



**The
World
Ship
Society**



Southend Branch

News and Views

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NOTES

Thanks go to Graham, Geoff, Peter, Krispen, Nick , and Tony, for their contributions

We have a new source of contributions from Peter Baker in Pembrokeshire

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NEWS

Meyer Werft lays keel for Disney Destiny in Germany as further design details released



Shipbuilder Meyer Werft has laid the keel of Disney Cruise Line's newest ship, Disney Destiny, in a ceremony at its shipyard in Papenburg, Germany.

Disney Cruise Line has also revealed that the design theme for Disney Destiny will be 'Heroes and Villains,' and will be inspired by the opposing forces of light and dark in Disney stories. Onboard spaces, experiences and entertainment will include references to both heroes and *villains, including those from the Disney animated films The Lion King, Hercules and One Hundred and One Dalmatians.*

Disney has created new filigree artwork for the bow of Disney Destiny. The illustration depicts Minnie Mouse in a heroic costume, including a cape waving behind her in the sea breeze.

Disney Destiny is scheduled for delivery in 2025.

A closer look at Queen Anne's 2024 maiden season



When Cunard's Queen Anne sets sail for its inaugural voyage on 3 May 2024, it will become the 249th ship to sail under the Cunard flag, bringing the number of ships in the cruise line's fleet to four for the first time since 1999.

Constructed by Italian shipbuilders Fincantieri, Queen Anne is a 113,000gt, 3,000-guest ship with 14 decks. The central Grand Lobby spreads over three decks and houses a contemporary sculpted mural celebrating ocean travel. A total of six standards of accommodation are available to guests onboard, with 15 dining venues.

Queen Anne's interiors have been designed with five ideals in mind: craftsmanship, storytelling, style, innovation and heritage. Interior design teams searched the Cunard archives at the University of Liverpool for historical layouts, materials and patterns from the last 180 years of the brand to ensure the ship's aesthetic is reminiscent of Cunard's gilded age. To pay homage to the brand's long history, Queen Anne also has an original early-1700s coin from its namesake's reign, alongside a specially commissioned coin, embedded in its keel by Captain Inger Klein Thorhauge during the keel laying ceremony.

Queen Anne will spend its maiden season sailing from Southampton, UK, calling at over 60 ports in destinations such as the Canary Islands, the Norwegian Fjords, the Mediterranean, the British Isles and Northern Europe. The ship's maiden voyage is a seven-night cruise from Southampton to Portugal's capital Lisbon, stopping at La Coruña in Spain along the way.

Following the maiden voyage, Queen Anne will set off from Southampton for a 14-night roundtrip calling at Funchal on the Portuguese archipelago of Maderia in the Atlantic Ocean, followed by calls at Lanzarote, Gran Canaria, Tenerife in the Canary Islands, then La Coruna in Spain.

Queen Anne will sail from Southampton up to Newhaven in Scotland, where guests can disembark and visit Edinburgh two miles away. Once back onboard,

the ship will cruise the Firth of Forth, sailing past Bass Rock – an imposing volcanic island that has been the setting of many Viking and smuggler tales – before calling at Kirkwall in the Orkney Islands. From here, Queen Anne will sail to Inverness, distilleries. Once guests re-embark, Queen Anne will spend two days scenically cruising the Hebrides islands before calling at Greenock. The ship will then head to Belfast in Northern Ireland, Liverpool in England, and finally the seaside town of Cobh in Cork, Ireland, where ships berth just 200 yards from the town centre. The cruise will then conclude with a return to Southampton.

Queen Anne will then sail two Western Mediterranean voyages, before returning to Scandinavia and Northern Europe for a further four sailings.

Why sails could help passenger ship owners hit decarbonisation targets



Passenger vessels are more visible to consumers than cargo ships and operators therefore face more pressure to demonstrate their sustainability credentials. Wind propulsion systems (WPS) present a significant opportunity to meet this goal.

Free from energy market fluctuations, WPS has the advantage that it offers relatively predictable payback once the benefits are determined. The availability of wind, however, presents a challenge. For example, in the early stages of any WPS project, owners must study where they want to operate and the frequency and capacity of wind in that area. The integration of WPS also

poses design and technical challenges for newbuilds and retrofits, with structures reaching heights of more than 100 metres.

Bureau Veritas (BV) has participated in many wind power projects, from the initial design phase through to completion. For example, BV delivered an approval in principle (AiP) to shipbuilder Chantiers de l'Atlantique for its solid sail system, which is designed to reduce emissions from large cruise ships. This technology received the JEC Composites Innovation Award 2023 and will be installed on the BV-classed Neoliner. The world's largest sailing ship, Orient Express Silenseas, will also feature solid sail technology when it debuts in 2026. The design encompasses three rigid sails, each with a surface area of 1,500 metres. They will provide up to 100 per cent of the ship's propulsion in suitable weather conditions.

Ponant, a French cruise brand well known for its focus on sustainability, has launched Swap2Zero. This project will redefine ship design and operation with a combination of six groundbreaking decarbonisation technologies, including sail power, solar panels, fuel cells and carbon capture, aiming to eliminate carbon dioxide emissions from our operations by 2030. All Ponant ships have been certified by BV as a 'clean ship' or 'clean super ship'.

With our experience of working with designers, shipyards, service suppliers and cruise lines, performing inspections, audits and risk-based analysis for safety and environmental initiatives, BV is well placed to advise passenger ship owners on how WPS can support their decarbonisation strategies.

Jetstream Tours Gravesend to Tilbury ferry service to end its south Essex services after seven years.



Jetstream Tours has operated the Gravesend to Tilbury ferry on behalf of Kent County Council since 2017, and said it is "proud" to have been able to provide these services for the past seven years.

The operator has announced that the popular service is being withdrawn at the end of the current contract period on Sunday March 31, with the final service on Saturday March 30.

The firm stated that “due to ongoing concerns and uncertainties presented around future funding” they have been “unable to enter into negotiations with

Jetstream Tours runs the popular Redsand Towers tours and cruises to Queenborough from the end of Southend Pier.

First ‘flying’ electric ferry to debut in New Zealand in 2025

Swedish-made Candela-P12 will transport staff and contractors servicing Meridian Energy power station

A ‘flying’ electric ferry, the Candela P-12, will make its debut on New Zealand’s Lake Manapouri in 2025. It will be the first delivery of the Swedish-made ferry to a customer outside Europe.

The Candela P-12 will provide daily transport for Meridian Energy staff and contractors servicing Manapouri Power Station, the country’s largest hydro power station.

The vessel will save 240 tons of carbon emissions each year, which is equivalent to taking 52 petrol cars off the road, according to Candela Technology. Meridian says the electric shuttle ferry is one way the company will reduce its emissions from internal transport, contributing to its goal of halving emissions by 2030.



The ferry will contribute to Meridian Energy’s goal to halve emissions by 2030

The Candela P-12 appears to fly, as computer-guided hydrofoils lift the hull above the water at high speed, which the manufacturer says can reduce energy consumption by 80 per cent compared to traditional vessels. With a cruise speed of 25 knots, the wake behind the vessel is less than 15cm high, which will minimise disruption to the shoreline of Lake Manapouri, voted New Zealand's most beautiful lake. An onboard flight controller prevents motion-sickness-inducing pitching and slamming by using sensors to measure the wave height in front of the vessel. It then adjusts the hydrofoils' angle 100 times per second to provide a smooth ride for passengers.

Stena Line's newly refurbished ships return to North Sea

Stena Britannica and Stena Hollandica now have new restaurant and bar options, refreshed seating and increased passenger capacity

Seating areas have been refreshed, new restaurant and bar options introduced, and passenger capacity increased by over 100 seats during the 18-day drydock, which saw a team of 360 people working on the vessels each day.

On each of the sister ships, which operate on the Harwich to Hook of Holland route, the cinema, meeting room and cafe have been removed to make space for a spacious and modern Social Bar & Cafe. A new Family Hub area has a range of entertainment for all ages, and the ships' a la carte restaurants have been replaced with a new Stena Plus Lounge, which passengers can access for a surcharge of £25 and includes drinks and snacks.

The ships' wi-fi was also upgraded using Starlink satellite technology.

In addition to interior refurbishments, the underwater hull of each ship was fully blasted and painted with specialised silicone paint, which lasts for eight years rather than the usual two. The paint, which is free of biocides, prevents organisms such as algae from adhering to the hull, reducing resistance when travelling. It is hoped this will result in an annual fuel saving of approximately 780,000 litres, which amounts to a reduction of about 2,500 metric tonnes of carbon dioxide (CO₂) per ship per year. The ships' propellers were also polished to reduce drag.

Incat Crowther delivers first of six Sun Ferry passenger ferries

Xin Ming Xhu VIII is now sailing from the Central Ferry Pier to Mui Wo and Cheung Chau commuter routes in Hong Kong



Incat Crowther has delivered the first of six new passenger ferries to Hong Kong operator, Sun Ferry. Xin Ming Xhu VIII has begun transporting commuters from the Central Ferry Pier to the town of Mui Wo and the island of Cheung Chau.

The ship, which was built by Guangzhou-based AFAI Southern Shipyard, can accommodate up to 500 passengers, with space for 299 on the main deck and an additional 201 on the upper deck. The main deck has six wheelchair spaces, pushchair storage and two dedicated areas for customers travelling with pets, as well as luggage storage.



