



*World Ship Society
Southend Branch*

News and Views

Edition 24

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Thanks go to Geoff Swales for setting up and judging this year's photographic competition the entrants and results of which are contained within this edition. Thanks, go to the entrants

Thanks also go to Graham, Tony, Stuart, Eddie, Phil and Geoff for their contributions

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As already announced the next edition will be our readers/ members edition for which you are invited to submit an article or group of photographs on any maritime related subject that interests you. Articles could have previously been published in media other than News and views. Submissions to Richard are needed by Wednesday 17th February.

Contents to date includes

NEWS



The full UK Carrier Strike Group assembled for the first-time during Group Exercise 2020 on 4th October.

HMS Queen Elizabeth Assumes Role As New Flagship Of The Royal Navy

It was announced last week that the UK's new Flagship and Lightning Force of F-35B stealth strike fighters will also be complemented by a detachment of the fifth-generation aircraft from the US Marine Corps, and a US Navy destroyer during her first operational strike group deployment.

HMS Queen Elizabeth and her strike group will spend time developing collective war-fighting skills when NATO navies gather for exercise Strike Warrior off Scotland during the spring, before departing for the Mediterranean.

Commanding Officer, Captain Angus Essenhigh, said: "It is a fantastic privilege for Queen Elizabeth to be made the Fleet Flagship as we prepare to sail at the heart of UK's very high readiness Carrier Strike Group. We look forward to doing the nation proud as we deploy on operations for the first time."

Last year, the Prime Minister, Boris Johnson, confirmed that HMS Queen Elizabeth will be at the centre of a Carrier Strike Group deployment to the Mediterranean, the Indian Ocean and East Asia. She will embark F-35B from 617 Squadron (the "Dambusters"), Royal Navy Merlin helicopters, and be escorted and supported by Royal Navy Type 45 destroyers, Type 23 frigates and support ships of the Royal Fleet Auxiliary.

Tug Delivery Round Up

There are ten recent deliveries of note to report this month from shipyards both within Europe and those beyond with important European content.

From the start of January Svitzer is expanding its towage service into Emden in Germany and in preparation for this new operation took delivery recently of a MED-A2360 series tug named Svitzer Vestri from Turkey's Med Marine.

Svitzer reports the 62tpb tug as 'compact yet robust enabling greater manoeuvrability without compromising power, even in narrow and shallow ports.' As well as serving at Emden and on a wider basis, the tug may be called on to support other operations throughout the Scandinavian and German cluster as part of Svitzer's flexible operating model.

It marks a busy period for Med Marine's connection with Svitzer with two RAL Tundra 3000 ice-breaking tugs also under construction. Designed for a range of environments across Svitzer's Scandinavian operations we hope to return and look closer at these tugs once delivered early in 2021.

Sanmar Shipyards draws attention to the importance of building long-term relationships with its customers allowing an understanding of their operational needs related to specification, design and build stages of vessels entrusted to them. A healthy relationship clearly exists between Sanmar and Hans Schramm & Sons Schlepsschiffahrt, the German tug operator recently taking delivery of its fifth newbuild Sanmar tug in the 'technologically advanced and powerful' RAL TRaktor-Z 2500SX ATD tug *Sönke* (launched as *Delicay VII*). Caterpillar main engines develop 4,200kW in total driving Kongsberg FP thrusters providing 70tpb. This new

addition to the Hans Schramm family will operate at the intersection of the river Elbe, North Sea, Baltic Sea and Kiel Canal.

Another tug operator returning to Sanmar is Sea of Marmara-based Arpas who has acquired two very different vessels. *Nehir* is not a newbuild as such but part of Sanmar's own fleet, built in 2003 and now transferred to Arpas. It is based on the RAL TS 22/40 design with conventional propulsion arrangement providing 30tbp and speed 12.5kn via twin FP propellers powered by 825kW main engines.

Arpas-15 (ex Sirapinar XVI) meanwhile is certainly a newbuild addition for Arpas, a RAL RAmports 2200 tug delivering 50tbp via Caterpillar main engines developing 3,000kW and powering Schottel FP thrusters. The MLC-compliant ASD tug has a split-drum towing winch forward and an external fire-fighting capability. They are the fourth and fifth Sanmar-built tugs for Arpas, the previous three being variants of the successful Ulupinar series which Sanmar discontinued last year in favour of a new technologically advanced tug range.

Moving beyond European-built tugs, Robert Allan Ltd has a long history of references with Chinese shipyards and two separate pairs of RAstar and RAmports designs of note have emerged from yards for regional owners.

Earlier in 2020 Yiu Lian Dockyards took delivery of the RAstar 3200-CL tugs *Hai Kun* and *Hai Peng*, from Cheoy Lee Shipyards. The escort-rated pair are powered by Niigata main engines and Z-Peller propulsion units delivering 88tbp with Helsinki, Finland-based MacGregor supplying a forward mounted hydraulic anchor windlass/double drum escort towing winch and a Mampaey disc-type towing hook aft.

Singapore's PSA Marine operate a fleet of over 30 modern tugs with an average age of less than ten years and dominated by Robert Allan designed vessels including eleven RAmports and nine Z-Tech tugs. Two more RAmports 3200 examples have now joined the line-up, *PSA Marvel* and *PSA Valkyrie*, incorporating improvements from two similar designs *PSA Thor* and *PSA Hulk* delivered in 2018.

Built by PaxOcean Engineering Zhuhai Co Ltd, this latest pair feature uniquely styled wheelhouse and deckhouse designs developed exclusively for PSA Marine creating what RAL describe as 'an outstanding and appealing appearance.'

PSA Thor and *PSA Valkyrie* are classed by Lloyd's Register with notation including Escort Tug and Fire Fighting Ship 1 with Water Spray. Caterpillar 3516C main engines provide power to two Schottel SRP 510 Z-drives with auxiliary power supplied by two Cummins gensets. On trials performance expectations were exceeded including a bollard pull of 83.5t and speed ahead 13.5kn.

Towing is over either bow or stern with Rolls-Royce providing an ETWH 2000/800 single split-drum winch forward and a TW 2000/100 single drum winch aft, MacGregor meanwhile supplies a MG-HUW-05-UL tugger winch with Palfinger providing a PK1200 deck crane.

By Peter Barker



Princess Cruises sells PACIFIC PRINCESS to undisclosed buyer

In line with Carnival Corporation's plan to accelerate the removal of less efficient ships, Princess Cruises has sold the 30,312gt and 670-passenger capacity PACIFIC PRINCESS – the smallest vessel in the Princess Cruises fleet – to an undisclosed buyer.

Completed in 1999 by Chantiers de l'Atlantique as R3 for ill-fated Renaissance Cruises, PACIFIC PRINCESS first joined premium cruise line Princess Cruises in 2002. The boutique-style cruise ship sailed more than 1.6 million nautical miles, 11 world cruises and offered distinctive itineraries to sought-after destinations all over the world.

PACIFIC PRINCESS, currently on her way from Civitavecchia to Bosa in Sardinia, belongs to a series of eight R Class vessels built by the French shipyard, four of which sail under the Oceania Cruises banner and three for Azamara, the luxury cruise line which Royal Caribbean Group recently sold to Sycamore Partners.

© Shippax / PHO

Godby Shipping acquires BALTIC BRIGHT



BALTIC BRIGHT © Christian Costa

Godby Shipping has entered an agreement to purchase the 1996-built and 1,068-lanemetre capacity BALTIC BRIGHT from its Swedish owner, Charterfrakt Baltic Carrier AB.

BALTIC BRIGHT, currently on charter to UPM-Kymmene, will be handed over to Godby in July after class renewal and installation of a ballast water treatment system, becoming the Åland-based shipowner's eighth vessel.

MAIN PARTICULARS – BALTIC BRIGHT

Built: 1996 at the Karlskrona yard in Sweden
Loa: 134.40m
Beam: 20.42m
Draft: max 5.7m
DWT: 6,300t
Trailer capacity: 1,068 lane metres
Main engines: 2 x MAK - total output: 5,280kW
Speed: 15 knots
Ice Class 1A

Azamara to welcome fourth cruise ship in 2022



Azamara's new ship will be able to sail to small ports worldwide

Sycamore Partners is to add a fourth cruise ship to the Azamara fleet in 2022, following. The yet-to-be-named vessel is comparable in size to her three new sister ships – Azamara Journey, Azamara Quest and Azamara Pursuit – which will expand the fleet's overall capacity by 33 per cent. Prior to beginning service, the ship will undergo a full renovation to ensure she will offer guests a boutique onboard experience.

The new ship will sail her inaugural season in Europe and sail to “unique, smaller ports” to support Azamara’s “commitment to enrich immersion” around the world.

Viking Glory launched at Xiamen Shipbuilding Industry shipyard



Viking Glory is set to be delivered in late 2021 before entering service in early 2022

Viking Glory, Viking Line's new LNG-powered ferry, has been launched at Xiamen Shipbuilding Industry's shipyard in Xiamen, China, in a ceremony live-streamed on YouTube.

Viking Glory will be 223 metres long, with capacity for 2,800 passengers in 922 cabins. Though the ferry will be larger than Viking Line's first LNG-powered ship Viking Grace, launched in 2013, she is expected to use around 10 per cent less fuel. The operator has worked with several Nordic partners in developing the technology and interiors for the ship, including Wärtsilä, ABB Marine, Konzept, Climeon, Kone, Deltamarin, Almaco, Evac, Pointman and Projektia.

The ferry is set to be delivered in late 2021, before entering service in early 2022 on the route between Turku, Finland, Mariehamn in the Åland Islands, and Stockholm, Sweden.

Meyer Turku floats out Costa Toscana in Finland



MEYER TURKU

Costa Toscana waiting to float out of the building dock at Meyer Turku's yard in Finland
Costa Cruises' newest LNG-powered cruise ship, Costa Toscana, floated out of the building dock at Meyer Turku's yard in Turku, Finland on 15 January 2021.

The construction milestone was marked by a traditional float-out ceremony to commemorate

Costa Toscana is a sister ship to Costa Smeralda, which was delivered by Meyer Turku in 2019. Like her sister, the newbuild will be powered by LNG fuel to reduce emissions of sulphur dioxide emissions by 100 per cent, particulate matter by 95-100 per cent, nitrogen oxides by 85 per cent, and carbon dioxide by up to 20 per cent. The ship has also been designed with the circular economy in mind, so it has an intelligent energy efficiency system and onboard desalination plants to process seawater directly to meet daily water supply requirements. In addition, materials such as plastic, paper, glass and aluminium will be separated and recycled onboard the ship.

Some of the onboard highlights will include the Solemio Spa, 16 restaurants, themed bars, an open-air balcony with a crystal floor on the top deck, three outdoor pools, an indoor salt-water pool, a new beach club, and the Colosseo, which spans three decks at the centre of the ship. There will also be more than 2,600 guest cabins.

Costa Toscana is scheduled be delivered in December 2021 and debut with an inaugural New Year's Eve cruise from Santos, Brazil to Salvador and Ilhéus on 26 December.

Between 2 January and 10 April 2022, Costa Toscana will offer another 15 cruises with the

same itinerary, embarking in both Santos and Salvador. After this, the vessel will reposition to Italy.

Visitors



Koksijde Built 2018 25952 GRT Owner W Ocean Line

Current Position en route to Steenbank



MOL Emissary Built 2009 54940GRT Owner Seaspn Corp

Current Position En route to Rotterdam



Mp the Edelman ex Margrit Rickmers Maersk Dhaka ANL Wernbee Built 2005 54578 GRT
Owner MPF Investco c/o MSC

Current Position En route to Thessaloniki



Elly Maersk Built 2007 171542 GRT Owner Maersk A/S

Current Position East med en route Suez



MSC Amalfi Built 2014 95166 GRT Owner Cadence Shipping

Current Position En route to Bin Qasim



Starnes Built 2020 26756 GRT BACK AGAIN !

Current Position En route to Aarhus



MSC Hamburg Built 2015 176 940 GRT Owner Farble Shipping

Current Position en route to Tanger



Saoura ex Clipper Gemini Built 2012 8161 GRT Owner Chan Nord Spa

Current Position En route to Antwerp



Neptune Built 1991 2236 GRT

Current Position Azov Sea



Nord Highlander ex Jag Panna, Panna. STI Highlander Built 2007 23304 GRT

Current position En route to Primorsk

WSS quiz questions - edition 25

1. Silversea Cruises' new ship Silver Dawn was recently floated out at the Fincantieri shipyard in Italy. Silver Dawn is the third ship in the Muse-class series, following her sister ships Silver Muse and which other ship?
2. Marco Polo recently arrived at a ship-breaking yard. Where is that yard?
3. How long is the Suez Canal: a) 80 miles, b) 100 miles, or c) 120 miles?
4. In 1939, a seventh century ship burial site was uncovered. Where did this excavation take place?
5. This ship was launched at Woolwich Dockyard in 1820. She was originally a 10-gun brig sloop, but was refitted and became a surveying vessel, under the command of Captain Robert FitzRoy. Who was this ship's most famous passenger?
6. Which harbour has a fleet of ferries divided into seven classes, including Freshwater, Emerald and HarbourCat?
7. The East India Company employed Asian seamen in the 17th century, who served on European ships. What name was given to them?
8. MSC Cruises have recently commissioned their 18th mega-cruise liner, built in France, at 181,000 tons. What is this liner called?
9. What is the name of the opera set in Cornwall in Victorian times, telling the adventures of the love-struck Frederic, who is indentured to a group of comically useless and tender-hearted pirates?

