched in July 2006, replacing the THV Mermaid, in service with Trinity House since 1987. Mermaid was sold to the Gardline group of Great Yarmouth, for conversion to survey vessel.[4] Galatea is a sister vessel to the NLV Pharos.

This is the second Trinity House vessel named Galatea

THV Galatea provides aids to navigation for the safe passage of mariners, including maintenance work, buoy deployment, wreck location marking and towing. She is also able to carry out additional tasks such as hydrographic surveying and wreck finding and contract commercial work. She is equipped for:

- hydrographic surveys including bathymetry, side scan, sonar and wreck investigations
- aids to navigation deployment, maintenance, repair and examination
- research platforms for deployment and recovery of scientific equipment
- sampling projects
- marine hazard search and marking
- lifting, towing and accurate positioning of marine equipment
- recovery and re-establishment of off-station aids to navigation
- sea trials of electronic and speciality equipment
- helicopter support
- safety boat assignments
- guard duties for cable and pipe laying projects
- Length 84.2 m

- Owner William & Glynns Leasing
- Launched 2006
- 3569 GRT
- Speed 12.5 knts
- Endurance 35 days
- 30 cabins

PATRICIA

At 86m long, THV *Patricia* has accommodation for an additional 12 people and benefits from a helicopter-landing pad. With a 20 tonne main crane capacity and 28 tonne bollard pull and towing winch, she is also survey capable. Available 24 hours a day 7 days a week, THV *Patricia* is available for a wide range of projects including:

- aids to navigation deployment maintenance, repair and examination

- research platforms for deployment and recovery of scientific equipment
- sampling projects
- marine hazard search and marking
- lifting, towing and accurate positioning of marine equipment
- recovery and re-establishment of off-station aids to navigation
- sea trials of electronic and speciality equipment
- helicopter support
- safety boat assignments
- guard duties for cable and pipe laying projects

Trinity House's Multi Functional Tender (MFT) Patricia operates around the coast of England, Wales and the Channel Islands undertaking aid to navigation maintenance work, towing, wreck location and marking amongst other projects. At 86m long, Patricia has accommodation for an additional 12 people and benefits from a helicopter-landing pad. With a 20 tonne main crane capacity and 28 tonne bollard pull and towing winch, she is also survey capable.

A workboat alongside THV Patricia

Year Built 1982

- Length Overall 86.3m
- Draft 4.4m
- Service Speed 12kts
- Endurance 21 days

ACCOMMODATION As Built

- 34 Single Cabins

- 6 Double Cabins
- 1 Office
- 1 Conference Room
- 1 Mess Room
- 4 Recreation / TV Rooms
- 1 Workshop

MAIR

MV Mair is a tug operating out of Barry Docks in the Bristol Channel. Her overall length is 24 meters and her width is 6 meters.

MV Mair is suitable for buoy and beacon maintenance work in estuaries, harbours and at sea.

MV Mair is mostly utilised for emergency response cover, buoy and beacon casualty work and regular buoy maintenance and replacement. She assists the Trinity House project department with beacon rebuilds and refurbishment, regular hydrographic surveys and towing Lightships and Light floats.

Hydrographic surveys are carried out using Hypac survey package, with Lowrance sidescan for wreck detection.

Mair can lift 3 tonne at the side of the vessel and has been recently fitted with an 8 tonnes tugger winch for recovering moorings and sinkers over the bow.

Mair was built in 1974 and bought from the Admiralty in 2002, coming into service with Trinity House in August that year.

GJ Binding & Sons Ltd, the owners have worked for Trinity House for 70 years, the present owner taking over from his father.