The low-draft vessel features Incat Crowther's latest generation hull form, which allows Xin Ming Xhu VIII to reach a top speed of 30 knots. The vessel features three passenger boarding locations on both the port and starboard sides of the main deck. A large, elevated wheelhouse on the upper deck provides crew with a 360-degree view. The roof has been installed with 140 solar panels, which provide the vessel with 14 kilowatts of onboard power.

Construction is underway on the second phase of new vessels to be added to the Sun Ferry fleet, with the final vessel expected to be delivered by the end of 2025.

Villa Vie Residences takes delivery of Villa Vie Odyssey

After an eight-week renovation, the ship will set sail on a three-and-a-half-year cruise around the world



Villa Vie Residences has taken delivery of Villa Vie Odyssey, a 929-passenger ship formerly operated by Fred. Olsen Cruise Lines as Braemar.

The ship, which was originally built in 1993, will now undergo an eight-week renovation in Belfast. All 480 staterooms will be refurbished, along with renovations to the pool deck, a pickleball court, observation deck, and culinary centre. An onboard business centre will also be created.



Following its refurbishment, Villa Vie Odyssey will set sail from Southampton, England, on 15 May for a three-and-a-half-year cruise, which will take guests to destinations on seven continents. The itinerary also includes visits to 13 of the 14 ancient and new Wonders of the World.

The ship will be captained by Captain Jozo Glavic, who has over 20 years' experience as a global mariner. Captain Glavic was at the helm of the ship in 2019 when it became the longest ship ever to cruise through the Corinth Canal

Fred. Olsen Cruise Lines becomes first cruise line to depart from Newcastle in 2024



Fred. Olsen Cruise Lines has become the first cruise line to depart from the Port of Tyne in Newcastle, UK, in 2024, after its 1,350-guest ship Balmoral set sail from the port on 1 March as part of its nine-night 'In Search of the Northern Lights' cruise.

Fred. Olsen Cruise Lines is also offering a variety of spring and summer itineraries departing from the English port in 2024, with destinations including Scandinavia, the Canary Islands, Portugal, Iceland and the islands of Malta, Gibraltar, Ibiza and Menorca in the Mediterranean.

HAV Design to develop four autonomous zero-emission ferries

The vessels will operate for Fjord1 on the Lavik-Oppedal crossing on the coast of Norway



HAV Design is to design and develop four autonomous zero-emission ferries for Norwegian ferry operator, Fjord1. The ferries are expected to enter service in 2026.

The vessels, which will be built at Tersan Shipyard in Turkey, will be based on a “future-oriented operating concept” developed by HAV Design and Fjord1. The ferries will be able to operate with autonomous navigation, and a number of onboard vessel functions will have the option to operate either manually or autonomously.

The ferries will operate the 5.6-kilometre Lavik-Oppedal crossing on the

Meyer Werft floats out Silversea's Silver Ray

The second Nova-class ship is scheduled to debut in the Mediterranean in June



Shipbuilder Meyer Werft has floated out Silversea's Silver Ray at its shipyard in Papenburg, Germany.

Workers at the shipyard cleaned Silver Ray's hull before approximately 100,000 cubic metres of water flooded the dock over four hours. Two tugboats then repositioned the 728-guest ship from the construction hall into the neighbouring harbour basin, where the docking out phase will continue. The shipbuilder then installed the ship's funnel and radar mast.

Silver Ray will undertake a conveyance of around 32 kilometres down the Ems River to the North Sea ahead of its sea trials. The ship is scheduled to enter service in June 2024, spending its inaugural season in the Mediterranean before crossing the Atlantic in December.

Majestic Fast Ferry commissions Incat Crowther to design 10 new passenger ferries



The 312-passenger newbuilds will replace the 11 first-generation vessels Incat Crowther had previously designed for Majestic Fast Ferry, all of which have now been sold to operators in Europe, Asia, the Middle East and the South Pacific. Majestic Fast Ferry launched three second-generation 42-metre Incat

The new 39-metre vessels will each transport up to 312 passengers

The second-generation vessels feature a range of design improvements that build on the capabilities of the first-generation ferries. The design has been optimised to provide fuel efficiency gains for operators, while updated window aesthetics and the addition of a centre aisle and increased passenger seating spaces will “enhance the customer experience”, according to Incat Crowther.

VISITORS



Nave Equinox Built 2007 30119 GRT Marshall Islands

Current Location En route Coruna



Diyyinah Built 2011 42538GRT Liberia

Current Position En route UAE



Myklebust Built 2022 26614 GRT Panama

Current Location En route Karsto



Unison Power Built 2012 24735 GRT Panama

Current Location En route London



CMA CGM Monaco Built 2024 GRT Owner

Current Position Bremerhaven



GFS Genesis Built GRT

Current Position En route to Abidjan



Bahra Built 2012 62945 GRT Kuwait

Current Position En route Algeciras



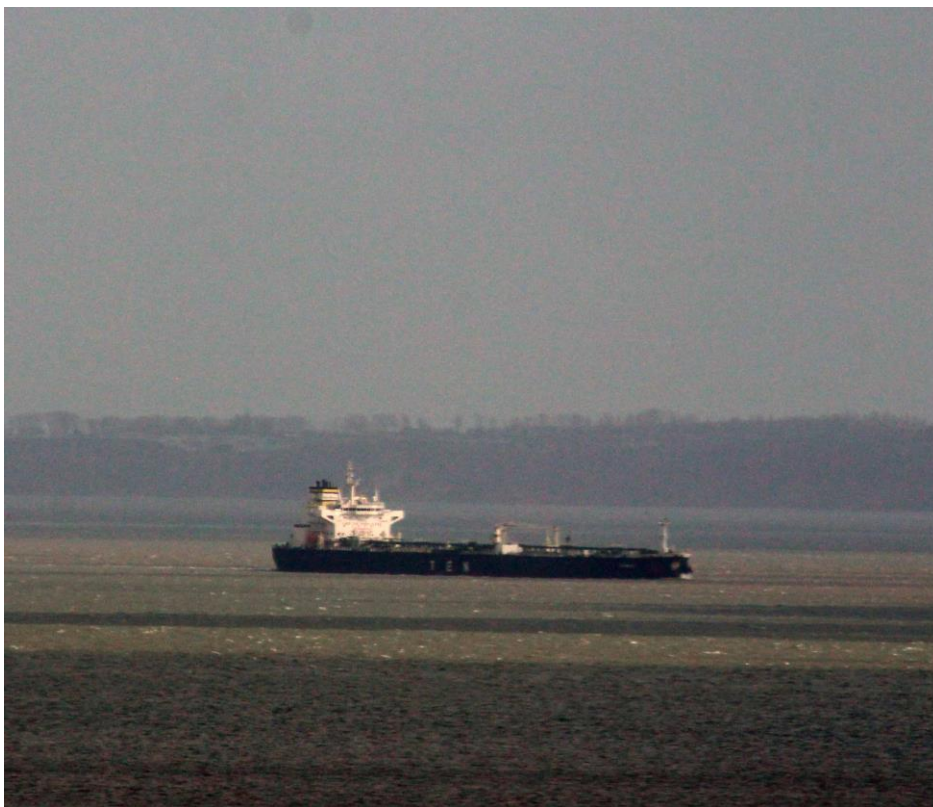
Maersk Bentonville Built 2006 48728 GRT Denmark

Current Position Off Gibraltar heading west



Magleby Maersk Built 2014 194849 GRT Denmark

Current Location En route Off West Coast Africa



Sunray Built 2016 42826 GRT Liberia

Current Position Gibraltar



MSC Sweden VI Built 2002 65792 GRT Liberia

Current Position En route



MSC Avni Built 2017 102492 GRT Liberia

Current position En route



MSC Sarah V Built 2008 53200 GRT Liberia

Current Location En route to



Linus P Built 2016 17858 GRT Marshall Islands

Current Position En route



Mirai Built 2023 26583 GRT Marshall Islands

Current Position En route

NEWS FROM PEMBROKESHIRE

TUG VENTURE TOWING NEW CORY BARGE

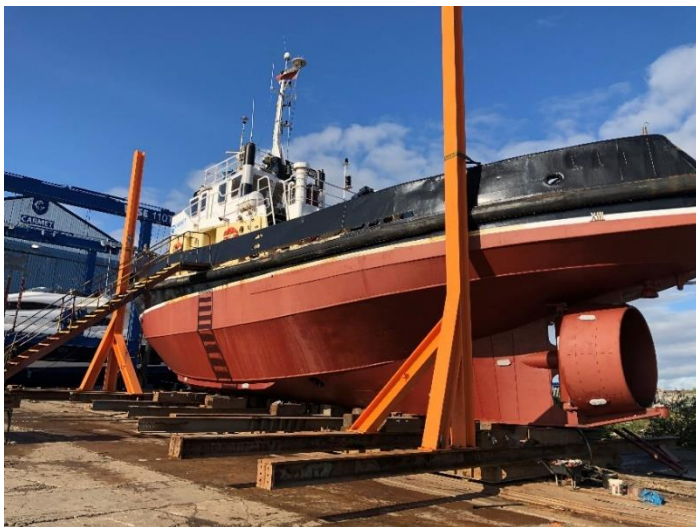




I was emailed yesterday by the Southend WSS branch new Pembrokeshire correspondent, Peter. The attached photographs were taken by Peter showing the tug Venture with Cory Box Barge No.9 windbound in Newport Bay, Pembrokeshire They were en route from Harland & Wolff, Belfast to the Thames. H & W have a contract to build 23 barges for Cory as part of a barge fleet replacement programme associated with the Riverside 1 and 2 Energy from Waste plants at Belvedere. Tug plus barge are, according to the AIS, due in the Thames on the morning of 19th March.