10. Which is the largest port in the Forth Ports Group?

PHOTOCOMPETITION 2021 - Entrants



1



2



3



4



5



6



7



8



9



10



11



12



13



14



15



16



17



18



19



20



21



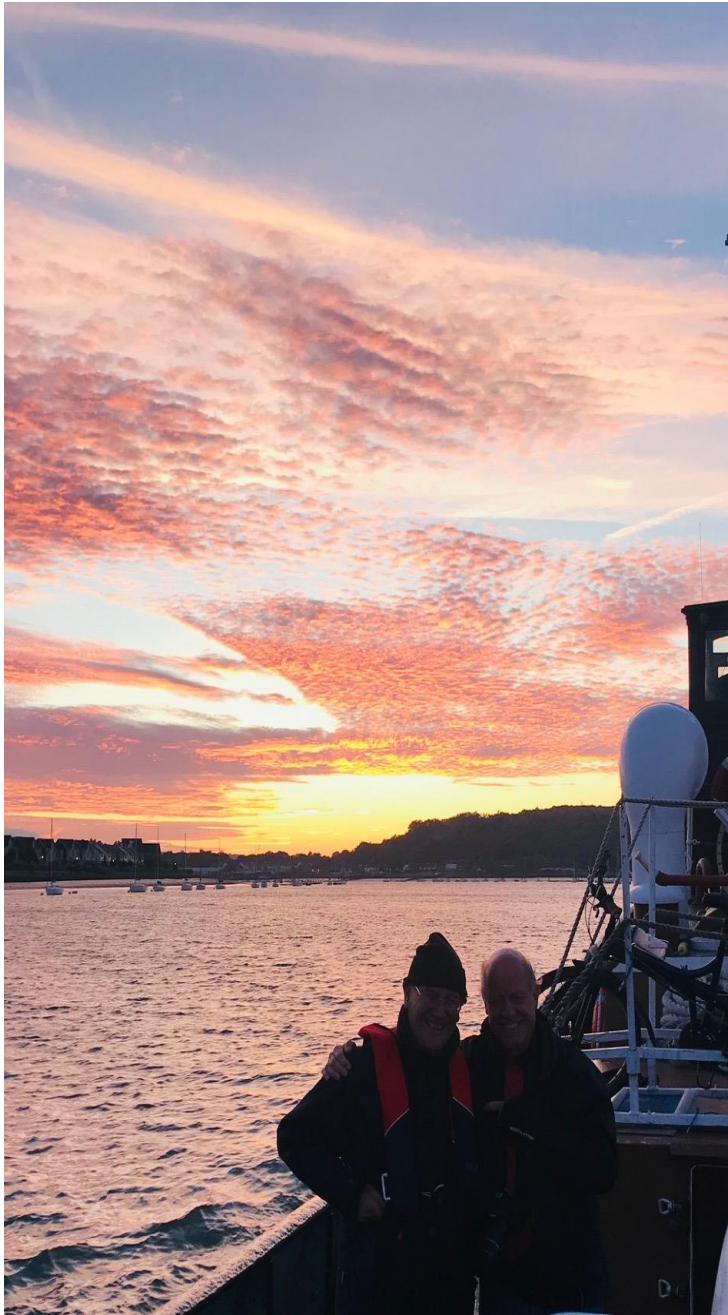
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23









27



28



29



30

WSS photo competition - the judge's verdict

Below are the results of the competition, which obviously reflects my own subjective views. I'm sure you'll have your own views on those photos that you liked best, which might be entirely different!

I'd like to thank the photographers who submitted their photos: Colin Paynter, Richard King, Stuart Emery, Tony Weber and Steve Sherwin.

Geoff Swales, 6 February 2021

First place (number 13) – Stuart



Fishing boats at Leigh, and rainbow

There's plenty of interest in this picture. The brightly-coloured fishing boats stand out brilliantly, and the rainbow adds the complete "wow" factor – I loved this photo! All that's missing is the pot of gold at the end of the rainbow.

Second place (number 20) – Tony



Thomson Spirit

A number of elements grabbed my attention – wondering what the two people in the foreground are talking about, seeing the neat patterns of the mooring ropes, and the lovely blue and white colouring of both the ship and the sky. And I've tried to take similar pictures of cruise liners over the years, and never got them quite like this.

Third place (number 7) – Richard



Alert Trinity House

A great action shot of a boat being swamped by a wave in heavy seas – the timing of the photo seems perfect to capture the water/spray in the picture. It got me thinking about how exhilarating (or uncomfortable) it would be on board – personally, I'm not sure I would be enjoying the trip...

Three other photos that were in contention:

Number 1 – US coastguard vessel (Colin): I loved the contrast of the white and red ship against the blue of the water



Number 15 – Fishing vessel PZ 78 (Stuart): The ship is beautifully captured in the shot (even if it is a bit rusty!). It's a shame the fisherman on the bow wasn't facing towards the camera!



Number 26 – Sunset from Upnor (Steve): What a sunset it is – sensational.



RUM

The issue of a daily tot of rum to the men of the Royal Navy goes back a long way and is intended as a small reward for hard and often dangerous work and also supplement an inadequate supply of drinking water.

Men were classed as: -

G wish to have the daily grog (one part rum to two parts water)

T Temperance (No rum, but worth 3d a day)

U Under Age (less than 20 years old)

Junior ratings would receive grog, as above, but Chief and Petty Officers would draw neat rum (neaters). And this was the cause of slight embarrassment to me in one of my earliest Naval experiences. On a course on telegraphy, I was given the task of tidying up the Petty Officers' Mess and, in particular, getting rid of the 'rings' on the tables. This, I found, was particularly hard and I had to ask for assistance. I then found out that the rings were, in fact, plastic, melted from the plastic cups that the P.O.s drank their rum from.

By the time that I reached my twentieth birthday and therefore was entitled to my 'tot', I only had six month's National Service to complete. At the time I was in Chatham Barracks, working in the Barrack Guard, policing the Barracks. Issue of rum in the Barracks was strictly controlled with each man issued with a 'calendar' card which was clipped each time a tot was served. Moreover, the rum had to be drunk at the place of issue (the dining room foyer) in front of the issuing officer.

One day I was late being relieved and arrived at the rum issue well after everybody else, still wearing my Barrack Guard gaiters. A supply rating was still manning the rum desk on his own.

"Ah! Barrack Guard," he said, "You're entitled to neat rum. Manning the gates in this cold weather."

I gratefully accepted, but when I mentioned this to my Guard colleagues they had never heard of this entitlement. The consensus of opinion was that the supply rating did not wish to water any more rum as this would have interfered with his own perks. Surplus rum was supposed to be flushed away but legend had it that it was poured into an immaculate sink, let down a burnished drain pipe into a galvanised bucket and then taken away for consumption by those involved in its issue.

On board ship the rum issue was much more relaxed, as I found out once I joined the carrier 'Victorious'. Sometime about 11.15 a.m. Up Spirits would be piped and then a representative of each mess would go to the issue point, armed with the 'rum fanny' to collect watered down rum tots for all those entitled in his mess. It would then be consumed at leisure, with the second senior rating keeping a record of who had had what.

Rum was, of course, a currency in these circumstances. A small favour would be rewarded with 'sippers', a larger favour with 'gulpers' and the ultimate reward was a full tot. I was fortunate in that there was sympathy for this poor lad who would soon return to 'civvy street' and I often received a bit extra, particularly from the Navigators Yeoman, a member of my mess, who had to work closely with officers, correcting charts and so on. He told me that he only wanted his tot if he got very cold and I could have it on a daily basis unless he said otherwise.

One Sunday my mess had a nice surprise. Many were on leave and there were only about a dozen of us aboard, of whom only seven drew their rum. By this time, I was an AB and the second senior one present and therefore had the job of rum marker.

The senior AB, one Knocker White, duly went off to collect the rum ration and returned about quarter of an hour later, looking worried.

“Can I have a word with you?” he said to me, dropping his voice so that the others could not hear. We moved into the lobby outside the mess deck’

“What’s up, Knocker?” I asked.

“They’ve given me all twenty-three tots,” he hissed, “As though everybody was here. What are we going to do?”

I thought for a moment.

“Let’s drink it,” I suggested finally.

“I hoped you’d say that.”

It was a good job that no – one wanted the duty watch that afternoon.

Birthdays were also celebrated in rum. In my mess was a young AB called Nick who was about to celebrate his 21st birthday. He was a quiet lad whose only known hobby was to write a page of a letter to his girlfriend each night. He did, however, draw his tot.

The great day came and he started his celebrations by visiting the Petty Officers’ Mess. There he was treated to a complete tot of neat rum by his boss, the Petty Officer of the Gunners Party. The Colour Sergeant of Marines, who he also worked with, gave a similar present. From there he made his way to our mess where a certain amount of ‘bubbly’ had been saved for him, then on to the mess next door where he also had friends.

Later, when we were having a mug of tea after work, our Leading Hand enquired whether anyone had seen Nick lately. The mess deck sweeper said that he had reappeared about three o’clock was violently sick in the spitkid and then disappeared again

Oh my God!” exclaimed the Leading Hand, “He could have gone over the side in that state (we were at sea at the time), We’ll have to search the ship.” We broke up and, with help from next door, searched every likely hiding place in the ship. An hour later we reconvened and reported our lack of success.

A very worried Leading Hand said that if he was not found by six o’clock, he would have to report it to the bridge, adding that we would all be ‘in the rattle’ for this. Just then the phone rang. It was the Petty Officer of the Gunner’s Party who had found Nick asleep in a gun turret. Nick, as a key holder for the gun turret had gone in there to sleep it off. Nothing more was said and

he went back to writing to his girlfriend.

The above story goes a long way in showing why rum was withdrawn in 1970. Inebriated ratings could not be left to handle delicate equipment. And so, the tot was no more (apart from when ordered to splice the mainbrace) and mourned by many with its own eulogy, part of which reads: -

“Oh lord, send down a bird,
with claws as sharp as razors,
To avenge the wrong,
Done to us poor sailors”

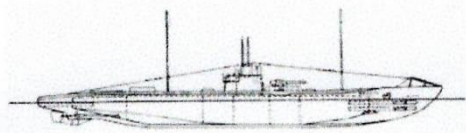
G.E.D.

TYPE UB 111 U-BOATS OF THE IMPERIAL GERMAN NAVY

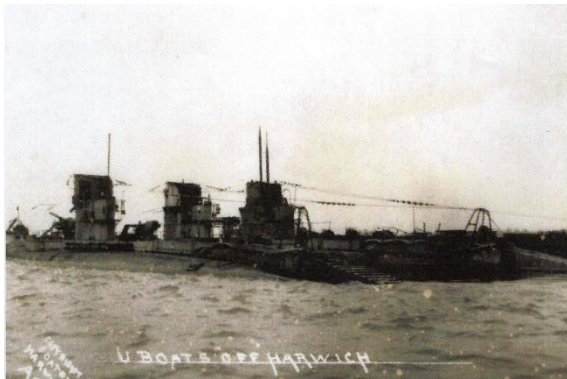


RECENT IMAGE OF THE MOST
PROMINENT WRECK AT HUMBLE BEE CREEK

Visible at low tide in Humble Bee Creek in the Medway estuary are the rusting remains of three submarines. They were UB-144, UB-145 and UB-150, although it has not been established which of the three is the more visible wreck. There is even the possibility that they may be different vessels, UB-122 being mentioned in some reports. They were Type UB 111 class coastal submarines, and 96 of the class were built, serving as far afield as the Mediterranean and the Irish Sea. The class were the most numerous and the most successful coastal submarines in the German navy in WW1.



Type UB III boats - German U-boat Types ...
uboat.net



U BOATS MOORED IN THE STOUR AFTER SURRENDER

All three were built by Edgewise in Bremen and were launched in October 1918, but were never commissioned by the navy. They were completed and sailed to Harwich to comply with the terms of the Armistice. They displaced 512 tons surfaced and 643 tons submerged. They were powered by a pair of Korting or Benz four-stroke 6-cylinder diesels giving 1050 BHP and a pair of Siemens-Schuchert electric motors giving 780 SHP, onto two shafts, giving a top surfaced speed of 13.9 knots and 7.6 knots submerged. They had 4 bow torpedo tubes and 1 stern, with a supply of 10 No. 500mm dia. torpedoes, and an 88mm deck gun. Maximum diving depth was 50 metres. They were manned by 3 officers and 31 men.



TYPE UB 111 AT SEA

All three vessels were surrendered to the Allies at Harwich on 27th March 1919, and then moored up to four abreast in the River Stour with 179 other submarines until April 1919. The line of the surrendered U-Boats was around 2 miles long. A number of vessels were then taken to Chatham Dockyard for experimental work, but this was never carried out. On 22nd July 1920, the three vessels were sold to M. Lynch & Sons for £2000 apiece, and were towed to Rochester. After being stripped of any re-usable material, the remaining hulls were either dumped or broke adrift from a tow in shallow water off Stoke Maltings.



THE WRECK AT HUMBLE BEE CREEK

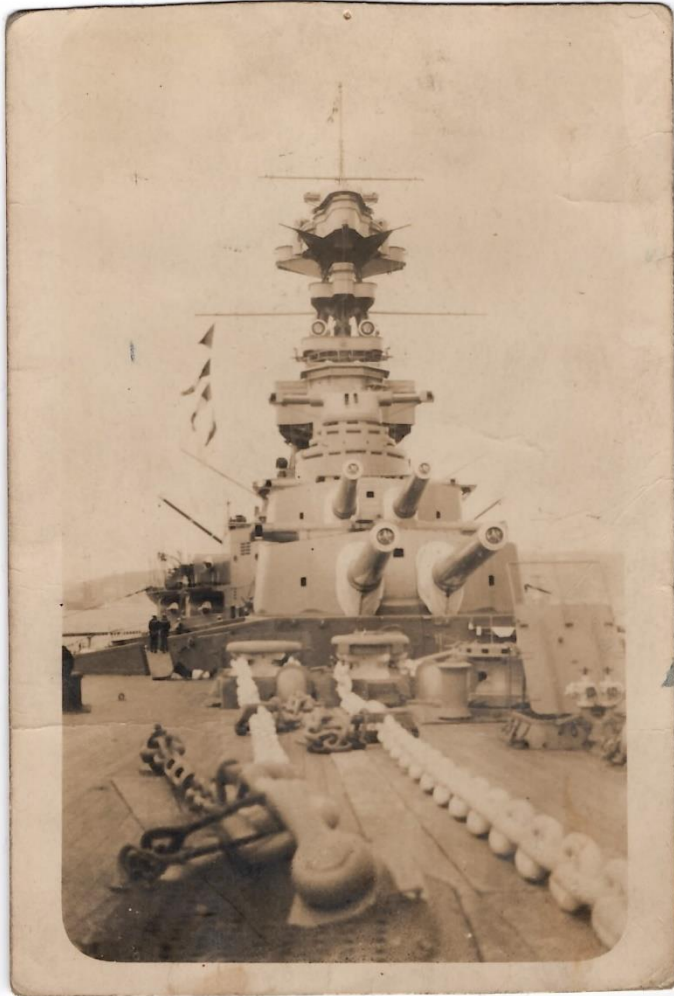
Some further removal of materials was carried out in 1939-45. Diesel engines from each of the three were re-utilised in pairs for cement works at Halling and Hollborough upstream on the Medway and as electrical generators in power plants in Southend.



SURRENDERED U-BOAT AT HARWICH

NOSTALGIA CORNER 10

HMS HOOD postcard



HMS HOOD

The Hood was the first of a class of 4 battlecruisers, to be called the Admiral class. The other ships were to be named Anson, Howe and Rodney. The class was ordered in 1915 under the Emergency War Programme. The Hood was built by John Brown & Co at Clydebank, being laid down 1st September 1916. Following lessons learnt from the Battle of Jutland in May 1916, the design of the class was substantially revised, mainly in terms of increasing the amount of deck armour. When it became clear that the Germans had stopped work on their new battlecruisers, work stopped on the Anson, Howe and Rodney in March 1917. They were dismantled to clear the slips after the Armistice. Hood was launched on 22nd August 1918 and commissioned on 15th May 1920.

