



*World Ship Society
Southend Branch*

News and Views

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Notes

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Contents

News

Visitors

Quiz Geoff

Grahams Yarn

World Yachts Part 4 - THE PRINCE ABDULAZIZ

Cruise of the Western Mediterranean on Enchanted Princess -Part 2
Heads Home through Straits of Gibraltar & Bay of Biscay
Gibraltar
Stop off in Sardinia
At least its not Russian Gas

Cruise to Iceland on Ambience with Stuart Emery

Mystery Ships 56

Dancing Italian Style with Celebrity Edge

Incident off Gibraltar

The stories of two Shipwrecks recently found

Colins Pics WSS Trip to Gothenburg 1993

The tug Naja of 1924

The Gladys Sails West- Part 1

Tug Cervia

Cobelfret Update

History of HM Dockyard Chatham -Part 2

Auxiliary Schooner De Wadden

Colours of the Admirals

Shipbuilding on the Medway Chatham –Part 2

Quiz Answers

Mystery Ship Answers

News

Fincantieri to construct two hydrogen-powered ships for Explora Journeys



Explora Journeys and Fincantieri have signed a memorandum of agreement for the construction of an additional two LNG- and hydrogen-powered luxury cruise ships.

Explora V and VI will feature a new generation of LNG engines designed to tackle the issue of 'methane slip', which is the gas which goes unburnt in the combustion process for natural gas fuel and is therefore released.

The ships will also include a containment system for liquid hydrogen that will enable the cruise line to use the fuel if available. Hydrogen fuel will power a six-megawatt fuel cell to produce power for the hotel operation and allow the vessels to run with zero emissions in port, with the engines turned off.

Explora Journeys has also revealed that the previously announced Explora III and IV will now be powered by LNG fuel. The two ships will be enlarged by 19 metres to enable the installation of a new generation system based on LNG and hydrogen. The expansion of the ships will also allow for the installation of additional Ocean Residence suites and larger public spaces. However, the change will require a temporary halt of work due to the significant redesign of the vessels, which will now be delivered in 2026 and 2027.

The construction of two additional ships and fitting of LNG engines to Explora III and IV will bring Explora Journey's investment in its fleet to €3.5 billion (\$3.57 billion).

Amadeus River Cruises christens new flagship Amadeus Cara



The 135-metre-long vessel was officially inaugurated by godmother Anna Lüftner, director of digital marketing for Amadeus River Cruises. Following the ceremony, Lüftner and other invited guests enjoyed a short cruise on the Rhine onboard the ship.

Built at the TeamCo Shipyard in the Netherlands, Amadeus Cara can accommodate a maximum of 163 guests in cabins with expansive windows. Onboard highlights include the River Terrace bar at the bow, the Amadeus Club at the stern, the Café Vienna in the lobby area and the Panorama Bar with dance floor. In addition, the ship has a wellness area with massage and a fitness room, as well as a sundeck with a lounge that can be used at all times, even on stretches of river with low bridge crossings.

In addition, Amadeus Cara features Green Award-winning technologies and systems, including an engine that significantly reduces carbon dioxide output and an air filter system to improve onboard hygiene.

Amadeus Cara will sail under the German flag, offering cruises on both the Danube and the Rhine. The ship's inaugural voyage departed from Cologne on 2 July, taking guests to Rüdesheim, Wertheim, Würzburg, Bamberg and Nuremberg, as well as Regensburg to Passau in Bavaria.

Royal Caribbean International lays keel for Utopia of the Seas



Royal Caribbean International hosted a keel-laying ceremony for its upcoming ship, Utopia of the Seas, at Chantiers de l'Atlantique shipyard in Saint-Nazaire, France, on 1 July 2022. Utopia of the Seas will be the first LNG-powered ship to join the cruise line's Oasis-class fleet and is due to debut in spring 2024.

The ceremony involved the construction team laying coins in the ship's first 948-ton steel block to bring luck to the construction process and the ship while it is at sea.

The new vessel will use waste heat recovery systems, as well as LNG power, as part of the cruise line's commitment towards a clean-energy future.

Scenic Group celebrates float out of Scenic Eclipse II



Scenic Eclipse II, the Scenic Group's newest vessel, has entered the water for the first time. The 3. Maj Shipyard in Croatia, which has worked on the vessel since 2018, hosted a float-out ceremony to celebrate the occasion.

The new vessel, which is the sister ship of Scenic Eclipse that launched in 2019, is designed to sail in all seas, including within Antarctica and the Arctic.

Scenic Eclipse II will have several enhancements following feedback from guests and crew who have sailed onboard sister ship Scenic Eclipse. New features will be included in the Senses Spa, and both the outdoor pool and panorama bar will be redesigned. The ship will also offer a custom-made submarine, Scenic Neptune II, that will dive to a total depth of 200 metres.

The construction of the vessel is being led by MKM Yachts, which is a division of the Scenic Group.

Scenic Eclipse II will launch in April 2023, with its maiden voyage from Lisbon, Portugal, to Barcelona, Spain.

Share this story

Disney Cruise Line christens fifth ship Disney Wish



Disney Cruise Line has christened its fifth ship, Disney Wish, in a celebration featuring musical performances and characters from Disney, Marvel, *Star Wars* and Pixar.

Three children from the Make-A-Wish charity foundation served in the role of ‘godmother’ for the ceremony. The three ambassadors – Colby, Megan and Jenna – recited the traditional blessing for the ship’s good fortune.

The ship features new entertainment options for Disney Cruise Line, including the first Disney attraction at sea, family dining adventures themed to *Frozen* and Marvel films, a tour of the *Star Wars* galaxy, original Broadway-style stage productions, signature firework displays and an expanded offering of experiences for adults.

Disney Wish will set sail on its maiden voyage on 14 July, followed by a series of three- and four-night cruises to Nassau, The Bahamas, and Disney’s private island, Castaway Cay, from Port Canaveral, Florida.

Seabourn takes delivery of Seabourn Venture from T. Mariotti



Seabourn has taken delivery of its first expedition ship, Seabourn Venture, during a handover ceremony at the T. Mariotti shipyard in Genoa, Italy.

Seabourn Venture is the first of the cruise line's two purpose-built expedition ships. It has been designed to PC6 Polar Class standards and will feature 132 oceanfront veranda suites. A 26-person team of scientists and naturalists will lead expedition activities and complimentary excursions including Zodiac cruises, hikes, nature walks, scuba diving and snorkelling. In addition, optional shore excursions with kayaking and two submersible will be available at some destinations.

Swan Hellenic acquires SH Vega from Helsinki Shipyard in auction



Swan Hellenic has acquired its first ship, SH Vega, from Helsinki Shipyard in an auction triggered by sanctions imposed on leasing company and originally intended owner GTLK Europe.

The vessel was originally intended to be leased by GTLK Europe to Swan Hellenic, but sanctions imposed by the European Union on the company due to its links with Russia resulted in it defaulting on its payment for the vessel.

Helsinki Shipyard then exercised the right to sell the ship by tender, according to the terms of the shipbuilding contract. The auction ended on 24 June, with Swan Hellenic being declared the winner after an analysis of the bids submitted.

SH Vega will now be delivered to Swan Hellenic once registry has been completed in The Bahamas, making it the sole owner of the ship. It will then begin operating in the Arctic as scheduled from 20 July.

Stockholm to operate first electric flying ferry



Stockholm in Sweden is to take delivery of the world's first electric flying ferry, the Candela P-12 shuttle, in 2023. The ferry will be the world's fastest electric ship, and will reduce emissions and commuting times in the city's public transport network.

Marine technology company Candela has designed the vessel, which will shuttle passengers between the suburb of Ekerö and the city centre. The 30-passenger ship has a top speed of 30 knots and will travel faster than alternative public transport options, as well as being faster than travelling by car during busy times.

The ship features three carbon fibre wings or hydrofoils that extend from under the hull, allowing it to lift itself above the water. The technology reduces the energy used per passenger kilometre by 95 per cent compared to existing vessels, allowing for a range of 50 nautical miles at service speed. The ship can be charged at up to 200 kilowatts direct current, filling its battery in under one hour. To ensure the stability of the ship during adverse weather, the Candela Flight Controller regulates the hydrofoils up to 100 times per second.

The Stockholm region will operate the first P-12 shuttle ship for a nine-month trial period during 2023. If successful, Candela proposes to replace the current pair of 200-person diesel vessels with at least five P-12 shuttles. This would allow a P-12 shuttle to depart every 11 minutes, instead of the current timetable of two departures per day.

Candela will be laying the carbon fibre keel for the first Candela P-12 shuttle at the company's new, automated factory in Rotebro, outside Stockholm, towards the end of 2022. After initial tests, the first commuters in Stockholm will then embark on the ferry in 2023.

Russian Superyacht Docks In San Diego Flying American Flag

After a stopover in Hawaii, the \$325 million superyacht that's tied to Russian billionaire Suleiman Kerimov and that was seized by US authorities in Fiji has sailed into a port in Southern California.

The Amadea, a luxurious megayacht that's nearly as long as a football field and features a helipad, docked in San Diego Monday morning local time, according to vessel data compiled by Bloomberg. It had spent a few days in Honolulu after the US hired a new crew and sailed the superyacht out of Fiji on June 7, flying the American flag after winning a legal battle.

The stop in San Diego caps a more than 13,000-nautical-mile odyssey for the vessel as it attempted to find a safe haven, with US agents from multiple government agencies pursuing it. The seizure is a huge win for the US as it looks to punish titans close to President Vladimir Putin by going after their megayachts, villas, and other assets.