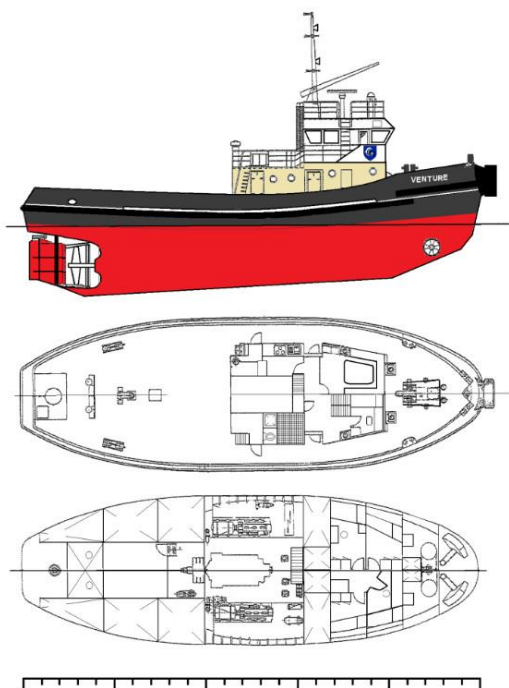


The VENTURE is a coastal tug, built by Astilleros de Santander- ElAstillero, Spain in 1977 as the THRES for Grupo Remolgues Unidos SA of Santander and Spanish flagged. She is of 166 gt, with dimensions 25.3m x 8.3m x 3.0m. She was re-engined with an oil 4SA 12-cyl Caterpillar diesel 3512B of 1213 kW in 2000. She has a fixed kurt nozzle and a becker rudder. Her bollard pull is rated at 21 tonnes. In 1990 she was renamed TRHES. Since 2014 she has been owned and operated by Carmet Tugs, who are based on the Wirral. She is UK flagged.



VENTURE

Tug Venture



Cory's new barges come in two sizes, the 20 box type which are 35m long with a deadweight of 270 tonnes and the 30 box type, which are 48m long with a deadweight of 405 tonnes. It looks to me that this is one of the larger barges.

INTO THE NIGHT

There once was a small stumpy-rigged sailing barge that was employed to carry cement from Greenhithe to Fulham, where there was a large building project. This was expected to last for many months and the barge crew fell into a routine, which applied particularly to mooring up at Fulham.

They would approach on a flood tide, whatever the time of day or night, usually too early to go straight alongside the Fulham wharf. Where there would not be enough water for a deep laden barge just yet. So they would 'catch a turn' on a tier of lighters that lay just off the wharf and join the roadsman, who looked after the lighters and lived in an old railway carriage, perched on one of the lighters, for a mug of tea.

When the tide had risen enough the barge's mate would take a line ashore with the barge's boat and make it fast to any firm projection on the wharf. The barge would then be manually hauled over to the wharf on the rope, ready to unload.

This particular night was very dark indeed. It was overcast with no moon and there were very few lights showing ashore, but the barge skipper knew the river like the back of his hand and had no difficulty in finding the tier of lighters. Meanwhile the mate was poised ready to jump aboard the nearest lighter with a line to 'catch a turn'.

But before he could make his leap there was a horrible sound of splintering woodwork. The skipper promptly altered course to disappear into the night, leaving behind a scene of consternation as the torches of the roadsman and two irate police officers, who been drinking tea together in the roadsman shack, illuminated the wreck of a rapidly sinking police launch.

GED

QUIZ – 78

1. Which maritime organisation is celebrating its 200th anniversary this year?
2. What is the name of the type of sailing boat defined as follows: a sailboat with a single mast, having only one headsail in front of the mast and one mainsail aft of the mast?
3. *Mediterranean Sky* capsized at Eleusis Bay in 2003. What was its former name?
4. What does ISPS stand for?
5. Which ship is this? A Cunard liner completed in the spring of 1914, it was the last ocean liner with four smoke stacks. The ship served as a troop transport in both World Wars.
6. A Royal Navy warship is set to be adopted by the county of Essex for the first time in 30 years. What is the name of the warship?
7. Launched on 26th June 1914 for Hamburg America Line, this liner lay immobile throughout the first World War. Together with its two near sisters, *Imperator* and *Vaterland*, it was ceded to the Allies at the end of the war. What was this ship called?
8. Prior to 9/11 the largest number of fire fatalities in New York resulted from the burning and sinking of the excursion steamer *PS General Slocum* in the East River. Over 1,000 lives were lost, mainly from a

German immigrant parish which chartered the steamer. In what year did this take place? (10 years either side of the year is acceptable)

9. What links *True Confidence* (a Barbados-flagged bulk carrier) and *Rubymar* (a Belize-flagged cargo ship)?

10. Because of water shortage, the number of ships which can transit the Panama Canal each day has been reduced. Previously it was 36 ships, but what is it now?

MYSTERY SHIPS 78



Toamasina



Tadorne II



State of Gujarat



Sisala



Sand Grouse

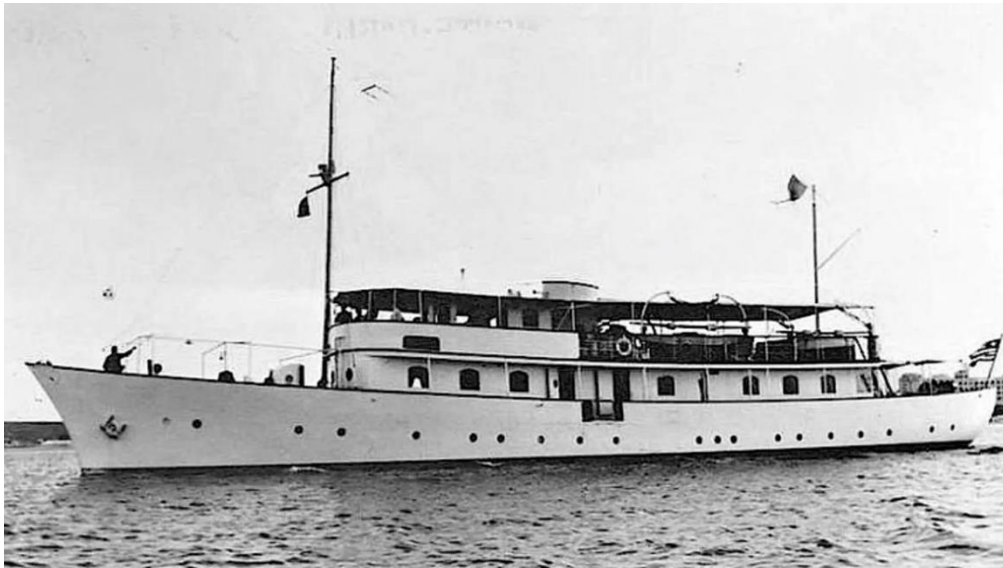


Tycho Brave

AMAZONE



Arriving at the Pendennis Shipyard in Falmouth recently for restoration was a motor yacht of which I had never heard, the Amazone.



The Amazone was built by Thornycrofts at Southampton in 1936. She was built for Commander Leon Andrien Hemmelleers-Shenley of the Belgian Embassy. Her hull and superstructure are of steel, and she is of 230 grt with dimensions 38.9m x 6.43m x 2.8m. She has been powered in recent years by twin Cummins diesels totalling 1558 kW driving 2 screws giving 12 knots maximum and an impressive range of 4000 miles at 11 knots.



The first owner appears to have seriously fallen out with his wife, and the ship was laid up in Thornycroft's yard in 1939 due to the ongoing dispute. She was commandeered by the Admiralty and played a major role in the Operation Dynamo, the withdrawal from Dunkirk, making at least three trips across the Channel, rescuing 550 troops. Whilst under government control, she was put at the personal disposal of Winston Churchill, who apparently made extensive use of her.

After the war, she was under various ownerships, and her name was changed to WELSH LIBERTY and EVANGELINE before reverting to Amazone. For a while she was used for chartering in Welsh waters. She has had three major refits, the last being in 1990 and 2005. For the last 20 years or so, she has been a houseboat on the Seine, her last owner being the architect Mirelle Huet.



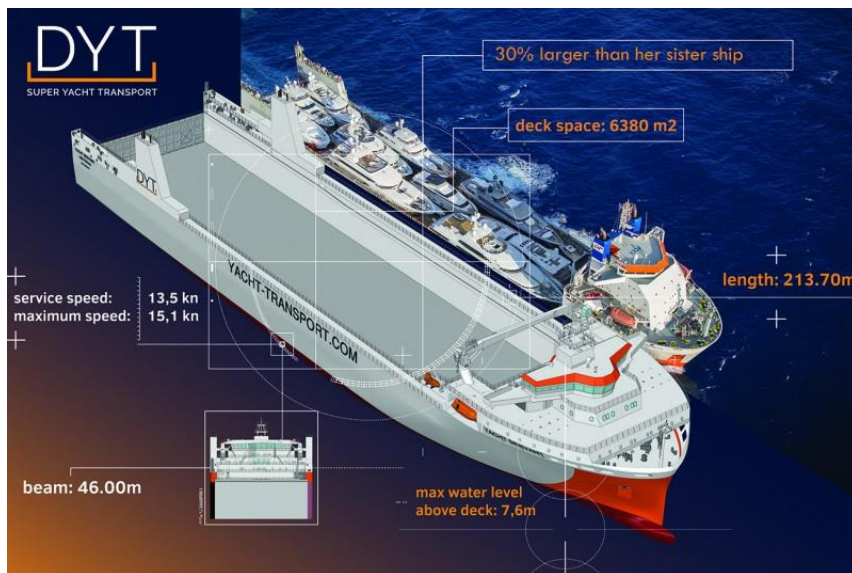
UNDER TOW IN FRANCE

The present restoration project is masterminded by GL Watson & Co , and the transport of the old vessel from the Seine via Le Havre to Falmouth was handled by Sevenstar Yacht Transport. The trip from Le Havre was on the huge semi-submersible YACHT SERVANT. The project aim is to make the ship seaworthy again. She has accommodation for 12 passengers in 6 guest suites and for a crew of 8.