The Hood's displacement was 46,680 tons. She had 24 Yarrow boilers and 4 Brown-Curtis geared turbines giving 144,000 SHP onto 4 shafts and 32 knots. As built, her armament was 8 x 15", 12 x 5.5", 4 x 4" and 6 torpedo tubes. By 1941, weaponry had changed to 8 x 15", 14 x 4" AA, 12 x 2pdr. And 4 torpedo tubes. In the intervening years, she had never had much more than cosmetic upgrades. In May 1941 she was sunk by the Bismarck in the Denmark Strait. Only 3 of the 1418 crew survived.

Two of her 5.5" guns were removed in 1935 and shipped to Ascension Island, and installed there a 4" AA shore battery in 1941, where they remain.

HMS MILNE British destroyer



HMS MILNE

The Milne was an "M" class destroyer built for the Royal Navy by Scotts at Greenock. Because of bomb damage at the Greenock shipyard, she had to be towed to John Browns for finishing. She was laid down on 24th January 1940, launched on 30th December 1941 and commissioned on 6th August 1942. She displaced 1935 tons, and 2 Admiralty type 3-drum boilers and 2 Parsons geared turbines produced 48,000 SHP, and 2 shafts gave 36 knots.

Her armament was 6 x 4.7", 1 x 4"AA, 4 x 2PDR., 2 x 20mm and 8 x 0.5" machine guns with 4 torpedo tubes and 42 depth charges with 2 throwers. Her war service was mainly in the Mediterranean and the Arctic. On 4th April 1946 she was paid off into reserve at Harwich and then Rosyth, where she was used as an accommodation ship at Rosyth Dockyard. In the early 1950s, the surviving 5 M class were selected for conversion to Type 62 fast aircraft direction frigates, and they were towed to Devonport for conversion. They were found to be in too poor condition, however, and the work was never carried out. Milne was then transferred to Penarth in the Reserve Fleet.

In 1957, Milne and her sisters Marne, Matchless and Meteor were transferred to Turkey under an agreement signed on 16th August 1957. The ships were updated and Squib anti-submarine mortars installed, and handed over on 29th June 1959 at Plymouth. Piyale Pasa, as the Milne was renamed, remained on the Turkish navy's active list until 1971, and she was finally broken up in Turkey in 1972.

HNLMS OVERIJSEL

The Overijssel was a Dutch destroyer of the Friesland class of 8 ships. She was built by Wilton-Fijenoord in Schiedam, being laid down on 15th October 1953, launched on 8th August 1955 and commissioned on 4th October 1957. She displaced 2,497 tons, and 4 Babcock & Wilcox boilers feeding 2 sets of Werkspoor geared steam turbines on 2 shafts produced 60,000 SHP and 36 knots.



RLNMS

OVERIJSEL

Her armament was 4 x 120mm, 6 x 40mm, 2 launchers for 375mm anti-submarine rockets and 2 depth charge racks which were later removed. In August 1979, she was involved in rescuing work from the Fastnet Race.

On 11th June 1982 she was decommissioned and sold to Peru and renamed BAP Coronel Bolognesi. She was finally decommissioned in 1990.

HMS GIRDLE NESS postcard



Girdle Ness was one of 21 Beachy Head class repair ships. She was built by Burrard Dry Dock Co. Ltd. in Vancouver as the Penlee Point, and intended as a maintenance ship for landing craft in the Pacific theatre of WW2. She was laid down on 7th December 1944, launched on 29th March 1945 and commissioned on 5th September 1945. She was one of the Canadian Fort class, similar to the US Victory ships.

Her displacement was 8,550 tons standard, and 2 Foster Wheeler water-tube boilers feeding a triple expansion steam engine gave 2500 IHP and a speed of 11 knots. She was used as an accommodation ship at Rosyth Dockyard from 1946 until 1952, being laid up in reserve in 1951.

In February 1953, the Penlee Point was moved to Devonport Dockyard for conversion into a trials ship. The conversion began in May 1953 and was completed in 1956, and she was recommissioned as HMS Girdle Ness on 24th July 1956. During the conversion, the entire superstructure was removed and the forward part of the hull gutted to provide space for the missile launcher and associated magazines. She was given a large boxy bridge structure forward of which was the triple Seaslug missile launcher.

Seaslug was a beam riding system, with the missile following a beam projected from the launching ship. This required the installation of a large radar set, for both target acquisition, tracking and control beam. Missile trials were held off Cardigan Bay and then off Malta. During her life as a missile trials ship, the Girdle Ness fired 209 missiles. She paid off on 15th December 1961, and was reclassified as an accommodation ship. She was recommissioned on 1st December 1962, and served alongside HMS Duncansby Head at Donibristle. She was decommissioned in early 1970, and scrapped at Faslane from August 1970 onwards.

RMS HIGHLAND BRIGADE



The Highland Brigade was built by Harland & Wolff at Belfast for the Nelson Line, being launched on 1st November 1928 and delivered on 27th April 1929. She passed to Royal Mail Lines in 1932 with the take-over of the Nelson Line. She was of 14,131 grt, and her two double acting 8-cylinder Harland & Wolff B&W engines gave 8000 HP and 15 knots.

From her commissioning until 1940 she served on the South American run. She was then requisitioned as a troopship for the rest of WW2. On 18th January 1946 she was badly damaged by a mine off Singapore, but was repaired. She resumed on the South America service in 1947. In 1959 she was sold to John Latsis of Piraeus and renamed Henriett. She

was intended for an immigrant service between Greece and Australia but this never materialised. In 1960 she was partly rebuilt and renamed Marianna, still with John Latsis and used on his pilgrimage service to Mecca. On 29th June 1965 she arrived at Kaohsiung for breaking up.

ALCOA CAVALIER postcard



The Alcoa Cavalier was built by the Oregon Shipbuilding Company of Portland. She was one of 531 Victory ships, which were built from 1944 onwards as successors to the Liberty ships. Three ships, designated the Type 05, AP7 class and destined to be Fast Attack Transports, were cancelled after VJ Day, and their hulls were acquired in 1946 by the Alcoa Steamship Company. They were the last Victories to be built. The three were completed in 1947 as passenger/cargo ships for the Caribbean trade, and named Alcoa Cavalier, Clipper and Corsair. The Alcoa Steamship Company was an arm of the Aluminium Company of America, and lots of aluminium was used in their superstructures, as a showcase for the owner's main product. The ships established a regular New Orleans to South America service.

The Cavalier was of 8481 grt., and was powered by a cross-compound steam turbine with double reduction gears which developed 8500 HP and gave 16.5 knots. In 1963 the three ships were returned to the US Government and laid up in the Fleet Reserve in Mobile. The Cavalier was broken up in New Orleans in 1968.

MV SINGULARITY postcard of a Frank Mason painting.



The Singularity was built by the Goole Shipbuilding and Repairing Co. Ltd. for FT Everards, being completed in January 1952. She was of 1850 dwt. In 1971, she was sold to Safanourios Ltd. of Cyprus and renamed Safanourios. In 1972, she was sold to Gulf Coast Navigation Ltd of Cyprus and renamed Marianne K. On 29th October 1972, she was beached near Canakkale after an engine room fire, and was declared a Total Loss. However, she was repaired and put back into trade. In 1982 she was renamed Kalkavanlar and owned in Istanbul. In 1984 she was owned by Kalkavan Denizcilik ve Ticaret of Istanbul.

In 1996 she was renamed Asiyé Ana. In 2003 she was broken up at Reggio di Calabria.

RMS STRATHAIRD



The Strathaird was built by Vickers Armstrong at Barrow for the P & O Steam Navigation Company for their Tilbury to Brisbane route. She was laid down on 23rd April 1930, launched on 18th July 1931 and completed in January 1932. She was of 22,284 grt., and had 4 water-tube boilers, 2 turbo-generators supplied current to 2 electric motors rating at 28000 SHP and 22 knots from 2 screws. As built, she had three funnels, but only the middle one served as a smoke stack. She had capacity for 498 First class and 668 Tourist class. In December

1932 she was the first P & O ship to operate a cruise, it was a 5 day excursion from Sydney to Norfolk Island.

In 1939 she was requisitioned as a troopship, being returned to P&O in 1946. She was refitted by Vickers Armstrong between 1947 and January 1948, her accommodation being altered to 573 First and 496 Tourist classes, and the dummy funnels were removed. On 17th June 1961 she left Tilbury for Hong Kong for scrapping.

Landing Ships Tanks 's



Evansville Indiana yard

LST=Landing Ship Tank

The evacuation from Dunkirk in 1940 brought home the need for vessels able to beach in shallow water to unload heavy armour and transport, conversely to be able to load the same from a beach

Lack of such a vessel meant that the British Army had to leave all its equipment on the beach at Dunkirk, this gave Churchill the thought that purpose-built ships were required and should be developed, he was really thinking ahead when he wrote to a minister asking about such ships for when we invade enemy held territory.

HMS Boxer was the first such ship with three modified shallow draught Lake Maracaibo tankers being acquired and converted, these were used in the invasion of Nth Africa and proved a point

In 1941 design / development was placed under the control of the US Maritime Commission with input from the British yards who had already been involved, the craft were under the Lend Lease scheme and were nearly never built, under the Act, America could not supply anything that they themselves could not use, as at that time they were not in the war, a US Admiral declared that the US Navy had no use for such a craft! Not long after, Pearl Harbour happened and views changed.

Resulting design was a craft some 328 feet long a beam of 50.00 Feet displacing 3700 Tons drawing 8 feet of water at the bow loaded and 3 feet four inches light, the shallow draught increased the freeboard and gave them terrible sea keeping characteristics, this was cleverly overcome by the use of ballast tanks to increase the stability, large pumps were installed capable of 1400 g p m to lighten the ship as it approached the beach, these together with numerous extractor fans to clear the tween decks of exhaust fumes when the tank engines were started increased the electrical load.

Cargo: 18 -30ton Tanks or 22-25ton tanks or 33- 3ton trucks in addition to the tanks 14 trucks could be carried on the weather deck a lift was provided to get vehicles on the weather deck down to the ramp deck, on later built vessels the lift was replaced by a ramp which speeded the unloading. 270 troops could be accommodated and a crew of 100 plus though invariably they sailed short handed

First orders were issued in 1941 before the design was complete! In all some 1050 were built in the US, construction was similar to the Liberty ship set up, pre-fabricated sections delivered to the yard, initially it took four months to construct an LST, by 1945 this was down to two months, UK and Canada built another 80

The US built vessels had 2-900HP diesel engines whilst the UK versions were steam powered using Admiralty three drum boilers and four-cylinder triple expansion engines.

All were to have a range of 10,000 miles and be capable of an Atlantic crossing. Service speed was 8-9 knots; this earned them the nickname of "Large Slow Target" In fact only 26 were lost in action 13 in accidents or storm losses

Design was based on a beach with a slope of 1 in 50, not many were found, although the rugged construction proved itself there was a problem with "yawing" when beached in surf causing strain on the hull, a stern kedge anchor was provided and dropped as the craft approached the beach it was then used to haul the vessel back off the beach. Ships in South Pacific service was used primarily to deliver cargo rather than their intended service; several approaches were tried the quickest rate of unloading was to preload the cargo onto trailers and have them towed off at the delivery point

A ship was taken out of landing service after 10 beachings and used for less demanding duties, supply ship, hospital ship, some even had flight decks added although this proved to be a somewhat dubious enterprise

Whereas the Liberties were built in coastal yards so called cornfield sites were set up on the Ohio and Illinois rivers, the shallow draught made it easy to move them down to the sea.

Multiple anti-aircraft guns were fitted, typically these comprised 7/40mm and 12 20/mm weapons

After the war LST's were gifted to various allies, LST 325 survives. Built in 1942 it was at the D Day landings, laid up in 1946 it was eventually handed over to the Hellenic Navy as part of the Gift in Aid programme, laid up in 1999 it was purchased by a group of Vets who travelled to Greece and effected the necessary repairs and sailed her back to the US, the average age of the crew was 74!

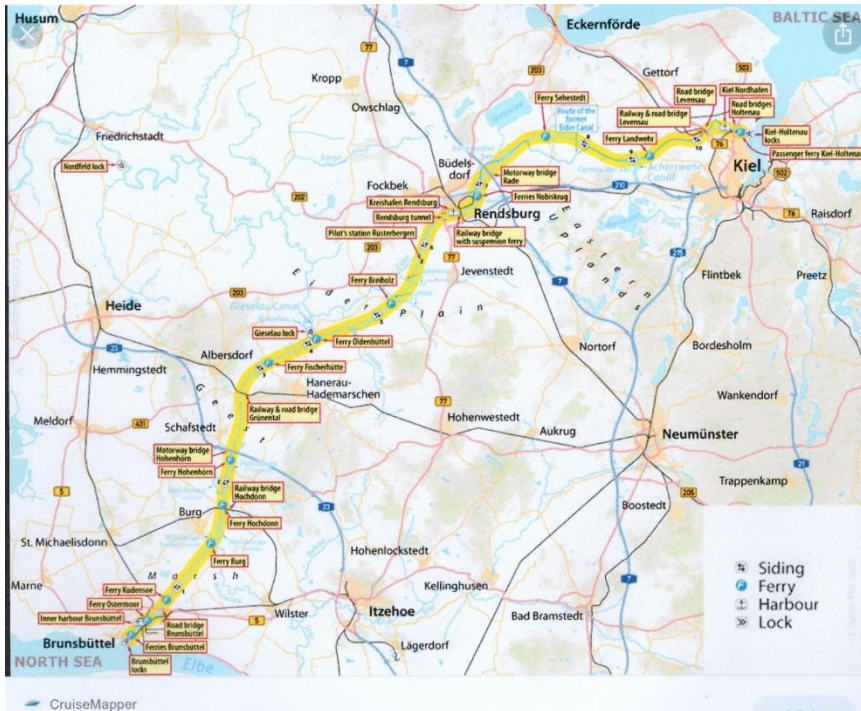
350 is now a memorial ship moored at Evansville on the Ohio River where 19,000 workers were once employed building 127 LST's

Photo # NH 97857 USS LST-1 soon after completion, circa December 1942



How well built they were!