With the ship now in US hands, authorities from that nation will bear the responsibility for its maintenance, which the Federal Bureau of Investigation has estimated will cost between \$25 million to \$30 million annually, according to court documents seen by Bloomberg.

odds politically with the West — and these are unlikely to be countries one would wish to cruise to — but it's something potential buyers should keep in mind.”

Superyacht Shell Companies

The US says layers of offshore shell companies were created to conceal that Kerimov is actually the beneficial owner, with crew members giving code names for the sanctioned billionaire and his family members, according to a US affidavit reported earlier by Bloomberg. Kerimov, a member of Russia's upper house of parliament, was also sanctioned by the UK and the EU in March for his close ties to Putin.

Kerimov is worth around \$13.4 billion, according to the Bloomberg Billionaires Index. His family formerly held almost half of Polyus, the biggest gold producer in Russia. He beat money-laundering charges in France in 2018.

The Amadea, which features a mosaic-tiled pool and lobster tank, has now logged more than 13,000 nautical miles since the Feb. 24 invasion of Ukraine — more than any vessel connected to sanctioned Russian tycoons, according to Spire Global Inc., a data and analytics firm that uses satellite technology to track maritime activity.

It arrived in Fiji's Lautoka port on April 12 after an 18-day journey that took it from the Caribbean to Mexico, data compiled by Bloomberg show. Fiji detained the superyacht the following week after the US government requested mutual legal assistance.

On May 3, Fiji's High Court gave the green light for US and local authorities to seize the vessel, but a series of legal challenges from the registered owner ensued. The US has devoted considerable resources to obtaining the yacht, sending officials to Fiji from the US Marshals Service, the FBI, and the US Coast Guard, according to court filings.

The Amadea is among more than a dozen multimillion-dollar Russian tycoon-linked megayachts rounded up by Western governments.

Germany has impounded Russian billionaire Alisher Usmanov's superyacht Dilbar, valued at as much as \$750 million. Italian authorities arrested a 530 million euro (\$560 million) vessel owned by billionaire Andrey Melnichenko, while Spain seized Viktor Vekselberg's \$90 million Tango as well as the \$600 million Crescent believed to belong to Igor Sechin, head of Moscow-based Rosneft.

The Amadea's seizure shows that Russian tycoons are running out of places to park their floating palaces. Fearful of having their yachts impounded, owners have sent them to a small number of locales still considered friendly — allowing the vessels to dock or hang around unbothered — including Dubai in the United Arab Emirates, Turkey, and the Maldives.

2022 Bloomberg L.P.

A&K Travel Group acquires Crystal Cruises brand and ships



A&K Travel Group has acquired the Crystal Cruises brand and two of its ships, Crystal Serenity and Crystal Symphony.

The travel company is jointly owned by Geoffrey Kent, CEO of luxury travel company Abercrombie & Kent, and Heritage, a holding company chaired by Manfredi Lefebvre d'Ovidio, whose family previously owned the now defunct cruise line Sitmar Cruises.

Monaco-based V. Ships Leisure will provide ship management services for the two vessels after partnering with A&K Travel Group.

Crystal Symphony and Crystal Serenity will now resume service in 2023 after undergoing extensive refurbishments.

MSC Cruises' LNG newbuilds reach construction milestones



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MSC Cruises' first two LNG-powered vessels, MSC World Europa and MSC Euribia, have reached milestones in their construction at French shipyard Chantiers de l'Atlantique.

MSC World Europa, which will be the biggest LNG-powered cruise ship in the world when she joins MSC's fleet, completed its first set of sea trials in the Atlantic Ocean/ Tests were conducted to measure the performance of the ship's engines, manoeuvrability, fuel consumption, safety systems, speed and stopping distances.

Meanwhile, MSC Euribia was floated out for the first time. The ship has now been moved to a wet dock for work to continue before it joins MSC Cruises' fleet in June 2023.

MSC has invested €3 billion in three LNG-powered cruise ships. Construction of the third ship, World Class II, is scheduled to start at Chantiers de l'Atlantique in early 2023.

MSC World Europa will debut in the Arabian Sea in winter 2022-2023, with MSC Cruises set to deploy its largest ever capacity in the Middle East for the season. The ship will offer seven-night voyages between December 2022 and March 2023 from Dubai to Abu Dhabi and Sir Bani Yas Island in the United Arab Emirates, Dammam in Saudi Arabia, and Doha in Qatar, before returning to Dubai.

MSC Euribia will spend its inaugural season in Northern Europe, sailing seven-night itineraries to the Norwegian fjords with calls to destinations including Copenhagen in Denmark and Hellesylt, Alesund and Flam in Norway.

Viking Saturn floated out at Fincantieri shipyard



Viking has celebrated the float out of its newest ocean ship, Viking Saturn, at Fincantieri's shipyard in Ancona, Italy.

The traditional ceremony began when the Viking team cut a cord that signalled for water to be allowed to flow into the ship's building dock. Following a two-day process, Viking Saturn will be moved to a nearby outfitting dock for final construction and interior build-out.

Viking Saturn is scheduled to debut in April 2023 and will spend its maiden season sailing itineraries in the Mediterranean and in Northern Europe.

Havila Capella to resume operations following court decision



Havila Voyages has received the necessary certificates from the Norwegian Maritime Directorate to insure and operate its cruise ship Havila Capella, allowing it to resume sailing along the coast of Norway.

Havila Capella has been moored in Bergen, Norway, since 12 April, when insurance companies terminated their contracts on the ship due to the European Union's sanctions against leasing company GTLK Asia.

Havila Voyages has since filed a case to the High Court of England of Wales in the UK to force a change of Havila Capella's ownership. The shipping company also petitioned the Hordaland District Court in Norway to demand temporary arrest and force use to operate Havila Capella. The District Court has now ruled to uphold the company's request.

The cruise line will now seek to conclude hull insurance for the ship. This will allow it to resume operations from 28 June, departing from Bergen on her first voyage since April.

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Tilbury based Ellerman City Liners bolsters fleet

A new British containerline is bolstering its fleet. Ellerman City Liners, created recently by UK-based forwarder Uniserve, has taken the 12-year-old, 2,872 teu [Windswept](#) on a three-year charter at \$47,000 a day, according to multiple broking reports. The UK outfit is also tipped to have secured a pair of 1,380 teu newbuildings with delivery as from late 2023 from Germany.

Ellerman City Liners started a regular China to the UK service, the GB Express, at the start of 2022, a service which turns in approximately 60 days using four chartered ships ranging in size from 2,464 to 5,060 teu. The ships call at Taicang, Ningbo and Dachan Bay in China and Tilbury in the UK.

Uniserve had initially started chartering vessels as extra sailers last year. It is the UK's largest privately-owned logistics provider.

The Ellerman brand dates back to 1892, becoming one of the largest British shipping lines prior to World War II. The brand disappeared in 1991 when it was acquired by Andrew Weir Shipping.

The name Ellerman City Liners was revived last year by Iain Liddell, the chairman of Uniserve, who started his career in shipping as a clerk with Ellerman.

Another new British containerline making headlines is Allseas Shipping Company, also a spinoff from a forwarder.

Master dives from cargo ship to save escaped meerkat called Boris

Tom Sexton took immediate action to rescue furry passenger that went overboard

A cargo ship captain has carried out a daring rescue to save an unusual passenger called Boris who went overboard off the UK.

The meerkat escaped from his cage on the 528-dwt palletised cargo carrier Gry Maritha (built 1981)

The BBC reported that master Tom Sexton dived from the vessel to pluck the bedraggled mammal from the sea.

Another meerkat, Doris, also escaped, but stayed on board and was recaptured by the crew.

The saga began when the Gry Maritha docked at Penzance.

Owner Stephen Griffin, who was taking Boris to the Axe Valley Zoo in Axminster, Devon, said both animals were running around the deck after the escape.

"They caught Doris but Boris jumped 10 metres into the water," he said.

A box was lowered to the captain on a rope, so that Boris could be winched back on board.

The three-year-old meerkat was described as "not a good swimmer" by Griffin.

He eventually reached the zoo safely. **Not good swimmers**

"We managed to catch one of them and put it in a box, but the other one legged it straight over the edge," he said.

The captain was not aware the animals could swim. Internet information also suggests meerkats and water do not mix.

"I looked over the side as he went down and sure enough there he was swimming around. So I went and got changed. I had gloves on because I knew they were a bit bitey, so I just jumped in and went and got him," Sexton added. He also told the BBC he reckoned Boris was quite glad to be caught.

The vessel is operated by Isles Of Scilly Shipping.

China launches third aircraft carrier

Colored smoke marks the launch ceremony for China's third aircraft carrier, christened Fujian. This is the first such ship to be both designed and built entirely within the country. (Li Gang/Xinhua via AP)

China has launched its third and largest aircraft carrier to date at a shipyard in Shanghai, the first of its type there to feature a catapult aircraft launch system.

The ship, which was indigenously designed and built, was christened as the Fujian, named after the Chinese province opposite Taiwan, according to state-run news agency Xinhua. It was launched Friday at the Shanghai shipyard where it had undergone construction since 2018.

A satellite photo, taken June 15 of the dry dock at Shanghai's Changxing Island and provided to Defense News by Planet Labs, showed the narrow basin had already been flooded, indicating the launch was imminent.



“Royal and Japanese Navies underline friendship with training off Dorset

Patrol ship HMS Mersey and survey vessel HMS Enterprise linked up with Japanese Maritime Self Defence Force ships Kashima, which trains officer cadets, and general-purpose destroyer Shimakaze off Portland Bill.