YACHT

SERVANT IN FALMOUTH



YACHT SERVANT

The 2022-built Yacht Servant is the largest yacht transporter in the world. Her Gross Tonnage is 44,522 and her dimensions are 214m x 46m x 4.6m. When submerged in water depths of only 13.5m, she can load vessels with a draught of up to 7.5m. She is owned by the Spliethoff Group and is Dutch flagged.

SAILING BARGE ENA



1996 THAMES MATCH

The ENA was built by McLearnons at Harwich in 1906 on “spec”. She was built of pitch pine on oak frames. She was bought by R & W Paul of Ipswich, grain and agriculture merchants, and uniquely, was in their ownership for the whole of her working life, from 1906 until 1973. She was of 73 tons, with dimensions 88.13’ x 20.6’ x 6.9’. In 1948 she was cut down to a motor barge with a Ruston diesel installed.

She was busy during WW1, taking supplies across to our troops in France. In 1940 she made the crossing to Dunkirk with a cargo of petrol in cans, braving mines and aircraft attack. She was one of six R & W Paul barges involved in the evacuation. Her crew were ordered to abandon her on the beach. She was later refloated by Lt. Col. W.G. McKay with men of the 19th Field Regiment, Royal Artillery and sailed back across the Channel. She was taken in tow by the Watkins tug KENIA near the South Goodwins and taken to Margate.

Remarkably, none of the soldiers had any experience of sailing barges before the crossing. Around 100 men were saved from the beaches. Reportedly, this exploit was the inspiration for the film Dunkirk.



1957 AT

IPSWICH AS MOTOR BARGE

In 1973, she was re-rigged as a “Mulie” barge and for many years functioned as a company yacht / promotional vessel for Pauls. Her engine was replaced in 1974 by a Gardner diesel. In 1999, R&W Paul was taken over by an Irish company, and she was put up for sale. In 2001 she was sold to Luke Deards, who took her to Stargate Marine at Hoo for restoration work which lasted around a whole year and was in part shown on the television programme “Salvage Squad”. He then put her into the chartering trade.



HAPPIER TIMES WITH PAULS AFTER RERIGGING



2016

AT HOO BEFORE SHE SANK

She was put on the National Register of Historic Vessels in 1996. She was put up for sale at Hoo Marina in 2011 and was acquired by a T K Williams. She sank at her moorings in 2016 and was shortly afterwards moved to her present berth on the marshes nearby. She has since then seriously deteriorated, and some parts including her bowsprit, windlass and davits have since been removed and used on other barges. It is unlikely that she will ever move again.



RECENT



RECENT



RECENT

THE OPEN ARMS



Another ship that has been in the news regularly in the last few years is the Spanish Search and Rescue vessel Open Arms.

Angel Luis Godar Moreira
Vigo, 3 December 2013



IBAIZABAL TRES AS TUG



IBAIZABAL

TRES AS EUROPEAN MARITIME SAFETY AGENCY TUG

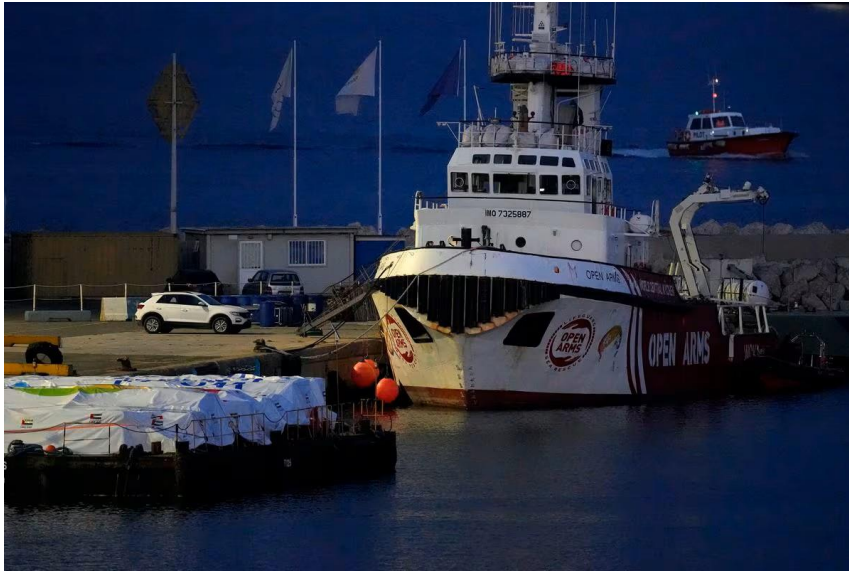
She was built by Astilleros de Mallorca in 1974 as the harbour tug PUNTA SAN IGNACIO, but her name was changed to IBAIZABAL TRES in October 1974. She is owned and managed by Ibaizabal Remolcadores, part of a large Spanish group. She is of 427 Gross tonnes with dimensions 37.72m x 9.5m x 5.1m. She is powered by twin Deutz RBV12M350 engines driving 2 shafts giving a speed of 13 knots.

In 2004, she was chartered by the Spanish authorities under the European Maritime Safety Agency as a multipurpose / firefighting tug for emergency towing, search & rescue and oil spill response purposes.



AT LARNACA

In 2017 she was chartered by Proactive Open Arms, a Spanish NGO and converted to a search & rescue vessel under the name Open Arms. Since November 2018 she has been rescuing refugees from the water in the Central Mediterranean, reportedly saving 750 lives so far. In October 2023 she was arrested by the Italian authorities for offloading refugees onto Italian territory.



AT LARNACA

On 12th March 2024, the ship set out from Larnaca, Cyprus towing a barge loaded with 200 tonnes of humanitarian supplies for Gaza, a distance of 216 nautical miles, as the first of many such trips. The route will be via a newly opened maritime corridor, but how she will be unloaded at Gaza is at present unclear. Reportedly, a pier is being constructed using rubble from destroyed buildings, and the barge may be able to berth alongside this pier. If successful, many more shipments

THE GENERAL FRANK S BESSON



In the headlines recently was the American Logistic Support Vessel General Frank S Besson (LSV -1). She is one of a class of eight similar ships operated by the U.S. Army. On 9th March 2024 she left the Joint Base Langley-Eustis in Virginia for the Eastern Mediterranean with a cargo of materials for a floating pier for installation at Gaza. The construction of the pier and associated floating roadway is expected to take 2 months and require 1000 U.S. troops who will remain offshore. The roadway will carry two lanes of traffic and be some 1800 feet long.



A

U.S. ARMY FLOATING ROADWAY



The General Frank S Besson was built by VT Halter Marine Inc. at Gulf Port, Mississippi, and was laid down on 16th January 1987, launched on 30th June 1987 and commissioned on 20th January 1988. Her displacement is 4199 long tons with dimensions 273' x 60' x 12'. She is powered by twin Electro Motive Diesels 16-646E2 of 1950 hp each at 999 rpm onto 2 shafts, giving 12.5 knots light and 11.5 knots loaded. Her range is 8200 nautical miles light and 6500 nautical miles loaded. She has ramps at both bow and stern and has the ability to beach herself.

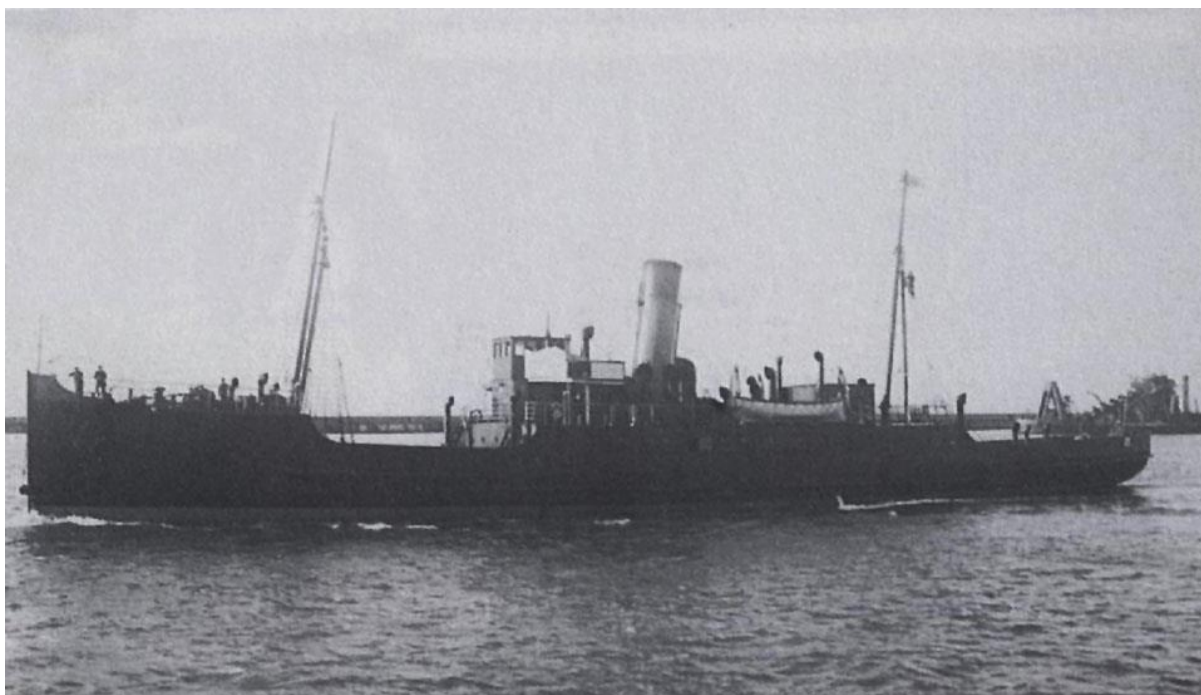


Her complement is 8 officers and 23 enlisted men. She is capable of carrying 2280 tons of vehicles, including 26 M-1 Abrams tanks, containers or general cargo. She can carry 900 tons of vehicles and cargo on Logistics Over The Shore Operations (LOTS) in just 4' of water and up to 2000 tons during Intra-Theatre Line-Haul (ITLH) operations.



