



**The
World
Ship
Society**



Southend Branch

News and Views

Edition 61- EDITED

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NOTES

Thanks go to Tony, Krispen ,Colin , Stuart and Andrew for their contributions.

At 121 pages the largest edition to date

October Southend Branch Meeting

At October's Branch meeting we welcomed our Branch Liaison officer Derek Sands who travelled down from Harwich with his wife Geraldine to be greeted with our biggest attendance of the post covid era with 15 members.

Derek put together a show at short notice for us consisting of approx. 250 images of coasters at the smaller ports of Essex, being Colchester, Rowhedge, Wivenhoe Fingringhoe and Brightlingsea spanning a period of over fifty years.

We saw images of all those ports in their heydays, with Derek advising there was 17 coasters at one stage in Colchester, down river we even saw coasters lying double bottom at the port of Rowhedge and coasters coming off the stocks at Cooks, Wivenhoe.

Overall it was a fascinating even and enjoyed by all.

Well done Derek for putting this remarkable show together for us it was much appreciated.

November For November we welcome Ian Wells down to give one of his London Docks shows, this again will be a evening to look forward too, and I hope we have another bumper turnout.

At our next meeting on 29 Th November at Thorpe Bay Methodist Church the speaker will be Ian Wells of Mid Essex Branch with a talk on his time working in the Royal Docks

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News

Royal Caribbean Group becomes first US line to use renewable diesel fuel



Royal Caribbean Group became the first company to operate a cruise ship from a US port using renewable diesel fuel when Royal Caribbean International's Navigator of the Seas bunkered at the Port of Los Angeles in California, on 28 October.

The fuel for Navigator of the Seas was supplied by World Fuel Services and was produced from renewable raw materials using the same production process as traditional marine gas oil. This makes it a convenient 'drop in' fuel that can easily be used with the ship's existing engines, while producing less carbon than traditional maritime fuels.

Royal Caribbean Group plans to expand the use of the lower carbon fuel across other ships in its fleet as part of its Destination Net Zero initiative. This work is also part of a joint venture with Hapag-Lloyd Cruises, which is exploring an alternative process for developing a sustainable biofuel.

Royal Caribbean Group also plans to debut its first hybrid-powered ship as part of Silversea Cruises' Nova class in summer 2023.

Rauma Marine Constructions lays keel for Spirit of Tasmania IV



Rauma Marine Construction (RMC) has laid the keel for TT-Line Company's new car and passenger ferry, Spirit of Tasmania IV at its yard in Rauma, Finland.

The milestone was marked by a traditional ceremony, which involved RMC lowering the first keel block into the construction dock along with lucky coins. Spirit of Tasmania IV is one of two identical 1,800-passenger ferries that RMC will build for TT-Line Company's brand Spirit of Tasmania. The project is the biggest individual foreign sale between Australia and Finland and will create a total of around 3,500 person-years' worth of employment at RMC.

Both Spirit of Tasmania IV and Spirit of Tasmania V have been specifically designed to operate on the challenging route across the Bass Strait between Geelong, Victoria, in mainland Australia and Devonport, Tasmania. They will be 40 per cent larger than the two sister vessels they are replacing – Spirit of Tasmania I and Spirit of Tasmania II.

The first ferry will be completed at the start of 2024 and the second will be finished later that same year.

Seaside Collection launches Riverside Luxury Cruises brand



German hotelier Seaside Collection has launched its first luxury river cruise brand after acquiring a vessel from former luxury operator Crystal Cruises.

The new Riverside Luxury Cruises brand will begin operating Mozart on the Danube in April 2023, with guests being able to embark in Vienna, Austria; Budapest, Hungary; and Passau, Germany. The all-suite vessel has sailed for multiple brands in the past and underwent a multimillion-dollar renovation for Crystal Cruises before the pandemic. It will carry between 100 and 150 guests in all-suite accommodations and also offer an indoor pool, several bars and four restaurants.

Cruise industry veteran Stuart Perl will serve as managing director, overseeing the brand's development and taking responsibility for marketing activities in the UK, Ireland and parts of Europe. Perl has worked in for both luxury and premium ocean and river cruise lines for more than 25 years, including brands such as AmaWaterways, Seabourn, Cunard, and Peter Deilmann River & Ocean Cruises.

Carnival introduces lubrication technology



The world's largest cruise shipping company has announced plans to install air lubrication technology on at least 20% of its fleet.

Carnival Corporation says the Air Lubrication Systems (ALS), which are already in use aboard four ships, will be added to five more ships this year with plans to install the technology on at least 10 more ships across a majority of its brands through 2027.

The hull drag-reducing technology is expected to reduce fuel consumption and carbon emissions by about 5% per ship, according to the company.

ALS technology, which first saw service within the Carnival Corporation fleet in 2016 with the introduction of AIDAprima, generates a cushion of air bubbles to lubricate the flat

bottom of a ship's hull, reducing friction between the ship and surrounding water, resulting in savings in energy and fuel consumption across a wide speed range.

Carnival Corporation is currently installing the Silverstream System ALS on five more ships, including two ships in 2022 for its Princess Cruises and P&O Cruises (UK) brands. In addition, the company is planning at least 10 more installations for existing and newbuild ships across more than half of its cruise line brands, and it expects continued expansion of the ALS program. The expansion plans build on the success of four systems currently operating on ships from its AIDA Cruises and Princess Cruises brands.

Carnival Corporation has committed to reducing carbon emission intensity by 20% from its 2019 baseline by 2030 and has set an aspiration to achieve net carbon-neutral ship operations by 2050.

COSCO orders 12 new ships



Chinese boxship giant COSCO Shipping Holdings has ordered twelve methanol dual-fuel 24,000 teu containerships worth nearly \$2.9bn.

The order has been spread between its container shipping units, Orient Overseas Container Line (OOCL) and COSCO Shipping Lines, for seven and five ships at \$239.85m each.

Nantong Cosco KHI Ship Engineering and Dalian Cosco KHI Ship Engineering, Cosco's shipbuilding joint ventures with Japan's Kawasaki Heavy Industries, will build the vessels for delivery between the third quarter of 2026 and the third quarter of 2028.

The Shanghai-and Hong Kong-listed Cosco Shipping is the third of the top four largest carriers to bet on methanol-fuelled vessels. Denmark's A.P. Moller-Maersk set

the ball rolling last year with 16,000 teu units in South Korea, followed in June this year by France's CMA CGM with 15,000 teu ships in China. Meanwhile, the world's biggest liner Mediterranean Shipping Co (MSC) has a large orderbook of LNG dual-fuelled boxships.

SunStone takes delivery of two new Infinity-class vessels



Global tonnage provider SunStone Maritime Group has taken delivery of two Infinity-class vessels – Ocean Odyssey and Sylvia Earle – from China Merchants Heavy Industry (CMHI) shipyard in Haimen, China.

The ships are the fourth and fifth vessels to be delivered in the Infinity series, joining Greg Mortimer, Ocean Explorer and Ocean Victory. SunStone will charter Ocean Odyssey to Vantage Deluxe World Travel and Sylvia Earle to Aurora Expeditions for year-round service.

The Infinity series fleet is made up of Ice Class 1A, Polar Code 6 expedition cruise vessels, built with Safe Return to Port systems, dynamic positioning and zero-speed stabilisers. Ulstein Design & Solutions' X-Bow solution makes the vessels small enough to access difficult-to-reach locations but large enough to provide leisure facilities such as a swimming pool, spa, gym, and bars and restaurants.

Infinity-class vessels are 104 metres long, 18 metres wide and offer capacity for 130-220 passengers and 85-115 crew members.

SunStone has worked closely with Tomas Tillberg Design to create warm and comfortable interiors onboard all of the Infinity-class vessels, having followed each charterer's specifications.

How MSC Cruises is building in sustainability



MSC Cruises is currently constructing two new cruise terminals – one in Miami, Florida, and the other in Barcelona, Spain. Both have been built to the US Green Building Council's Leadership in Energy and Environmental Design (LEED) certification standards.

According to Linden Coppel, MSC Cruises' vice president of sustainability and environmental, social and governance, this has provided the cruise operator with a vital opportunity to learn how it can replicate some of the good building and performance practices onboard its fleet of ships.

MSC Cruises already has a range of systems in place onboard its ships that are aligned with many environmental standards for buildings on land. However, Coppel believes that the cruise industry should create its own standards too. "There is an argument to be made that says the cruise industry could have a formalised framework to mirror structures like LEED, and this is something that we have already discussed with BREEAM," she says. "Plus, classification societies could potentially play a pivotal role."

To optimise energy efficiency on its ships, MSC Cruises has implemented heating, ventilation and cooling systems, as well as measures to reduce energy demands in the kitchens and in areas such as the swimming pools and laundry department.

Although there may not be a specific sustainable shipbuilding framework in place, MSC Cruises' vessels meet many voluntary and statutory regulations. "All of our systems and performance levels are checked and reviewed by internal and external auditors to ensure compliance with both regulations and the voluntary systems that we implement," says Coppel. "This includes ISO 14001 environmental management systems and ISO 50001 energy management systems."

In addition, MSC Cruises ensures that all existing ships comply with the International Maritime Organization's Energy Efficiency Existing Ship Index and Carbon Intensity Indicator requirements and will build all new vessels to meet Energy Efficiency Design Index standards.

The company's newbuilding teams are also responsible for retrofitting existing vessels and they understand the need to invest in sustainable and durable materials.

MSC Cruises' dedication to improving the environmental profile of its fleet aligns well with the values of its guests who are becoming increasingly more informed and engaged on sustainability matters.

Explora Journeys reschedules launch date for Explora I



Explora Journeys has rescheduled the launch of its first vessel, Explora I, due to supply chain complications.

The ship, which is currently under construction at Fincantieri's shipyard in Monfalcone, Italy, was originally scheduled to debut in May 2023. It will now depart from Southampton, UK, on 17 July 2023.

The cruise line has informed travel agents and their customers about the new dates of the inaugural journey.

Icon of the Seas to feature five new neighbourhoods



Icon of the Seas will feature five new neighbourhoods, Royal Caribbean has revealed, as the cruise line shared the first details of its newest ship.

The Icon-class ship is set to debut in January 2024, and will feature a range of new dining venues, entertainment offerings, and the largest waterpark at sea.

The first of the five new neighbourhoods is Thrill Island, an area with a 'lost island adventure theme'. The neighbourhood will feature Category 6, the largest waterpark at sea, with six slides including Pressure Drop, the cruise industry's first open free-fall slide; Frightening Bolt, the tallest drop slide at sea; Storm Surge and Hurricane Hunter, the first family raft slides at sea with four riders per raft; and Storm Chasers, cruising's first mat-racing duo. It will also include Crown's Edge, an attraction that is part skywalk, part ropes course and part thrill ride and will see guests swing 154 feet above the ocean.

The Chill Island neighbourhood will offer four pools including Swim & Tonic, the cruise line's first swim-up bar, while Surfside will be designed for young families, with the Splashaway Bay and Baby Bay children's areas. The Hideaway will offer ocean views from the first suspended infinity pool at sea, surround by a multilevel sun terrace with whirlpools, a variety of seating and a dedicated bar.

Finally, the AquaDome will be situated at the top of the ship, offering wraparound ocean views and featuring a waterfall centerpiece. During the night, guests can visit restaurants, bars and an enhanced AquaTheater, which will feature a transforming pool, four robotic arms, projections and more.

Three returning neighbourhoods will also appear onboard the ship, including new enhancements. The Royal Promenade will feature its first floor-to-ceiling ocean views, along with more than 15 restaurants, cafes, bars and lounges. Central Park will offer more ways to dine and be entertained, while the Suite Neighbourhood will offer a multilevel suite sun deck – The Grove – and a two-story Coastal Kitchen.

Icon of the Seas will offer new layouts made for families of three, four, five, and more, including the Family Infinite Balcony, Surfside Family Suite, and three-story Ultimate Family Townhouse. The cruise line will also offer new Sunset Corner Suites and Panoramic Ocean Views in AquaDome, as well as new layouts for crew accommodation.

The ship will also be the first in the cruise line's fleet to use fuel cell technology and be powered by LNG fuel, as well as featuring shore power connection and waste heat recovery systems.

The new vessel will sail year-round, seven-night Eastern and Western Caribbean itineraries from Miami, USA, each of which will visit Royal Caribbean International's private island destination, Perfect Day at CocoCay.