The two Japanese ships are on Overseas Training Cruise 2022, sailing half-way around the world, training with friendly and allied navies on the way.

The duo have already worked with Britain's biggest warship, aircraft carrier HMS Prince of Wales, as she led NATO exercises off the Spanish coast.

Yesterday's link-up focused on the ability to communicate and orchestrate the coordinated movements of the warships in close proximity.

The four ships had hoped to exchange sailors for the four hours of combined training for a brief taste of life aboard each other's vessels, but bad weather ruled out the boat transfer.

The Japanese force has now split up; the Shimakaze arrives in Portsmouth today for a five-day visit, while the Kashima enjoys a prime berth on the Thames alongside HMS Belfast and opposite the Tower of London from tomorrow until Saturday as she calls on the capital.

The pair will link up with the Royal Navy again for further exercises upon sailing at the weekend, this time with HMS Severn, the Fleet's dedicated specialist navigation training ship.

The Royal Navy has increased its presence in the Pacific in recent years, most visibly with last year's carrier strike group deployment and committing patrol ships HMS Tamar and Spey to the region for the next five years.

Scenic Cruises reveals progress in Scenic Eclipse II construction



The vessel, which is a sister ship to the cruise line's Scenic Eclipse, is due to float out at its shipyard in Rijeka, Croatia, later in June. The shipbuilder, MKM Yachts, is owned by Scenic Cruises parent company, Scenic Group.

Scenic Cruises has made changes to the original Scenic Eclipse design based on feedback from guests and crew working onboard, including updates to the Senses Spa and the expansion of the pool and outdoor area on Deck 10.

The new ship is scheduled to make its maiden cruise from Lisbon, Portugal, in April 2023. It's inaugural season will include itineraries in the Mediterranean, Scotland, the Americas, the Caribbean and both Polar regions. In 2024, the ship will also visit Australia, Polynesia and Indonesia.

Västtrafik takes delivery of fourth battery-powered electric ferry



Västtrafik, the organisation responsible for public transport in the Västra Götaland region, Sweden, has taken delivery of a fourth electric hybrid ferry powered by an EST-Floattech battery system.

Built by shipbuilder Uudenkaupungin Työväne in Finland, Eloise is a 33-metre, double-ended commuter ferry designed to accommodate up to 298 passengers and 80 bicycles at speeds of up to 11 knots. The battery system from EST-Floattech is based on the company's Green

Orca 1050 High Energy Battery System, which uses lithium polymer nickel manganese cobalt cells.

The battery capacity of Eloise is 25 per cent higher than that of its sister ship Elvy, which was delivered in 2019. An installed capacity of 1260 kilowatts makes Eloise capable of six hours of continuous electric operation, which recharges either using shore power of the onboard diesel generator.

The ship's construction forms part of Västtrafik's plan to fully electrify Gothenburg's public transportation system by 2030.

Visitors



DK Abdul Razak Kha Built 2015 29554 GRT Marshall islands

En route to Copenhagen



Hafnia Providence Built 2016 43142 GRT Singapore

Current Position Antwerp



Italida Built 2009 17025 GRT Bahamas Owner Tide Line

Current Position



Great Kappa Built 2020 30237 GRT Marshall Islands Owner Navig 8

Current Position En route Rotterdam



Volga Maersk Built 2018 34882 GRT DIS Owner Maersk a/s

Current Position En route to Rotterdam



Baltic Bright Built 1996 9708 GRT Finland Owner Trailer Link Goodby

Current Position Sheerness



Stelar Indigo Built 2017 24655 GRT Liberia Owner Stellar Navigation

Current Position En route En route Oostdyck



NYK Daedalus Built 2007 55487 GRT Cayman Islands Owner Malva Shipholding

Current En route to Vercruz



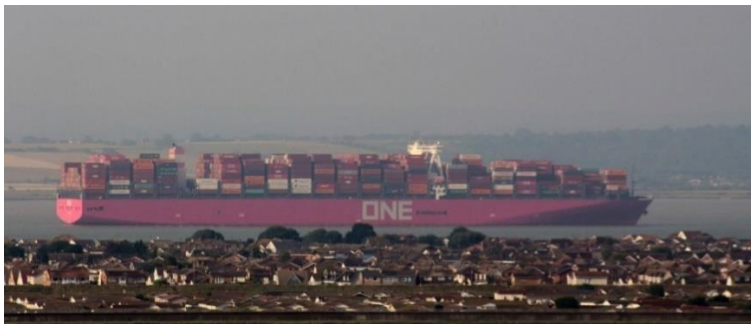
Seamax Bridgeport Built 2003 89097 GRT Marshall Islands Owner Outbound Limited

Current Location Suez



Dong A Glauco Built 2011 72408 GRT Marshall Islands Owner

Current Location



One Grus Built 2019 146954 GRT Japan Owner Basho Ship Holding

Current Location En route to Singapoer



Energy Liberty Built 2018 121982 GRT Japan Owner Tokyo LNG Tanker/OSK

Current Position En route Cristobal



Jarnain Built 2021 65552 GRT Liberia Owner ADNOC

Current Position En route Port Said



Solar Ailene Built 2021 17815 GRT Marshall Islands Owner Solar Maritime DAC

Current Position Brest



Kashima Built mid 1990's GRT Owner Japanese Maritime Self Defence Force



Nautical Deborah Built 2018 46509 GRT Liberia Owner Nautical Bulk Shipping

Current Position En route to Lagos



Arctic Lady Built 2006 121597 GRT Norwegian International Owner Barents Leasing

Current Position En route Hammerfest



Atlantic Discovery ex FS Taurus Acadian Sea Built 1991 2610 GRT Panama Owner Atlani5tc Ship Holdings

Current Position Esbjerg



Insignia ex Insignia ,Columbus 2 Built 1998 30277 GRT Marshall Islands Owner Insignia Acquisition

Current position En route to Bermuda



Lagertha ex versel Bay. Halt Bey, Bk Superior Built 2009 12619 GRT Malta Owner Logon Shipping

Current Position En route to Grays



Northern Ocean ex North Point Built 2005 30083 GRT Marshall islands Owner Pandeiro Marine

Current Position En Route to Berwick Bank OWF





Perseus Star Built 2021 64305 GRT Marshall islands Owner Ozeros Shipping Corp

Current Location En route to Lagos

WSS Quiz Questions Edition 56 Geoff

– 7th July 2022

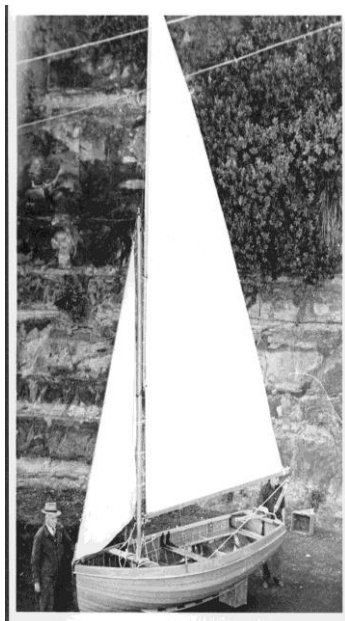
1. National Historic Ships UK has announced its four flagships for 2022. What is the name of the trawler from Hull which was awarded Virtual Flagship of the Year?
2. Stena Line will launch two of its new E-Flexer ferries in 2022. Their route will be between Karlskrona, Sweden and which other port?
3. Which ship did Napoleon board in 1815 in order to surrender to the captain?
4. Royal Caribbean International has begun constructing a new vessel in France. It will be the first LNG-powered and sixth ship to enter the cruise line's Oasis class. What is the name of the ship?
5. MV Astoria was launched in 1946 under what name? The ship has had a number of other names, including Valtur Prima.

6. What is the name of the rotating boat lift connecting the Forth and Clyde Canal with the Union Canal, opened in 2002?
7. Which cruise ship is featured in Channel 5's series "The Cruise", currently being shown?
8. Which artist, famous for his paintings of Venice in the 1730s, is the subject of an exhibition at the National Maritime Museum this summer?
9. Which ship was sunk after being hit by two Exocet missiles on 25 May 1982?
10. The Polar Research ship RRS Sir David Attenborough carries an advanced underwater submarine. What is the name of this submarine?

SAILING IN THE NAVY

Having joined the Navy as a National Service Ordinary Seaman, I wished to continue my pastime of competitive sailing. To do this I first had to obtain a Navy Sailing certificate and, for some reason that I forget, chose to take it at Portsmouth.

At the sailing centre there I met up with a dear old Chief Petty Officer who was to be my examiner. Later, I found out that he had sailed yachts across the Atlantic at least twice.



RNSA 14foot dinghies were the standard recreational craft for the Navy at that time and I was to take my test in one. The Chief suggested that I put the jib on while he rigged the mainsail.

This done, he asked me to sail the boat round Portsmouth harbour, which would cover all points of sailing. It was a beautiful day with a light wind and, after a while the Chief produced sandwiches and beer and what had promised to be a gruelling test became a picnic.

At the end of our sail the Chief asked me to put the boat alongside the jetty, which I did, without fuss. The Chief said that I obviously knew what I was doing and gave me my certificate.

At the time, I was based at Chatham and duly reported there with my new certificate and was surprised to find myself teamed up with another former PLA employee for a forthcoming race. There was a debate about which of us would helm and, in the end, it was agreed that I would sail the first half of the race and my colleague the second half.