She seems to be a very capable ship, but building and operating the proposed port without American “boots on the ground” is likely to be a tall order and will require a lot more resources. The Mediterranean can get quite rough, so floating breakwaters, like those used on the Mulberry Harbour, will

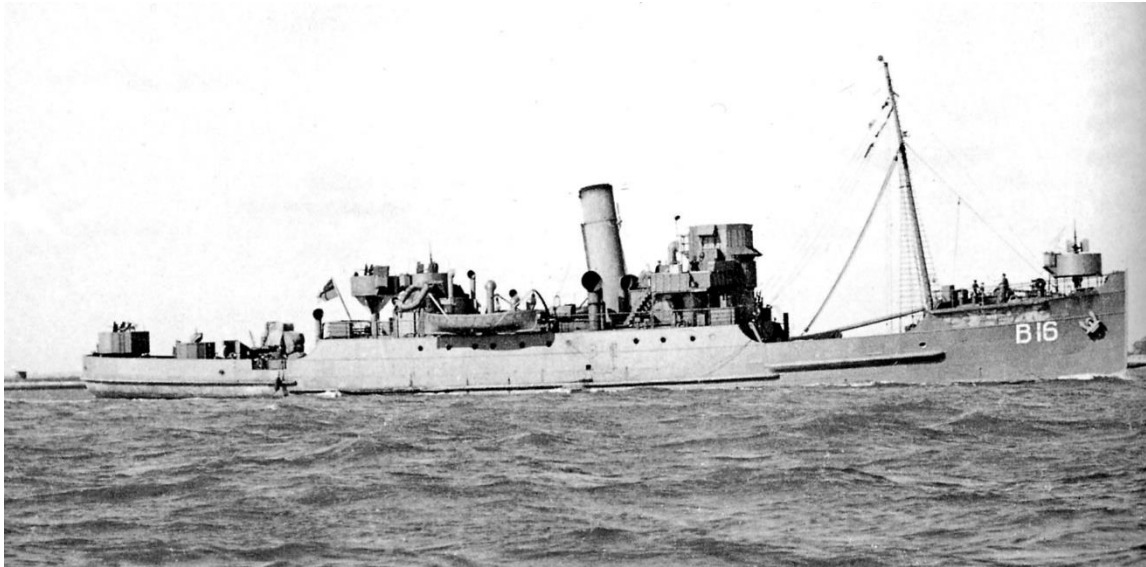
HMS FRATTON



SS FRATTON

HMS Fratton was built of steel by D & W Henderson of Meadowside, Glasgow as a cargo steamer for the Southern Railway Company, Southampton. She was launched on 18th August 1925 and completed in September 1925. She was of 757 tons with dimensions 220.3' x 33.6' x 14.1'. She was powered by twin 3-cylinder triple expansion steam engines of 165 nominal horse power, manufactured by Henderson driving 2 screws giving a speed of 15 knots. She could carry 5 passengers and 30,000 cubic feet of cargo.

On 21st/22nd June 1940 she carried evacuees from Guernsey to Weymouth, and then went back to normal sailings. On 28th June 1940, she was attacked by German aircraft. She was owned by the railway company from new until 9th August 1940, when she was requisitioned by the Admiralty and commissioned as HMS Fratton for use as a barrage balloon vessel, based at Sheerness. A single 12 pounder gun was installed on her, and she was painted grey. She served in this capacity until 12th May 1943 when she was re-allocated to serve as a coastal convoy commodore's ship, still based at Sheerness.



HMS FRATTON

In early June 1944, she was at Weymouth, acting as assembly control vessel for the Mulberry Harbour “Bombardon” units. On 7th June, she arrived off Gold Beach-head as the Bombardon control ship. During July and early August 1944, she also served as an accommodation ship adjacent to the Mulberry Harbour.

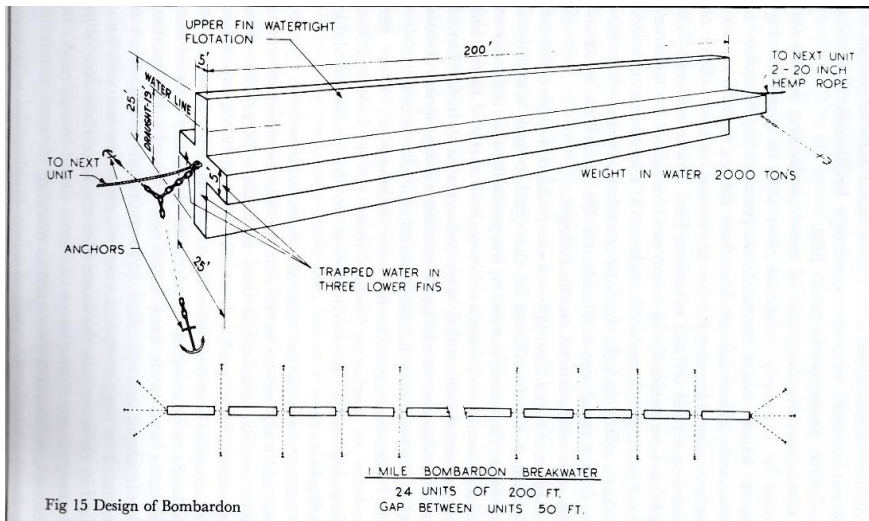
On 18th August she was torpedoed by a German “Neger” type of midget submarine whilst at anchor in Seine Bay, Normandy. She sank stern first in 4 minutes in 15 metres of water, with the loss of 31 on board, including the Senior Naval Officer, Bombardons.



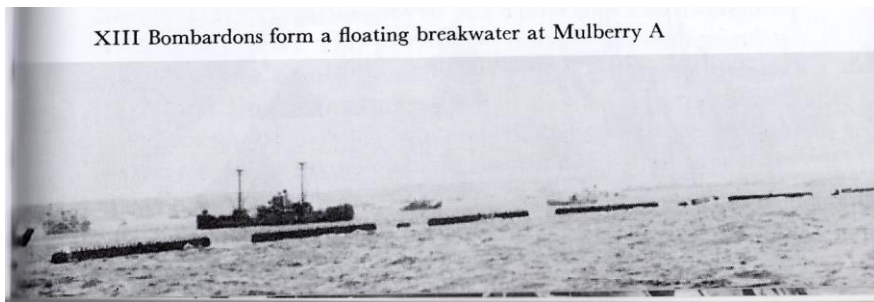
RECENT

The Bombardons were floating units fabricated in steel, and they were 200’ long by 25’ wide with a cross-shaped section. 24 Bombardons attached to one

another by hemp ropes created a one mile long floating outer breakwater to the two Mulberries. N



BOMBARDON UNIT



THE STI ONYX AND STI HACKNEY



STI HACKNEY AT VOPAK IN 2016

Regular visitors to the Navigator Terminal Thames are product tankers operated by Scorpio Tankers Inc. (STI). Scorpio is a large international organisation, with its headquarters in Monaco, but quoted on the New York stock exchange. They either own or charter a modern fleet of 112 product tankers. Two of their vessels visiting recently were the STI ONYX and the STI HACKNEY, unusually on Berths 1 and 2 together.

The terminal handles petroleum products, liquified gas, vegetable oils, chemicals and bitumen for markets in the Home Counties, London and the Midlands. It does not appear to have rail or pipeline connections to these markets, relying on re-export by ship, or by road.

STI ONYX





The STI ONYX is an "MR2" sized bulk product carrier, built for STI in 2012 as the STI ONYX S/T by Hyundai Mipo Dockyard, Ulsan, South Korea. She is of 49,990 sdwt, with dimensions 183m x 32m x 13m. She is powered by a MAN-B&W 6S50ME-B9 engine of 8890 KW driving a fixed pitch propeller giving a maximum speed of 17.5 knots. The ship has been fitted with scrubbers. She is Marshall Islands flagged.

STI HACKNEY





The STI HACKNEY is a “Handymax” sized bulk product tanker, built for STI in 2014 by Hyundai Mipo Dockyard, Ulsan, South Korea. She is of 38,734 sdwt with dimensions 184m x 27m x 11.9m. She is powered by a MAN-B&W 6S50ME engine of 8500 kW. She is ice class 1A, but she has not yet had scrubbers fitted. Her registered owners are Sti Hackney Shipping Co. Ltd. and she is Marshall Islands flagged.