THE KIEL CANAL

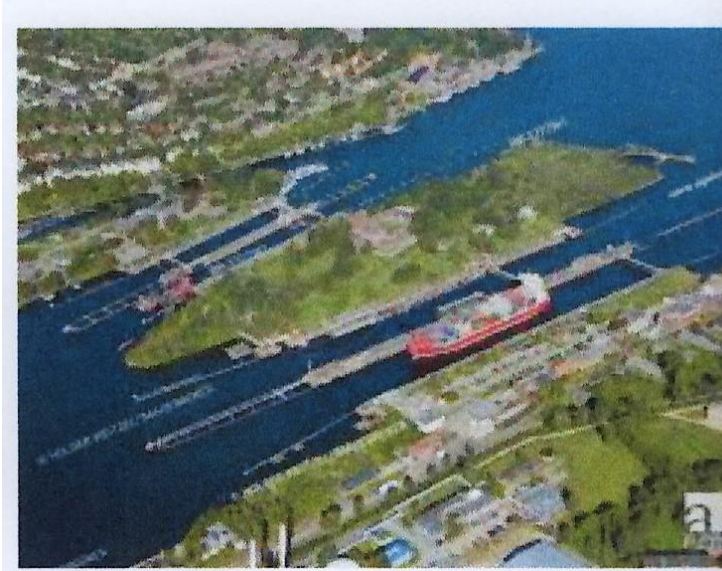


The Kiel Canal is a 98 km long freshwater canal in the German state of Schleswig-Holstein. It connects the Baltic with the North Sea, saving hundreds of miles against the trip around Denmark. It is the world's busiest man-made waterway for seagoing ships. Approximately 41,470 vessels and 95.8 million tons of cargo transit the canal each year. It runs from the Holtenau Locks near Kiel to the Brunbüttel Locks on the river Elbe. The passage typically takes 8 – 10 hours, the speed limit being 8 knots.



HOLTENAU GATE IN ITS RECESS

After the Schleswig War of 1864, when Schleswig-Holstein became part of Prussia, there was pressure from German merchants and the German navy for a ship canal linking the two seas. Work began in 1887, and 9000 men took 8 years, and the canal was completed in 1895. It was opened on 20th June 1895 by Kaiser Willhelm 11, and named as the Kaiser Willhelm-Kanal.



HOLTENAU LOCKS

Originally the canal was going to be lock-free, but wind-induced water level variations and tidal variations, particularly in the North Sea and Elbe meant canal flow velocities were too high. As built, the paired locks at each end of the canal allowed vessels up to 125M x 22 M x 9.8 M to transit it. Between 1907 and 1914, pairs of new larger locks were built, enabling ships up to 310 M x 42M x 14 M to use the canal. The main justification for the enlargement was to enable Dreadnought size battleships to transit the canal. Co-incidentally, 1914 was the year that the first world war began! The canal cut was further widened between 1965 and 2002, but the locks were not affected at this time.



ENTERING HOLTENAU LOCKS

The canal is 98,637 Km long, its width at water level is generally 162 M, but there are several Km near the eastern end where the width is only 102.5 M. The width at the bottom is generally 90 M, but near the eastern end it is only 44 M. The depth of water is 11 M. The

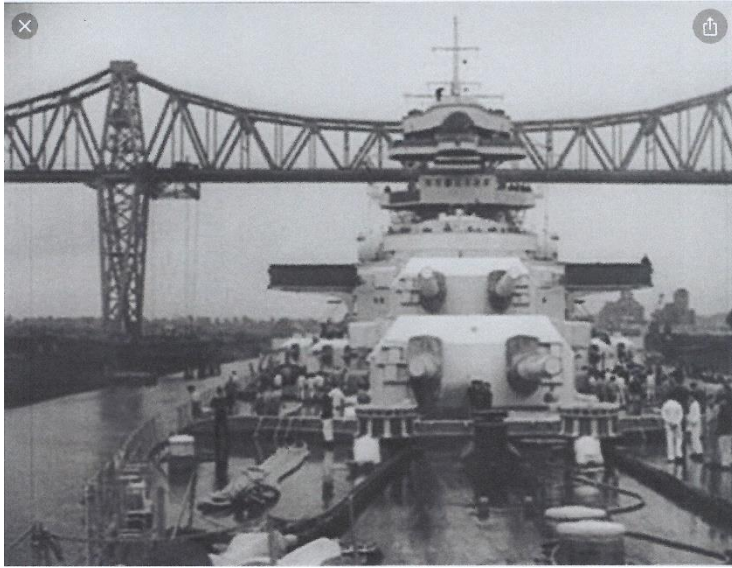
current maximum size of vessel able to use the canal is 235 M x 32.5M with 7 M draft, or 160 M x 20 M with 9.5 M draft. The largest vessels to make the transit were the tanker Ocean Thistle, of 61,391 Summer dwt and 235 M x 34.5 M, and the container ship Ever Leader, of 74,001 Summer dwt and 225 M x 32 M.



THE RENDSBURG HIGH BRIDGE

There are 11 fixed links over the canal, some road and some rail. The railway crossings were originally swing bridges, but this was found to be too much of an obstruction to canal traffic. The headroom under all the bridges is 42 M. The oldest crossing, dating from 1893, is the Levensau Bridge, but this is being replaced as part of the current widening programme. Perhaps the most spectacular is the Rendsburg High Bridge, which carries a mainline railway, and has a transporter bridge suspended below the deck for local traffic. On the south side there is a 360-degree loop to bring the track down to station level.

A 2-billion-euro improvement project began in 2015 and is due for completion in 2023. It involves a new fifth lock at Brunsbittel, renovating the existing locks at Holtenau and widening the eastern 4 Km of the waterway. The new lock at Brunsbittel gives an extra 20 M of useable length, but the width remains at 42 M. The maximum length of vessel transitting the canal will not change until the Holtenau lock system is enlarged.



BISMARCK WITH RENDSBURG HIGH BRIDGE ASTERN

Gresham Ship Project

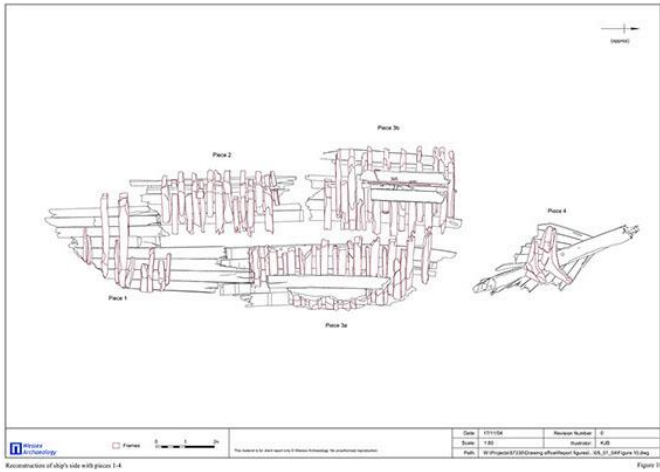
The Princes Channel wreck, also known as the Gresham Ship is an Elizabethan shipwreck (c. 1574) that was discovered in the Princes Channel in the Thames Estuary. It was discovered by the Port of London Authority in 2004 during a dredging operation to remove obstructions that posed hazards and impeded navigation during low tides

20% of the wreck was recovered and lifted from the Thames Estuary, excavated and recovered by Wessex Archaeology. It was then taken to Horsea Island, an estuarine lake near Portsmouth so it could be preserved. A five-year research project ("The Gresham Ship Project"), was carried out from 2007 to 2012 by researchers from University College London and the University of Southern Denmark. The project focused on five large sections of the hull that had been recovered, as well as associated artefacts. The hull timbers are now a major exhibit at the UK National Dive Centre at Stoney Cove.

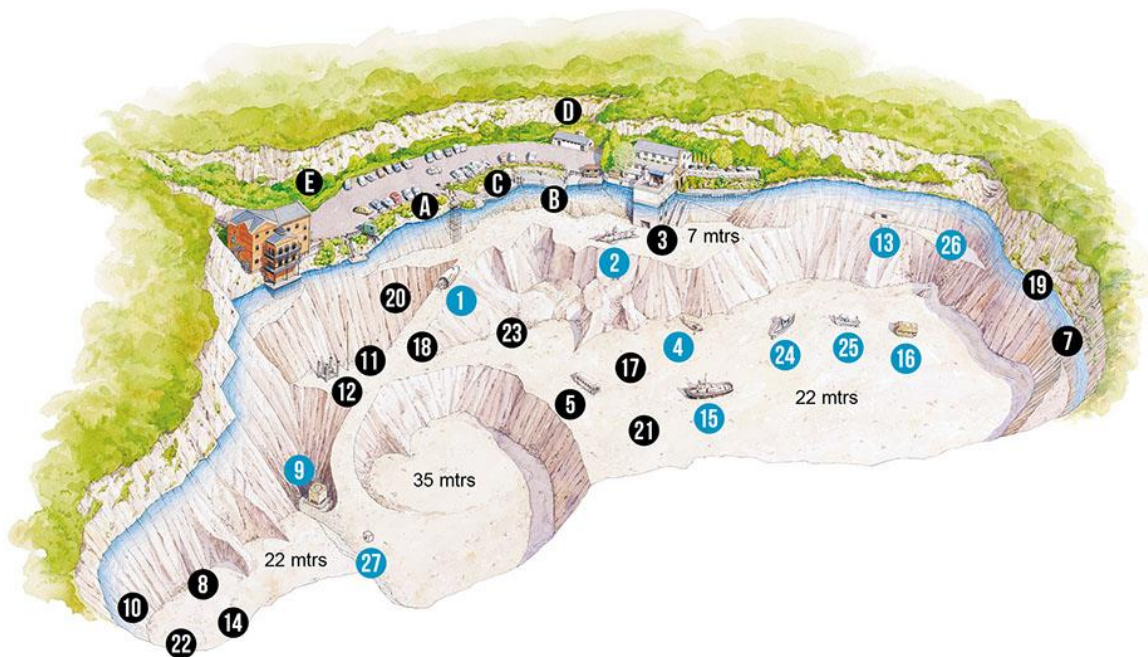
The design and construction of the Princes Channel Wreck is of Archaeological significance, as it appears to have been rebuilt using the method of furring, which allowed the vessel to gain about 1 foot in width on each side. The rebuilding may have been necessary if the ship was crank-sided.

There has been debate as to the preliminary naming of the wreck, as it was found in the Princes Channel at the mouth of the Thames estuary.

A gun from the wreck bore the insignia of Sir Thomas Gresham (1500-1579) on the barrel, while tree ring analysis of the hull timbers suggested the ship had been built in or just after AD 1574. The team from Wessex Archaeology and the Maritime Archaeology Programme, led by Dr Jens Auer, recorded the astonishing find partially on the sea bed and then on dry land, once the five huge sections of the hull had been raised



In May 2012 the remains were **driven** across England and dropped into a lake. at the Stoney Cove National Diving Centre, where the substantial remains of the 16th-century “Gresham Ship” was finally laid to rest.



key

1. The Viscount Aircraft Cockpit.
2. The Nautilus.
3. The Archways Beneath the Pub.
4. The Wessex Helicopter.
5. The Bus.
6. The Monster.
7. The Galleon.
8. The Aircraft Wreck.
9. The Deep Hydrobox.
10. Submerged Trees
11. The Tower (pole).
12. BOP blow off preventer.
13. 4 Metre Block House.
14. The Wooden Boat.
15. The Stanegarth.
16. The APC Tank.
17. The Landrover.
18. The Block House.
19. The Winch.
20. The Work Frame.
21. Small Hydrobox.
22. MG Cars.
23. Anchor & Chain to Stanegarth.
24. The Tugboat Defiant.
25. The Trawler MV Belinda.
- 26. The Gresham Ship c1570.**
27. The Shiers Bell.

Now laid out in its new home at Stoney Cove, the shipwreck is the star attraction in a museum display with a twist where it is 6 metres under water.;

. The remains represent that most exciting period of Elizabethan seafaring, exploration and adventure, the age of Drake, Frobisher, Seymour and Hawkins. But it is more than that, for it will also serve as a major focus for training the next generation of nautical archaeologists, as the Nautical Archaeological Society expands its pioneering educational role with the development of a unique “underwater classroom”.

Appendix 1 The Gresham Ship _an _interim report issued with this Edition of News and Views
24 contains more information with diagrams

Barque Europa



Europa is a steel-hulled barque registered in the Netherlands. Originally she was a German lightship, named Senator Brockes and built in 1911 at the H.C. Stülcken & Sohn shipyard in Hamburg, Germany. Until 1977, she was in use by the German Federal Coast Guard as a lightship on the river Elbe. A Dutchman bought the vessel (or what was left of her) in 1985 and in 1994 she was fully restored as a barque, a three-mast rigged vessel, and retrofitted for special-purpose sail-training.

Europa cruises worldwide and accepts paying voyage crew (trainees) for short or long trip segments, including ocean crossings, Sail Training Association races, and annual voyages to Antarctica, and between South Georgia, Tristan da Cunha, and Cape Town.

In 2002 and 2013 she rounded Cape Horn. In 2010 she participated in Velas Sudamerica 2010, an historical Latin American tour by eleven tall ships to celebrate the bicentennial of the first national governments of Argentina and Chile.^[2]

In 2013-2014 Europa circumnavigated the world together with two other Dutch tall ships, Tecla and Oosterschelde. They sailed from South Africa to Mauritius, Australia and New Zealand. In October 2013 Europa participated in the International Fleet Review 2013 in Sydney. From New Zealand, the ship sailed an official Cape Horn rounding (October - December 2013). In June 2014 Europa completed her circumnavigation by arriving in Amsterdam.



The Royal Group of Docks

The Royal Group of Docks comprises three enclosed docks, Royal Victoria, Royal Albert & the King George V docks

We heard at our last meeting how the West India Docks were completed around 1802 as was the Katherine & London Docks

Both companies thrived but by the 1850's it was apparent that larger dock capacity was needed due to both the increase in trade and the size of ships.

Royal Victoria Dock

In 1847 George Parker Bidder builds a railway from Stratford to North Woolwich, he had acquired marshland around East and West Ham not deemed suitable for anything other than cattle grazing the enterprise was deemed Bidders Folly

Bidder was an interesting character, born in Devon the son of a stone mason he had little or no education but a unique aptitude for calculation, so much so that his father would exhibit him at fairs to demonstrate his ability, he came to the attention of Sir John Herschel who saw to his education at Camberwell school, later on Sir Henry Jardine arranged his attendance at Edinburgh University, an apprenticeship with Robert Stephenson followed involving projects in Belgium, Norway and India he was appointed chief engineer to the Danish Railway. He was a member of IOCE and was expert witness on several inquiries

Bidder saw the need for more and deeper dock capacity as ship size increased and docks suitable to accommodate the new iron-built steam ships coming into service. A design was produced to build an enclosed dock of some 100 acres and a depth of 13 metres. Innovative design and the use of cast iron pilings and concrete the project was completed on time and fully equipped with cranes, hydraulic power system and railway access to the quay side for a cost of £870K compared to the £1.6 million for the West India complex.

Completion of the dock brought new industries to the area Silvertown in particular.

The Katherine Dock Company acquired the Victoria dock in 1864

Royal Albert Dock

Victoria Dock was a huge commercial success so much so that it was decided to build an extension, Sir Alexander Rendell was the designer and Lucas and Aird the main Contractor. Two graving docks were included and subsequently leased to Green and Siley Weir. Work was completed in 1880, 3000 men and 70 steam shovels had been employed, the dock is 1.75 miles long and 9 metres deep covering 87 acres, it was the first to be lit by electricity total cost was £2.2 million the cheapest dock built.