Liner Giant MSC Makes Major Towing Acquisition

Mediterranean Shipping Company has agreed to acquire Italian towage operator Rimorchiatori Mediterranei S.p.A., the world's third-largest harbor tug operator, as it seeks to improve its "towage service efficiency," the world's largest container shipping company announced Monday.

Rimorchiatori Mediterranei has operations in Italy, Malta, Singapore, Malaysia, Norway, Greece and Colombia.

Under the deal, MSC will acquire 100% of the company's shares from Rimorchiatori Riuniti and a fund managed by DWS's Infrastructure Investment business. Closing of the deal is subject to regulatory approvals. The terms of the deal were not disclosed.

The acquisition follows MSC's founding of towage operator MedTug in 2021.

Rimorchiatori Riuniti was founded in 1922 by a group of Genoese families. The company became the world's third largest operator of harbor tugs earlier this year with the closing of its acquisition of Keppel Smit Towage and Maju Maritime, bringing its tug fleet to some 170 vessels.

Rimorchiatori Riuniti Group will continue operating its services in ship owning, ship management, and offshore activities through the 100% controlled companies Crystal Pool and Finarge.

New P&O Cruises' ship to offer brand-first onboard experiences



P&O Cruises' newest ship, Arvia, is to feature a series of brand-first onboard experiences when she debuts in December 2022.

Arvia will offer a dedicated men's grooming area, including a barber station. Grooming collections from brands including American Crew, Clinique for Men, Barbour Pro and Clarins for Men will also be available.

The Oasis Spa & Health Club will offer new features including a cool room, salt room and two wellness suites where guests can receive bespoke treatments. One of the suites includes a hammam, a type of steam bath, while the other features a steam shower, and both offer private treatment baths, a lounging space and light refreshments.

Experiential shopping zones will be introduced to The Avenue, Arvia's onboard shopping area. These will include an area showcasing the latest technology, a 'design your own' fine jewellery bar; Pandora Brilliance, showcasing the brand's new range of lab-produced diamonds; and the first-at-sea Swarovski 'Wonder Lab' concept store featuring the latest crystal collections from Swarovski's new creative director Giovanna Engelbert.

Guests will also be able to shop from 30 brands that are new to P&O Cruises, including Rado watches, Floral Street fragrances, Cotswolds Distillery, Skin Regimen and Comfort Zone.

Navalrocha Shipyard completes work on cruise ships



Navalrocha Shipyard in Lisbon, Portugal, has completed a series of projects onboard cruise vessels as it sees an increase in work from the sector.

The yard completed painting work and mechanical upgrades onboard Seaventy's Evora in February over a two-week period. It then carried out a major refit of SeaDream Yacht Club's Seadream I, completing refurbishments to interiors, piping, steel and the mechanical components of the vessel, as well as carrying out blasting and painting. The 35-day project updated the ship to match sister vessel Seadream II, which Navalrocha delivered in 2021.

At the end of the summer, Navalrocha then completed repair work onboard Seaventure's expedition ship, which sails voyages to Antarctica.

Steel cut at Cemre Marin Endustri shipyard for new Islay ferries



The steel for two new ferries for the Scottish island of Islay has been cut in a ceremony at Cemre Marin Endustri shipyard in Turkey, marking the beginning of their construction.

The vessels are being built for Scottish ferry operator Caledonian Maritime Assets Ltd (CMAL). Each will be 94.8 metres long, with capacity for up to 450 passengers and 100 cars or 12 commercial vehicles, providing a combined 40 per cent increase in vehicle and freight capacity on the routes to Islay. Both ferries have also been designed to deliver reductions in emissions on the route.

The £91 million (\$102 million) contract was awarded by CMAL to Cemre Marin Endustri in March 2022 following a procurement process. The first vessel is expected to be delivered by October 2024, with the second vessel to follow in early 2025.

The Islay vessels form part of a 10-year programme of investment by CMAL, supported by £580 million (\$649 million) from the Scottish government for five years between 2021 to 2026. Plans will deliver 21 new vessels for the fleet and upgrades to harbour infrastructure. Further investment will be required to fund plans from 2026 onwards.



Visitors



Caucedo Express ex Poseidon Goal , Maersk Nimes Built 2009 26836 GRT
Belgium Owner CMB NV

Current Location En route



BW Pavillion Aranda ex BW iris Built 2019 114355 GRT Singapore Owner
BW Diamond LNG

Current Position En route to Huelva Spain



Flagship Privet ex Megathore Panthea Built 2011 42208 GRT Marshall Islands Owner Privet Navigation

Current Position Mongstad Norway



Bneider Built 2012 62945 GRT Kuwait Owner

Current Position West Mediterranean





Mandarin Built 2003 18311 GRT Cyprus Owner Free Sky Shipping

Current Position En route Dominica



Bu Samra Built 2008 163922 GRT Marshall Islands Owner Nakilat Shipping
Qatar

Current Position Enroute to Port Said



GW Fortune Built 2020 34988 GRT Hong Kong Owner Fortune Leopard

Current Position Antwerp



Sonangol Etosha Built 2011 104537 GRT Bahamas Owner SONANGOL

Current Location En route to Angola



Onex Precious Built 2021 63314 GRT Panama Owner Onex DMCC

Current Position En route to Yanbu



Elisa Aquila Built 2022 118753 GRT France Owner Gazocean

Current position En route Fos sur Mer



UOG Harriet G ex UACC Ibn Al Haitham Built 2009 42010 GRT Marshall Islands Owner United Aead Chemical Carriers

Current Position En route to Melittah



Mosel German Navy



Darya Gomti Built 2022 24472 GRT Marshall Islands Owner Gonti Shipping
Current Position En route to Kandia , India



Cb Adriatic Built 2019 27250 GRT Portugal Owner Elfte Buttner

Current Position Antwerp



Antwerpen Built 2005 22901 GRT Hong Kong Owner Gladman Navigation
Current Location En route to Karsten



Strategic Endeavor ex Peace Fortune Built 2010 19992 GRT Singapore Owner
SBC Endeavor

Current Location Iskenderun



Mezaira'A Built 2011 42438 GRT Liberia Owner ADNOC

Current Position off norway



Sti Goal ex Navig 8 Goal Built 2016 64245 GRT Marshall Islands Owner Fortune Khan Shipping

Current Location Red Sea



Gaslog Windsor Built 2020 120700 GRT Bermuda Owner Gas Twenty Eight
Current Position Off Florida



LNG Bonny II Built 2015 115995 GRT Bermuda Owner Bonny Gas Transport
Current Position En route to Milford Haven

KRISPENS PICTURES OCTOBER



Andalucia



Chipol Changan



Goliath



Kismet



MSC Cancun



Paramar



Sea Cirrus



Waverley

Solent Visitors



Crystal Ray



HMM Mire 1921 with tugs Svitzer Easton , Mercurius and Ferriby



Tysla Don Quijote Crystal Ray



RCC Compass and Anthem of the Sea

THE AL-HADBAA



An unusual visitor to Tilbury Docks in late October was the Jordanian flagged geared bulker AL-HADBAA. She arrived from Valetta on 21st at the Forest Products berth, and is due to depart on the 4th November.



She was built by the Dae Sun Shipbuilding & Engineering at Busan, South Korea in 2014 for the Iraq Govt. Maritime Transport. She is managed by Steamship Toko Line Co. Ltd. Of Japan. She is one of three sisterships built for the same owners in 2014, the others being the BASRAH and the AL-MOTHANNA.



She is of 17,500 dwt and 12,262 gt. With dimensions 143m x 21.8m x 9.7m. She is powered by a MAN B&W 6S42MC7 diesel of 6480 kW.

MYSTERY SHIPS 61



61.1 Thor Heyerdahl, 23 04 93, Frederikshavn



61.2 Stena Freighter, Gothenburg, 24 04 93



61.3 Stena Scanrail, Gothenburg, 23 04 93



61.4 Stout Truck, Great Yarmouth, 17 03 91



61.5 Stena Scandinavica, Gothenburg, 23 04 93



61.6 Northern Joy, Felixstowe, 31 01 93

KRISPENS PICTURES OCTOBER



Andalucia



Chipol Changan



Goliath



Kismet



MSC Cancun



Paramar



Sea Cirrus



Waverley

AURORA CRUISE 2022

PART 2 RETURN

Monday 5th September. ZADAR

We docked at 8.30 am on another beautiful morning with a northerly Force 3 wind. There were still lots of smuts on the surfaces aft. I took the shuttle bus into town, but the queue for the bus was so long that Brian decided to go straight back to the ship. The ladies had already decided to stay on board. After the bus dropped me, I strolled along the promenade looking at the ships, which were mostly small ferries or excursion boats.



ZRMANIA

Ships in port included ZRMANIA, a small bulker and UGLIAN and FAROS, both Ro-Ro ferries and the AMORENA, a large motor sailor available for charter. In the afternoon we tried one of the free Jacuzzis on board, but it was not warm enough for Maggie, and the water jets did not seem to be working very well. We left port in the early evening and headed at a leisurely 15 knots towards our next port, Trieste.



FAROS



AMORENA

Tuesday 6th September. TRIESTE

We berthed at 7.00 am, having passed various ships at anchor, but the light was too poor for photos. I did get a shot of a very peculiar looking anchored superyacht, called SAILING YACHT A, which is owned by the Russian oligarch Andrey Melnichenco. It is 468 feet long, and the unstayed masts are 300 feet tall. It was built in Germany in 2017 and cost £360 million.

We were too long for the berth, needing the stern lines led to an isolated dolphin. The sea was almost flat, and several coxless pairs and fours were “wild” rowing.



SAILING YACHT A

Once again, we had a walk into town for a bit of sightseeing and a coffee. Consternation! As we came back to the ship, an Italian policeman at Security confiscated Maggie's dressmaking scissors, promising, however that we could get them back once we had put to sea. They were special left-handed scissors, and Maggie was very upset about the probability of losing them.

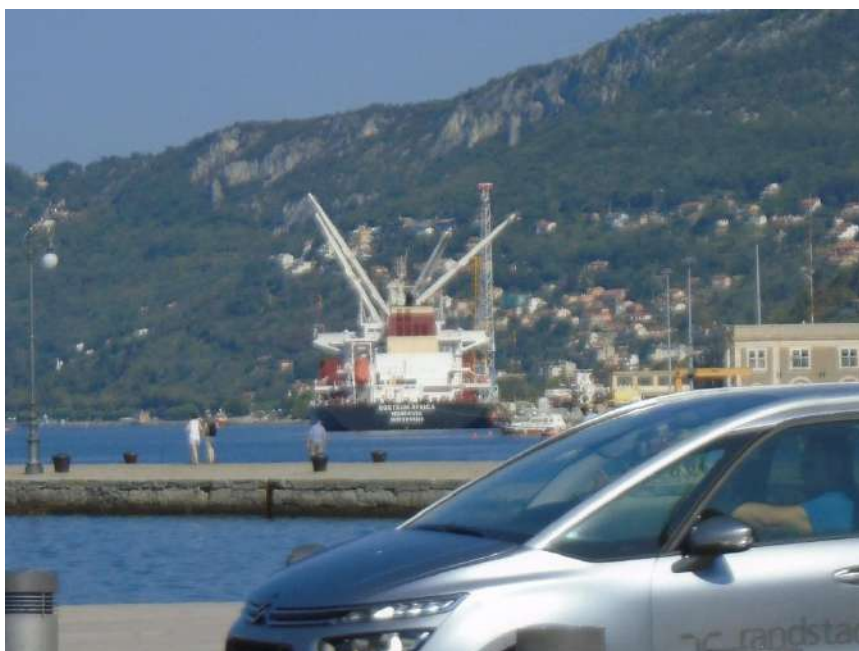


VAL + Barge

In the early afternoon a tug called VAL brought round an unpowered tanker barge for bunkering the ship. After that had left, another tug, called BORIN 11 brought a smaller tanker barge and it received liquid material from the ship, possibly contaminated fuel oil. A small tug-like vessel, the VISONE, hovered around us all day without obvious purpose. Other ships noted were the bulker ROSTRUM AFRICA, which was being unloaded, and the Coastguard vessel CP 277.



CP 277



ROSTRUM AFRICA

We finally left port at 8.15, being delayed by a tour coach which had been stuck on a motorway on the way back from Venice. Glad to report that I recovered the scissors from Reception after dinner, and so a potential incident was thankfully avoided.