We got off to a flying start and established a good lead. I had spotted the first mark in the course and we rounded this well ahead of the others. But I had not a clue where the second mark was. After another debate, we set off in what we thought was the right direction, only to find we were completely wrong and the other boats were now miles ahead. So we retired. Not a very good start to my naval sailing.

After that I decided that I would be better off crewing rather than helming and was teamed with Leading Seaman Singer, one of the Navy's characters. Singer had been up and down between Petty Officer and Leading Seaman several times for various misdeeds and had the attitude of a cheerful Cockney barrow-boy. He was, however, an excellent helmsman and completely unflappable.

It was typical of Singer that one Friday, he informed me that nearby Medway Yacht Club held a race for RNSA dinghies on Saturday afternoons. He had entered us for the next one and I would be crewing for him.

I protested that I would be on duty then.

"Nah. All fixed," replied Singer, "your opposite number will cover for twelve hours while we're sailing. Then you'll do twelve hours while he enjoys himself."

And so it was arranged. We sailed in the race, but the wind was virtually non-existent, so together with all the other boats in the race, we retired.

"Time for tea," said Singer.

What did he mean "tea"? I soon found out. We put the boat on Medway Yacht Club's foreshore and went in the clubhouse. There a magnificent tea was laid out.

"Fill yer boots," said Singer. So we piled our plates with sandwiches, cakes, etc and approached the cash desk.

"Royal Navy," said Singer authoritatively. There was no charge.

So we sat in the sun, ate our repast and watched the scantily clad girls go by.

After a while, though, I became anxious. I was due to take over the watch at six and it was already quarter past five with no wind to sail the boat back to the sailing depot.

“Not to worry,” Singer reassured me, “All laid on.”

Sure enough a little later on a naval motor boat arrived, containing, among others, Singer's girlfriend, a clippie on the Chatham buses. This vessel towed the sailing dinghy back to base

Where a car was laid on (by Singer) to run me back to my office where I arrived just in time to take over the watch. I did my twelve hours still dressed for sailing and nobody said a word. Shortly after that Singer and I were selected to represent Nore Command in the Naval Sailing Championship. But that is another story which I hope will follow shortly.

G.E.D.

World Yachts Part 4 - *THE PRINCE ABDULAZIZ*



With an over all length of 147 metres, the PRINCE ABDULAZIZ was the longest and tallest superyacht when she was completed in 1984, a distinction she held until 2006. She was the largest yacht built in the 20th century.

She was designed by Maierform Maritime Technology GmbH for the late King Fahd of Saudi Arabia and is still one of several large yachts owned by the Saudi royal family. She was built by the Helsingor Shipyard in Helsingor, Denmark shortly before the yard closed, as the ABDUL AZIZ, and was fitted out by Vosper Ship Repairers at Southampton.



She is of 4620 gross tonnes, with dimensions 147m x 18.3m x 4.9m. Her hull and superstructure are of steel, but her decks are of teak. She is powered by twin 12-cylinder Pielstock diesel generator sets, each of 5816 kW. Her cruising speed is 18 knots, but her top speed is 22 knots, and she has a range of 5000 nautical miles at 18 knots. Her normal crew numbers about 65, and she can accommodate 64 guests in 32 cabins.



She has had two major refits, the first in 2005, when she was renamed PRINCE ABDULAZIZ, and the second in 2018 by the Navantia Shipyard at Cartagena. She is now ranked at 8th in the world, in terms of size. She is Marshall Islands flagged. It is rumoured that she carries Surface to Air missiles and underwater surveillance systems.



PRINCE ABDULAZIZ AT NAVANTIA SHIPYARD IN CARTAGINA IN APRIL 2019 TAKEN FROM THE ARCADIA

Cruise of the Western Mediterranean on Enchanted Princess -Part 2 with Wendy and Andrew

*-Through the Straits of Gibraltar and into the Bay of
Biscay*



Bit Wave



Some pictures poor quality - sorry about that.

Interestingly I have seen so many LNG tankers going in all directions.

The British Listener was drifting off Gib then anchored then headed towards the Eastern med. The British Sponsor was going past Majorca going towards Gib when she turned round and headed East having swung around Spain for days and I see now she in in Suez Canal.



I am afraid that too many LNG tankers are floating around waiting for price increases (just like the crude oil tankers stood off Southwold) just waiting for the market to go their way. We passed lots of crude oil tankers as well

even a couple heading for Russia.





Timberland

We passed two ships carrying the wind turbine blades The CL Fair is now in Foynes Ireland and the other Timberland in Klaipedia Lithuania



C L Fair



The number of Container cranes in Algeciras (at least 25) and opposite in Tanger Med (Ad-Dalia) is over 30. Puts our ports to shame!!

Gibraltar



Dragomera





Friedrich Schulte and Scot Frankfurt





Poolgracht



Judong Spirit



Iosi I



Hercules and Xin tuan hang



J S Strider



Gaeta

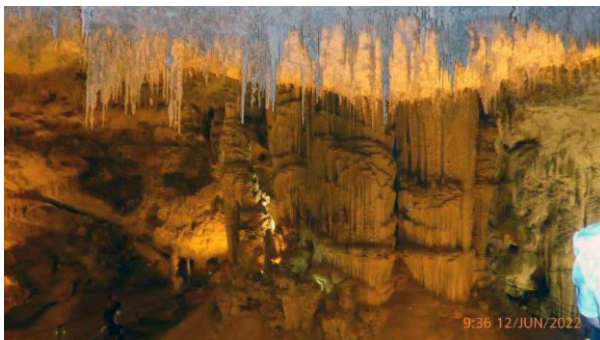
Stop off in Sardinia



Tender Enchanted Princess



Fishing Boats Sardinia



Alghero Caves

And you thought sailing was difficult in Southend!!!



1. Tenders to Alghero . Look at the little island.jpg



2. Oh dear a bit of a misjudgement.jpg



Wonder how they would cope with 6 metre tidal range?



3. High and dry. What is the tide rise and fall in Sardinia ?

Well at least its not Russian gas as the Italians continue to burn coal!



Cruise to Iceland on Ambience with Stuart & Anita Emery



Celebrity Apex



Off Faroes

Mystery Ships 56



56.1



56.2



56.3



56.4



56.5



56.6

Dancing Italian Style with Celebrity Edge







Incident off Gibraltar

attach photos which you need to view in the order shown below.

It was clear that they were trying to sneak in and unload whatever their "cargo" was. Customs were having none of it. After the talking to in Picture 5 the RIB started and went back out towards Africa. The Customs boat was clearly not certain they were going to follow his instructions, hence why they followed matching their speed. Further out the RIB slowed then stopped so the Customs approached again. Then the Rib started to go up the coast towards Spain with the Customs shadowing. In picture 11 you can see two small dots to the right of the lighthouse. This is the outside anchorage and had the LNG Tanker British Listener. The RIB was heading up the Spanish coast in their direction but it was at the limit of my camera and as we were steaming away in the opposite direction I could not see if the Customs continued to escort a highly suspicious RIB out of British Territorial waters. Sorry I could not complete the story.!



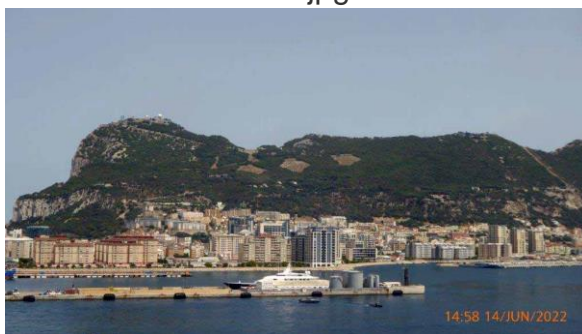
2. Circle round.jpg



3.Go in closer.jpg



4. Start conversation.jpg



5.Telling them to go back to where they came.jpg



6. Shadowing them as they go back the way they came.jpg



7. Escorting and making certain they leave.jpg



8. Slowed down so Customs give warning.jpg

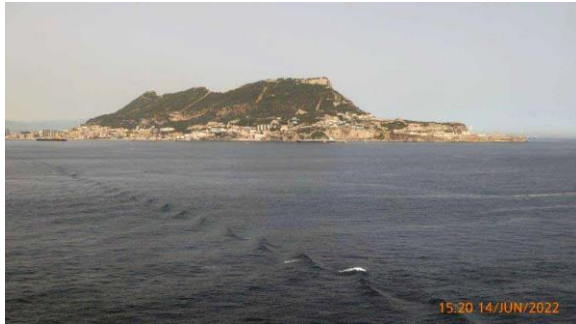


9. Escorting them up the coast .jpg



10 Further shadowing.jpg

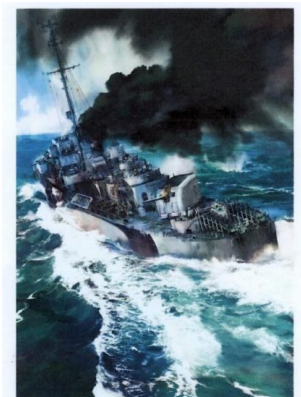
11. Look at two tiny ships to the right of lighthouse.jpg



12. British Listener was one of the two and in the foreground the RIB.jp



THE WRECKS OF TWO FINE SHIPS RECENTLY FOUND



A PAINTING OF THE SAMUEL B ROBERTS IN THE BATTLE

Recently discovered were the wrecks of two American warships sunk in the Battle of Leyte Gulf in October 1944. They were the USS JOHNSTON (DD 557) and the SAMEUEL B ROBERTS (DE 413). They were successively the deepest shipwrecks ever identified, at 6460m and 6895m below sea level respectively.