Not to be outdone the West India Dock Co went even further down river to build the Tilbury docks, when completed the competition between the two companies was intense and nearly ruined them both, ship owners played them off against each other demanding all sorts of “perks”, free rail travel, discounted fees so much so that the west India Dock Company went into administration in 1886, by this time there were seven enclosed docks serving London some of them were in a poor state of repair financial returns were low so did not attract investment. In 1900 a Royal Commission was set up to look into the parlous state of the docks this led to the PLA act of 1908 leading to formation of the PLA. (No need to rush these things!) in 1910

King George the Fifth Dock

The PLA planned to develop the dock to accommodate vessels of 30000 tons, (RMS Mauretania 36000 docked there in 1939) there was to be a large dry dock. Extensive cold storage facilities would be provided and the dock would have its own entrance with a double bascule bridge. Work started in 1912 but due to WW 1 work was not completed until 1921, During the General Strike of 1926 electric power was cut off thus threatening the cold stores holding 750K frozen carcasses, Royal Navy to the rescue when they hooked up two submarine generators to provide power,

1981 saw the closure of the “Royals” in late 1981 Containerisation had won and trade is now centred on Tilbury, the London Docklands Development Corp. was formed to promote and develop dockland.

For the Royals this has led to the London City Airport opening in 1987 The dry dock was too large to be filled in so concrete columns were raised from the dock floor and concrete slabs formed to become part of the runway apron, the dock was then re-flooded.

At the Albert the University of Essex Campus has been established, the only one in London with onsite student accommodation, at the Victoria end of the Albert is the ExCel exhibition centre currently in use as a temporary emergency Coronavirus Hospital.

Land had been acquired for yet another dock on the Beckton side, due to declining trade this option was abandoned

HMS Belfast was the last ship to use the dry dock

Two attachments

Original design detail for the Victoria Dock

General view of all three docks



The Royal Group

The MV Royal Daffodil

Trip on the Royal Daffodil

https://www.youtube.com/watch?v=CWQ5_CSxLTs



Royal Daffodil in the Channel

History

United Kingdom

Name: *MV Royal Daffodil*

Owner: [General Steam Navigation Co. Ltd.](#)

Operator: General Steam Navigation Co. Ltd

Port of registry: London

Builder: [William Denny and Sons, Dumbarton.](#)

Launched: 24 January 1939

Completed: May 1939[

In service: 1939

Fate: scrapped 1967

General characteristics

Tonnage: 2,060 [GRT](#)

Length: 299 ft 7 in (91.3 m)

Beam: 50 ft 1 in (15.27 m)

Depth: 9 ft 9 in (2.97 m)

Propulsion: 2 x [SCSA](#) diesel engines (Wm Denny & Bros Ltd, Dumbarton) 841 hp (627 kW),

Twin screws

Speed: 21 knots (39 km/h)

Capacity: 2,073 passengers

Summary

MV Royal Daffodil was built in 1939 and scrapped in 1967. In the late 1950s and early to mid-1960s she was used for "no passport" trips to France, which enabled people to drink outside normal licensing hours as these did not apply at sea.

History

Royal Daffodil was launched in 1939, the third ship to carry that name. The first was a Mersey ferry built in 1906 as *Daffodil* and taken over by the Royal Navy during World War I, playing a key role in the Zeebrugge Raid of 1918. She was subsequently granted the Royal prefix by King George V for her war service. She was sold in October 1933 to the New Medway Steam Packet Co. Ltd, where she was used on the

Rochester-Strood-Sheerness-Southend route. When she was sold for scrap in 1938 in Ghent, Belgium after the New Medway company was taken over by the General Steam Navigation Company of London in 1936 they replaced her with a larger vessel, which her owners named Royal Daffodil.

In the meantime, on the Mersey, Wallasey Corporation built a replacement ferry, Royal Daffodil in 1934, which had to be given the II suffix.

The Royal Daffodil intended for continental trips from Tower Pier, commenced her service on 28 April 1939 with a sailing to Calais. On the outbreak of World War 2 in September 1939 she was quickly requisitioned by the Sea Transport Department of the Board of Trade.

Dunkirk and World War II Service

Initially, the Royal Daffodil was used for the evacuations of over 4000 women and children from London to East Anglia. She then went on to carry troops of the BEF from Southampton to Cherbourg.

On 23 May, the Royal Daffodil, along with the passenger steamer Archangel, carried troops of the 30th Brigade to Calais. She was also one of the vital ships that took part in the Dunkirk evacuations in 1940, rescuing up to 9,500 men in seven long and gruelling trips. On her final trip on 2 June, a bomb passed through and exploded under her, caused a hole in the starboard side. This was patched with mattresses and wood, and she made it safely back to Ramsgate. As well as this final blow, she also survived machine gun and torpedo attacks along the way.

For the remainder of the war, the Royal Daffodil ran between Stranraer and Larne, carrying military personnel. During her wartime service, it was estimated that she carried almost 2,444,000 service personnel and covered over 200,000 miles.

Post War

After the war, the Royal Daffodil was refitted and then used on sailings from Gravesend to the French Coast. From 1954, she was again able to sail and land in France and continue a few seasons of this route.

The Daffodil was then used between 1957 and 1963 by Paul Lincoln who managed the 2i's Coffee Bar, for live Rock musical entertainment.

Unfortunately, these musical excursions proved to be unprofitable and in 1966 the Royal Daffodil made her last journey and crossing. She was then sold on for scrap in Ghent.

*CAMMELL LAIRD - A GREAT BRITISH
SHIPBUILDING REVIVAL?*



RED KESTREL IN SOUTHAMPTON

IN 2019

Cammell Laird in Birkenhead is the only shipyard in England still capable of building significant merchant ships. Like almost all British shipbuilders, Cammell Laird went through very lean times in the 1960s and 1970s. Poor management, strong but fragmented unions and terrible industrial relations took their toll on programmes, profitability and new orders. Investment in facilities at the yard did, however, take place in the 1970s with a new graving dock, covered fabrication shops and a gantry crane. The yard was nationalised in 1977 as part of British Shipbuilders, but in 1986 it returned to the private sector as part of Vickers Shipbuilding and Engineering Ltd (VSEL) before being closed by VSEL in 1993.

Soon after Coastlines bought part of the yard for ship repairing and resurrected the Cammell Laird name. In 2001, having taken out a £50 million loan to build a mid-section block to lengthen the cruise ship Costa Crociere, the shipowner suddenly had cold feet about the reliability of the yard to complete the work on time, and cancelled the contract. Cammell Laird was plunged into bankruptcy. The ship repairing yard was acquired by A & P Ship Repair Group later in 2001, and in turn it was bought by Northwestern Shiprepairers & Shipbuilders in 2005.



RFA TIDERACE

In February 2008, the yard won a £28 million contract for the overhaul of the RFA Fort Rosalie. In January 2010, Cammell Laird received a £44 million order for the construction of the flight deck of HMS Queen Elizabeth. In October 2012, work began on two car ferries for Western Ferries. In 2015, the firm was awarded the £200 million contract for a research vessel for the British Antarctic Survey, the Sir David Attenborough. In 2018 the firm won a £10 million order from Red Funnel for a cargo ferry, the Red Kestrel. In October 2018, the firm won a £262 million contract to maintain the 4 new Tide class fleet tankers, as well as a £357 million contract to continue to maintain 9 other RFA ships. Other orders won during 2020 were the conversion of the RMS St.Helena into a mobile hub for the Extreme Electric SUV racing series, and the Power Improvement Programme for the Daring class destroyers, starting with HMS Dauntless. Cammell Laird is a sub-contractor for BAE Systems in this contract.



HMS DAUNTLESS

The firm were part of a consortium to build the new Type 31e frigates, but the bid was beaten by a rival consortium led by Babcock. Cammells are also in the running for the construction of two Fleet Solid Support (FSS) ships for the Royal Navy, in a contract worth £1.5 billion. The consortium comprises Babcock, BAE Systems, Cammell Laird and Rolls-Royce. The main rival will be "Team Resolute", comprising Navanta, Harland & Wolff, and BMT. It may well be that the contract will go to the other consortium because of political considerations.



RMS St. HELENA

Cammell Laird, despite the increasingly busy orderbook, is still having major ups and downs in financial terms. The Sir David Attenborough contract resulted in a loss of £37.4 million on a £200 million budget, forcing it to seek emergency shareholder support. The firm made a pre-tax loss of £35.6 million in 2019, compared with a loss of £897,000 the year before. Turnover fell from £154.2 million to £88.6 million. It appears that for them, ship repair work, especially for the military, though less exciting, is a more reliable source of revenue than newbuilds.



SIR DAVID ATTENBOROUGH

Shipbuilding Swan Hunter Richardson Wallsend Part 1

Swan & Hunter was founded by George Burton Hunter, who formed a partnership with the widow of Charles Sheridan Swan (the owner of a Wallsend Shipbuilding business established in 1852 by Charles Mitchell) under the name in 1880. In 1852 Charles Mitchell started his own shipbuilding company at Walker . and in 1854 he married the daughter of William Swan. Following these two brothers of the bride joined the Mitchell Company

Following this the company prospered and by 1871 needed more space and bought a some site at St Peters further up river. Two of his associates began building ships under the name Coulson Cooke and Company

in 1873 this firm moved to a larger site on the river front at Wallsend and bordering the yard of Schlesinger , Davis & Co

In 1874 the firm ran into trouble and Mitchell took over the Wallsend yard which he entrusted to his brother-in-law Charles Swan. After he died in an accident a young Wearside shipbuilder entered into negotiations with Mitchell and H F Swan. This resulted in a new partnership C S Swan & Hunter with Hunter as MD

George Burton a key member of the Wallsend Community ran the company until 1895. When he took over the yard covered less than seven acres with one hundred yards of river frontage, in 1883 he bought an adjoining 16 acres to construct what was known as the East Yard.

In 1897 the company bought the adjoining shipyard of Schlesinger, Davis & Co increasing the Wallsend Yard by a further seven acres. This latter yard was equipped to build what was to become one of the company's specialisations- floating docks

In 1902 the yard was reorganised to create two new building berths 750 feet in length for the construction of the largest ships. These became the famous gantry crane berths, landmarks for over 60 years which were roofed in glass and fitted with seven electric gantry cranes

The Neptune Yard Early Days

In 1860 John Richardson purchased a small shipyard at Walker—on-Tyne. His business began modestly. In 1860 the yard had three berths covering about four acres on the ground. It employed about 200 men. Richardson employed a young man called Charles Christie, the grandfather of one of the directors of Swan Hunter & Wigham Richardson Ltd. Together these two men entered into partnership. The success of the business lay in Wigham Richardsons pursuit of new orders and Christies knowledge of ship design and construction

In 1872 the firm began making its own marine engines and boilers. For the purpose a new works was erected North of the shipyard which were extended in 1879. Later the boiler works formerly attached to the engine works were moved to a new buildings further north which allowed an increase in size for the machine shops by nearly double > By this time Neptune works covered some 18 acres with 1100 feet of river frontage

1899 a limited company Wigham Richardson & Co was formed with a high reputation

In 1903, C.S. Swan & Hunter merged with Wigham Richardson (founded by John Wigham Richardson as Neptune Works in 1860), to bid for the important contract to build RMS Mauretania on behalf of Cunard. Their bid was successful, and the new company, Swan Hunter and Wigham Richardson Ltd, went on to build what was to become, in its day,

the most famous oceangoing liner in the world. Also in 1903 the Company took a controlling interest in the Wallsend Slipway & Engineering Company, which was an early licensed manufacturer of Parsons steam turbine engines, which enabled Mauretania to achieve her great speed.

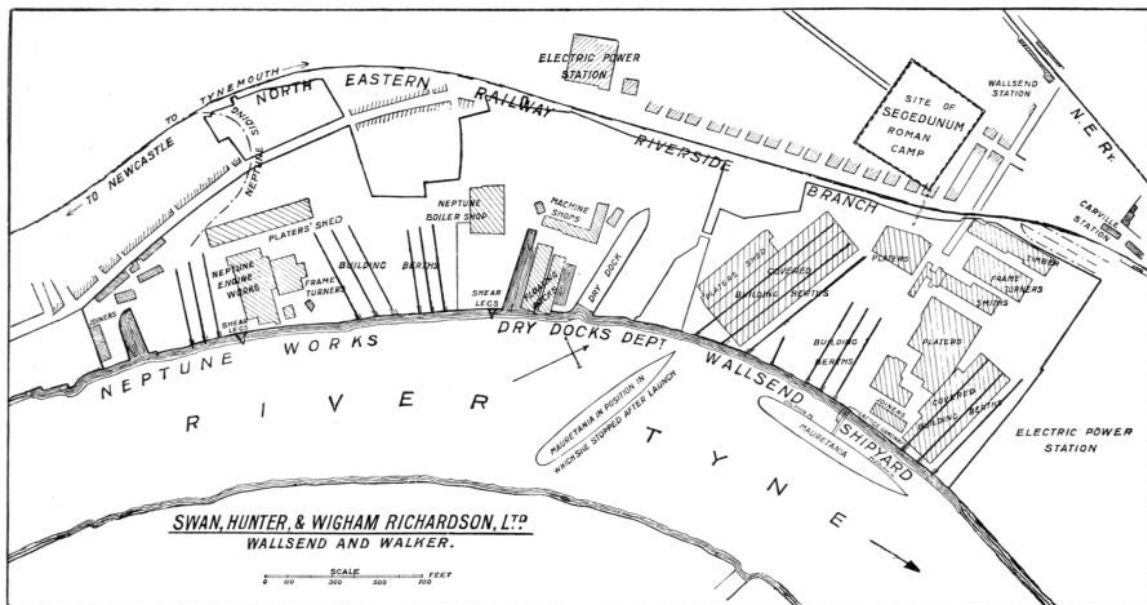
The amalgamated company operated the Neptune Shipyard and the works at Walker after which the company acquired Wallsend Slipway and Engineering some half mile down river

Later in 1903 Tyne Pontoons & Dry Docks Company was acquired by the new company. This brought the uninterrupted river frontage of some 4000 feet and covering nearly 80 acres

Not only was the company able to deal with shipbuilding but also with repairs, overhauls and other works

Mauretania was launched from Wallsend on 20 September 1906 by the Duchess of Roxburghe.