Wednesday 7th September. AT SEA

We headed southeast in calm seas and southeast winds of Force 2 to 4, speeding along at 20 to 21 knots down the Adriatic Sea. At 2pm there was an announcement that there was to be an emergency Helevac, reportedly following an accident on board. We were in the vicinity of Bari. All passengers were cleared from the open decks as a safety measure. An Italian coastguard vessel came out and escorted us for a while. A military helicopter hovered above us and then landed on the top deck, taking off the patient and a medic from the ship, and by 2.45 pm it was all over, and the decks opened again. As usual, very little information about what had happened was available.

That evening it was announced that there had been an outbreak of Covid on board, and it was recommended that passengers wear facemasks when moving about on the ship.

Thursday 8th September. MESSINA

We berthed at Messina at 7.00 am on a calm and fairly clear morning, with air temperature of 26C and a south-westerly Force 3. I noted a pair of tall pylons supporting cables across the Straits of Messina. Possibly they are even higher than the ones at Swanscombe / West Thurrock, which are the tallest in Britain.



P402

Within the port were a group of three coastguard vessels and Patrol Boat P402. Among the ships at the Palumbo Shipyard was a small cruise ship being refitted. She was the PRINCESS ANASTASIA, built as P & O's PRIDE OF BILBAO



PRINCESS ANASTASIA

There were a number of Ro-Ro ferries, including the FATA MORGENA and the MESSINA. Tug-type vessels included the CASTALIA and the CAPO D'ORLANDO.



CASTALIA

We walked into the town for a coffee opposite a “Campanile” tower, with figures moving round each quarter of an hour. Apparently at 12 noon, the chiming included all the figures moving, watched by hundreds of people.



THE CAMPANILE

Back on the ship, in the afternoon there was a note in the cabin and announcements that the wearing of face masks in all enclosed spaces was now mandatory, as Covid was spreading.

We left the berth at 5.45 pm and headed through the Straits on a fine evening (29C and southerly Force 2) at a steady 12.8 knots. During dinner, the captain announced that the Queen had died.

Friday 9th and Saturday 10th September. AT SEA

Fine mornings, heading roughly west at 17.5 knots, with a south-westerly Force 4 wind. Overcast at first, but soon warm sunshine each day. By mid-afternoon 29C. On the Saturday, we passed a big Maersk container ship, probably a "Triple E", but it was already out of my camera range by the time I saw it. Generally, our ship was somewhat subdued following the news.

Sunday 11th September. GIBRALTAR



SEACLOUD SPIRIT

We berthed at Gibraltar at about 7.30 am whilst it was still dark. On the far side of the quay was the sailing cruise ship SEACLOUD SPIRIT, which looked very impressive.



HMC SENTINEL

On the quay was HM Customs vessel SENTINEL. After a cloudy start, the sun came out for our morning stroll into the town for coffee.



MAGGIE

We left the berth at about 2.00 pm, and passed several ships moored in the bay.



ARCTIC CHAR



BBG LEADER

Monday 12th and Tuesday 13th September. AT SEA

Generally, overcast and cooler with rain at times. The ship headed north at 19 to 20 knots in moderate seas and South-easterly Force 5 winds. Later, headed north-east at 18 to 19 knots in an East-south -east Force 6 wind. Our cases had to be placed outside our cabin doors by 6pm on the Tuesday evening, which caused problems for a while for wheelchairs and buggies. Normally, cases are required to be put in the corridors by midnight.

Wednesday 14th September. SOUTHAMPTON



ONE TRIUMPH

We berthed at the Mayflower Cruise Terminal at 7.00 am in pouring rain. On the main container berth upstream of us was the huge Japanese ONE TRIUMPH. Long delay in disembarking, but by the time we drove away, the sun had come out. Berthed astern of us was the small bulk carrier TALIS.



TALIS

Overall, we both enjoyed the cruise very much, and returned to the UK “bronzed and beautiful”. We covered a total of 5900 nautical miles between the 26th August and 14th September. AURORA is quite a pretty ship, but we had the smallest cabin we have had on any of our 13 previous ocean cruises with CMV, Fred Olsen and P & O. Their drinks package

was way too expensive for us, and on some days the open after decks were sprinkled with sooty smuts.

On the plus side, P & O laid on fine and calm weather except for the final couple of days at sea. Tips were included in the overall charges, which was a pleasant surprise, and their sausages were nicer than on previous cruises. The staff were very friendly and helpful, but we felt that the P & O Cruises management were a money grabbing lot. We are unlikely to sail with P & O again.

WSS Quiz Questions Edition 61Tony

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

MARITIME QUIZ NOVEMBER 2022 ANSWERS

1. MSC LORENA
2. MSC OPERA
3. HANSA RENDSBURG
4. EUROPE
5. AL – AZIZ
6. SHOFU MARU
7. ENS LUXOR
8. TSS PEARL
9. STOLT ACER
- 10.K3 LENINSKY KOMSOMOL
- 11.USCGC CHARLIE MOULTHORPE
- 12.VENTURA
- 13.KISMET
- 14.POTHITOS 111
- 15.MSC WORLD EUROPA

THE R.S. HISPANIOLA



A rather sad event took place at the end of October when the restaurant ship HISPANIOLA was towed down from her berth on the Embankment to Erith. She is to be broken up at the European Metal Recycling Limited (EMR) terminal there.



IN SERVICE



MAID OF ASHTON

She was built as the MAID OF ASHTON as a passenger ferry for the Caledonian Steam Packet Company by Yarrow at Scotstoun in Glasgow. She was ordered by the British Transport Commission in 1951, launched on 17th February 1953 and entered service on 25th May 1953. She served initially on the Gourock / Holy Loch route, but later served on various other routes. She was one of four almost identical sisterships, the MAIDS of ARGYLL, SKELMORE and CUMBRAE.

She was of 508 gt., with dimensions 49.15m x 8.5m x 3m with a passenger capacity of 624. She was powered by twin British Polar diesels fabricated in Glasgow. They were oil 2SCSA 6 cyl. engines with twin screws and rudders and gave a speed of 15 knots. She proved a very manoeuvrable and reliable ship in service, but her limitation to cater for the growth in car carrying meant that she was laid up in May 1971 in Greenock's East India Harbour. Her three sisters soon followed, but they all found second careers in the Mediterranean.



HISPANIOLA

In January 1973, she was sold to the Yardarm Club of London who had her converted into a private dining club under the name HISPANIOLA 11. The conversion included plating the Promenade deck to the bow, enclosing the Upper deck and removing the funnel. A dummy funnel was later added, but this too was later removed. She later became a popular restaurant. She was initially based on the Thames Embankment. In 2002, she was refitted in Ipswich by her new owners, City Cruisers, and her berth now was downstream on the Victoria Embankment, close to Charing Cross Station. By now she was just named HISPANIOLA. In March 2020, the restaurant ceased trading. On 31st October 2022, she was towed downstream by the tugs FELIX and THAMES VIXEN to Erith, where she is to be broken up at the EMR scrapyards. A sorry end for a ship that had been a Central London feature for nearly 50 years.



31/10/22

YACHTS OF THE WORLD

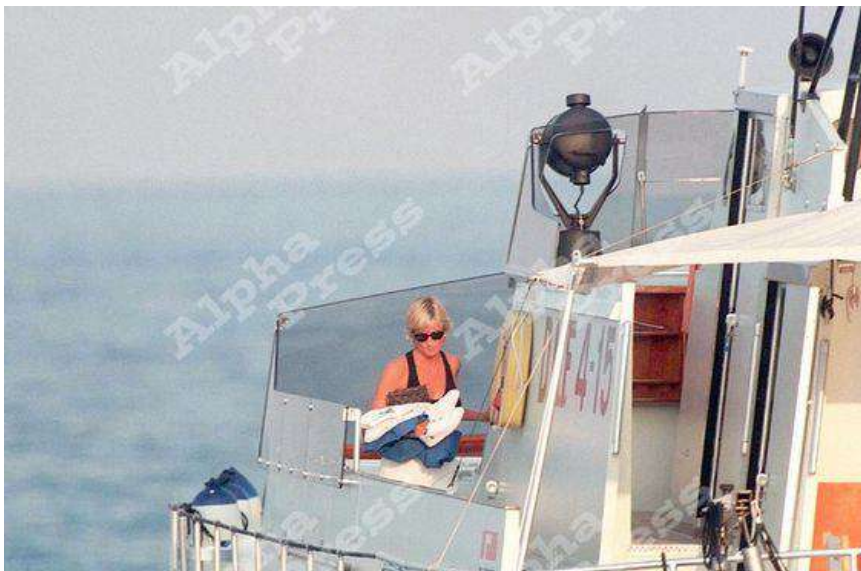
12 BASH

The BASH was built by Codecasa in Italy, being launched in 1990 as the JONIKAL for Mohamed Al-Fayed. She was designed by Vincenzo Ruggiero and was Bermuda flagged.

Her dimensions are 63.5m x 10.4m x 3.9m and she is of 937 gt. Her hull is of steel, but her superstructure is of aluminium. She is powered by twin 2800 kW Wartsila diesels driving two screws, which give a top speed of 20 knots. She can carry up to 12 guests in 9 staterooms, and has a complement of 12 crew.



In 1997 Dodi Al-Fayed was extensively photographed on board JONIKAL with Princess Dianna, just a few weeks before the accident. The vessel's name was changed that year to SOKAR by Mohamed Al-Fayed, probably because of the sad memories.



In 2014 she was sold to her present owner, Bassim Haidar, having been on the market for a number of years. In 2021 her name was changed again to BASH, derived from Mr. Haidar's initials, and she is currently registered in Gibraltar.

13 HAIDA





A 71m classic motor yacht Haida 1929 was originally built by Krupp Germaniawerft for millionaire Max C. Fleischmann (1877-1952) following plans drafted by the New York naval architects Cox and Stevens. The ship was constructed to be exceptionally strong in order to serve for long scientific, fishing, and pleasure cruises in the Pacific waters off the Californian coast.

The yacht was named for the Haida people, indigenous to Haida Gwaii islands, whose skills as seafarers impressed Fleischmann greatly.^[1]

Her keel was laid in 1927. The yacht has a length overall of 218 ft 10 in , a beam of 29 ft 10 in, a depth of 17 ft 5 in and a draft of 11 ft 6 in. She measured 693 GRT. Unusually, Fleischmann chose to have the yacht painted black.

Following completion at Kiel, Haida was delivered, via New York and the Panama Canal to California and her berth at the Santa Barbara Yacht Club (Fleischman had donated over half of the cost of the construction of a breakwater at Santa Barbara). During the following decade the owner cruised extensively in West Coast waters, from Alaska to Mexico, following his interests in marine science and fishing.

She saw service in the United States Navy during World War II as patrol yacht USS Argus (PY-14) and USC&GS Pioneer.

The yacht was acquired by the US Navy on 25 October 1940 from Mrs. Max C. Fleischmann and converted at Long Beach, California by the Craig Shipbuilding Company for naval service and renamed Argus .She was commissioned on 13 February 1941 with Lieutenant Commander Harold H. Connelley in command. Argus arrived in San Francisco and began patrolling San Francisco Bay That assignment lasted until May 1941, when she was reassigned. Her duty remained patrolling San Francisco Bay. She continued to perform this task until decommissioned on 17 September. She was then transferred to the United States Coast and Geodetic Survey.^[5]



Pioneer

The Coast and Geodetic Survey modified her for her new role, renamed her Pioneer, and placed her in service on 17 September 1941. Pioneer was able to accomplish little survey work before the entry of the United States into World War II led to her return to the U.S. Navy on 16 March 1942 under Executive Order 9072 of 24 February 1942.

Pioneer was returned to the Navy on 16 March 1942 and, after reconversion at the General Engineering & Drydock Company, she was recommissioned as Argus. The converted yacht resumed her patrols of San Francisco, and continued that duty for the remainder of her naval career.

Argus participated in the establishment of a weather station on the uninhabited French Clipperton Island, 670 mi southwest of Acapulco, Mexico.

The yacht was decommissioned at San Francisco on 15 April 1946. Her name was struck from the Naval Vessel Register on 21 May, and she was transferred to the Maritime Commission on 30 October for disposal.

In 1946 the yacht was sold to Egyptian cotton magnate Maurice Ada and renamed Sarina. Painted white, she was based at the Alexandria Yacht Club. In 1952 the yacht was moved to Cannes.