THE JOHNSTON AT COMMISSIONING

USS JOHNSTON: She was one of the numerous and very successful Fletcher class destroyers. She was built by the Seattle-Tacoma Shipbuilding Corporation, being laid down on 6th May 1942, launched on 25th March 1943 and commissioned on 27th October 1943.

Her displacement was 2134 tons standard, and her dimensions were 376' 6" x 39' 8" x 17' 9". Her 4 Babcock & Wilcox boilers drove 2 General Electric steam turbines totalling 60,000 shp onto 2 shafts giving a top speed of 38 knots. Her range was 6,500 nautical miles at 15 knots. Her complement was 327 officers and men.

She had 5 single 5" guns, with 10 x 40mm and 7 x 20mm A.A. guns plus 10 x 21" torpedo tubes, 6 depth charge projectors and 2 depth charge racks.



THE SAMUEL B ROBERTS

USS SAMUEL B. ROBERTS: She was one of the numerous John C. Butler class of destroyer escorts, which were primarily designed as convoy anti-submarine escorts. She

was built by Brown Shipbuilding at Houston, Texas, being laid down on 6th December 1943, launched on 20th January 1944 and commissioned on 28th April 1944.

Her displacement was 1370 tons standard, and her dimensions 305' x 36' 9" x 10' 9". She was powered by 2 boilers and 2 geared turbines totalling 12000 shp onto 2 shafts giving a top speed of 24 knots, although into her final battle she made 28 knots by increasing the steam pressure, presumably ignoring alarm bells etc. Her range was 6000 nautical miles at 12 knots. Her complement was 220 officers and men.

Her armament consisted of 2 single 5" guns, 4 x 40mm and 10 x 20mm A.A. guns together with 3 x 21" torpedo tubes, 8 depth charge throwers, 2 depth charge racks and a Hedgehog depth charge projector.

THE BATTLE OF SAMAR: During the re-invasion of the Philippines, an American force known as "Taffy 3" was in a position off the Mariana and Palau islands protecting landing operations. The force consisted of 6 escort carriers, 3 Fletcher class destroyers and 4 destroyer escorts. Taffy 3 on 25th October 1944 encountered a much more powerful Japanese force. It consisted of 4 battleships, 6 heavy cruisers, 2 light cruisers and 11 destroyers.

The American destroyers and destroyer escorts were ordered to make individual torpedo attacks of the Japanese fleet, in the hope of protecting the escort carriers and the landings themselves. The Johnson attacked and blew the bows off the heavy cruiser Kumano, and scored 40 hits with her 5" guns. She continued with a hit and run fight with the Japanese until finally being sunk. 186 of her crew did not survive the battle.

The Samuel B Roberts, or "Sammy B" as she was known, scored a torpedo hit on the stern of the heavy cruiser Chokai. She fired over 600 rounds of her 5" guns, setting the bridge of the heavy cruiser Chikuna on fire and knocking out a main gun turret. She was then hit by three 14" shells from the battleship Kongo and sank. There were 120 survivors. She received the appellation "The Destroyer Escort that Fought like a Battleship". Towards the latter part of the fight, aircraft from the escort carriers added to the damage incurred by the Japanese.

Due to the ferocity of the American attacks on his fleet, the Japanese commander, Admiral Kurita thought that he was being attacked by a larger force and withdrew. The landings were not attacked.

American losses in the battle consisted of 2 escort carriers (one of which was due to a Kamikaze attack), 2 destroyers and 1 destroyer escort sunk, with the remaining 4 destroyers and destroyer escorts damaged. A total of 1500 American lives were lost. The Japanese lost 3 heavy cruisers with another badly damaged, and all 4 battleships were damaged.

The wreck of the Johnston was discovered on 30th October 2019, but it was not positively identified until March 2021 by Petrel, a research vessel belonging to Vulcan inc. Until the discovery of the wreck of the Sammy B, it was, at 6460 metres below sea level, the deepest discovered shipwreck in the world. The wreck of the Samuel B Johnson was discovered on 22nd June 2022, at a depth of 6895 metres below sea level.

Colins Pics WSS Trip to Gothenburg

March 1993



Stena Scandic



Stena Jutlandia



Stena Jutlandia



Stena Freighter



Stena Freighter



Stena Davica



Thor Høyerdal



Stena Nordic



Stena Carrier



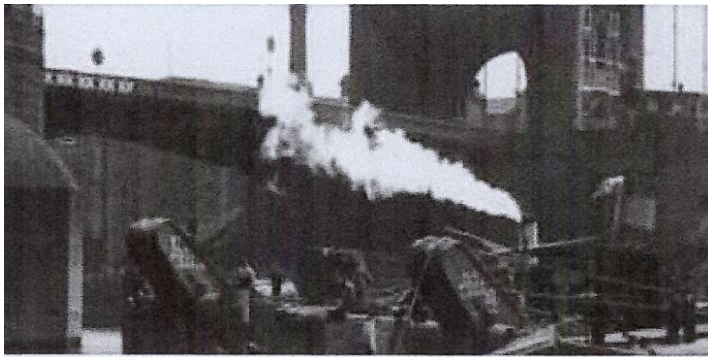
Thor Hyerdal

THE TUG NAJA OF 1924



The Naja was built for Gaselee & Son by Alexander Hall & Co. of Aberdeen in 1924. She was of 72 gt, with dimensions 73' 2" x 18' 1" x 9' 3". She was powered by a 300 ihp 3-cylinder triple expansion engine built by her builder on to one screw.

Gaselee & Son had a contract with the Corporation of London for many years to provide a standby to assist any ships in difficulties going through Tower Bridge. This was the result of the original 1894 Act of Parliament requiring a tug to be on station at the bridge at all times. The requirement remained in force until the 1960s. During WW2, the Naja was used for this service. As it turned out, the Naja was probably the most unlucky steam tug on the Thames.



SALVAGE OPERATIONS ADJACENT TO TOWER BRIDGE IN 1944

On 16th January 1941, the Naja was damaged by a near miss during a bombing raid on Tower Bridge. One crew member was killed, and another died later. By March 1941 she was back in service after repairs.



RAISING THE WRECK

On 12th July 1944 she was hit and sunk by a V1 during a crew change adjacent to Tower Bridge. All six on board were killed. Later in 1944 she was raised by PLA wreck lighters and then scrapped.



THE NAJA AFTER RAISING

Gladys Sails west

Part 1 Mayland to Dover

30 06 22 LEAVES MAYLANDSEA

Gladys is a Sadler 29 named after the owners mother who lived in Poole

Sailed Mid day





The boatyard, originally Cardnells Boatyard, was involved in building motor torpedo boats (MTBs) in the Second World War.

There is a crashed P51B Mustang from World War II near Lawling Creek.

The Mayland post-mill, thought to have been built in 1817, was known for many years as Cardnell's Mill, as apparently George Cardnell occupied it from 1863 to 1899. The site of the windmill was in a field opposite Mill Road, Mayland, therefore further along the Steeple Road and on the opposite side. Although the mill was demolished many years ago, the mill house still remains as a residential property.

Anchored over night Joss Bay Broadstairs



01 07 Ramsgate Harbour



The construction of Ramsgate Harbour began in 1749 and was completed in about 1850. The two most influential architects of the harbour were father and son John Shaw and John Shaw Jr, who designed the clockhouse, the obelisk, the lighthouse and the Jacob's Ladder steps.^[2]

The harbour has the unique distinction of being the only harbour in the United Kingdom awarded the right to call itself a Royal Harbour. This was bestowed by King George IV after he was taken by the hospitality shown by the people of Ramsgate when he used the harbour to depart and return with the Royal Yacht Squadron e of its proximity to mainland Europe, Ramsgate was a chief embarkation point both during the Napoleonic Wars and for the Dunkirk evacuation in 1940. The ferry terminal area is built upon reclaimed land.

Helped by its position 35 miles from the French coast, the port provided cross-Channel crossings for many years, with Ramsgate Port having its own access tunnel avoiding town centre congestion.



A Sally Line ferry at Ramsgate Harbour

Sally Ferries provided a service of passenger and car ferries to Dunkirk. Between November 1998 and April 2013 a predominantly freight service was provided to Ostend by TransEuropa Ferries. Hoverlloyd ran a crossing from Ramsgate Harbour to Calais from 6 April 1966 using small, passenger-only SR.N6 hovercraft. When the much larger SR.N4 craft, capable of carrying 30 vehicles and 254 passengers, were delivered in 1969, Hoverlloyd moved operations to a purpose built hoverport in Pegwell Bay, near Ramsgate, which closed in 1987.

Marina

The East harbour arm of the main Royal Harbour

The Royal Harbour has a large marina, primarily based in the inner pool of the original harbour, with water levels controlled by lock gates containing 700 berths, although a number of other berths are also available in the outer harbour, and so can be accessed around the clock, rather than just either side of high tide when the gates open.^[13]

The marina has a number of facilities for sailors, including refuelling, utility hook-ups and amenity blocks.



Wem 6



BF Typhoon



BF Hurricane



BF Defender



BF ranger



Cwind Tornado



HMS Charger



HMS Archer



HMS Explorer



HMS Smiter



Estuary Elan



Estuary Evora



Progress FE 69



Boy Josua R 480



Cervia

**OFF DOVER
SAILING**



Isle of Isheer



Pride of Kent



Cote Dopale



Navios Helios



Dover Seaways



Paglia-cars

TUG CERVIA

1945 - 1947 Empire Raymond

It has been announced that unless a solution is found by November then Cervia will be broken up





Pics from National Ship Register

During WW2 approximately 144 intermediate-sized tugs were built between 1941-1946 for the Ministry of War Transport. They were given 'Empire' names, as was the practice for war-built merchant ships in Britain. EMPIRE RAYMOND was completed on 30 April 1946 by Alexander Hall & Co. Ltd, Aberdeen.