THE RUBYMAR



The RUBYMAR was a handymax-size bulk carrier built in 1997 by the Onomichi Dockyard Co. Ltd. in Japan as the KEN SHIN. She was of 32,211 sdwt with dimensions 171m x 27m x 10.4m. She was powered by a Mitsubishi 1DE: 2SA.6 Cyl diesel of 7059 KW built by Akasaka Diesels Ltd. She was owned by the UK subsidiary of the Golden Adventure Shipping S.A. and managed by GMZ Ship Management Co. S.A. of Lebanon.



LEE SHIN



LEE SHIN



RUBYMAR

In 2022, she took part in the Black Sea Grain Initiative, carrying 35000 tonnes of wheat from Ukraine to Egypt, during the Russian invasion of Ukraine.





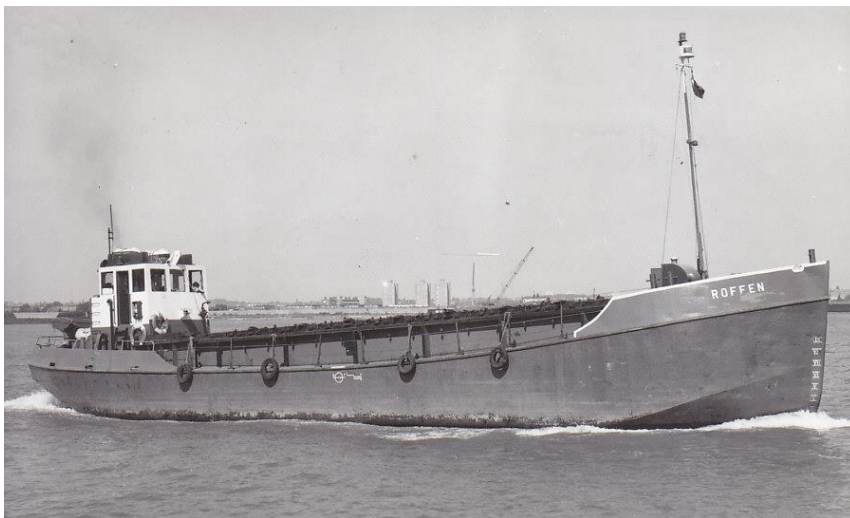
On 18th February 2024, near Bab-el-Mandeb in the Red Sea, she was struck by a Houthi anti-ship missile which hit the side of the ship near its engine room. Shortly afterwards, the engine room and No. 5 hold were flooded. The ship at the time was carrying a 22000-tonne cargo of Phosphate fertilizer from the UAE to Morocco. The crew of 24 were taken off by a French vessel and taken to Djibouti and then flown home.



The ship was anchored, although it has since drifted some 70 kilometres northwards, but it remained afloat for a couple of weeks, and an 18 mile long oil slick has formed. Salvage of the ship was

stymied by political barriers from the Houthis and also because of concerns about the risk of the fertilizer exploding. On 2nd March, the Yemeni authorities reported that she had finally sunk, causing huge potential environmental damage to the area.

THE FRANCESCA PRIOR



ROFFEN IN

1965

Laid up alongside the former Brooke Marine yard in Lowestoft is the motor barge Francisca Prior. She has been there for some years and appears to be in a poor state.



THE LAUNCH

She was built as the ROFFEN in 1965 by the London & Rochester Trading Company at their Quarry Yard, Frindsbury. She was one of several single hatch motor barges they built around this time, all with names starting “RO”, including ROAN, ROBUST, RODENT, ROFFEN, ROGUL, ROHOY, ROINA and ROCK.



AT COLCHESTER

The Roffen was of 172 gross tons and 280 tons deadweight, with dimensions 27.87m x 5.0m x 3.0m. She was powered by a Kelvin T4 diesel which gave 120 hp at 1000 rpm.



ON THE THAMES



FRANCESCA

PRIOR LEAVING DEPTFORD CREEK

On 11th August 1984 she was sold to Alan Jenner of Rochester, but her name was retained. In 2002 she was sold to JJ Prior and renamed Francesca Prior, for use in their sand and ballast trade from Fingringhoe to London. In May 2011, she had a fire in her accommodation, but with the help of the Gravesend lifeboat it was soon extinguished.



IN HAPPIER DAYS

A few years ago, with the Fingringhoe aggregate quarry largely worked out, Prior's planning application for a major extension of the quarry was rejected.

The majority of their fleet of motor barges, including the Francesca Prior, was laid up at Fingringhoe, some being broken up there. The Francesca Prior appears to have been sold and taken to Lowestoft in about 2017. She was to be refurbished for sailing to Nigeria, but little or no work or even maintenance seems to have been carried out, and she is now in a very poor state.



LOWESTOFT IN JULY 202

AT

HMS AMBUSCADE / PNS TARIQ



HMS Ambuscade was a Type 21 frigate built by Yarrow Shipbuilders Ltd for the Royal Navy. The Type 21 was a development of designs by Vosper Thornycroft,

eight ships being built in the early 1970s, four at Vosper and four by Yarrow. The design by a commercial shipbuilder was unusual, and it was because the Admiralty in-house design teams were being stretched on the design of the Type22 frigate and Type 42 destroyer. Of the eight in the class, two were sunk during the Falklands War, and the remaining six were sold to Pakistan in the early 1990s.



LAUNCH in JANUARY

1973 AT YARROW SHIPBUILDERS

She was laid down on 1st September 1971, launched on 18th January 1973 and commissioned on 5th September 1975. Her standard displacement was 2750 tonnes and her dimensions were 117m x 12.73m x 5.94m. Ship's complement was 177. Her powerplant was of the COGOG type, with two Olympus gas turbines totalling 56000 bhp and two Tyne gas turbines totalling 8500 bhp. She had two controllable pitch 5 bladed propellers. Top speed was 32 knots with a range of 4000 nautical miles at 17 knots.



When built, her armament consisted of a single 4.5" Mk 8 gun, two 20mm guns, one quadruple Sea Cat SAM launcher and a Westland Wasp helicopter. As such, she was considerably under-armed. Later whilst still in RN service, four MM38 Exocet and two triple ASW torpedo tubes were added, and the helicopter was upgraded to the Westland Lynx.



Ambuscade took part in the Falklands War, serving initially as an Electronic Warfare picket ship to the Task Force, as well as participating in several bombardments of Argentine positions. On 25th May 1982 she was targeted by two Exocets fired by an Argentine Super Etendard aircraft. She fired chaff decoys and both missiles locked onto and hit the ATLANTIC CONVEYOR, causing her to sink.



JULY 1981

In 1983 she collided with the USS DALE in the Indian Ocean and part of her bow was torn off. She was laid up in Bombay for 6 weeks whilst a new bow was fitted.

In late 1984, she was found to have suffered from cracking in her hull. Steel plates were welded down each side of the ship, adding 350 tonnes to her displacement. Modifications at this time to reduce hull noise and 4 Exocets were fitted in front of the bridge.



PNS TARIQ

On 28th July 1993 she was sold to Pakistan along with her five surviving sisterships. Her Exocets and Sea Cat missile systems were replaced with a quadruple launcher for Harpoon missiles and a Phalanx CIWS which came from ex USN Gearing class destroyers. She was recommissioned as TARIQ.



An extensive modernisation and mid-life upgrade was carried out in Karachi in the period 1998 to 2002, after which she was reclassified as a destroyer. The upgrade included the installation of Mk 36 SRBOC launchers as well as 20mm and 30mm guns.

In 2005 she rescued 377 tourists in the Maldives during the Indian Ocean tsunami.

She was decommissioned in August 2023 from the Pakistani navy. On 25th September 2023 the Transfer Agreement was signed at the Pakistani High Commission in London, donating the ship to Britain for use as a floating museum. The ship would be located either at Greenock or Glasgow, as a tribute to those lost in the Falklands War, to Clyde shipbuilding and the Pakistani Navy. The charity involved, FOCl, is currently looking for a semi-submersible ship to bring the ship back to the Clyde.

RFA DILIGENCE A132



DILIGENCE ALONGSIDE HMS CORNWALL

About to be towed away from Portsmouth and to the breakers is the veteran Royal Fleet Auxiliary DILIGENCE. She has been laid up since 2016 when, after multi-million-pound upgrades had been carried out on her, she was prematurely discarded as a cost-saving measure.



STENA INSPECTOR DURING FALKLANDS WAR



STENA INSPECTOR DURING THE FALKLANDS WAR

She was built at the Oresund Shipyard in Sweden as the STENA INSPECTOR, being launched in January 1981 for Stena Offshore UK and Swedish flagged. She was a support ship for North Sea oil rigs. She had a Gross tonnage of 8048 tonnes and a displacement of 10,595 tonnes and dimensions 112m x 20.5m x 6.8m. She had diesel-electric propulsion consisting of 5 NOHAB Polar diesel generators, 4 NEBB electric motors, 1 prop, 2 360-degree azimuth thrusters and 2 Kamewa bow thrusters. Her service speed was 12 knots, and her hull was ice strengthened.



DILIGENCE

On 25th May 1982 she was chartered by the British government for service in the Falklands War under the Ships Taken Up From Trade (STUFT) scheme, and became UK flagged. She was immediately sent to the South Atlantic to act as a floating repair vessel, and during the next few weeks she carried out repairs on many ships damaged in the Falklands War.