In the late 1960s Sarina was briefly owned by Larry Green, an American businessman involved in the motor trade, and was then sold to former British Member of Parliament Loel

Guinness in 1969. His membership of the Royal Yacht Squadron entitled the yacht to fly the White ensign when he was aboard. Guinness owned her a decade, restoring and enhancing her each winter, cruising in the Mediterranean in the summers. In 1979 he sold Sarina to the Australian Robert Stigwood. He installed satellite communications, concealing the dome in a new additional false funnel. After two years, after extensive cruising throughout Europe and the Caribbean, Stigwood sold Sarina (without the dummy funnel) to a British-resident American art collector, Stanley J. Seeger, who renamed her Rosenkavalier.

In 1988 Rosenkavalier was sold to the three brothers Hiroshi, Takashi and Yasushi Isaka, owners of a property development company in Yokohama, Japan. She received a major refit in Thailand during 1991 and was sold the following year to Greek-Cypriot, Andreas Liveras, already established in the yacht charter business.¹ A Swiss-based businessman bought the yacht in 1999, renamed her Haida G, and set about another major restoration in France and Turkey, including a complete refit of the original Krupp diesel engines.

In 2011 Haida G was again sold and renamed Dona Amelia. She received a further extensive refit in Falmouth, which consisted of an engineering survey and an overhaul of 15 tanks, revitalising the teak decks, and upgrading the AV systems and galley equipment.

The vessel spent several years moored in the River Fal whilst up for sale.

Cornwall in 2016/2017, after which she was renamed Haida 1929 by her new owner. Her tonnage is assessed as 720 GT and 216 NT

In 2016 she was sold to a new owner. In homage to her heritage the Owner renamed her Haida 1929.

Working closely with Edmiston Yacht Management and interior designer Adam Lay, the Pendennis team applied their expertise

Survey of the hull revealed extensive work was required to rebuild the structural integrity of the vessel, with over 100 tons replaced. Other structural changes included extending the Sun Deck to provide a much larger alfresco dining area and strengthening works through three deck levels to cater for a larger bathing

The biggest change to the interior was the addition of a Hammam spa, massage room and hairdressing parlour,. The interior joinery, lighting and portholes were upgraded and three new fireplaces were installed, the interiors refreshed using cool Italian marbles in the bathrooms and complemented by elegant soft furnishings

When built the yacht was equipped with twin diesel engines that still propel her to this day. The Pendennis engineering team painstakingly deconstructed the engines, hoisting cumbersome parts and huge pistons individually up through the central funnel to be serviced on site.

Her GRT is 720

The refit was completed by a full hull repaint, with a unique shade of turquoise chosen for below the waterline. Following extensive sea trials Haida 1929 left Falmouth on route to the Mediterranean,

14 BLACK PEARL



She was built by Oceanic in the Netherlands for the Russian oligarch Oleg Burlakov. She was launched in September 2016 and delivered in March 2018. She is a sailing yacht of 2864 gt registered in the Cayman Islands. The evolutionary design was by Ken Freivokh Design,



Novolari Lenard and Villate De-sign.



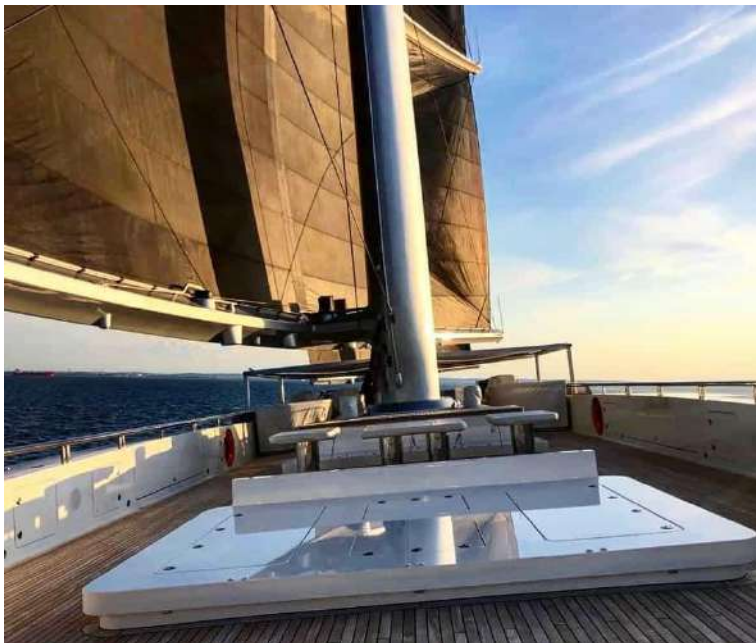
The 106.7m long by 15m wide hull is of steel. The superstructure is of aluminium, whilst the three 70m tall masts are of carbon fibre. Her rig uses the DynaRig system, and all 2877 square metres of sail can be set by the push of a button in just 7 minutes. She is powered by twin MTU diesels of 1080 kW each with 2 No. 400 kW electrical propulsion motors. She is designed to generate electricity to power its on-board systems by using her variable pitch propellers as turbines when propelled by the wind. She has a huge battery bank to store unused energy. As turbines, up to 480 kW can be generated. Under power, she can reach 17.5 knots, but under sail, she can reportedly make 30 knots.



The DynoRig system was originally designed in the 1960s by Wilhelm Proiss. It was developed more recently by the Dutch naval architect Dykstra. It consists of freestanding rotating masts with rigid yards, and it act like a conventional square rig. The furling sails are stored in each mast. They are trimmed by rotating the masts. On the Black Pearl, the masts can be folded to allow her to pass safely through the Panama Canal.



She has accommodation for 12 guests in 6 cabins. Her crew is normally over 18 people. The multi-level atrium is served by a glass lift, whilst she has an on-deck spa pool and Jacuzzi, a convertible cinema, a full beam beach club and a garage for tenders. She is estimated to have cost \$200 million to build, with annual running costs of \$15 - \$20 million.





15 BRAVO EUGENIA

A very different yacht to the Black Pearl, I spotted this vessel at the Navantia shipyard in Cartagena in August this year. She was built by Oceanco for the American billionaire Jerry Jones, the owner of the Dallas Cowboys. She was launched in November 2018 and delivered a month later. She is also Cayman Islands flagged. The external design was by Nuvolari Lenard, whilst the naval architecture was carried out by Lateral Naval Architects. She is said to have cost \$250 million to build and her running costs are \$15 to \$20 million.



Her steel hull is 109m long with a beam of 16.3m, with a draft of 4m, and she is of 3418 gross tonnes. She has an aluminium superstructure and teak decks. She is powered by twin fuel-efficient 16 valve MTU engines, each giving 1460 kW. She has waste heat recovery and an integrated battery system. Her cruising speed is 12 knots and top speed is 18 knots.



She has accommodation for 14 guests in 7 cabins and 30 crew in 15 cabins. She has two helipads, one on the bow and the other on the main deck aft. Facilities include a movie theatre, a beauty salon, a massage spa, a sauna and steam room, a comprehensive gym, a plunge pool and rain shower.

COLINS PICTURES



Bourbon Express off Singapore



Cape Akrtiras Felixstowe



Columbus Mein Schiff3 Thorpe Bay



Cos Orchid off Singapore



Costa Luminosa Singapore



Front Tiger Canvey



Natchez New Orleans



Sea Mullet Gravesend



Sloman Discharger Felixstowe



Stena Brittanica Harwich



Valentine Gravesend

MORGENSTER (which translates as MORNING STAR)



A recent visitor to the Thames was the Dutch flagged sail training ship MORGENSTER. She was built of steel in 1919 by the D & J Boot shipyard at Alphen in the Netherlands as the herring lugger VROUW MARIA. She was motorised with a 200hp La Meuse engine in 1927. As built the hull was 31m long at deck level by 6.75m beam with a draft of 2.4m. In 1947 she was lengthened by 7m, and in 1959 she was renamed Morgenster. She continued as a motorised fishing vessel until 1970. After that she spent some years as a sport fishing vessel and then a pirate radio station.



MORGENSTER AT WOOLWICH

She was bought in 1983 in a very poor state by her present owners M. & H. Muter. Over the next 25 years she was restored and converted into a sail training vessel. Her brig rig is apparently based on that of American clippers of the 18th century. She has accommodation for 24 guests in cabins and a further 12 in hammocks. She has a permanent crew of 10. She has a displacement of 225 tonnes, and a sail area of 600 square metres.

Her maiden voyage as a sail training ship took place in June 2008, and since then she has been in numerous Tall Ships Races and Regattas. She gives a strong learning environment

and serves seafarer schools and the Dutch Royal Navy. In 2013 she was re-engined with a Scania D1 13 diesel of 450 hp.

THAMES CRUISES IN JULY 2022 PART 2

(THE KINGFISHER CAMPAIGN)

PART 2: 28th TO 31st JULY.

THE WHY NOT



Some ten days later we reconvened on the Why Not again for another cruise, hopefully getting to our favourite spot at Clevedon before turning. We left the mooring at Benson at 10.20 on Thursday morning in hazy sunshine and mild conditions and headed downstream again. The yard had been tinkering with the faulty starboard engine, and initially it started and ran smoothly.



THE HAMPTON COURT

We passed the AFRICAN QUEEN which was heading north with a full load of passengers, and then Salter's HAMPTON COURT. She was built by Salter Bros of Oxford in 1923 and is 90 feet long with a passenger capacity of 199. Her original steam engine has long been replaced by a diesel.



CAVERSHAM PRINCESS

We passed the CAVERSHAM PRINCESS, which was built for Thames Rivercruise in 1982 by Hull Steel Craft Ltd.

BBQ LUNCH



Sonning Lock took ages to negotiate, this was despite a lockkeeper and an assistant being on duty. A metal chair dropped overboard from a wide beam narrowboat added to the delays. We moored on an island a mile or so beyond Sonning at about 3.30pm. The only kingfisher

seen today by anyone was painted on the side of a narrowboat. We had however seen moorhens, terns, grey herons, grebes, cormorants, and Canada, Greylag and Barnacle geese together with mute swans. A delicious BBQ supper followed.

The Friday morning cloud soon burned off giving a warm and sunny day. We set off at 7.10 am and stopped at Shiplake Lock for water and to get rid of the rubbish. The waste barge was back on station, and the black sacks around the site had been cleared. The pump-out facility was still out of action, and the freshwater tap had no hose, so I got very wet trying to hold our hose to the tap. We saw later notices that hoses had been removed from all the water taps for safety reasons. Brian saw a kingfisher, which I have classed as a “probable” sighting.



ALASKA ON HER USUAL BERTH

A very pleasant trip down to Cliveden, where we found a berth on an island with plenty of shade at 12.30. On the way we passed the ALASKA at her usual mooring at Hurley, and the

OXFORD at Marlow. An afternoon nap and then another superb BBQ supper.



THE OXFORD

Saturday morning was cloudy at first but improving to a hazy sunshine later.



We left our spot at Clevedon at 06.50 and headed through Clifton Lock, where we topped up with water, got rid of the rubbish and emptied the Elsan. As we headed past Cookham and Bourne End we were escorted by large numbers of cormorants. I am not sure of the correct collective noun, could it be a “Convention of Cormorants”, or perhaps a “Congregation of Cormorants”.



The Henley Town Regatta was in full swing as we passed, it seemed a much more homely affair than the Henley Rowing Regatta itself. We moored for lunch at 12.00, a mile beyond Marsh Lock. We were moved on at 13.15 by an old man who insisted that we were on his mooring, and it didn't seem worth arguing. By now the starboard engine was running unevenly and smoking a lot, so Brian shut it down, and we continued on just the port engine. We moored at 5.00pm on an island upstream of Caversham and had yet another delicious BBQ supper.



The weather on Sunday was cloudy, with rain expected around mid-day. We left the berth at 07.00, heading north on just the port engine. Brian spotted another kingfisher, noted as a probable, and we had a straight run home, arriving at Benson at 11.00. Towards the end of the trip, the port engine was also tending to smoke more than normal. We left Benson about 11.30 and overnighted at Jackie and Brian's house before heading home the next day. Another very enjoyable holiday, thanks to Brian and Jackie's hospitality.

Sadly, our hosts have decided to sell the Why Not, so if we are lucky enough to cruise on the Upper Thames again, it will be in a hire boat.

ROBINS, BEVANS and 42 WHARVES, NORTHFLEET

Immediately downstream of Tower Wharf, Northfleet, on the south bank of the Thames were three wharves, each established in the 19th century as rival plants in the cement manufacturing industry. The three are Robins, Bevans and Bevans 42 wharves. Only two remain partly active as commercial wharves, with recent residential and commercial developments covering the majority of the land areas.