CERVIA's type was based on the design of the FOREMOST of 1928.

- 1946 Handed over to Townsend Ferries for onward delivery
- 1946 Sold to William Watkins, a London Tug Co and re-named CERVIA
- 1947 Assisted in rescue of the Cunard liner, QUEEN ELIZABETH that had gone aground
- 1946-1949 Employed on towing duties between ports on both sides of the English Channel before moving to Gravesend

On 1 February 1950, a new towing company put her ownership under Ship Towage (London) Ltd but she retained her Watkins colours.

On 26 October 1954, she was assisting with the undocking of the P. & O. liner ARCADIA, stern first, when, to avoid collision with another vessel, ARCADIA put her engines ahead and pulled the CERVIA sideways so that the tug capsized and sank, with the loss of her master and four crew. She was raised two days later and taken to Ramsgate for a refit.

On 27 January 1969, further rationalisation made her part of London Tugs Ltd.

In 1971, CERVIA was laid up at Sheerness and was sold in the following year, for preservation under the Medway Maritime Trust. After a refit, she returned to towing service in 1974, working in the North Sea and on coastal towage. A new company, International Towing Ltd, was formed and owned several tugs based at Ramsgate. She remained in service with them until 1983, her final duties being as a port tug for the new cross-channel ferry service at Ramsgate, assisting in adverse weather conditions.

She was laid up at Ramsgate and, in July 1985, was loaned to Ramsgate Maritime Museum, run by the East Kent Maritime Trust. She was refitted and repainted in the Watkins colours,

She was moved to Smeatons Dock and opened to the public. In mid 1990,s her engines were restored

COBELFRET UPDATE



LAURALINE

Cobelfret, or more properly CLdN RoRo, have been expanding steadily in recent years, both in terms of new routes and in the increasing size of their new vessels. Each ship has accommodation for 12 passengers, but is designed for unaccompanied trailers and cars. The larger ships seem mainly to be used on longer routes, but occasionally the odd one appears on the Thames.

Here are the 10 vessels added to the fleet in the last 5 years:



CELINE

DELPHINE and CELINE: These are reportedly the world's largest short sea Ro-Ro vessels. They were built by the Hyundai Mipo Shipyard in South Korea, the Celine joining the fleet in 2017, and the Delphine a year later. They are of 74,273 gt, with dimensions 234m x 35.3m, and give 8000 lane metres. They are powered by twin MAN B&W ME-GI type 2-stroke diesels, which are LNG ready, and give 11000 kW each, together with 2 electric motors of 6000 kW each onto 2 shafts and deliver a top speed of 16-17 knots. They are Malta flagged.

Both ships are used on the Dublin to Zeebrugge and Killingholme to Zeebrugge routes, although the Celine has made at least one call to Purfleet. CLdN have recently ordered a pair of sisters to these two from Hyundai Mipo for delivery in the first half of 2025.



LAURALINE

YSALINE, SIXTINE, LAURALINE and HERMINE: These four ships all joined the fleet in 2019, having been built by the Hyundai Mipo Shipyard. They are of 50,443 gt, with dimensions 216.5m x 32.6m x 8.2m, giving 5000 lane metres. They have a single MAN B&W 7S50ME-C9 4-stroke diesel of 12,460 kW giving a top speed of 18 knots. They are Malta flagged.

Ysaline and Sixtine usually serve on the Killingholme to Rotterdam route, whilst the other two serve on the Dublin to Zeebrugge route. I think that the Sixtine and Lauraline have visited the Thames.



SERAPHINE

SERAPHINE and FAUSTINE: These two ships entered service in 2022 and 2021 respectively, both having been built by the Hyundai Mipo Shipyard. They are of 50,455 gt, with dimensions 216.5m x 32.3m x 7.2m, which gives 4949 lane metres. They are powered by a single MAN ME-GI high-pressure 2-stroke diesel which is able to run on LNG or diesel, which gives a speed of 17.6 knots. They are Malta flagged.

The Seraphine is normally used on the Gothenburg to Zeebrugge route, whilst the Faustine is usually on the Dublin to Zeebrugge service.

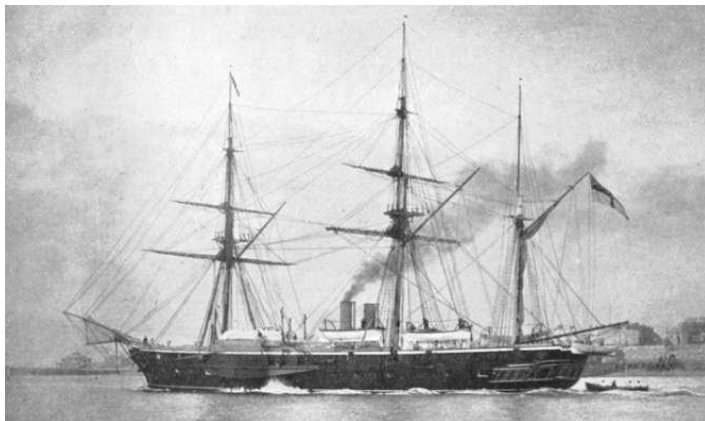


ALF POLLAK

ALF POLLAK and MARIA GRAZIA ONORATO: These two entered service on charter to CLdN in 2018 and 2019 respectively. They were built by Flensburger Schiffbau Gesellschaft. They are of 32,936 gt, with dimensions 210m x 26m x 6.8m. They give 4076 lane metres. They are powered by twin MAN 8L48/60 diesels which give a speed of 21 knots. They are Italian flagged, the owner being SY RoRo 1 Pte Ltd. The Alf Pollak is currently operating on the Purfleet to Zeebrugge route, whilst the Maria Grazia Onorato serves on the Dublin to Rotterdam service.

The History of Chatham Dockyard PART TWO 1856-1900

The first steam-powered ship to be laid down at Chatham was HMS Phoenix, one of four paddle steamers built concurrently across the royal dockyards in the early 1830s, each designed by a different leading shipwright. HMS Bee, launched at Chatham in 1842, was an experimental vessel fitted with both paddles and a propeller, each of which could be driven independently from the same engine for comparison. Following the success of early trials with screw propulsion, several older sailing ships were taken into dry dock and retro-fitted with propellers, beginning with HMS Horatio. The launch of HMS Aetna, the first armour-plated vessel to be built at Chatham, in 1856. All these developments were to come together with the construction of HMS Achilles, in a newly expanded No 2 Dock, between 1860 and 1864: the first iron-hulled battleship



Ironclads 1861

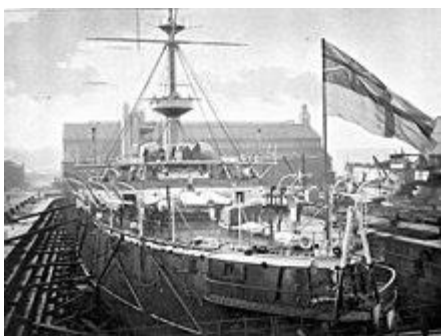


HMS Ardent 1842

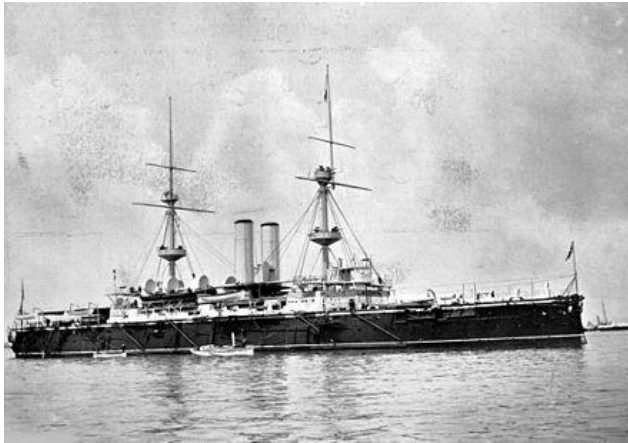


HMS Temeraire

To meet the new demands of building in iron, metal mills were built alongside the smithery in 1845, containing rolling machinery and furnaces for reprocessing iron. Holl's smithery was itself enlarged with the addition of a foundry in the 1850s, and its courtyard was roofed over for a steam hammer shop in 1865. By 1861, No 1 Dock had been filled in and a machine shop constructed in its place for heating, bending and planing armour plate for HMS Achilles which was being built alongside. For the time being, however, marine steam engines were not manufactured on site but were ordered from Thames-based private contractors.