DILIGENCE

In October 1983, she was purchased by the MoD for £25 million and renamed DILIGENCE. She was converted at the Clyde Dock Engineering facility, where military features added included a large workshop for hull and machinery repairs, supply facilities, accommodation, armaments and magazines and communications equipment. The workshop was equipped with such items as

Arc welding equipment, lathes, pillar drills, grinders, band saws and a large store of spares.

A key feature was her computer-assisted dynamic positioning system which can keep her static in conditions up to Force 9, using the ship's range of thrusters and her variable-pitch propeller. She also had a four-point mooring system. She had a helicopter deck on the roof of her bridge large enough to support a CH-47 Chinook. She was commissioned on 12th March 1984 and became the Royal Navy's primary battle damage repair unit. Her usefulness is shown by her nickname : The Floating Swiss Army Knife.



DILIGENCE

At the end of the Iran-Iraq War in 1988, the Straits of Hormuz had been mined. Diligence supported the multinational minesweeping operation to clear the straits of mines. She returned to the Persian Gulf in 1990 to support operations during the Gulf War. In 1997, during Operation Ocean Wave, she was deployed in the Far East as a submarine support ship. In 1998 she supported the 3rd Mine Counter-Measures Squadron in the Persian Gulf. Early in 1999 she was deployed again to the Falklands region.

In 2001 she supported 4 minehunters in a large exercise at Oman. In 2003, at the start of Gulf War 2 she supported the largest British fleet deployment against Iraq. In 2007 she was given a £16 million overhaul at Northwest Ship repairers and Shipbuilders at Birkenhead which was completed in December 2007.

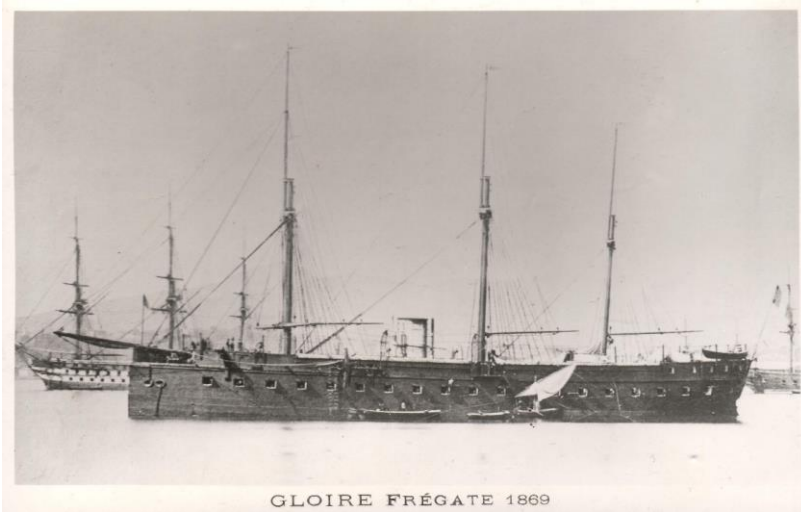


DILIGENCE WITH HMS CORNWALL ALONGSIDE

A £17.6 million refit was carried out from June 2012 to February 2013 ahead of a deployment to the Mediterranean and the Gulf region to support the COUGAR 13 task group exercises. An £11 million refit followed from September 2014 to February 2015, after which she was laid up at Cammell Laird.

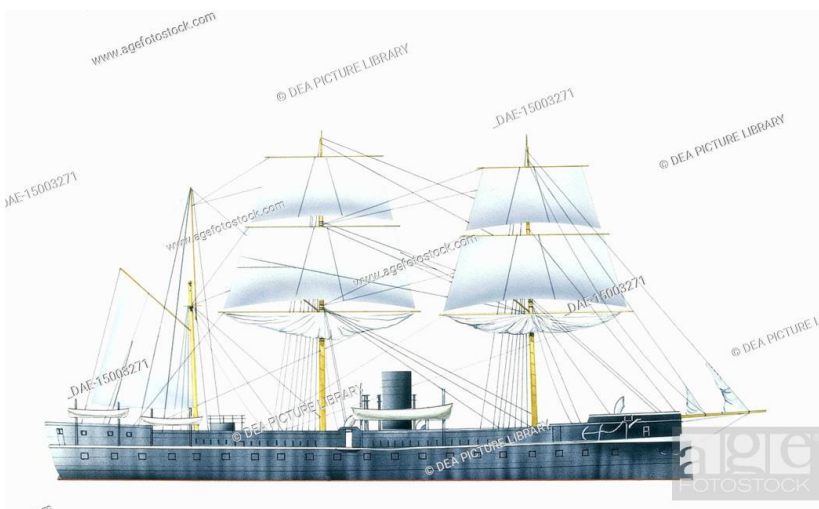
In June 2016, it was decided to retire her immediately instead of 2020, as had been planned, as a cost-saving measure. In March 2017 she was towed from Bidston Dock, Birkenhead to Portsmouth to await a buyer. In April 2023 it was announced that no buyers had come forward, so she was to be scrapped. At the end of February, she had been made seaworthy, ready for the tow to the breakers.

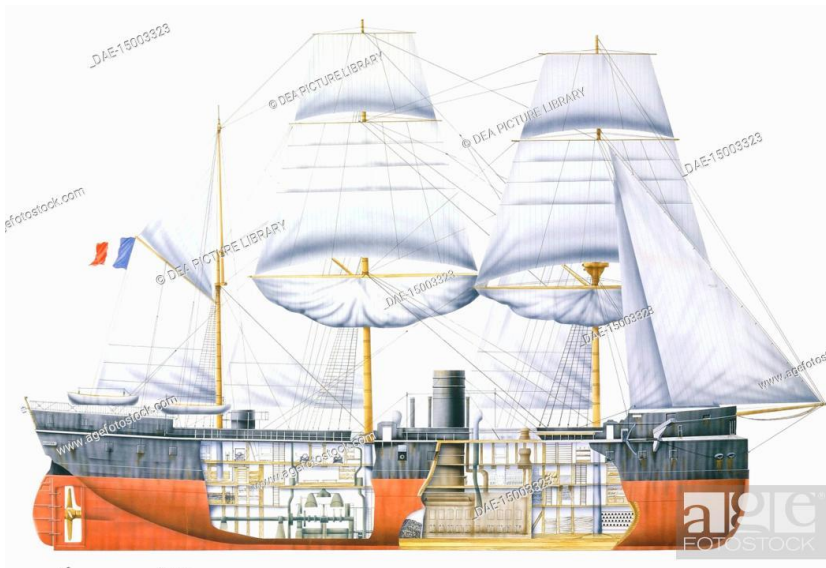
LA GLOIRE



The La Gloire was a French ocean-going ironclad, which on her commissioning made all other warships obsolete. Her reign of the seas only lasted about a year, however, until HMS WARRIOR was commissioned.

She was developed after the Crimean war, in response to new developments in naval gun technology, especially Paixhans guns, rifled guns and also shells. Her design was influenced by the Anglo-French ironclad floating batteries used to bombard Russian forts during the Crimean War.

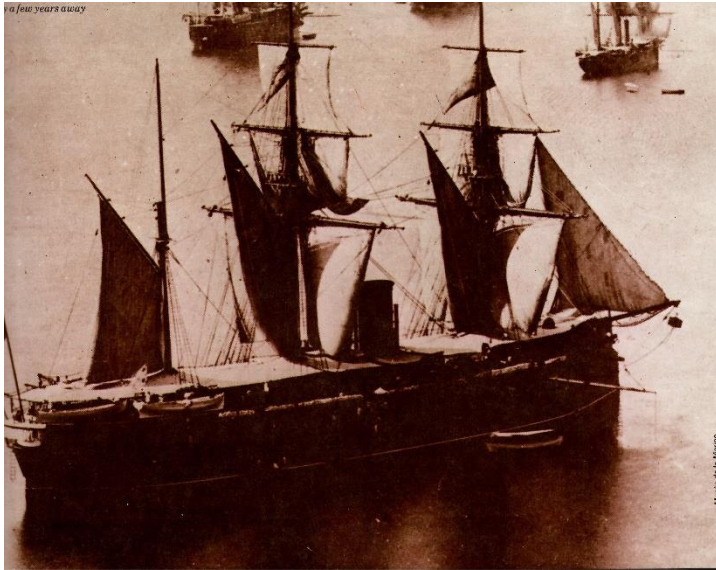




She was designed by the famous naval architect, Henri Dupuy de Lome and built at Le Mourillon, near Toulon. She was laid down on 4th March 1858, launched on 24th November 1859 and completed in August 1860. She was of 5618 tonnes displacement, with dimensions 78.22m x 17.0m x 8.48m.

She was powered by 8 oval coal-fired boilers producing steam for a two-cycle horizontal return connecting rod engine of 1900 KW driving a single screw. She was rated at a 13 knots top speed, but her actual maximum was 11.75 knots. Her range under power was 2500 nautical miles at 8 knots. She was also rigged as a three-masted barquentine, which was later upgraded to a Full Rigged Ship rig. Her complement was 570.