ROBINS WHARF



RECENT

RESIDENTIAL DEVELOPMENT AREA SHOWN IN RED

Robins Wharf was immediately to the south of Tower Wharf. Parker had set up a Roman Cement manufacturing site in 1796. William Aspdin acquired the site in 1846, and began producing Portland Cement there. Aspdin was ousted from the company in 1851, and he sold his technology to Thomas Sturge, who set up on the adjacent, Bevans plant the same year. The Aspdin Works became Robins & Co in 1853. The works were sold in 1900 to the APCM (Associated Portland Cement Manufacturers) which later became Blue Circle Industries, which were taken over by the Lafarge Group in 2001.

By the 1900 take over, the part of the site south of Northfleet Creek was absorbed into the Bevans plant. The more modern part of the plant north of the creek was completely cleared, and it became part of an oil depot.

Part of the site is still active, as it is a “Safeguarded Wharf” and is operated by Aggregate Industries and Brett Concrete for the import of sea dredged sands and gravels, as well as

asphalt supply and ready-mix concrete production. The berth can handle vessels, up to 100 m long, with 9.01m at MHWS and 2.1m at CD.

RECENT CALLERS

FLUVIUS AXE



Bulk carrier of 3193 sdwt, built in 1998 as the ARKLOW SEA. Barbados flagged.

VLAANDEREN



VLAANDEREN

A Trailing Suction Hopper Dredger of 4300 sdwt, built in 2002 as the ORISANT. Dutch flagged.

BEVANS WHARF



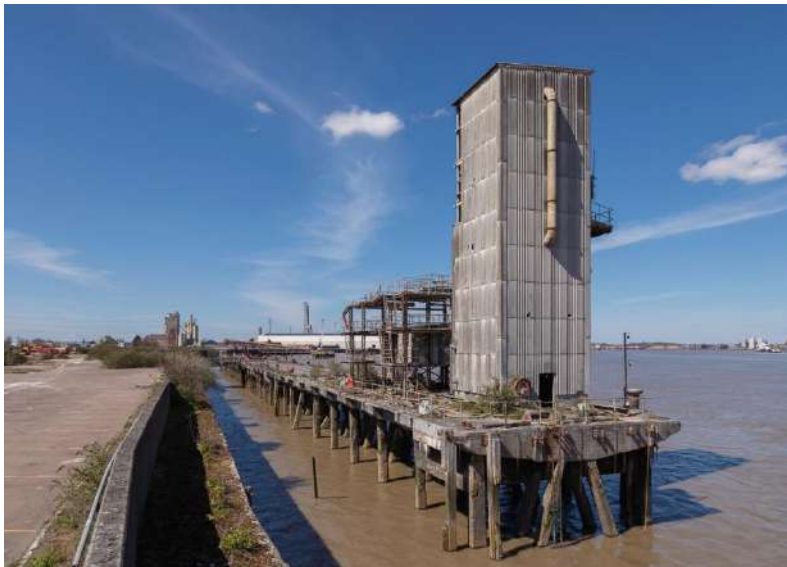
BEVANS IN 1927

Cement mills were established on the site in the 1840s and were known as the Bevens Cement Works. They were absorbed into the APCM combine in 1900. The site formed part of the huge Northfleet Cement Works developed in 1969/70, but when the chalk from the East Quarry ran out, production ended in 2008. The two chimneys were demolished in 2010. The only reminder of the Bevens Cement Works is Bevens Wharf itself. The site had the best Deepwater jetty on the south side of the Thames, and for much of its later history it was Blue Circle's main exporting plant. The coal used to power the majority of the cement manufacture came by sea, and it was received alongside the east extremity of the deepwater jetty. The majority of the manufacturing plant on Bevens Wharf shut down in 1970, with much of the cement handling and wharfage kept in use, incorporated into the adjacent Northfleet site. Bevens never had a rail link, using the river for most of its transportation.



BEVANS IN THE 1960s

The wharf and associated structures are currently in a poor condition, and as they do not constitute a “Safeguarded Wharf”, demolition is likely to happen as the site is redeveloped for 532 dwellings and 46,000 square metres of employment floorspace.



BEVANS AFTER

DEMOLITION

BEVANS 42 WHARF

Manufacturing of Portland Cement and other bulk powders on the site of the Northfleet Cement Works began in the 1850s with the construction of the Knight, Bevan & Sturge Works. The works were reconfigured in 1905, 1926 and 1958 before elements of it were incorporated into the new Northfleet Cement Works, constructed between 1969 and 1970. A new direct rail connection between the new cement works and the North Kent line was

opened in 1970. Served by road, rail & water, the Northfleet Works, covering both the Bevens and Bevens 42 sites, on its opening was the largest cement works of its kind in the world. The name “42” came from its depth of water in feet. In the 1980s, the jetty was busy loading bulk carriers with cement and clinker.

By 1993 the rail sidings went out of use, and were abandoned when, in 2001, Blue Circle Industries were taken over by Lafarge Cement. The closure of the Northfleet Cement Works, due to the exhaustion of its main raw material, chalk, from the Eastern Quarry, occurred in April 2008, and demolition and site clearance followed soon after.



LOOKING EAST

DURING DEMOLITION

In 2005, planning permission was granted for the construction of a Bulk Powders Import Terminal (BPIT), handling up to 1 million tonnes of bulk powders (mainly cement) per annum, with the material imported across 42 Wharf. The rail connection with the North Kent line was re-established. The facility is located at the extreme south end of the site. It was opened in 2011, and cement carriers have been calling regularly since.



© Wout van Mullem
MarineTraffic.com

THE
CHRISTINA MASAVEU WITH A CARGO OF CEMENT. Built in 2011 and of 10,947 sdwt. Spanish flag.

A planning application for a Bulk Aggregate Import Terminal (BAIT) immediately to the west of the BPIT, and covering 10 hectares was also submitted, and permission was granted in 2011. A third planning application for a temporary tunnelling logistics facility for use of part of the cement worksite to support the construction of the Crossrail running tunnels was submitted in 2010.



RECEIVING JETTY IN THE CROUCH

The application was for excavated materials to be handled on the north part of the site, whilst the manufacture of tunnel segments would take place on the south part of the site. It was required for 5 years from 2011 to 2016, after which all temporary facilities would be removed. Permission was granted in April 2011.

Between May 2012 and April 2015, some 3 million tonnes of material excavated from the Crossrail tunnels was carried by rail to the Northfleet site, stored and then loaded onto ships and transported to the RSPB Wallasea Island site in vessels of around 2500 dwt. Typically 5 ships per day made the trip to the specially built receiving jetty in the Crouch. The main carriers were the ARCTICA HAV, BALTICA HAV, ICELANDICA HAV and the GERMANICA HAV, but others such as the SHETLAND TRADER participated in this work. They were often moored in the Leigh Small Ships Anchorage awaiting their slots.



GERMANICA

HAV BEING LOADED AT NORTHFLEET. She dates from 1984 and has a deadweight of 2296 tonnes. Antigua and Barbuda flagged.

The Bulk Aggregates Import Terminal has been in operation since, with regular visits from dredgers and bulk carriers. Regular recent callers with aggregate cargoes include ARKLOW FLAIR, ARKLOW ROGUE, UTE, CEMI and the VEENDJK.

VEENDJK. Built in 2009 and of 4891 sdwt. Dutch flag.



ARKLOW ROGUE. Built in

2007 and of 4933 sdwt. Ireland flagged.

A BRIEF HISTORY OF TILBURY DOCKS

With the coming of the railways and increasing ship size, location close to the centre of London became less important than access to deep water, unrestricted sites and reduction in time spent travelling up the winding Thames. The company had long been in competition with their rival, the London and St Katherine Dock Company, and had been doing all it could to dominate it. The opening of the Royal Albert Dock by the L&StKDC, with its deepwater quayside, in 1880 had given access to the Thames at Gallions Reach, 11 miles by river below London Bridge and downstream of the then principal London docks. The E&WIDC were forced to retaliate.

Tilbury was convenient because of the availability of land and the presence of the railway which had been built in 1854 to connect with Tilbury ferry. The railway station was originally known as Tilbury Fort but soon became simply Tilbury. Seven of those involved in the construction of the docks were freemasons who founded a new lodge. But while the docks were being built, they became involved in a dispute which eventually brought the mighty East & West India Docks Company to its knees.



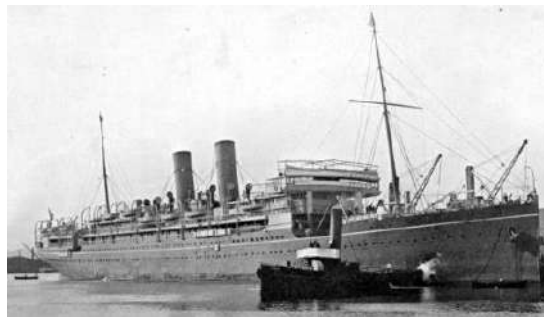
Opening Tilbury Docks

In July 1882, an Act of Parliament allowed the latter to construct the docks at Tilbury; the work didn't proceed as planned however the cost having been underestimated rising from £1,100,000 to £2,800,000. The contractors, Kirk & Randell unexpectedly encountered blue clay and claimed extra costs leading to more problems. The Company had them ejected from the site in 1884, leading to years of expensive litigation. For a while the East & West India Company continued work with their own workers until the firm of Lucas and Aird was engaged to finish the work. The first vessel to enter the docks was on 17 April 1886. This was the Glenfruin carrying the official party for the opening ceremony



Entering Tilbury 1903

P & O began using Tilbury in 1903



SS Molton 1905

Tilbury was a constituent of the Port of London Authority when it was established in 1909.



Tilbury Docks 1920's

In 1921, and again in 1929, the PLA carried out major improvements. These included a new lock 1,000 feet long and 110 ft wide, linking the docks directly to the Thames to the west at Northfleet Hope, and a third dry dock, 752 feet long and 110 feet wide. These works were carried out by Sir Robert McAlpine.

A new passenger terminal was opened by Ramsay Macdonald in 1930. . In 1936, the railway station was renamed [Tilbury Riverside](#).



Docks & dry docks 1930's



Tilbury 1959

During the 1960s, at the time when the upstream docks were closing, the PLA further extended the Tilbury dock facilities. Between 1963 and 1966 a huge fourth branch dock, running north from Main Dock for nearly 1 mile, was constructed. The tidal basin was closed and eventually filled in.



In 1969 a £6 million riverside grain terminal on Northfleet Hope was brought into use.



1973 Tilbury Extension dock

The PLA funded a new £30 million container port which opened in 1967.

In 1978, a deep water riverside berth was opened for large container ships on reclaimed land at Northfleet Hope.

In 1992 the port was privatised and became part of the Forth Ports organisation, the PLA retaining the role of managing the tidal Thames.

In 1992, Tilbury Riverside railway station closed.



2019 Tilbury extension

On 25 January 2012 Otter Ports Holdings Ltd, owner of Forth Ports, acquired from DP World Limited ("DP World") and Associated British Ports Ltd ("AB Ports") the 67% ownership of Tilbury Container Services Ltd ("TCS") not already owned by Forth Ports in a cash transaction. Forth Ports had been a one third shareholder in TCS since 1998 along with partners DP World and AB Ports. TCS is located within the Port of Tilbury, which is wholly owned by Forth Ports.

Port of Tilbury has recently completed a joint development with Tarmac, called Tilbury 2 which is the UK's largest construction materials aggregates terminal (CMAT) built on a 152-acre site and r o ro berths for P & O Ferry services



Tilbury main docks 2019

THE TSS DUKE OF LANCASTER



The Duke of Lancaster was a railway passenger steamer built by Harland & Wolff for the British Transport Commission. She was designed as a passenger ferry, mainly for the Heysham to Belfast route, and also as a cruise ship.

She was launched on 1st December 1955, her Maiden Voyage was in 1956. With her sisters the Duke of Rothesay and the Duke of Argyll, she was among the last “Classic” passenger-only steamers built for British Railways. As a cruise ship, she travelled over many parts of Northern Europe.



She was of 4450 gross tons, with dimensions 376' x 57' x15'. She was powered by 2 Parmetrada double reduction geared steam turbines of 10500 shp, built by Harland & Wolff, which gave her a cruising speed of 14 knots, and a max. speed of 21 knots. Her passenger capacity was 600 First class and 1200 Second class.