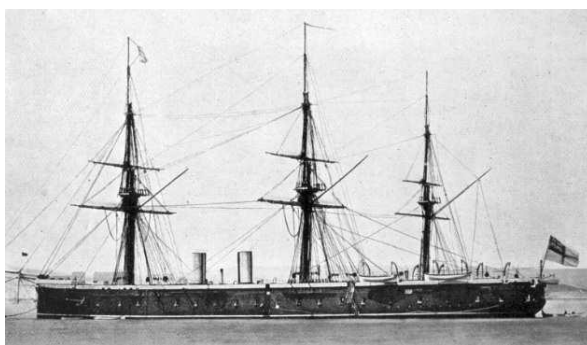


HMS Empress of India in no 8 dock with no 1 boiler shop in the background 1897



Empress of India

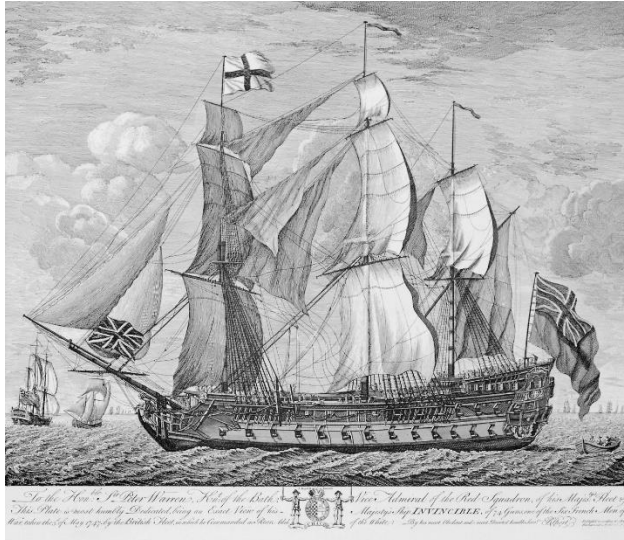
A significant disadvantage for Chatham was that fitting out took place on the river. When Achilles, for example, had been completed and floated out of dry dock, she spent almost a year moored in Gillingham Reach, where not only her engines, boilers, funnels and a 2.5-long-ton propeller, but also masts, sails, rigging, guns, coal, food, ammunition and furnishings were either loaded or installed. [It was partly to address this problem that the Admiralty undertook a huge building programme at Chatham, between 1862 and 1865, which quadrupled the size of the yard and provided specialist facilities for steam-powered ships with metal hulls. Three basins were constructed along St Mary's creek, from west to east: No 1 Basin (of 28 acres), No 2 Basin (20 acres) and No 3 Basin (21 acres). Along the southern edge of No 1 Basin four new dry docks were built (Nos 5–8), each 420 ft long. Initially a purpose-built 'steam factory' was planned, but following the closure of Woolwich Dockyard in 1869 a number of slip covers were removed from that site and re-erected at the head of the new dry docks to serve as factories for building and fitting engines and for boilermaking



HMS Achilles

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HMS Invincible

No 1 Basin was officially opened in 1871, with HMS Invincible being brought into No 5 Dock for repairs, with great ceremony. Work on the other docks and basins followed, with No 3 Basin finally being completed in 1883. Two years later project was largely complete, with facilities provided alongside for gun mounting and mast rigging, as well as a victualling depot and a coaling area. Much of the excavation building work had been done by convict labour In 1897 a naval barracks was built on the site of the to provide crew accommodation for anchored in The Nore; for the next years it served as the headquarters of Nore Command, whose Commander-in-Chief was accommodated in the adjacent Admiralty House.



the

and

prison
ships
sixty

The Dockyard extension viewed from [Upnor](#), c.1910.

In 1897 a new, even longer dry dock was opened on the north side of No 1 Basin: at its opening, this (No 9 Dock) was the largest in the world at 650 ft long by 84 ft wide. At around the same time, in the older part of the dockyard, No 7 Slip was extended to accommodate the building of HMS Prince of Wales (launched in 1902), and a new (uncovered) slipway was built a little to the north (No 8 Slip, completed in 1900); at 616 ft (188 m) this was one of the longest slips in the world and was

designed for building battleships.^[30] (The older slipways, by contrast, were proving much too small and they were mostly filled in around this time, their covered areas being put to alternative uses.)

AUXILIARY SCHOONER DE WADDEN

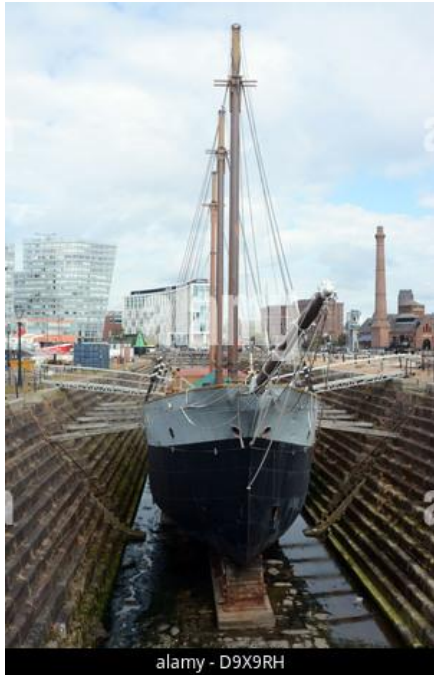


The De Wadden is an auxiliary three masted schooner. She was built in 1917 by Gebt Van Diepan of Waterhuizen in Holland for the Netherlands Steamship Company. She is of 251 gt with dimensions 35.6m x 7.4m x 3.0m. As built she had a 125hp SteyWal diesel, which gave a speed of 5 knots. She normally had a crew of 5 men and a boy.



In 1917, Dutch shipping companies were capitalizing on their neutral status, making huge profits carrying for both the Germans and the Allies. By 1922, the boom years were over and she was acquired by Richard Hall of Arklow.

Between 1922 and 1961 she traded between Liverpool and Ireland, carrying bulk cargoes, such as grain, pit props, china clay, mineral ores and especially coal. During the 1920s or 30s, the engine was replaced with an 80 hp Bolinder engine bought from the Admiralty supplemented by a 50 hp Kelvin engine fitted on the port quarter. These two were removed in 1942 and replaced with a 6-cylinder 150 hp Crossley DR diesel. She was the last trading sailing ship to use the Port of Liverpool.



In 1961 she was sold in Dublin to a Mr. McSweeney who took her to Scotland. In Scotland she carried sand and took out fishing parties, and on occasion was used in films. After a collision in 1978, she was left to rot, but in 1980 work on her had resumed and a 450 hp Caterpillar engine replaced the Crossley.



In 1984, she was sold for £20,000 by her then owner, K. Kennedy of Dunoon to the Merseyside Maritime Museum. Since then, she has undergone extensive restoration at the

museum. For many years she has been berthed in Canning No 2 Dry Dock, close to the museum complex, but she has not been open to the public.



As of June 2022, her future is very much in doubt. The area around Canning No. 2 Dry Dock is being redeveloped, and she can apparently be berthed there no longer. National Museums Liverpool, the owner of the ship is carrying out a feasibility study on future options for the ship. Options include a move to another museum, or even “deconstruction”. De Wadden is one of only three surviving Irish Sea schooners.

Colours of Admirals

The use of ensigns dates back to there have been many throughout the years, from the *colourful*) ensigns of the Tudor & to the famous red, white and blue see on the water today, and the subject of this post!



the 1600s and incarnations (*very* Stuart navies, ensigns we which will be

Red, white, and blue were the colours of the squadrons of the Royal Navy, which were created as result of the reorganisation of the navy in 1652 by Admiral Robert Blake. Each squadron flew one of the three ensigns. In addition to the Admiral of the Fleet (who was Admiral of the Red), each squadron had its own admirals, vice admirals and rear admirals, e.g. Lord Nelson was Vice Admiral of the White at the time of his death.

William Cornwallis, famous for being present at the Siege of Louisbourg in 1758 and the Battle of the Saintes, but best known as the Commander-in-Chief of the Channel Fleet for a time, during the Napoleonic Wars, is a good example of this promotion structure.

Cornwallis was promoted to Rear Admiral of the White in February 1793 and Rear Admiral of the Red one year later. He then went on to become Vice Admiral of the Blue later in 1794 and Vice Admiral of the Red in 1795. In 1799 he was appointed Admiral of the Blue, in 1804 Admiral of the White and in 1805, the year of Trafalgar he held the rank of Admiral of the Red.

Pre 1805 the order of promotion was;

Rear Admiral of the Blue, White then Red
Vice Admiral of the Blue, White then Red
Admiral of the Blue and then White
Admiral of the Fleet

Horatio Nelson is another, and one of the most famous naval officers in history. He was promoted to Rear Admiral of the Blue in 1797, Rear Admiral of the Red in 1799, Vice Admiral of the Blue in 1801 and, at the time of Trafalgar, was Vice Admiral of the White

The red squadron tended to patrol the Caribbean and north Atlantic, the white the coasts of Britain, France and the Mediterranean, while the blue patrolled the south Atlantic, Pacific and Indian oceans. The flags of the various former British colonies often have grounds of the same colour as their protective squadron. Hence Bermuda has a red ground and Australia and

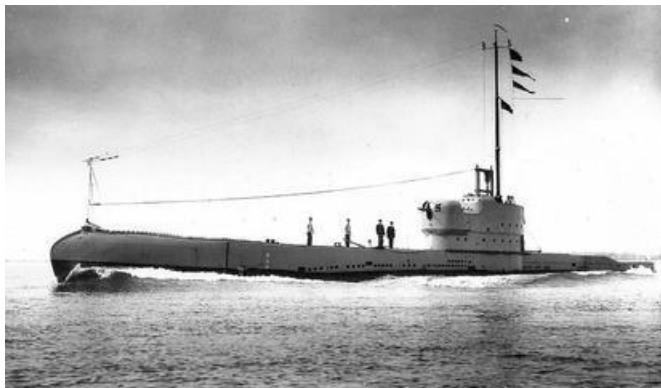
New Zealand blue. Canada's flag was a red ensign from founding until the adoption of the maple leaf flag in 1965.

This marking of squadrons commanded by "flag ranked" officers continued until the latter half of the 1800s, when this practice was no longer to be used.