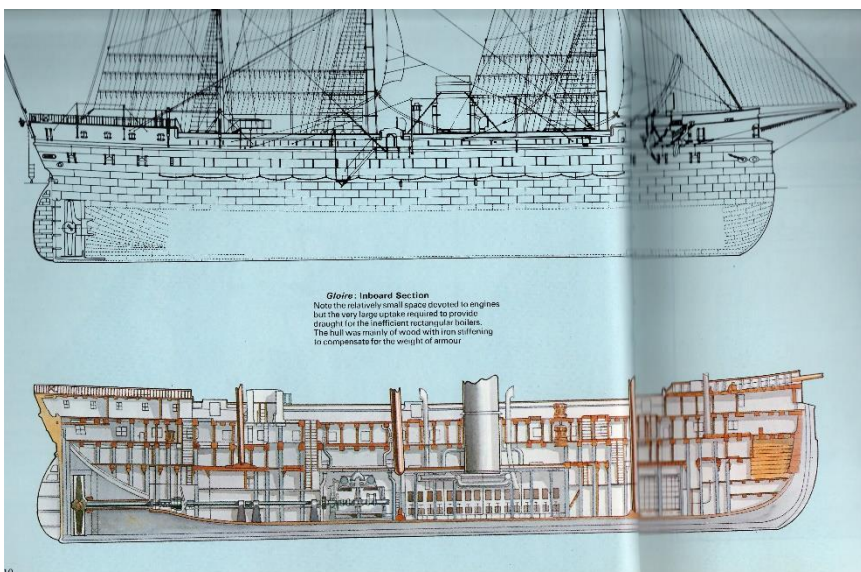
Her armament as built was thirty-six 164mm rifled muzzle-loaded guns, but after a refit in 1868 it was six 240mm breech-loaded guns and two 192mm breech loaded guns. She was built in timber, with 120mm iron armour plate each side, backed with 430mm thick timber.



WITH BARQUE RIG

Emperor Napoleon III, then ruling over France, insisted on the construction of La Gloire and her two sisterships, INVINCIBLE and NORMANDIE, in unseasoned timber to accelerate their completion. This proved a big mistake, and they were plagued with costly repairs during their relatively short service lives. It has also been said that the lack of French factories capable of making the iron plate contributed to the construction problems, but a construction period of under two and a half years with new technology looks good going to me.

In terms of the use of timber, particularly unseasoned timber, La Gloire was discarded in 1879 and scrapped in 1883. The iron-hulled Warrior, although similarly soon rendered obsolete by later designs, survives today at Portsmouth, over 160 years since her launch.



THE CUYAHOGA



J

BURTON AYERS IN 1982 BEFORE CHANGE TO DIESEL

In the news recently was a fire aboard the veteran Great Lakes freighter CUYAHOGA. She is the oldest active Canadian trader on the Great Lakes, dating way back in 1943.



She was built at Lorain OH by the American Shipbuilding Company as the J. BURTON AYERS for the US Maritime Commission, and was laid down on 20th November 1942, launched on 15th May 1943 and entered service for the Great Lakes Steamship Company on 19th August 1943 under the American flag. She was of the L6-S-A1 or Maritime class of Great Lakes dry break bulk cargo ship

and was designed to carry iron ore to the steel mills that were producing ships, aircraft, artillery and tanks etc. for the war effort.

Historical Collections of the Great Lakes
Bowling Green State University



J

BURTON AYERS BEFORE CONVERSION TO SELF UNLOADER



She was of 15,675 dwt with dimensions 620' x 60' x 35'. Her power plant consisted of 2 coal-fired water tube boilers providing steam for a Lenz 4-cylinder compound steam engine of 2500 hp.



In 1957 she was sold to the Northwestern Mutual Life Insurance Co. In 1960 she was sold to the Wilson Marine Transit Co and again in 1973 to the Kinsman Marine Transit Co. In 1974 she was sold to Columbia Transportation Division, Oglebay Norton Co. and converted to a self-unloader at Toledo Oh by the American Shipbuilding Co. Her boilers were converted from coal to oil fuel in 1975 but by December 1979 she was laid up at Toledo.

In 1995 she was sold to Lower Lakes Towing Ltd. and renamed CUYAHOGA and was Canadian flagged. In 1999 she was re-engined at Sarnia ON with a 3084 hp diesel. She remains in Lower Lakes Towing's fleet in 2024, mainly carrying stone, iron ore and coal, over 80 years since she was launched.

In March 2024, a major fire broke out in her engine room whilst docked in Ashtabula on Lake Erie in winter lay-up. Boats and helicopters assisted in fighting the fire, which was later brought under control. The crew are all accounted for. The ship has suffered fire incidents in the past, but now in view of her age, her future is likely to be short. Preliminary investigations show that welding ignited paint on the inside of the cargo hold, and the fire then spread.



THE FIRE



THE FIRE

ANSWERS TO QUIZ 78

1. Which maritime organisation is celebrating its 200th anniversary this year?

Royal National Lifeboat Institution. It was founded in 1824 and has resulted in more than 144,000 lives being saved.

2. What is the name of the type of sailing boat defined as follows: a sailboat with a single mast, having only one headsail in front of the mast and one mainsail aft of the mast?

Sloop. It can be differentiated from a Ketch which has two masts (with a second shorter mast astern of the main mast) and a Schooner which has two or more masts with the mainmast taller than the foremast.

3. *Mediterranean Sky* capsized at Eleusis Bay in 2003. What was its former name?

City of York

4. What does ISPS stand for?

International Ship and Port Facility Security (a Security Code which came into force in 2004, as an amendment to the Safety of Life at Sea (SOLAS) convention)

5. Which ship is this? A Cunard liner completed in the spring of 1914, it was the last ocean liner with four smoke stacks. The ship served as a troop transport in both World Wars.

RMS Aquitania

6. A Royal Navy warship is set to be adopted by the county of Essex for the first time in 30 years. What is the name of the warship?

HMS Venturer, a Type 31 frigate currently under construction in Scotland

7. Launched on 26th June 1914 for Hamburg America Line, this liner lay immobile throughout the first World War. Together with its two near sisters, *Imperator* and *Vaterland*, it was ceded to the Allies at the end of the war. What was this ship called?

Bismark (renamed Majestic by White Star Line)

8. Prior to 9/11 the largest number of fire fatalities in New York resulted from the burning and sinking of the excursion steamer *PS General Slocum* in the East River. Over 1,000 lives were lost, mainly from a German immigrant parish which chartered the steamer. In what year did this take place? (10 years either side of the year is acceptable)

15th June 1904

9. What links *True Confidence* (a Barbados-flagged bulk carrier) and *Rubymar* (a Belize-flagged cargo ship)?

Both were recently subject to Houthi missile strikes in the Red Sea

10. Because of water shortage, the number of ships which can transit the Panama Canal each day has been reduced. Previously it was 36 ships, but what is it now?

24 ships

MYSTERY SHIPS 78



Toamasina at Antwerp

TOAMASINA
11,867g 16,031d

IMO **7911686** General Cargo ship
Length: 157.66 Breadth: 22.8 Depth: 13.1 Draught: 9.7 (m)

1980: Completed by Astilleros Espanoles SA (AESAs), Seville as TOAMASINA.

1992: Renamed NB LAGOS.

1995: Renamed CHRISTINE DELMAS. Renamed MONIQUE DELMAS.

1998: Renamed MONIQUE.

2009: Renamed MONIQUE 1.

2010: Broken up in India, following a fire in 2009.



Tadorne II

TADORNE II
3,144g 5,000d

IMO 7819838 General Cargo ship
Length: 82.78 Breadth: 16 Depth: 9 Draught: 7.4 (m)

1989: Completed by Amels BV, Makkum as MENTOR.
1986: Renamed MAKKUM.
1988: Renamed TADORNE II.
1998: Renamed TADORNE. Renamed PALANA.
2013: Broken up in China.



State of Gujarat in Antwerp

STATE OF GUJARAT
11,144g 16,789d

IMO 7700520 General Cargo ship – Pioneer type
Length: 141.8 Breadth: 22.8 Depth: 14.4 Draught: 10.4 (m)

1984: Completed by Hindustan Shipyard Ltd, Visakhapatnam as STATE OF GUJARAT.
2000: Renamed EMIRATE OF DUBAI.
2003: Renamed DI GAO.
2012: Broken up in China.



Sisala

SISALA

43,393g 77,827d

IMO 7700520 Bulk carrier

Length: 239 Breadth: 32.2 Depth: 19.7 Draught: 14.4 (m)

1976: Completed by Mitsui Eng. & SB. Co. Ltd., (Chiba Works) Ichihara as THORSRAKE.

1979: Renamed IKAN BAWAL.

1980: Renamed THALASSINI EFHI.

1988: Renamed THALASSINI HARA. Renamed SISALA.

1991: Renamed DORIC CASTLE.

1995: Renamed SHARDA.

2002: Renamed ARDA.

2004: Renamed XIN MAO.

2005: Renamed ZHENG XING.

2007: Renamed YI HENG.

2009: Broken up in China.



Sandgrouse

SANDGROUSE

2,612g 4,082d

IMO 7700520 Chemical/Oil Products tanker

Length: 101 Breadth: 14 Depth: 7.6 Draught: 6.6 (m)

1976: Completed by Ast. de T. Ruiz de Velasco, Bilbao as XILENO.

1979: Renamed FERTON.

1984: Renamed LATEX.
1989: Renamed SANDGROUSE.
1996: Renamed OSPREY.
1999: Renamed SWEET LIGHT.
2004: Broken up in India.



Tycho Brahe

TYCHO BRAHE
12,183g 16,225d

IMO 7700520 LPG tanker
Length: 159 Breadth: 21.3 Depth: 14.3 Draught: 9.8 (m)

1982: Completed by Jos L Meyer, Papenburg as TYCHO BRAHE.
2006: Renamed BARNES BRIDGE.
2010: Broken up in India.