By the mid-1960s the car ferry revolution had taken hold. She was converted at Harland & Wolff, starting in early January 1970, by having her main deck rebuilt as a car deck, with doors aft and places for 2 coaches, returning to service on 25th April. She now had accommodation for 1200 passengers, including cabin accommodation for 400, together with 105 cars. After 1969, she sailed under a new brand name Sealink.

The Heysham to Belfast route was withdrawn on 5th April 1975, and the Duke of Lancaster became the relief vessel on the Holyhead to Dun Laoghaire service until November 1978. She was then laid up at Barrow.

She was bought by the Liverpool based company Empirewise Ltd, who intended her to be used as a static leisure centre and market. She arrived at Llanerch – Y – Mor, near Mostyn in North Wales in August 1979. She was beached within a dock and was sealed in by dredged sand and gravel.



Known as “The Fun Ship”, the conversion did not get beyond the preliminary planning stage. As the Mostyn Fun Ship, she was filled with bars, restaurants, an arcade room, a cinema, a zoo and even a wrestling ring. Its use as The Fun Ship was relatively short – lived, and it was closed to the public because access to the ship is via a bridge over the North Wales railway line which has a weight limit of 10 tons, which is too low for emergency vehicles. After ongoing legal battles with the local councils, the owners finally ‘walked away’ in 2004.





Later owners had similar problems, leaving the ship becoming increasingly derelict. They included Solitaire Liverpool Ltd, a clothing company, who used the ship as a clothing warehouse. Early in 2012, the majority of the coin-operated machines were removed and sold. In August 2012, the white painted exterior of the hull became a huge canvas for invited spray-paint graffiti artists, including the famous Latvian Kiwie. The hull was later painted black.



In 2019, a “Zombie event” had to be cancelled because of Health & Safety issues, so presumably the road bridge is still the only access to the site.

As of 2021, it was reported that there is a lot of rust externally, but the interior is in good condition. The decks were being refurbished and the interior was undergoing restoration for use as a dockside attraction. In September 2021, a beach bar was being set up ready for a festival, and the refurbishment continued in time for Christmas markets. These were fundraising events towards the cost of the refurbishment. It is apparently proposed to restore the top decks with a bar and then work slowly downwards.

COMMENT: From my experience of neglected old steel vessels, it will need many millions of pounds even to stabilise the deterioration, so unless a source of huge funding is found, the ship is unlikely to last many more years.

SHORT HISTORY OF A LINE -BOLTON STEAMSHIP COMPANY

Bolton Steam Shipping Co. Ltd originated from 1885 when Frederick Bolton formed a partnership with Louis T. Bartholomew as Frederic Bolton & Company and ordered a steamer from J.L. Thompson & Sons, Sunderland. She was delivered in June 1885 as the RAPHAEL (1) followed by the REMBRANDT (1) in August 1886 and the RUBENS (1) in July 1887 and the RUYSDAEL (1) in September 1888. The ships were used in the Tramping trades.

Two more tramp ships were delivered from J.L. Thompson & Sons, Sunderland, in 1893 and 1894, the ROMNEY (1) and ROSSETTI (1).

Henry Kenneth joined as a partner in 1887 but could not get on with Louis T. Bartholomew, so Frederick bought Kenneth out in 1897 and renamed the company the Bolton Steam Shipping Company Ltd in that year.

Another three tramp ships were delivered from J.L. Thompson & Sons, Sunderland in 1898, 1902 and 1904, REYNOLDS (1), RAMSAY (1) and RIBERA (1). The RAPHAEL (1), REMBRANDT (1), RUBENS (1) and RUYSDAEL (1) were sold to Chile in 1906 and a new tramp ship built by William Gray and Sons, West Hartlepool the RUBENS (2) joined the fleet.

By 1904 the company was definitively the Bolton Steam Shipping Co. Ltd running nine tramp steamers operating to the Black Sea, and in the Middle and Far East, often with cargos of case oil. Ships were named after artists beginning with the letter R; the founder was the son of a painter.

In 1906 Fredericks' two sons Eric and Louis Hamilton, were made partner. In January a new RUYSDAEL (2) was delivered from William Gray and Sons, West Hartlepool.

By the beginning of World War I the company owned seven tramp ships.

In August 1914 the RUBENS (2) was captured at Hamburg. On 27th September 1914 the RIBERA (1) was captured by the German cruiser Emden in the Indian Ocean. The RUYSDAEL (2) was detained at a Finnish port, where she lay until November 1916, on arrival home she was sold to A.D. Axarlis, London and was torpedoed and sunk in September 1918. In 1915 a new RIBERA (2) was delivered from William Gray and Sons, West Hartlepool and ROMNEY (1), ROSSETTI (1) and REYNOLDS (1) were sold in 1915-1916.

Eric Bolton had been killed earlier in the war and the company went into voluntary liquidation on 12th September 1917. The RAMSAY (1) was sold to B.J. Sutherland at Newcastle and the RIBERA (2) to other British owners.

Sir Frederick was suffering from increasing ill health and he decided to place the company into voluntary liquidation in 1917. Sir Frederick's son Louis Hamilton Bolton started the company up again in 1921 with four ships from the reparations fleet.

In February 1920 Frederick died and in November 1921 Louis Hamilton restarted the company with the purchase of two second-hand tramps from the Shipping Controller which were renamed RUBENS (3) and RIBERA (3) and another bought from the Well Line, renamed RUYSDAEL (3) (ex- BLACKWELL). A new ship was bought while building from Bartram & Sons at Sunderland and renamed RAMSAY (2).



Romney 1929

In February 1927 a new REYNOLDS (2) was completed at R. Duncan's, Port Glasgow. She was followed by two sisters in May 1929 and March 1930, the ROMNEY (2) and RAMSAY (3). The RUBENS (3), RUYSDAEL (3) and RAMSAY (2) were sold in 1927, 1929 and 1928 and the RIBERA (3) was laid up in 1930 and scrapped in 1931.

Ships were named after artists beginning with the letter R; the founder was the son of a painter.

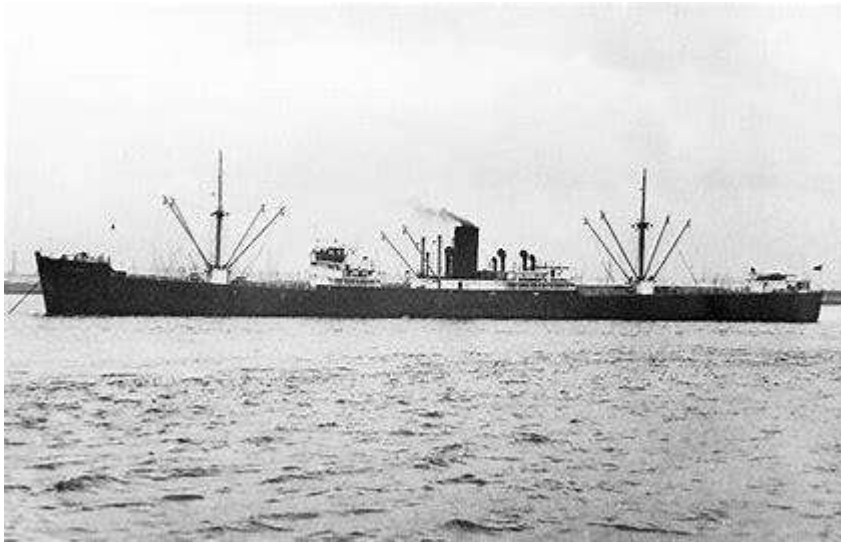


Ribera 1940

By the beginning of World War II the company owned three tramp ships.

On 9th June 1942 the RAMSAY (3) was torpedoed and sunk by German submarine in the Atlantic while in convoy ONS 100. On 31st October 1942 the REYNOLDS (2) was torpedoed and sunk by German submarine South of Madagascar.

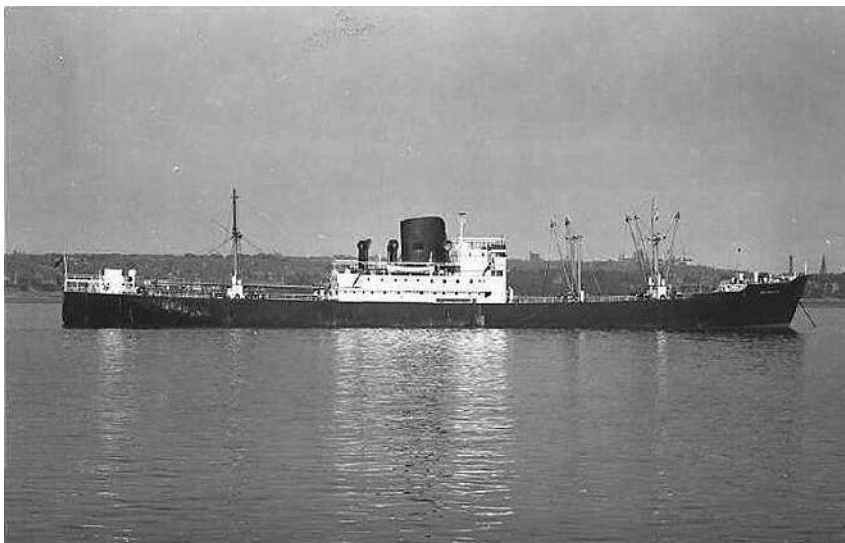
Two sister ships the RIBERA (4) and REMBRANDT (2) were completed in 1940 and 1941 at the Lithgow's yard at Port Glasgow. Two standard Ocean's were managed for the Government.



Rembrandt 1941

The managed OCEAN VIGIL was purchased in 1946 and renamed RAMSAY (4), while a sister was purchased in 1947 and renamed RUYSDAEL (4) (ex- OCEAN WANDERER). The managed liberty SAMCEBU was also purchased in 1947 and renamed REYNOLDS (3).

The ROMNEY (2) was sold to Greece in 1949 and was replaced by the RAPHAEL (2) (ex- OCEAN VAGRANT). The EMPIRE MARTABAN was taken on a bare boat charter from 1946 till 1951 with an option to purchase which was taken up in 1951 but immediately resold to other London owners.



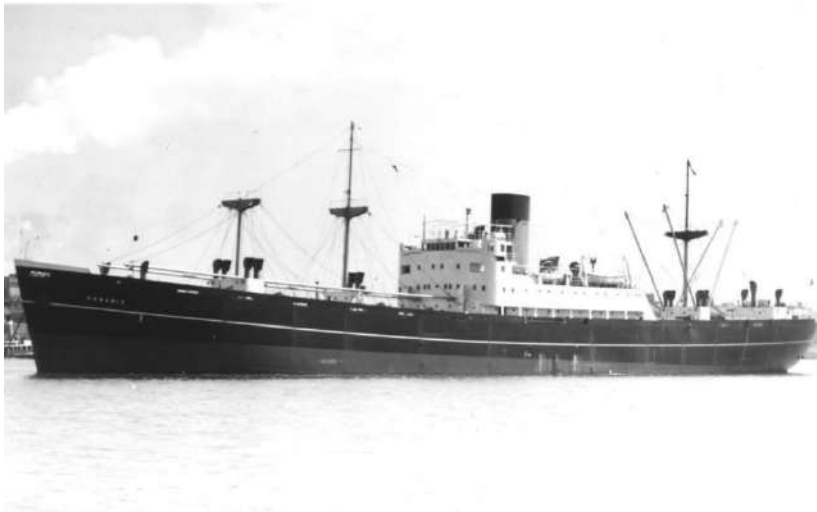
MV Ramsay 1951

New ships were built in 1952 and 1953, the RAMSAY (5) and REYNOLDS (4).

In 1951 the fleet consisted of three war built steamers

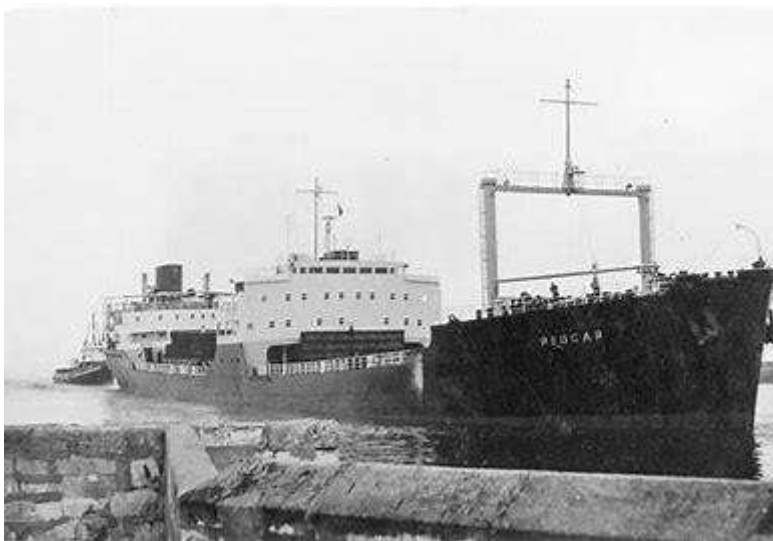
These were replaced by four new ships during the 1950s and the company also bought four ore carriers, which were given Yorkshire place names beginning with the letter R.