MV Mair towing a lightfloat

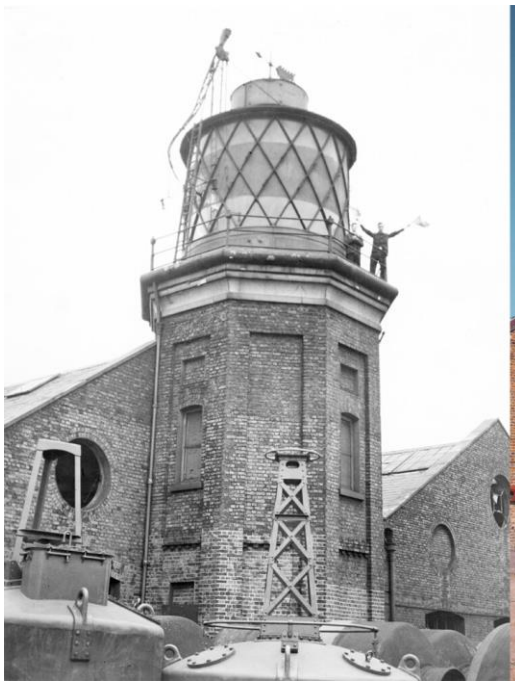
- Speed 10.5 knots
- Range 1000 miles

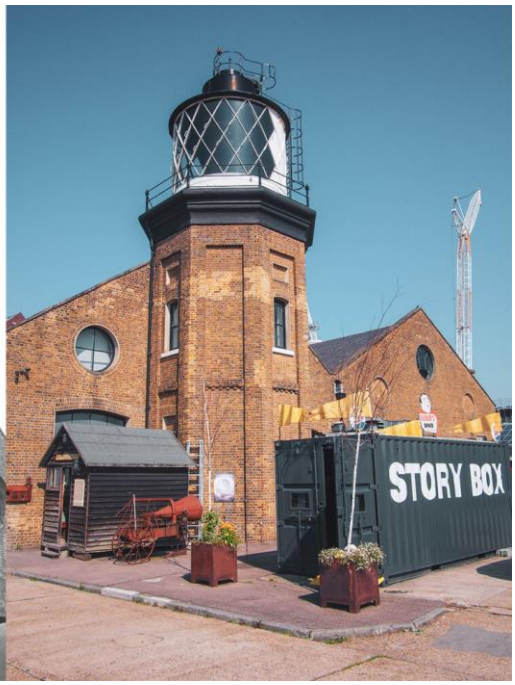
Trinity Buoy Wharf

Trinity Buoy Wharf is home to the iconic Experimental Lighthouse- London's only remaining example- built in 1864. The Lighthouse was never used to aid navigation on the Thames, but to experiment and develop lighting equipment for the Trinity House network of lighthouses, lightships and buoys. It was the place where the scientist Michael Faraday conducted his optical experiments, and was also a vital resource for the training of lighthouse personnel. Originally, there were two lighthouses at Trinity Buoy Wharf. The original one on the left was built in 1854 but demolished in the late 1920s

All coastal lighthouses were built to help ships navigate treacherous seaways, but this one on the Thames was different. This was an experimental lighthouse, where the Trinity House Corporation developed and tested their maritime lighting equipment in the early days of electricity.

The lights were shone across the Thames to Shooters Hill, where observations were taken and their performance was measured. In the early to mid-twentieth century the lighthouse was also used to train lighthouse keepers.





ANSWERS TO QUIZ 76

1. Which ship operated by Albatros Expeditions recently departed on its maiden voyage from Tromsø in Norway to Longyearbyen?

Ocean Albatros

2. What is the name of Irish Ferries' new ship, which has begun operating on the Irish Sea? It sails twice a day between Pembroke in the UK and Rosslare in Ireland.

Oscar Wilde

3. Which Royal Navy destroyer has been patrolling in the Red Sea to help protect ships from attack by Houthi missiles and drones?

HMS Diamond

4. What is the name of the Turkish-built Scottish ferry due to be launched on 16 March 2024 for operation by Caledonian MacBrayne?

MV Isle of Islay – the first of four ferries being built in Turkey

5. There are two full-size replicas of Golden Hind(e). One is in London, on the south bank of the Thames in Southwark. Where is the other one?

Brixham Harbour, Devon. Until the 1990s there was a replica at Peter Pan's playground (now Adventure Island) in Southend.

6. Where can you see the warship *Vasa*, which sank on its maiden voyage in 1628?

Stockholm, Sweden

7. Royal Research Ship *Discovery*, which was launched in 1901, can be seen in Dundee. The ship was used by which famous explorers?

Scott and Shackleton. The ship was key to the British National Antarctic Expedition.

8. Which Mississippi paddle steamer won a steamboat race in 1870 against *Natchez*, going from New Orleans to St Louis Missouri (1,154 miles) in 3 days 18 hours and 14 minutes?

Robert E. Lee – this speed record for commercial boats still stands.

9. Which famous protocol originated following the sinking of the troopship *HMS Birkenhead*, which sank off the coast of South Africa in February 1852? Only 193 of over 630 passengers/crew on board survived the sinking.

'Women and children first'. The ship was a troop carrier, but also carried a small number of women and children, all of whom survived. The disaster gave rise to the "Birkenhead drill" meaning "women and children first".

10. In 2022, how many melons were used on P&O Cruises' ships - 115,000, 315,000 or 515,000?

515,000