The firm expanded rapidly in the early part of the twentieth century, acquiring the Glasgow-based Barclay Curle in 1912



(Swan, Hunter & Wigham Richardson Ltd)

WALLSEND AND NEPTUNE YARDS IN 1906

1912 the company opened up a new yard at Southwick on the River Wear with four berths to build tramp steamers, colliers and Great Lakes Steamers

During WW1 the yards contributed to the war effort in every way

Between the wars the company continued to operate by competitive prices and sponsoring the latest technical developments

Ships built Wallsend Yary 1920-1939

1919 HMS Whitehall for Royal Navy



1924 Completed Chatham Dockyard

1945 broken up

1919 Barbadian cargo for Ellerman 5289 GRT

1933 Axios for Ng Livanos

1944 Stranded

1919 HMS Whitshed for Royal Navy destroyer



1940 converted to escort

1947 Broken up Gateshead

1919 HMS Wild swan destroyer for Royal Navy



1942 Sunk

1919 War Tamar for the Shipping Controller 469 GRT coaster

1922 Challacombe

1923 Border Firth for Border Shipping

1939 East Coaster for British Isles Coasters

1946 Hung Sing for Cheng Chiang Shipping

1948 Champadahi

1961 Sinar-Djaja

1919 Pasha for Shipping Controller then Asiatic S M 5307 GRT

1950 Broken up Cochin

1919 Pundit for the Shipping Controller then Asiatic S N

1950 Broken up in India

1920 Alfred Harrison for H Harrison 519 GRT



1946 Polurrian

1952 Arild

1955 Aspasia

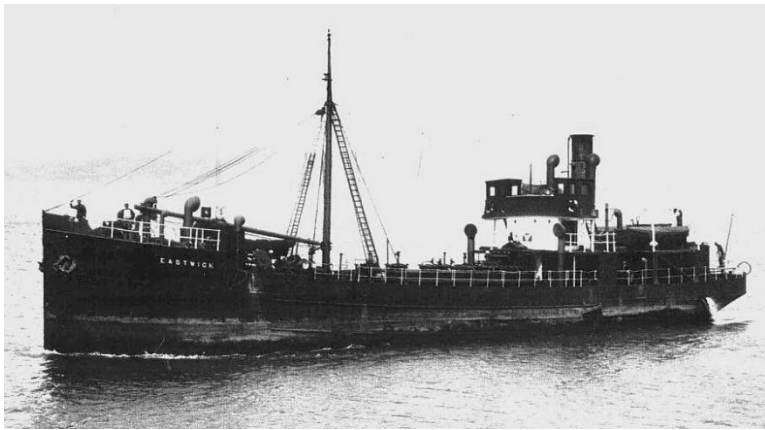
1961 Marilena

1971 Broken up

1920 Mendoza for Societe Generale de transports

1942 sank

1920 Eastwick for Anglo American 518 GRT



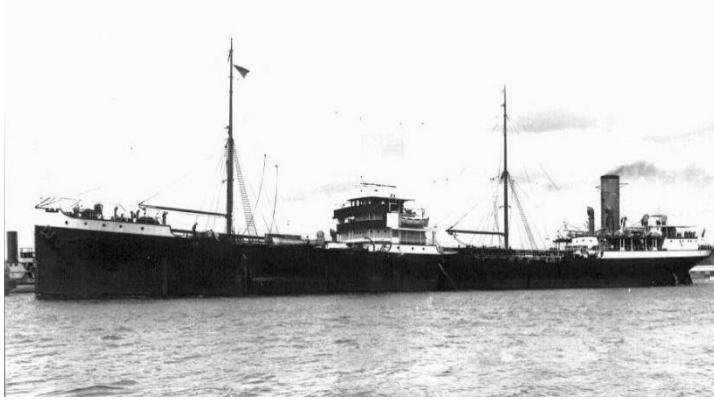
1948 Broken up Grays

1921 Montferland for Koninklijke Hollandsche 6790 GRT



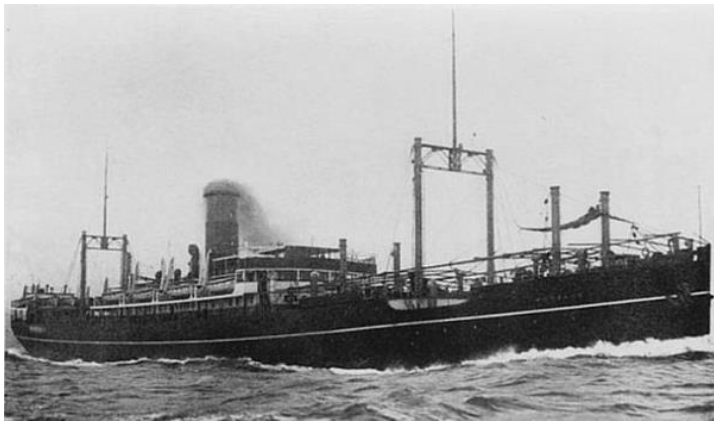
1941 Sank

1921 Scalaria for Anglo-saxon Petroleum



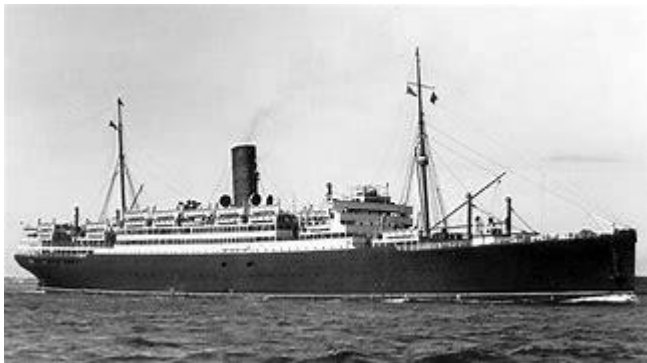
1942 Bombed and sunk Red Sea

1922 Kutsang for Indo China SN 5847 GRT



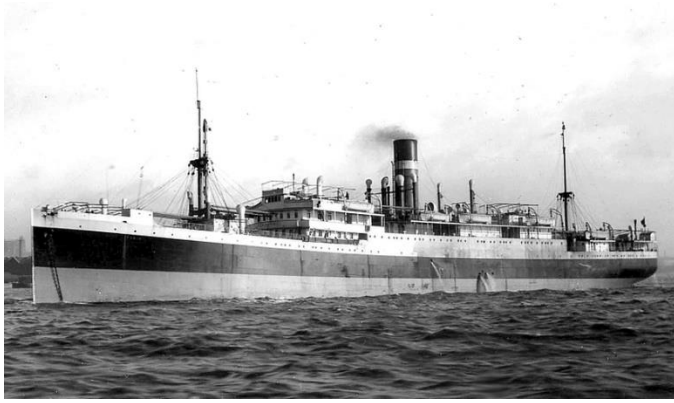
1955 Broken up Hong Kong

1922 Laconia for Cunard 19680 GRT pass/cargo



1942 Sank

1922 City of Paris for Ellerman Lines 10902 GRT pass/cargo



1956 Broken up Newport

1922 Meduana for Navig Sud Atlantic 10123 GRT

1941 Kerguelen

1941 Winrich Von Kniprode

1945 Kerguelen

1955 Broken up

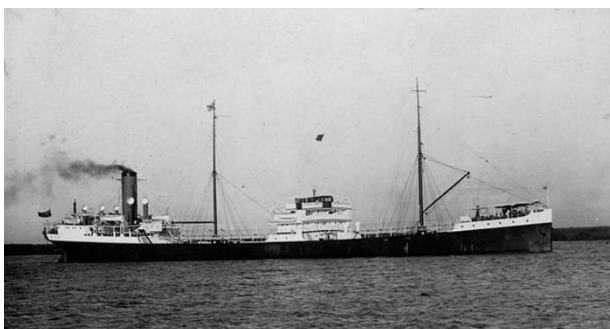
1922 Mosella for Navig Sud Atlantic 10123 GRT



1928 Jamaïque

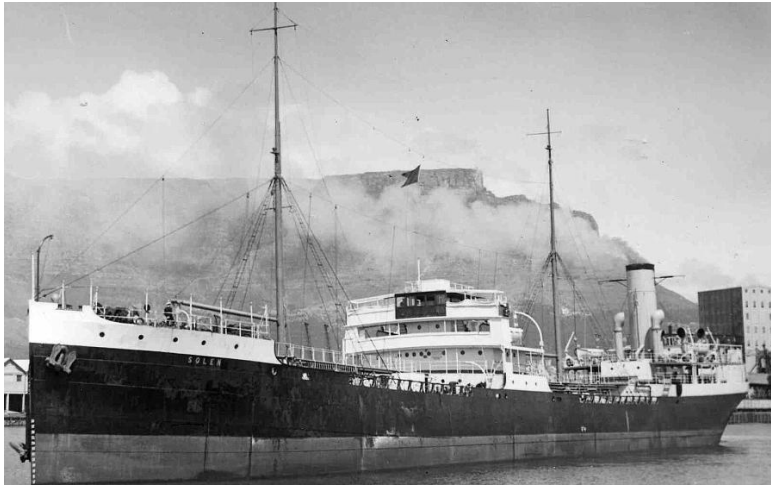
1954 Broken up

1922 Spirila for Anglo-Saxon Petroleum 5695 GRT



1942 Sank

1922 Solen for Anglo Saxon Petroleum 5693 GRT

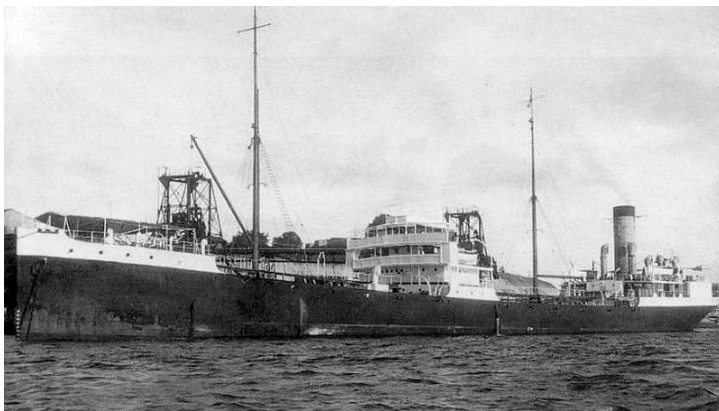


1942 Shosei Maru

1945 Solen

1949 Broken up China

1922 Saxclava for Anglo Saxon Petroleum 5693 GRT



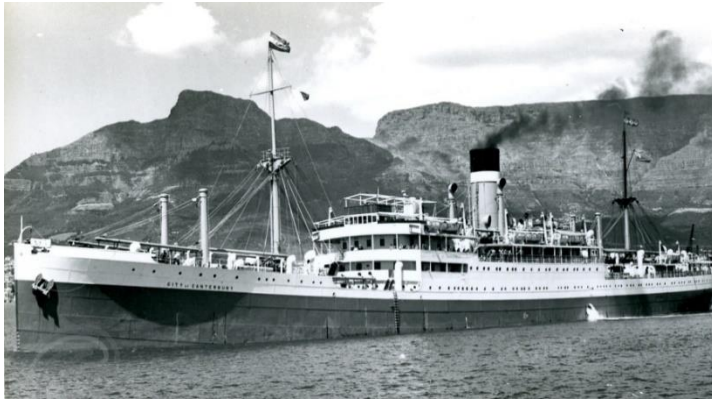
1936 Broken up Osaka

1923 British Hussar for British Tanker Co 6944GRT



1953 broken up Rosyth

1923 City of Canterbury for City Line 8421 GRT



1974 Broken up

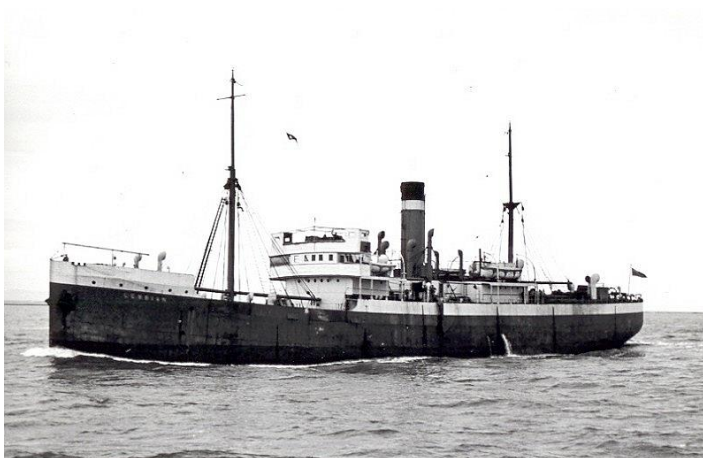
1923 Glencorrie Glenbuckie Glenlinnie, and Glenlochie for Glen Line 1783 GRT for
Glen Line Ontario

Historical Collections of the Great Lakes
Bowling Green State University



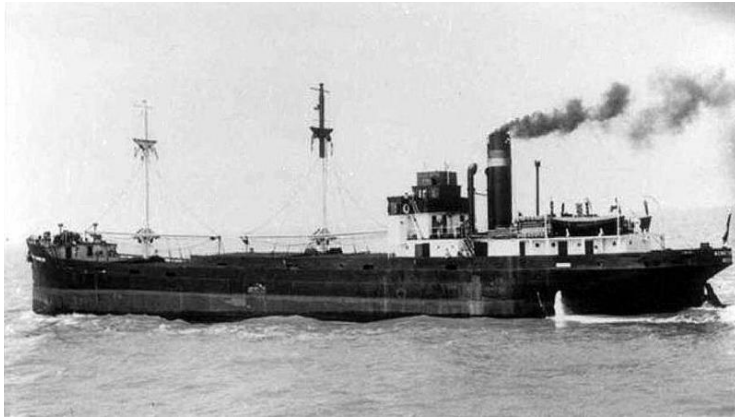
1974 Broken up

1923 Lesbian for Ellerman Lines 2352GRT



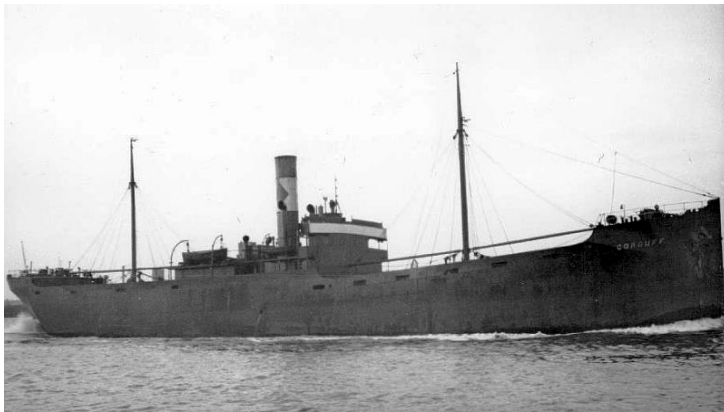
1941 Sunk Beirut

1923 Bluestone for Crete Shipping 1367 GRT



1954 sank

1923 Corduff for Cory Colliers



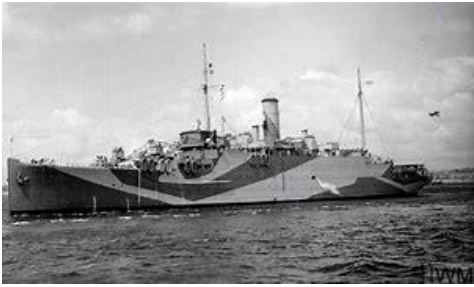
1941 Torpedoed

1924 Iossifoglu for Ioanian Marine 4867 GRT



1948 Broken up Stavanger

1924 Aurania for Cunard 13948 GRT pass/cargo



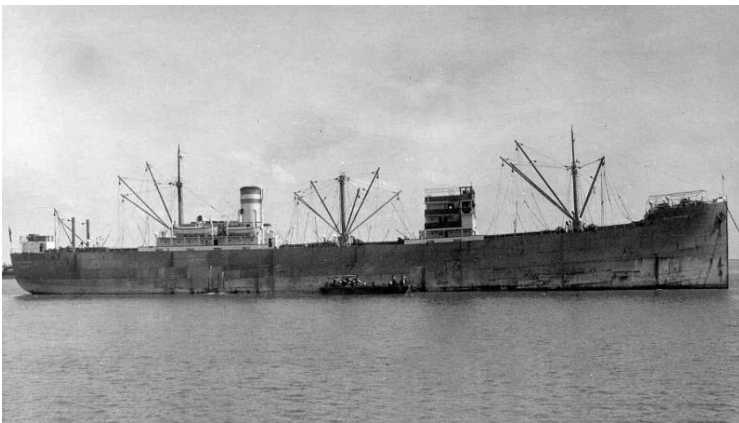
1941 Collided with an ice berg – repaired