Louis Hamilton died in 1953 and was succeeded by his son Frederick B. Bolton.

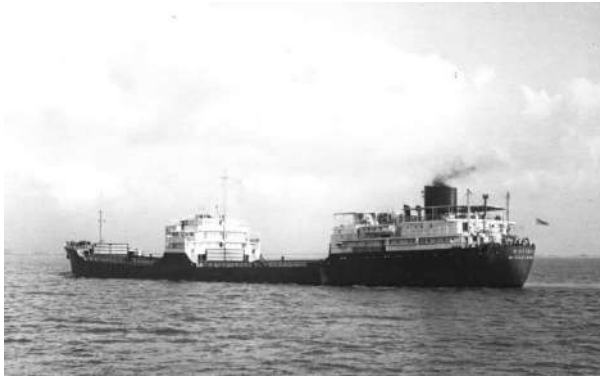


Romanic

The Romanic joined the fleet in 1954 and was chartered to [Shaw, Savill and Albion](#)



1955 Redcar



Ripon

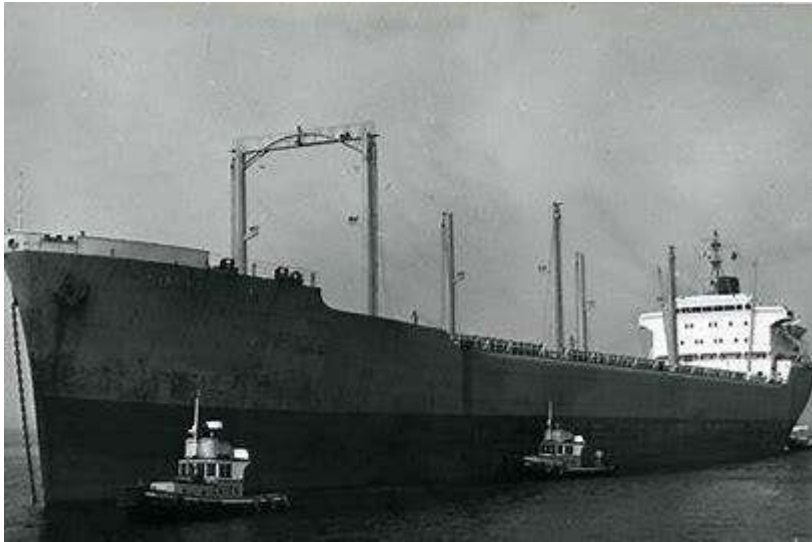


1957 Ruysdael

A new company the North Yorkshire Shipping Company Ltd was started in 1954 to transport ore for BISCO and orders were placed for four ore carriers (REDCAR, RIBBLEHEAD, RIPON and RIEVAULX).

The RIBERA (4) and REMBRANDT (2) was sold in 1955 and 1957 to Greece. A new RUYSDAEL (5) entered service in 1957, followed by the REMBRANDT (3) in 1960 which had gas turbines engines placed right aft, this was not a great success and the ship was sold in 1967 with considerable loss. The RAMSAY (5), REYNOLDS (4) and ROMANIC were sold in the early sixties and the RUYSDAEL (5) followed in 1968.

In 1961 the company was down to six ships and was now managed by Louis's son Frederick B. Bolton, with the company doing quite well for a while



Ribera 1965

In June 1965 the company entered the bulk trade with the delivery of the RIBERA (5) from Smiths Dock Co., Middlesbrough.



MV Reynolds

1973

The RIBERA (5) was sold in 1973 and replaced with two new bulkers the ROSSETTI (2) and REYNOLDS (5). Also a new funnel marking was used with the house flag instead of an all black funnel.



MV Rubens

A third sister ship of the two previously built ships joined the fleet in 1976 as RUBENS (4). However, the market collapsed and Frederick B. Bolton was forced to sell his ships. The ROSSETTI (2) was sold in 1978 and also the REYNOLDS (5) was sold and chartered back

But in the late 70 s debt was mounting so in 1982 they were bought by Nosira Shipping (Carnival Cruises Line Group) with Carnival in turn selling them both in 1987 to the Mountleigh Group. Whilst part of the Carnival Group the Bolton Maritime Management Ltd. was set up to manage the fleets of Bolton Steamship and Nosira Shipping but these two have gone out of ship-owning soon after and by 1992 and the management company was noted in Lloyds Shipowners acting for a non related company.

THE GLEN SANNOX AND HULL 802



In the news regularly in recent years for all the wrong reasons are Ferguson Marine and the GLEN SANNOX. The two ferries ordered in 2015 for CalMac are still under construction in Port Glasgow, years late and with huge cost overruns.



HULL 802

RECENTLY

The shipyard was established in 1903 by Ferguson Brothers, building mainly tugs, barges and dredgers, During WW2, the yard built 30 ships, including tugs, minesweepers, corvettes, ferries and boom defence vessels. With the decline in British shipbuilding in the 1950s and 60s, the yard became part of Scott-Lithgow and was nationalised in 1977. It was bought by Clark Kincaid in 1989, who began trading again as Ferguson Shipbuilders. After a period

when owned by Kverner, the yard was sold back to Ferguson Marine in 1991. In 2014, the firm went into Administration after a lack of long-term investment. It was quickly bought by Clyde Blowers Capital, led by Jim McColl, who renamed the company Ferguson Marine Ltd.



GLEN

SANNOX AT LAUNCH

In 2015, Clyde Blowers Capital invested an initial £12 million in the shipyard and its new management team, aiming to grow the workforce from 100 to 400. Later in 2015, the new company was awarded a £97 million contract to build two 100 metre, dual-fuel ferries for the Scottish government-owned Caledonian Maritime Assets Limited (CMAL), securing the immediate future of the yard and confirming the projected growth to a workforce of 400.



GLEN

SANNOX UNDER TOW FOR DRY DOCKING AUGUST 2022

The two ferries were originally intended for delivery in 2018, but construction difficulties, the reasons for which are still in dispute, led to a 2-year delay for the first ship, the GLEN SANNOX, which was launched in November 2017. Attempts by Clyde Blowers Capital to negotiate with the Scottish Government over increased costs and delays to the ferries failed, and on 9th August 2019, the directors of Ferguson Marine & Engineering Ltd. Gave notice that the company would be put into administration.

This action led to a bitter dispute between the Scottish Government and the former owners of the company. A week later, the Scottish Government announced that they would take over the management of the yard, and that if no private buyer could be found in 4 weeks, the yard would be nationalised. On 2nd December 2019, the Scottish Government formally took ownership of the shipyard, now renamed Ferguson Marine (Port Glasgow) Ltd, writing off about £50 million of previous loans.

HULLS 801 (GLEN SANNOX) and 802

The ships are Ro-Ro ferries for 1000 passengers and either 127 cars or 16 HGVs. Ferguson's contract was for the design, build, test, launch and deliver the two vessels for £97 million. They were initially due to enter service in Summer 2018. The basic design of the two was by naval architect Houlder.



The ships were to be capable of operating on either marine diesel oil or liquified natural gas. The first steel for the Glen Sannox was cut on 7th April 2016, and she was launched on 21st November 2017. The hulls are of steel, but the superstructures are of aluminium. They will be of 7040 gross tonnes, 1273 deadweight tonnes; with dimensions 102.4m over all length, 97.8m between perpendiculars; 17.5m beam and 3.4m draft.

They are powered by twin Wartsila 4-stroke 6-cylinder turbo charged 34Df diesels of 3000 kW each with two controllable pitch propellers and 3 bow thrusters giving a speed of 16.5 knots.



Both vessels have been subject to corrosion due to the time they have spent in the open, especially the Glen Sannox, which is afloat. There are a series of defects which will have to be sorted before going into service. The bulbous bow was outside specification, and was replaced during a three week spell at Dales Marine's dry dock in Greenock in September.

The work included the replacement of the bulbous bow, work to the propulsion system, seals and bow doors as well as repainting the hull. Testing of the main engines began in October. Another problem that recently came to light is that 125 miles of electrical cables were wrongly installed and will have to be replaced. Latest estimates are that the final costs of the pair could exceed £300 million.



Several key people, including Jim McColl of Clyde Blower Capital, have said recently that the two ships should be scrapped, and smaller, simpler ferries built instead. The disputes over the delays and cost overruns are likely to run and run, but it would appear that the problems stemmed from starting construction while the design was still not frozen, from subsequent design changes, from arguments over costs and finally Covid have all contributed to the current situation.

SHIPBUILDING AT WHITBY & MIDDLESBOROUGH -PARKOL MARINE PART 1

Going back in time!

In 2017, Parkol opened a second site in Middlesbrough that measured 230 feet) long by 115 feet wide and 131 feet tall. The larger site was created so that Parkol could build bigger boats and tailor bespoke boat building to the fishing industry's needs. Combined with the site on Teesside, the company employed 80 tradesmen and staff,¹ dropping to around 70 in 2020.

In October 2018, the first boat to be built in the new Middlesbrough site was launched at Whitby Harbour. The company offers a range of marine engineering services; from refurbishment and repair, to a whole newbuild ship. The yard offers ship-lengthening

services. The first ship to undergo this work was the Scarborough trawler Allegiance, which was extended by 26 feet at a fifth of the cost of a newbuild ship.

Parkol also undertake maintenance. In 2002, they built a replica of Captain Cook's ship, HMS Bark Endeavour, to two-fifths of the actual size. The replica vessel sails up and down the coast from Whitby and is powered by a motor. The ship was constructed from wood using the skills of local tradesmen.

Parkol fabricate their boats on the quayside and then have a crane lift their vessels into the water, as opposed to the normal route of launching them down the slipway.

Ken retired in the mid-1980s and John's wife Esther remained company secretary. Jim Morrison joined the business as a Director in 1988 after going into partnership with John.

Jim's son James Morrison joined the business from school in 1991 and later Andrew Oliver, John's son, joined in 1998. More recently, Jim's daughter Sally joined Parkol in 2013. Respected marine architect Ian Paton is the company's technical director.

Today's management share the passion of the founders,

059 Winter of Ladram



Parkol appointed to build a new 21-metre crabber. Completed May 2022,

The vessel is overall length of 21.4 metres and a breadth of 7.70 metres,

Winter of Ladram combines the traditional functionality of a conventional crabber with the latest boat-building design and technology approaches. A high-efficiency propulsion system and painstakingly-designed propeller and stern section ensure she moves through the seas efficiently, resulting in lower fuel consumption and emissions. The vivier has a good water circulation to keep the catch fresh and healthy.

She is based in Newlyn, Cornwall, and will primarily fish Area 7, SW Approaches and the Irish Sea for crabs and lobsters.

Owner Waterbeach

058 Build Middlesborough

057 Day Star II



Trawler Length 25m

Home Port Fraserborough FR86

056



Built 2023

055 Green Isla



Trawler Built 2022

Port Sligo SO 500

054 Day Dawn



Building of the vessel, designed by Ian Paton of SC McAllister and Co Ltd, started in February 2021 and lifted into the water on March 12th 2022.

Day Dawn is 22.2metres overall length with a beam of 7.5 metres and GRT of 215 tons

Home Port Fraserborough FR90

Completed 2022

053 Ambitious II

Twin rig trawler



Owners David & Neil Kirwan Clogherhead

Built 2021 GRT248

Home port Drogheda DA 62

052 Sparkling Star



New vessel heralds bright new future for Scottish fishing family

The first trawler commissioned by James Corbett, backed by the Don Fishing Company was launched at Whitby in November 2017. There was much ceremony about the occasion. James and his family and friends travelled down from the north of Scotland in full kilt regalia for the blessing by a minister from the Mission to Seafarers. The Sparkling Star marks the fulfilment of a lifelong aspiration for James. The seasoned skipper purchased the boat in partnership with Peterhead-based fish

The twin rig trawler has been put through her paces since her launch, spending on average 25 days at sea off the west coast of Scotland each month, fishing for ground stocks such as monkfish. “

The vessel's bespoke round bilge hull design, aims for maximum performance in the water and increased fuel efficiency..”