The White Ensign became the official standard of the Royal Navy in 1864 and is still used by Royal Navy ships and shore establishments. However, members of the Royal Yacht Squadron in Cowes on the Isle of Wight, naval churches and (more uniquely) the USS Winston Churchill (as a badge of honour to her namesake) are also entitled to use it. The Red Ensign was then assigned to the Merchant Navy, as well as private yachts and powerboats who still use it today and the Blue Ensign was allocated to naval auxiliary ships (now the Royal Fleet Auxiliary) and the naval reserve forces.

SHIPS BUILT AT HM DOCKYARD CHATHAM IN 20TH CENTURY PART 2 1930-1939

1930 HMS Parthian submarine



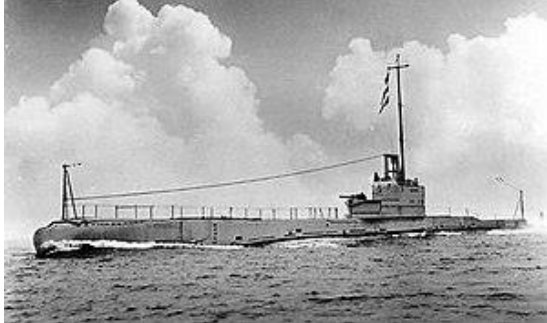
1943 Missing Otranto

1931 HMS Shoreham -sloop- Hull by Samuel White



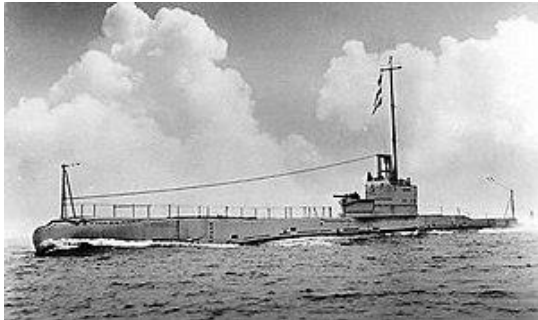
1946 Jorge F , El Joven
1950 Broken up Belgium

1932 HMS Rainbow submarine



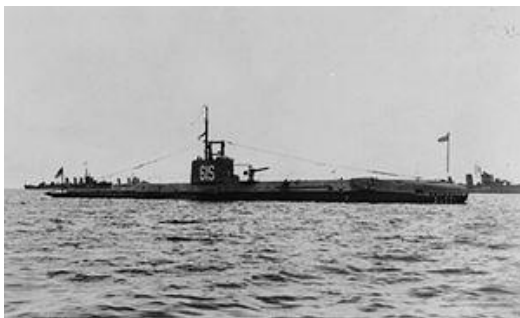
1940 Collision sank off Calabria

1932 HMS Sturgeon submarine



1947 Broken up Granton

1932 HMS Swordfish submarine



1940 mined off St Catherines Point

1932 HMS Rochester Naval sloop



1951 Broken up Dunston

1932 HMS Challenger Naval Survey ship



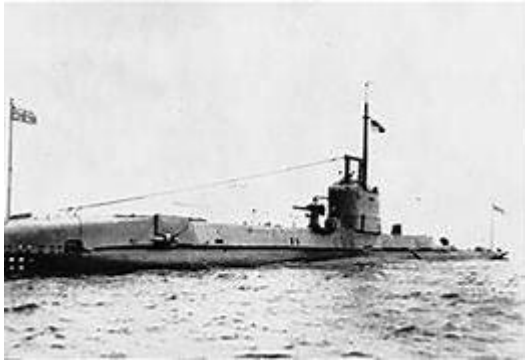
1954 Broken up Dover

1933 HMS Seahorse submarine



1940 Depth charged

1933 HMS Starfish submarine



1940 Depth charged

1933 HMS Dundee sloop



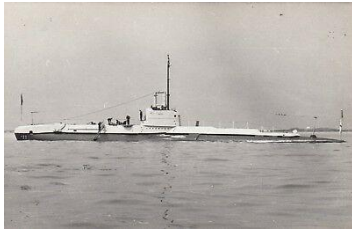
1940 Torpedoed

1933 HMS Guardian netlayer



1962 broken up Troon

1934 HMS Shark submarine



1940 Bombed

1935 HMS Arethusa cruiser



1950 Broken up Troon

1935 HMS Snapper submarine



1941 Depth charged

1935 HMS Deptford sloop



1948 Broken up Milford Haven

1937 HMS Grampus submarine



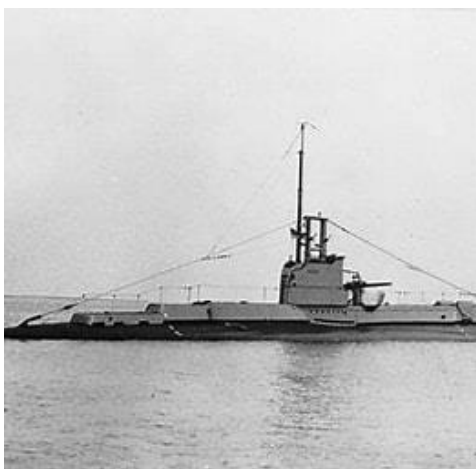
1940 depth charged

1937 HMS Sunfish submarine



1944 bombed in error by RAF Liberator

1938 HMS Sterlet submarine



1940 Depth charged

Quiz Answers

Mystery Ships 56

Answers Courtesy of Krispn Atkinson



56.1 KHARK 3 at Europoort, 27 09 92

KHARK 3 IMO 7042461 Crude Oil Tanker
137,895g 280,476d Length: 343m Breadth: 52m Depth:28m Draught: 22m

1971: Completed by Mitsui Shipbuilding & Engineering Co. Ltd., Ichihara as BERGE QUEEN.
1983: Renamed BERGE BRAGD.
1986: Renamed KHARK 3.
1997: Broken up in Pakistan.



56.2 AROSA at Rotterdam, 27 09 92

AROSA IMO 7387108 Bulk Carrier
17,490g 30,499d Length: 190.6m Breadth:22.8m Depth:14.6m Draught: 10.7m

1975: Completed by Astilleros Espanoles SA (AESA), Seville as CASTELLBLANCH.
1987: Renamed AROSA.
2003: Broken up in India.



56.3 KRITI ART at Sea, 16 09 92

KRITI ART IMO 8412584 Crude Oil/Products Tanker
24,233g 41,483d Length: 178m Breadth:30m Depth:17m Draught: 11.9m

1986: Completed by Mitubishi Heavy Industries Ltd, Nagasaki as KRITI ART.
2010: Broken up in Pakistan.



56.4 AEGEAN GLORY at Sea, 19 09 92

AEGEAN GLORY IMO 7111250 Passenger Ship
1,035g 258d Length: 66m Breadth:10m Depth:4m Draught: 3m

1972: Completed by D.C. Anastassiades & A. Ch. Tsortanides, Perama as MYKINAI.
1985: Renamed AEGEAN GLORY.
2016: Renamed COSMOS.
Still in Service.



56.5 HERMES at Sea, 16 09 92

HERMES IMO 7327976 LPG Carrier
31,222g 38,705d Length: 207m Breadth:31.4m Depth:18.6m Draught: 11.3m

1974: Completed by Ateliers et Chantiers de France-Dunkerque, Dunkirk as HAMPSHIRE.
1989: Renamed HERMES.
2002: Broken up in China.



56.6 APOLLONIA NOBILITY 14 09 92

APOLLONIA NOBILITY IMO 7638959 General Cargo Ship
3,885g 6,468d Length: 105m Breadth:16m Depth:8m Draught: 6.8m

1977: Completed by Higaki Zosen K.K., Imabari as BRAVOEXPORTER.
1983: Renamed MOUNA.
1988: Renamed NEMO.
1988: Renamed APOLLONIA NOBILITY.
1999: Renamed PETUNIA.
2002: Renamed WAEL F.
2011: Renamed LAMAR.
2017: Broken up in India.

Answers to Quiz 56 - Geoff

WSS quiz answers - 7th July 2022

- 1 National Historic Ships UK has announced its four flagships for 2022. What is the name of the trawler from Hull which was awarded Virtual Flagship of the Year?

Arctic Corsair – in recognition of its use of technology in creating a wide range of supporting resources

- 2 Stena Line will launch two of its new E-Flexer ferries in 2022. Their route will be between Karlskrona, Sweden and which other port?

Gdynia, Poland

- 3 Which ship did Napoleon board in 1815 in order to surrender to the captain?
HMS Bellerophon

- 4 Royal Caribbean International has begun constructing a new vessel in France. It will be the first LNG-powered and sixth ship to enter the cruise line's Oasis class. What is the name of the ship?

Utopia of the Seas

- 5 MV Astoria was launched in 1946 under what name? The ship has had a number of other names, including Valtur Prima.

Stockholm, best known for a collision with Andrea Doria in 1956

- 6 What is the name of the rotating boat lift connecting the Forth and Clyde Canal with the Union Canal, opened in 2002?

Falkirk Wheel

- 7 Which cruise ship is featured in Channel 5's series "The Cruise", currently being shown?

Scarlet Lady

- 8 Which artist, famous for his paintings of Venice in the 1730s, is the subject of an exhibition at the National Maritime Museum this summer?

Canaletto

- 9 Which ship was sunk after being hit by two Exocet missiles on 25 May 1982?

Atlantic Conveyor

10 The Polar Research ship RRS Sir David Attenborough carries an advanced underwater submarine. What is the name of this submarine?

Boaty McBoatface