1942 purchased by Admiralty and converted to repair ship

1944 returned to Cunard

1961 Broken up La Spezia

1925 Silverpine for Mount SS



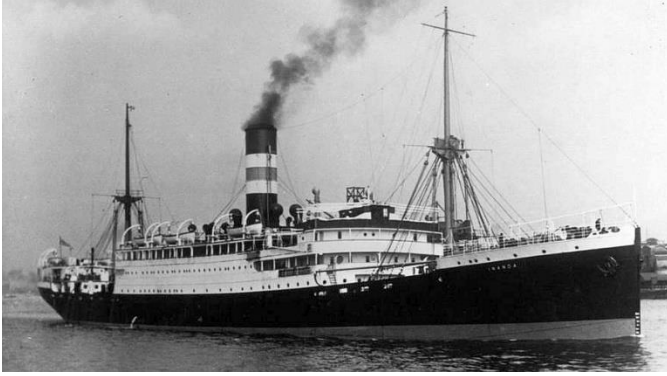
1940 Torpedoed

1925 Port Hobart for Commonwealth & Dominion



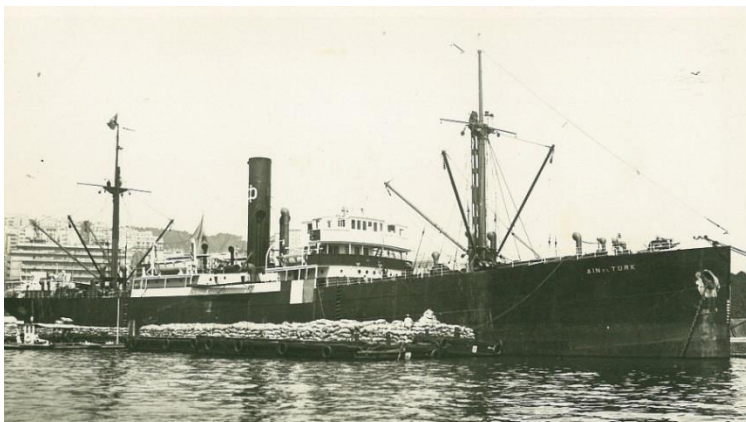
1940 Sank by Admiral Scheer

1925 Inanda for T J Harrison 5985 GRT



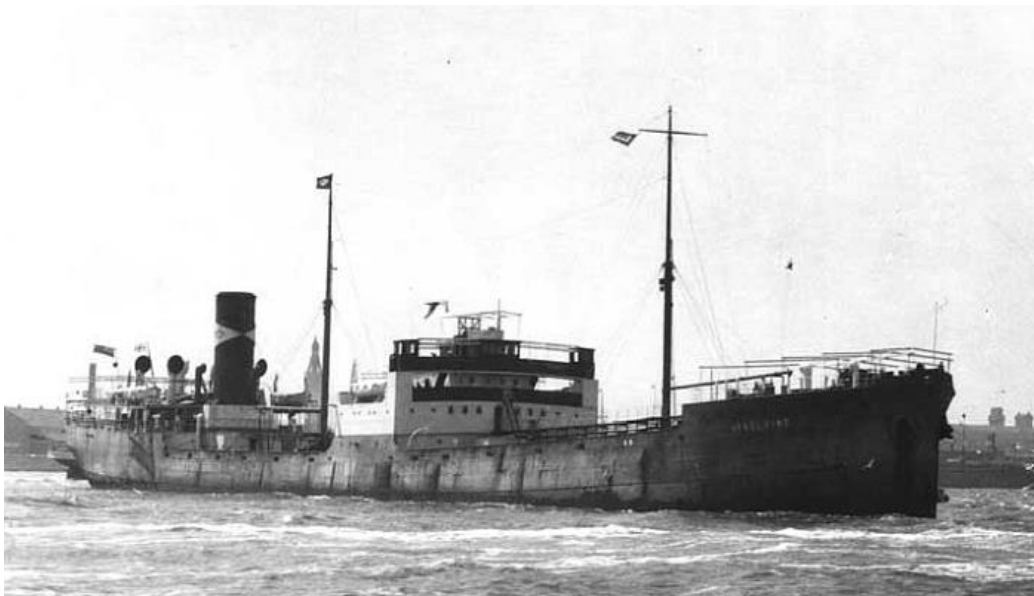
1942 Torpedoed

1925 Koningin Elizabeth for Ocean Soc Anon



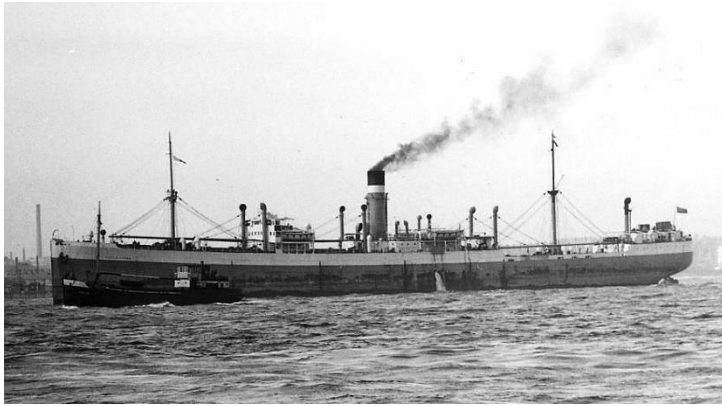
1940 Sunk Dunkirk

1926 Athelking for Britich Molasses 9557 GRT tanker



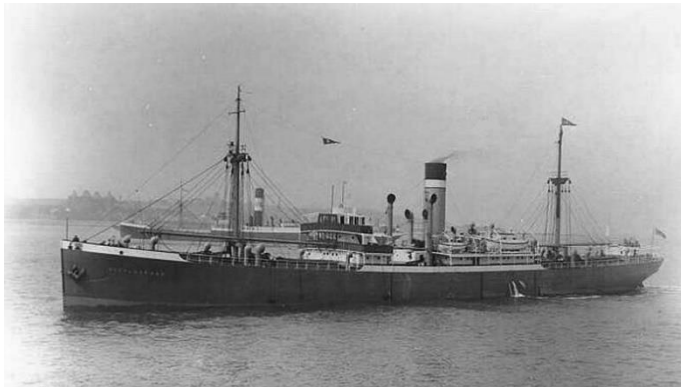
1940 sank

1926 City of Lyons for Ellerman Lines 7063 GRT



1960 Broken up Bo Ness

1927 City of Oxford for Ellerman Lines 2759 GRT



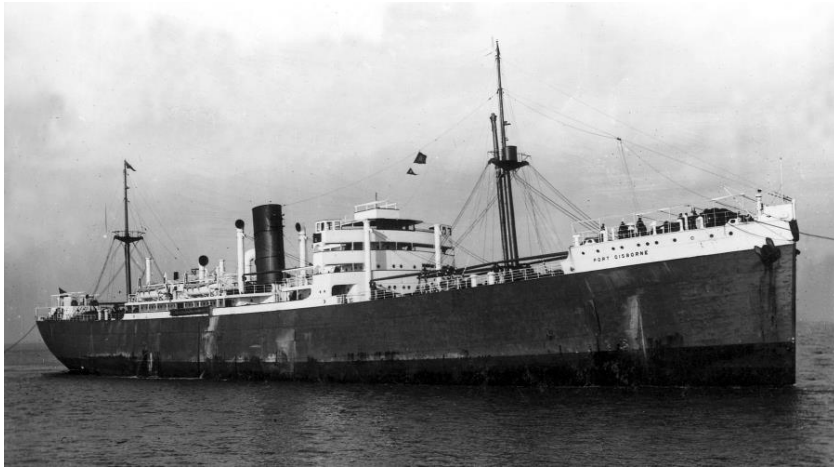
1942 Torpedoed

1927 Port Huon for Commonwealth & Dominion Line 8021 GRT



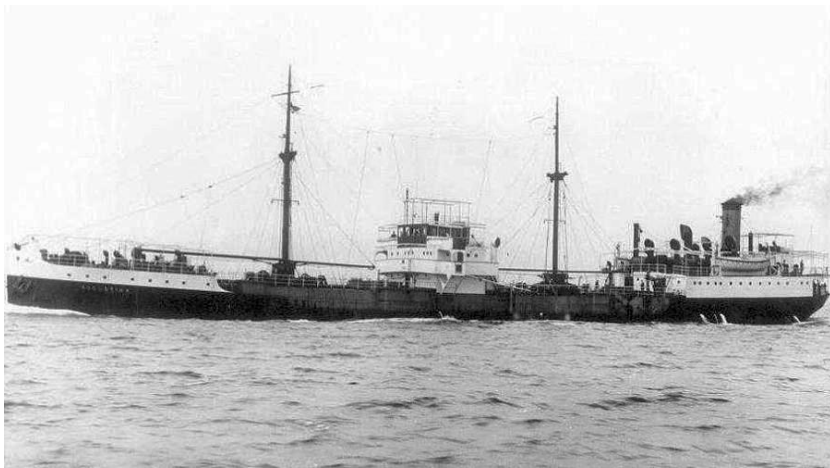
1961 Broken up Yokosuka

1927 Port Gisborne for Commonwealth & Dominion Line 8001 GRT



1940 Sunk

1927 Augustina for Shell 3110 GRT tanker



1942 Scuttled Java Sea

1928 Coptic for Shaw Savill & Albion 8281 GRT



1965 Broken up

1928 Zealandic for Shaw Savill & Albion 8281 GRT



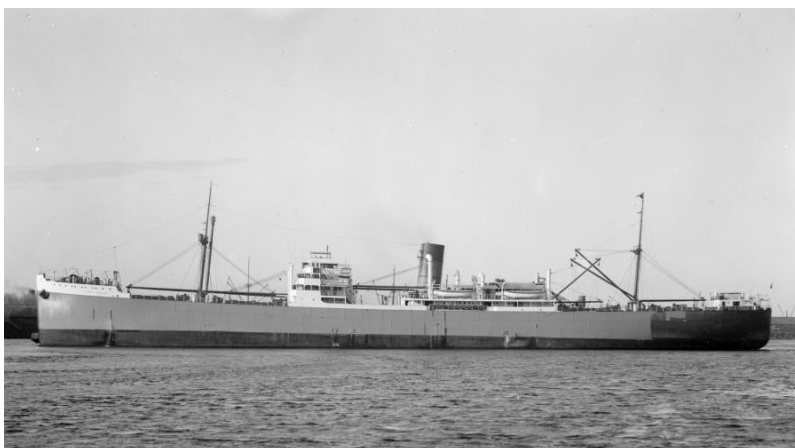
1941 Torpedoed

1928 Mondoc Soreldoc Troisdoc Novadoc \Ganandoc lawrendoc

Newbrundoc

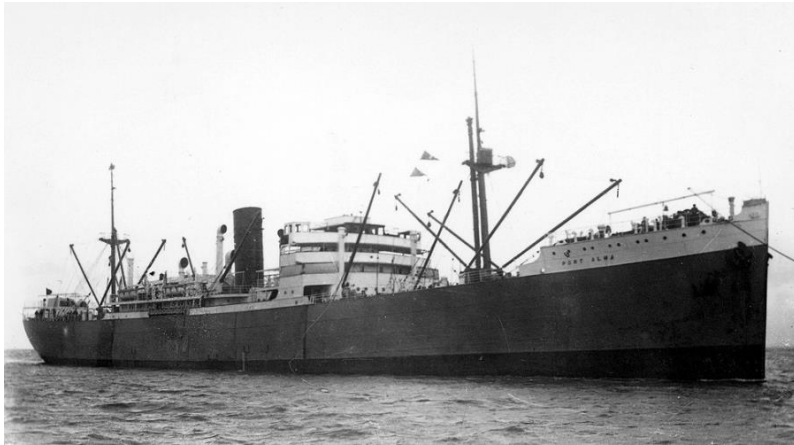


1928 Port Fairy for Commonwealth & Dominion 7980 GRT



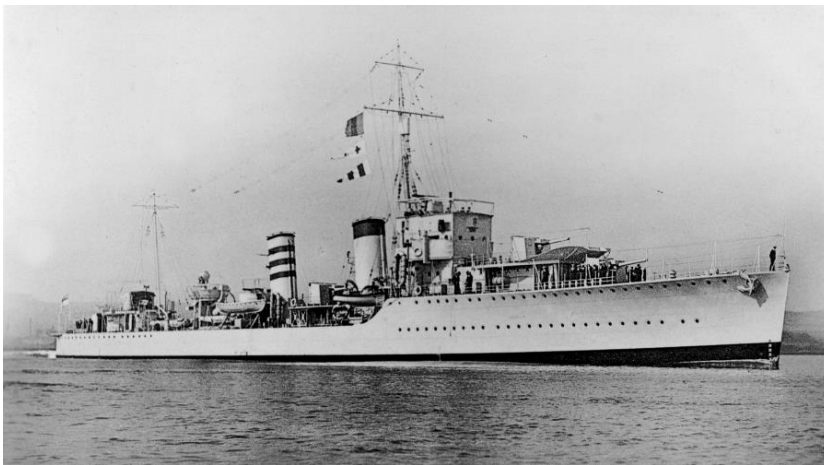
1965 Broken up Hong Kong

1928 Port Alma for Commonwealth & Dominion 7980 GRT



1964 Broken up Ononmichi

1930 HMS Codrington Destroyer



1940 Bombed off Dover

1929 Hopemount for Hopemount Shipping Tanker



1945 Kellettia

1955 Coral River converted to ore carrier

1965 Broken up Hong Kong

1929 Suecia for Swedish Lloyd 4661 GRT



1937 Sank and raised

1973 Broken up Agadir

Short History of a Line-Canadian Pacific

In the early 1880s, the Canadian Pacific Railway negotiated with the Government of Great Britain to establish trans-Pacific steamship routes between Vancouver, British Columbia and the Far East. These trans-Pacific services of Canadian Pacific were begun by Sir William Cornelius Van Horne, the Canadian-American builder of the railroad network in 1887. In that year,

Sir William chartered three vessels from Cunard Line; SS *Abyssinia*, SS *Parthia*, and SS *Batavia*—as a beginning of the fleet. The agency for chartering and managing the ships was secured by Adamson, Bell and Company for the first three years. When profitable, Canadian Pacific decided to Adamson, Bell and Company and to run the line itself.