Home Port Ulapool UL 290

051 Miranda of Ladram



Gilnetter

Completed 2021

Home Port Padstow PW6

050 Valhalia



vivier crabber

Completed 2021

Home Port Fraserburgh FR268

049 Reliance III



Reliance III was launched on 3rd September 2020. The vessel is the 2nd boat they have built for John Clark and the Reliance Fishing Company. She is a 20 meter 200 tonne steel-hulled twin rig trawler designed for fishing prawn and white fish and will be fishing out of her home town of Banff.

The main deck has an athwartships, steel casing centred aft of midships for galley, mess and washroom. At the aft side is a steel shelter and integral gallow arrangement over net drums and forward has a non-weathertight shelter space for fish handling and winch. The shelter deck has an aluminium alloy wheelhouse, landing crane, steel trawl gallows with crane and power block.

048 Osprey



Vivier Crabber

Osprey was launched on the 6th March 2020 She is a 19 Metre Built for Holborn Fishing Company Ltd and will be fishing out of her home port of Scrabster with a crew of 8 men.

Home Port Wick WK4

047 Havara



Parkol Marine Engineering has handed over a new salmon feed carrier to Shetland seafood company LCL Shipping.

Named *Havara*, the vessel has a length of 27 metres, a beam of 9.7 metres, and capacity for 350 tonnes of feed.

Power is provided by two Cummins engines.

46 Virtuous



This trawler fishes out of Fraserburgh under owner Sandy West. She will be fishing with a crew of 8/9 men with an ice locker of 6 tonnes. . Arranged for single and twin rig trawling. Below deck is to be subdivided by three watertight bulkheads into: aft accommodation with steering gear, engine room, fishroom and forepeak tank.

The main deck to has, deckhouse for galley, mess, oilskins and washroom offset to starboard, hopper and catch handling to starboard side. Aft side is to have a steel shelter and integral gallow arrangement, over net drum space, stern ramp to shelter. Weathertight shelter catch handling and winch space.

Shelter deck is hase: stern ramp, bag hatch, gilsen gantry, trawl gallows, power block crane, landing crane and aluminium alloy wheelhouse. She is fitted with 2 x Zeigra ice machines capable of producing 1 tonne of fresh water ice per day.

045 Fruitful Bough



Completed April 2019

Robert West steamed up to Peterhead and almost immediately set out putting her through her paces before returning to Whitby after sea trials.

Fishing trials went without a hitch, and provided a brief snapshot of Fruitful Bough's potential, in terms of towing capabilities, fuel economy and quiet running.

Ian Paton of SC McAllister designed a new round bilge hull, with particular attention given to the bow and underwater stern sections. With a full bulbous bow, flared bow section and fine waterline entry makes sure that her beam is carried well forward. Fitted with a full length shelterdeck, heated oil skin lockers, state of the art galley and cabins, all helping to ensure crew comfort and safety.

The wheel house is the first new build of its class to be fitted with Woodsons' new 4K Multiview control system, consisting of three 49in display screens and a further eight 24in monitors arranged in the overhead console and aft at centre trawl console. Also fitted are 2 x 8 CCTV camera system, with a further 2 cameras serving the aft quarter. Her full CCTV system includes an underwater hull camera focused on the propeller, nozzle and rudder.

044 Atlantic Dawn



The first vessel to be built on Teeside yard , was launched in September 2018 and made her way down to Whitby to be completed. This 20m Scalloper was commissioned by Islay Crab Exports and will be fishing off the west coast of Scotland

Incorporating outer hull tipping doors and catch hoppers/conveyors, Atlantic Dawn also features four Caterpillar engines and a powerful package of deck machinery, the hull incorporates aerofoil shaped anti-pitching fins towards the forefoot of the fully-formed bulbous bow, and a triple rudder system. Capable of holding around 600 38kg bags of scallops, the hold is chilled by a powerful blower system centrally mounted on the deckhead, 2.5t Sea Ice machine, is mounted against the forward bulkhead, flake ice drops vertically downwards to two ice lockers in the hold.

043 Carvela



The second build from the Middlesbrough yard Carvela was moved on a specially designed low loader system before being lifted in to the Tees. She then went down to Whitby to be completed and then scheduled engine and fishing trials before leaving Whitby for Stromness.

Carvela is powered by a Mitsubishi S6A3 main engine (360kW @ 1,800rpm), coupled to a Reintjes WAF274 7.476:1 reduction gearbox. The two Mitsubishi 6DI6-based gensets also installed in the vivier-crabber's engine room, together with a 25kW harbour set.

Vivier Crabber

Owner Ronnie Newuay

Hone Port Stromness

Built 2019 Length 19m

042 Summer Rose



20m long scallop Trawler, round bilge, transom stern, bulbous bow, soft nose stem and rigged for scallop dredge fishing, with dredge tipping doors and catch handling conveyors for 10 dredges a side. .

Positioned on the shelterdeck aft of the wheelhouse and forward of the rudder stock, the towing arms can be extended 2.5m, the extending towing arms offer two major advantages, in terms of safety, they eliminate the need for crewmen to reach out over the side of the vessel when clipping in the Gilson hook, as the hanging block is easily brought to the side and when turning during a tow, the arm on the inside of the turn can be brought in, which bring the fulcrum point closer to the hull and gives maximum turning leverage.

Main deck working area to have split trawl winches, hinged outrigger arms, with catch conveyors and dredge tipping incorporated into bulwark sides. Focsle catch sorting, washing and handling, compartment and store. Open sided shelter deck fitted over the main deck, inboard of dredges, between deckhouse and focsle.

20 m scallop trawler

Owner John MacAlister
Home Port : Oban

Length 20.3 Built 2018

MYSTERY SHIPS 61



61.1 Thor Heyerdahl, 23 04 93, Frederikshavn

THOR HEYERDAHL IMO 7329522 Passenger/Ro-Ro ship
10,002g 2,850d Length: 154m Breadth:24.3m Depth:14m Draught: 6.1m

1974: Completed by Aalborg Vaerft A/S., Aalborg as DANA REGINA.

1990: Renamed NORD ESTONIA.

1993: Renamed THOR HEYERDAHL.

1994: Renamed VANA TALLINN.

2011: Renamed ADRIATICA QUEEN.

2014: Broken up in Turkey.



61.2 Stena Freighter, Gothenburg, 24 04 93

STENA FREIGHTER IMO 7528568 Ro-Ro Cargo ship
13,145g 8,911d Length: 156m Breadth:21.6m Depth:15m Draught: 7.3m

1977: Completed by Hyundai Shipbuilding & Heavy Industries Co Ltd, Ulsan as MERZARIO AUSONIA.

1981: Renamed STENA FREIGHTER.

1982: Renamed JOLLY GIALLO.

1982: Renamed JOLLY TURCHESE.

1983: Renamed STENA FREIGHTER.

2004: Renamed GLOBAL FREIGHTER.

2011: Broken up in India.



61.3 Stena Scanrail, Gothenburg, 23 04 93

STENA SCANRAIL IMO 7305772 Ro-Ro Cargo ship (vehicles/rail)
7,504g 6,726d Length: 142m Breadth:16m Depth:12m Draught: 4.5m

1973: Completed by A. Vuijk & Zonen's Scheepswerven B.V., Capelle a/d IJssel as SEATRADER. (Launched as STENA SEATRADER).

1976: Renamed BAHJAH. Lengthened.

1981: Renamed STENA SEARIDER.

1983: Renamed SEARIDER.

1984: Renamed STENA SEARIDER.

1984: Renamed TRUCKER.

1985: Renamed STENA SEARIDER.

1987: Renamed STENA SCANRAIL. Converted from Passenger/Ro-Ro cargo.

2015: Renamed BIRDENIZ.

2018: Renamed BIRDENIZ N.

2021: Renamed BIRDEN.

2021: Broken up in Pakistan.



61.4 Stout Truck, Great Yarmouth, 17 03 91

STOUT TRUCK IMO 8200319 Platform Supply ship
1,335g 2,120d Length: 59m Breadth:14m Depth:7m Draught: 6.1m

1982: Completed by Schiffswerft u. Masch. PaulLindenau GmbH & Co. KG, Kiel as STOUT TRUCK.
1991: Renamed OIL ONYX.
c.2012: Hulked/abandoned in Venezuelan waters.



61.5 Stena Scandinavica, Gothenburg, 23 04 93

STENA SCANDINAVICA IMO 7907661 Ro-Ro Cargo ship (vehicles/rail)
39,193g 5,102d Length: 175m Breadth:31m Depth:9m Draught: 6.8m

1988: Completed by Stocznia Gdanska im Lenina, Gdansk as STENA SCANDINAVICA. (Launched as STENA GERMANICA).

2011: Renamed STENA SPIRIT.
Still in Service.



61.6 Northern Joy, Felixstowe, 31 01 93

NORTHERN JOY	IMO 9039250 Container ship
30,567g 31,160d 2,021 TEU	Length: 202m Breadth:31m Depth:19m Draught: 10.5m

1999: Completed by Stocznia Gdanska SA, Gdansk as NORTHERN JOY.

1993: Renamed SEA HAWK.

1994: Renamed HYUNDAI TACOMA.

1996: Renamed SEA VIGOR

1997: Renamed NORTHERN JOY.

1998: Renamed CONSHIP MEXICO.

1999: Renamed CMA XINGANG.

2001: Renamed NORTHERN JOY.

2001: Renamed CANADA SENATOR.

2008: Renamed NORTHERN JOY.

2010: Renamed MSC JOY.

Still in Service.

ANSWERS TO QUIZ 61

MARITIME QUIZ NOVEMBER 2022 QUESTIONS

1. MSC LORENA: 5000 teu container ship under tow off Spain after being disabled. En route from Felixtowe to Turkey. Mid Oct.

2. MSC OPERA: The organisers of the 2022 World Cup in Qatar have chartered her to provide 1000 hotel rooms. They have already chartered the MSC WORLD EUROPA and the MSC POESIA. Mid Oct.
3. HANSA RENDSBURG: 1728 teu container ship operated by Hapag Lloyd hit a quay gantry crane at Chittagong and has been detained by the harbour authority. Mid Oct.
4. EUROPE: Ultra Large Crude Carrier of 441,561 dwt built in 2002 sold by Euronav NV for use as a storage vessel. Mid Oct.
5. AL-AZIZ: The Egyptian Navy has accepted the first “MEKO” type frigate from Thyssenkrupp Marine Systems. Mid Oct.
6. SHOFU MARU: The world’s first bulker fitted with a hard sail (Wind Challenger system) entered service on 7th October on the Japan / Australia coal run. Savings of 5% are anticipated.
7. ENS LUXOR: The former RFA FORT AUSTIN sailed for Egypt after work carried out by Cammell Laird. Early Oct.
8. TSS PEARL: Panamanian flagged container ship of 1853 teu built in 2008 sank in the Red Sea after a fire. All 25 crew are safe. Mid Oct.
9. STOLT ACER: Chemical tanker of 29,700 dwt is being used for trials of Shipshave’s IN-TRANSIT CLEANING OF HULLS system. It involves a semi-autonomous robot attached to the hull, and is estimated to save 10% of fuel costs when used regularly.
10. K3 LENINSKY KOMSOMOL: The first Soviet nuclear powered icebreaker, completed in 1957, carried through the streets before becoming a museum exhibit at St. Petersburg. Mid Oct.
11. USCGC CHARLIE MOULTHORPE: Coastguard cutter seized 3000 kg of opium and 400 kg of methamphetamine from a fishing boat off the coast of Oman.
12. VENTURA: P & O cruise ship delayed in Southampton after a suspected object wrapped around a propellor. Late Oct.

13. KISMET: Superyacht owned by Shahid Khan, who also owns Fulham Football Club, arrived at Canary Wharf. Built by Lurssen in 2014. 2928 gt. Available for charter for \$1.2 million per week. Late Oct.
14. POTHITOS 111: a tug sank during the mooring operation of the cruise ship AZAMARA JOURNEY near Patnos, Greece. 1 fatality. Late Oct.
15. MSC WORLD EUROPA: Cruise ship handed over by Chantiers de l'Atlantique in St. Nazaire. The world's largest LNG powered cruise ship at 215,863 gt. Propulsion by 2 five bladed propellers, 4 bow and 3 stern thrusters. Late Oct.