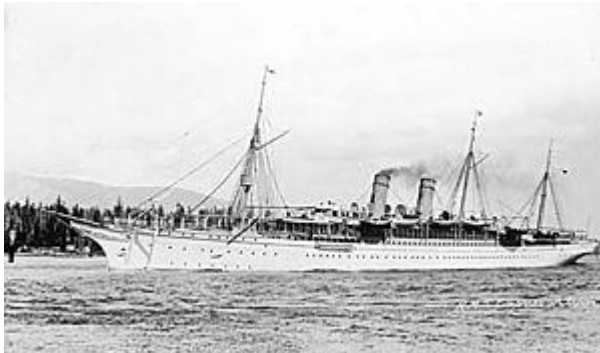
In 1891, CPR adopted a new name — the Canadian Pacific Steamship Company. The company expanded as people emigrating from Europe to North America provided a larger number of passengers and the company also started holiday cruises. CPSC had larger ships built to cope with the demand.

In the late 19th century, CPR initiated a service between Vancouver and Hong Kong, with calls at Japan and China, and later at Manila, Philippine Islands and Honolulu, Hawaii. This provided a link for CPR's transcontinental railroad passenger and freight services. Passengers could travel from England to Eastern Canada, travel across the railway to Vancouver, and on to Asian destinations.

During 1887, temporary steamship service was initiated on a Vancouver-Yokohama-Hong Kong route. From 1887 through 1941, the Canadian Pacific Railway provided steamship service between Vancouver and Victoria, British Columbia, Canada and Hong Kong with calls at Japan and China, and later at Manila, Philippine Islands and Honolulu, Hawaii. Three ships were built at Barrow-in-Furness, and sailed together to Vancouver in 1890, with initial voyages projected for January 15, February 15, and March 15 of the new year.



1890 Empress of India



1890 Empress of Japan

In 1891, CPR and the British government reached agreement on a contract for subsidised mail service between Britain and Hong Kong via Canada. The route began to be serviced by three specially designed Empress liners—RMS Empress of China, RMS Empress of India and RMS Empress of Japan. Each of these ships sailed regularly from 1891 until 1912. RMS Empress of Japan sailed regularly from 1891 through 1922. These three ships and the others which comprised the "Empress fleet" carried mail, passengers, and freight speedily across the Pacific.

In 1903, the company took over the ships and services of the Beaver Line and began operating ships on the Atlantic between Halifax, Nova Scotia and the United Kingdom. In 1906, two vessels were built: RMS Empress of Britain and RMS Empress of Ireland. These two vessels had a full capacity of 1,530 passengers. There was accommodation for 310 first class, 470 second class passengers, 500 third class and 250 steerage passengers. The CP transported many immigrants from Europe to Canada, primarily from Great Britain and Scandinavia.

CP acquired the successful Allan Line, and expanded to become a major international cargo carrier and operators of luxury passenger liners such as Empress of Britain and Empress of Canada.



1905 Empress of Britain

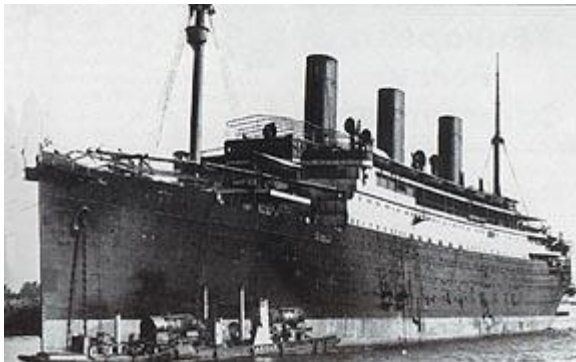
In 1914, Empress of Ireland sank after a collision with the Norwegian collier SS Storstad in the Saint Lawrence River. In just 14 minutes after the collision, this incident claimed 1,012 lives making it the deadliest maritime disaster in Canadian history.^{[13][14]}

Empress of Ireland was heading down the channel near Pointe-au-Père, Quebec in heavy fog. At 02:00 Storstad crashed in the side of the CP liner. Storstad, though damaged, did not sink. Empress of Ireland took severe damage to her starboard side and began to list and take on water. four minutes later the ship had sunk. Only 465 survivors were rescued.

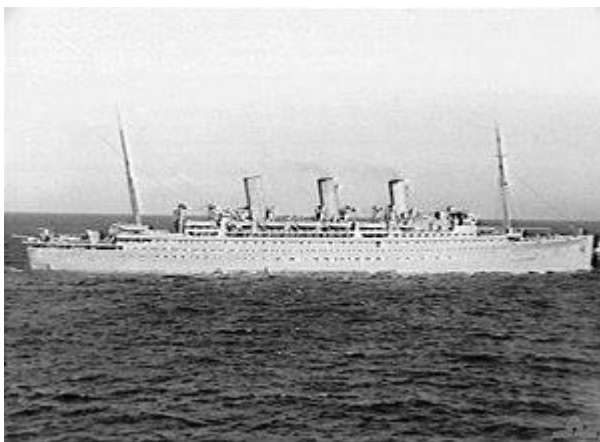
[SS Mount Temple](#) aground in Canada before the war.

In 1915, CP changed the name of its shipping business to Canadian Pacific Steamships Ocean Services Ltd

CP purchased eleven new steamships to replace its losses during the war. New ships included RMS Empress of Australia, RMS Empress of Britain, SS Duchess of Richmond (RMS Empress of Canada), SS Duchess of Bedford (RMS Empress of France) and SS Duchess of York. The company continued to carry passengers, freight and mail across both the Atlantic and Pacific Oceans. The company also built a fleet of "Beaver Ships", Cargo liners, for fast freight service in the 1920s which were some of the most advanced steam freighters of the time Beaverford, Beaverville, Beaverburn, Beaverhill and Beaverbrae



1919 Empress of China / Australia ex Admiral von Tirpitz



1920 Empress of Canada



1927 Beaverford



Empress of France 1928



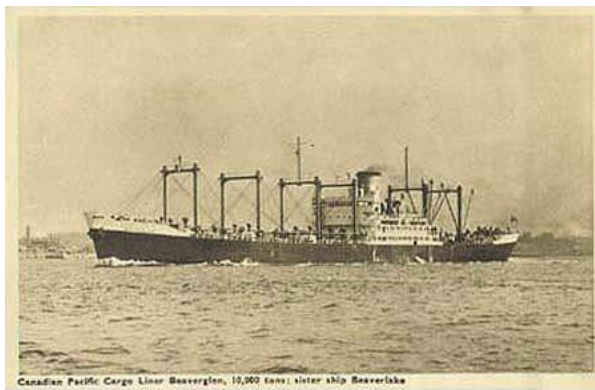
Empress of Japan 1929

In 1939, the CP Ship Empress of Australia transported King George VI to Quebec City for the 1939 royal tour of Canada.

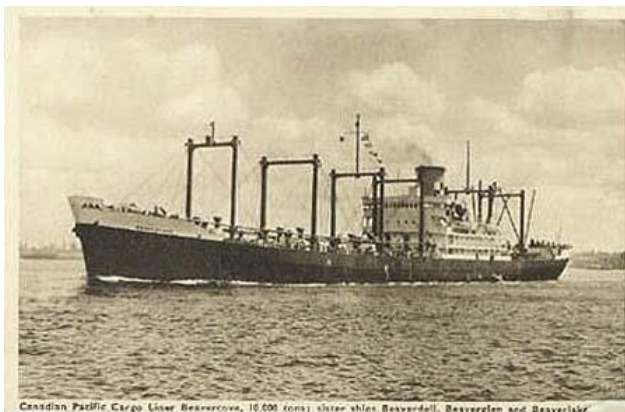


[Beaverford](#) at Montreal in 1933

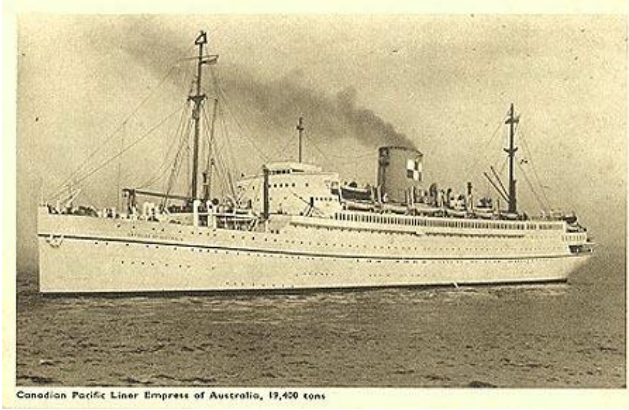
In World War II, the CP fleet carried over a million tons of cargo and a million troops and civilians during World War II. One CP ship, the freighter SS Beaverford, made the most notable military action in the company's history in 1940 as part of Convoy HX 84 when she engaged the German Deutschland-class cruiser Admiral Scheer for five hours before sinking with all hands, a sacrifice that allowed most of convoy HX 84 to escape. The company lost twelve vessels due to enemy action which is a larger loss than any Western company. Empress of Britain was the largest ship lost to enemy action during the Battle of the Atlantic. Losses also included all of its fleet of "Beaver ship" cargo liners. Company ships participated in both the Battle of the Atlantic and the Battle of the Pacific.



1946 Beaver Glen



Beavercove 1947



Empress of Australia 1953



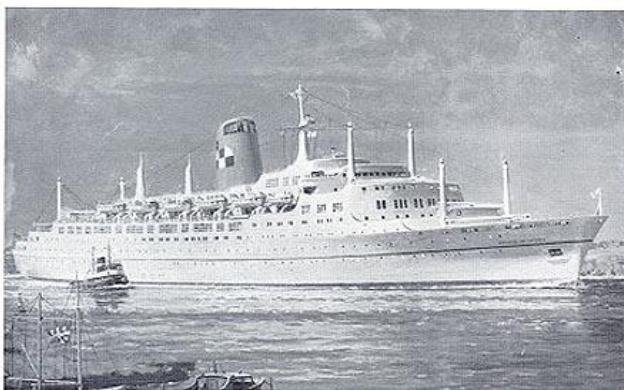
Empress of Britain 1956



Empress of England 1956



Beaverash 1958



Canadian Pacific Liner Empress of Canada, 27,300 tons

Empress of Canada 1961

1956 to 1961, the company acquired its last three steam passenger ships Empress of Britain, Empress of England and Empress of Canada. Competition from airlines forced CP to retire these ships in the 1970s. The company looked towards bulk carrier and tanker fleets as replacements for its steamships.

In 1971, the company changed its name to CP Ships Ltd. Container ships added as Intermodal freight transport became popular. Intermodal transportation integrated well with CP's rail assets. In 1972, CP Ships regular transatlantic passenger service from the Port of Liverpool finished with the sale of Empress of Canada.



1965 Beaveroak

1971, the company changed its name to CP Ships Ltd. Container ships added as Intermodal freight transport became popular. Intermodal transportation integrated well with CP's rail assets. In 1972, CP Ships regular transatlantic passenger service from the Port of Liverpool finished with the sale of Empress of Canada.

In 1984, CP Ships entered a joint venture with Compagnie Maritime Belge called Canada Maritime to secure North Atlantic container traffic for its rail facilities at the Port of Montreal. This "new" company prospered and the fortunes of CP Ships revived in the early 1990s. In 1993 Canadian Pacific bought out its partner and merged it with CP Ships. The next decade saw the company grow through acquisition. In April 1995 CP Ships purchased the Cast Group out of a bankruptcy proceeding, and subsequently bought Lykes Lines in July 1997 also out of bankruptcy, Contship Container lines in October 1997 at a profitable level, Australia-New Zealand Direct Line in December 1998 also being profitable, Ivaran Lines in May 1998 (unprofitable), TMM Lines (unprofitable, 50% in January 1999, rest 50% in January 2000), in August 2000 Christensen Canadian African Lines (CCAL) at small profitability and Italia Line in August 2002 at breakeven business results. By 2001 it was the seventh largest carrier in the world, and dominated the North Atlantic.



CP Trader



CP Discoverer



CP Yosemite



Last Canadian Pacific Steamship

On August 21, 2005, German conglomerate TUI AG offered to acquire CP Ships Limited for €1.7 billion in cash, and merge it with TUI's Hapag-Lloyd division. On October 19, 2005, CP Ships and TUI AG jointly announced that 89.1% of CP Ships shareholders had accepted Ship Acquisition Inc.'s August 30 offer for US\$21.50 per share on October 25, 2005.^[17]

In 2011, the company name and logos for Canadian Pacific Steamships was abandoned. In 2013.

Appendix 1 The Gresham ship Story

Refer to separate e mail

WSS quiz answers - edition 25

- 1 Silversea Cruises' new ship Silver Dawn was recently floated out at the Fincantieri shipyard in Italy. Silver Dawn is the third ship in the Muse-class series, following her sister ships Silver Muse and which other ship?

Silver Moon

- 2 Marco Polo recently arrived at a ship-breaking yard. Where is that yard?

The Alang ship-breaking yard in Gujarat

- 3 How long is the Suez Canal: a) 80 miles, b) 100 miles, or c) 120 miles?
c) 120 miles

- 4 In 1939, a seventh century ship burial site was uncovered. Where did this excavation take place?

Sutton Hoo – Netflix have streamed a new film, The Dig, focusing on the excavation, and starring Ralph Fiennes and Carey Mulligan

- 5 This ship was launched at Woolwich Dockyard in 1820. She was originally a 10-gun brig sloop, but was refitted and became a surveying vessel, under the

command of Captain Robert FitzRoy. Who was this ship's most famous passenger?

Charles Darwin – the ship was the Beagle

- 6 Which harbour has a fleet of ferries divided into seven classes, including Freshwater, Emerald and HarbourCat?

Sydney

- 7 The East India Company employed Asian seamen in the 17th century, who served on European ships. What name was given to them?

Lascars

- 8 MSC Cruises have recently commissioned their 18th mega-cruise liner, built in France, at 181,000 tons. What is this liner called?

MSC Virtuosa

- 9 What is the name of the opera set in Cornwall in Victorian times, telling the adventures of the love-struck Frederic, who is indentured to a group of comically useless and tender-hearted pirates?

The Pirates of Penzance, by Gilbert and Sullivan

- 10 Which is the largest port in the Forth Ports Group?

Tilbury. The group also manages seven ports in Scotland, including Leith, Grangemouth and Rosyth